

the pugilist

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

May 2011



■ **Peugeot
on the road
to sales
recovery**

■ **Hank's Outback
Trip report: sun,
sand and lots of
puggy adventures**

■ **Fashionable 404s: hot
European models choose
sixty year old pugs to sell
the latest look**

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Show stopper in Shanghai

Peugeot is thinking big! The French firm has released official pictures and full details on a large crossover concept, dubbed the SxC, ahead of its debut at the Shanghai show next week.

Designed entirely at Peugeot's China Tech Centre in Shanghai, the showcar measures in at 4.87m long, 1.61m high and 2.04m wide - that's a few mm shorter, but wider and lower than BMW's X6 - the model the coupe-like SxC is gunning for.

The brave exterior design sticks closely to the themes introduced on Peugeot's most recent concept cars, including the SR1 Roadster, BB1 city car and smaller HR1 crossover. It features the same floating grille, wafer thin headlights and sculpted bodywork as those other show cars, as well as the boomerang rear lights.

Despite its sloping roofline and high waist,

The cover

A gathering of 404s (and a 505 or two) from last year's 404 anniversary drive

Picture: Ted de Lissa

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the SxC features a spacious cabin thanks to its generous dimensions - accessed via Rolls-Royce Phantom-style reverse-hinged doors. A two-part panoramic roof floods the cabin with light.

As its looks suggest the SxC benefits from four-wheel drive traction, but the powertrain incorporates Peugeot's HYbrid4 technology. A 218bhp 1.6-litre THP engine drives the front wheels, while a 95bhp electric motor sends power to the back. That gives a maximum output of 313bhp with a combined fuel con-

sumption of 48.7mpg and CO2 emissions of 143g/km.

A production version of the SxC is unlikely to reach European shores, but the large crossover market is becoming increasingly lucrative in China - and that's something that hasn't escaped Peugeot's attention. The French manufacturer plans to launch at least one new model per year in China over the coming years - and a production model of this car could form an important part of the plan.

— from AutoExpress



Historic plate debate

Ross Berghofer

The Council of Motor Clubs is to host another forum – this time on the H plates scheme.

Topics for discussion cover the important aspects of the historic conditional registration scheme.

This will take place on Wednesday 15 June next at the Western Suburbs Australian Football Club at 40 Hampton Street, Croydon Park.

While all club members are invited to attend, the venue cannot hold more than about 150 people, so unless you have a particular desire to attend, the committee will nominate two or three people to represent our club at this event.

The club's former postal address at Cremorne Junction is now closed. Any mail that arrives at the address for the club will be returned to sender. The club's postal address at Gladesville is fully operational.

At the April club meeting I was pleased to present awards as listed in the April club magazine.

All French Car Day is set for Sunday 17 July 2011 at Silverwater Park, the same venue as last year. Put it in your diary now.



2011 club awards: Ross Berghofer (president) with Ted de Lissa (Editor's award), Geoff McHardy representing his son, Nicholas with the sporting award; Helen Louran with the Consistency award; and Charlie Cutajar with the Bent Grill award.

There will be a stand representing Lumleys Special Vehicles so you can discuss your insurance requirements with a representative.

The other big event is the 2011 Shannons Eastern Creek Classic on 21 August.

I attended the show and shine at Moorebank Flower Power, hosted by the Old Car Social Club.

While I did not win any prizes or raffle prizes, I enjoyed the day and met people from other clubs.

If our club is to attract new members, one of the best ways to do that is by showing off our cars in these types of displays. Helen Louran's 206 CC attracted lots of attention.

All class: Neville Summerill's Pugilist of Year award for 2010



Peugeots seem to be held in high regard by show goers and this is fertile ground for attracting members.

Again from the Council of Motor Clubs, it is organising an 18 day tour of Canada in conjunction with a 22 day tour of the United States of America.

The rough costing for each tour is \$6,000. The tours will visit interesting tourist destinations but include places of interest to the motor-ing enthusiast such as the Pomona swap meet.

Final details have not been arranged, but the tour will commence on about the 13 May 2012.

More information is available from Lynelle Titcome on 02 4267 3578 or 0422 513 256, or tickstours@optusnet.com.au

May meeting guest speaker

THE GUEST speaker for the May meeting will be our John Gambrell, who lives in one of the southern suburbs of Newcastle.

He owns a 407 diesel that he drove from Newcastle to Perth via the northern and anti-clockwise route just for the pleasure of it.

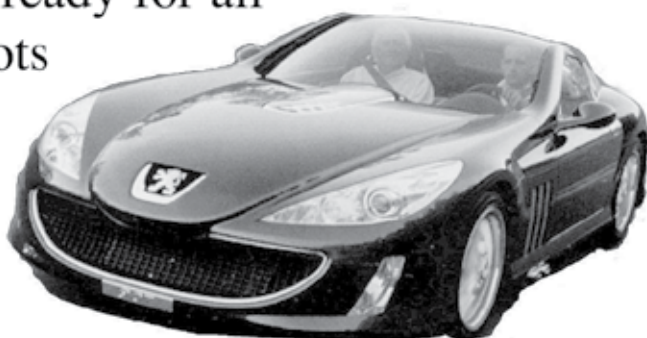
John and his wife Robyn intended to camp out, enjoying the stars, sights, fishing, sailing, and doing what they wanted for the pleasure of it.

Their car took them wherever they wanted to go, even with its long nose, but they chose to catch the Indian Pacific train on the east bound leg of their journey.

John will share his experiences with you on Wednesday evening, 4 May.

For anyone planning a similar journey, the experiences that he will share will be a wealth of knowledge.

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National Motoring Heritage Day

Sunday, 15 May

Simon Craig

National Motoring Heritage Day has been gaining traction over the last few years and this year there are seven possible venues for you to attend.

According to the most recent minutes of the Council of Motor Clubs, Terry Thompson states that Bella Vista Farm, Berry Showground, (which will feature trucks), Chevalier College, Macquarie Park at Windsor, the Australian Motorlife Museum, the Heathcote Hotel, (which is running a wine and food festival on the day) and the Pittwater Motor Enthusiasts Association will be hosting an event at Georges Heights in the Sydney Harbour National Park at Crane Close, off Middle Head Road.

Please check the CMC website closer to the event for more information, as there is not much on there at the moment:



Photo: Graeme Cosier

<http://www.councilofmotorclubs.org.au/>

Terry also says that it is unfortunate that the Bus Museum's new premises at Leichhardt Depot will not be up and running in time for the NMHD event as they are still dealing with Leichhardt Council.

At the time the Pugilist went to print, I could only confirm that a few of those venues are holding events on the day.

Chevalier College, Moss Valve Rd,

Burradoo are hosting an informal Display Day and BYO picnic, and the club has received a flyer for a Display Day and gathering at Berry Showground.

Heathcote Hotel is hosting a Vintage Wine Makers Fair, with wine & beer, gourmet foods and vintage cars on display.

So, before the weather gets too cold, dust off the Pug and get out there on the 15 May for National Motoring Heritage Day.



Gwabegar farm visit

3 — 5 June

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 first weekend in June.

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.

Yulefest Weekend 18-19 June

Brian Jubb

JOIN US ON THE 18-19 June for a Yulefest 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.

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

Check your club diary

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.

3-5 June

Gwabegar farm weekend.

Sunday, 5 June

Motorkhana round 3, Awaba.

Wednesday, 8 June

Committee Meeting, Parramatta RSL, 8pm.

18-19 June

Yuletide Weekend at Mt Victoria.

Wednesday, 6 July

Club Meeting, Five Dock. 8pm sharp.

Wednesday, 13 July

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 17 July

All French Car Day, Silverwater Park.

Sunday, 24 July

Motorkhana round 4, Awaba.

Wednesday, 3 August

Club Meeting, Five Dock. 8pm sharp.

Sunday, 7 August

Club picnic run, Fagan Park, Dural.

Wednesday, 10 August

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 14 August

Motorkhana round 5, Nirimba TAFE.

Sunday, 21 August

Shannons Eastern Creek Classic



Rob Turner attended the recent ACT Council of Motor Clubs event: Shannons Wheels. Here are some of his photos



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www.interlude-tours.com



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 \$55 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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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, 28 May

Who are ya gonna call?

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404, 504, 604 Steve Palocz,

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406 Greg Lock Lee 9150 9984

504 diesel, Henry Hendriksen,

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Peter Wilson

PEUGEOT SALES people engaged four-wheel-drive with a vengeance in March to avoid being bogged down with a slow month.

They had an obstacle of price resistance to overcome to get the 4007 on track and the marque clear of the statistical wilderness.

Helped by big discounts and special offers, they closed a record 95 deals on 4007s and contributed to Peugeot's fifth highest monthly result in the past three years.

Official statistics list 545 new Peugeot registrations for March, the Lion's best month this year and a 12.8 per cent increase on the 483 in March 2010.

For the second successive month, Peugeot won going away in the context of falling national sales.

"We're very happy with that," Peugeot Automobiles Australia spokeswoman Kirin Tipping said, pointing out that the marque's first quarter tally of 1,337 units was 2.5 per cent ahead of 2010.

In the 18 months the Japanese-built 4007 has been in Australia, it has suffered from comparison with its Outlander sibling, and the size of the premium for the superior Peugeot/Ford 2.2-litre HDi power plant and equipment has limited sales to an average of 34 a month.

There is no doubt that the discounting improves the numbers, but at the cost of margins. End-of-financial-year special offers produced the previous highest result of 69 new 4007s on the road last June.

The March result was a 121 per cent increase year-on-year and the Pug 4007 matched the 95 of Renault's top-selling model, the cut-priced Koleos.

But the French brands' Asian builds are only a small part of Australia's sports utility vehicle boom – Peugeot's Lion from Mitsubishi's Nagoya factory in full roar achieved a 1.3 per cent nibble of this action in March.

Although fuel prices are soaring, a lot of people want suburban trucks instead of fuel sippers and SUVs now account for almost a quarter of vehicles sales.

A total of 23,066 SUVs – comprising 70 different models – went on the road in March, 6.6 per cent more than in March 2010, the VFACTS data from the Federal Chamber of Automotive Industry showed.

The SUV leaders, each with sales of more than 1,000 units in the month, were Toyota's Prado (1,628), Kluger and RAV4, the Volkswagen Tiguan, Nissan Dualis and Nissan X-Trail.

Meanwhile, Peugeot's Claytons SUV, the high-riding 3008 that is not officially listed as an SUV, had a strong month with an above average tally of 65 units.

After 12 months in Australia, 612 3008s are on the road and the model is close to overtaking the 4007 – 628 on plates in 18 months.

The discounted and promoted 207 had its best month since January 2008. The 148 units were 62.2 per cent up on the 91 in March 2010 and the year-to-date tally of 374 was a 98.9 per cent improvement on the same period last year.

The 308 continued to recover lost ground, with 160 units for March. It's the best result



4007 with Dual Clutch System making inroads

The Nagoya Lion roars

since December, but still 36 per cent down on the previous March.

The entry of the 3008 and the sale-priced 207s have affected 308 sales, but not enough to make up the full difference in the past 12 months' result of what should be Peugeot's volume seller. However, the new facelift model should kick things along later in the year.

The sporting segment was quieter in March, with 62 units compared with 100 in March

2010. The 207CC, after 48 sales in February, was level with January at 21 units while another 14 308CCs gained plates.

The star model of the sports range, the RCZ, won over 27 admirers on the heels of the strong February result of 38. Peugeot does not regard this as a setback because of the strong orders on its books.

The commercials remained quiet – seven Experts and eight Partners. Both models will become available later in the year with Euro 5 engines.

While Peugeot has been doing better this year, the national leaders suffered in March. Toyota, in front with 18,466 units, was down 9.1 per cent on March 2010, Holden with 10,816 was down 8.3 per cent, Ford with 8,698 was down 7.5 per cent.

Of the other French, Renault had a bumper month with its refreshed range, up 62 per cent to 259 units, led by the Koleos (95), Megane (55) and Fluence (29). In the first quarter it is 25 per cent ahead of 2010.

Although Citroën had its best month this year, with 48 C4s leading the 117 units on plates, its 375 for the quarter is down 20 per cent.

These are strange days in the market and this year there are almost twice as many Australian imports of vehicles from South Africa and Spain as from France.

2011 Peugeot Sales

Model	Jan	Feb	Mar	YTD
207	116	110	148	374
207 CC	21	48	21	90
308	76	113	160	349
308 CC	16	17	14	47
3008	38	84	65	187
RCZ	20	38	27	85
407	39	1	0	40
4007	7	36	95	138
Partner	7	3	8	18
Expert	2	0	7	9
Month	342	450	545	1337
2010	422	400	483	1305

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

New 3 pot turbo for Peugeot



BETWEEN NOW AND 2013, Peugeot plans to invest €175 million at its La Française de Mécanique plant in Douvrin, in the Pas-de-Calais department of northern France, to prepare for the production of a new 3-cylinder turbocharged petrol engine.

The investment follows on from the Group's decision to extend its line-up of petrol engines with a turbocharged version of the 3-cylinder naturally aspirated petrol engine currently under development.

Series production is scheduled to start in

early 2013, with an output of 320,000 units per year.

This new engine version is based on the 3-cylinder 1.2-litre naturally aspirated engine, which will be manufactured at the Group's Trémery plant in eastern France starting in early 2012.

La Française de Mécanique currently builds petrol and diesel powerplants for Peugeot and Citroën models, as well as the EP engine developed in partnership with the BMW Group.

With this investment, Peugeot has confirmed its commitment to maintaining extensive engine production operations in France.

Both the Nord-Pas-de-Calais region and Pas-de-Calais departmental authorities are actively supporting the project, which will support industrial development and economic growth in France's second-largest automotive region.

Commenting on the investment, Philippe Varin noted: "By producing this new engine at La Française de Mécanique, we will be able to leverage world-class manufacturing expertise. And with its state-of-the-art environmental technology, the new powerplant will enable PSA Peugeot Citroën to strengthen its leadership in low-carbon vehicles."

Created in 1969, La Française de Mécanique is a 50-50 joint venture between PSA Peugeot Citroën and Renault, with 3,400 employees.

Its machining and assembly lines produce 6,200 engines per day. Output in 2009 totalled 1.3 million units, of which 942,000 were for PSA Peugeot Citroën.

— from *Automotive News Europe*

Merchandise Update

Ted de Lissa

This month there will be a 50% off sale of filters. The chart below illustrates the stock and Sale Price.

Get in early before the bargains all go. Also, the new stock of Fleecy lined Sloppy Joes are here in time for Winter. At \$30 dollars they are a steal.

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3	Purflux LS112	Fuel	404, 504, 505	\$2.00
1	Peugeot LS410C	Oil	504 STi, 604	\$5.00
2	Purflux LS867B	Oil	405, 505 GR/GS, 505 STi/GTi	\$10.00
1	Purflux LS127	Oil	404, 504 DIESEL	\$5.00
1	Purflux LS152B	Oil	504, 505 GR/GD - 9/83	\$10.00
12	Eyquem Spark Plugs	3 X 4	504 2.2 (86 on) GR/GS, GTi, STi, 504 V6, 604	\$10 FOR 4



Peter Wilson

Westerns have made us familiar with the order to circle the wagons when a wagon train groups for protection against an attack by scalp-hunting native Americans.

So when South African club president Dawid Botha sent this photo of two back-to-back Peugeot 404 wagons at a club event, it seemed a local variation with the doors raised for shelter to give enhanced scalp protection from the sun.

But it's hat's off to Dawid. The grouping has another purpose, he explained.

It was to compare his EU "grand luxe" wheel treatment, on the left, with the standard South African wheels, on the right.

Such treatment with wide wheel caps is rare in Australia and seen on some fully imported cars such as the 404 cabriolet.

The early European 404 berline had long slots closer to the rim.

Australians are more familiar with the oval-ish slots and at one stage there was a barely perceptible change to wheels with safety rims.

At our club events, we have a variety of wheel wear as some 404 owners stay standard, some show their nuts and others ride on alloys or load up with heavy duty wheels.

Spot the difference



Photos: Dawid Botha.



Not what it seems

Peter Wilson

Strewth, it's not the best day for a photo shoot at this servo near the beach.

It's a typical Aussie setting with a surf board atop a Peugeot 404 wagon and scrub in the background.

However, that sea breeze is giving those cute leggy models posed beside the bowsters a bit of grief with their frocks.

It could be the casual effect the fashion director for a huge European clothing chain is after.

This new range for the northern summer is so hot the photographer has to be shooting from the shade.

It's understandable that if you're mounting this expedition down under in search of exotic outdoor locations there's no point in returning with formal pictures that could have been taken in a studio.

But you'll notice there's something not fair dinkum about this snap.

It's the bowser.

That's not one of our brands.

There's a good reason the other locations lack kangaroos in the paddock or cockatoos in a tree.

The setting of this "Australian" scene is along the road from Cape Town in South Africa and it's all an exercise in illusion.

Our mighty dollar has made visiting our shores more expensive these days and alternative settings give the team summer time away in the Southern Hemisphere within budget.

Having a crack at it: Trying to get the Aussie look

Flower Power Car Show

Brian Jubb

THE PEUGEOT members met up at 8:30am and arrived at the show in a group with six cars in attendance.

We displayed our flags and signage around the cars, hopefully making a very positive visual experience.

The show was full up at 9:00am with around two hundred cars on display.

All types of motoring was represented at the show — including an immaculate 1928 Buick sedan — with most makes displaying both standard and modified restorations

Our display attracted plenty of attention and it turned out to be a very interesting day being approached by people with their stories.

One older gentleman said he used to race a supercharged 403 sedan for several years as a young man with great success. Several people with 404s were talking about membership.

I was wondering what young people were feeling passionate about these days. Well the question was answered: they are driving utes.

You could not believe the time, effort and money being put in.

One of the utes had the rear tray completely fitted out with a sound system. I guess they tow a trailer if they wish to carry anything.

The weather was perfect up until lunch time when lots of black clouds appeared.

The organisers quickly awarded all the trophies and raffle prizes in attempt to avoid the wet stuff.

Thankfully, the thunderstorm held off until all the cars had gone and the displays had been packed up.

A big thanks is in order to the Old Car Social Club for their invitation to join them.

A truly great time was had by all.

Photos: Ted de Lissa
& Marck Donnachie



Mark Donnachie, who attended with his much-loved and cared for 306 Cabriolet, also writes that Helen Louran's 206 CC drew the crowds. If there was a girl or a child there, then they were at it in a flash.



Outback 2011



Hank Verwoert

WELCOME TO THE tale of the Outback 2011 trip - Plan C

Vehicles which took part:

- three 404s
- one 504
- five 505s
- one 4WD support vehicle.

NSW participants outnumbered Victorian participants. 505s definitely seem to be becoming the vehicles of choice for these trips.

The itinerary for this trip was in place half through last year and at that stage I had little inclination that the weather would play such a significant part in modifying it many times.

Up until about six weeks before the trip I had been watching the South Australian Road Closures site on the internet, and the minor tracks north west of Wentworth, which were to form the first part of our trip were all open except two which were 4WD only with care.

Five weeks before we were due to leave, all these tracks were closed due to further heavy rainfall, so Plan B was devised into western NSW, an extension of what was to be the second part of our trip.

A week later the water coming down the Darling River from QLD meant further modifications and Plan C was instituted.

The start of the trip was to be in Nhill, but Brian Ward contacted me and suggested adding

a day at the start after reports that the Wimmera River was breaking its banks in Horsham, and as it flows into Lake Hindmarsh and then Lake Albacutya which are nearly always dry, he thought it was worth a look.

We left Hopetoun on the Friday morning and less than an hour later were driving up the western side of Lake Albacutya which was almost dry.

After a morning tea stop at Western Beach we continued north but were stopped by a 4WD only sign. There were no signs to say we could not drive across the centre of the lake so that became Plan D.

A swampy, rutted track meant walking ahead at times to find the easiest way through. From here we headed to Rainbow, a lovely town where the locals were very interested in our cars and where we were going.

Our planned route down Lake Road on the eastern side of Lake Hindmarsh was underwater and the main road south to Jeparit was also under a metre of water.

Plan E was to travel around the top of Lake Hindmarsh and access the beaches on the western side.

At the southern end of the lake the view was spectacular with water as far as the eye could see. A quick drive to Jeparit, the birthplace of Sir Robert Menzies and then on to Nhill, where everyone had a magnificent old style pub meal.

Day 2 saw an early start heading through

Yanac and up the Murrayville Track. This track becomes impassable to even 4WDs after rain but today it was no problem. A stop at Big Billy Bore for morning tea and then on to Murrayville.

By this stage we had learnt from Glenn and Carol Hall that this was where they had first met while teaching in the area. They left us all for a while to see if their old romantic parking spots were still there. They both came back with smiles on their faces.

We drove into Murray Sunset National Park, experiencing very sandy tracks including several large sand dunes. Some had to have a second go and had far less trouble with their tyre pressures down.

Our campsite, known as the Shearer's Quarters, was a lovely quiet spot with a place for a campfire and a toilet provided. Many of us were amazed when Bruce Knowing put up his tent. It took up about 2.3 hectares and was instantly called the Taj Mahal. It took him 40 minutes to walk around it and put in the pegs.

At 5:04 it was time for drinks and nibbles. Someone (mistakenly) said that this night was the change over for daylight saving so an hour later we had drinks and nibbles again.

On Day 3 we were greeted with a beautiful sunrise and a lovely warm morning. Our first stop was at Sunset Crater. Kangaroos jumped across the track between the cars.

A series of minor tracks, many badly rutted and some on the edge of farmer's fields, took

us through to the Meringur History Resource Centre. If ever you are in the area it is a "must see".

Further minor tracks, many surrounded by paddy melons and most very little used, eventually led us to Meridian Road, a wide well maintained gravel road. The Evaporative Ponds on either side of the road had abundant bird life, particularly black swans.

Getting close to the Sturt Highway there were three areas where the road was covered by water. Allan Parker, who was wearing shorts, waded through the first section and as it was over his knees, about 100 metres wide and the bottom was very slippery it was decided to implement Plan F.

Retracing our steps we found a muddy track which ran parallel with the Sturt Highway and then another that took us on to it. Not long after we were at the Wentworth Caravan Park.

One side of the park was sandbagged as the Darling River was very high. Our evening meal was at the Wentworth Club where some of us had enjoyed a meal before a night navigation section on the Ampol Rerun in 2006.

We took supplies and petrol in Wentworth at the start of Day 4 before heading south along the Rocket Lake Track.

Large bogholes and washaways were the evidence of recent heavy rain. The track became very sandy and a few cars became bogged needing the assistance of the Recovery Discovery.

The area abounded with kangaroos, emus,

butterflies, lizards and march flies. The march flies all descended on Neville and Allan and left the rest of us alone.

Plan G was decided on after morning tea when I suggested we could visit Pink Lakes instead of going back to the highway.

We inspected the old equipment still there from the old salt mining days. The lakes really were pink. We stopped at Lake Crosby for lunch and here Glenn and Carol left us before we all drove to Pinnaroo for our overnight stop.

At about 3 am Paul Pracy had to drive Don Bailey to the Pinnaroo hospital then the Lameroo hospital when Don became very ill.

Fortunately no doctors were needed to make a diagnosis or discuss strategies for treatment as Don, in his own inimitable style, had it all under control. He was flown to the Royal Adelaide Hospital the next morning but recovered and joined us a few days later in Robe.

The following morning we headed for Lameroo and then the Ngarkat Conservation Park. Early into the Park we struck very deep sand with a few cars getting bogged.

When we had all reassembled a vote was taken on continuing. It was voted to turn back and travel further to the west once again along minor roads, before heading south to Tintinara (Plan H).

Our next stop on the way to Kingston was to be Jip Jip Conservation Park but it was closed for a month for vermin control. The last part of the day's driving was to be from Boatswains

Point to Robe along Long Beach.

The approach to the beach was along a rough track with an angled entry to the beach. Once on the beach it was decided to not let down tyres as the sand seemed very firm. Before we had driven a kilometre most cars were bogged so tyre pressures were dropped, the recovery vehicle was employed and Plan I saw us driving back to Robe along the road as it was getting late in the day and the tide was coming in.

Our first day in Robe started with a leisurely cliff top walk and then coffee at the Bakery and the purchase of supplies for lunch.

Our lunch would be at Nora Creina — about 25 km from Robe. This is a tiny scattered village of basic fisherman's huts but behind a long dune there is a beautiful protected bay.

After a two hour lunch on the beach, it was time to take on the most challenging track most of us had ever tried in a Peugeot. Extended sandy areas were interspersed with sand dunes and some long steep rocky climbs.

This track now has a new name, the Oh My Goodness Track, so named because Merrilyn could say little else along its length. We couldn't get the smile off Brian's face.

Con Engel was contemplating the modifications he would make to his lovely 505 diesel for the Cape York trip. Joan was particularly pleased with the bash plate recently fitted to her 505.

After this track we met Ted de Lissa and Brian Jubb at the Beacon Hill Lookout before





returning to Robe for a BBQ in the park's excellent camp kitchen.

Day 7 dawned bright and sunny with a shimmer on Lake Fellmongery, on which the park is situated. Our first stop was at Woakwine Cutting which some of us had visited on previous PCCV trips in to this area.

Then it was on to the Kangaroo Inn Historic Ruins where Allan and Neville left us to take a short cut to Kingston to visit the Tractor Museum before heading off home.

Lunch was at Mt Scott Conservation Park, where some stayed for an extended lunch while four vehicles tackled the 18 km 4WD boundary track around the Park.

Wallabies, emus, a large amount of butterflies and even a mallee fowl were spotted. Joan tackled one particular sandy corner with great enthusiasm and snow ploughed to a stop but she quickly extricated herself with a little help.

We all filled up at Kingston (as the fuel was 10 cents a litre cheaper than Robe) before inspecting the sundial park and having coffee at one of the local coffee shops.

On the way back to Robe we inspected the huge Cape Jaffa marina construction of which stage one is almost complete.

Don returned quietly.

The owners of the yellow 404 and the red 505 consumed local lobster in their cabin that evening.

Our last day involved further touring. Bruce



and Rhonda Knowing's 505 was a little reluctant to change out of first gear in the auto transmission but soon came good.

Overgrown tracks took us through Mullen swamp and eventually to the magnificent Rivoli Bay at Southend for morning tea.

A scenic tour of Beachport included the famous spring-fed Pool of Siloam, which is seven times saltier than the sea. We then travelled to Furner to have lunch at the Ken Stuckey Arboretum – a magnificent stand of a few acres of varied eucalypts.

Don had a flat tyre in the Recovery Discovery – our only flat for the trip.

Somewhere Plan J was instituted before the day's end, when we had our final meal of the trip at the Robe Hotel. We had all experienced great company, great weather and a huge variety of terrain.

The original trip – Plan A – will be run at the same time of year, next year.



Brian Jubb

WE'VE JUST ARRIVED home from Hank's Outback 2011. Ted De Lissa and I travelled in Lucille, the blue 404 station wagon. We travelled around 4,000km over the eleven days, covering terrain varying from rocks, sand dunes, beaches, dry lake beds and flooded paddocks. A real adventure and a real proof of how well our Peugeots can perform!

Eight cars set off and Don Bailey's four wheel drive acted as support vehicle. The itinerary had to be revised and changed three times because of the flooding Victoria had been experiencing, but Hank's experience of the areas meant that we were guaranteed a great ride anyway.

The adventure commenced immediately upon meeting up with the fellow travellers in Hopetoun. Our first trial was driving across

the dry bed of Lake Albacuty, followed by circuiting an almost full Lake Hindmarsh with an overnight stay in Nhill.

All the following days were activity-filled with trips up the Murrayville Road and Underbool Track. We covered over 1000km of dirt and sand tracks. We drove over muddy tracks, and visited places we'd never heard of before. We slept in caravans, motels and under canvas.

Robe – not famous for robes – was to be the hub of the trip. Hank suggested just for a treat we should arrive by driving along the 20km beach. Why not?

Around the half way mark the sand became very soft and we were all bogged. Not a problem – just let the tyres down to 15 psi, a bit of assistance by the 4 wheel drive and back we went.

After this we were ready for anything and that's what we got the next day as we took

the challenge of the Oh my Goodness Track – so named by one of our number. This was extended sandy areas interspersed with sand dunes and rocky climbs. A great preparation for Con Engels' 505 trip to Cape York.

The bush after all the rain was bursting into life. We saw wallabies, butterflies, and birds of all kinds including mallee fowls, swans – and we were even outrun by a rather stupid emu.

Our tour highlighted many of the ponds and lakes in the region, now full for the first time in many years: Lake Hindmarsh, Jeparit (the birthplace of Sir Robert Menzies), Sunset Crater, Evaporative Ponds, Pink Lakes, Lake Crosby, Ngarkat Conservation Park and Lake Fellmongery. Pool of Siloam, which is fed by an underground spring, is seven times saltier than seawater.

The cars performed well, the terrain was so varied and there was only one flat tyre. We're looking forward to the trip next year.

RCZ racing at the 'ring



Late in March Peugeot revealed the new RCZ race car which will compete together with the Nokia team in various events across Europe in 2011.

Late week fresh photos were uploaded to the Peugeot RCZ Facebook page and revealed the new look.

Team Peugeot RCZ Nokia will race in the whole VLN 2011 championship as well as in the legendary 24 Hours of Nurburgring in the D1T category.

This is the second year the Peugeot RCZ will make an appearance on the Nurburgring 24 Hour race. In 2010, the Peugeot RCZ took Michael Bohrer and Stephane Caillet to their 1st and 3rd podium places of the 24 hour endurance race.

Details are scant, but it's powered by the 2.0 HDi FAP engine which is good for 200 hp. In comparison to the standard Peugeot RCZ, the Nokia racing version comes with a huge boot lid wing, new rims with slick tires, and probably a roll cage too.

The Peugeot RCZ Nokia was revealed at a special event and will be sponsored by Miss France 2011 and Jean-Philippe Peugeot.

What's a VLN?

The VLN, the Veranstaltergemeinschaft Langstreckenpokal Nürburgring (Association of Nürburgring Endurance Cup Organisers) is an organisation of motorsport clubs of which each hosts one event of a ten-race series held on the Nürburgring Nordschleife, the "VLN Langstreckenmeisterschaft Nürburgring"



Peugeot RCZ finishes opening round with convincing 2nd spot



Early retirement of the second car

In the sixth race lap, the race was already finished for Cyrus Ayari, Jonathan Cochet and Olivier Perez driving the second Peugeot. Ayari had got off the track in the section Kallenhard and crashed into the guardrails. "I lost control of the car and went off with the rear first", explained the Frenchman. "We were racing in a group of cars and I do not know if maybe someone hit me."

"I am really very sorry for the team as the RCZ was running perfectly and I was into third place."

207 RC

Dr. Joachim Steidel and Jens Rarbach of the team Fleper Motorsport finished into fourth place of the Specials up to 1600 cc with turbo and into position 94 overall with their Peugeot 207 THP.

The editor of *the Pugilist* is, of course, very excited by this news.

There was great excitement in the pits of "Team Peugeot RCZ Nokia" after 4:09 hours race time and 24 laps (584.856 km).

Stéphane Caillet in the Peugeot RCZ 2.0 HDi FAP crossed the finish line at the first race of the VLN endurance racing series Nürburgring as second-fastest Diesel car.

Together with his teammates Michael Bohrer and Jürgen Nett, the Frenchman furthermore achieved 67th overall position in the field of 165 starters.

Summer weather welcomed the more than 20,000 spectators, which had come to one of the most beautiful and most demanding race tracks in the world.

"The development work completed in the last months has proved to be very successful", said Caillet who also set the fastest lap time with 10:00.848 minutes (146.008 km/h). "We have lost about 120 kilograms in weight due to carbon doors and roof as well as due to the plastic windows." And Jürgen Nett adds: "The new braking system, too, is a dream. The late braking now makes overtaking easier."

The first step to this success was provided by start driver Bohrer, who achieved the fastest time in practice. "A big compliment to our team for the excellent preparation of the Peugeot RCZ. I am really looking forward to a fantastic season."

Pictures and story from the Langstreckenmeisterschaft Nürburgring website



Hoo Haa about Juho



...but Thierry's
on the radar

Jan Kopecký's bid to make it two wins out of two on Rally Islas Canarias El Corte Ingles remains on course after the Škoda Motorsport driver completed the opening day of the all-asphalt competition with a lead of 5.7s over rising star Thierry Neuville.

Kopecký, from Czech Republic, moved in front on Friday's second stage and remained in the lead despite the close attentions of the chasing pack. Kopecký, in a Fabia Super 2000, was one of four drivers covered by a margin of nine seconds heading into Saturday's final quartet of stages, such was the intensity of the competition in the Intercontinental Rally Challenge.

Second-placed Neuville impressed throughout day one in his Team Peugeot Belgium-Luxembourg 207. The 22-year-old didn't put

a wheel wrong on his first IRC event with new co-driver Nicolas Gilsoul. His only cause for concern came on the first loop of stages when he reported a bout of oversteer, which he put down to his decision to carry two spare tyres rather than one as part of a set-up experiment.

Juho Hänninen, the defending IRC champion, admitted to

spending much of the day trying to avoid making mistakes in order to remain in the thick of the battle for top spot. He was fastest overall on stage six to underline his continued emergence on asphalt and moved ahead of Freddy Loix



The locals provided plenty of instructions for the drivers

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into third overall on stage seven.

Loix made his customary hesitant start to a rally and was down in eighth overall after the first stage on the Gran Karting Club circuit in the south of the island. But changes to his pacenotes for the second loop of stages helped the BFO Škoda driver increase his pace. He started the first night stage in second spot but slipped to fourth after the run. With the second night test cancelled on safety grounds he remains fourth overnight.

Guy Wilks was fastest on stages one and three but his lethargy through the two passes of the Santa Lucia test has dented his hopes of victory. "I lost confidence because the car was sliding at the rear and I couldn't commit in the fast corners," said the Peugeot UK driver who slipped from fifth to seventh on stage seven. "We've been a bit too up and down and that has been the frustrating part."

Andreas Mikkelsen began Friday by winning a charity fun run in aid of the people of



Peugeot UK entry Guy Wilks finished 5th

Drivers' standings:

1. Hänninen 33
2. Bouffier 31
3. Loix 30
4. Wilks 25
5. Kopecký 22
6. Neuville 27

Manufacturers' standings:

1. Škoda 73 points
2. Peugeot 67
3. Subaru 18
4. Proton 16
5. Ford 12
6. Honda 9

Japan. He started the rally intent on landing his first finish of the IRC season following his early exit on Rallye Monte-Carlo in January. As a result, the Norwegian adopted a low risk strategy in his Škoda UK Motorsport Fabia and holds fifth overnight, one place ahead of Monte-Carlo winner Bryan Bouffier.

The Frenchman made several changes to the settings of his Peugeot France 207 S2000 at first service in a bid to close the gap to the leaders. He said the changes had helped his cause but he faces the prospect of starting the final day almost 40s adrift of leader Kopecký.

While Thursday's pre-event shakedown took place in bright sunshine and high ambient temperatures, Friday was largely overcast with fog and even a small sprinkling of rain adding to the challenge facing the crews. Bruno Magalhães, who was actually fastest in shake-

down in his Peugeot Sport Portugal 207, was one of several drivers to drop time in the heavy fog that coated parts of stages three and six. He also suffered from understeer at one point and is eighth overnight.

Day Two

Hänninen, at the wheel of a Škoda Motorsport Fabia, started the second day of the all-asphalt rally in third overall, albeit a scant 8.6s behind team-mate Jan Kopecký as nine seconds covered the top four drivers. Despite going fastest on Saturday's opener, Hänninen remained in third as Thierry Neuville shot ahead of Kopecký into the lead.

But when Neuville lost vital seconds on the next stage, Hänninen took a second successive fastest time and powered into first place. With Kopecký 0.1s behind starting the final two stages, the battle of victory remained tightly poised only for Hänninen to open up a slender advantage that he would never relinquish by winning the penultimate stage.

Hänninen's success, which marked his first IRC victory on asphalt, puts him joint top with Freddy Loix, who finished fourth, on the list of all-time IRC event winners with six victories. It was also Škoda's first win of 2011, the Czech manufacturer's 110th year of motorsport participation and means Škoda now heads the makes' classification ahead of Peugeot.

Kopecký made it a Škoda Fabia one-two and suggested he could have repeated his Rallye Islas Canarias win from 2010 had his pacenotes been more precise, particularly on Saturday's first stage when he lost the lead of the rally he had held since stage two.

Neuville claimed a hugely impressive third place in his Team Peugeot Belgium-Luxembourg 207 S2000, his first IRC event with new co-driver Nicolas Gilsoul. The 22-year-old from Belgium reported losing precious ground on stage 10 after partly wearing out his tyres on the previous run in the high ambient temperatures. As well as causing his car to understeer, Neuville reckoned they contributed

to his spin on a hairpin right.

However, it was Neuville's best performance in the IRC so far and earned him the prestigious Colin McRae IRC Flat Out Trophy. Awarded in memory of the late rally legend, the accolade is presented on all rounds of the IRC to the driver who best embodies the spirit of the former world champion.

Loix was the highest-placed Canarias rookie in fourth. The BFO Škoda driver was in the fight for victory until he lost time on Friday's final test when his Fabia's side windows misted up and restricted his vision.

Guy Wilks was one of four drivers to hold the lead of the rally but dropped out of contention with a slow time through stage two on Friday, which he said was caused by a lack of confidence in the set-up of his Peugeot UK 207. He started Saturday in seventh after a spin on Friday's final stage but fought back up to fifth with a series of impressive times.

Andreas Mikkelsen started the event under orders from his Škoda UK Motorsport team to reach the finish following his crash on the season-opening Rallye Monte-Carlo. Although

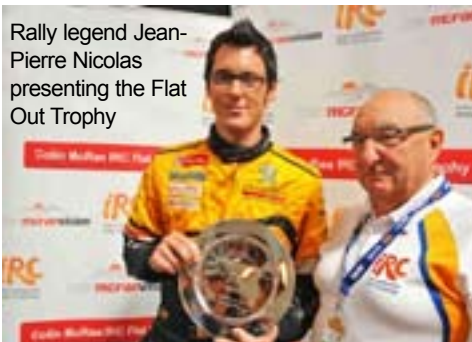


Thierry Neuville (R) with new co-driver Nicolas Gilsoul

his approach masked his outright speed, he was nevertheless satisfied to have achieved his pre-rally aim. Finishing sixth overall he received a further boost when he was able to fend off Rallye Monte-Carlo winner Bryan Bouffier after a close battle.

Bouffier, who started the event at the top of the IRC drivers' standings, was never 100 per cent confident with the handling of his Peugeot France 207 and his lack of knowledge of the island's demanding and abrasive stages held him back. However, his haul of six points means he remains firmly in contention for the IRC drivers' title.

Bruno Magalhães also lacked confidence at the wheel of his Peugeot Sport Portugal 207, a legacy of the high-speed crash he suffered on Rallye Monte-Carlo. However, the IRC event winner reached the finish in a solid eighth



Rally legend Jean-Pierre Nicolas presenting the Flat Out Trophy

down in his Peugeot Sport Portugal 207, was one of several drivers to drop time in the heavy fog that coated parts of stages three and six. He also suffered from understeer at one point and is eighth overnight.

Giandomenico Basso, making his debut for PROTON Motorsports, is ninth at the completion of day one. The Anglo-Malaysian outfit is using Basso's extensive experience to hone its fleet of Satria Neo S2000s, which it is continuing to develop.

Team-mate PG Andersson was just outside the top 10 when he was forced to stop to change a punctured front-right tyre on stage five. He also picked up a slow rear-right puncture on the same test. But with only one spare available he had to crawl through stage six on the damaged rubber. The Swede also lost ground with

2011 Rallye Islas Canarias – final positions:

1. Hänninen/Markkula, Skoda Fabia S2000, 1h40m38.1s
2. Kopecký/Starý, Skoda Fabia S2000, +1.5s
3. Neuville/Gilsoul, Peugeot 207 S2000, +8.2s
4. Loix/Miclotte, Skoda Fabia S2000, +16.7s
5. Wilks/Pugh, Peugeot 207 S2000, +48.3s
6. Mikkelsen/Floene, Skoda Fabia S2000, +55.6s

overall.

Huge crowds flocked to the stages to the extent Friday's final test had to be cancelled due to concerns over spectator safety and their vociferous support was widely praised by the leading IRC crews.

—from IRC Series.com

Quake halts HDIs

PSA cuts production in Spain, France on Japan parts shortage

Peugeot has started to reduce production at some European factories after Hitachi, which supplies it with diesel engine components, was hurt by the Japan earthquake disaster.

Hitachi Automotive Systems manufacture airflow sensors for vehicles and supply 60% of the total vehicle market with their products.

Production at Vigo, in Spain, as well as Aulnay and Poissy in France and Trnava in Slovakia has fallen to 40-50 percent of capacity as a result, a PSA spokesman said on Wednesday.

In France, PSA's factory in Rennes is unaffected, while its Mulhouse plant is running at more than 75 percent of capacity.

"The group has chosen to favour the vehicles that are in the process of being launched in order not to weaken them, since traditionally the stocks (for these cars) are weaker," said a company spokesman, indicating that production of the Peugeot 508 assembled in Rennes and the Citroen DS4 assembled in Mulhouse would not be hit.

PSA said it expected that Hitachi -- one of dozens of Japanese manufacturers facing pro-

duction disruptions after the country's devastating earthquake -- would resume production at the end of the week.

The company, the latest in a series of automakers to experience supply disruptions stemming from the quake and ensuing tsunami, said production in Latin America and China were not affected by the supply shortage.

Renault said on Friday it would cut output at its factory in Busan, South Korea, by 15-20 percent after disruptions to Japanese supplies.

— from *Automotive News Europe*



1938 Darl'mat makes the grade

The 1938 Peugeot Darl'mat Legere "Special Sport" Roadster — featured in the March 2011 edition of *the Pugilist* — sold for the tidy sum of US\$522,500 versus a pre-sale estimate of \$350,000 - \$500,000.

With its swooping lines and fully-skirted fenders, the 1938 Peugeot attracted some interest at RM's Amelia Island auction stage in March.

Considered one of the most desirable Peugeots produced, it 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.

One of only 53 roadsters built, and one of the preferred 1938 cars built on the Legere chassis, this example has been shown at the Pebble Beach Concours d'Elegance where it was featured as part of a class that was a tribute to Paulin and Pourtout.

Hopefully, the car's new owners get some value for money from the recent purchase.

Hybrid special moves quickly

Automobiles Peugeot sold out its 300 units of the 3008 HYbrid4 Limited Edition models in nine days.

The response to the expensive, feature-packed advance run of the world's first diesel hybrid by European early adopters was seen as a highly promising start for the 3008 HYbrid4 that will be delivered in the European summer.

The model's combination of diesel and electric power paves the way for four-wheel drive, a maximum power of 150kW, ZEV mode (Zero Emission Vehicle), and 3.8l/100 km, with 99g/km of CO2.



Peugeot clearing the air

The Peugeot group, Toyota and BMW are the carmakers closest to reaching their EU-mandated CO2 targets, according to data from market researcher JATO Dynamics.

The additions of stop-start technology, downsized engines and better-rolling tyres have helped cut CO2 in today's cars, *Automotive News Europe* said.

However, PSA, Toyota, and BMW need to cut their overall fleet emissions by 7 per cent or less to comply with the tougher emissions regulations, which start to take effect next year and go into full effect in 2015.

By then, the industry must reduce CO2 emissions from new cars sold in Europe to a fleet average of 130g/km. Last year's average was 140.9g/km, down from 145.9g/km in 2009, according to JATO's analysis of 21 European markets. Carmakers falling short will face steep fines.

Daimler, Mazda and Nissan will need to speed up the pace of their CO2 cuts to help the industry reach the overall goal.

Some scepticism has arisen among industry observers about the results from tests being better than the results in service.



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The Pug that's getting away



Peter Wilson

It turned out that Automobiles Peugeot had sufficient spare capacity to supply the tiny 107 hatchback to Australia last year.

The city slicker has been on the Australian wish list for several years, but the French have knocked back the request.

Supplies would have been handy last year when there was an increase in the number of Australian buyers downsizing their replacement new cars.

The Czech factory that makes the 107 alongside the badge engineered Citroën C1 and the Toyota Aygo in Kolin reported that it had reduced its output in line with swings in demand in the aftermath of the global economic crisis.

Like the Peugeot group factories, TPCA had production halts and reduced shifts during the year and departing staff members were not

replaced.

TPCA, a joint venture between the Peugeot group and Toyota, said it had a 14 per cent fall in sales last year compared with 2009, according to agency reports.

Production fell to 295,712 cars in 2010 from 332,489 cars in 2009.

However, it made “good profits” – Kč 1.4 billion (about \$81 million) was about the same as the previous year.

The company blamed the phasing out of incentives to scrap old vehicles, particularly in Germany, where sales fell 23 per cent. France, which took a quarter of output, was a more stable market. Italy took 16 per cent, the UK and Netherlands both 15 per cent and Germany 10 per cent.

One theory was that Peugeot steered the low-emission fuel sippers to Europe to improve its overall emission rating.

However, the microcars were also exported

to South Africa where Peugeot and Citroën have a common distributor. The 107 and C1 have been available for several years, while Toyota introduced its Aygo there only this year.

Australia may have missed out because the factory did not want the considerable bother of modifying the 107 to Australian Design Rules, particularly as Toyota had not shown interest in selling the Aygo here.

Pricing against Asian imports could have been a consideration.

TPCA began producing the threesome in 2005. The 107 had a facelift in 2009 and a replacement model, the 108, is in the works.

Homebush has been more confident of getting the 108, but not for a few years.

Company president Satoshi Tachihara told a press conference last month that he expected 2011 numbers would be similar to 2010 levels.

e-Scooter goes the distance



PEUGEOT LAUNCHED an all-new electric scooter – the e-Vivacity – with some fanfare, in fashionable St. Tropez on the Cote d’Azur in France.

It considerably improved on the Scoot’Elec of 15 years ago.

Peugeot was the first (and only) powered two-wheeler manufacturer with an electric scooter. Like its electric cars of the 1990s, it had limited appeal and only a few thousand were sold.

As it only had a range of 40km at 45km/h, the appeal was not quite there.

The old nickel-cadmium batteries have been replaced by two modern 2 kWh lithium-ion-cobalt units that jointly weigh 16 kg and give the e-Vivacity a total range of 60 km at 45 km/h according to Peugeot. Charging batteries takes three hours.

At the launch, a journalist rode e-Vivacity for the promised 60 km.

— from *Bike Europe*.

Pug diesel at the chipper

35 years ago.

1976 Disappointed that his Once is Not Enough role had not sparked new work offers, Gary Conway plans to produce his own films. First, *The Farmer* and then *The Girl in the Red Peugeot*, with Jean Seberg.

With Peugeot 203s being classed as a thoroughbred car by the Thoroughbred Car Club of Australia, the question is posed: should they be trailered on horse floats?

A growing club membership means a change of venue for the Bastille Day dinner – to the ballroom atop the Dancers Club at Lidcombe and this year fancy dress.

25 years ago.

1986 The national parcel express firm IPEC has opened a \$10 million Sydney parcel sort centre at Villawood with in pride of place the restored Peugeot 203 van, which was used to begin the revolutionary concept in 1955 of picking up urgent parcels in one city in the afternoon and delivering them in another the next morning. It wasn't long before there was enough business to add a second Pug on that pioneer Adelaide-Melbourne route.

Sixty-eight of 108 members who responded to a survey use Michelin tyres on their Pugs, the XXX being the most popular even if it hasn't the adhesion in the wet of the MXV. Twenty-three other tyre types are also in use.

Cal Makin sings and plays guitar to entertain members at the Easter Pageant presentation dinner at Mudgee.

American Pug owner and mechanic Bill Clouse wonders if there is a Peugeot-style six-cylinder truck engine for a 1.5-tonner.

Nothing appears to stump Keith Pascal, Neville O'Connor, Michel Alavoine and Ian Robinson when they field members' technical questions at a club meeting.

Some mods to the Peugeot 505 range



Rerun stars: Organiser Graham Wallis gives 1956 winner Allen Taylor some advice on handling 21st century celebrity as he is set to leave for his second go

for 1986, including a new interior and dash, improved suspension and slight external changes. Since 1979, 11,500 Peugeot 505s have been sold in Australia.

20 years ago.

1991 Quite a range of Pugs in the Easter Pageant concours at Oran Park: three 203s, two 205s, one 305, five 403s, nine 404s, 16 504s, three 505s and one 604. Malcolm Goodwin topped points with his 403.

Anne Cosier, that demon of club motor sport, takes on role of chief cook to the pageant and does a great job of organising the feeding of the multitudes.

15 years ago.

1996 Peter Flanagan's 1905 low-km Peugeot motorbike makes an impressive debut at the Easter Pageant.

Michael Loney turned up in his tight, hot-engined Peugeot 404 minus starter and keeps calling for help to push-start it. He even charms a bearded Highway Patrol officer into a push.

Ed Fuller tells Gordon Miller of a ferocious hailstorm at Inverell at Christmas that smashed all the glass and plastic on a Peugeot 403

parked outside his home. The body looks as if a lunatic has smashed it with a hammer.

A month after the UK release of the Peugeot 406, Scottish-based member Graham Smith sees one every day at work and reports that the pictures don't do justice to this interesting new Pug.

10 years ago:

2001 Changing of the guard as Automobiles Peugeot dumps Inchcape Australia as distributor and gives the role to Malaysian-based conglomerate Sime Derby, which plans to set up a Pug-dedicated outfit.

Robert Rigg borrows his wife's 405 and is impressed at how well it handled in the Group Seven motorkhana.

Former president Barry Johnson may be far away in the Northern Territory, but he's only a modem away and passed on to The Pugilist a web link to an intriguing article.

Maurice Byok wants \$16,000 for his red 1990 205 GTi while Warren Gordon is asking \$5,500 for his exceptional 1980 604 with five speed and LPG.

Five years ago:

2006 Philip Dolan explains to members how he can switch his 405 SRDT between his home brew of biodiesel in one tank and heated cooking oil in another tank, an enviable position as fuel prices rocket.

After testing Patrick van Oort Pieck's Peugeot 605, a sceptical David Bean is impressed with what a fine, underrated machine it is. But buyers were put off because a \$75,000 car that looked like others of the family offered little to boast about.

After thieves took spare keys for Don Bailey's 306, 407 and 307CC he was happy they missed the keys for his 404, which was all set for the Ampol rerun.

All good in beard: Why do so many Peugeot drivers have beards? The culprits face up after Sunday dinner at the 2001 Easter Pageant in Canberra.



Manual Gearbox Exposé

Bill McNamee

404 and 504

THE BA7 GEARBOX fitted to 404s from 1968 and 504s throughout their production can be expected to work for well over 300,000 km.

At this distance you can still expect the gearbox to work well; but there may be some whining noises while using first, second, third and reverse and noise from the bearing between the input and main shafts – this noise can be heard by engaging (noise present) and disengaging (noise absent) the clutch in neutral.

There are two problems that will shorten the life of a BA7:

1. It is common for the gear linkages going into the extension housing to leak oil. It is essential to check the gearbox oil level during regular servicing because running out of oil will considerably shorten the life of a gearbox.
2. There are semi-circular spring steel clips in the synchromesh cone assemblies, which can break in two.

Usually the fragments fall harmlessly into the bottom of the gearbox and emerge at the next oil change, attached to the magnetic drain plug.

Occasionally, the fragments will fall into a cog and this causes a catastrophic failure.

It is rare for the synchromesh clips to fail and I am not sure why it will happen to some gearboxes and not others.

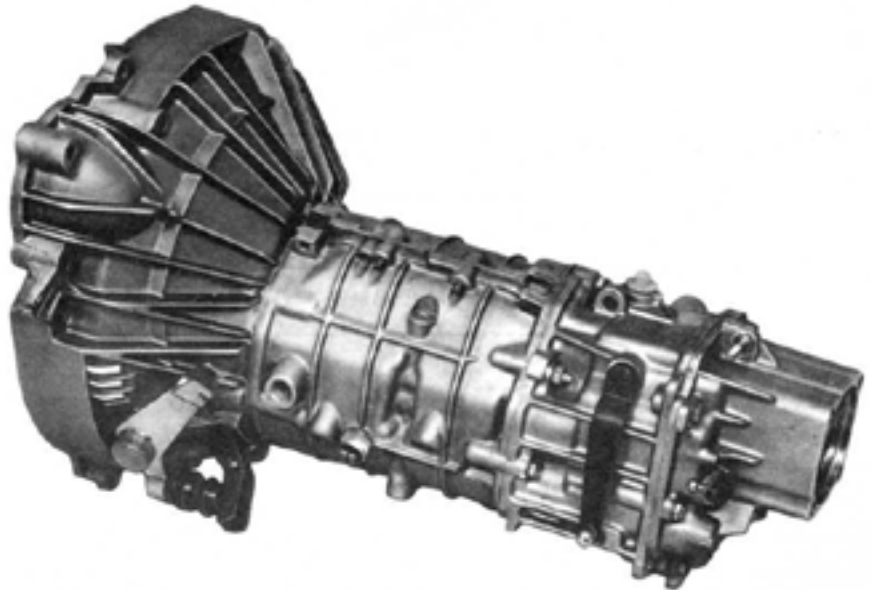
If the synchromesh clip is missing then you will find that the synchromesh will be weak on two gears, either first and second or third and fourth.

505s

THE FIVE SPEED gearboxes fitted to 505s have never come up to the expectations of durability and smooth operation built up by the BA7 gearbox.

Early 2.0-litre 505s were fitted with the BA10/5 gearbox, which was originally developed for the 604.

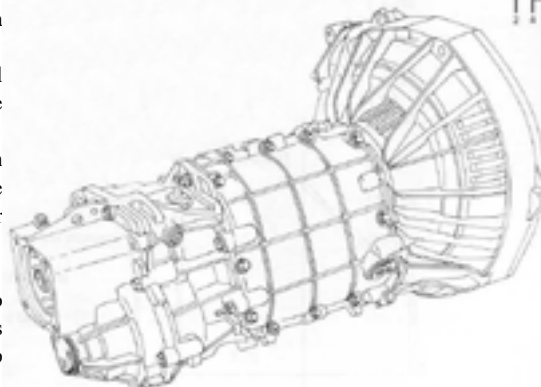
When this gearbox gets a little old it is common for the synchromesh to be weak and for there to be stiffness when shifting into gear.



especially when cold.

In common with the BA7 they are subject to oil leaks and synchromesh clip failure.

Later 505GRs and all 505 SRs, STis and GTis use the BA7/5 gearbox.



This gearbox seems to overcome the weak synchromesh and stiff shifting problems of the BA10/5 but have introduced a new and terrifying problem; somewhere in between 200,000 and 300,000 km it is common for the fifth/

reverse sub-shaft bearing to fail.

This shows itself by a noticeable increase in noise while using fifth gear. The fifth/reverse sub-shaft is driven by a splined extension of the intermediate shaft (also known as the cluster gear or lay shaft).

If this noise is ignored then the splined extension will break off – thus destroying the intermediate shaft.

A supplier in Sydney who specialises in scavenging parts out of failed gearboxes said this is the most common failure in BA7/5s. He quoted \$900 for a new intermediate shaft and \$300 for a good used one, if one could be found.

If you detect an increase in the noise from fifth gear then immediately desist from using fifth.

If the gearbox is in otherwise good order then I recommend simply replacing the failed bearing. This can be accomplished with the gearbox in the car and can be done for less than \$300.

This is more palatable than spending \$1,500 replacing all bearings in the gearbox, whether they need it or not.

The information presented here is based on my experience and conversations with repairers and parts suppliers interstate. I spoke with a local Peugeot repairer on occasions and, surprisingly, he was not able to contribute any knowledge on common problems and solutions.

In this context, I recommend that you get a lot of advice before being tempted to pay for any major gearbox work.

— from Peugeot Association of Canberra website

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merci

This issue was brought to you by:

Peter Wilson, Peter Cusworth, Ross Berghofer, Brian Jubb, Mark Donnachie, Dawid Botha, Hank Verwoert, Rob Tuner, John Geremin, Ted de Lissa, Peter Nash, Philip Challinor and the number 5..

For sale

404 1969. White with brown trim. 504 motor, currently on club plates with AHRG. Very little rust, wide rims. Requires radiator clean before driving \$1,800 ono. Jan Thompson 0408 615 528

405 Mi16 1991.1.9l engine with luxury pack, 178,000km. Full service history with authorised service agents. Extras include factory tow bar, Sony 10 stacker radio/CD and headlight protectors. Good condition and has just been registered to March 2012. Two fastidious, mature lady owners, being sold to be replaced by something with an auto gearbox. Recent cam belt change at March service. A solid, much loved, low mileage 20 year old car. \$4,000 ono. Call Peter or Roz, Bowral, 4861 5357 or 0403 783 570.

406 SV auto 1998. Great car but needs transmission overhaul (about \$4,000) and cambelt change. Excellent engine (on synthetic), no accidents or rust, new

rotors and pads, good paintwork (Diablo Red), black leather seats, Panasonic stereo, average tyres, small parking dents on doors. Reg to 22 May. \$1,000 ono. Con Engel, Concord, 0428 406 505

407 SV 2006 HDi twin turbo auto sedan. 86,000km – end of lease sale. \$26,985 ono. Replacement vehicle has been bought so must sell. This vehicle was first registered on the 15th May 2007, is a one owner, has never been in an accident and has excellent tyres. At the time of purchase it had a Protech Duco and Paint Protection (Gold Paint) system applied, which comes with a lifetime transferable warranty – which means no more waxing or polishing! Protech's leather treatment system was also applied to keep the leather interior in pristine condition. The vehicle has always been garaged in Canberra and driven by a lady owner, but no – not to church on Sundays. Wendy, Wanniasa ACT 6231 5485

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, 19 MAY 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.

505 GTi wagon, 1992, auto, Topaz Blue, 2 owners, 263,000km, 7 seats (rear seats hardly used), rego to Jan 12, good condition. Selling due new Pug in the garage. \$3,000 ono. Trevor McCarthy, Ulladulla, 4455 2736

Parts

206 GTi180 bits. I have for sale a Bond, CAMS Approved bolt in roll cage previously fitted to my Targa Tasmania class-winning 206 GTi180 (also 3rd outright show-room category). Perfect condition: \$800.00; 5 x TOYO R 888 tyres for the 206 GTi180 – 1 never used, 4 with some wear left. Great for track days: \$250 – new tyre price is \$350 each; 303 Terratrip – used for 1 Targa Tas only: \$300; 2x6 point harnesses, used for 1 Targa

Tas only, certified to 2013: \$250. Can be inspected in Conder, ACT. John Dunkley, ph: 6294 2591, fax: 6294 2592. mob 0417 014 313 or dunkleyinternat@bigpond.com

Wanted

504 Sedan 1979: a set of chrome badges in good condition for the boot of a 1979 sedan, ie. Peugeot on the boot lid & 504 GL on the rear of the boot; Internal rear vision mirror. Please contact John Carswell Taree 02 6556 5433

306 Sedan 1999: The chromed plastic badge in good condition on boot lid which surrounds the boot opening button. John Carswell, Taree, 02 6556 5433

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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						
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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
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	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
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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	GEELOG	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
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