

the pugilist

**Magazine of the
Peugeot Car Club
of NSW Inc**

March 2011



**■ Peugeot & BMW
to collaborate
further on hybrid
technology**

**■ Peugeot Sport's
90X FAP revealed**



**■ Peugeot 308
gets a nose job for
Melbourne Show**

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UK Puggers gone wild

Remember that Peugeot driver whose 406 sank as he drove it along a frozen canal in Scotland last northern winter?

Andrew Nisbet, 25, and a friend almost died when the Pug estate crashed through the frozen surface of the Union Canal in January after less than a mile.

Nisbet was labelled "mad" by police, "stupid" by his own lawyer, and "possibly insane" by a sheriff. He admitted driving recklessly and got 200 hours' community service.

Nisbet is being sued by the canal operator for the £16,359 cost of salvaging the vehicle.

Meanwhile, a Bristol pensioner caught on CCTV shunting a parked Ford Ka out of the

way so he could get his Peugeot out of his blocked garage has been banned from driving.

Witnesses saw Ronald Pemberton, 83, push a Mazda with his Pug from where it blocked his car's access to a school two weeks later.

He was found guilty of dangerous driving and copped nearly £20,000 in fines, damages and costs.



Pemberton seen on CCTV opening his garage...



... and using his trusty pug to clear a path,

Meanwhile, closer to home...

Matthew Schulz

TWO young men were lucky to survive after crashing the family's brand-new car into a dam in Victoria's west late last year.

A 20-year-old man has been arrested and breath-tested by police after the two-month-old 2010 Peugeot speared into the dam at Smythes Creek, about 10km west of Ballarat, just after 5am.

Another teenager is believed to have fled the scene shortly before police arrived at the

The cover

The Cosier's 2002 406 HDi wagon, enjoying the view over Lake Merimbula, on the NSW South Coast.

Photo: Graeme Cosier

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scene just after 6am.

A neighbour who rushed to the scene at the corner of Hendersons and Jollys Hill roads after hearing the commotion alerted them.

He swam out to the car and tried, but failed, to open the doors after seeing only the back of the sedan sticking out of the water.

Initially police had "grave concerns" about anyone who may have been in the car.

But a police spokeswoman said the 20-year-old man emerged from the long grass behind the dam about an hour after the crash, before he was taken into custody.

Neighbour Margaret, who lives south of the crash site, said the pair wouldn't have seen the dam, which is just 10m from the road, but is screened by low-lying shrubs.

"It's right at the end of the road, they obviously didn't know it was there."

Margaret said the road is not known as a hoon hotspot, with a speed limit of 70km/h.

"They're lucky they didn't land in our dam, it's 10 foot deep," she said.

A police search and rescue crew was dispatched to retrieve the car.

A police spokeswoman on the morning



Pictures: Jeremy Bannister



said the car was believed to have been owned by a family member.

—from the Herald Sun



Perhaps the most telling thing is that it was attempted in a "normal" 207 Touring. The new Outdoor Edition may have survived with aplomb





The 404s of John & Guia Baird and Rod & Karen Piggott, alongside the 204 of Don & Roslyn Pearson.

Inset: Bob & Helen Taylor's 403 Ute

Ross Berghofer

We achieved what we set out to do — that is, we achieved a club display at the 2011 NRMA Motorfest on Australia Day.

Club members Don and Roslyn Pearson in a 204, John and Guia Baird in their 404 and Rod and Karen Piggott in the family 404 lined up side-by-side, but unfortunately Michael Barrett's white 404 got misplaced in the convey and was a car or two away from the others.

Also on display was Bob and Helen Taylor's 403 ute in the Shoalhaven Historic Vehicle Club's display, looking resplendent and certainly improving the quality of that club's display.

Brian Jubb had hoped to display his 403 wagon, but a mix-up by the organisers led to his exclusion this year.

John Hunt had intended to display his 404 but its driver had to withdraw at the last moment; John drove his Borgward to the event, which was displayed adjacent to the Peugeot.

Also close by to our display was a grand display of Simcas, Renaults and Citroëns, making a grande voiture française display. Their location on the day was in College Street adjacent to the Cook and Phillip Park Aquatic and Fitness Centre on a Motorfest day that was the hottest on record.

When I was there at 9:30am they were sweltering under the sun.

The Motorfest attracted a great display of cars, trucks, buses and caravans. There were so many exhibitors that by 10:30 the last of them were setting up near the State Library in Macquarie Street.

I mentioned last month a proposal to increase membership fees. This was discussed at the February club meeting and caused an exuberant discussion: members suggested that the fee be increased to \$55. So, do not be surprised if this amendment is carried at the March meeting.

Now to a mechanical issue. The 206 was squealing, particularly when cold. It sounded as though a belt was loose — loud enough to make it well and truly known to anyone who was listening. After diagnosis by a mechanic it turned out that a pulley — the harmonic balancer — was broken.

Apparently they are in two parts, separated by a rubber tension-absorbing layer. It was this layer that had deteriorated. If it had been left too long, I am told the serpentine belt would have dislodged and possibly caused serious damage to the valves and engine.

Our guest speaker for the April meeting will be from Lumleys Special Vehicles, a company that offers insurance for our beloved vehicles, so start collecting all your insurance questions for vehicles to ask at the meeting.

No doubt you will have noticed the half page advertisement in the club magazine. Lumleys is also advertising in the magazines of other clubs.

Finally, I have a request for assistance. Suggestions to me, please, for a suitable venue for our 2011 dîner de Noël.

In the meantime, keep on Pugging on and keep those wagons rolling.

Photos: Ross Berghofer



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Brian Jubb

Join us on Sunday, 13 March for a memorable stroll amongst the tree tops of the Illawarra region.

The plan is to meet at 9:30 (for a 10am departure) at Leo's Road House on Campbelltown Road, The Cross Roads.

From there we will drive down the Hume Highway to Mittagong, where we will leave the highway and head through Mittagong and

Illawarra Fly Air Walk & Picnic

13th March

then Bowral.

From Bowral we'll head to Robertson and proceed past the giant spud, before turning right into Jambaroo Mountain Rd at the Robertson Pie Shop.

Ten km down the road we'll turn left into Knights Hill Road, following the signs to the Illawarra Fly Air Walk

The Air Walk entry fee is \$22 for adults and \$20 for seniors

The walk is a 500 metres elevated tree top walk with views over Lake Illawarra and spanning between Wollongong and Kiama.

Those not wishing to walk can sit in the café shop area and still enjoy the forest view.

After the walk we'll have a picnic lunch at



Carrington Falls Picnic area, with more details on the day.

Bring your own picnic or perhaps buy a pie from the famous Robertson pie shop.



New England & North West Autumn Wander

30 April—1 May

Bill Barry

THE NE & NW chapter's Autumn wander on Saturday 30 April and

Sunday 1 May is taking shape.

After Saturday lunch at Banalasta and the Blickling Estate winery south of Uralla, the next stop will be the chapel and the elm tree avenues at Gostwyck, followed by a walk round the grounds of the fine old colonial mansion, Booloominbah, at the University of New England in Armidale.

Saturday evening will be in Guyra where there is a choice of several motels and the highest caravan park in Australia.

Sunday morning will be a drive on the

back road to Glen Innes, through Ward's Mistake and Pinkett, with a stop at Evan Miller's property to see a large collection of antique machinery and a garden well known in the district for its autumn colors.

In Glen Innes, the Celtic Festival will be in full swing, with music, food and market stalls.

Contact Ian and Sue Reeve iandsreeve@bigpond.com

Accommodation in Guyra

- Free overnight stay for mobile homes and campervans at the Lagoon Rest Area near the Bowling and Golf Club.
- **Guyra Summit Caravan Park**
245 Falconer St (02) 6779 1241
- **Guyra Park Motel**
New England Highway (02) 6779 1022
- **Shiralee Motel**
New England Highway (02) 6779 1380

Farm visit with the Brierleys

**Possible date
change for this event**

Peter Nash

BRUCE AND Dee Brierley have kindly invited the Peugeot Car Club and AHRG to visit their property at Gwabegar (north west of Coonabarabran) on the last weekend in May 27/28/29 2011.

The accommodation is either in the wool shed, camping or caravans/campers.

Bruce has polished part of the floor in the shearing shed which gives us a dance floor for a knees up on the Saturday night.

There is a hotel/motel in Baradine for those who prefer it.

You will be able to explore the tracks around the property, look over the extensive collection of cars or visit the Pilliga Forest Centre and local craft shops and generally relax in a very peaceful setting.

More details will be available in the March and April magazines.

Contact Peter Nash 0409 125 165 to register your interest.

Check your club diary

Tuesday, 1 March

OASIS run to HARS at Albion Park Airport

Wednesday, 2 March

Club Meeting, Five Dock. 8pm sharp.

Sunday, 6 March

President's Breakfast, Blowfish Cafe, Narrabeen

Wednesday, 9 March

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 13 March

Illawarra Fly visit (new date)

Sunday, 20 March

Motorkhana round 2, Nirimba TAFE

25 March — 3 April

Outback 2011. Contact Hank Verwoert for info.

Wednesday, 6 April

Club Meeting, Five Dock. 8pm sharp.

Sunday, 10 April

Flower Power car show, Moorebank

Wednesday, 13 April

Committee Meeting, Parramatta RSL, 8pm.

22-24 April

Easter Pageant in Canberra

30 April — 1 May

New England & North West Autumn Wander

Sunday, 1 May

Euro Day. Lambton Park in Newcastle

Wednesday, 4 May

Club Meeting, Five Dock. 8pm sharp.

Wednesday, 11 May

Committee Meeting, Parramatta RSL, 8pm.

8-14 May

Pugalong in South East NSW (new date)

Sunday, 15 May

National Motoring Heritage Day

Wednesday, 1 June

Club Meeting, Five Dock. 8pm sharp.

Canberra Peugeot Pageant 22—25 April

PLANS FOR THE 2011 Peugeot Easter Pageant in Canberra are in place and the Peugeot Association of Canberra urges Pug lovers to make the trek to the national capital to enjoy the occasion and the attractions of the city.

The Pageant will be held in Canberra from 22 to 25 April 2011.

The event will again be based at Eaglehawk Holiday Park (www.eaglehawkpark.com.au), where there is a range of accommodation options to suit any budget.

It is situated on the eastern side of the Federal Highway on the NSW/ACT Border approximately 10 km north of Canberra. A United Service Station, Rydges Resort and a Hotel are also located on Eagle Hawk Hill, all of which is accessible by the dual lane Federal Highway and an overpass.

Accommodation provided will range from deluxe villas, cottages, cabins, and caravan sites to camping accommodation.

Everyone will need to make their own bookings with Eaglehawk Holiday Park (02 6241 6411). The minimum accommodation booking at that time of year is three nights (the length of the Pageant), with a deposit of one night being required at the time of your booking.

Please quote Reservation No. 68311 when making your booking as this ensure you are allocated one of the reserved Pageant places.

Eaglehawk Holiday Park is also offering a competitive catering package. Details will follow shortly.

The Pageant program will include a course d'elegance at one of Canberra's leading wineries, Mt Majura Vineyard (Saturday morning), a motorkhana organised by Graham

Wallis of the Victorian club (Saturday afternoon), novelty trial and day run to Braidwood (Sunday) and formal dinner (Sunday night).

Mt Majura vineyard produces some truly wonderful wines, including cool climate riesling, chardonnay, shiraz and its much-acclaimed tempranillo.

The cellar door will be open during the concourse for those interested in sampling some great drops from a region that is winning widespread recognition for its wine.

The weather will most likely be quite cool at night, but at this time of the year mornings can also be crisp and cool with the first frosts of the year possible.

On Monday morning a little sleep-in followed by a hot breakfast is planned before visitors depart.

Another option would be to attend the ANZAC Day Dawn Service, or the mid-morning Veterans March at the Australian War Memorial, where the new post-1945 gallery, covering Australia's military involvement in areas such as Korea and Vietnam, has opened since the last pageant.

Other attractions in Canberra over Easter will include the National Folk Festival, and exhibitions at the newly-extended National Gallery of Australia and the stunning National Portrait Gallery, a new and impressive addition to the Canberra scene since the last pageant.

The Pageant Sub-committee comprises President Brad Pillans, Colin Handley, John Bower and Peter Rees.

Picture: Guy Churchill



Ross Berghofer

EARLIER THE CLUB flagged the proposal to increase yearly membership fees from \$50 to \$55. Next year's club budget is projected to be a deficit, so the club needs to increase its membership fees by \$5 from 1 July 2011. This is because a declining membership base coupled with increasing costs of printing and posting the club magazine, The Pugilist, is expected to put the club into a position where expenditure will exceed its income.

Members will recall that the club experienced recent deficits and we do not want that situation to recur. Other unexpected expenses place a burden on the club, such as the recently discovered return to sender policy of Australia Post, where the club pays the return mail postage for magazines sent by print post.

So, here it is officially, in accordance with section 8 (3) of the club's constitution:

Notice of special general meeting on 2 March 2011 from 8:00 pm at the Veteran Car Club hall, 164 Queens Road, Five Dock. The motion to be put is "that the annual membership fee of the club be \$55 from 1 July 2011 until the next revision in fees". Paragraph 26 (2) of the club's constitution will be invoked to decide this matter; it provides that a quorum of a special general meeting is five members.

New Members

We have new members to announce this month. We'd like to welcome:

Helen Mushin
David Lowe
Brendan Richardson
Christopher Sonter
Keith Petersen

Please say hello if you see or hear our new members around the traps.

Why not take a handful of business cards at the next meeting to hand out to potential club members in Pugs?

Interlude Tours

2011 — Europe and Canada

Following a blockbusting tour to Europe in 2010 Interlude is proposing a similar journey in April/May 2011.

If you are interested or require more information see details below

Interlude also has a special Canadian interlude on the 2011 calendar from 24 September to 28th October.

Interest in the preliminary itinerary for this tour has been overwhelming.

Contact Jeanette on 02 9405 2218 or visit our website:

www.interlude-tours.com

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Brian Jubb

The Old Car Social Club have extended an invitation to our club, to attend the car show at Flower Power Moorebank.

The car show is on Sunday, 10 April and entry is off Newbridge Rd into Davy Robinson Drive.

This is a great opportunity to show others our fine range of vehicles and it would be great to form a club display with our cars and Peugeot banners.

The day supports the Lions Club of the City of Liverpool, for Diabetic Awareness.

The show covers the full range of classic cars, hot rods and commercials.

Food & drinks will be available, plus full access to Flower Power is possible, with its own sit down café.

Entry fee is \$10 for display cars (includes driver & passenger), spectators \$2 and a family ticket is \$5

All vehicles have to be in position by 9am and trophies will be presented at 2pm.

Yuletide Weekend

18-19 June

Brian Jubb

JOIN US ON THE 18-19 June for a Yuletide weekend, based in the Blue Mountains town of Mount Victoria.

The weekend will be based at the Victoria & Albert Guesthouse at 19 Station St, Mt Victoria.

We plan to meet at the guesthouse at around midday, before embarking on an afternoon of sightseeing, followed by a traditional Christmas dinner in the guesthouse dining room.

Traditional Christmas nosh of roast beef, roast turkey and all the trimmings will be on hand (preceded by a home made pumpkin soup), along with a generous selection of desserts, along with tea and coffee, for those of us that still have some room left.

Sunday morning includes breakfast in the dining room, with a drive and a picnic lunch planned afterwards, followed by a leisurely drive back home.

Accommodation rates (including dinner and breakfast) range from \$150 pp for a Heritage room with a shared bathroom, \$160 pp for an En suite room and \$170 pp for a Spa suite. All

rates are based on a minimum of two people per room.

Attendees of the last Oh3 weekend in the Blue Mountains would be familiar with the Victoria & Albert Guesthouse and will be able to tell you all about this idyllic setting.

Early bookings are essential, due to the limited amount of rooms available.

For bookings, contact Scott at the Guest house, on 02 4787 1241

See you all there.

Victoria & Albert Guesthouse
19 Station St, Mt Victoria
02 4787 1241



President's Brekkie 6 March



Nigel Nash

IT WAS PROPOSED our 2011 President's Breakfast be held at The Cricketer's Arms, at Prospect but they no longer serve breakfast so it is back to the popular Blow Fish Café,

in Narrabeen.

We have again booked the verandah overlooking the lake.

A tasty full breakfast is around \$16.50 with other options including vegetarian. See the website for the full menu.

I will start collecting bookings at the February club meeting.

Parking is available in the Café's off street car park.

I have made a provisional booking for 40 people and will need to finalise the numbers after our March club meeting.

Please see me at the meeting, call me on 9456 1245 or email me on emvale@bigpond.

net to book your seat.

The Blow Fish Café is at 11 Narrabeen Street, which runs west off Pittwater Road.
www.blowfishcafe.com.au



Poor view: Ray Chappelow snapped this pic of the 2009 event. As you can see it's a decent place to have brekkie with friends

OASIS run

Ted de Lissa

THE FEBRUARY OASIS Outing saw 20 members enjoy a guided tour of the Power House Collection Centre at Castle Hill. The tour highlighted three areas.

1. Upstairs, featuring Olympic Memorabilia, Australiana and Handicrafts.
2. Downstairs, featuring transport items such as trams, buses & horse drawn vehicles plus a Leyland P76 mounted on a pole. Some members suggested that it was in the right place.
3. Of most interest was the Automobile building featuring motor vehicles of Historic significance. The vehicles, too many to

list separately, are kept in a constant temperature and humidity to ensure their preservation.

After the visit we retired from the 42 degree heat to the air conditioned surrounds of the Castle Hill RSL Club for lunch.

The next outing will be on 1 March to the Historic Aircraft Restoration Society Museum. The HARS flying aircraft are now based at Illawarra Regional Airport, at Albion Park.

The museum and hangar complex is open to the public seven days a week and we will be taken on a guided tour of the complex. You will certainly enjoy your visit.

Meet at McDonald's Heathcote, (Cnr of Heathcote Rd and the Princes Hwy) at 9am for a 9:15am sharp departure. Luncheon venue to be advised.



THE Peugeot Car Club of New South Wales Inc – now 38 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

It has a great mix of car models, from old to new and cult diesel, a mix of restorers, home mechanics and service customers, and a marvelous mix of people.

All enthusiastic about their Pugs.

Some members restore, modify or work on their cars; others have their servicing done for them. But our interest and enthusiasm in Peugeot is mutual.

Our meetings

We meet on the first Wednesday of each month, except January, at the Veteran Car Club hall, 134 Queens Road, Fivedock, from 8 pm. All are welcome. Call in and meet the stalwarts, and share some Pug tales.

Meetings are relaxed, with chats and tyre kicking in the car park, management reports, regular guest speakers. Club Pug videos and Pug books can be borrowed. Cars and parts for sale are announced and a fantastic range of Peugeot merchandise can be bought.

Supper is provided.

What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. Last year's in Stanthorpe, Ulverstone in Tassie was this year's venue.

Restoration of older vehicles is encouraged and low-cost club concessional rego on historic plates is available for 30-year-plus "original" Pugs. Mods are limited to those of the period.

Your benefits

- Club members get this terrific magazine 11 times a year.
- Technical advice is available from model registrars and from fellow members.
- Some help to track down spare parts.
- Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up..
- Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

**Inquiries 02 9456 1697
ABN 86 542 472 493**

- Bargain rate conditional registration (club plates) to drive collectors' unmodified 30-plus-year-old Pugs to club and special events with notification to the registrar.

- Conducted tours of Europe with a Peugeot flavour. The next will be in October and there are still vacancies (see Interlude Tours advert).

Our alliances

The club, founded in January, 1973, is affiliated with the Confederation of Australian Motor Sport, which licenses motor sport participants and insures our activities. It is a member of the car movement lobby group Council of Motor Clubs and of the Peugeot family's great heritage museum, L'Aventure Peugeot, in France.

How to join

Club membership is a modest \$50 a year, \$26 for a second person at the same address, \$7.50 junior and A\$66 a year overseas. (The club year begins on July 1.) An application form for membership should be with the mailing sheet with this magazine. In February, a part year concession rate of \$26 kicks in.

The Pugilist

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03 5966 2373.

• **Ad deadline is Tue, 22 March.**

Other copy before then if possible.

• Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.

• Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 31 March

Who are ya gonna call?

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0409 228 243

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403 Gavin Ward 4441 1232

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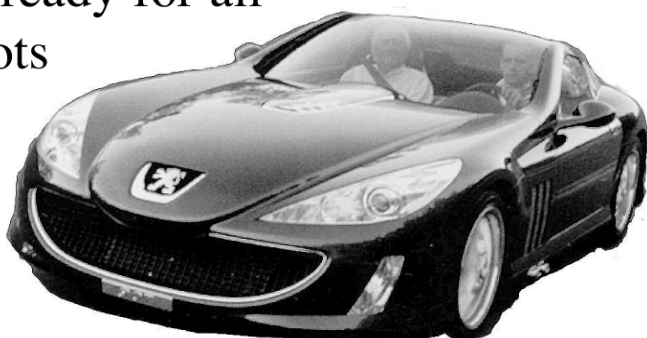
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Two-ohs trumps in disaster month



Peter Wilson

JANUARY WAS A shocker for Peugeot Automobiles Australia, with the official result noting the lowest monthly sales since Sime Darby took over the franchise in 2002.

Sales of almost every model were down compared with December and the previous January and even with two attractive new models, the 3008 and RCZ, added to the mix, the tally was 342 Peugeot registrations.

That's a 19 per cent slump on the previous January.

The Australian market at 73,584 sales, was down 1.7 per cent or 1,280 vehicles from January 2010.

Although it was Australia's month for disasters, there was no special flood, cyclone or fire factor because the fall in demand for Peugeots was consistent across the country.

However, the Blue Box folk were not suffering the blues over the result because of the context of lower national sales and the hope of a better February.

There was an improved December so Peugeot's three-month moving average is holding up and some new models are on the way to kick things along this year.

January Sales	
Model	Jan
207	116
207 CC	21
308	76
308 CC	16
3008	38
RCZ	20
407	39
4007	7
Partner	7
Expert	2
Month	342
2010	422

Most of the industry was down in January – the VFACTS stats show another 37 makes could not match their January 2010 results, including BMW, Holden, Honda, Mercedes and Mini.

In the light car segment, which accounted for 17 per cent of the market, sales were up 17 per cent and here the 207 gained along with 11 rivals in the category of 26 models.

Steady promotion of the 207 Sportium package – “the premium European small car, without the premium price” – improved the 207 result in the desired triple figures. Another 116 went on the road, compared with 104 in December, the August promotion peak of 134 and 47 the previous January.

Some shoppers lured to look at the Sportium must have fallen instead for the 207CC. Its result was up to 21, after 13 in December and 13 in January 2010.

For the first time, 207 sales topped those of Peugeot's star in the small car class, the 308 and also those of the 308 and 3008.

Three-ohs are traditionally the volume seller, but the Facebook news of the 308 update is a reminder that the 308 has been here for three years, which is a long time in today's rough and tumble market and why Paris is rushing out new theme and variation models.

The 308 had a terrible month – 76 units instead of the triple figures it has achieved consistently since its introduction in 2008 – while the 3008 and 308CC dropped to 38 units and 16 units respectively, both below recent averages.

This was not good as the small car category was up 10.7 per cent and expanded to 26 per cent of the market. The winners were market leaders such as Corolla (4,045), Mazda3 (3,605), Impreza (1,765), Lancer (1,670) and Focus (1,057). Sales of the Cruze (2,060) and Hyundai i30 (1,675) were down.

French rivals in the category such as Renault's Megane (50) and Fluence (23) held up but the Citroën C4 fell 50 per cent to 20.

The availability of the dearer small Audis and heavy promotion of the VW Golf also work against the 308. The Golf shot up to 997 sales in January, with a 5.3 per share of the small segment.

The 3008 at 38 units and the 308CC at 16 units were below their recent average.

Australia's medium and large car segments both slumped nearly 40 per cent in January.

Here Peugeot had a surprise 70 per cent gain and the best result since June 2009. It

was a case of the Last Chance Saloon as buyers rushed 407s and cleared the lot. Victorians snapped up 20 of them to make it 39 sales in January. That dented the Citroën's C5 for the first time in many months. It sank from its 2010 average of 28 sales a month to nine.

The SUV market dipped 20 per cent and the 4007 dipped even further. Sales were down to seven units, its first month out of double figures.

Peugeot had hoped sales would reach 50 units a month when it was introduced.

But the Japanese-built Pug has not emulated the success of Koleos compact SUV that is Renault's sales leader thanks to cheap sourcing from South Korea.

“The 4007's not selling because people think it's too much like the Outlander,” a veteran Peugeot salesman told The Pugilist.

Peugeot's strategy is a 4007 deal in its February advertising with a \$8,000 slash in price.

The 4007's trump over the Outlander is its French 2.2-litre HDi diesel engine. A curious development is that Ford plans this month to start bucking up sales of its Territory soft-roader with a diesel engine developed in partnership with the Peugeot group, possibly a tweaked V6 turbo.

Sales of the RCZ fell back to 20 in line with the month's fall in the sports segment.

Most of these coupés have New South Wales plates – nearly three times as many as are on the road in Victoria – thanks to the boost from being voted top car of the Sydney motor show and it is early days for awareness in other states.

The light commercials moved slowly – seven Partners and two Experts in January.

Of the other French, January Citroën sales of 80 units were 44 per cent down and Renault at 137 was 12 per cent up.

Toyota remained market leader with 14,817 sales and a share of 20.1 per cent. It was ahead of Holden (8,385), Mazda (7,200), which moved up to third, Ford (6,413) and Hyundai (6,410).

Pugalong 2011

8 — 14 May



Ted de Lissa

THIS YEAR THE Pugger Buggers Group will be running Pugalong 2011 in the South East of Australia, from 8-14 May.

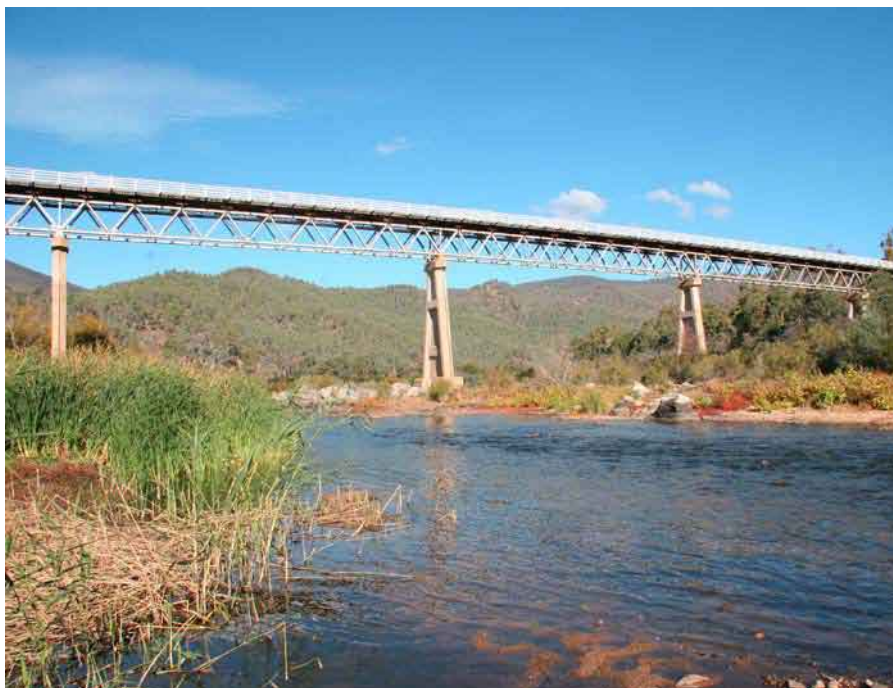
All roads will be suitable for Pugs of all shapes and sizes, but the older the better. Mostly National Park tracks and gravel roads and off the beaten track.

Once again we will be bunking at Motels and Caravan Parks, as per the list, but we suggest you book early to avoid disappointment. Possibly make arrangements to share and cut costs.

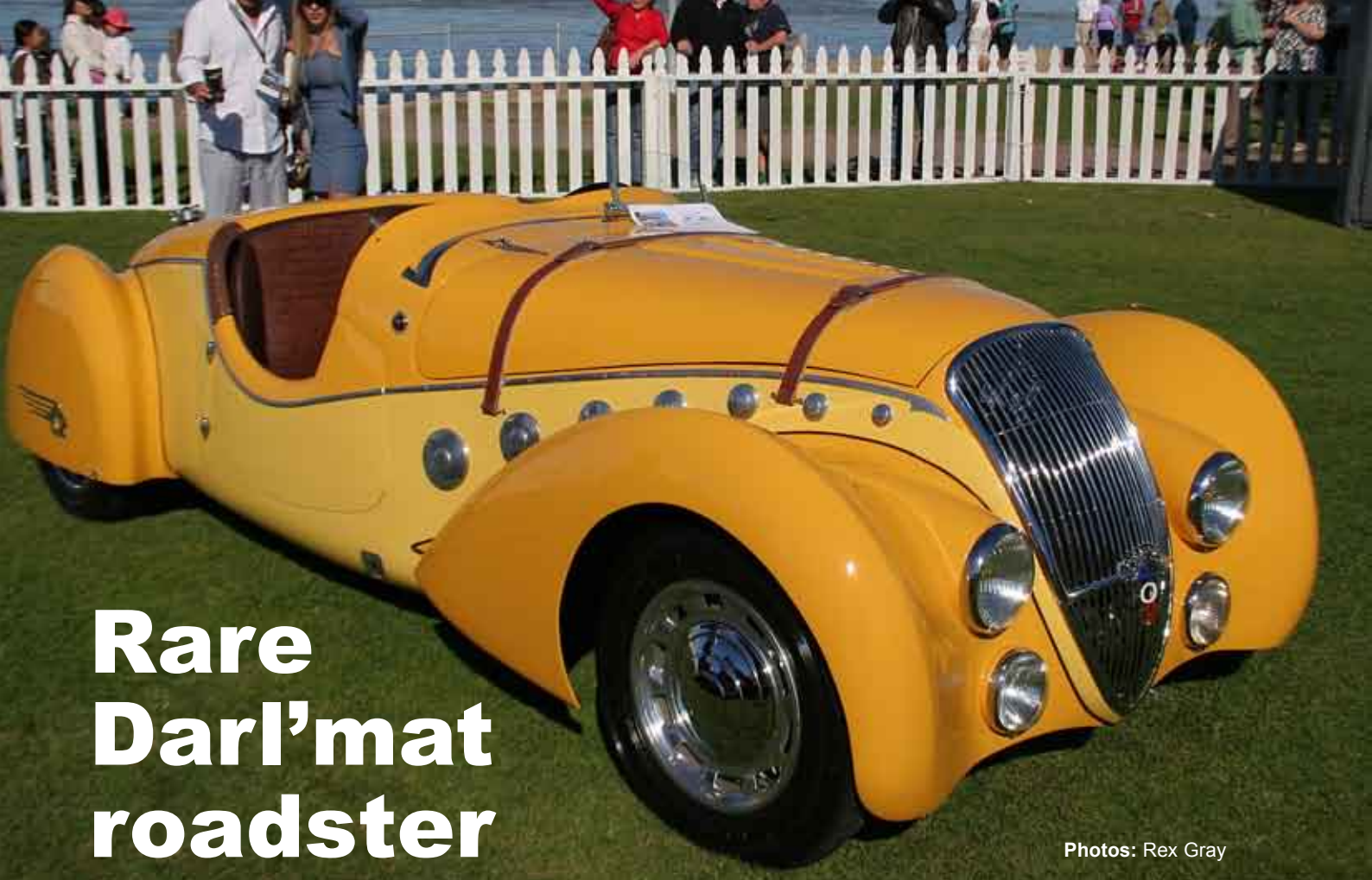
Most mornings will be 8.30am starts after briefing. The start will be from The Snowtells Caravan Park, Snowy Mountains Highway, Cooma – (02) 6452 1828

Dinner at a venue to be announced for farewells — maybe at the Thai restaurant at the Park.

For further information contact Neville Summerill – (02) 6458 7208, Brian Jubb – (02) 9602 9591 or Ted de Lissa (02) 9771 5552.



Day 1	Snowtells Caravan Park, 9.00 am Travel from Cooma to Nimatabel, Wandella, Bodalla, then on to Moruya Heads.	Big 4 East Dolphin Beach Holiday Park, Moruya Heads	(02) 4474 2748
Day 2	Travel from Moruys Heads to Araluen, Captains Flat, Burra, Tharwa, Shannon's Flat, to Adaminaby.	Adaminaby Country Inn Motel	(02) 6454 2380
Day 3	Travel from Adaminaby to Providence Portal, Tantangra Dam, Yarrangobilly, Talbingo, Tumbarumba.	The Tumbarumba Motel Tumbarumba Creek Caravan Park	(02) 6948 3330 (02) 6948 2380
Day 4	Leave Tumbarumba and travel to Sue City, Selwyn, Cabramurra, Corryong, Nariel, Benambra to Omeo.	The Omeo Golden Age Motel	(03) 5159 1344
Day 5	Travel to Lake Omeo, Benambra, Wullgulmerang, Buchan, to Orbost.	Orbost Countryman Motor Inn	(03) 5154 1311
Day 6	Orbost to Marlo, Bemm River Rain Forest, Errinundra, Bondi Forest,	Bondi Forest Lodge	No booking reqd
Day 7	Bondi Forest Lodge to Bendoc, Bonang, McKillop's Bridge, up the Barry Way to Jindabyne to finish the trip.	Big 4 Jindabyne Discovery Park 6532 Kosciuszko Rd	1800 248 148 (02) 6456 2099



Rare Darl'mat roadster

Photos: Rex Gray

THE FORTHCOMING Amelia Island sale by RM Auctions, set to take place on 12 March, will be featuring a rare 1938 Peugeot 402 Darl'mat Legere Special Sport Roadster, estimated to fetch between US\$400,000 - US\$600,000.

The car is claimed to be one of only about 54 original Darl'mat roadsters and 30 surviving examples.

Considered one of the most desirable Peugeots produced, this car is the result of a collaboration between Emilie Darl'mat, one of the world's largest Peugeot dealers at the time, designer Georges Paulin and coachbuilder Marcel Pourtout.

This stunning 1938 Darl'mat roadster, based on the Peugeot 402 Légère (light) chassis, numbered 705516 and powered by engine number 445597, has known history dating back to the 1960s. At that time, it was owned by noted collector Henri Mallatre and formed part of his private collection based in Lyons, France. The Mallatre Collection continues to exist today as a museum open to the public.

Toward the end of the 1960s, 705516 was sold to a collector in Switzerland, who commissioned its first known restoration, which was

completed during the early 1970s.

After this owner's death, the Darl'mat passed through another Swiss owner, before the car was sold to an unknown person in the United States.

This Darl'mat is also reported to have participated in the 2000 edition of the prestigious Monterey Historic Races.

Next, Chuck Swimmer of the San Diego Collection, who commissioned a restoration by the noted Alan Taylor Company of Escondido, California, acquired 705516.

In 2004, the rare Darl'mat was displayed at the Pebble Beach Concours d'Elegance, as part of a special class devoted exclusively to the cars of Pourtout and Peugeot. Under Mr. Swimmer, the Darl'mat was shown at a number of other venues as well, including Amelia Island, Meadow Brook and the Concours on Rodeo Drive.

The car is sporting a distinctive two-tone yellow finish with a bright trim that runs rearward from the bright grille with its tri-colour "402" emblem and surrounds the cockpit. A hood strap and stylised lion motifs stand out, and the cockpit is uniquely trimmed in alligator. The driver can enjoy an engine-

turned dash panel.

"Rightly, Darl'mat Peugeots have joined the ranks of the most highly sought-after prewar French classic cars, commanding large sums on the market. A preferred 1938-model car on the 402 Légère chassis, 705516 exemplifies the ultimate iteration of the series and, as such, is both a fitting tribute to its inspired creators and a highly desirable French sports car," a statement from RM Auctions reads.

— from *Autoevolution*.



Rouse Hill House

Brian Jubb

THE GROUP HEADED off from Mt Wilberforce Lookout around 10:15am for a leisurely drive via Round Corner and Annangrove Rd. to Rouse Hill.

Lovely gardens along the way made the drive seem like being out in the country.

On arrival at Rouse Hill, the House volunteers made our group of 20 feel very welcome.

A large aerial view photo display showed just how the suburbs are encroaching while an interactive computer program gave a taste of what the house has looked like through the years.

Charlie Cutajar took his family on the spe-

cial tour focused on kids feeding the animals. They were given buckets to collect eggs. This kept them amused while the remainder of the group did the tour of this most attractive convict-built Georgian sandstone house.

Our tour discovered how the family lived over six generations, as the house is full of all the original furniture — and some eccentric pieces from the last owner who bequeathed the house to the Historic Houses trust.

Our guide was excellent and it was fascinating to learn the property was founded in 1813, providing the very important role of breeding work horses and cattle for the colony.

Later on the farm bred racehorses with at least one Melbourne Cup winner, Peter Pan.

The stables were designed by none other

than architect John Horbury Hunt, who revolutionised stables into five star palaces.

Lovers of old vehicles were not left out as there were old vehicles and implements in sheds like two Humber Super Snipes and a Ford Pilot

The blacksmiths shop had all the equipment in place — complete with an old generator set driven by an old stationary engine.

Everyone seemed to enjoy the house tour followed by complimentary coffee and newspapers. We all hit the interactive computer to get another look at the rooms — in particular the upstairs which are currently unsafe for visitors.

The day was getting extremely hot so a summit meeting was held and the unanimous vote was to have lunch in the air-conditioned



Schofields / Riverstone RSL which was a very pleasant experience. Thanks to Ann Cosier for the suggestion!

This was the first outing I organised as social director. We had trouble with a couple of people having difficulty finding the meeting point, so in the future I will include a mobile phone number to be used in such emergencies.

Thank you to all those who braved the heat.



Photos: Heather Adie



John Horbury Hunt (1838-1904).

The Canadian-born, Boston-trained architect arrived in Sydney in 1863 and established a reputation for the distinctive radical architecture he introduced to Sydney and rural New South Wales.

His output was extremely varied and included cathedrals, churches, chapels, houses, homesteads, stables and schools.

Probably his first building designed in Australia was the Superintendent's Residence at the Prince of Wales Hospital, Randwick, designed in 1863.

A few years later he designed the Catherine Hayes Hospital, which was also built at the Prince of Wales Hospital, with the design modified by Thomas Rowe.

Hunt's other works include the Convent of the Sacred Heart, now Kincoppal-Rose Bay, School of the Sacred Heart, Sydney, in the Sydney suburb of Vacluse; and Tivoli, now part of Kambala Girls School, in the suburb of Rose Bay.

In Armidale, New South Wales, he designed St Peter's Anglican Cathedral and Booloominbah and Trevenna — which are now both part of the University of New England.

Hunt was equally passionate about the welfare of animals and became a strong supporter of the Animals' Protection Society.

Although slightly built, Sydney's cab drivers were afraid of him. If he saw a cabbie beating a horse, Hunt was liable to grab the whip and beat the man.

Hunt died in 1904, destitute and suffering from Bright's Disease. A few friends paid for his funeral and he is buried in the tomb he designed for his wife.

His wife's pony, cats, dogs and geese are buried with them in their vault at the South Head Cemetery.



Peugeot's 104 Peugeotette

Patrick Lesueur

THE EARLY 1970S marked a difficult period for the world's automotive industry. After 80 years of development under ideal conditions — notwithstanding the frequent opposition of tentative and backward-looking governments and a major economic crisis — the rise of the car, and its image, were about to be called seriously into question.

A delicate transition

As certain fringe groups became ecologically aware, the finger was pointed at the car as a polluter; a dangerous device and the creator of city traffic jams. These same people also denounced the egotism of those who chose to travel on their own in a car every day, when communal forms of transport could use the same space more judiciously.

The culmination of this widespread sense of depression came on October 18, 1973, when OPEC, irritated by the policy positions of the western nations toward Arab countries in the wake of the Yom Kippur war, decided to increase the price of crude oil — by a massive 63%

A wave of panic swept across the global economies. Suddenly, a terrifyingly clear logic was being applied: no oil, no petrol, so no more cars.

While it may be fair to say that a particular "honeymoon period" — or it may be fairer to call it an age of understandable ignorance — was coming to an end, the most dire predictions of the anti-car crusaders did not come to pass.

The car manufacturers were able to adapt to the new conditions, and to take the necessary risks to implement the technological adjust-

ments that those conditions required.

There was widespread use of the turbocharger, improving power outputs without increasing engine capacity. This led to powerful engines and cars that were fun to drive, without being any less economical.

The constant reduction in fuel consumption was also considerably enhanced by developments in the aerodynamics of the body shapes, which were defined using a penetration coefficient, the once widely-known Cx figure.

The Peugeot solution

At the October 1972 Paris Motor Show, the Sochaux-based car manufacturer presented a vehicle which was perfectly in tune with the times to come, where fuel efficiency would become the buzz word of the day.

The 104, with its four doors and a length of 3580mm, became the smallest sedan in the world. Its body, designed to carry four people, was the result of a long association with the design studios of the Turin-based designer





L'Aventure Peugeot's 104ZS display car

Pininfarina, an association that stretched back as far as the genesis of the 403.

The technology employed in the 104 was no less attractive. The small 954cc, four cylinder camshaft engine, with its cast aluminium head was cleverly positioned transversely, and sloped at an angle of 72 degrees towards the rear in order to maximise the use of space within the engine compartment.

It produced 46bhp, transferred to the front wheels via a four-speed transmission hidden beneath the cylinder block.

With disc brakes at the front, the car used integrated telescopic suspension and helical springs, and the rack and pinion steering incorporated a collapsible two-piece safety feature in the steering column.

Developed under the auspices of Marcel

Dangauthier, who managed the Peugeot research centres, the birth of the 104 required an investment of 1.8 million francs, a considerable sum at the end of the 1960s and one that represented a significant risk of capital. But the car was perfectly adapted for the market in the crisis that followed 1973, and came at an ideal time to counter the sales success of the Renault 5 that had been launched nine months earlier.

For the 1974 year, a two-door coupé version of the 104 was produced. Its overall length of 3300mm made it the ideal car for the urban motorist.

From the end of 1975, the car was also available in a ZS version, which comprised a more refined interior, a rev counter, an inertia reel safety belt, a headrest, a heated rear windscreen and sporty designer wheel trims.

Under the bonnet, there was an 1124cc engine delivering 49kW (66bhp) and enabling a top speed of 155 km/h.

It was this sports-based platform that the famous car designer Pininfarina was to use to create the remarkable Peugeotette.

The car was first presented at the 1976 Turin Motor Show in the form of a two-seater Spider version, aimed squarely at the younger market, who were looking for driving excitement on a limited budget.

The concept is distinctive because it employs complete symmetry between the front and rear sections, guaranteeing real production cost savings on stamping tools. As a direct result, the car was more affordably priced.

The panels covering the engine and rear boot cover are identical, as are the guards and both left and right-hand doors.

While the simple and pragmatic type of construction chosen for the Peugeotette might not be on a par with the elegance of the most well-known of the creations produced by Pininfarina, its uncomplicated lines nevertheless have the advantage of answering a more stringent set of specifications.

The concept of a modular car body was a key consideration, as it would enable the car to be transformed into a single-seater or utility.

There is similar evidence of innovation when it comes to the passenger compartment, which reflects the styling of sports cars at the start of the 1970s, in having an honest simplicity, bordering on the austere.

For all that, the dashboard of the Peugeotette still exudes cheerfulness.

Four cubes house the dials, set on a generous dashboard covered in black vinyl and slightly angled towards the driver for optimum visibility.

The cars dimensions are a length of 3300mm and width of 1535mm, with a modest height of 1140mm. The 2230mm wheelbase remains the





With an emphasis on Peugeot Sport this year, Peugeot's 104 Peugeotette made a rare appearance at Retromobile 2011





Main picture shows a late model 104 ZS cockpit vs the Peugeot Concept

same as for the standard 104 ZS coupé, as does its top speed of 155km/h.

The Peugeotette was to remain a Motor Show prototype whose existence was fleeting; although production of the car would surely have breathed new life into the car market, the uncertain economic times did not really lend themselves to such risky ventures.

From March 1975 onwards, a sedan of class and quality once again represented the flagship vehicle for the Lion marque. This was the 604, and it featured a notable return to the

six-cylinder engine — an engine architecture that had been neglected since the 601D series went out of production in 1935.

In April 1976, the Citroën company, which was undergoing difficulties, became part of the Peugeot group and Peugeot took over the management of Citroën.

These challenges were of the greatest importance in France, and for a time the focus of the Peugeot company was drawn away from projects that were considered too marginal.



A competition version of the Peugeotette made it to prototype stage, the example shown being the Peugeotette Runabout, which retained the roll-over bar but which was transformed into a single-seater by a cover for the passenger compartment.

With the passenger seat covered, an aerodynamically styled rearview mirror is positioned on top, while a small Perspex windscreen protects the driver.



Peter Wilson

HIGH DEVELOPMENT costs of hybrid cars have forced the Peugeot group into bed with BMW.

Their joint venture will develop and produce hybrid-power components and software in an effort to cut supply costs with economies of scale.

Peugeot will sell its first hybrid model in Australia, a 3008, later this year. A production line was set up two years ago to build prototypes of this model with the electric motor-equipped rear axle.

The 50-50 partnership will be named BMW Peugeot Citroën Electrification and will begin operating in the second quarter and provide parts for both manufacturers' vehicles starting in 2014, the companies said.

The group was working with partners Continental, Bosch, Valeo and ThyssenKrupp on hybrid development until expected subsidies evaporated under the heat of European competition rules.

For a while, Peugeot was going alone, spending a total €2 billion a year on research.

Sydney saw a 307HDI Hybride prototype at the motor show in October 2006, but the production talk later switched to a 308 model

It's into bed with BMW for hybrids

for 2010.

In 2009, a production line set-up was built at Mulhouse to equip 3008s with the electric rear drive and several prototypes built, but another delay put off production at Sochaux until this year.

Wolfgang Guellich, BMW's head of purchasing strategy, and Jean Leflour, chief of customer satisfaction at PSA, will run the new project, described as "an important step on the road to sustainable mobility".


The companies have built engines together since 2006, producing more than 1.8 million units in the first four years.

In February 2010 they agreed to develop four-cylinder petrol engines that conform with the latest European Union environmental rules, the EU6 generation.

The new venture will make battery packs, E-machines, generators, power electronics and chargers, and may sell products to other manufacturers, the carmakers said.

Glimpse of the future: This is what we saw under the bonnet of the 307 HDi Hybride at the motor show. The electric motor was underneath at the back.





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OUTBACK 2011

VIC, SA & NSW

FRIDAY 25 MARCH – SUNDAY 3 APRIL

A trip to the Outback without going too far from home.

Arrive in Nhill on the afternoon or evening of Friday 25 March.

Day 1 Saturday 26 March	250 km*
Nhill, Yanac, Murrayville, Manya, Berrook, Shearers Quarters near Sunset Crater – <i>Bush Camp.</i>	
Day 2 Sunday 27 March	160km*
Shearers Quarters, Settlement Rd., Meridian Rd., Wentworth – <i>Caravan Park.</i>	
Day 3 Monday 28 March	200 km*
Wentworth, Nelwood, Hyperna, Canopus, Morgan Vale (ruin) – <i>Bush Camp.</i>	
Day 4 Tuesday 29 March	190 km*
Morgan Vale, Pine Valley, Canegrass, Balah, Redcliffe, Chalk Cliffs, Burra – <i>Caravan Park.</i>	
Day 5 Wednesday 30 March	Rest Day
Burra – <i>Caravan Park.</i>	
Day 6 Thursday 31 March	200 km*
Burra, Chalk Cliffs, Fords Lagoon, Sturt Vale, Quondong Vale, Oakvale – <i>Bush Camp.</i>	
Day 7 Friday 1 April	230 km*
Oakvale, Loch Lilly, Coombah, Popio, Cuthero, Whurlie, Greenvale, Pooncarie – <i>Caravan Park.</i>	
Day 8 Saturday 2 April	190 km*
Pooncarie, Wyoming, Karpas Kora, Wilkurra, Spring Hills, Garmpang – <i>Bush Camp.</i>	
Day 9 Sunday 3 April	240 km*
Garmpang, Gol Gol, Boree Plains, Turlee, Prunglee, Robinvale – <i>Caravan Park.</i>	

**approximate km*

Hank Verwoert Ph (03) 9783 2718
Email: verwoert@netspace.net.au

Simon Craig

Just after *the Pugilist* went to press last month, AutoExpress came out with an article claiming to "lift the lid" on the next generation of Peugeot's Two Oh platform, the 208.

In a stunning display of journalistic creativity, the "spiritual successor to the 205 GTi" line was once again dusted off and trotted out, although just how the authors expect a roofless car to be the spiritual successor is not explained satisfactorily.

The article was released along with 3 designs – one a direct image of the HR1 concept already released by Peugeot, plus two other Photoshop designs to catch the eye. Who knows, these might be the real thing!

Here is the story.

Meet the Lion's new pride! Auto Express can lift the lid on Peugeot's forthcoming 208 supermini family - including the thrilling news that the line-up is expected to include a new GTi hot hatch.

Powered by a 200bhp 1.6-litre engine, the newcomer will be based on a development of chassis that underpins the brilliant Citroën DS3 - creating a spiritual successor to the original 205GTi in the process.

Auto Express sources in France also suggest drivers can bank on a new supermini SUV; a lightweight, two-seater drop-top and even a baby version of the RCZ coupé - all of which we take a closer look at, below.



AutoExpress's take on the Roadster, which it says will have a fabric roof.

Coupé

After the conventional three-door and five-door 208 hatches are launched, the firm will introduce a dramatic coupé that will slot into the range as a baby brother to the Audi TT-rivalling RCZ.

The new car continues the trend set by the 508 and 308 in establishing Peugeot's latest design language. It's the work of styling chief Gilles Vidal and PSA Peugeot-Citroën design boss Jean-Pierre Ploué, who have sought to bring back simple, elegant lines to the brand's cars.

The idea is to replace the swollen metalwork and gaping grilles of current Peugeots, and re-establish the firm as a design leader.

The Coupé will feature the rakish, feline design cues of the SR1 concept seen at last year's Geneva Motor Show. Swept-back headlights, sculpted flanks and an elegant tail will

be incorporated into the shape.

To match the striking looks, the car will be sharp to drive. The Coupé uses the 208's front-wheel-drive platform, but gets bespoke

settings for the steering and suspension. What's more, as with the RCZ and 508, the top-spec model will feature a more advanced front suspension set-up that tames torque steer and gives

greater steering sharpness.

Power will come from a line-up of small turbocharged engines, including the 1.6-litre petrol unit found in the RCZ. The Coupé is currently slated to arrive in the summer 2013.

Roadster

Following the Coupé, Peugeot is evaluating a 208 Roadster that would take the fight to MINI's imminent two-seater cabrio. This fabric-roofed model wouldn't replace the folding hard-top CC – that model has been part of Peugeot's range since the 206, and will be offered in a 208.

Instead, the Roadster will be aimed at those wanting a mix of wind-in-the-hair thrills and a purer driving experience. That will allow the 208 CC to be sold as a luxurious junior tourer, with high-spec interior, sophisticated multimedia set-up and the option of a twin-clutch gearbox.

Future cars or Photoshop wannabes?



Possible 208 Coupé?

Powering the roadster will be the 1.6-litre petrol turbo engine, allowing Peugeot to market it as a spiritual successor to the legendary 205 GTi convertible.

Low weight will be central to the car's appeal: it will get a canvas top and a more spartan interior to shave kilos and help achieve a sparkling driving experience.

The Roadster is expected to match the MINI for pace – the two will share an engine, after all – but should undercut it on price when it arrives in 2014.

SUV

Also breaking new ground for Peugeot is a junior SUV that takes its inspiration from the HR1 unveiled at last year's Paris Motor Show.

The newcomer is set to be a rival to Nissan's Juke, and Peugeot may co-develop the car with Mitsubishi. The 4007 was spun from the Japanese firm's Outlander, while a new, smaller Peugeot model is currently being developed from Mitsubishi's ASX.

As with the HR1, a hybrid drivetrain is possible, as is a three-cylinder 1.2-litre turbo petrol engine.

— from AutoExpress

Peugeot's HR1 Concept car. Is this the future of the 208?



Peugeot Sport on all fronts



Peugeot Sport is poised to embark on a busy motorsport programme in both circuit racing and rallying in 2011. The overall objective is to secure further titles and individual event wins, while Team Peugeot Total's endurance racing programme will be spearheaded by a brand new car. Once again, the Le Mans 24 Hours stands out as the highlight of the squad's 2011 calendar.

Objectives 2011

The 2011 campaign kicked off in the finest way imaginable with victory for Peugeot on the recent Rallye Monte-Carlo.

The centenary edition of the famous rally saw Bryan Bouffier/Xavier Panseri and their Peugeot France-backed 207 Super 2000 show the way forward for the rest of the year.

At the same time, Peugeot Sport will continue to work actively with its subsidiaries and customers in a long list of national rally championships, as well as in the Intercontinental Rally Challenge.

Peugeot's sporting division will also continue to organise its highly popular one-make series in rallying and circuit racing in order to cater for the passion of amateur competitors, budding champions and fans of the brand. Meanwhile, Peugeot Sport's energy will focus chiefly on its official endurance racing programme.

After a strong season in 2010, which saw it claim the inaugural Intercontinental Le Mans Cup (ILMC) title, Peugeot Sport will be looking to defend its crown, although the highlight of its season will again be the Le Mans 24 Hours (June 11-12).

The calendar of this year's ILMC features seven races, including Le Mans which will count for double points.

This year's visit to La Sarthe is especially eagerly awaited inasmuch as it will be the first since recent changes to the technical regulations gave rise to a new generation of cars.

From the 90X to 908

The 908 HDi FAP helped Peugeot build up an enviable record of world class successes, including the title in the 2007 Le Mans Series, a one-two finish at Le Mans in 2009 and the

inaugural ILMC crown in 2010.

"We have chosen 908 as the name of the new car in order to build on the wave of success with which it is associated," says Peugeot's Director of Marketing and Communications, Xavier Peugeot.

"At the same time, this car fits perfectly with the brand's modern calling. It mirrors the modernity that is dialled into the 408, which is in the process of being launched in Latin America, the 508, which is beginning to arrive in the dealerships, and the new 308, about which we will be going into a little further detail over the coming days.

"It also echoes the modernity expressed by our first ever diesel hybrid model, the 3008 HYbrid4.



"At Peugeot, we have always sought to associate our commitment to motorsport with the real world and with our model range. The name 908 consequently stood out as the obvious choice.

Following in the wake of the 905 and the 908 HDi FAP, the 908 is the third car to have been developed by Peugeot Sport for endurance racing. And, like its forebears, its mission will be to extend Peugeot's winning record at Le Mans which already features three wins, in 1992, 1993 and 2009.

The 908 complies with the latest technical regulations and notably features a so-called shark's fin engine-cover appendix.

It is a closed-cockpit car, with four identical wheels, and is powered by a 550-horsepower, 3.7-litre V8 HDi FAP diesel engine.

It means Peugeot Sport will be competing in endurance racing for the fifth year running with a diesel engine equipped with a particulate filter (FAP).

Since 1998, more than seven million HDi engines have been sold worldwide, helping Peugeot to earn a reputation as one of the biggest players in the realm of clean diesel power.

The 908 packs the same technologies as those employed for Peugeot's road cars, while there has been close collaboration between the group's engineers and specialists and their counterparts at Peugeot Sport to ensure

that expertise in domains like fuel efficiency, respect for the environment and performance is shared between road cars and motorsport.

The technical solutions chosen for Peugeot Sport's latest endurance racing challenger

Immediately after the 2009 Le Mans 24 Hours, Peugeot Sport's engineers started to put pen to paper to design a new car destined to comply with the new, upcoming technical regulations.

They sought to profit from the lessons learned with the 908 HDi FAP: "The regulations have evolved a great deal but we didn't start from a clean sheet," notes Bruno Famin, Peugeot Sport's Technical Director.

"The experience we have gained over the past four years helped to steer the decision-making process and our technical choices, although the only component which has been carried over at the end of the day is the windscreen wiper!

"One of the principal difficulties we faced was having to design an all-new car while continuing to race another at the same time.

"We also needed to set ourselves sound objectives with a view to obtaining the best possible package with regard to engine perform-

ance, aerodynamics and weight distribution. We will only find out how successful we have been when we start racing the new car..."

A closed-cockpit car: "We knew from previous testing work that there is little significant difference between open- and closed-cockpit cars in terms of their aerodynamic performance. At the same time, despite the added constraints they bring when working on them at races, closed-cockpit cars provide additional safety for the drivers. We therefore decided to stay with the same solution."

Engine: "We have also made full of our experience with the V12. We ultimately decided to opt for a turbocharged diesel V8, the characteristics of which are very similar to those of the V12. The angle of the 'vee' is 90 degrees (compared with 100 degrees in the case of the V12) for balance reasons. The cubic capacity is 3.7 litres and the new V8 HDi FAP boasts peak power of 550hp. We ran it for the first time on

until the first races to see how we compare with our rivals.

"That said, we continue to work without worrying about what our opponents are doing; we are simply focusing on our own objectives. Between the car's track debut in 2010 and the 2011 Le Mans 24 Hours, we will have completed 12 tests in all, at a number of different circuits," concludes Bruno Famin.

The full championship

The Intercontinental Le Mans Cup has expanded from three rounds in 2010 to a seven-round calendar this season, including two races in the USA (Sebring and Petit Le Mans Road/Atlanta), three in Europe (Spa-Francorchamps, Imola and Silverstone) and one in China, plus the bill-topping Le Mans 24 Hours. "We clearly want to defend our ILMC title," underlines Olivier Quesnel, the Director of Peugeot Sport. "We won all three rounds of the series in 2010, but there is one round we are especially target-

ing this year, and that is Le Mans.

"This legendary event has now been incorporated into the championship, a move we believed was necessary – indispensable even. Including Le Mans will be very beneficial for the championship and will put an even bigger spotlight on endurance racing which is a discipline



the dyno on January 25, 2010."

Four identical wheels: "Today's LMP cars have a shortcoming with regard to front-end road holding performance. The logical way to cure this was to increase the size of the contact patch between the tyres and the track, which entailed running bigger front wheels, within the limits specified by the regulations. This aspect of the car's development was carried out in close collaboration with our partner Michelin."

Aerodynamics: "Given the big reduction in engine power resulting from the 2011 regulations (a fall of approximately 150hp), we had to take a fresh look at the trade-off between aerodynamics, drag and downforce. The latter has been significantly reduced in order to maintain a reasonably high top speed."

The new car made its track debut on July 27, 2010. "This was the deadline we set ourselves, although we knew we would almost certainly run into teething trouble given that this was an all-new car. We did indeed have problems but we succeeded in resolving them one by one as we got more and more kilometres on the clock. One of the very positive points we found was that the car's handling lived up to our expectations out of the box. With regard to its other strengths and weaknesses, we will need to wait

that permits carmakers like Peugeot to showcase their knowhow and technology in extreme conditions. We have consequently submitted entries for two cars to the ACO for every round, with the exception of Spa-Francorchamps where we will take three cars to use it as a fullscale dress rehearsal ahead of the Le Mans 24 Hours."

Outstanding drivers

This season sees the introduction of a more balanced calendar, a shift in the technical regulations and the arrival of a new car, but the people who make up the team are just the same. "At our debrief after the 2010 Le Mans 24 Hours at our base in Vélizy, I told all our drivers that I had every confidence in them for 2011," concludes Olivier Quesnel. "They are true professionals, every one of them. We have nine world class drivers who count among the discipline's very best. We have everything to gain from sticking to the same line-up."

The three crews for Le Mans:

N°7 908: Alexander Wurz / Anthony Davidson / Marc Gené

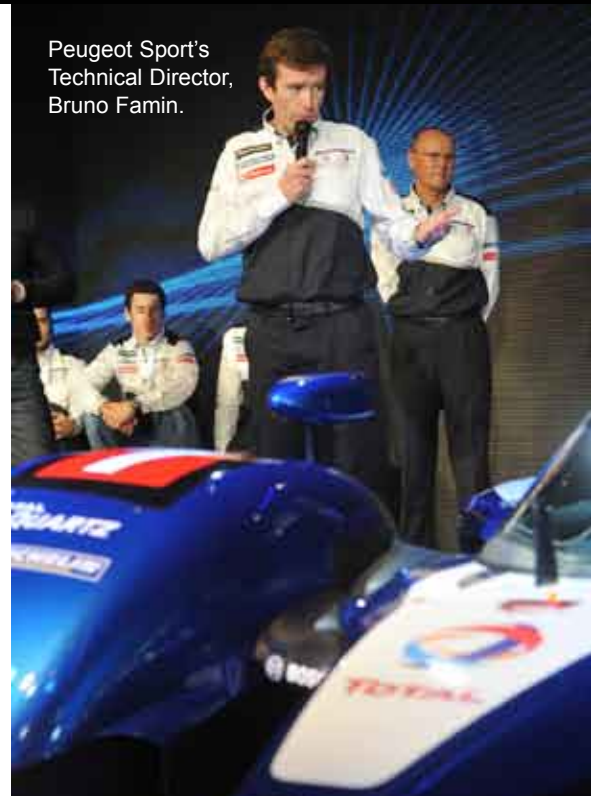
N°8 908: Franck Montagny / Nicolas Minassian / Stéphane Sarrazin

N°9 908: Sébastien Bourdais / Pedro Lamy / Simon Pagenaud



Engine			
Type	HDi FAP		
Position	Mid-rear, longitudinal; load bearing member		
Cylinder casing	Machined aluminium		
Pistons	Steel		
Cylinders	90° V8		
Cubic capacity	3.7 litres; four valves per cylinder		
Injection	Bosch direct common-rail fuel injection		
Turbocharger	Two, each with a 33.5mm diameter air restrictor		
Particulate filter	Tow Dow Automotive particulate filters		
Power	550hp		
Chassis			
Type	LMP1 Le Mans Prototype		
Construction	Carbon monocoque		
Bodywork	Carbon fibre		
Windscreen	Polycarbonate		
Transmission			
Gearbox	Longitudinal; six forward speeds plus reverse		
Gearbox casing	Cast aluminium		
Gearshift control	Hydraulic, sequential		
Clutch	Cerametallic multi-plate clutch		
Differential	Limited slip differential		
Suspension/Steering/Brakes			
Suspension	Double wishbones with pushrod and rocker for all four wheels		
Springs	Torsion bars		
Dampers	Pressurised		
Anti-roll bars	Front and rear		
Steering	Hydraulically assisted		
Brakes	Double hydraulic circuit, one-piece light alloy callipers		
Discs	Vented carbon discs front and rear Front disc diameter: 380mm - Rear disc diameter: 355mm Driver-adjustable front/rear brake balance		
Wheels			
Rims	Magnesium		
Front wheels	14.5x18 inches		
Rear wheels	14.5x18 inches		
Tyres	Michelin radial tyres (37/71-18) front and rear		
Dimensions			
Length	4,640mm	Front Overhang	940mm
Width	2,000mm	Rear overhang	750mm
Height	1,030mm	Fuel tank	65 litres
Wheelbase	2,950mm	Weight	900kg

Peugeot Sport's
Technical Director,
Bruno Famin.



Family Guy: Peugeot's Director of Marketing
and Communications, Xavier Peugeot



Nice surprise: We drive Peugeot 508

John Simister

WE HAVE BECOME obsessed with brands. Think back, if you can, three decades – when Audi was just another mainstream car-maker on a par with Opel.

Mercedes-Benzes were stark and expensive – it was the engineering you were paying for, not the glitz – and a Peugeot, that most solid, most durable and conservative of French cars, was an acceptable alternative which was also more comfortable.

Today, there's this notion of "premium" branding. Certain parts of society are simply unable to contemplate driving anything that isn't German, a Jaguar, a Land Rover or a Volvo. Such is the power of a name and reputation, hard won and easily lost. Such too is the power of marketing, to keep the winners winning.

Illustrated before you is a Peugeot 508. Some of our premiumophiles will stop reading now. But if they look into the 508, they will see a cabin as discreet, as tasteful, as suffused in quality, precision and tactile satisfaction as any

Audi, BMW or Mercedes. And none of these has instruments as pure, discreet and redolent of engineering precision as the 508's.

And from the outside? It is hard to make a roomy sedan with front-wheel drive and full safety regulation compliance look truly elegant. Within these constraints, the 508 is quite a good looker, assertive but understated, modern but not ephemeral. It comes across as expensive and precisely engineered.

The 508, coming to Australia in the third quarter of 2011, replaces both the 407 and the 607 – although the local engine line-up has yet to be announced.

"The 508 is quite a good looker, assertive but understated."

Its mechanical make-up is vigorously eco-modern, with no petrol engine larger than 1.6 litres and three frugal diesels (in European markets). The smallest, an 84kW 1.6-litre, can be had in e-HDi form in which the rated CO2 production is just 109g/km.

This one has an "automated manual" gearbox, old technology compared with the double-clutch systems of its rivals, slower and surge-prone in its shifts. This is the most frugal 508, but in 2012 a hybrid 508 will arrive with rear wheels powered by an electric motor and a sub-100g CO2 rating.

The most driver-indulging 508, however, is the GT with a 152kW, 2.2-litre turbodiesel. It's a quick,

muscular and very smooth engine, linked to a six-speed automatic transmission.

Best, though, is the way this 508 reprises both the easy suppleness of past Peugeot sedans and their precision and balance when aimed at a series of interesting bends. The 508 shows that the company is rediscovering what once made its cars so pleasing to drive.

This GT's poise and accuracy are helped by its double-wishbone front suspension. Other 508s use cheaper, simpler MacPherson struts. Why two systems? To save money, essentially, but Peugeot also justifies the move by claiming that the struts offer a more absorbent ride.

Not true, unfortunately; the 2.0-litre, 104kW turbodiesel model, likely to be the biggest seller, is quite harsh and fidgety over bumps and its engine is noisier. I do, however, like the turbocharged version of the petrol 1.6 with its 116kW; light in the nose and properly supple in its suspension.

These new 508s are desirable cars, which make a nonsense of the "premium" obsession. More than that, the GT in particular is as good as the much-praised Ford Mondeo in its driving dynamics and it stands comparison with a BMW or a Mercedes.

Don't believe me? Then try one when it arrives in your nearest showroom later this year.

— from *The Independent on Sunday*



Rolls' first car was a pug!

Jon Marsh

CHARLES Stewart Rolls (1877-1910) is a legendary name in the motoring world as one half of the Rolls Royce partnership. I was recently browsing through a book on the history of Rolls Royce and discovered that Rolls' first car was in fact a Peugeot! The book is "Rolls Royce and Bentley" (M.I. Bennett 1996 Haynes Publishing) and I am quoting directly from the first chapter:

"Charles Stewart Rolls was born in 1877, the third son of Lord and Lady Llangattock of The Hendre, an extensive estate in Monmouthshire. The young Rolls was sent to Eton where he shunned the usual sports in favour of dabbling in science, though he demonstrated outstanding skill as a cyclist.

He installed electricity at The Hendre at a time when such modern convenience was by no means the norm.

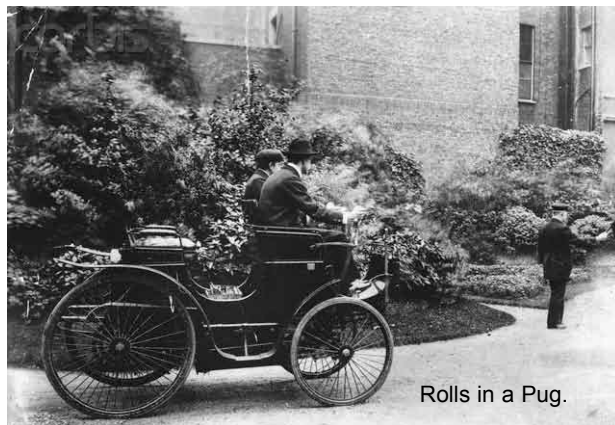
On a visit to France with his father in 1894 it came forcefully to his attention that the motor car was developing in that country at a speed that was rendered impossible in England by the "Red Flag Act" and other absurdities imposed by a Parliament dominated by a horse-loving

gentry.

While in France the 17-year-old Rolls acquired a small French motor car – a Peugeot. A few months after bringing the car to England he used it to drive from the family town house in London to University at Cambridge, where he was studying engineering.

One can only imagine what a gruelling journey this must have been on the appalling roads of the time, at an average speed of 4.5 miles per hour. However, even that derisory speed represented a road speed record for the distance, and given the then speed limit of 4 miles per hour meant that he had broken the law throughout much of the journey!

As an indication of how ambitious such a journey by road was regarded in those days, it is worth mentioning that Rolls saw fit to give prior notification to the Chief Constables of Hertfordshire and Cambridgeshire of his planned route.



Rolls in a Pug.

The car was a typical horseless carriage of the period, with tiller steering, a German (Daimler) 3.25 hp engine under the seats, chain drive and wire wheels more akin to those of a bicycle than a motor car.

At Christmas, Rolls drove the car home to Monmouthshire, a distance of 140 miles, which took two days – a journey that he could have completed in a few hours by train. It was the first time a motor car of any kind had been seen in or around Monmouth.

No Chinese take-away for Peugeot hybrids

Peter Wilson

BEFORE THE RENAULT spy case broke last month, the Peugeot group was standing up to Beijing on introducing its hybrid technology to China, insisting that it wouldn't unless it retained control.

The Chinese have demanded that foreign automakers hand over technology in return for market access, Automotive News Europe reported.

PSA wants Beijing to tone down a draft law that would require key innovations to be controlled through structures that are majority-owned by Chinese partners, chief financial officer Frederic Saint Geours said.

Beijing's demands will affect the new-energy technologies PSA plans to introduce.

A petrol version of its diesel electric hybrid was being considered for joint production in China, but PSA chief executive Philippe Varin told reporters: "We'll make our technical decisions when we know the final dispositions."

Peugeot, in a 50-50 venture with Dong Feng,

is still a small player in China and is awaiting official approval of a 50-50 partnership with Chang'an that would take its annual production from 450,000 to 750,000 units a year.

Automakers share the same dilemma of being ripped off on technology transfer as they try to expand into China, which last year overtook the US as the world's largest auto market.

Nissan is evaluating demand for its Leaf electric car in China but wants to make sure that in joint production its local partner, also Dongfeng, does not simply replicate its batteries.

When Renault reported a foreign company was trying to steal on its electric car technology, China was the first suspect, Reuters reported.

China has denied any link to the case in which Renault suspended three executives after an anonymous letter blew the whistle.

Later, as a judicial investigation began and it was suggested the French intelligence agency could step in, Renault blamed private individuals for the industrial espionage.



Peugeot to try again in India

The Peugeot group is preparing for a second innings in the booming Indian market after hitting a duck with the Peugeot 309 10 years ago.

This time it will manufacture newer models "adapted to the expectations" of Indian customers, the group's Asian honcho, Gregoire Olivier, said.

Models have not yet been decided, but a feasibility study found cars like the C5 and C1 had a favourable reaction.

The greenfield factory will be in either Tamil Nadu or Andhra Pradesh.

— from the *Economic Times of India*.

Mind the lights in festival film

Peter Wilson

THERE'S A MOTORING boo boo in one of the star-studded movies in this year's French film festival, of which Peugeot is a sponsor.

The movie for the gala opening, *Potiche*, starring Catherine Deneuve and Gérard Depardieu, is set in 1977.

Some of the cars have white headlights. French cars had yellow headlights until a switch to white only in 1993.

The festival attracts nearly 100,000 movie buffs to some 690 screenings in the state capitals. The films will run in Sydney from March 8 to 27.

Fuel-burning engines will dominate decade

Luca Ciferri

By 2020, 93 percent of the new cars sold in Europe will have a traditional powertrain. That is the conclusion made in a report by J.D. Power and Associates analysts, who also predict that just 3 percent of Europe's total car registrations will be battery-powered electric vehicles (BEVs) and 4 percent will be gasoline- and diesel-electric hybrids by 2020.

Not only do I think this prediction is correct, I believe it is good news for the industry and for the environment.

Even with government incentives, BEVs and hybrids are – and will remain – very expensive for at least the next decade. Therefore, their coming arrival will have a tiny effect on reducing overall automotive emissions during the next 10 years.

Meanwhile, improvements to the internal combustion engine have led to the launch of dozens of models that emit less than 100 grams of CO₂ per kilometer. Most of these cars cost about 15,000 euros (about \$21,000). That is roughly half the promised European starting price – with incentives – of the Nissan Leaf

battery-powered hatchback.

Almost a century ago Henry Ford said that a true innovation is something that is affordable to the masses. A 30,000-euro Leaf does not meet that criterion.

The bottom line is that the millions of affordable, low-CO₂ fuel-powered cars that will be sold in the next 10 years will have a greater impact on cutting overall emissions than a couple hundred thousand pricey EVs and hybrids.

This does not mean automakers should stop trying to create a vehicle that produces zero emissions from well to wheel.

Dreams drive innovation – and the car industry badly needs fresh ideas to reinvent itself during these difficult economic times. However, it is wrong to believe that the switch to electric mobility is imminent and that this switch will fix any of the industry's problems.

— from *Automotive News Europe*

Old Pugs going off road faster

Peter Wilson

Latest official figures show old and smashed Peugeots are going off the road faster than ever.



Owners are now more willing than in previous years to discard their older Peugeots for newer models to get benefits such as improved fuel economy, electronic handling aids, better safety features, reduced pollution and, in the latest the desperately needed USB and bluetooth.

However, Peugeots still continue to gain favour with Australians and the size of the fleet almost doubled in size in the five years from 2005 to 2010.

There were 80,597 Pugs on the road on March 31, 2010, compared with 54,987 Pugs on March 31, 2005.

That 46.6 per cent increase was the seventh biggest gain in the top 30 makes. In the same period, the size of the Ford fleet

dropped 11.5 per cent.

Peugeot was still No. 17 on the top 30 list, the same as in 2009, when it moved up from No. 18.

It's behind rising star Kia and the dwindling Daewoo and Daihatsu, but still head of Volvo, which is down to 74,511 and Audi, at 71,590 gaining rapidly.

The Australian Bureau of Statistics crunches the numbers from all state and territory registrations at the end of each March to arrive at its annual vehicle census.

The results Peugeot fleet gained steadily between 2009 and 2010, up 3.2 per cent, compared with the overall 2 per cent increase in Australian passenger vehicles.

But sales in that year were 7,547 Pugs and the gain in registered cars was only 2,532.

This meant 5,015 older Pugs and some written off newer Pugs went off the road.

This is almost half the 10,990 Pugs that were discarded in the five years, 2005 to 2010.

From April 2005 to March 2010, 36,600 Peugeots were sold in Australia.

The increase in the fleet was 25,610 to 80,597, which meant 10,990 Pugs went off the road in that period.

Increasingly, it's the age of throwaway cars. Peugeots may be made to be fixed, but an abundance of cheaper and improved cars in the market means it is more economic to replace a car than carry out expensive repairs.

In the five years, the Citroën fleet (No. 28) doubled in size from 10,520 to 21,128 at March 2010 and the Renault fleet (No. 26) increased a third from 18,013 to 23,084.

The 12.3 million passenger cars on the road were led by 2,417,411 Toyotas, 2,056,644 Holdens and 1,668,395 Fords.

The average Australian car age is 9.7 years. It was 9.9 years in 2005.

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Peugeot previews facelifted 308



Ron Hammerton

A refreshed 308 range is to be displayed at Geneva in March and Melbourne in July.

Peugeot is on the countdown to a new-look 308 range that will make its debut at the Geneva motor show on 1 March, ahead of its first appearance in Australia at the Australian International Motor Show (AIMS) in Melbourne in July.

The 308 has been refreshed with styling elements introduced on the all-new mid-sized Peugeot 508 – which will be launched for Australia at the Melbourne event – and SR1 concept coupe that is expected to provide the basis for a 2012 508 coupe.

The latest 308 is set to go on sale in Australia from about September, but Peugeot Automobiles Australia is still mulling whether the newly-introduced idle-stop system will make it to Australia.

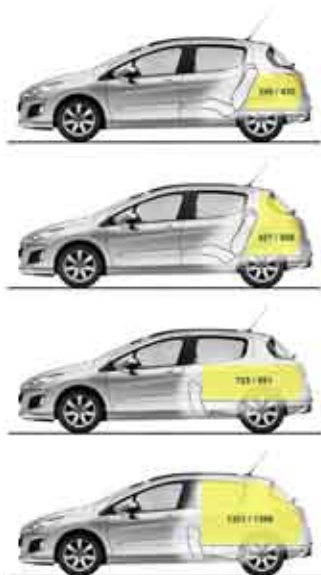
The system – fitted only to a 1.6-litre HDi diesel engine in the 308 iteration – cuts the engine at idle to help reduce carbon-dioxide emissions to a class-leading 98 grams per kilometre – the same as Ford's one-class-smaller Fiesta EcoNetic diesel.

But Peugeot is still deciding if customers will warm to the system, and it may forgo it and stick with the latest versions of the current powertrain line-up that comprises 1.6-litre petrol and diesel and 2.0-litre diesel engines.

Peugeot's events and promotions manager Kirin Tipping told GoAuto: "We are still doing market research on that as we speak. At this stage, it has not been confirmed."

The micro-hybrid system is the latest development of the PSA-developed technology, even cutting fuel to the engine before the car comes to a stop. It is said to be able to reduce CO2 emissions by 5g/km, and up to 15 per cent in congested urban travel. Engine restart is said to be instantaneous and free of both noise and vibration.

The hot 1.6-litre petrol GT variant – available in Europe in hatch and CC convertible models – is also still under consideration for Australia.



Ms Tipping was able to confirm that all three 308 models – the five-door hatch, Touring wagon and CC – will continue in the new range, which she said would arrive in the second half of the year after the Melbourne show preview.

The 308's new look includes LED headlamps and running lights in a new front fascia that nevertheless retains the 308's open-mouthed grille and muscular lines.

Peugeot says it has trimmed an average of 25kg from the kerb weight of the 308 models and fitted low-rolling-resistance tyres to some models, helping to optimise CO2 emissions performance.

This efficiency is also aided by a low aerodynamic drag figure of 0.28Cx on the fuel-sipping models with their narrower tyres.

Each model will have a minimum of six airbags, although eight airbags will be available in Europe on the top-of-the-range CC.

Right-hand drive models will be available in the UK in May.

In other news, Peugeot Automobiles Australia has completed the transition to Euro V engines on the Australian range.

The 2.0 HDi now produces 120kW and 340 Nm, whereas the 1.6 HDi produces 82kW and 270 Nm.

— from *GoAuto.com.au*



Lost its edge: Gone are the sharp headlight creases



Please don't wear thongs

35 Years ago

1976 The club is trying a new venue for meetings – the Dancers Club at Lidcombe – but members are asked, please, don't wear thongs.

Priorities: A wine trip to the Hunter is postponed because it clashes with the club's Amaroo dirt circuit meet. In the last Amaroo meet, the Peugeots can't match the maniacal driving of some front-wheel-drive Fiat 128s SIs.

30 years ago

1981 Geoff Boyd is selling in Canberra a Peugeot 203 with a 2.5-litre Daimler V8 engine, Peugeot 404 disc brakes, diff and axles all up for \$1,000.

Robyn Duffy arrives from Surfers for a club roller skating night that has quite a few mishaps.



Holly and Mr Big: New junior club member Holly Haworth with her first Peugeot, a 205 Si Guttman that she calls Mr Big. She is working on her Ls, with plans to follow dad David in the motorkhana paddocks.

Mike Rutledge is seeking two white Peugeot 504s for his wedding.

25 years ago

1986 A national list of recommended mechanics, Peugeot specialists and parts suppliers has been suggested and club president Tim announces a plan to run at least one technical article in each edition of The Pugilist.

Chris Deligny hitches from Switzerland to Paris with three lifts, to his delight one in a Peugeot 205 GTi driven by a woman in an occasional 160 km/h-plus hurry and one in a pinstriped and hounds toothed 205 Lacoste. In London, he watches Peugeots dating back to the turn of the century set off in the run to Brighton.

Peugeot importer JRA jumped up and down when Mermaid Pools ran a TV ad with a broken down Peugeot 505. Mermaid marketing man Peter O'Shea owns up that it's the TV director's own car. Peter has nothing against Pugs as he's owned and restored some Peugeot 203s over the years.

A visiting Victorian Peugeot sighted with the plates GO-504.

After Stan Moore treated his 504 engine with Nulon, the idle speed kept increasing from 850 rpm. He adjusted it back 300 rpm at 1,000, 3,000 and 8,000 km. Therefore, 850 minus 900 means it's so quiet because the idle is minus 50 rpm.

20 years ago

1991

Visitor Christian Plouchart from the Champagne city of Reims is intrigued to see two Peugeot 404s waiting for the Berowra ferry. He tells Chris Deligny and Phil Challinor

he drives a Renault, but is waiting for delivery of his Peugeot 605. He later sends its magnificent brochure.

George Fury is getting a Peugeot 403 ready for the Bourke bash.

On The Bill on TV, the father of a young villain at the Sun Hill station is late turning up because he had to complete "a full service on a Peugeot 405".

15 years ago

1996 A huge Puggy crowd descends on sleepy Jaspers Bush for the auction of the late George Gall's collection of Pugs and parts, plus Pugs from all around the district were dragged to the farm for the sale. Top bid for his modified 1938 Peugeot 202 was \$4,350.

The Pugilist learns that Qantas uses Peugeot pepper grinders.

Peter Taylor discovers that replacing the camshaft pulleys on his Mi16 to advance the cams delivers the extra punchy kilowatts missing from Australian market cars.

The club contemplates a fee increase to \$30.

Peter Wilson tells of the time he traded in his Peugeot 404 because it needed a polish.

10 years ago

2001 Club president Ross Berghofer enjoyed driving a leased Peugeot 406 on his European trip so much that he and Sandra bought one of their own. RHD, of course.

Gentrification poses the odd hitch to the planned rerun of the 1953 Redex Trial in a couple of years. Fox Studios now runs the Sydney Showground, the original starting point, and Driver Avenue is a haven for buses and parking meters.

Talk of Sydney Pug deal-



Rerunner: Didier Pijolet (pictured) and Leigh Wootten retraced the famed 1950 drive from Cape Town to Paris of Charles de Cortanze and André Mercier in their 203 commercials.

erships being divvied up between Mildren on the northside and Trivett in the south.

Five years ago

2006 A scouting party reckons Cowra will be great for the 2007 Easter Pageant. The Renault 750s will be there too.

Just a month to go to the anniversary rerun of the Ampol Pug victory in 1956, with 14 NSW Peugeots among the 50 plus entries.

Peugeot has revealed its new 207 mini as sales of its 206 top 5.3 million in seven years. The company plans to continue the 206 for the budget market.

Brian Jubb is thrilled with the progress on



Ross Berghofer: From left to right hooker.

his Peugeot 403 wagon. He says it came back from the painter with its new two-pack grey looking better than the original light blue. It matches the new grey trim he did himself.

Andy Crane, who has often rallied in a Peugeot, has sold his Eurotech business at Gosford. He was one of the few to juggle the French trade double of Peugeot and Citroën.



Stunt thrills: Victorian member Katherine Wallis was coaxed into a demo spin in a 307SE with an English visitor to the Melbourne Motor Show. Russ Swift showed more tricks than dad Graham, including, to the delight of the crowd, handling the Pug on two wheels.

Hush power for an Mi16

Ken Ramonet

I HAVE NEARLY FINISHED sound-proofing my 1991 dark green 405 Mi 16 at a cost of \$350 plus time and it has been stupendously successful, enhancing my overall enjoyment of the car.

No longer is each drive accompanied by a chorus of interior plastic bits rubbing against one another in cacophonous dissonance. No longer do the hollowed-out spaces drum and thrum at speed. And most pleasingly, the already compliant ride and fun-to-drive characteristics inherent in every Peugeot is now combined with a Mercedes-like "thunk" when I close the doors or I drive over a pothole.

The sound reduction has been so pronounced that last week a stranger I drove home one night remarked, and I quote: "You know, I remember these cars in the early 1990s – in fact I even test drove one. But I don't remember them being this quiet or feeling this solid. And funnily enough, THAT was reason why I didn't buy the car. I bought a 3 series instead."

My response was not to tell him what I had done, but out of loyalty to Peugeot, I remarked that – funny – every 405 I have every driven was just like this one (I couldn't help needling a German car-lover).

Four major projects were undertaken and one gave a significant improvement to the car's overall NVH demeanor.

1. Engine compartment sealed and sound-proofed, including new 3M rubber round-looped door seals channelled along all four sides of the bonnet as well as inserting sound proof material underneath the insufficient example already provided underneath the bonnet by Peugeot.

The reflexive insulation I glued to the bonnet also serves to reduced heat in the engine compartment. Engine noise heard becomes

significantly reduced.

2. Adding new 3M round-loop door seals to the existing door seals already present in all four doors. Yes, there is room to triple-seal the 405's doors. The doors now close with a pleasing "thunk". I might add that this step significantly reduces outside road noise heard inside the car.

3. Dyna-Matting the interior - including all four doors, the inside of the nasty plastic trim bits that finish the A, B and C pillars. Now when I take my knuckle and knock these panels, they make a muted "thunk" sound instead of a cheap, hollow plastic naft-y noise (you know the sound I mean).

Dyna-Mat was added to the dashboard fire wall, the underside to the instrument binnacle,

cavities in the dashboard (all carefully placed so as to not obstruct fuses, wires or moving parts). The same was also done in the cavities found in the B and C pillars. These pieces are not glued or affixed and can be removed easily, if needed.

4. Carpeting and sound proofing the underside of the boot lid and rear valence panel. I further injected closed-bubble expanding foam down into the wheel well cavities along both sides of the boot behind the rear wheels. care must be taken not to disconnect or obstruct the water drain tubes as well as the power antennae or on the other side the mechanism that locks/unlocks the petrol door. The cavity found between the rear wheels and the rear doors was also injected with expanding foam.

Closed-bubble expanding foam MUST be used as opposed to open bubble foam as the latter holds water while the former emphatically does not. Should it ever become necessary, acetone reacts with this foam making it disappear in an instant.

Two final important things: I made sure nothing was added which was not rated as "fire-safe", especially as regards to that which was added to the engine compartment.

I did not weigh the additional material, but the Dyna-Mat material alone likely added 7-10 kg to the car's sprung weight. To compensate and perhaps eliminate a net gain in weight added, I made

the decision to remove the spare tyre, hung bogey-fashion underneath the boot, and carry a tube of Run-Flat

Now the only thing I hear when I drive my 405 is the flexing of the monocoque body when I turn into a driveway. My solution will be to add a shock tower brace in the engine compartment and perhaps an "X" style brace in between the boot and the rear seat back.

With the 405 series 2, Peugeot added sound-proofing and stiffened the body's torsional rigidity (which became something of a "new religion" among all the auto makers in the 1990s).

Perform the above modifications to your 405 and I guarantee you will come out the other end with a transformed car that will please you for the rest of the car's life.

— from the Peugeot-L group.



the steering wheel box housing, the upper and lower centre consoles, including the ashtray and storage compartment underneath it, the floor and the space between the rear seat backrest and the parcel shelf both of which seal-out the trunk from the passenger compartment.

The roof WAS NOT done at this point but I am considering doing this later.

I also extensively stuffed cut-up pieces of sound-proofing foam up into all discovered

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This issue was brought to you by:

Peter Wilson, Peter Cusworth, Ross Berghofer, Brian Jubb, Jon Marsh, Graeme Cosier, Peter Rees, Bill Barry, John Geremin, Heather Adie, Nigel Nash, Kirin Tipping, Ian & Sue Reeve, Ken Ramonet, Ted de Lissa, Philip Challinor and the letter T.

For sale

306 GTi6, 1999, 3 door hatch, 36 sp man, Diablo Red, black leather and suede seats, reg to end of May, 147,000km, service history, country car, no city use, always garaged, paintwork and interior superb, drives beautifully. \$8700 ono. Trevor, Casino, 0402 857 384

307 XSR 1.6 HDi Diesel Touring Wagon, 2005. 5 sp man. One owner since new. Registered till April 2011 Rego ATJ 45X, 46,400km Clean, above average condition, Aluminium Grey with grey leather seats & trim, alloy wheels, cruise control, climate control. Garaged in Lindfield, \$12,800, Roger Baxter Ph 0402 209593, 94164506, rwbaxter@optusnet.com.au

404 1968, white body and paint ok. New chassis rails. New front brake cylinders. Near new Michelin tyres. Motor, diff and gearbox no problems. No major rust. chasis No 5570466. No rego. asking a reasonable \$975. Phone Steve on 0409 504 604

405 Mi16, 1994. White, unreg for 2 years (goes), starts, fair condition, no accidents, 1 owner, air con works. Offers, John Middledort, Maroubra 02 9349 6482.

406 SV 1999 Sedan, 5 sp man 43 litre V6. Looks great in metallic British Racing Green. First registered March 2000. Two owners, mostly distance driving, 236,500km. Alloy wheels, ABS, cruise control, cream leather, climate control, 4 new Michelin Energy tyres 205/60 R15 (Cost \$225 each) Rego until Sept 2011. Heated front seats, 4 airbags, electric seat adjustment with memory. 10 stack CD player. Maintenance issues; oil leak from top of engine (could be cam cover gasket, or head gasket, but I'm not sure, no oil in water, no water in oil), front skirt cracked and scratched, decal missing from boot lid. Paintwork is fading on roof and front bumper, shallow dent on front left wing, various stone chips. Passenger electric window motor may need attention in the short term, some cracks in piping on leather seats, small hole in leather on side of seat. Leather gear knob cover stitching is coming undone. Rubber door seal on rear driver side is coming loose. Plastic trim cracking, around hand grip above rear passenger door. Scratches on alloy rims. Leather and carpets need cleaning. I think I've covered all the faults, hopefully I haven't forgotten any. Daily driver, drives well, would be great

Email your free ad to nswforsales@peugeotclub.asn.au (there is a link to this address on the club website) or contact PHILIP CHALLINOR.

THE DEADLINE FOR NEXT MAG IS TUESDAY, 22 MARCH 2011. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

to repair, or use for parts. Please send a message if you have any queries. \$2990 or nearest offer. Greg, Lismore 0410 678 672 gregfletcher@iprimus.com.au

505 wagon 1991. 260,000km. It is in extremely good condition, 6 month old Michelin tyres, 12 months rego and with detailed log books, only had 2 owners. Bev Johnson bjpajohnson@hotmail.com

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

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

504 GL, 1979, green, 4 speed, good condition, on historic

registration - not transferrable, \$5,500ono Neville Summerill, Bombala, 6458 7208

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

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

505 STi 15 inch alloys X 5 \$260, nearly 203 bonnet with lion mascot \$180, 403 engine missing ancillaries \$30, Mark, Chatswood, 0420 321 671 or door203@hotmail.com

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Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State	P/Code	Phone
AUSTRALIAN CAPITAL TERRITORY						
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT	2606	02 6282 2311
NEW SOUTH WALES						
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW	2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW	2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW	2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW	2577	02 4868 1011
Autosports Sutherland	Sales Showroom	668-670 Old Princes Highway	SUTHERLAND	NSW	2232	02 8536 2888
	Service & Parts	Unit 2/7 Marshall Rd	KIRRAWEE	NSW	2232	02 8536 2777
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW	2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW	2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW	2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW	2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW	2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW	2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW	2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW	2800	02 6362 8100
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW	2170	02 9828 8040
Regal Motors Newcastle	Parts	342 Maitland Road	HEXHAM	NSW	2322	02 4957 9100
	Sales Showroom & Service	Cnr Hunter & Railway Streets	NEWCASTLE	NSW	2302	02 4908 5555
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW	2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW	2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom & Service	75-85 O'Riordan Street	ALEXANDRIA	NSW	2015	02 8338 3961
	Parts	Unit 11 Cumberland Green	PARRAMATTA	NSW	2141	02 8832 8832
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW	2150	02 9841 8800
	Service	Unit 2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW	2150	02 9841 8979
	Parts	Unit 11 Cumberland Green	RYDALMERE	NSW	2116	02 8832 8832
QUEENSLAND						
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD	4560	07 5441 9000
City Peugeot Brisbane	Sales Showroom & Service	5 James St	FORTITUDE VALLEY	QLD	4006	07 3000 5999
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD	4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD	4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD	4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD	4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD	4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD	4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD	4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD	4122	07 3243 8777
VICTORIA						
Bayford of South Yarra	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC	3141	03 8290 2888
	Service	55 Garden Street	SOUTH YARRA	VIC	3141	03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC	3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC	3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC	3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC	3844	03 51721 1100
Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC	3300	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC	3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC	3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC	3103	03 9830 5322
	Service & Parts	77 Auburn Road	HAWTHORN	VIC	3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEE LONG	VIC	3218	03 5244 6244
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC	3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC	3350	03 5331 5000
SOUTH AUSTRALIA						
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA	5034	08 8269 9500
TASMANIA						
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS	7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS	7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS	7248	03 6331 6337
	Service	151-155 Invermay Road	LAUNCESTON	TAS	7248	03 6323 0240
WESTERN AUSTRALIA						
Allpike Peugeot	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA	6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA	6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA	6154	08 9317 2422
NORTHERN TERRITORY						
Sapphire Motors Pty Ltd	Service	2 Duke Street	STUART PARK	NT	820	08 8941 6511

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