

ROAR

Magazine of the Peugeot Association of Canberra



September 2011

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| <p>02 President's Report</p> <p>03 2011 Committee</p> <ul style="list-style-type: none">• Who's who in PAC <p>04 Classifieds</p> <ul style="list-style-type: none">• For Sale <p>07 Calendar</p> <ul style="list-style-type: none">• Club events 2011 <p>08 Events</p> <ul style="list-style-type: none">• The 2011 worm weekend in Mansefield <p>09 Events</p> <ul style="list-style-type: none">• Peugeot Easter Pageant 2012 in Young <p>10 Events</p> <ul style="list-style-type: none">• All spots filled for our day at Marulan track <p>12 Travel</p> <ul style="list-style-type: none">• From the Prom to Cape York by Peugeot - the South to North trip | <p>19 News</p> <ul style="list-style-type: none">• Sleek Peugeot concept unveiled in Frankfurt <p>21 News</p> <ul style="list-style-type: none">• 508s revive Pug sales <p>23 News</p> <ul style="list-style-type: none">• Peugeot - Citroën plans to step up cost cuts <p>24 News</p> <ul style="list-style-type: none">• 508 scores well in ANCAP ratings <p>26 News</p> <ul style="list-style-type: none">• French style wins Pebble Beach concours <p>28 Technical</p> <ul style="list-style-type: none">• It was my lucky day with the headlights <p>32 News</p> <ul style="list-style-type: none">• Minutes of the PAC general meeting. Canberra Irish Club, 23 August 2011 8pm |
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ON THE COVER

A catch-up for two Peugeot and Renault drivers in rural Burgundy. Photo Peter Rees.

RoAR is the official journal of the
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(PAC)

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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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Greetings all,

I finally drove my new 508 out of the Peugeot showroom a few weeks ago, knowing that as soon as I did so, it was no longer new! Furthermore, black is not an ideal car colour in Canberra in September, with plant pollen in the air – within a few hours the 508 looked a touch “dusty” despite not going off the bitumen.

Imagine my mood when I backed the 508 out of our garage, after only 24 hours of ownership, to discover a flat tyre, with the head of a large screw clearly visible in the tread (see picture) and dangerously close to the sidewall. Having not had a puncture in any of my cars for several years, this was something of a novelty.

Two things stick out in my mind about changing the punctured tyre on the 508:

1. The spare wheel is not an alloy it's an ugly steel wheel, with a sticker on it saying it should be driven at less than 80 km/hour.
2. The jack and jack handle are not designed for comfort, speed or looks! The jacking process is tedious and uncomfortable.

The punctured tyre was duly repaired and a few days later we did a weekend trip to Newcastle. Needless to say, the 508 was beautiful to drive on the freeway and the 5 hour trip passed easily.

In last month's column I reported the sale of my 407 to a next door neighbour. However, a few days after that report, my neighbour went back on his agreement to buy the car – he had reassured me on 3 separate occasions that he would buy the car and, being a neighbour, I didn't think to get anything in writing or take a deposit.

Not to worry, I thought – I had another interested buyer, a farmer from up near Forbes, so I arranged to meet him in Yass. He seemed to like the car, and said he would let me know a decision within a few days. Days turned into a couple of weeks, with intermittent but non-committal phone conversations, ultimately ending in a very low offer and then silence. I have now decided to



sell it to a dealer – the price is low, but at least I will have a guaranteed sale.

As if the 407 saga was not enough, another friend recently offered to buy my 203 wagon, which had been sitting in a shed for a few years. I told him that he could have it for \$2,700, to which he responded that \$2,700 was too low and he would pay \$3,000, promptly handing me \$1,500 cash with a promise of the rest by bank transfer.

I allowed him drive the car home but two days later there was no sign of the other \$1,500. Then he rang to say he had “made a big mistake” and the car was not as good as he'd hoped! As I write this column, we are still negotiating some sort of compromise.

The above car-selling tales are a timely reminder that any sale should include a written contract with an agreed price and money up front!

Once again I have travel commitments that will prevent me from attending this month's club meeting. However, as usual, I encourage members to attend the meeting which will be held at the Irish Club in Weston at 8pm, Tuesday 27 September, with dinner from 7pm. Also a reminder that next month's meeting will be the AGM and I promise to be there.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

Peugeot 405 Mi 16 4x4

Peugeot 405 Mi 16 4x4 in New Zealand, very few of this model in Australia. This car is a two owner "Red Rocket Ship" and has a very low 85,000 "miles". It has always been kept in a car shed and had regular servicing. Originally cost NZ\$55,000 (About double the cost of a Holden at the time) when "New" and there were only 5 of this model imported into NZ. It has 4 new Federal Super Steel 535 low profile tyres and Alpine Stereo with 6 changer disc box in boot. It is generally in great condition with just a few stone chips, scratches and marks to the paint. The bumpers could do with a total refurbishment and the steering wheel needs some new stitching to the leather. As with all the 405s the

fog lights are stone chipped. A new cam belt was fitted to the motor at 100,000km but for peace of mind this may be redone as it has been in storage for some time! Club members are invited to investigate further and make an offer. Editor Qld magazine has more details and photos.

Contact seller Robert Lee roberteelee@hotmail.com

Kay Marken writes: I have been contacted by this owner in NZ, I said I would relay the ad to Australian clubs. I also have more info re freight and he says people could stay there overnight while checking the car, and possibly register it in their name at his address as the easiest/cheapest way to get it organized for getting to Australia, the freight depot is close to his residence. I also have a link to photo slide show. He says he would like it to go to a Peugeot club member, so I won't put it on our web site for a couple of weeks.

CLASSIFIEDS

FOR SALE

405

1995 405. Silver paint, restored bumpers, body very straight, genuine Peugeot mags, sunroof (manually push open and close), 230,000kms. Has a hole in rear muffler and possibly needs mechanical work (engine smells a bit once hot), but otherwise runs very well. Air con/heating no longer works. It has electric windows, central locking, CD player with new 7x10 inch kenwoods on rear parcel. Rego until April 2012. Basically looks the same as the silver Wikipedia entry for Peugeot 405. \$1,200 negotiable, contact Scott on 0400 088 428

407 SV HDI Twin Turbo Diesel Auto Sedan

407 SV HDI Twin Turbo Diesel Auto Sedan, Nov 2006. 86,000 km – end of lease sale. \$26,985 very neg. Replacement vehicle has been bought so must sell. This vehicle was first registered on the 15th May 2007, is one owner has never been in an accident and has excellent tyres. Wendy on 02 6231 5485, Wanniasa ACT.

406 ST 2 litre

406 ST 2 litre, 1996. White, manual. VGC, 235,000 kms. Tim Langford, \$3,500 ono. 0400 344 394. Email: Tim.Langford@npg.gov.au

CLASSIFIEDS

FOR SALE

403B 1961

403B 1961, green Ampol 2006 re-run car, nothing to spend, ready to go anywhere, on historic registration - not transferrable, \$4,700ono, Neville Summerill, Bombala, 6458 7208

203 ute

203 ute, blue, timber sides, 19,000 miles completely 203, \$15,000, on historic registration - not transferrable, Neville Summerill, Bombala, 6458 7208

203 sedan

203 sedan, 1950, blue, brown leather interior, 403 motor, unreg, \$10,000, Neville Summerill, Bombala, 6458 7208

504 GL

504 GL, 1979, green, 4 speed, good condition, on historic registration - not transferrable, \$5,500ono, Neville Summerill, Bombala, 6458 7208

505 GTi Executive

505 GTi Executive, 1984, auto, black, leather seats, good well cared for car, \$1,500 unreg, Neville Summerill, Bombala, 6458 7208

505 SR Wagon

505 SR wagon, 1984, auto, faded red, paint, bur straight, very clean interior, \$1,200 unreg, Neville Summerill, Bombala, 6458 7208

Parts

202 Peugeot Bearings. Big End Bearings 2 sets (Conversion 0.8 mm), 202 Peugeot Bearings. Main Bearings 1 set (0.8 mm), \$500 ono for the lot. J. Molvig, Near Cessnock NSW, 02 4998 6152

Wanted

404 cooling fan

nylon cooling fan
pair of pivot arms bushed
please contact Graham Taylor at graham.taylor@canberra.edu.au or on 0427887306

CLUB EVENTS 2011

Calendar

- 27 September** **Club Meeting.** Canberra Irish Club, 6 Parkinson Street, Weston. As usual, dinner will be from 7pm with the meeting starting at 8pm.
- 23 October** **French Car Drive.** Harden/Murrumburrah, lunch and Light Horse and Military Museum. reno1338@hotmail.com <http://www.renaultcanberra.asn.au>
- 25 October** **Annual General Meeting.** Canberra Irish Club, 6 Parkinson Street, Weston. As usual, dinner will be from 7pm with the meeting starting at 8pm.
- 29 October** Marulan Track Day, MDTC.
- 13 November** Marques in the Park.
- 18-21 November** Worm weekend at Mansfield.
- 4 December** Lakeside BBQ.

The 2011 Worm Weekend at Mansfield

This year's Worm Weekend will roll out from Friday 18 to Monday 21 November at Mansfield in Victoria's high country.

With assistance from Mansfield Tourism we have put together a great weekend that has it all. Interesting sights to see as we travel great worm roads, good food and fellowship.

Accommodation is being organised at The High Country Holiday Park with everything from camp sites to three-bedroom cabins available, plus two motels, both of which are within walking distance of the centre of town.

To book for the weekend ring 1800 039 049 and say you are with the Peugeot Car Club.

After last year's Nagambie weekend, we didn't think it could get any better, but I reckon it will be, so hope to see you there.

For more info: Milton Grant 0419 406 056.

The basic framework for the weekend will be:

Friday – 5.04 drinks with special guest followed by an informal dinner.

Saturday – after a short briefing we drive to a historic riverside town for lunch.

Then let's go travel some great worm roads.
5.04 drinks and Presentation Dinner

Sunday – morning photo shoot and short drive to lunch. Pleasant drive to afternoon tea and farewell.



Peugeot Easter Pageant 2012 at Young

The New South Wales club is hosting the 2012 Easter pageant at Young and you are invited to participate in this fantastic weekend.

Arrangements are being made and finalised for events during the weekend, but costings are yet to be determined. These will be published as early as possible, being dependent of service provider's quotations.

However, accommodation is your responsibility and the club recommends either of two venues.

The Cherry Blossom Motel – a clean but older style motel that will be the headquarters for the pageant and venue for breakfast. A discounted rate is offered for this motel and booking may be made by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your discount. The whole of this motel has been booked for us.

Others who want something a bit classier may chose the Colonial Motel which is diagonally opposite. It has 15 rooms and eight apartments, with covered parking. The phone number is 02 6382 2822 or visit www.colonialmotelyoung.com.au When booking, mention the Peugeot Car Club.

The choice is yours. The owners of both motels are expecting bookings for the weekend.

There are other venues in the town and they can be found by visiting the Young tourist information website at www.visityoung.com.au.

You may want to arrive at Young earlier and stay longer. There is

a lot to see and do in the area, and one suggestion I have for you is to visit the nearby town of Wombat and pat the wombat's nose for good luck.

Another suggestion is to make your booking now get in early to take advantage of the arrangements that have been made for your benefit.

A registration form will be published in the next month or so for Easter 2012. In the meantime, if you have any question, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697.

So, see ya in Young, 2012. — Ross Berghofer, president of the Peugeot Car Club of New South Wales.



Lions rule: Peugeots have almost taken over the main street of the country town of Young at a club gathering in 2003.

All spots filled for our day at Marulan track

Helen Louran

Well, we've filled up again with 40-odd participants for our Marulan Track Day and have only reserve spots left. Seventeen of the 42 participants have paid the full \$110 fee and 18 have paid the \$30 deposit. We have three and a half girls, one being a junior; speaking of juniors we've five of them. As mentioned in the August Pugilist, it was first in best dressed, as we've passed the 1 August cut-off date for club allocation deposits, and we've paid the deposit to secure the date. Again, don't delay or you'll be sorry to miss the chance for some great driving fun.

Final payments

For those who have paid deposits, the final payments is due by 1 October. You can pay by cash

at the general meetings, by cheque made out and sent to the Peugeot Car Club of NSW, PO Box 404, Gladesville. NSW 1675. Please put your name on back of cheque and state "MDTC Payment" etc. Or by bank or internet transfer to: Peugeot Car Club BSB: 082 352 Account 035 838 284 Again, please leave a reference with your name, what amount you paid and state "MDTC Payment". If you don't, neither the club nor I will have the foggiest idea who paid.

Also, please email myself and Con our "Money Man" (Treasurer) via our "new" address, sporting@peugeot-club.asn.au, that you have paid and the amount. May I please ask that you state the car you'll be driving on the track as it's a fun idea, and I will email everyone once finalised so you can see what other "vroom vrooms" are going.

Remember we want to make it a family day so parent-supervised juniors are welcome; they pay \$110 to the club and \$30 to MDTC for a Day Licence, which remains valid with the MDTC for a year. Juniors are generally 15-17 years of age without a full road licence or without any licence, wanting, to learn to drive on a track. It's



fun and a great learning experience for them that they'll always remember. MDTC will run a separate session for juniors and they must be accompanied by an MDTC approved passenger/instructor (preferably not a parent) and speed is restricted to a reasonable level.

The event will start at 8.15am to check or finish documentation/ complete registration and hire helmets (\$20) if required. The \$50 helmet hire deposit is refunded when the helmet is returned. Even if you don't intend to drive on the track, come anyway and enjoy a social day. Come and watch the action, bring a picnic lunch or dine at the lovely cafe. It has a great viewing area platform. Bring the family with you for a great day out. Just come along and see; you can decide, if you may like to participate next year. MDTC is user friendly, having a lovely trackside cafe, good toilet facilities and both indoor and outdoor spectator areas. More information on the venue and pictures are at www.mdtc.com.au.

Now, just a reminder about accommodation and brekky.

Accommodation

If you want to save yourself travelling in the wee hours of the morning to get to Marulan on Sunday, come and stay at Ali's Motel on Saturday night. It's a new place just off the Hume highway at Marulan, next to KFC (www.alismotel.com.au or 02 4841 1330). Mark there has offered the following package deal, provided we book a minimum of 10 rooms: room and dinner (but no brekky) \$100.00; extra person in the same room including dinner \$30. The

restaurant is licensed or BYO with \$5 corkage. Ali's has 14 double rooms, four twin rooms and two triple rooms — all with ensuites. If we have 12 or more bookings – we have eight so far – Gary and Natalie at MDTC will put on a continental breakfast of tea/coffee, orange juice, cereal and toast from 7am-8am for \$12 each.

Bookings and inquiries

Please direct questions or your preferred booking intentions and numbers to me, Helen Loran, on 0413 594 792 or helenand-neale1@optusnet.com.au, as Peter Lubrano is on holiday. We need to finalise numbers to take advantage of the package offers. Au revoir until next month.

Pinky 206cc & Peter Lubrano



From the Prom to Cape York by Peugeot - The South to North Trip

Daily reports from: Hank and Jo Verwoert, Merrilyn and Brian Ward, Leonie and Bob Donaghue, Joan Hoey and Tec, Glenys and Rob Trembath, John Watt and Greg Stewart, Irene and Richard Wolkow, Lesley and Mike Jolley, Tina and Barry Moritz, Ron Skeoch and Morrie Barrett.

Day 1, Wilsons Prom to Bairnsdale

Participants in 13 cars met at Yanakie for the first day of our adventure to Cape York. Photos were taken at the Wilsons Promontory Gate then we set off stopping at Foster, Longford and Seaspray before a lunch of fish and chips at Port Albert. Annie and Tony Nott's 203 van 'Cedric' was the centre of attention with the local photography club who were looking for photo opportunities. It was a great drive through Bengworden and Meerlieu to Bairnsdale for our cold and windy overnight stop.

Day 2, Bairnsdale to Wymah

Today's drive was over the great Dividing Range to Omeo and on to Mitta Mitta for lunch. We had sunshine heading up the range but a complete contrast of sleet,

rain, fog, wind and cold coming down the other side. The road surface changed from gravel to mud. One of the highlights of the day was crossing the Murray River via the Wymah ferry which crosses the river at the top end of the Hume Weir. Two cars crossed at a time, and once across we headed to Annie and Tony's farm where their house is perched on the side of the hill overlooking the weir. We had a BBQ together there, all cosy and warm, while outside was a wild night.

Day 3, Wymah to Griffith

After a morning briefing, in very cold conditions, we set out following Tony on a scenic drive to Culcairn. After indulging at the Culcairn Bakery we set off for Narrandera and Griffith with the weather windy and cold. Some participated in a BBQ at the park while others made their way



The group at the top of Oz. Photo: Hank Verwoert

into town to eat drink and gamble??! To our knowledge there were no winners or gridders.

Day 4, Griffith to Nyngan

Leaving Griffith this morning we passed numerous citrus orchards and vines. We travelled through Rankin Springs and stopped at Lake Cargelligo for morning tea. A bumpy gravel road to Mt Hope and lunch at Gilgunni.



First water crossing at Macquarie Marshes
Photo: Brian Ward

Another bumpy road to Nymagee where we met Leonie's cousin and family. After negotiating 'honey sales' we proceeded on rugged, and new roads to Nyngan where Jan and John Brumby joined us for a few days.

Day 5, Nyngan to Moree

After a late start we headed north under clear skies towards the wetlands of Mac-

quarie Marshes. By chance we located 'Willis Retreat', a privately owned Eco Retreat/Nature Reserve. We were made very welcome and invited to see and use their facilities. After a detailed talk on the history and operation of Willis Retreat we headed to the Big Terrigal Creek bird viewing hide and on the way we forded our first water crossing without incident. By various back roads we arrived at Walgett for lunch and on to Moree for the night stop.

Day 6, Moree to Miles

Jan and John Brumby returned home after being with us for two days. At the morning tea break, at Talwood, Geoff Rose said goodbye to return home. Travelling towards Glenmorgan we had a softwood-hardwood timber lesson from Brian and Bob. Arriving at Glenmorgan for lunch we inspected Monty's Motor Museum. It was here that Nigel's car needed some wheel nuts replaced. Then into Meandarra for the Historic School of Arts Museum and the display of Military equipment while the ladies checked out the handcrafts. A leisurely drive into Miles for the overnight stop followed. Some travellers stayed in Miles and others stayed at Possum Park which consisted of old WWII munitions bunkers and train carriages as accommodation. Jo and Hank along with Irene and Richard joined the group at Miles.

Day 7, Miles to Moura

A beautiful sunny start. Morning tea at Tarooma where Rob's bonnet was removed and put on Ray's roof rack to stop the errant strut damaging the bonnet any further. A rough drive into Isla National Park followed by a short walk to Isla Gorge with spectacular views. Lunch with the company of currawongs. Cappuccinos in Theodore where the local constabulary suggested it was probably not a good idea to do a U-turn in a one way street and drive back the other way. Kerrie and Leon arrived to join us.



Continual corrugations. Photo: Hank Verwoert

Day 8, Moura to Clermont

An undulating trip along the Gregory Highway passing occasional bottle trees with the ranges of Carnarvon Gorge in the distance. A cold morning tea at Rolleston then lunch under lemon scented gums at Fairbairn Dam. A warm drive to Clermont to set up our tent and enjoy 504s.

Day 9, Clermont to Charters Towers

Before leaving Clermont we stopped to inspect the beautiful murals on the sides of

four railway carriages in the main street. Coal mining is the principal industry of this area and an extremely long conveyor belt ran beside the Gregory Development Road as we travelled north. A coffee stop at Belyando Crossing this time accompanied by apostle birds. We visited Tower Hill which gave us great views of Charters Towers. A great Caravan park where we were joined by Barry and Tina as well as Phil and Paul.

Day 10, Charters Towers to Cairns

Didn't we all look spiffy this morning for the

group photo at the Caravan Park. Short of Townsville, a few cars climbed Mt Stuart Rotary Lookout for a spectacular view of Townsville. Then it was into town for a lovely seaside morning tea on the Esplanade. At Ingham, the 46km diversion to Wallaman Falls was worth the time to see water dropping 268 metres. Scenic lunch stop. We heard lunch stops can confuse some people so much that they're driven to driving on the wrong side of the Bruce Highway. Ask Kerrie and Leon about that. Cardwell still bears silent witness to the destruction of Cyclone Yasi. Walsh's Pyramid certainly made a striking feature as we stretched our legs at Cairns.

Day 11, Cairns Rest Day

Most spent the day relaxing on the Esplanade with coffees and lunch. During 504s, Joan produced a large cake to celebrate Hank's birthday. Bob and Leonie's son Ben flew in to spend some time with Mum and Dad, Joan's son Andrew flew in to join Mum to the Cape and back and Con's mate Mike Glover also flew in to travel to the Cape.

Day 12, Cairns to Cooktown

Overcast skies as Group 1 left Cairns for Mossman Gorge, Mt Molloy (where Chris and Jan enjoyed huge hamburgers for lunch), Palmer River Roadhouse, and Cooktown. Just out of Port Douglas John and Greg stripped a tailshaft and RACQ towed them into Mossman. Bob and Leonie happened to see a 505 and left a note on the windscreen and within



Where's the vacuum cleaner?

2 hours the owners had made contact with Greg and John. We all spent time wandering around Cooktown enjoying the unique history and sites of interest, particularly sunset at the lighthouse. It is a very windy place though.

Day 13, Cooktown to Hann River Roadhouse

Before arriving at Lakeland for an unscheduled coffee break (the offer was too good to resist!) we passed a crop which kept everyone guessing - a teak plantation! The Quinkan Rock Art site near Laura rivals those of the Kimberley and Kakadu. It was well worth the visit. We continued to Laura along a very good gravel road, crossing some pretty creek beds with waterlilies and wading birds. As we arrived at our pre-arranged lunch stop it was obvious one car was missing

"Where can Kerrie and Jan have got to?" was the question on everyone's lips. Apparently they'd inadvertently chosen the tourist route! We arrived early at our destination, the Hann River Roadhouse enjoying the remainder of the afternoon swimming, walking, reading and relaxing. Our first campfire of the trip concluded a great day.

Day 14, Hann River to Archer River

After listening to party revellers at the Roadhouse until the early hours, we all were packed up early and ready to go before departure time, much to Hank's surprise. Briefly stopped at Musgrave Roadhouse, originally an old telegraph station. Lunch at the small town of Coen, dirty 4WDs and Pugs lined the main street. No one could be persuaded to visit the 'Sexchange' Hotel!! A short day, plenty of dips and mainly dry creek crossings. Treed countryside with sections of rocky outcrops. Lots of 4WDs and motorbikes. Arrived at Archer River Roadhouse around 2pm. A few went for a dip in the shallows of the river. No crocs in sight. The Roadhouse did a roaring trade in Archer burgers. Much laughter around the circle that evening!!

Day 15, Archer River to Weipa

On the road smartly, led slightly astray by Mike as we headed South. Hank noticed his compass was not pointing the right way. Thankfully we hadn't gone far. Road conditions pretty good. Stopped for morning tea 60km from Weipa. Passed an on-coming



Entering and leaving Eliot Falls camp ground was quite an adventure. Next three photos: Brian Ward

troop of Postie Bikes as we headed off again. Arrived in Weipa at midday and spent a relaxing afternoon swimming. Quite a few of us opted for not cooking and have it cooked for us. Fish and chips and coleslaw as we watched the sun set on the Gulf of Carpentaria.

Day 16, Rest Day Weipa

A relaxing morning in the shady caravan

park, checking cars, doing the washing, and buying supplies. It was great to see Group 2 arrive though Phil Challinor and Paul Praceys windscreen was missing. A local cabinet maker made another using polycarbonate! A drive around town and along the long bridge were highlights of this small bauxite mining town of Weipa.

Day 17, Weipa to Moreton Telegraph Station

Left Weipa after visiting the bakery for morning tea supplies only to be caught behind a convoy

of 8 4WDs travelling at only 60kph. A conversation between the two convoy leaders on the CB allowed us to pass and proceed at 80-85kph. We crossed the Wenlock River and arrived at camp. The friendly and accommodating owner gave us a large grassed area to ourselves under magnificent large trees. A great campfire that evening.

Day 18, Moreton Telegraph Station to Eliot/Twin Falls

After the predictable corrugated, bumpy and often bitumen red roads, we paused at Bramwell Junction for car repairs to 'Molly', Tina and Barry's 403 wagon, petrol and Rocky Road ice creams. Stopped for a look at Fruitbat Falls where Bob and Leonie had a quick swim. On the way to Eliot/Twin Falls we went through our first serious water crossing. We all made it through with some 'exciting' moments. Headed

along a very bumpy track to our bush camp then after erecting tents, rewarded ourselves in the very welcome falls.

Day 19, Eliot/Twin Falls to Seisia

Up at 6.30 am. It noticeably gets light quick. Bob and Barry went for an early morning swim at the Saucepan Falls. We drove out of the Jardine National Park the same route we drove in except we negotiated down a 4WD track instead of driving through the creek. It needed 'modifications' before we could at-



tempt to ease down it. Hank, Barry, Brian, Alan, Chris, Ron, Bob, and Joan all drove down safely, Rob and Leon opted to drive through the creek and Richard did both. Had morning tea at Fruitbat Falls and a beautiful swim. We all boarded the Jardine Ferry, 6 cars at a time. Met the local Police on the other side and all were breathalised. Had lunch at Bamaga and camped at Seisia on the beach where a beautiful sunset was enjoyed by all.

Day 20, Trip to the Top

The day started with Leon bogged in sand

at the camp! Today's corrugations equal to any on the trip! On the way we stopped at the Croc Tent and many trinkets were purchased. Only one last river to cross and the 4 wheel drives showed it was deep & rocky. The intrepid bunch soon cleared a small stump to make a bypass so that we could all continue! Just a 400 metre walk enabled individual and group photos at the top of Australia. The sundial confirmed that the Tasmanian participants were further than Perth, from home. We walked back to line up the Pugs and 4 wheel drive support vehicles on the beach for group photos and lunch. Some returned to

Seisia while the remainder explored Somerset historic settlement and Punsand Bay, with Hank finding a deep water hole to submerge the bread van over the bonnet but not stop it. From Bottom to Top in the intrepid Pugs, objective was achieved.

Day 21, Thursday Island

The early start to get to the ferry was worth the effort. A perfect one hour trip across to



Thursday Island was followed by a bus tour. We saw the fortifications constructed before WWII to defend Australia. The cemetery had many graves and a memorial to Japanese pearl divers. We heard of the Islanders culture and their burials. Lunch at the Top Pub (furthest north in Aus), a visit to the most northern Anglican Cathedral and some shopping were enjoyed by all. The ferry back to Seisia was a little more exciting with some being drenched by the spray. Dinner and a beach campfire ended an interesting, enjoyable, and relaxing day.

Day 22, Seisia to Moreton

Crossed the Jardine River on the ferry and the operator wanted to swap his Bamaga T-shirt for a Peugeot T-shirt but unfortunately he was a BIG islander and not even the biggest of our T-shirts would have come close. Leon and Kerrie headed south to fit in a reef dive before the constraints of work. Fruitbat Falls again for morning tea and another refreshing swim. Bramwell Roadhouse for lunch near some very high termite mounds. Another great evening campfire.

Day 23, Moreton Telegraph station to Musgrave Roadhouse

Very damp morning. Jo found a beautiful White Lipped Green tree Frog, he was much photographed. The road was good after initial corrugations with plenty of wallabies to be seen. Morning tea at Archer River where we met the 'Splinter group'

travelling to the Cape. The Thomas' Jennings, Halls etc plus Alistair and Myra Inglis in their 203 ute. We parted ways and from here the road got rougher, lots of dips with rocky bottoms. Stopped at the Quarantine station just before Coen. Just out of town Alan Parker lost his windscreen to a large rock flicked up by a 4WD. There were lots of loose rocks on the road. All arrived at Musgrave without further mishap. It was decided to fit 'Molly's' spare 403 windscreen (with a bit of modification) to Alan's 404 until he gets to Cairns. Another night around the campfire.

Day 24, Musgrave to Cooktown

Heading east into Lakefield National Park uncovered a great mixture of scenery from very hilly to very flat, creek crossings galore, some of which proved too challenging for a white 404 sedan. It stopped just short on one crossing and managed to restart and get through under its own power on another. Lots of wildlife with goannas, white necked herons, a cantankerous bucking steer, kangaroos and at Red Lily Lagoon Magpie geese, egrets and a 3 legged turtle. Then just down the road was White Lagoon with kingfishers, brolgas, and the red-tailed black cockatoos at Old Laura Homestead. We also enjoyed Isabella Falls. What a day of sight-seeing.

Day 25, Cooktown Rest Day

For most of us a pleasant walk to Cooktown's coffee shop started our day. Visits to James Cook museum, the Botanic Gardens, local

Galleries, and shops followed. Car repairs and maintenance at David Cass' home and various workshops in town got all cars ready for tomorrow's travels. 504s included a very big cake, for Alan's birthday, which everyone enjoyed after their BBQ tea.

Day 26, Cooktown to Cairns

After saying goodbye to Glenys and Rob we set off for the Bloomfield Track. First a quick stop at the Lions Den Hotel at Helenvale for a lemon squash while perusing the memorabilia lining the walls. A PCCV cap was added to their collection. We drove parallel to the Bloomfield River and stopped for a walk to the magnificent Bloomfield Falls. As we continued towards our lunch stop, road conditions deteriorated along the rock strewn river bed. We negotiated some steep and challenging descents and an extremely steep and challenging ascent. Hank's GPS estimated our average speed since Cooktown at 38 kph! We crossed the Daintree on the ferry and numerous photos were taken of the '4WDs ONLY PAST THIS POINT' sign as we left the track and drove through more tropical rainforest around Cape Tribulation, where Bob and Leonie reported a cassowary sighting. Back into flat country and corn fields as we returned to Cairns. Time to wind down and relax after a fantastic, well-planned trip in the company of a great group of like-minded friends. Thank you Hank and Jo.

The participants Through Torque

Sleek Peugeot concept unveiled in Frankfurt

The Peugeot HX1 concept debuted at the Frankfurt Motor Show this month, introducing a new style of multi-purpose vehicle. As these images show, the Peugeot HX1 is a long, sleek people mover/wagon. With a drag coefficient of just 0.28, Peugeot says



the concept is unparalleled in its class from an aerodynamics perspective.

The Peugeot HX1 is a six-seater, although it is laid out in a unique 4+2 configuration. From the images, it appears the middle two seats are removable, making the HX1 either a versatile people mover or a

spacious four-seater.

The doors are also unique – hinged to the A- and C-pillars and rising in opposite directions to completely open up the cabin, which is free of a B-pillar. Peugeot says the interior represents the brand's vision of a high-end passenger compartment, combining elegance and modernity with natural materials and high-tech features.

The HYbrid4 diesel plug-in powertrain adds to the futuristic flavour. The system combines a 2.2-litre HDi diesel engine that drives the front wheels with an electric motor integrated into the rear axle for a maximum power output of 223kW.

Furthering its versatility, the Peugeot HX1 can be driven in all-wheel drive mode, and also in all-electric mode for a potential zero-emissions range of 30km.

Peugeot says the HX1 is capable of using just 3.2 litres/100km on the combined cycle and emitting

83g/km CO₂.

The Peugeot HX1 joined the all-new Peugeot 508 RXH on the stand at Frankfurt on September 13.

The 508 RXH is the second diesel-electric hybrid production model from the brand, and Peugeot Automobiles Australia admitted last month the off-road 508 wagon is 'definitely of interest' for the brand in Australia.

When it is released in Europe in spring 2012, a year after the launch of the 508, the 508 RXH is to be considered as a completely separate model.

It is an incarnation of a modern and different up-market range from Peugeot, both in its dimensions and its visual identity, through the choice of a unique hybrid high-tech diesel engine and electric motor with a single, lavishly-appointed trim level.

Its visual signature is enhanced by its individual front end character, flared wings, daytime running lights and a new exclusive body colour.

The same special care has played an



integral role in the direction taken with the distinctive design of the 508 RXH interior, harmonising specific colours and natural materials.

With its wider track, its 18" wheels and raised attitude the 508 RXH has a natural stance that is inspired by its all-wheel drive capability. Furthermore, due to its HYbrid4 drive train, it offers a responsible and intelligent alternative.

Illustrating the cross-platform, modular versatility of HYbrid4 technology, the 508 RXH is, after the 3008 HYbrid4, the second of the marque's models to receive the diesel-electric hybrid power plant.

With a combined output of 200 bhp from its 2.0 HDi FAP diesel engine and

electric motor on the rear axle, the 508 RXH is able to provide for the desires for a new driving experience with a choice of four HYbrid4 modes (Automatic, "Zero Emissions Vehicle", Sport or 4WD) and exceptional fuel economy (4.0 l/100 km (70.6 mpg) in the Combined Drive Cycle, and CO2 of 109 g/km).



508s revive Pug sales

Peter Wilson

Peugeot salesmen were smiling again in August because they were busy showing new models to customers and signing up sales.

After a dreadful July – the worst month this year since January’s ten-year low – things have been humming again in show-rooms since the return of the five series with the glamorous 508 and the boost to the 308 with the arrival of the refreshed model.

Regardless of the general retail gloom, buyers are showing interest in the

new Peugeot models and the 508, filling the gap in the range for a big Pug, could prove a worthy successor to the popular 504s and 505s of old.

At 4.792 metres, the 508 is a smidgeon longer than the “medium” 407, but that extra 12.4 cm was enough for industry statistician VFACTS to include it in the large car category.

Peugeot Automobiles Australia gave a new marketing thrust to the “New Peugeot 308” with an advertising front gatefold in the first new format Weekend Australian Magazine last month.

It emphasised the car’s “standout style”, design, advanced technology and the newly introduced regime of fixed prices for scheduled servicing. In June, Peugeot had its best sales in 12 months and 607 vehicles were registered

despite the rundown in 4007 stocks after the Japanese earthquake delayed deliveries; in line with the industry trend its total was down on June 2010.

In July, Peugeot took a step forward with its new models, but not very far because of its almost empty 4007 cupboard and limited ration of 508s.

Official industry figures show registrations of 401 Peugeots in July, down 10 per cent on the 449 in July 2010.

After only seven 4007 sales in June, the result was one in July, considerably down on the average of 55 units between February and May. Fortunately the first post-earthquake shipment of 4007s was landed around the



country two weeks ago and dealers have stocks again.

As most 508 registrations were press cars, demonstrators or for the corporate fleet, the month's actual sales total was 383 Peugeots. Meanwhile, supplies of Toyotas and other Japanese brands improved so the national market fell only 1.7 per cent in July.

This year's national sales of 577,227 vehicles to July were down 36,317 compared with the same period last year. The Federal Chamber of Automotive Industries said all passenger segments were in decline, even small cars and SUVs. The only exceptions in the seven months were luxury and compact SUVs, which showed respectively a 17.4 per cent and 2.4 per cent improvement.

Peugeot's 3,280 registrations for the year-to-date were 5 per cent down on the 3,452 of the same months in 2010. The brand has slipped to No 27 on the national market. Actually, its passenger market position at No 22 sounds better.

The best-selling Pug in July was the 308 with 131 units, down a third on the 204 the previous July. The new model should improve August results. However, the 308 class sold 181 units. This included 46 3008s, a couple better than the previous July's 44, but below this year's average of 60 units.

While it was promoted nationally with the rerun, this high riding

model is proving more popular in NSW than in other states. The 207 remained in triple figures with sales in July of 123 being slightly down on June's 129 and 78 per cent up on the 69 in July 2010; it was the third best result this year.

The sports category was quiet – 10 207 CCs, six 308 CCs and 22 RCZs. This brought the Austrian-built RCZ's average this year down to 30 a month. With 14 registrations, the Partner was in double figures for the third successive month. Three Experts were sold.

The going may not be entirely smooth for Peugeot for the rest of the year. The big problem now is getting enough 508s to meet the pent up demand for big Pugs. Canberra Association President Brad Pillans snapped up a back 508 Allure and discovered it might be the national capital's only private 508 for some time as the



dealer was not expecting more until December. Two major Sydney dealerships indicated a similar position.

The problem is the popularity of the model in other RHD countries plus Automobiles Peugeot shutting down its factories for the summer holidays in August, according to Peugeot Automobiles Australia. "We've got the 1.6 THP sedans arriving later in September (for October sale) and the e-HDi (1.6-litre) are arriving in September (for October sale), the GTs arriving later in November – but the 2.0-litre will be arriving late December early January," spokeswoman Kirin Tipping told The Pugilist.

A suggested lingering shortage of diesel components because of Japan's earthquake was not an issue, she said. The position of other French brands improved in July. Renault more than doubled its July figures to 303, spear-headed by 116 of its Megane family and 76 Fluences. Its year-to-date of 1,808 is up 80.8 per cent, placing it at No 31 brand in the market.

Citroën made a modest comeback, achieving 137 registrations, 23.4 per cent up on the previous July's 111, but is down 9.2 per cent with its 827 for the year-to-date. The FCAI said Toyota regained market leadership in July, followed by Holden and Ford. Year-to-date, Toyota

leads Holden with a margin of 24,719 vehicle sales, or 4.3 market share points, and the company said it had stocks of 20,000 Toyotas arriving this month and next to support its advertising push.

The Commodore was Australia's most popular car in July (3,551), ahead of the Mazda3 (3,290) and the HiLux from Thailand (3,147).

Through The Pugilist

Peugeot-Citroën plans to step up cost cuts

David Pearson
FRANKFURT (MarketWatch)
13 September

French carmaker PSA Peugeot-Citroen (UG.FR) plans to step up cost reductions amid an uncertain outlook for the automotive industry, and is in a stronger financial position than in 2008 before the previous crash, its chief executive said.

Philippe Varin told reporters at the Frankfurt Motor Show that the company is sticking to its plan of achieving cost reductions of EUR3.7 billion between 2010 and 2012, but said the focus now is on reducing fixed costs. Cuts were supposed to be spread evenly over the period, but Varin noted that only EUR308 million was achieved in the first half of this year instead of the EUR550 million planned.

The cuts will entail a reduction in headcount, he said, noting that 10% of the company's workforce is temporary staff. Varin said that because of the uncertain outlook, management still is studying how the stepped-up austerity plan will unfold, but he said there are no plans at present to shutter any French production facilities to reduce capacity. "It's not a current plan," he said.

He said the company is sitting on EUR7 billion in cash and, with credit lines, has EUR11 billion in liquidity.

The company couldn't rely on assistance from the French government as it did in late 2008, when Paris initiated a scrapping subsidies initiative to prop up sales and gave Peugeot-Citroen and its local rival Renault SA (RNO.FR) EUR3 billion loans to keep them afloat.

Varin said Peugeot-Citroen was maintaining its outlook for the European automobile market to be around 1% below that of 2010, although order intake levels were holding up for now. But "we are more prudent than we were some months ago," due to the political crisis in Europe that's spilling over into the financial sector, he said. "To act responsibly we have to consider that growth may not be as good as expected," he added.

Peugeot-Citroen expects the Spanish auto



market will contract by about 15% this year after a 25% drop in the first half. Italy should see a 7% fall in the full year, and France around 4%, he said. By contrast, the German market is likely to grow by 9%, he said.

Production at Europe's second-largest automaker by volume after Volkswagen AG (VOW.XE) has been hit by a shortage of screws made by Agrati, an Italian supplier, with some production lines shut down and others slowed. The situation should be back to normal this week, Varin said.

Earlier, the PSA group said its automotive unit may post a loss in the second half because of rising material costs and continued disruption from the Japanese earthquake in March.

Indicating that PSA Peugeot-Citroën would be €300m worse off, chief financial of-

ficer Frederic Saint-Geours said “We’re encountering much stronger headwinds than we expected at the start of the year.”

Peugeot 508 scores well in ANCAP ratings

A new round of crash safety testing has seen 5 Star ratings handed out to four new models and one upgraded hatch this week, by the Australasian New Car Assessment Program.

Based on ANCAP and Euro NCAP testing, the Hyundai Accent, Peugeot 508, Lexus CTH200h, Volvo V60 and the Toyota Rukus have all earned top-shelf safety scores for the Australian market.

“ANCAP is pleased to see this bonanza of 5-star ratings in the interests of Australian motorists and we will continue to provide as many ratings as possible for consumers to assist their purchase,” ANCAP Chair Lauchlan McIntosh said.

Peugeot 508

Tested by Euro NCAP, the Peugeot 508’s 5 Star rating has officially been carried over to the Australian market. The 508

scored 35.1 out of a possible 37 points, with a slight risk of serious chest injury and serious leg injury for the driver.

The Peugeot scored 15.46 out of 16 in the side impact crash test, with a slight risk of serious chest injury for the driver. A further two points were scored in the pole test.

Lexus CT 200h

Tested by Euro NCAP, the CT 200h’s 5 Star rating has officially been carried over to the Australian market. The small Lexus scored 36.13 out of a possible 37 points, with the passenger compartment holding its shape well.

The CT200h scored 15.13 out of 16 in the offset crash test. There was a slight risk of serious leg injury for the driver and passenger and a

slight risk of serious chest injury for the driver. A score of 16 was achieved in the side impact crash test and a further two points were scored in the pole test.

Volvo V60

Tested by Euro NCAP, the Volvo V60’s 5 Star rating has officially been carried over to the Australian market. The rating applies to models with Volvo’s five-cylinder diesel engine and front-wheel-drive configuration.

The V60 scored 36.34 out of a possible 37 points, with the passenger compartment holding its shape well. The testing showed a slight risk of serious leg injury for the driver and front passenger, and a slight risk of serious chest injury for the front passenger.



The Volvo scored 16 out of 16 in the side impact crash test and a further two points in the optional pole test.

Toyota Rukus

Following a successful pole test conducted by ANCAP, all Rukus variants have had their safety rating upgraded from 4 Star to 5 Star.

Overall, the Rukus scored 32.61 out of a possible 37 points, with the passenger compartment holding its shape well, although protection from serious leg injury for the driver was rated as marginal.

The Toyota scored 16 out of 16 in the side impact crash test and a further two points in the optional pole test.

Hyundai Accent

The Accent scored 35.66 points out of a possible 37 points in ANCAP's testing criteria. The passenger compartment holding its shape well, with only a slight risk of serious leg injury for the front occupants and a slight risk of chest injury for the driver.

Out of 16, a score of 14.66 was achieved for the offset crash test, and 16 out of 16 for the side impact test. A further two points were achieved in the optional pole test.

The small Hyundai's 5 Star rating applies to both four-door Sedan and five-door Hatch body styles.



French style wins Pebble Beach Concours

A 1934 Voisin C-25 Aerodyne owned by Peter and Merle Mullin from Los Angeles was named Best of Show at the 2011 Pebble Beach Concours d'Elegance held in August on the 18th fairway of Pebble Beach Golf Links.

Competitors from 30 states, the District of Columbia, 14 countries and the principality of Monaco brought their prized automotive possessions to California's Monterey Peninsula for judging in 29 classes.

In the end, the French-made Voisin was judged the best, a particularly gratifying achievement for Peter Mullin, a self-described "French car guy."

"Winning with the Voisin is the most special, significant, rewarding thing that's ever happened to me...outside of marrying my wife (and the Voisin's co-owner Merle)," said Mullin, a 69-year-old financial services entrepreneur and philanthropist.

"There's nothing like the Voisin interior. You can't print the fabric in this car; you have to loom it. This interior is going to last a long time.

"I've been showing at Pebble Beach for nearly three decades and this is the greatest venue in the world. It's the ultimate thrill, although I wasn't sure I'd actually won.

"We were sitting in the bullpen with the other two finalists (out of a field of 227 cars), the judges pointed at me and I thought I finished third... and then the fireworks went off."

The other cars nominated for Best of Show were a 1938 Talbot-Lago T150-C owned by Richard Stephens from Auburn, Calif., and a 1929 Bentley Speed Six owned by Daniel Si-

elecki from Capital, Argentina.

"The Voisin is a four-door closed car, so it's actually an unexpected winner," said Concours Chairman Sandra Button. "However, the car's remarkable attention to detail brought it forward during judging and it became a real crowd pleaser."





It was my lucky day with the headlights

Jim Kearns

French cars do not always do the inspiring, according to Francois Allain in his book, Peugeot Coupés and Cabriolets, so it's not a surprise that the Chevrolet Camaro is said to have inspired the body style of the Peugeot 504 cabriolet.

The 204 grille was styled from Jackie Onassis's 1959 Cadillac Brougham, the prototype having four headlights; later two rounded, elongated headlights were introduced.

Peugeot had contracted Pininfarina to design the 403 in 1951 and 404 cabriolet and coupé and the 504 sedan followed.

Sergio Pininfarina released the concept car prototype on 25 October, 1966. His son Battista, who had taken charge of the firm, then designed and built the vehicles in Turin and they were released at the Salon of Geneva in March 1969.

The sedan had been released six months previously, rather belatedly in September 1968 due to French political and union problems; it was the European Car of the Year and 3.7 million were to be made.

The coupe and cabriolet used the same drive train as the sedan but with a higher final drive ratio, and the cars were

13cm shorter.

Production was a two-nation affair. The drive train was made in Sochaux and sent by train to Turin, where the cars were assembled with their special bodies.

The vehicles were then taken back to Sochaux for finishing.

A specialist company changed those cars being shipped to the UK to right hand drive. The wiring loom at the rear of the car was cut and

joined up with wiring from a RHD 504 sedan front section.

The early model had a 1,796cc fuel injection motor, but it did not sell well in the US. In 1971, the larger 1,971cc injection engine was used, which offered 110hp SAE and could travel at 179km/hr.

The early cars from 1969 to 1974 using four-cylinder engines were notated as generation 1, and had four front headlights and





sergeant stripe taillights. From 1968 to 1971 the colours were Rouge Andalou (maroon), Jaune Cappacine (orange), Rouge Amaranthe (red), Blanc Arosa (white), Gris Claire Metallise (clear silver), Bleu Vent Metallise (turquoise).

Generation 2 504 cabriolets and coupés were introduced at the Salon de Paris in September 1974. They were the first six-cylinder Peugeots since the 1936 Peugeot 601. They shared with the new Peugeot 604 the 90° V6, overhead twin cam 2,664cc engine that delivered 136 hp DIN and capable of travelling at 186km/h. But they were thirsty.

The engine was called PRV, being a collaboration of development between

Peugeot, Renault and Volvo. The vehicle shown with this article is a 1972 Peugeot 504 cabriolet Generation 1, which was imported from England by Rowley Pym of RPV Vehicles at Dural for Geoff Grist in 1996.

In 1972, Pininfarina built 4,058 coupes and 1,268 cabriolets for Peugeot. Geoff had stored the car in a carport for a few years before restoration began at O.S.

Restorations at Dee Why. Cancer of the ferum does not spare cars from Pininfarina and this car was completely dismantled in 1998 to begin the slow restoration process, using a six-legged jig welded to the car body.

I purchased the car from Geoff in 2005 with 75 per cent of the rust work having been done, but only after I had spoken to Rowley Pym. Rowley, who is a well-known Peugeot professional, 504C owner, enthusiast and expert, replied in a phone call re the possible project, "Yes, I think I can help you".

On this basis the vehicle was purchased and Rowley's remark proved to be a huge



understatement. The jig was given some wheels and the vehicle rolled onto a truck, which was scary because it had only been welded in a few spots. It was transported to Dural where it was to stay for five and a half years.

Nearly every panel was repaired or remade for this car and we were fortunate to be able to use rusted parts from another donor car, which could help in providing a template if no part existed.

With so much rust work still to be done, under Rowley's guidance the project of the ground-up restoration was continued until completion. Not one panel on the coupé and the cabriolet is the same as the 504 sedan but a new sedan floor had been made to fit at O & S Restorations.

Some die cast parts were remade and the beautiful door handles were recast and are made of brass. The roof was obtained through Dons Trimming of the UK. All the lights and most of the bright work were acquired on ebay over five years and the process continues.

Rowley supplied some parts and some came from Kurt Orbie from Belgium. I purchased four individual new front headlights on ebay over a three year period. When I took them up to Dural, Rowley asked whether they were right or left and inside or outside. I had not taken this into account when purchasing them. They were expensive items and I was sweating as we worked through them. But it was my lucky day –

they were all correct, and the odds of that happening are very high.

Kurt Orbie has a business totally involving Peugeot 504C buying and selling, which has only been developed in the past six years and which is now flourishing.

He now has an increasing supply of newly made mainly jewellery type items, e.g. Pininfarina badges and hood clips, etc. The original roof clips, for example, were metal and scratched the trim; the new ones are plastic and better.

Some otherwise impossible to obtain parts such as plastic and rubber are now becoming available for 504C restorers.

The Peugeot Museum also has occasional reruns of parts, e.g. front lights and mudguards. The engine and drive train were sent to Goodwins of Cessnock.

They made sure the gearbox and diff were okay and as new, and rebuilt the engine to original specifications. Fortunately, there was plenty of meat in the aluminium head. The car itself is



almost totally original, including the black rubber matting in the boot and cabin area.

Headrests were added to prevent any problem with a blue slip, as 1972 was the year of headrest legislation in Australia. Also, Rowley made a special clip to prevent the bonnet — hinged at the front — from crashing down on a mechanic's head. No other modifications have been made, or were felt necessary. Two-pack paint was used together with powder coat for cross members, suspension and engine accessories.

In 1972, the colours available for Generation 1 coupe/cabriolet were Rouge Andalou

(Maroon 1969-74) Brun Metallise (Brown metallic 1971-74) Noir (Black 1971-73) Blanc Arosa (White 1969-93) Gris Claire Metallise (clear metallic silver 1969-74).

The car has been two-packed in its original Gris Claire Metallise, while the trim was done in matching red leather from Argentina, called Alpha Red, imported through a Melbourne leather company.

In 1961 the 403 cabriolet cost FF13,700. In 1962 the 404 super luxe cabriolet cost FF18,800. In 1969 the 504 cabriolet cost FF23,000 and the coupé FF24,000. In 1971 the cabriolet cost FF26,500 and the four-cylinder coupé FF27,500.

By 1980 the four-cylinder coupé and cabriolet each cost FF76,500 and the V6 cabriolet FF90,000. By 1983 the V6 Coupe sold for FF106,000.

I would like to thank the many people involved in this restoration, including Roger Chirside who did all the rust work at Rowley's workshop, resulting in doors that fit like those of a modern robot-built car. Extra steel was used in the sills to prevent any scuttle shake and provide strength.

A special mention is required to the late Owen Wuillemin, who was teaching metalwork at the Kings School. He was restoring a 504 coupé and remade the inside door handle escutcheons from aluminium for us and insisted on not being financially remunerated.

Vince Ferraro and his team Ben, Ming and apprentice did a magnificent job on the

bodywork and painting. Ben Roser did all the trim work, except for the dash, which was done by Norm at "The Minister for the Interior" at Carlton. Thanks to Malcolm and Steve Goodwin for the mechanical restoration.

A special thank you to Rowley Pym. He was responsible for supervising the whole restoration and the final result is a testament to his dedication and attention to detail. One thing about restorations though is that they never fin-

ish.

I would like to thank my wife Marie for her patience.

- Bibliography, Peugeot Coupés and Cabriolets, by Francois Allain.

Through The Pugilist



Peugeot Association of Canberra Minutes of General Meeting 8pm 23 August 2011 Canberra Irish Club Weston ACT

Persons Present

Brad Pillans (Chair)
Neil Sperring
Glen Bryden
Ross Stephens
Neil Birch
Bill McNamee
Jim Taylor
Rick Phillips (Minutes)

Apologies

Allan Lance

Introduction

The meeting was preceded by dinner at the club commencing at 7pm.

Previous meeting

There were no minutes of the previous meeting as it was an informal meeting.

Financial position

Glen reported that the PAC has \$10,935.98 in the bank with \$75 to be banked.

Inwards correspondence

Nil.

Forthcoming events

Neil advised that:

- Marques in the Park will be held on 13 November 11.
- The Cooma Motor Fest will be held on 5 November 11.
- French Car day at the Telopea Park School Fete will be held on a date TBA.
- Mudgee Motor Fest is 14-16 October 11.
- "Retracing the Hume", a convoy of vintage trucks taking the back roads from Sydney to Yass will be this Saturday and Sunday.

It was proposed and agreed that the motoring events calendar be placed on the PAC web site.

Action: Neil to arrange.

Council of ACT Motor Clubs

Neil reported on the last meeting of the Council of ACT Motor Clubs:

The Council is looking for committee members – nominations close 8 September 11.

The AGM will be held on 15 September 11.

The Council made a profit this year.

Negotiations with the ACT Government on the Special Interest Vehicles and Concessional Registration Schemes are progressing including looking at arrangements in other states.

A large Wheels event is planned for the centenary year – 2013.

Peugeot Farm Day

Neil suggested that a day be held where the various collections of vehicles on large properties around Canberra would be open for members to visit.

Action: Brad asked Jim to approach the various "farmers" to see if they would be agreeable.

Close

The meeting closed at 8.45pm.