

# ROAR

Magazine of the Peugeot Association of Canberra



August 2014



|    |  |    |   |
|----|--|----|---|
| 02 | President's Report                                       | 12 | Events  |
|    |  |    | • Marulan Track Day   |
| 03 | 2014 Committee   | 13 | Travel  |
|    | • Who's who in PAC                                       |    | • Peugeot Persia  |
| 04 | Classifieds  | 16 | News  |
|    | • For Sale   |    | • Peugeot pins hopes on new 308                             |
| 06 | Calendar   | 18 | News  |
|    | • Club events 2014                                       |    | • Peugeot car division back in profit as new CEO makes mark |
| 07 | Events   | 20 | News  |
|    | • French car drives in 2014                              |    | • Meet the Peugeot 2008 DKR                                 |
| 08 | Events   | 21 | News  |
|    | • Car events 2014  |    | • Tribute to Ampol Trial hero                               |
| 09 | Events   | 23 | History   |
|    | • Oh3Weekend 14  |    | • A dream: a chance to see the centre                       |
| 10 | Events   | 31 | Minutes   |
|    | • Battle of Waterloo, Canberra, 28 September, Kings Park |    | • PAC Minutes of General Meeting 22 July 2014               |
| 11 | Events   |    |   |
|    | • Canberra French Car Day                                |    |   |



#### ON THE COVER

Iranian 405 taxis (Photo Geoff Pillans).

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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**G**reetings all,

They say lightning doesn't strike twice... Well, not quite lightning, but once again the Battle of Waterloo event has been defeated by the weather. In last month's column I reported that, owing to inclement weather, the annual Battle of Waterloo event, originally scheduled for June 15, was postponed to August 17.

However, once again, the forecast of heavy rain on the 17th was enough to dampen our enthusiasm. The new date for the event is now Sunday, 28 September. Further details will follow in due course, and "Les Bérêts Roses" will finally get their chance on the automotive battlefield.

The club's annual Bastille Day lunch, at Les Très Bon restaurant in Bungendore, was held on Sunday 20 July, attended by 14 club members and friends. Being truffle season, there were tasty truffle dishes on the menu, though I did not indulge myself. The wine and conversation flowed freely, and the food was excellent.

Recently, Sue and I took her new 308 Sportium on its first long outing, when we drove

to the coast for the day. We went down the Clyde Mountain to Batemans Bay, then north to Milton for lunch, a town that I had not visited for many years.

Milton might only be a few kilometres north of Ulladulla, but it is a world apart in terms of ambience. In the afternoon we visited a terrific private garden, just north of Milton, and returned home by early evening.

The car drove beautifully, with an average fuel consumption of 5.5 litres/100 km. A week later, Sue drove the car to Mildura (and back), covering the front of the car in squashed insects and picking up a couple of small stone chips on the bonnet. You don't see many car-bras these days, but it would have been a useful thing to have for the Mildura trip.

While Sue was in Mildura, I had a visit from youngest son, Geoff, just back from a trip to Europe and the Middle East. Geoff, who lives in Sydney, came down to have his 505 serviced by Bill McNamee, and he gave me a first-hand account, with lots of photos, of his trip.

He flew to Spain, via Dubai, for a conference, then to Germany to visit friends and came home through Turkey and Iran. You can read about Geoff's Iranian experience starting on Page 13 of the magazine.

Remarkably, it would appear that Iran is one of the safest countries to visit in the Middle East at the moment, made all the better by the huge number of Peugeots on the road. 405's are still being manufactured there!

Meanwhile, back on the home front, our driveway is a bit crowded with

our 306 HDi and a friend's Toyota Hilux parked in less than convenient places, not to mention our box trailer, which has been displaced from its usual parking place by the Hilux.

Fortunately the 306 has been sold and it will go to its new owner, a family friend, within a matter of days. The Hilux is with us for another month or so, after which its owner will be back from Europe and our parking problems will disappear.

As usual our monthly club meeting will be held at the Raiders Weston Club, at 8 pm on Tuesday 26 August, with dinner and drinks from 7 pm. Hope to see you there, to celebrate, if nothing else, the end of winter.

Keep on Pugging,

Brad Pillans





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# CLASSIFIEDS

## FOR SALE

### Peugeot 406

Peugeot 406, 1999, 2 litre auto. Trying to decide whether to pension her off. White, generally in reasonable condition, runs well be it with the occasional AL4 issue. Open to offers if someone needs a car or wants one for parts. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

### Peugeot 405

Peugeot 405 Turbo Diesel, 1995. 220K, alloy bullbar. New injectors, timing belt with tensioners, glow plugs, harmonic balancer and a thermostat and thermo housing on it at 185K some 6 years ago. New alternator and tyres 3 months ago. Returned 1,185km to the tank at 100kph and used no oil on trip from Qld. \$1,500 ONO. Rob Jones, (M) 0477 337 318 Robert.Jones6@riotinto.com

### Citroën Pallas, 1977



Citroën Pallas, 2400cc, 1977, FREE. The body is in good shape, the engine OK (needs some attention to ignition/timing) but it has just suffered a collapsed upper bearing on the RH steering knuckle. I am too long in the tooth to deal with this so its free to a good home. Needs to be taken a way in a trailer because of the steering knuckle problem. David Williams, Watson, ACT, 0261611934; 0409158437.

## PARTS

### 505 Sports steering wheel

505 sports steering wheel (with boss), \$70. Phone 0439 263 851.

### 203, 403, 404, 504 parts



504 sedan doors & panels toughened windscreen; 504 diesel motor gearbox and diff & assorted parts; 404 sedan doors, guards, toughened windscreens, struts, assorted parts; 403 guards bonnet & rear end, doors boot, tail lights etc; 203 early suspension motor & running gear, doors, glass, 16" rims. Negotiable prices, all must move. Collin. 0414 484 398

### 206 Octagon mags

206 Octagon mags, 14 x 5.5. 4 serviceable secondhand with 2 useable and 2 worn tyres and 4 brand new in boxes. Jim Taylor, pug303@bigpond.net.au, 0400 111 504.

### 203 and 204 extractors

Ron Gruber in Sydney is taking orders for extractor exhaust systems to suit 203 and 403 Peugeots. He needs orders for 10 sets of each 203 and 403 to get a really good price of \$260 each set.

Anyone wanting to place an order contact him at gruber4@gmail.com



# CLASSIFIEDS

## 404 hubcap

404 hubcap (1 only) for sale for \$25, at Cooma.  
Contact Noel Carter [noelcarter@exemail.com.au](mailto:noelcarter@exemail.com.au)

## WANTED

### 306 towbar and roof bars

Towbar and roof bars to suit 1998 model Peugeot 306. Phone Leon on 6248 0873.

### Pre-1980s Peugeot

I have been invited to join an overland trip to Paris next year and I am looking for a pre 1980s LHD Peugeot, a 403 or 404 would be most suitable. A RHD wagon would be my next choice. I can be contacted on 0437 800590 or [peter.janus@bigpond.com](mailto:peter.janus@bigpond.com)



# CLUB EVENTS 2014

## Calendar

|                     |  |
|---------------------|--|
| <b>26 August</b>    | Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm.<br>The Weston Club at 1 Liardet St, Weston.        |
| <b>23 September</b> | Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm.<br>The Weston Club at 1 Liardet St, Weston.        |
| <b>28 September</b> | Battle of Waterloo, Kings Park.  |
| <b>28 October</b>   | Annual General Meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston. |
| <b>1 November</b>   | Canberra French Car Day, Telopea Park School.  |
| <b>25 November</b>  | Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm.<br>The Weston Club at 1 Liardet St, Weston.        |



# FRENCH CAR DRIVES 2014

**26 October** Bundanoon Garden Ramble, guided tour of open gardens in Bundanoon area of Southern Highlands

**7 December** BBQ by shores of Lake Ginninderra

Lisa Molvig  
Social Secretary  
Renault Owners Club of Canberra  
Australia

reno1338@hotmail.com  
<http://www.renaultcanberra.asn.au>



## Car events 2014

30-31 August 2014 | South Coast Nationals | Moruya NSW  
TBC September 2014 | John Grannall Memorial Charity  
Day Car Show | ACT  
TBC September 2014 | German Autofest | Lawns of Old  
Parliament House ACT  
21 September 2014 | Mercedes-Benz Club ACT Concours |  
ACT  
11 October 2014 | Gundaroo Music Festival | Gundaroo  
NSW TBC  
October 2014 | Capital Jam | Kings Park Lake Burley Griffin  
ACT Third Weekend |  
October 2014 | Girder Fork Rally | Cooma NSW  
24-26 October 2014 | National Capri & Classic Small Ford  
Muster | ACT  
1 November 2014 | Classic Yass | NSW TBC  
November 2014 | Canberra French Car Day | ACT TBC  
November 2014 | BMSC Tumut Rally | NSW TBC  
November 2014 | Canberra Swap Meet | ACT TBC  
November 2014 | ACT All HSV Day | Belconnen ACT  
November 2014 | Marques in the Park | Belconnen ACT  
November 2014 | Canberra Ute Car Truck Muster | Hall  
22 November 2014 | Snowy Mountains 1000 | Cooma  
22 November 2014 | Tuggeranong Community Festival  
November 2014 | Queanbeyan Swap Meet, All Ford Day &  
All GM Day | NSW TBC  
November 2014 | Queanbeyan Swap Meet & American Car  
Nationals | NSW TBC  
December 2014 | Terribly British Day | Patrick White Lawns  
ACT

## Other Events | Australian Swap Meets

2015

4 January 2015 | Summernats Classic & Vintage Show &  
Shine | ACT TBC  
January 2015 | VVCMC Rally | ACT TBC  
January 2015 | CRAKK Run | ACT TBC  
February 2015 | 4WD Spectacular | Queanbeyan NSW TBC  
February 2015 | Highlands Steam & Vintage Fair | Oberon  
NSW

## Oh3Weekend 14

### City of Orange 12-14 September 2014

This is a weekend of exploratory relaxation in one of the prettiest of NSW towns.

Arrive Friday afternoon (3 1/2 hours from Eastwood).  
On Saturday we explore Orange and its unique historic homes with morning tea at beautiful Cook Park where you can explore, relax and chat.

We take a short scenic drive to Lake Canobolas for picnic, lunch, walk and relaxation. (There is also a Kiosk/Café beside the lake).

On Sunday we visit the historic town of Millthorpe for lunch and head back home with Panorama Raceway an optional extra.

\$230 for 2 nights for 2 people with 2 continental breakfasts.  
Dinners have been booked at Motel Restaurant (Friday) and RSL (Saturday).

No gravel or dirt roads  
No night driving  
Toilets at all stops  
Bring thermos and esky.  
Bring or buy sausages etc for BBQ lunch on the lake (butcher, fruit, vegs,  
coffee shop 3 minute walk from Motel).  
Motel - Mid City Motor Lodge, 245 Lords Place, Orange  
P : 02 6362 1600  
E: [reservations@midcitymotorlodge.com.au](mailto:reservations@midcitymotorlodge.com.au)  
Organiser / Jim Kearns  
Please contact for further details including a mailed package of brochures for you to pre-trip read and to be inspired.  
P : 0400 494 561 or 9874 2100 (weekdays)  
E : [jkearns@bigpond.net.au](mailto:jkearns@bigpond.net.au)



## Battle of Waterloo, Canberra 28 September, Kings Park

Third time lucky!

The annual face-off between French and British cars is now proposed for Sunday September 28, from 10am to 2pm, at Kings Park, adjacent to the Carillon on the shores of Lake Burley Griffin.

Access will be sign posted and can only be obtained from the north bound lane of Kings Avenue.

You are required to have a drip tray under your car. Door prizes of bottles of wine will be available to the lucky ticket holders.

Event is free to all comers. BBQ and coffee available. Sponsored by Shannons. Contact Barry McAdie at [bardot@homemail.com.au](mailto:bardot@homemail.com.au)



## Canberra French Car Day

The Canberra French Car Day will be held on Saturday 1 November 2014 from 2.30pm to 7pm at Telopea Park School.

It is being held in conjunction with the school's fête. The school is located at New South Wales Crescent, Barton, ACT and the entrance will be clearly signposted at the Telopea Park side of the school grounds. Entry is free.

Trophies donated by Shannons will be awarded by popular vote to the owners of the best Renault, best Citroën, best Peugeot, best modern French car and best French car on the day. A trophy for best modern is a new one recognising that newer French cars are also part of the show.

The fête is a large affair with plenty of drinks and delicious food available along with other activities such as rides for the kids and a giant raffle with a trip to Paris for two plus spending money usually the first prize. Many other raffle prizes will be available and the draw of the main ten prizes takes place before the show is over.





## Marulan Track Day

### Timing is everything

**Helen Louran**

Practise your timing for our timed track day at Marulan on Sunday, 31 August by making your expression of interest by 6 July and your entry by 25 August.

As other clubs are invited it's first in, best dressed for what should be another GR8 day on a tight, twisting track in a bushland setting 130 km south of Sydney and 27 km north of Goulburn.

We're seeking about 40 participants, including other clubs, and the cost is \$140. If required a participant licence valid for one year will cost \$40, paid at the Marulan Driver Training Centre on the day.

The HSRCA is hosting the event and most sessions will be timed, except those for in-car instruction.

Drivers will be given a timed practice session and then a qualifying session. Once completed, the driver will nominate a time from that session or be allocated one for the subsequent time trial.



Each session will involve three or more timed laps and may be adjusted on the day as experience is acquired.

The idea of time trials is to keep as close as possible to the nominated time for a given number of laps, i.e., the object is consistency.

Timing transmitters will be issued to drivers. Points will be lost for failing to reach or exceeding the lap time, and the point penalty for exceeding (i.e., going faster) will be twice the penalty for not reaching the lap time.

Several instructors will be available; organisers will seek to accommodate people who would like both instruction and timing by careful programming.

The circuit will be open from 7.30am and the program will kick off at 8am with signing on. A track walk is included in the drivers' briefing at 8.30am.

Cars will be scrutineered. They will need to be in good nick, registered or capable of rego as there are noise restrictions.

You can download the full information form and entry form from [www.hsrca.com](http://www.hsrca.com).

For expressions of interest or any questions please contact me at [pinky-206cc@optusnet.com.au](mailto:pinky-206cc@optusnet.com.au) or call me on 0413 594 792 or (02) 9718 0321.

You can also contact Peter Lubrano, our Peugeot / HSRCA liason man on 0405 991 336 or Richard Cardew, the HSRCA chair of registrars, at [rcardew@primus.com.au](mailto:rcardew@primus.com.au) or on 0405 459 546 or (02) 4384 1546.

More about the track at [mdtc.com.au](http://mdtc.com.au). If the extension is completed in time, it will allow slightly faster entries to the straight.

## Peugeot Persia

Geoff Pillans (story and photos)

I recently had the pleasure of visiting Iran. A destination I have long desired to visit. I added it to the tail end of a trip to Europe. I travelled via Turkey, boarding a train in

Ankara bound for Tehran (well, two trains and a ferry that collectively form the 'Trans Asia Express').

Having heard of the popularity



of Pugs in Iran, I was fully prepared for my fair share of Pug-spotting. After all, even the former President, Mahmoud Ahmadinejad, had a soft spot for his personal 504 and regularly chose to drive himself.

But the sheer number of Peugeots on the road was staggering! I estimated conservatively that at least 20% of cars on the road bore the

familiar lion badge. Almost exclusively 405's and 206's.

The Pug-spotting began early in my experience of Iran, having spotted quite a few 405's in the semi-arid plains of the north, shortly after crossing the Turkish-Iranian border. The hardy 405 was used here for all sorts of purposes - goods transport, farm vehicle, family sedan, and luxury taxi service.

Upon arriving in Tehran, the ubiquity of Peugeots became instantly obvious. They were everywhere. Take any stretch of road in the capital, and you are virtually guaranteed to find dozens of bright yellow or green 405 taxis weaving their way through the



insane traffic.

Amongst the traffic mayhem are also many 206's fighting for road space. Whereas the 405 makes for a popular taxi and executive vehicle, the 206 is a popular car for private use.

Both 405's and 206's continue to be assembled locally by manufacturer Iran Khodro, which also produces car under its own badge along with Renaults and Suzukis. In 1999 the locally assembled 405 even received a facelift - using 406 parts - and eventually was renamed to the Peugeot 'Pars' (meaning 'Persia').

A 207 variant was also produced briefly from 2011 to 2012, but halted due to relations between Iran Khodro and Peugeot being cut thanks to international sanctions imposed on the country. Presumably they had enough 405 and 206 parts stockpiled to continue production of them!

Of all the models, the Pars is cer-



tainly the nicest, and the top-spec ELX trim level even has modern conveniences like parking sensors and heated seats (this is essentially a 405 remember!). This makes it the car of choice for well-paid public servants, with parking areas outside government offices overflowing with Pugs.

Of course, I didn't spend my entire two weeks in the country looking at cars! The real drawcard for me was the incredibly rich history of Iran. I visited majestic palaces of past dynasties, and ruins of ancient empires

dating back as far as 2,500 years ago. The people are friendly and welcoming, and always keen to educate you about their culture and history.

Despite the rather negative image that is held in the West, Iran is safe to visit and welcoming to foreign tourists. Indeed the fragile economy depends on foreign visitors bringing hard currency to the country (Euros or US dollars preferred). And after all, a country of Pug-nuts can't be all that bad now can it?







## Peugeot pins hopes on new 308

Peter Wilson

The Peugeot sales graph continued to rise in June against the overall industry downward trend. But the result from the end-of-financial year month was disappointing for Peugeot Automobiles Australia as it was for another 20 makes, including market leader Toyota.

The 482 new Peugeot registrations reported in the VFACTS industry statistics were 32 per cent down on the previous June and were the marque's lowest June sales since 2001.

In the past four years, Peugeot registrations in June have averaged 656 units with a peak of 708 units last year, the industry's all-time record month.

This year, Peugeot bargain hunters did not show up in their usual numbers. The industry's sales frenzy began early because other importers were caught with high stocks and ramped up the offers and the promotion.

Peugeot finished the first six months with 2,274 new registrations, trailing the 2,832 units

for the same period last year by 558 units. Peugeot is pinning hopes on the new generation 308 and the strengthening of its dealer network to boost its second half numbers, though the new model may arrive too late to do much for the figures and crossovers now share the traditional target market of the three series.

The company's spokeswoman has not indicated to The Pugilist the release

date for the European Car of the Year. However, she informed the Car Advice website that the 30th Anniversary edition of the 208 GTi, a racier version of the hot hatch with Peugeot Sport enhancement, was ruled out for Australia.

The success of the Fiat 500 has kindled local dealer interest in the Czech-built Peugeot 108. As this new model would not be available until next year, Homebush



headquarters will be weighing the increasing impact of growing small SUV sales on the baby car segment.

Official figures show a June-to-June growth of 21 per cent in small SUVs to 1,180 units and Peugeot has the benefit of the 2008 in that category.

The sentiment affecting Peugeot's downturn was not anti-French because the other French badges were OK in June. Citroën, which has been struggling since the change to Sime Darby, improved its position from 105 units the previous June to 150 registrations.

The brand is the first in Australia to introduce a six-year, unlimited kilometre warranty across its range with the exception of the Berlingo van. The deal includes road assist and capped priced servicing for the period.

It is unlikely that DS will be hived off as a separate brand here until Citroën sales are considerably stronger and then possibly only in Sydney and Melbourne. Dealers will most likely introduce a DS zone with a black floor and special lighting to showcase the cars as is being done in most Citroën dealerships in Europe.

Outside of China there is only one dedicated DS dealership and that is in Paris. Having others in large cities is a long-term plan.

Renault had strong car and van sales locally to smash its records, notching its best June with 1,034 deliveries and taking

its first half figure to 4,380 vehicles, up 52.5 per cent on the 2013 first half and more than double the full year sales of 2010.

This improvement from 4,280 registrations in the second half of 2013 bought its financial year total to 8,523 vehicles. This is close to Peugeot's record of 8,837 vehicles delivered in 2007 during its diesel boom.

While Renault attributes its resurgence to appealing product and a growing dealer network, its Asian sourcing also helps. It says it is doing well with the Clio and the Megane, and it expects its small crossover Captur to be a success when it can gain supplies to introduce it to Australia.

Renault is No 19 on the half-year chart, ahead of Lexus (20 with 3,565), Fiat (21 with 2,999), Volvo (22 with 2,742) and Peugeot (23 with 2,274). The 118,309 Australian registrations in June were only a few hundred behind those of June 2013, which means the first half market is down 2.2 per cent.

The nature of the market is changing. With business confidence down, private purchases have risen. The luxury brands are going gangbusters, with Mercedes up 14.5 per cent, BMW up 8.7 per cent and Audi 18.5 per cent; analysts attribute this to new more affordable models at the bottom of their ranges.

Helped by a recent revival of interest in the Commodore, Holden (56,773 units) overtook Mazda (51,910) to finish second to Toyota (101,105) in the six-month figures.

Mazda, Subaru and Volkswagen, buoyed by Golf demand, are doing well. However, other volume brands are bearing the brunt of the market downturn – Toyota, Mitsubishi, Suzuki, Nissan and Honda have all lost ground. Hence June special deals have become July special deals to try to clear unsold stock.

The Federal Chamber of Automotive Industries noted that high riders accounted for 31.1 per cent of the total market in June – up 2.2 per cent on the previous June. "Private purchases of SUVs continue to be strong with June 2014 sales up 25.1 per cent compared to June 2013 and year-to-date private purchases of SUVs up 14.2 per cent," the chamber said.

Meanwhile, the Peugeot group said its first half vehicle deliveries rose 5.5 per cent to 1.54 million units compared with 1.46 million a year earlier.

A European recovery – in Britain, France and Spain – and Chinese expansion made up for a currency-driven sales collapse in the rest of the world. "We are becoming a little more dependent on Europe again, which is bad news for our internationalisation goal," Peugeot brand chief Maxime Picat told Reuters in Paris. "But we're not going to complain if Europe is doing better."

The Pugilist



## Peugeot car division back in profit as new CEO makes mark

Laurence Frost and Gilles Guillaume  
July 30 2014

**P**SA Peugeot Citroën reported a surprise surge in first-half cash flow and the first auto-division profit in three years, sending the French carmaker's shares soaring as its turnaround plan began to show results.

Operating cash flow jumped to €1.67 billion in January-June from 203 million a year earlier, as new Chief Executive Carlos Tavares slashed vehicle inventories and began stamping out supply-chain inefficiencies.

Peugeot shares rose as much as 8.5 percent after the company narrowed its net loss to 114 million euros from 471 million and said the core manufacturing business was back in the black.

"PSA certainly surprised us this morning," London-based ISI Group analyst Erich Hauser said. "It looks like PSA is actually performing well ahead of plan."

Peugeot sold stakes to China's Dongfeng and the French state earlier this year as part of a €3 billion share issue, after racking up losses of €7.3 billion in two years.

Tavares pledged soon afterwards to trim the model line-up by almost half, cut ca-

capacity, raise pricing and pare wage and component costs to lift the automotive operating margin to 2 percent in 2018 and 5 percent by 2023.

On Wednesday, the former Renault second-in-command gave an account of his efforts to press for leaner manufacturing - which frees up cash by reducing stocks of parts and vehicles.

"You look at those lines (of inventory) and ask people how you manage production," Tavares told analysts in Paris.

"After the first step, where people tell you

that you're already optimised, blah, in fact there are many ideas," he said. "What we've seen is a very joyful implementation of new ideas that delivered great results."

By 2016, Peugeot aims to cut €1 billion from stocks of parts, materials and finished vehicles through improved supply-chain management. The number of vehicles in inventory fell to 406,200 by June 30, down 7 percent on the previous year.

Despite stiff emerging-market currency headwinds, the auto division returned to a €7



million operating profit - its first since 2011 - from a 538 million loss.

Overall operating income swung to a €477 million profit, for a 1.7 percent group operating margin, from a year-earlier loss of 100 million.

Sales financing arm Banque PSA Finance reported a 7 percent operating income decline to €172 million, while parts maker Faurecia, majority owned by Peugeot, raised its contribution to €311 million from 55 million.

Paris-based Peugeot's stock was up 6.2 percent at €11.255 as of 1010 GMT, the strongest performer on the STOXX Europe 600 autos & parts index .SXAP.

### Risks remain

Some €550 million of the cash-flow gain, which excludes restructuring, stemmed from working capital reductions that will reverse in the second half, Peugeot cautioned.

But the company also reported pricing progress as it seeks to narrow Peugeot's gap with Volkswagen and deliver similar improvements for the Citroën and upscale DS brands. New models including a DS sport utility vehicle and Citroën C4 Cactus will offer further help, it said.

While the group's overall European market share was broadly stable at 12.1 percent, Peugeot said it had increased its slice of the lucrative consumer market by a percentage point and cut down on loss-

making sales to car rental companies.

"The mix stands out, thanks to PSA's focus on profitable channels," said Exane BNP Paribas analyst Stuart Pearson. "With a cleaned up balance sheet and lowered capacity, PSA has not had to chase volume with low pricing as in the past."

Peugeot reiterated its medium-term recovery goals but refrained from giving guidance for full-year 2014, warning that serious risks remain in its path.

Group revenue fell 0.4 percent to €27.62 billion in the first half as emerging-market currencies continued their slide against the euro, putting a 251 million dent in earnings.

High overseas plant costs and weak supplier networks have left Peugeot particularly

exposed to the currency swings.

First-half sales volumes slumped 27 percent in Latin America and 26 percent in Russia, far outpacing each market's decline.

In Europe, Peugeot said, the recovery in vehicle demand remains fragile and is especially weak in France, the group's second-biggest market after China.

European car registrations increased in June for a tenth straight month but were boosted by heavier discounting.

"We remain very cautious about surfing on this European growth," CEO Tavares said. "We need to stay lucid and recognise that we are only at the beginning of our turnaround."





## Meet the Peugeot 2008 DKR

When Dakar Rally specialists Carlos Sainz and Cyril Despres tackle the 2015 Dakar Rally next January, they'll be doing it in the insane Peugeot 2008 DKR, which unlike some of its rivals will be two-wheel drive.

Technical details of the hulking desert dueller reveal the two-seater will channel power to the rear-wheels via a six-speed manual sequential gearbox, which is hooked up to a 250kW (340hp) 3.0-litre twin-turbo diesel V6 that redlines at 5000rpm.

Torque generation from the mid-rear-mounted V6 is a colossal 800Nm, and top speed is rated at 200km/h.

The fact that Peugeot and running partner Red Bull have chosen to attack the world's toughest rally with a 2WD vehicle is somewhat of a risk. But it's a calculated risk, says Peugeot Sport Director, Bruno Famin. "When it comes to cross-country rallying,

The biggest question is whether to run with four-wheel drive or just two. After a detailed study of the question, we decided to go for two-wheel drive transmission which presents a number of interesting benefits," he said, which include a lighter overall vehicle weight and larger tyres.

If Peugeot's high-stakes gamble pays off, and it wins the 2015 Dakar Rally, it will be the first to win the race with a 2WD vehi-

cle.

"In motorsport, weight is counter to performance. However, in the case of cross-country rallying, two-wheel drive cars are allowed to be significantly lighter than 4x4s. They are also entitled to use bigger wheels which provide them with a certain advantage when it comes to coping with the many pitfalls associated with this type of terrain," said Peugeot's Technical project manager, Jean-Christophe Pallier.

"On top of that, they allow us to minimise the front overhang. The 2008 DKR can practically climb vertical walls! And that's not all. Longer suspension travel – 460mm instead of 250mm – enhances its ability over dunes and when soaking up uneven ground. That's a key asset on an event like the Dakar," declared Pallier.

The Peugeot 2008 DKR also features an adjustable tyre pressure system, operated from the cockpit, which will be of benefit when crossing from sandy dunes to hard-packed rock, for instance.

The beefy-looking French rally car features a tubular steel frame wrapped in a carbon body shell, has double-wishbone suspension with adjustable dampers, hydraulic power steering and a quar-

ter of 355mm vented disc brakes at all four corners.

Calipers are light-alloy four-piston jobbies, and wheels are two-piece aluminium units with a 17-inch diameter shod with chunky 37-inch Michelin tyres. It's not a particularly long vehicle, measuring just over four meters in length, but it is thick, more than two metres wide. It has a 2.8 metre wheelbase and its 400 litre fuel tank is about 1,000 per cent larger than that of a typical small car.

The Dakar Rally – originally called the Paris-Dakar Rally because it ran from Paris to Dakar in Senegal – was first run in 1979, but the route was moved to South America in 2009 amid safety concerns relating to terrorism. In 2015 it will start and finish in the Argentine capital, Buenos Aires.



## Tribute to Ampol Trial hero

Peter Wilson

An old Peugeot celebrity upstaged the glamorous new model RCZ R when both arrived at the NSW club's August meeting in Sydney.

The focus was firmly on Allen Taylor, the surviving winner of the Ampol Round Australia Trial in 1956, who was being honoured with a special presentation from Peugeot Automobiles Australia.

Allen, who is 89, came from Canberra with his wife Pat, family members and friends to join a VIP delegation from Peugeot for the presentation.

Before the meeting got under way, club members who had taken part in the 2006 Ampol rerun with Allen rushed to greet him and chat while the RCZ R was driven into the meeting room.

Then it was time for formalities and club president Ross Berghofer introduced John Startari, general manager of Sime Darby Australia and chief of the Peugeot, Citroën and DS brands, in his first encounter with the club movement.

With his victory, Allen Taylor became a part of an exclusive group in the history of Australian motor sport, Mr Startari said in his address.

His achievement with the late Wilf Murrell in winning the toughest event in

this country in his Peugeot 403 ranked alongside those of motor sport heroes such as Peter Brock, he said.

Mr Startari presented Allen with a special commemorative display panel of Ampol memorabilia.

The tribute was a nice gesture from today's Peugeot distributor in recognising a sporting triumph of the brand that has been largely overshadowed in motor sport history by the landmark 1953 Redex Reliability Trial victory of Ken Tubman and John Marshall in a 203.

Allen's grandson, Justin Southern, had been thinking there should be some recognition of what Allen had done. He came up with the concept of putting together a special laser cut box framed plaque combining images and details of the event with a model Peugeot 403 and Allen's participant badge.

The Peugeot distributor liked the idea and sponsored it.

A family scrapbook of all the original rally clippings was displayed at the meeting.

After the presentation Allen was urged to say something. "Tell us about the trial," Justin urged. And that's what Allen did. With amazing ease, he enthralled us by recalling in detail his careful preparations and his progress on a treacherous event that became more of an ordeal than a trial.



Hero honoured: Peugeot chief John Startari, right, presents Allen Taylor with the Ampol memorabilia display. Photo: Graeme Cosier.



When they discovered they were the leading car, he remembered saying to Wilf: "I'm not in this to win; I'm here to see the country."

But win they did after a journey through such terrible conditions that 90 of the 120 cars that started fell by the wayside.

As the satisfied owner of a Peugeot 203 ute, Allen had decided to buy a new 403 sedan for the trial and asked an older friend with rally experience to join him.

Wilf, who had won the Round Australia Air Trial, agreed provided the 403 was run in carefully and that the engine was water-proofed but still accessible to work on.

He was away on business and could not help, so every night for six weeks after helping his father and brother with farm work each day, Allen worked on the Peugeot.

Before the cars set forth from Bondi there were reports of the Shoalhaven and Burdekin rivers in flood, snow in the Alps and rains in north Queensland that had turned black soil roads into bogs.

All the preparations paid off – including the heater that comforted them in the mountain cold – as they saw other cars stranded as they made their way through "oceans of water and mud".

Allen recalled how they were rerouted inland from Brisbane onto drier twisting roads though the mountains where a truck forced them into a ditch close to two other casualties. The crews helped each other out with their predicaments, but the other

competitors insisted that, as leaders, Allen and Wilf should leave first.

They missed a cow on the dusty road to Newcastle, but at dusk the next car didn't.

After they received their trophy and cheque, the NSW Peugeot assembler and distributor, Harden and Johnson, presented Allen with a new 403 and took their trial car to display at a Sydney exhibition and to later tour dealerships around the country.

Peugeot sales brochures were produced to advertise that the 403 had proved itself in Australian conditions with its trial victory.

Wilf's family had a good question before they left to return to Canberra (Allen likes to sleep in his own bed these days): What happened to the rally 403?

That detail has been lost. After its touring it was probably sold.

At that stage of the meeting, the RCZ R coupé began to get some attention from club members before Peugeot's national marketing manager, Dimitri Andreaditis, and Sime Darby public relations manager, Jaedene Hudson, intervened so they could take it back.



## A dream: a chance to see the centre

Allen Taylor

The 1956 Ampol Trial, a chance to see Australia and to be part of a car rally. A dream I had ever since the first Redex Trial because of the adventure and a chance to see the Centre of Australia.

I made sure my wife Pat would not mind me going in such an event; neither of us realised what a big thing it was going to be.

Our two children, Wendy and Dennis, were only very young and we were living on Queen's Park, a farm 14 miles from Hillston. I had a good friend in mind as a partner; all I needed was the courage to ask him if he would be interested in the venture.

As Pat said: "You will never know unless you ask." Wilf Murrell had come to Hillston to purchase the power station that supplied electricity to the town. He was a shire councillor and the local Peugeot agent for the district. His first reply was: "Yes, I'll be in it and what's more I have the gear for it."

Not thinking he was serious, I again approached him the following week and he said yes, he really meant what he said. My great uncertainty was the fact that this man had not long won the Round Australia Air Trial without losing a point and here was



Car no. 32 was the Peugeot 403 of Allen Taylor and Wilf Murrell and the photo shows them in front of the Peugeot after winning the 1956 AMPOL Trial outright. Allen owned the car but Wilf was the driver.



me, a self-taught bush mechanic and farmer 11 years his junior, asking him to compete in this event.

One condition of Wilf's was that the new car that I would spend all our savings on was to be run in on his rules. This I agreed to, and so the car was ordered. In the meantime, I had written to Ampol to get all the do's and don'ts for preparation of the car and our local Ampol dealer was most co-operative.

Pat was the one to do the running-in period of the car as I seldom went to town. Six weeks before the trial was to start I began work on the Peugeot 403. I had a pretty good workshop, fitted out with 32-volt electricity, a lathe, grinder, car pit etc.

I worked on the car every night for the six weeks, except two nights when Wilf showed me how to read maps, as I had no experience of map reading. Then the rain came. It had already been raining for some weeks up north, where Wilf had owned a power station and had been asked to return to fly flood relief for the local farmers. This left me to fit out the car the best way I could.

Wilf gave me the use of his great selection of tools, nuts and bolts etc from the power station. As I spent lots of time driving tractors on our farm I had time to work out what I would do and how to go about it during the day.

Then after dinner it was into the workshop till midnight or 1am. To start with, I removed the interior door panels so as not to damage them and give space to store

things in the door cavities.

Wilf had given me a Smiths heater to see if I could fit it somewhere as he said we would have to drive through snow and ice in the mountains. Before World War II, I had spent 18 months working with the local plumber, so I had learnt the art of soldering and tin smithing.

I was able to enclose the heater in a metal cover and make the appropriate air outlets to suit the ones already in the Pug. This meant we had heat on the windscreen, our feet and our bodies.

The car had to be fitted out with an extra fuel tank. This I had spare from one of the farm trucks, which I was able to fit into the boot. I also brought the fuel line inside the car to join to the existing one at the filter, and I put the two-way tap next to the passenger's seat so I was able to switch tanks without stopping the car, as most other drivers had to do.

Knowing what trouble water and dust could cause to starter motors and generators from our farm vehicles, I decided to remove these and make gaskets out of Bostic, which was similar to silastic today.

I removed the starter and brush cover band, also the generator cover. The cutout was also sealed, all the vent slots in the flywheel covered. I fitted a special fuel filter Wilf had given me, which was foolproof and easy to remove. I then started to waterproof the engine itself, as Wilf wanted it done in a manner so as we could get at any part of the engine without removing splash plates, knowing that time spent removing plates was time lost.

These splash plates we cut from the tops

of used galvanised water tanks and riveted with tank rivets to hoop iron strap. These were bolted under and on both sides of the engine like louvre blades, and after much time experimenting finally got my engine waterproofed.

I was still able to get at the starter, generator and distributor cap with no water and mud on any part. The worst was still to come. After driving on the back tracks for some time, the water started shorting out the plugs. After all the trouble of splash-proofing, this was a headache.

So one wet night my brother, Harry lay on the front mudguard and was tied to the car, and with a light under the bonnet, which was chocked up just enough to see under while I pelted through sheets of water. He found the water was coming up through the triangular opening on each side below the firewall and hitting the bonnet directly above the spark plugs, then down on to the plugs, gradually shorting them out. The makers filled in this section of the car on the later models.

My next thought was the radiator, as I knew that at high speed going through muddy water that the fan sucked muddy water into the radiator core, which could cook the engine. My Mum, Elvie, made me up a roller blind out of canvas. I fitted this to the top of the radiator and a steel cable into the cabin, so that the passenger could pull the cord as we hit the water and had a quick-release spring to rewind.

It was still raining, which gave me the opportunity to give my inventions a good

workout. So far, so good.

A major problem was still in my mind: how would we see if we had to drive all night through roads like the ones we had here, as the headlights generated enough heat to dry the mud on the glass, even in our 14 miles from town? Time was catching up and I saw a 12-volt submersible water pump advertised in a Melbourne paper. I wrote to the firm, saying what I wanted the pump for, and I enclosed a cheque and said: "Please send as soon as possible." I then went to work on a roo bar and headlight stone grilles. I hadn't long made a pipe bender for the farm, so I had the chance to use it with the help of my neighbour, Bert Jackson. I used half-round iron that went over the wheels of old horse-drawn wagons to protect the wheat bags. This gave the roo bar a nicer look and was very strong. I had already made a sump guard and one for the steering. I also used heavy canvas to cover the boots on the rack-and-pinion steering to protect it from mud and stones.

I made up a footrest accelerator device. It consisted of a broad thread running from a footrest (next to the accelerator) to the dashboard, which would wind the footrest up or down to enable the driver to keep a constant speed without having an aching ankle. With your foot flat on the device you could keep the speedo on the required speed for a long time comfortably.

By now the submersible pump had arrived and I was able to test it in a drum of water. What a pump it turned out to be! I

made up a water tank, which fitted along the firewall under the bonnet. The pump was laid along the driver's side mudguard below the tank height also fitted under the bonnet. By soldering the water fittings and reducing down to a tiny pipe curved out in front of the headlight, I got it to shoot water upwards with terrific force. The tank held three gallons of water. This was our secret device of the trial.

We fitted 203 wheels, which gave us an extra inch clearance and fitted Olympic all-purpose lug tyres on the drive. Wilf was very conscious of weight in the vehicle, so he asked me to remove all the mud from under the car and exhaust. This weighed 120 pounds, so keeping the mud off the exhaust was well worth it.

When Wilf returned from the flood up north we had our opportunity to try the car out in 15 inches of water on our local aerodrome. Wilf was well satisfied that the car was ready for Sydney. At Harden & Johnson's workshop we had the wheel rims sand blasted and the shock absorbers adjusted by their experts for the trip. In the glove box we had a dual speedo fitted and a 24 hour clock for the co-driver.

Unfortunately, we were unaware of sponsors, which most other



WINNERS of the Ampol Reliability Trial—W. A. Murrell (right) and A. S. Taylor—acknowledge cheers at Bondi finishing point yesterday.



drivers had, so had to pay our own way. We were given spark plugs and coil. After the car had passed its scrutineering by the trial officials we were given our car number, which was 32. We teamed up with two other Peugeot 403 crews as a team. All cars assembled at Bondi Beach for the big event on July 15, 1956 – 120 cars of all makes – 7,000 mile Trial.

I must say that Wilf was a great navigator and driver and amazed me how he could find his way in and out of towns and cities at all hours of the night.

We left Sydney mid-afternoon, heading for Nowra then to Goulburn through our first horror stretch at night, then to Canberra and freezing cold. Very few, if any, cars had heaters so you can realise how proud I felt with our heater working and we had also used our headlight washers.

We had lost points but so what? All I wanted was to see Australia, not ever thinking of winning. Then the snow and ice. I had only seen snow once before at Lithgow during the war while on leave from Parkes in the RAAF. I had to ask Wilf to slow down as I became scared as we skidded round mountain roads in darkness.

Our next stop was Melbourne showgrounds. I still had not

met anyone who wanted to talk to us. I had my first experience with newspaper reporters here as I had trouble opening the car boot to refuel the spare tank, which we had used to make sure the two-way tap was working properly. We had

lost 19 points up to here.

Jack Murray let off his first lot of gelignite from the centre of the arena just on sunset. Wilf and I had worked out a plan of duties that we thought would outsmart other crews.



**WINNERS** Murrell and Taylor cross finish line at Bondi Beach on July 29.

At each stop, when time allowed, we got an oil change, which was free. We took advantage to change oil whenever possible.

I would systematically check the underneath of the car as I had memorised the metric spanners by their numbers and knew and would note where I got up to in my notebook, while Wilf would supervise the oil change and refuelling.

I always made time to remove mud from the exhaust pipe. Wilf drove most of the way and I often had a little nap so was always fresh when we stopped, so I felt it my duty to do the dirty work under the car.

Another duty of mine was to look over all the rally cars while in control and note in my book the car numbers of the good cars, so as we were passed by I could tell Wilf what the condition of each car was and we were able to number them down as the trial progressed.

From Melbourne to Mildura through Geelong, Mt Gambier, Bordertown back to Horsham, Hopetoun to Mildura for our next night's sleep. Then to Renmark, and on to Adelaide.

By now we were used to secret controls and having to run to time. We left Adelaide around 8.30am and arrived at Kingoonya about 4pm, ahead of time. We had been through oceans of water and mud, which had now started to take its toll on cars.

I could not believe the number that had been in the Redex and had got around but had done so little in the way of water-

proofing as we had. We left Kingoonya with the headlights on, the 80th car out. It is hard to describe the conditions as all we saw was a sea of mud and slush and bogged cars. They had gone off the road, either to dodge the water or were blinded with dirty windscreens and no lights.

I remember seeing one co-driver throwing water over the windscreen from a tin tied to a stick. We saw steam belching from the radiators with clogged cores and could not help but feel sorry for them as we drove on. Just out of Coober Pedy we got a stone on the windscreen, which soon collapsed on our laps, so we were now into our horror section with water and mud swamping into the car after every lake of water.

Out came the plastic sheeting we had and I covered all I could while Wilf kept driving. It was the early hours of the

## "Ampol For Me!"

say TRIAL WINNERS



*Ampol Trial winners, W. A. Murrell and A. F. W. Taylor, say: "Of the many things we learned in this toughest of all trials, one fact was never in doubt—Ampol petrol and oil were more than equal to our severest demands. We got maximum power from our engine, plus fuel economy, which was vital in covering the big 500-mile stretches. When the head was removed, carbon deposits were abnormally low. Ampol is certainly a 'mile-maker' in every way."*

# AMPOL...the mile-maker!

OWNED AND CONTROLLED BY 40,000 PROUD AUSTRALIANS



morning, so we were still in darkness. I had to leave the interior car light on, which did not help Wilf's driving but I had to remove his glasses each time we hit the water and clean the mud off and replace them as the road was so messy that both his hands had to be on the steering wheel at all times.

How pleased we were to have the sunrise behind us and to see what we had been going through all night, gradually mowing down the other cars. By now you couldn't even see the car numbers so to hell with the book. I remember stopping to ask a chap on a horse leading a camel if he could tell us how many cars were in front of us. He thought about two or three. This gave Wilf new life and he said that with any luck we would be first into Alice. He had told my Mum if we ever hit the front we would win. Boy, it could happen, but we were not halfway yet.

We passed another car and then, not far out of the Springs, a Volkswagen on the roadside was stopped. We slowed down, but he waved us on. Later

we found out he had run out of fuel. He was changing tanks and had forgotten the other one was empty. Because of the terrible conditions the Trial was halted for three days as only 20 out of the 120 cars had got through by nightfall. We had made it by lunchtime.

The Peugeot agents in Alice took us into their house, two young lads and their Mum – they were wonderful people. Wilf slept all that night and the next day while the boys took me to the airport to get some perspex to make a new windscreen. They rounded up a bath tub



Car 3 - the decorative Citroën Light 15 of Andy Devine and Don Dodds from Queensland. This photo was taken on the last day of the trial at the Newcastle Showground.

and three clothes-washing coppers for hot water and moulded us a new windscreen while Wilf slept.

While at Alice Springs I was able to look over all the remaining cars and note their condition, as we now had only the best of the bunch left so from here on the real pressure was on for us to keep our position.

We still had a very good car but I had found the radius arms from the rear axle to the tail shaft was loose. The thread was worn so much that I could not tighten it, so I decided to weld it. Most of the other Peugeots had lost theirs already. We had to work on this and the screen once out of control in our own time, so we had to move fast.

The boys had set up four 44-gallon drums and planks, so we drove the car up with the welder handy. I set about the welding while the screen was being fitted. Unfortunately, the screen was too big so we had to throw it in the back and get going. They had allowed us slower times to Tennant Creek then to Mt Isa, so I drove and gave Wilf a spell and a chance to have a look.

At Mt Isa we stayed the night with the agent, a chemist and his family, so we were able to get some sticking plaster and tape in the windscreen – how great! We had asked for a new screen to be sent to Cairns but now had another problem: the perspex screen gave us double vision of oncoming vehicles and night lights and became easily scratched by insects etc. This meant I had to forget the car checks and spend all my time on cleaning the screen for Wilf with

Brasso, to stop the double vision.

It was on to Cloncurry and black, sticky clay. We were now heroes and everyone wanted to know us, reporters and all. What a change, especially for me. Wilf had already been through it on the Air Trial. It was on this road we lost traction in the mud, so we had the chance to use our hand throttle for the first time. How glad we were that I had fitted that extra to the car.

On to Winton, and then to Longreach, where we almost came into the control from the wrong direction because some smart aleck had turned the signpost around. Thanks to Wilf, who took the right road, because quite a few cars went the other way.

Next to Hughenden, and this turned out to be another horror stretch, as if we hadn't had enough. Great creek crossings like a great black hole. The lights shining straight across and then down we went sliding on pebbles, water glaring at us and a wallop – on to a cement slab at the bottom. I know we lost an overrider from the back bumper bar. I was lucky to see it with the torch light, as we had to carry with us any parts that got removed from the car. We dislodged the muffler, so I tied it up with the farmer's friend, tie wire.

At Hughenden, we drove into a garage to refit the muffler and almost caused a riot as the crowd piled in to look at the car. The big creek splash had cleaned the car and the 32 on the door was now visible.

Then to Ravershoe, and on to Cairns. What a night, I'll never forget driving into the showground – the most people I had ever seen. It was packed full, all standing and cheering the

cars as we drove round the arena and to our parking places.

I signed my first autograph and was overwhelmed with the whole happening. We had a two-day stop, Wilf slept the first day while I looked the town over with another co-driver from Ulladulla.

The second day we were taken south to see a sugar cane farm. We had our new screen taped in just to save time rather than fit it, which allowed us to lend the perspex one to the Ulladulla chaps, who had had the same misfortune as us.

Our car was still running like a watch but the rear end was starting to part from the roof section, caused by the weight of the double fuel tank in the boot. We decided to switch to four-gallon drums put on the back seat and I put one in the front between my legs, using a plastic pipe into the drum and on to the two-way tap. Believe me, it is a long way from Cairns to Sydney with your legs straddling a four-gallon drum.

I remember looking at the map before Cairns and seeing the Bruce Highway and thought: "Boy, won't it be great to get on to a decent highway after all this." Gee, was I in for a shock: broken bridges and great causeways for miles.

Next stop Townsville – our first mishap and scare. I gave Wilf a wrong turn and we nearly cleaned up some spectators at a corner. He careered across a park and finished up against a post and bent the front bumper. After parking I found an old school mate and



his family there to greet us. I hadn't seen him since we were at Yanco High School in 1938.

Everything went well on the way down to Brisbane, where we went through lakes of floodwater. The Burdekin River was in full flood, and we had only the ripple of the bridge edge to guide us across.

At Brisbane we had breakfast with the other two cars that were running second and third. One was a Volkswagen and the other was an MG, driven by Slaughter and Mays.

Wilf talked to them about the trip to Sydney, suggesting we drive to suit the road and lose points rather than run risks and we would finish in the order we now held.

We were far ahead of either car so this was agreed, never realising that would be the last time we would see Slaughter and Mays, we all set off on our last leg of the Trial. But the organisers switched us off through Glen Innes. We were now out of the wet and the roads became dusty, winding mountainous roads.

Rounding a bend Wilf was pushed off the road by an oncoming truck and we finished up in a ditch with the passenger-side mudguard back into the tyre. At the same place was Jack Murray with a broken kingpin in the Grey Ghost and the Lefoe brothers with a puncture in their Vanguard.

They had already skidded over the edge of a bridge and, with the car in the balance, Wilf and I came to their rescue by standing on the rear to prevent it toppling

over, so they were only too happy to return the favour in helping me pull out the guard.

Jack came also as he said he had already lost over 1,000 points, so what was a few more to worry about? They insisted we go first as we were leading and after thanking them off we went into the sunset only to see a wandering cow, a four-legged one, which we were able to avoid - but unfortunately the light and dust had worsened by the time the Lefoe Brothers reached that spot, and they hit the cow, which broke a headlight.

At our next control the control crew asked us had we seen the MG, thinking they had broken down. It wasn't till we reached Newcastle that we learnt that they had both been killed, drowned in a shallow creek in the mountains.

What a tragic ending to two fine competitors. From Newcastle under escort we drove to Hornsby where all the 30-odd cars assembled, with the joy of the great event saddened by the loss of the MG crew. Makes you think how lucky we were.

So on to Sydney and Bondi Beach and 7,000 miles behind us, the Peugeot still running as good as ever and where we were greeted by our wives, Pat and Elsie and Wilf's daughter Lynette along with my Dad.

It was the event of a lifetime, and in no way could I thank Wilf Murrell enough for his company, driving and navigation skills, for when drivers like "Gelignite" Jack Murray, Peter Antill, "Duck" Anderson and many more

come up and shake your hand and say: "Well done," to me that's something.

We had 24 hours to wait before being declared the winners and receiving our cheque and trophies. The Peugeot 403 was put on display at the Sydney Industrial Exhibition.

The Sydney dealers, Harden & Johnson, presented us with a new Peugeot 403 and £500 cash, plus a beautiful trophy. We were also presented with a solid silver cigarette case each from Mr Peugeot of France, a silver jug from Olympic Tyres, being the only trial drivers ever not to receive a puncture.

We finished with a total loss of 258 points - 7,000 miles later.

Through The Pugilist



# **PAC Minutes of General Meeting**

## **8pm 22 July 2014**

### **Weston Club, Weston ACT**

#### **Persons Present**

|               |                  |
|---------------|------------------|
| Brad Pillans  | President        |
| Ross Stephens | Secretary        |
| Neil Sperring |                  |
| Neil Birch    | <b>Apologies</b> |
| Greg Francis  | John Bower       |
| Bill McNamee  | Glen Bryden      |
| Colin Handley |                  |
| Alan Lance    |                  |
| Jim Taylor    |                  |

#### **Introduction**

1. The meeting opened at 8:17pm, following dinner in the Weston Club bistro.

#### **Minutes of last meeting**

2. The minutes of the 24 June 14 meeting were read and accepted. Prop. Ross, 2nd Jim.

#### **Financial position**

3. The Treasurer's Report was not presented due to the absence of the Treasurer.

#### **Correspondence**

4. Nil.

#### **Council of ACT Motor Clubs (CACTMC)**

5. Neil and Greg presented the Delegate's Report of the 17 July 14 CACTMC General meeting. The main points were:

a. Presentation by the Proprietors

of Belconnen Pack and Send.

b. A new 34 Dollar PA, ACT Government Registration surcharge for life-time injury has been applied across the board for both full Registration and CRS vehicles, regardless of the risk, contrary to insurance company practice.

Representation to the ACT Government, by the CACTMC for a pro-rata rate to be applied to CRS Registered vehicles is foreshadowed.

c. New CRS registration application forms similar to those in use by car dealers come into force on 1 September 14. These forms also require details of Club Office Bearers (to a maximum of five) and must bear the CACTMC Official Stamp and Club number to be valid. Additional information will be posted on the CACTMC Web site in due course.

The next CACTMC meeting will be held on 26 August 14.

#### **General business**

6. Brad mentioned that the postponed 'Battle of Waterloo' is confirmed for the 17 June 14 – at King's Park. In addition Hot Pink Berets will be available to French Car owners to counter the foreshadowed British Pith helmet wearers.

7. Bastille Day Celebration: A good meal was had by all with a number of members from various French car clubs. Due to an unforeseen accounting error Bill McNamee was left out of pocket \$57. In view of this, Brad proposed a motion to reimburse Bill the \$57 from Club Funds; 2nd Jim Taylor; Result: Carried Unanimously.

8. Following discussion on the availability of club correspondence, the advantage of having two keys for the Club's PO Box was considered by the meeting. To that end Brad proposed that a second key be procured; 2nd Greg Francis;

Result: Carried unanimously.

9. The subject of PAC membership cards was raised. The meeting noted that in order to claim discount benefits offered by automotive and related suppliers a 'Club' membership card would be valuable. Neil Sperring offered to follow up design and procurement options with support from Greg and Jim.
10. Brad provided an update on the 2015 Peugeot Pageant being hosted by PAC in lieu of the Tasmanian Peugeot Club. As previously mentioned the event will be held in and around Yass from Friday 10 April through to Monday 13 April (the weekend after Easter). Locations and Accommodation have been scouted and a preliminary program is being developed. A sub-committee - Greg Francis, Jim Taylor and Col Handley, led by Brad is organising the event. The intention is to distribute invitations to interstate Peugeot Clubs by September.
11. The previously mentioned offer of sharing the purchase of Club merchandise by the Peugeot Club of NSW is ongoing, with Brad following up on behalf of PAC.

#### **Close**

12. The Meeting closed at 9.08pm. The next meeting will be held on 26 August 14.