

ROAR

Magazine of the Peugeot Association of Canberra



August 2009

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ON THE COVER
Official photo of the Peugeot RC Z.

RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)

PO Box 711, Civic Square, ACT, 2608.

The Peugeot Association of Canberra is now on the
Internet. The PAC home page contains articles and
information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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reflect the PAC as a whole.



Greetings all,

The accompanying photo, taken by Rick Phillips, appeared in my column last month, but without explanation. Those who were there will recognise the event – our annual Bastille Day Dinner, held this year at Vivaldi Restaurant on the ANU campus.

Swine flu and other commitments conspired to reduce numbers compared to previous years, but those of us who did attend the dinner were unanimous in pronouncing it one of the best we have had.

A combination of good food (and plenty of it!) and wine (at reasonable prices), not to mention our own fine company, meant that everyone went home very happy – some more happy than others, depending on wine consumption. Needless to say, Vivaldi will be high on the list of possible venues for next year's dinner.

Lightning does strike twice! For the second time in a year, our 306 has been rear-ended, at the same intersection (the slip lane from the northbound land of the Monaro Highway onto Hindmarsh drive). Although the damage was minor on both occasions, the resultant loss of car, while repairs are undertaken, is a pain. Fortunately, being car-rich, our 505 has been pressed into service as a backup.

After buying a 407, to replace the 505, about 12 months ago, the 505 was earmarked for sale. However, with one son still on his L-plates, the 505 was the ideal vehicle for the purpose – virtually indestructible, very easy to drive and not exactly immaculate bodywork. In fact, now that L-plates have become P-plates, the same ideal characteristics still apply and the 505 remains in the family.

According to a list published in the Canberra Times, recently, it's good to see that at least some of our local politicians own good

cars. Of the 17 ACT MLA's, two drive Pugs – Vicky Dunne (Liberal) and Andrew Barr (Labor) – while Simon Corbell (Labor) has a Citroën.

The other marques include Toyota (4), Honda (3), Ford (2), Holden (2) and one each of Nissan, Audi and SmartCar. Interestingly, all four Greens MLAs drive "green" cars –

Toyota Prius (3) and SmartCar (1). Let's hope that more of our local MLAs can be won over from the "dark side".....

Just a reminder that our monthly meeting will be held at the Canberra Services Club in Manuka at 8 pm on Tuesday 25 August, with dinner from 7 pm. Now that the days are getting longer and warmer, there should be no meteorological excuse not to attend. Why not come along and join us?

Keep on Pugging,

Brad Pillans



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CLUB EVENTS

25 August

Club meeting, Canberra Services club, Canberra Ave, Manuka. 8 pm. Dinner in club at 7 pm.

22 September

Club meeting, Canberra Services club, Canberra Ave, Manuka. 8 pm. Dinner in club at 7 pm.

25 October

French Car Drive, Jeir Creek Winery, Murrumbateman.

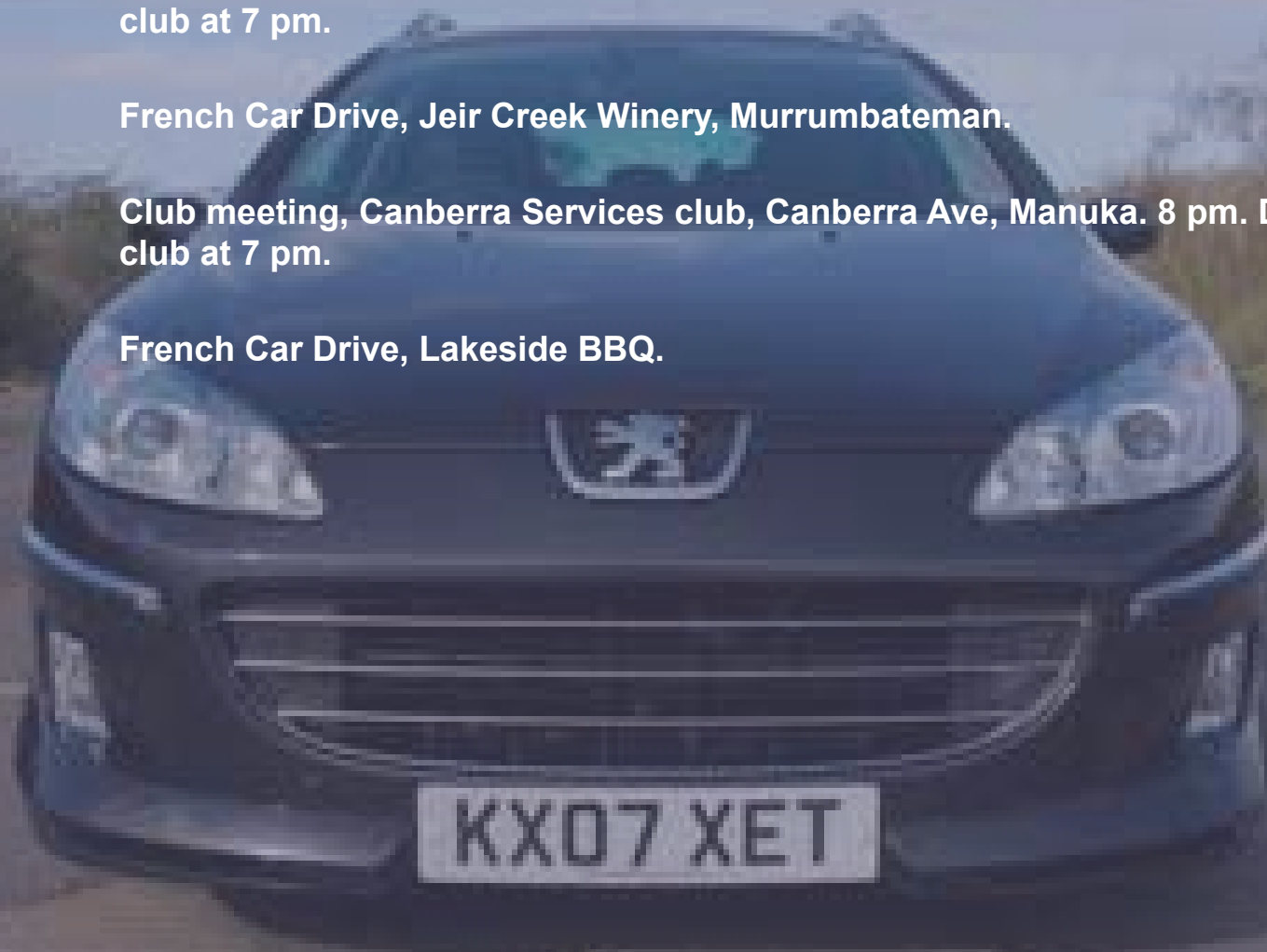
27 October

Club meeting, Canberra Services club, Canberra Ave, Manuka. 8 pm. Dinner in club at 7 pm.

6 December

French Car Drive, Lakeside BBQ.

Calendar



French Car Drives 2009

Here is the list of dates and proposed destinations for our drives this year. I'm looking for suggestions for August, please send me your ideas.

Sunday October 25 - Winery (Jeir Creek) and cafe in Murrumbateman

Sunday December 6 - Lakeside BBQ

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>

CLASSIFIEDS

FOR SALE

203 C (1955)

Reluctant sale of this car that has only had 3 owners. Original rego papers from Wangaratta; receipts; bare metal respray in original green. Original leather seats, new hood lining, 15" Michelin tyres. Refurb brakes, fresh 403 motor fitted, rewired, new rubbers & laminated windscreen, Smiths heater, original matching number 203 motor included. A reliable car, last trip was 1,000km. Nothing to spend,

Currently ACT club rego HIS 1056, VRN 1418805, POA.

Phone Colin 0414 484 398 or 02 62488442



Not the 203C in question

CLASSIFIEDS

FOR SALE

504GL (1973)

9/1973 compliance plate - built by Renault Australia

Genuine 2 owner 100% Canberra car. Delivered through Corin Motors in Fyshwick.

Still has the original Corin Motors sticker on the rear as it has been garaged all of its life.

Alpine White in colour with tan vinyl interior - seats and door trims.

Original paint - never been crashed or repainted.

4 - speed manual.

New Michelin tyres on original steel rims (rims sandblasted and repainted

in 2007).

Retractable seat belts retrofitted to the front for safety.

Rear seat belts are originals with "Renault" stickers on the push buttons.

Original speakers front and rear, however,



the radio deck was changed to an AM/FM cassette player in the 1990s.

Currently on ACT Historic registration.

Items required attention: could use a new windscreen and a front wheel balance.

Can best be described as extremely original throughout and one of the better original push-button door handle models available.

Mileage is 211, 000 miles (not km).

Contact Ian Barges for further information on 0437 147 715

Further pictures at www.carpaint.com.au

Price: \$5,750 ono.

CLASSIFIEDS

FOR SALE

504

505 1987 SL Series 2. Classic Peugeot 505, engine in great nick and running really well, 5-speed manual, power windows, power steering, reasonable interior and exterior, CD player. Make perfect first car, very tough. Bordeaux red, currently has no registration as we got a new car and didn't need it anymore, however, started first time after 6 months and running like a dream! \$1,000 or make us an offer. Contact: Chris, Mobile: 0422 188 389; Phone: 02 6161 8091

404 Wagon

1970 Peugeot 404 Wagon. In the family since new, it has done 77,000 miles. For the past few years the vehicle has sat under cover and has not been used, essentially mothballed. Just before it was mothballed the brakes

and the exhaust were replaced. The body is straight, and overall it is in good condition.

I had plans to repaint the vehicle when I was 16, but unfortunately 22 years later it still hasn't happened. I would like the

vehicle to go to an enthusiast, and not end up as scrap.

On the RedBook site, the vehicle is valued at around \$2300.00. I was hoping to get somewhere near this price. Nigel Butler 0407 611937



404 Wheels

404 wheels - 5 - two tyre u/s, three others fair. Expect to be available in mid August. Free to good home! Bernard Wright - 02 62515310 (ah only) bwright@grapevine.com.au

CLASSIFIEDS

FOR SALE

504 Wagon

1976 504 Family wagon. Full 12 months N.S.W. rego. (WOQ-516) \$1900. Lew Oakman, 4472 6937, or email to elu@bigpond.com for details and pictures.



A Good Car but a 406 Coupé it Ain't !!!!!

(or, "these aren't Brembo's are they?")

Former PAC stalwart, Peter "Flash" Flanagan, recounts the shock of getting to know a 407.

The Coupe "failed to proceed" and ended up in Nambour on the back of a truck. It was coming up to 200,000 kms and I had been discussing with Young Gerald (from Cullen's) the possibility of giving the Coupe the once over and doing all those little things that needed to do that had been put off as not life threatening or detrimental to performance and bring it back to "spot on".

Well the Coupe decided that it would just make that a little more difficult when the gearbox cried "ENOUGH!!!" and drive was then severely limited. We did get home and, after ringing and finding that it would lock itself in 3rd gear, I rang Skip and asked him if he would like a slow ride to Nambour where it could be assessed and fixed. It took us nearly 45 minutes to drive 400 metres down the road and back home again and then another four or five days to arrange for a truck to collect it and get it to Nambour (which just happens to be a bit over 300 kms from home).

This is where the collusion between Young Gerald and my Lovely Wife Carolyn comes in. The story that was put to me was that to do all the little things I wanted to do at 200,000 kms plus spend another \$4,000 to \$5,000 to fix the gearbox would mean I would be spending more than the Coupe was worth. Why not update?

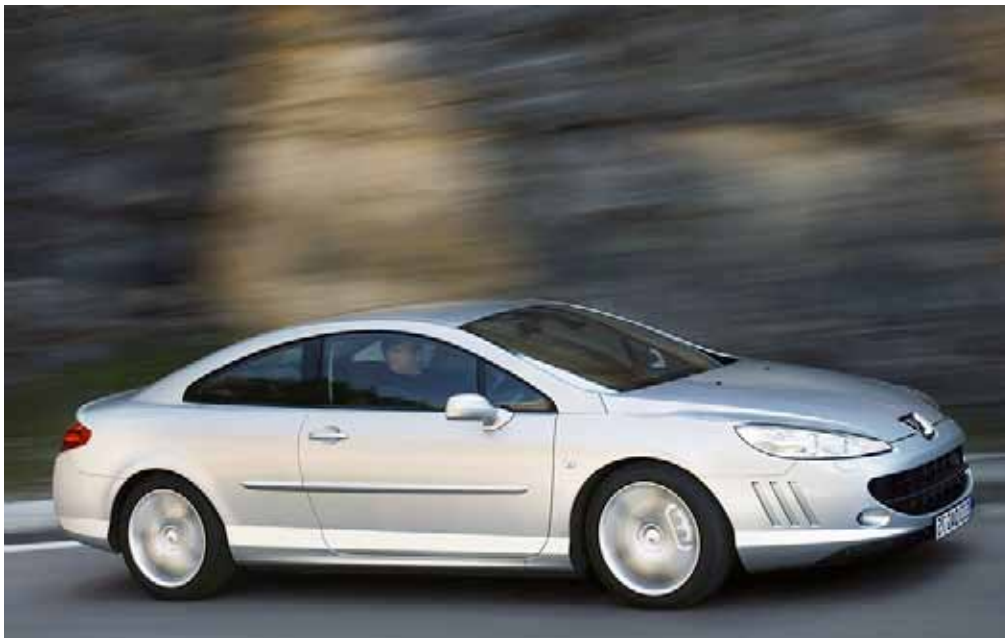
Surprise, surprise, Young Gerald just happened to have a low mileage 2004 SV Sport, V6 petrol with 6 speed tiptronic gearbox that "..... had my name on it and would suit me down to

the ground...." (How did he know I would not entertain a smelly rattly diesel thing?) We, my Lovely Wife Carolyn and I, went to the dealers at Southport and had a look at 207's, 308's and a 407 and my Lovely Wife Carolyn thought that we could live with a 407, the 207 and 308 being too small for whatever it was we needed to carry (read cats in cages a couple of times a year).

So off to Nambour we went. Now Young Gerald had worked out one of those deals

that one cannot refuse and even agreed to fit some Michelin tyres to replace the Toyo's that were on it (and shouldn't have been). Money changed hands, plates were changed from the Coupe to the 407, I took my Lovely Wife Carolyn off around the patchwork and quilting shops around the Sunshine Coast while they did all the necessary paperwork stuff, and we became the proud owners





of a 2004 V6 407 four door sedan.

The drive home was pleasant though not uneventful. The 407 was cruising beautifully, my Lovely Wife Carolyn was commenting on how the seats were good for her back, she felt the seats were genuinely comfortable and she could adjust them to whatever shape she wanted and I had worked out the cruise control so life wasn't too bad.

However, not one to travel home on main roads, I knew of a route where one could enjoy the road and where there was minimal traffic. So off we went. After about 120 kms I thought not bad, the steering is a bit "dead-feeling" in the straight ahead

position and to me there was "load" when you had to turn the wheel (the 407 gives the impression that you must turn the steering wheel to make it turn where I thought the Coupe just reacted).

It was about then that I arrived at the first down-hill left hander with an advisory of 40 kph. Now in the Coupe I would have been travelling at 110 or

just over, brushed the brakes and turned in and gone through at about 85 to 90. So, in the 407 I am doing a touch under 100, touch the brakes and thought ".....these are not Brembo's !!!!!!!!!!!!!!!". Push the brake harder, turn harder and forget about the line and where the apex might be and at about 85 kph I am also working real hard.

We got around the bend, we didn't cross over to the wrong side of the road but I did get one of those "what are you doing" looks from the other seat and I couldn't blame her for that. Maybe the ESP cut in and out, but it was a different sensation to what I am used to and I don't think a lot of what was happening was because of me. In that corner I knew that it was not a 406 Coupe

and from then on I just cruised on a road with some of the best long corners at 15 to 20 kph slower than I would have in the Coupe. That I don't think is as bad as it sounds because we still caught and passed a Corolla and one of those turbo Falcons things before we reached the end of the twisty bits.

This may sound like I am bagging the 407 but in reality I have just been spoilt by a remarkable car in the 406 Coupe. I am not going to take the 407 back, it is good to drive, my Lovely Wife Carolyn thinks it is about the best car we have had (and named it "Dorothy" because it took one gold brick from the Yellow Brick Road to buy) and it does look good, even in silverthough a 406 Coupe it Ain't !!!!!

FLASH

PS

The following day I found a button with the following markings: This button "turns on" the active suspension which takes some or the sloppiness out of the handling. It is not the "S" or sport button which pulls in the torque converter, knocks it back a gear as well as tightening up the suspension so you feel like a boy racer, but rather it "reads" the loads put on the suspension so that the 407 suspension reacts to the way the car is being driven. Why do they need a button, why not make it like that so it is responsive all the time.

Through Peugeotmania

RC Z coupé heads Lion's pride

Stunning TT rival leads French firm's host of stars at next month's Frankfurt Motor Show – and we have the detail

Jack Rix

There have been spy shots. There have been teaser images. But now here's the real thing – Peugeot's answer to the Audi TT.

These are the first official pictures of the stunning RC Z coupé – the car that will become the pride of the Lion's range.

First seen two years ago in concept form at the Frankfurt Motor Show, this is the production-ready version – and it's set to take the 2009 German expo by storm next month.

Just like the TT, the RC Z is aimed at drivers who put style high on

their list of priorities. Impossible to miss is the 'double bubble' roof – which not only gives the car a unique look, but also cleans up airflow and reduces drag.

Aluminium arches help to highlight the front and rear windcreens and blacked out roof panel, while muscular wheelarches and an exaggerated shoulder line finish off the design.

Despite being smaller than the current TT, Peugeot claims the model is a practical choice. Boot capacity is 384 litres, compared to 290

litres in the Audi, but that can be extended by folding the rear seatbacks.

A 2+2 layout means there's a pair of 'occasional' rear seats, and there's plenty of headroom thanks to the twin domes sculpted into the ceiling. A choice of engines is offered under the swooping aluminium bonnet. Top of the range is a 200bhp version of the 1.6-litre turbocharged unit found in the MINI John Cooper Works, taking the RC Z from 0-60mph in 7.6 seconds, and delivering fuel economy of



39.8mpg, with CO2 emissions of 165g/km. Top speed is around 145mph.

A detuned 156bhp version of the same engine is also available, with 40.0mpg and 159g/km. And to compete with the TT TDI head-on, there's also a 163bhp 2.0-litre diesel that gives 52.3mpg and 139g/km. Based on the 308's platform, the RC Z sits 20mm lower than the hatchback. The front track is increased by 54mm and the rear track by 72mm, for improved stability on the move.

There's a hill assist function to help hold the car in traffic on steep slopes and an intelligent traction control system, which regulates the amount of power sent to each of the driven front wheels.

Peugeot claims no two RC Zs should be the same due to extensive personalisation options. These include a carbon roof, black chrome or satin pillars and alloys finished in either polished or matt black, dark grey or diamante.

Alongside the petrol and diesel RC Zs at the Frankfurt expo will be a HYbrid4 concept version. Featuring the powertrain from the 3008 HYbrid4, with a diesel engine driving the front wheels and an electric motor spinning the rears, the show car boasts CO2 emissions of only 95g/km, so it's bound to cause a stir.

Courtesy Auto Express



OUTBACK 2009

November 15 – 26

OUTBACK NSW and QLD

Rear wheel drive Peugeots and 4WDs only

Day 1 345 kms

Riverwood Downs – Walcha – Bundarra – Inverell.

Day 2 340 kms

Inverell – Ashford – Texas – Inglewood – Millmerran – Dalby.

Day 3 300 kms

Dalby – Moonie – St. George.

Day 4 290 kms

St George – Bollon – Cunnamulla.

Day 5 190 kms

Cunnamulla – Eulo – Hungerford.

Day 6 310 kms

Hungerford – Thargomindah – Noccundra.

Day 7 225 kms

Noccundra – Warri Gate – Tibooburra.

Day 8 235 kms

Tibooburra – Wanaaring.

Day 9 195 kms

Wanaaring – Bourke

Day 10 229 kms

Bourke - Louth – Cobar.

Day 11 310 kms

Cobar – Paddington – Karwarn – Roto – Hillston.

Day 12 350 kms

Hillston – Booligal – Hay – Deniliquin – Echuca.

TOTAL – Approx 3500 kms, some on unsealed roads. Some camping involved.

Contact Hank Verwoert Ph. (03) 9783 2718.

Email verwoert@netspace.net.au for further information and accommodation details.

 dailytelegraph.com.au | friday, ju

ask smithy

with 
Graham Smith

Classic fantastic

I am bit bemused by all the gloom and doom over brake line and ball joint failures and paint falling off brand new hi-tech cars. I've just finished doing up my 1968 Peugeot 404 ute I have had for many years – and drive every day – and have never had such woes. After 20 years I did replace the ball joints at \$30 a side. I know Ford and Holden blokes will pooh-poo my funny little French ute and that's fair enough, because they did come out with silly rack-and-pinion steering, MacPherson struts, disc brakes, a crazy alloy cross-flow head, radial tuned suspension etc. It does have driver assist, a steering wheel and brake pedal, and reversing sensors called mirrors – but alas no cup holder, chilled drink compartment, Bluetooth or MP3 compatibility. My, how far technology has come. Keep them classic, not plastic.

Dale Horsley
IF ONLY we could turn the clock back. Enjoy your classic Pug ute.



Pug 307 crash hot in safety

Peter Wilson

After years, the surveys of Australasian crash data have shown that if you do have an accident, you have a much better chance of escaping death or serious injury in a Peugeot than in most other cars on the road.

Pugs shine again in the latest report; even the venerable 505 – now 30 years old – rating better than some 21st-century models of other makes.

Later Pugs, bristling with extra safety goodies, rank near the top.

The Peugeot 307 (2001-07) makes its debut in the Monash University Accident Research Centre study of accident statistics with the top five-star rating for crashworthiness and regard for the safety of other road users.

It is on a par with the Ford Focus LS/LT (2005/07), Mazda MX5/Eunos Roadster (1998-2005), the VW Golf/Jetta (2004-07) and the Chrysler Neon (1996-99).

With other makes, the

dates are critical because earlier models, for example, of the Focus and Golf, weren't too crash hot on safety.

The centre assessed 239 cars, commercial vehicles, vans, people movers and four-wheel drives from 1982 onwards. It drew on data

from 3.6 million vehicles and 74,000 injured road users involved in crashes from 1992 to 2007.

Other manufacturers have clearly got the message and now build more safety features into their cars – sturdier bodies, multiple



Smashing report: A Peugeot 307 CC gets a 50 km/h wallop at the Belchamp test centre in France.

air bags, anti-lock brakes (ABS), electronic stability control (ESC), traction control and brake assist.

This turn-around in some models from almost death traps to worthy transport is reflected in the survey, where 118 cars feature strongly in the ratings.

"It shows that second-hand car buyers do not have to limit their options when it comes to buying a safe car," Monash researcher Stuart Newstead told the Herald-Sun.

Dr Newstead said the results show that buyers could choose safer cars across most market segments.

"There is a safer choice for every driver, from small cars to larger cars and commercial vans," he said.

But apart from mainly European and Japanese models, medium cars tended to be safer than small cars and large cars, while Nissan Patrols and Toyota Cruisers were aggressive as far as other road users were concerned.

Peugeots continued to be strong on safety.

The 306 (1994-2001) is in an exclusive small car group – having good crashworthiness and a top rating for minimising harm to others on the road.

The Subaru Impreza (2001-07) and VW Golf (1999-2004) share this rating. Later Golfs (2005-07) were improved to the point of excellent crashworthiness while earlier Golfs (1995-98) lacked any rank in regard to others.

And much earlier Golfs (1982-94) and earlier Imprezas (1993-2000) were very poor for crashworthiness.

Australia's top-selling small car, the Toyota Corolla (1998-2007), was in the group with marginal crashworthiness.

In the medium car class, the Peugeot 406 (1996-2004) was rated excellent for crashworthiness along with five other models.

It ranked equal with the BMW 5 Series E39 (1996-2003), the Honda Accord (1999-2002) in this respect.

But the Saab 9000 (1986-1997), Honda Accord Euro (2003-07) and Mazda 6 (2002-07) got additional ticks when it came to other road users.

Both the Peugeot 405 (1989-97) and the Peugeot 505 (1982-93) were in the next group of 10 medium models with good crashworthiness, but the 405 was ahead of it in road user friendliness.

Survey results are listed on the MyN-RMA.com.au website.



Peugeot Pageant – Ulverstone Tasmania – Easter 2010

The French Car Club of Tasmania will host the 2010 annual Easter Pageant.

The planned agenda for the weekend can be found below, bear in mind that some items are still subject to change.

Good Friday:

Afternoon – Registrations – Surf Club

Evening – Seafood BBQ function, with official opening and welcome at the Surf Club.

Easter Saturday:

Morning- Midday – Show and Shine with lunch – Bicentennial Park.

Midday – Late afternoon – Driving skills There are plenty of local attractions for those not involved (including children) in Ulverstone, within easy walking distance.

Evening – Full three course buffet with live band.

Easter Sunday:

Morning – Treasure Hunt/Cryptic Tour to inland landmarks

Afternoon – Picnic lunch (Scenic Spot), return to Base

Evening – three course formal dinner

Easter Monday: Morning buffet breakfast to wrap up the weekend's activities.

Registration Fees (includes all itinerary items)

Adults: \$160, if paid by Jan 31

Children under 12: \$80

For more information, registration forms, discounted Spirit of Tasmania rates and available accommodation see our website www.pug.hopto.org/pageant2010

or contact the French Car Club of Tasmania on 0407 322 820, email

marijke.addison@bigpond.com.

We look forward to presenting our wonderful island state to you in 2010!

Peugeot Association of Canberra

Minutes of Meeting

8pm 28 July 2009

Canberra Services Club Manuka ACT

Persons present

Brad Pillans (Chair)
Neil Sperring
Graham Taylor
Glen Bryden
Ross Stephens
Allan Lance
Bill McNamee
Rick Phillips (minutes)

Apologies

Nil

The meeting was preceded by dinner at the Services Club.

Minutes of previous meeting

The minutes of the meeting of 23 June 2009 were accepted

Treasurer's report

Glen advised that the club has \$9,635 in the bank.

Inwards correspondence

Two nearly identical letters were received from Australian Classic Car asking for help in finding the best examples of classic cars. It was not considered relevant to our club.

A letter and brochure was received from the Royal Automobile Club of Australia outlining the benefits of membership. The Secretary holds the information if anyone is interested.

Bastille dinner

The Bastille Dinner held on 18 July at Vivaldi Restaurant was considered a success and those present considered good value and suitable for next year. Brad was thanked for organising it.

ACT Council of Motor Clubs Meeting

Neil reported on the last meeting of the ACT No one from the PAC attended the last meeting of the ACT Council of Motor Clubs.

Roar magazine

It was noted that Roar Magazine was sent out on schedule. Brad thanked Allan and Bill for their efforts in producing and distributing the magazine and Neil for his photos of the Battle of Waterloo.

Trophy for Battle of Waterloo

Graham suggested that a trophy should be awarded to the French

or British at the Battle of Waterloo for the team that has the most number of cars on display. A model cannon was considered an appropriate trophy but other suggestions are being sought. It would be put to the British clubs for them to contribute half of the cost.

Graham to investigate further.

30th anniversary of the 505

Neil noted that October this year is the 30th anniversary of the Peugeot 505. The meeting considered an event to mark the milestone. It was suggested that the French Car Display at the Telopia School Fete in November may be an appropriate opportunity.



Worm Weekend in Tumut this October

The annual Worm Drive Weekend will be held in Tumut in the foothills of the Snowy Mountains, the scene of a very successful gathering under Gordon Miller's organisation in 2002.

As on the previous visit, there will be plenty of exploring the local attractions and driving through the rolling countryside, some good meals and lots of time to look under bonnets.

The weekend is designed as a gathering of 203s, 403 and 404s, but if your worm-drive car is out of commission or under restoration, or even if you just want to see what the Worm Weekend is all about, you are most welcome to bring a non-worm.

The main events will be on Saturday October 24 and Sunday October 25, but some people will be staying in Tumut on the Sunday night as well.

Friday night dinner will be an informal BYO barbecue at the Riverglade Caravan Park. Lunches will be picnics and the Saturday

night dinner will be held at the excellent Woolpack Hotel. There is a respectable Chinese restaurant at the bowling club where we will gather for an informal meal on the Sunday night.

There is accommodation reserved for Friday October 23 and Saturday October 24 at three establishments:

The Riverglade Caravan Park on the Snowy Mountains Highway, where there are 10 cabins booked (and some will easily accommodate four adults). This will be the headquarters for the weekend. Cabins range from \$63 to \$88 per night, plus linen if required. Extra people will cost more. Contact is Steve Kent 02 6947 2528 email glade@dragnet.com.au.

The Amaroo Motel in Capper Street (where many people stayed in 2002) has three rooms reserved. The cost is \$95 a night. Contact is the manager, 02 6947 7254 or 1800 262 766.

The Elms Motel, in Fitzroy Street, has five rooms reserved. The cost is \$108 (or \$98 for Golden Chain card holders). Contact Michael 02 6947 3366.

Prices may change, so you are advised to book early, and please mention that you are with the Peugeot club. When you have booked, please notify Paul Watson on 0427 203 206 or paulandnola@iinet.net.au. It is important that we know

exactly who is coming and where they are staying.

2009 Peugeot 203/403 Weekend

Upper Hunter Valley
September 25 - 27.



The Upper Hunter offers us the opportunity to inspect towns that were once thriving trading centers based on 3 rivers, which then come to a stand still as the rail by passed them, allowing us to visit a past heritage.

The weekend will be based in East Maitland with a scenic drive on Saturday to historic Clarencetown and Dungog for morning tea and a picnic lunch with browsing, walking to inspect the towns abundant features, including tyre kicking.

On Sunday we visit Morpeth for a leisurely day for lunch, prize giving and town wander.

Accommodation - Molly Morgan Motor Inn, New England Hwy, East Maitland - \$65.00 per head which includes a full breakfast. 3-course dinner is \$30.00 per head including a live Elvis show on Saturday night.

Please contact Jim Kearns for details
02 9874 2100 (week days/daytime) or
jkearns@bigpond.net.au

Please contact early to
establish numbers and
payment to be made
directly with motel
upon depature.