

# the pugilist



Magazine of the Peugeot Car Club of New South Wales Inc

**Countdown  
to the 508**

**Magical turn at  
'Lake Canberra'**

**June 2011**

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# The champ, the crash and the queen



**Peugeot drivers all:**  
The rally team with Ari Vatanen and Laury Thilleman in Corsica.

An attempt to add the extra celebrity glamour of a rally legend and a beauty queen to the reconfigured Rally of Corsica last month almost went terribly wrong.

Automobiles Peugeot invited 1981 World Rally champion Ari Vatanen to make a sentimental return to the island along with Miss France, Laury Thilleman, who had been a Peugeot VIP at the publicity launch for the rally in Paris in March.

Ari, who drove the legendary 205 Turbo 16 on its official debut in Corsica in 1984, was lined up to drive the course car – the 0 car – ahead of the pack.

Unfortunately, the 59-year-old crashed the

Peugeot 207 RC on a tricky corner on the sixth stage on May 13. His son and co-driver Max was not hurt.

A helicopter took Ari to a local hospital when he complained of back pain and he was flown to Marseille for non-urgent stabilising surgery. The operation on his neck has been declared successful and he is on the road to full recovery.

The rally has a fearsome reputation for crews as the stages are narrow and lined with sunforgiving rock faces on one side and steep drops on the other.

Ari's record with Peugeot includes four Paris-Dakar wins, a Pikes Peak win, and a long

list of World Rally Championship successes, including his memorable fight-back to claim the 1985 Rallye Monte-Carlo.

Things went smoothly for Miss France, who got a taste of the rally as a passenger in the 00 car, a Peugeot RCZ.

Laury is now thoroughly at home in Peugeots after Automobiles Peugeot presented “the most beautiful woman in France” with a bright red 207 CC as part of her prize.

She also appreciates old Pugs. Soon after the commerce graduate from Bretonne was crowned in December, she took part in a photo shoot where she shared the spotlight with a bright red Peugeot 404 cabriolet.

## The cover

When Keith Bridge raced 203s in his youth, he wouldn't have dreamed of a racer quite kitted out like this. His custom touches were a highlight of the pageant concours.

Photo: Phil Torode.

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**Cabriolet time:** Laury Thilleman in her first Miss France photo shoot with a Peugeot 404. Her picture was displayed across two pages in Paris Match compared with one page for former president Jacques Chirac and his Peugeot 403.



# Renewals & reminiscing

Ross Berghofer

THE HUNTER VALLEY Euro Motorfest was a perfect day after heavy rain. The threat of more rain seemed to keep numbers down on past years. Our club donated a bottle of French red wine to the raffle. It was won by a member of the Rover car club, who took it on holidays to drink.

Another fantastic Pugalong is over. I travelled with the group over dozens of kilometres of gravel roads.

It seems the tour leader, Neville Summerill, has a distinct liking for them and I can understand his reasoning.

They provide access to some of the best scenery. We saw fantastic countryside, brumbies, brumby poo, kangaroos, snow, ice, dams, the Murrumbidgee and Snowy rivers, beaches, the meeting of the Snowy River and the sea, bush scenery, mosquitoes (but no flies), fast running streams, slow running streams and we had lots of fun.

My thanks go to Neville and his assistants: Ted de Lissa and Brian Jubb, for organising the event.

During the trip I presented Neville with his Pugilist Of The Year award and to say he was delighted to receive it would be an understatement.

On the last night of the trip at a Thai restaurant (where we said our farewells) we discovered two Thai virgins – two people who had not had Thai food. They said they enjoyed losing their virginity.

There were four committee members on Pugalong, so we decided to postpone the Club's committee meeting for one week until 18 May.

At the meeting the committee accepted Peter Lubrano's offer to be one of the club's delegates to the NSW section of the Confederation of Motor Sport.

Jim and Pat Brear of Armidale are now managing the North West and New



**Presidential Aid:** With his ultra-reliable 505 wagon in the background, Ross helps nurse Brian Jubb's 403 wagon back to health.

England chapter of the club, after Bill Barry decided his other commitments could not allow him to devote the required time to the chapter.

We thank Bill for his dedication and will present him with a trophy as an appreciation of his work.

The club offers Pat and Jim best wishes for their forthcoming contribution to the chapter.

Please be reminded that it is annual club membership renewal time, with the annual membership fee being \$55.

Payment can be made by cheque, money order or direct transfer to the club's bank account at the National Australia Bank.

The account number is shown on the renewal form as well as on the membership form on the club's website.

## Our June guest speaker

The club's "regular" guest speaker – Ted de Lissa – will be at it again.

He will relive the recent Pugalong to the Snowy Mountains and the Victorian high country with a DVD presentation and commentary.

His presentations are always enjoyable, so come along and bring your friends, for some wonderful memories.



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## OASIS report

Ted de Lissa

Now called Train Works, the refurbished Thirlmere Rail Museum provided 24 OASIS Members with a very interesting guided tour.

We split into two groups and set off in different directions.

The trains are very well displayed and are all under cover. Our guide was a font of knowledge and could tell us where they were made, how many were made, etc., which further added to our enjoyment.

Some of the exhibits were very early engines from the late 1800s and quite a few are still in running order.

The main problem with these older models is their "boiler life" and some had as little as 20 hours left.

We were also treated to a presentation in the form of a hologram, which the staff are still completing. It features a 10 class small engine that was used in the marshalling yards and highlighted various generations of railway men during the Great War. When finished it will be a great attraction.

I would recommend this as a must see destination.

Our next outing will be to Old Government House, in Parramatta Park, on Tuesday 7 June.

Old Government House is Australia's oldest public building. For seven decades it was the "country" residence of the first 10 Governors of the colony, including Governor & Mrs. Macquarie.

Meet at McDonalds, Cnr Woodville & Merrylands Roads, Granville at 9.30am. The luncheon venue to be advised

# Oh3 Weekend 2011

September  
23rd-25th



## 203 & 403 Enthusiasts

You are invited to take part in this weekend based in Bundanoon. Enjoy a Southern Highlands Spectacle through beautiful back roads you and your vehicle will love.

\$360 for 2 people including 2 nights (Friday and Saturday) accommodation at Bundanoon Hotel, with 2 hot breakfasts and 2 three course dinners. All 21 rooms booked. Shared bathroom less expensive. No booking fee.

Contact Sue or Debbie and mention Peugeot Car Club NSW  
Phone. 4883 6005 Email. info@bundanoonhotel.com.au

Enquiries Jim Kearns  
Phone. 9874 2100 (9am-5pm) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au



## Gwabegar farm visit 3 — 5 June

Peter Nash

Final instructions for all those who have indicated that they are attending will be sent by email.

Any late comers must contact me by Wed 1 June.

Those attending will be able to sleep in the woolshed or their tents or campers/caravans.

You will need all your food/drink for the weekend, a folding chair and table if possible.

I suggest a jerrycan of fuel (20 litre) would be appropriate as we are fairly remote, (with the nearest fuel 30-50km away) and fill up at Coonabarabran or Baradine on the way in.

It will be cold at night so be prepared, but fine and sunny during the day. The farm has not had much rain since Xmas.

My contact details are mob:0409125165 or peter@nashgroup.com.au

## Yulefest Weekend 18-19 June

Brian Jubb

OUR YULEFEST WEEKEND in Mount Victoria is fast approaching, with ten couples booked.

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.

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, 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, Paramatta 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, Paramatta RSL, 8pm.

### Sunday, 14 August

Motorkhana round 5, Nirimba TAFE.

### Sunday, 21 August

Shannons Eastern Creek Classic

### Wednesday, 7 September

Club Meeting, Five Dock. 8pm sharp.

### Saturday, 10 September

Georges Heights Walk, with Harbour views.

### Wednesday, 14 September

Committee Meeting, Paramatta RSL, 8pm.

### 24-25 September

Oh 3 Weekend, Southern Highlands.



### Helen Louran

It's that time again when we start to think about polishing those Helmets to get ready for another great Track Day at Marulan on Saturday, 29 of October... "YIPPEE..."

Yes, those of you who came last year know very well what I'm talking about!!!

Now, here are the relevant details from our illustrious Liaison Officer — Mr Peter Lubrano...

That's all from me folks, until next months issue

PINKY 206cc

### Peter Lubrano

**T**he third annual training and track day at the Marulan Driver Training Centre (MDTC) will be on Saturday 29 October.

The event will start at 8:15 am to check or finish documentation, complete registration and hire helmets (\$20) if required.

Even if you do not intend to drive on the track, come anyway and make a social day of it. Come and watch the action, bring a picnic lunch or dine at the cafe. Bring the family with you for a spectacular day out.

At registration, drivers can nominate or be guided to the grouping that best suits their experience and comfort level.

The usual groups are:-

1. Beginner – no experience on track
2. Junior – under 17 but without a full road license
3. Intermediate 1 – little experience on track
4. Intermediate 2 – some track experience and training
5. Female – restricted to women if sufficient entries
6. Advanced – club competition level and above

The day starts with a short briefing followed by a familiarisation walk around the 1.1km track to point out recommended driving lines and gear selections for the corners.

Starting with group 1 straight after the track walk, groups begin their runs which last about 12 minutes (10 laps) and keep cycling continu-

# On track for our third Track Day

ously through each successive group.

The day finishes at about 4pm.

The same car can be driven by another driver when entered in a different group. The cost is \$110 per driver. For a \$50 charge, MDTC will register non-drivers to passenger with instructors or experienced track drivers.

There will be two MDTC track driving instructors to give in-car training. The three participating clubs will each have at least one experienced track driver available for guidance where requested.

MDTC is user friendly, having a trackside café with indoor and outdoor areas, good toilet



facilities and accessible, up close spectating positions.

We aim to limit track capacity for the day to 42 drivers.

Initial allocations are Peugeot club 16, HSRCA 16 and Renault club 10.

To ensure a reservation, send your \$30 deposit per driver together with your contact details to Helen Louran at Peugeot Car Club of NSW, PO Box 404, Gladesville, NSW, 1675. The entry deposits are needed so that the Peugeot club can pay for the MDTC track reservation charge.

Any of the club allocations not filled by 1 August will be offered on a 'first in best dressed' basis. Final payments for reserved club allocations of \$80 will be due by 1 October 2011.

All club members, and by association their

extended families, are invited. Women and particularly young people with at least provisional road licences are encouraged and welcome to attend.

Although MDTC excludes open wheeler racers, all other cars are suitable, provided they meet your club representative's safety check on the day and do not exceed 85dBA noise level which is measured and monitored at the track.

MDTC is owned and run by Garry and Natalie Wilmington and is about 175 km from Sydney and 120 km from Canberra.

For an 8:15 am start on the Saturday, it is convenient to stay near the track.

Accommodation is available on the Friday and/or Saturday night ten minutes away from MDTC at the new Ali's Motel just off the highway at Marulan.

The motel is six months old, has 21 rooms (with a range of room types) and a licensed restaurant/tavern.

[www.alismotel.com.au](http://www.alismotel.com.au)

Mick, the owner, is prepared to make a package deal if our track day group takes five or more rooms and a better package for more than ten rooms. Open parking for about seven cars with attached trailers can be arranged.

The package rates are being negotiated. The nearest option for Sydneysiders, the Bundanoon Hotel, is booked out that weekend. The alternative, Goulburn, is 25km south of Marulan.

If you want further details about the track day or accommodation, contact Peter Lubrano, mob 0405 991 336, fax 9974 2123 or your club liaison representative, which for our club is Helen Louran on 9718 0321 or 0413 594 792 or via email: [helenandneale1@optusnet.com.au](mailto:helenandneale1@optusnet.com.au)

MDTC will accept Wakefield or CAMS licences at level 2S (cost is \$103) or above or will issue MDTC licences on the day at a cost of \$30 for 12 months that are valid for use only at Wakefield Park.

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# Brush your poodle and polish your Pug for July 17



You don't have to be a top dog. Just bring your Peugeot, enjoy the great display and catch up with our friendly French car enthusiasts at this popular central venue.

**ALL FRENCH CAR DAY AT SILVERWATER PARK**



**T**HE 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 Ulverstone Tas, whereas Canberra hosted 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 generally 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 tour will be Canada in September (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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• Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 30 June

## Who are ya gonna call?

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# Peugeot handles the April bump

Peter Wilson

In April, Australian sales of Peugeots hit a pothole on the marque's road to recovery.

After three months of steady increases in new car registrations, the April total fell 6 per cent to 454 Peugeots compared with April 2010's 483.

The month is usually, in rally terms, the vehicle industry's horror section and in a climate of lower retail sales and economic caution, there were many casualties.

Industry sales were down 21 per cent on March, according to official statistics.

While the recent Easter brought an extended holiday for many people, the number of selling days was the same as in April 2010 and national vehicle sales of 74,214 units were down 7,187 units or 8.8 per cent.

Everything fell – passenger vehicles down 11.9 per cent, the seemingly unstoppable sports utility vehicle sector down 5.6 per cent, light commercials 3 per cent and heavy vehicles down 8.5 per cent.

The year-to-date total of 322,678 vehicles was down 10,550 units or 3.2 per cent.

In this contest, the reaction from Peugeot Automobiles Australia was cheerful. Just as Peugeots are built to handle the bumps, the importer knows well the volatility of the market.

"Not a bad month for Peugeot with sales up by 0.2 per cent overall," spokeswoman Kirin Tipping emailed.

It was a slim margin to talk up – in the first four months, 1,794 new Peugeots were registered, compared with 1,788 in the same months of 2010, according to the VFACTS report.

However, the fact remains that Peugeot, while waiting on model upgrades and the 508

to fill the 407/607 gap in its range, is still doing slightly better than the industry trend.

"Again the 207 and 4007 figures were great and these were buoyed further by increases to sales of the 3008," Kirin said.

"We've got some fantastic retail offers about to be introduced for the End of Financial Year Sale and to push on the sales of 308 range, as we are headed towards the new model."

Sure enough, on the next Saturday, in pole position on the front of the Sydney Morning Herald motoring section was a half-page ad for the 308 Sportium hatch and Touring packages with another \$500 knocked off recent driveaway prices.

The concentration of marketing on the Sportium packages has revived volumes for



the same as the previous April, while the 18 307CCs were down on the 44 in the best month of 2010.

The RCZ was steady at 32 – the factory allocation is 30 a month – and there are now 117 on the road. It has been interesting to see an optioned demonstrator advertised at more than the base driveaway price.

The reduced price of the 4007 since the SUV bottomed at seven registrations in January has continued to attract buyers. The peak of 95 units in March was followed by 60 units in April, almost twice the 32 of the previous April.

The commercials moved quietly, with five Experts and eight Partners in March.

The absence of a 407 replacement may have helped the other French brands improve their figures for equivalents.

Citroën registrations were bumped up to 122 in April (91 the previous April), helped by 32 C5s (16) and 46 C4s (44). However, it year-to-date was down to 416 from 466.

Renault improved to 208 (205), which included 72 Meganas (11), 32 Fluence and nine Latitudes, and although its Korean Koleos was down to 34 (134), it improved its year-to-date to 784 from the 665 in the same period of 2010.

Despite supply problems affecting its volumes, Toyota continued to lead the Australian market with 13,683 vehicles on the road in April (16,697) and a 19 per cent share, ahead of Holden and Mazda.

The drive for economy and swing to smaller cars has seen a shake-up in Australia's most popular models.



Restyled 308 almost here.

the 207 to an average of 120 units a month this year, which is more in line with sales in its earlier years, though April at 107 units was slightly down and 41 less than in March.

Applied to the 308, the Sportium factor has strengthened sales of the model that struck a bad patch last year in its third year on the market.

April registrations of 141 308s were down on the 238 the previous April but up on this year's 308 monthly average of 120.

Add in 60 sales this April of the niche alternative 3008 and the result is close.

Introduced early in 2008, the technically superior 308 has not matched the earlier 307 in volumes. So far, 9,748 308s have been sold, with a top year of 3,346 in 2009 and a top month of 456 that June.

The further reduction in price is aimed at running out stocks of the open mouthed 308s before the new grille model becomes available in August.

The tactic worked with the runout of 307s, with a record 577 sales in June 2007 before the 308 arrived, and the sale of a further 1,150 307s alongside the 308 for more than a year.

In the sports category, the flitops remained popular. Another 23 207CCs went on the road,

2011 Peugeot Sales

Model	Jan	Feb	Mar	Apr	YTD
207	116	110	148	107	481
207 CC	21	48	21	23	113
308	76	113	160	141	490
308 CC	16	17	14	18	65
3008	38	84	65	60	247
RCZ	20	38	27	32	117
407	39	1	0	0	40
4007	7	36	95	60	198
Partner	7	3	8	8	26
Expert	2	0	7	5	14
<b>Month</b>	<b>342</b>	<b>450</b>	<b>545</b>	<b>454</b>	<b>1791</b>
2010	422	400	483	483	1788

Most popular models 2011

	Model	YTD sales	Change
1	Mazda3	14,203	+7.2
2	Commodore	13,719	-5.6
3	Corolla	12,170	+0.3
4	Cruze	10,028	+12.3
5	Hyundai i30	9,236	-17.5
6	Getz	6,803	-11.6
7	Lancer	6,448	-16.9
8	Falcon	5,905	-47.3
9	Camry (4 cyl)	5,806	-18.6
10	Yaris	5,794	-21.5
11	Golf	4,396	-4.8
12	Ford Fiesta	4,710	+10.7



# A great Easter spell in Canberra



**Pictures:** Derek Flannery, Paul Watson, Phil Torode, Andrew Park & Rob Turner



**Modern classics:** Laurie & Donna Kerr's '88 GTi and '95 Classic



## Peter Wilson

**T**HERE'S SOMETHING magic about a Canberra Peugeot Easter Pageant.

This time the wizards from a small club staging a major national event conjured up great weather; the nights may have been cold but the sun shone day after day for us while the Sydney region was being drenched right through the extended holiday.

There were a lot of surprises in store.

The dry spell that evaporated the mysterious Lake George for the previous pageant in the neighbourhood had been reversed and the southern part was under water again.

And there were so many appearances or disappearances that the venue, north of the border, could have been called Lake Canberra.

For instance, I met some unfamiliar Canberra members at the concours, exchanged Peugeot talk and then they vanished. No sign of them at the dinners.

A whole lot of young people turned up, displayed their cars at the concours and drove them in the motorkhana. Then, as the Wizard of Id says, Poof! They disappeared, too.

Yes, snap, this time Canberra offered a motorkhana in addition to its novel driving skills display.

The Victorian contingent had not only insisted on the event, but they organised it, even down to sponsorship from Shannons and it attracted about 20 starters to a paddock next to the greyhound track.

Later, Phil Torode lobbied our president Ross Berghofer to stage a motorkhana when our club hosts the 2012 pageant at Young and offered to run it.



The saddest disappearance was of the Napoleonic bicombe that made Canberra president Brad Pillans such a distinguished and authoritative tall figure.

He couldn't get the hat because someone had cast a vanishing spell on the national capital's theatrical hire shop.

However, the earth sciences professor, whose research field trips yield many interesting presidential reports, has the height to stand out in most crowds.

A welcome appearance at the awards dinner was an abundant range of delicious Mt Majura wines where, mercifully, the presentations were kept short and there was more time for talking.

The drive to Canberra took longer than I've taken since the 1970s, with a jam past Campbelltown approaching roadworks and then a multiple smash which eventually was cleared to squeeze three lanes into one. I drove a long way in first gear on idle.

The accident seemed an inevitable result of tailgating. One of the vehicles was towing a Holden to an EH rally in Canberra.

It says something about the practicality of the models going to their events that most EHs were hauled while the old Peugeots were driven.

There was an exception; Queenslanders Peter and Carol Wilson once again towed their 205 Si behind their motor home to a pageant.

There were so many gleaming modified Peugeots next to standard Pugs in the concours on Saturday that there could almost have been a separate customised and hotrod class.

John Marriott's magnificent class winning 604 boasted a 3.0-litre Douvrin V6 cleverly turned from east-west to north-south, Keith Bridge's two-tone 203 racer had many cosmetic frills, including bonnet louvres and the additional safety of a dual line brake system, Richard Marken's luxurious 605 ute was fitted with a mightier throttle body and the 205s ...

The 205s were there in remarkable abundance and several had Mi16 engines. These days most 203s have a 403 engine and it's hard to tell. Lift the bonnet on the hotter hot hatch and the different appearance lets the secret out.

"Why would anyone bother?" someone asked. "They were pretty quick with the standard equipment." The owners would no doubt explain that the later equipment is better because it's even quicker.

With Peugeot being his career as well as his passion, Victorian president Murray Knight had the politically correct FOUR-04 plates on his sedan.

Victorian scribe Paul Watson could not wait to snap the front of a 405 Mi16 with its VFY505 plate and Rob Turner's gleaming 2007 Peugeot 307 with its RT-306 plate to add to a Victorian magazine series on inappropriate plates.

Rob explained that he kept the plates from his 306 XT when he sold it to Neil Sperring from Canberra because he couldn't get RT-307. His new car, parked next to Neil's, beat the 605 ute to win its class while Neil's car came sixth.

Bert Houtepen, who was sprung on the front page of his local paper with a 2CV in his living room, brought his 404 trayside ute that had the cryptic plate BIJOU. It can't be how he pronounces the name of the marque; it must be how he feels about it because Mr Oxford says the word is Breton for a gem.







Trainspotting at Bungendore



John Bower & Ian Brock



Kora Lisett's 203



A brace of rampant lions in Braidwood

The Canberra dealer displayed an RCZ.

Graham Mackney with a 308 turned out to have been a NSW member before he went to Lennox Head and joined the Queensland club. He used to go to club meetings with the late Roy McPhee and had bought eight of his 16 Peugeots from him.

The concours was held in a paddock below the Majura winery and there were so many interesting cars to see that there wasn't a procession of people to the tasting room.

Jenifer and Max Robins were the sole South Australians present and were busy buying Peugeot shirts from Ted de Lissa's merchandise stand.

Ted has become a great asset to our club and at different events in April found a market for over \$1,000 worth of merchandise.

In the afternoon it was time for the battle of the motorkhana aces, with heavyweight Robert Rigg visiting for the day to add strength to NSW representation against Victorian stalwart Phil Torode.

It turned out Geoff Boyd trumped them in his yellow 203 and a sports set-up with a dust-storming virtuoso performance.

Robert was pretty impressive and would have had it in the bag except for a wrong direction in the final test.

Phil, with the advantage of being last on swept grass, might have beaten him but as an organiser forgot to do a test while setting out the next one.

There were 24 entrants.

Dennis Barber and his partner Dee both competed in his lovely 504 and as Dee sped around the flags, someone shouted enviously to Dennis: "You're lucky – you have a lady who drives in a motorkhana."

He didn't know half of it. Dee is a motorbike instructor and accompanied Dennis on a BMW on a recent bike tour of US national parks. Next time, they're saddling up for Alaska.

Dennis said he is reducing what was his huge fleet of rescued Peugeots.

Another car accumulator, Laurie Stewart



reported that he and Karen had acquired a great one-owner Peugeot. He was questioned over several weeks before that owner decided the car was going to a good home.

A light-hearted driving skills competition at the same venue made such a wide demand of entrants that only two, Neil Sperring and Andrew Parr, won two events, but were trumped by Graeme Cosier on points with one first and three thirds.

They did reversi, tight squeeze, open sesame, on a roll, horny dipstick, back up, spanner trouble, tool time and missing hubcap. Some were very close; in the reversi, Neil Sperring beat Anne Cosier by a centimetre.

On Sunday, we followed a zigzag of country roads mapped out by Peter Rees and Sue along with cryptic pointers to clues at points stated in tenths of kilometres. That was nice but sure caught out backtrackers and those with miles on the clock.

Amazingly, most folk tuned into his quirky questions and the results scored at Braidwood were very close.

After lunch in the park some checked the few Peugeots in the model shop (where there would have been more if he'd been warned the club was coming), some checked a 203 in the town and Paul Watson found a Peugeot coffee grinder for \$495 in an antique shop.

It was my luck to have in the car an eccentric who declared he had always wanted to visit Jinglemoney and we should go there because it was in the neighbourhood.

We didn't have a map or a sign post, just his hunch that it should be "down that road".

Long after the seal had given way to dirt, we stopped and asked a visitor leaving a farm but he didn't know either.

Further on, the dirt gave way to a fire track through a state forest and after a nasty sounding bump in a washout we turned back. My sump guard had been left at home to improve the intercooling.

It turned out that Jinglemoney station had long gone but there was a Jinglemoney Road further to the east.

We were late booking for the pageant and had overflow accommodation in a Queanbeyan motel where Tom and Grace Walker were also staying. It was a quick good back road away but it meant we clocked up an additional 200 km and a couple of breath tests.

Monday was Anzac Day and some brave pageanteers rose early to get the bus from Civic to attend the Dawn Service at the War Memorial.

Much later, David Bean was about to attack his farewell breakfast eggs on Monday when Kay Marken hauled him away for a ride in the unique 605 ute.

Richard, who once designed multi-million dollar earthmoving equipment for miners, enjoys the puzzled looks he gets from people who think they know their cars.

A quick spin and David was very impressed, remarking on the standard of workmanship and finish, the sheer luxury of the cabin and the smoothness and power of the engine in a work-horse built to take trail bikes to events.

As we headed for wet Sydney, we realised it had been great to catch up with so many Peugeot friends again, see the evolving range of cars and enjoy such good weather.



**Above:** Paul Watson discovered this coffee grinder in a Braidwood antique shop.



**Right:** Helen is given a special fitting of the Phil Torode vest.

## Concours results

Judges' Choice RWD			Judges' Choice FWD		
1	1977 604	John Marriott	1	2007 307 XSE	Rob Turner
2	1966 404 cabriolet	Alan Horsley	2	1994 605 ute	Richard Marken
3	1960 403 wagon	Brian Jubb	3	2003 206 CC	Helen Louran
4	1967 404 sedan	Gavin Pitt-Ware	4	1995 205 GTi	Donna Kerr
5	1955 203 sedan	Kora Lissett	5	1988 205 GTi	Laurie Kerr
6	1972 504 cabriolet	Ian Barges	6	1994 306 XT	Neil Sperring



Vic President Murray Knight

ACT president Brad Pillans

...and our very own Ross Berghofer



# Pugalong 2011 — an adventure

## Ted de Lissa

**D**ESPITE THE need to alter the course routes because of road closures and deteriorating conditions, Pug Along presented by “Pugger Buggers 3” was a great success and once again, full credit goes to Neville Summerill.

We traversed some beautiful countryside and viewed spectacular scenery. Ten Pugs carrying 18 passengers completed the trip with virtually no problems.

The starting point was Cooma and it is

estimated that we covered approximately 3,000 km.

## Day 1

Day one saw us depart Cooma after a briefing by Neville. We stopped at the Southern Cloud Monument that commemorates the fatal crash of the Avro 618 Ten on the 21st March, 1931.

The fate of the aircraft remained a mystery for 27 years until workers on the Snowy Mountains Scheme discovered it on 25th October 1958.

Nimmitabel was our next destination, via the Tom Grogan Road and on through the back-country to Brown Mountain.

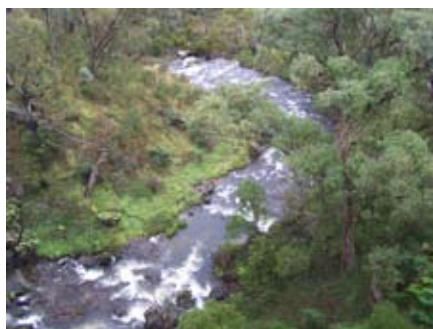
We stopped at the Fred Piper Memorial lookout. Fred Piper was a Cooma - Bega passenger service driver for 28 years and he died of a heart attack in 1947 while digging a path for his bus through a snowdrift on the Snowy Mountains Highway.

We headed down Brown Mountain for lunch at the Bega Cheese Factory. After a pleasant lunch break we crossed over the Doctor Gorge.

On the way we stopped to photograph a

Photos: Ted de Lissa & Con Engel





large python that was crawling across the road. Brian Ward just about shook hands with it. Onya Brian!!!! From here we moved on to Bermagui, Narooma and Moruya Heads.

## Day 2

We left at 8.30am and travelled up the Araluen Road into the Deua National Park where we had morning tea. The scenic Araluen Valley led us up and over the Dividing Range.

Stopping at Clarke's Lookout to admire the view, Neville explained that this was the spot where the bush ranger Clarke regularly robbed the local Stage Coach.

We went down the other side into Captains Flat for lunch, where it tried very hard to snow and freeze us all.

After lunch we looked at the Old Mine site above the town and read the history of mining in the region.

Over some rough roads of the Tinderry Mountain region we found ourselves in the Michelago Valley and township for a short "pit stop" opposite the railway station.

We were soon on our way to Bredbo, where we had afternoon tea and met up with Ross and Con. Finally, we made our way into Adaminaby for 504 and a roast dinner at our motel.

## Day 3

We drove out to look at Lake Adaminaby then on to the Snowy Mountains Hwy to Providence Portal.

At this site, a tunnel through the mountain carries water out of the Murrumbidgee river and channels it into the Murray river.

We lined up the cars for a photo shoot, before heading back onto the hwy —turning onto Tantangara road, where we encountered ice on the side of the road.

We went on to Tantangara Lake and Dam for morning tea. Afterwards we drove on to Currango Cottage, an old miner's house.

Just before here Ross noticed that Brian Jubb's rear tyre was going down. After changing it we proceeded on.

A stop to inspect the miner's cottage saw us then into the Yarrangobilly Caves Park for lunch.

Some visited the thermal pool and others drove over the mountain loop to the lookout.

We headed back onto the Snowy Mountains Highway for a short distance then turned onto the Cabramurra – Kiandra Link Road. A brief look at Three Mile Dam was enjoyed before crossing over the very steep mountainside and down past the Tumut 2 underground Power Station.

At this site it is said that the hill opposite the roadway is where the Man from Snowy River rode to fame.

We drove on to O'Hares camping area for a pit stop and then on to Tumbarumba for our overnight stop, where Brian had his rear tyre puncture repaired.

## Day 4

When we were ready to leave we discovered that Brian had suffered yet another puncture, which necessitated a return visit to The Tumbarumba Tyre Service.

We eventually got away at 9.00am and drove out to Paddy's River Falls, which had plenty of water flowing due to rain on the previous days.





After Paddy's River Falls we stopped at the other Southern Cloud Memorial from where you can see the mountain range where the wreckage was found.

Moving on through Tintaldra we found Walwa — where we had morning tea.

Bluff Falls and Lookout were next and once again there was plenty of water over the falls.

Cudgewa was our lunch stop and after satisfying our hunger we started out toward Corryong, only to find out that the bridge over the Gibbo River was closed for repairs between 8.00am and 5.00pm.

We decided to spend some time in Corryong, with some looking around the town and some going to the Man From Snowy River Museum.

A decision was made to press on and we crossed over the mountains through snow and ice.

It was picturesque driving in the snow and we finally made it to the bridge — to find nobody on duty.

Carrying on to Omeo, Nigel hit a small wallaby, with only slight damage to the rally car.

## Day 5

The morning was very cold in Omeo and after a walk around the town we departed and went on to the Blowhard Lookout to view the Omeo Plains and the township of Benambra.

The group drove on to an historic monument to the Pendergast Family, who pioneered the area in 1835.

Also visible was McFarland's Lookout, which we viewed while having a tea and pit stop.

Next on the list was a drive to the Alpine National Park, where we encountered more snow and ice when climbing over the mountain range south of Cobberas and down the Rams Horn Track.

The conditions were worsening and Brian Ward's 504 slipped off the road and needed chains to extract it back on to the road. Good job these Victorians are on the job!

Graeme Foster needed a push as the 405 front wheel drive was having difficulties getting traction.

Finally we overcame our problems and arrived at Buchan for afternoon tea. From there it was a lovely Peugeot enthusiast's drive over the 59km of good road through the countryside into Orbost.

## Day 6

We started the morning shopping for food for that night and the next day's breakfast at Bondi Forest Lodge.

Brian Ward took the lead as he had good knowledge of the area we were to visit.

We drove out through Marlo and the Marlo Plains and down to the Brodribb River to look at the PS Curlip, a replica of an 1890 paddle wheeler of the same name.

The Brodribb River runs into the Snowy River a mile down stream from here.

Further on we stopped at the coast to see where the "Snowy meets the Sea" at Cape Conran.

We indulged in morning tea and then drove on through the forest to the Bemm River. A brief stop was had before moving on to a picnic spot in the Lind National Park.

Brian Ward and Steve Tulloch left us here to return home.







From the Park we climbed up the Club Terrace Road, (the old Princes Highway) and through the pine forests to Bondi Forest Lodge.

This proved to be an enjoyable night with us all cooking, laughing, looking at photos and generally enjoying ourselves.

### Day 7

We woke to a brisk morning and had breakfast in the common room with the fire warming us up.

9.00am saw us packed up and heading out to Bendoc, Bonang and on to Delegate for morning tea. It was very cold and windy but — once again — lovely near the fire.

As we were only a few kilometres from Bombala, Neville decided to leave us rather than drive the 100 or so kilometres into Jindabyne.

At this time we presented him with a “BUGGER” number plate and thanked him for another fabulous “Pugger Bugger” trip.

After saying our farewells we drove on down the Barry Way and into Jindabyne. That evening we dined at the Thai Restaurant at the Park and said our final goodbyes.

We had organised two contests, “Longest Distance Travelled” and a “Scrambled Word” game.

The winners were Roslyn & Don Pearson for the longest distance travelled and Jeanette & Graeme Foster for scrambled words.

On behalf of Neville and Brian, I hope everyone enjoyed the trip as much as I did.



Neville Summerill and Ted De Lissa are members of the 'Pugger Buggers', a group of people who were travelling through the town last weekend from Cooma to Jindabyne. They are proud to be driving the second oldest 1961 Peugeot in New South Wales along all the dirt tracks and staying off the main roads. 578-4

Ted writes: This photo appeared in the Snowy River Mail on Wednesday 8th May. We were parked outside their office in Orbost when the reporter came out and asked if she could interview us and take the snap. I was surprised that Neville agreed but he is always looking for publicity for Peugeots.





# Autumn Wander

Ian Reeve

**T**HE CHAPTER members, with a generous attendance of club members from further afield, gathered for lunch at the Banalasta Visitor Centre on Saturday afternoon, 30 April. Participants came from SE Qld (10), the Hunter Valley (4), Werris Creek (3), Narrabri (2) and the Armidale district (4).

Banalasta is a winery and eucalyptus and lavender plantation and distillery near Bendemeer. While some participants sampled the wines on offer, the others were conducted through the distillery, prior to lunch in the Visitor Centre amid the scents of the eucalyptus and lavender products on sale.

After gathering in the car park to admire some of the more exotic Peugeots in attendance, including Chris Bengston's recently completed 405 Mi16 diesel conversion, the Marken's 605 ute and Andrew Park's 504 coupé, we headed up the New England Highway to Uralla, and then out to Gostwyck Chapel.

This private chapel belongs to Gostwyck Station, which is one of the oldest grazing properties on New England. The chapel is surrounded by oaks and avenues of elms which, with their colours in Autumn, make it a popular spot for photographers.

Fortunately, we arrived during a lull, and were able to line all the cars up in the prime location. After some Peugeot photography and strolling around absorbing the "English village" atmosphere, we left the location to the next wave of photographers who were patiently waiting behind their tripods for us to move on.

The next stage took us over some gravel roads to Dangars Falls, where Salisbury Waters drops into one of New England's eastern

gorges.

With black clouds massing in the east and the temperature dropping, the Falls received a fairly cursory inspection, before the group moved on to the University of New England in Armidale.

Here, we were able to walk around the grounds of the magnificent old Booloominbah homestead, a grand three storey home built by the White Family in the 19th century and donated to be a college of Sydney University.

Dinner on Saturday night was at Rafter's



Booloominbah Homestead in Armidale

Restaurant in Guyra – an excellent meal that many felt was far better than one might expect



from first impressions of the town of Guyra.

The dinner also marked the passing of the



coordinator's duties from Bill Barry, who was the founder and driving force behind the NE/NW Chapter, to Jim and Pat Brear. Bill's contribution to the Chapter has been greatly appreciated.

The participants gathered again at 8:30am outside the restaurant on a chilly Guyra morning, before the 30km drive to the property of "Glenroy" on the Ward's Mistake Road.

Tucked away at the end of a 3km driveway that some of the lower slung Peugeots found somewhat challenging, is one of the Guyra district's best kept secrets. Father and son, Michael and Evan Miller somehow manage to find the time to run a large sheep and cattle property, maintain a beautiful 2.5 hectare garden and assemble the largest collection of working antique stationary engines in New England.

Participants seemed to divide themselves between the gardens and the machinery collection along gender lines, but mid-morning the two contingents came together for morning tea and a presentation to Michael and Evan.

Reluctantly leaving "Glenroy", we continued to Ward's Mistake, leaving the bitumen as we passed the imposing gateway and giant pergola belonging to New England's own software millionaire, Boyd Munro.

From here it was some 30km on gravel roads just made for drivers to test out the excellent handling qualities of the marque.

After passing through the localities of Kookabookra, Moggs Swamp and Pinkett, we got to Glen Innes for lunch at the Great Central Hotel, followed by the parting of the ways, with some setting out for home and others taking in the tail end of the Celtic Festival.





# Euro Motor Fest 2011

Ted de Lissa

**F**OLLOWING A week of inclement weather, The Hunter MG Car Club inspected Lambton Park, consulted the "Rain Gods" and decided to go ahead with the event.

In hindsight this was a great decision as the day turned out to be warm and sunny and just shy of 200 cars were on display.

Along with a good spectator roll up, a successful day was ensured.

A total of eight Peugeots were in attendance and the Club banner was proudly displayed.

They included Ross's 505 Wagon, Don Pearson in the 407, Doug Smith in the 505, John Hunt in his immaculate 505 GTi Executive, and yours truly in Lucille.

Gary Chamberlain and his partner Sophie also joined us in their restored 404, as did Geoff Lawley in his 308 and Lloyd Prike in his 407.

A vast array of vehicles of all makes and marques were on display with trophies being awarded to People's Choice and Best Club Display.

The Club donated a bottle of French wine, which was added to the Raffle prizes.

**Photos: Ted de Lissa**





# Corsica joy for Neuville



Thierry Neuville has claimed his maiden victory in the Intercontinental Rally Challenge after winning the Tour de Corse, which finished in Ajaccio on 14 May.

**C**o-driven by Nicolas Gilsoul in a Team Peugeot Belgium-Luxembourg 207 Super 2000, Neuville belied his 22 years to triumph on one of the world's most legendary and demanding events, billed locally as the Return of the Myth.

In the process he becomes the youngest winner in the five-year history of the IRC, beating the record set by Anton Alen, who was 24 when he won Rally Russia in 2007.

Neuville started day three, the longest of the

asphalt rally at 138.44 kilometres, with an overnight advantage of 23.4s. Although he dropped precious seconds on the opening stage after reporting a slight lack of handling precision due to his decision to carry two spare tyres, he hit back with the fastest time on the next three sun-baked stages, which was enough to put him out of reach of the chasing pack.

Jan Kopecký narrowed Neuville's lead to 14.5s after winning Saturday's first stage, by making the most of the smoother and wider

roads on day three, as well as benefitting from changes to his car's rear differential settings and overall balance. Although he posted a series of top two stage times thereafter he wasn't able to dislodge Neuville from first place and took the runner-up spot for the second rally in a row in his Škoda Motorsport Fabia S2000.

Freddy Loix finished third in his BFO Škoda Rally Team Fabia to move five points clear in the race for the IRC drivers' title. However, the Belgian conceded that he didn't have the "right feeling" with his car to challenge for a seventh



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IRC career victory.

In fact Loix had trailed Andreas Mikkelsen in fourth place, only for the young Norwegian to pick up a front-right puncture on stage 12 and drop more than three minutes after delays replacing the damaged tyre, which promoted Loix to third as a result.

Mikkelsen, whose Škoda UK Motorsport mechanics had completed an extensive overhaul of his Fabia at midday service including fitting a replacement gearbox, driveshafts, propshaft and steering following a torque link bolt failure on stage 10, was on course for his first podium of 2011 had he not hit trouble.

"I've never been so disappointed on a rally as I am now," said the 21-year-old, who eventu-

Pierre Campana set the second fastest time on Saturday's opening test in his Munaretto Peugeot. But after losing ground on the next stage with an intercom glitch, the Corsican elected to focus on preserving a strong finish on his home rally, rather than risk going off the road on his first appearance in the IRC in a Super 2000 car. However, a front-right puncture five kilometres into the final stage looked to have scuppered those hopes. But with Bouffier crashing, Campana was able to clinch a hugely impressive fourth.

Frenchman Julien Maurin over-

came brake and tyre wear problems to secure his first IRC points aboard his M-Sport Ford Fiesta S2000 in a strong seventh overall. Brake problems also slowed Bruno Magalhães on day two but

the Peugeot Sport Portugal ace was able to improve his confidence behind the wheel as the event progressed to clinch a solid fifth.

Finn Toni Gardemeister, in a TGS Worldwide Škoda Fabia, scored points for the third event running in eighth, having spent much of the event experimenting with different set-up options. The Finn had to limp through the final stage with a broken gearbox. Patrik Sandell took ninth on his IRC debut with Škoda Sweden with Corsican Jean-Mathieu Leandri fighting back from a front-right puncture on stage nine to clinch the final point.



Sandell, a favourite for a podium finish before the start, was never able to find an optimum set-up although his efforts weren't helped by a broken rear differential on Saturday morning. He also admitted to struggling to adapt to the tight and twisty Corsican stages. He started the final day in 11th but snatched two championship points.

Toshi Arai brought Subaru's R4-specification Impreza to the finish in 13th overall on its first competitive outing. Florian Gonon landed IRC Production Cup honours in his N4 Impreza with Corsican Pierre-Antoine Guglielmi winning the IRC 2WD Cup in a Clio R3.

Guy Wilks slid off the road from third overall on Saturday's second stage, where the Peugeot UK driver remained stranded. Saudi Arabian Yazeed Al Rajhi, in a Kronos Racing 207, finished an encouraging 14th on only his third asphalt rally.

— from IRCSeries.com

#### Drivers' standings:

1. Loix 45 points
2. Neuville 40
3. Kopecký 40
4. Hänninen 33
5. Bouffier 31
6. Wilks 25

#### Manufacturers' standings:

1. Škoda 106 points
2. Peugeot 104
3. Subaru 32
4. Ford 23
5. Proton 16
6. Honda 9

ally took sixth place by winning the event-closing special stage. "We were taking the same lines as before and driving at the same speed. Suddenly I could feel there was no air in the front-right tyre [even though] we hadn't hit anything."

Peugeot France's Bryan Bouffier, who briefly led on Friday morning only to drop back with a puncture, began the final day in sixth overall but fought his way to fourth with a succession of impressive stage times. However, his challenge came unstuck when he crashed out on the final stage.

#### 2011 Tour de Corse – final positions:

1. Neuville/Gilsoul, Peugeot 207 S2000, 3h20m51s
2. Kopecký/Stary, Škoda Fabia S2000, +15.5s
3. Loix/Miclotte, Škoda Fabia S2000, +1m2.6
4. Campana/De Castelli, Peugeot 207 S2000, +3m59.1s
5. Magalhães/Grave, Peugeot 207 S2000, +4m28.2s
6. Mikkelsen/Floene, Škoda Fabia S2000, +4m30.1s





# Peugeots dominate in Spa clash



Audi one-two-three: The new Audi R18s dominated in practice and led at the start of the race.

## Giles Richards

**T**HINGS TURNED OUT unexpectedly when Audi's new R18s made their racing debut against Peugeot's new 908s at Spa.

Popularly viewed as the overture to the Le Mans 24, Spa's 1,000 km race is the final chance for teams to run competitively for six hours before the big one at La Sarthe in June.

However, on Saturday, 7 May no one in the Ardennes mountains was underestimating the potential significance of the race on this historic circuit as the big-hitters of endurance racing went head-to-head in brand new cars for the first time since 2007.

The first 1,000km at Spa was held in 1966 and this year the race also forms the second round of the Intercontinental Le Mans Cup, the endurance racing series that resembles a sports car world championship in all but name.

In March, last year's iteration of the Peugeot 908 run by the Oreca team won the first round

at Sebring and, while the manufacturer did run its new works 908 in Florida, Audi used Sebring to bid farewell to its older R15 model.

Audi did, however, bring its new R18 to Spa for its first outing against the Peugeots. There is a quiet, not unfriendly intensity between these two teams, fuelled by a determination to win that is only heightened when new hardware meets on the track, a fact reflected in the larger than average crowd of 35,000 basking in uncharacteristically glorious sunshine.

Audi's R18 – the first time the team have run a closed-cockpit coupe since 1999's R8C – dominated practice on Thursday, somewhat ominously as cars that are quick out of the box tend to become only faster with development.

Peugeot's Frank Montagny acknowledged the competition with a backhanded compliment: "I was surprised," he said. "It's strange because the car does not look fast. It looks fat, not like the Peugeot. It's as if we're racing in two different categories."

The following day's qualifying seemed only

to confirm his "fat but fast" analysis, with Audi taking the front three places on the grid, albeit with all the Peugeots failing to put in fully competitive laps after the session was red-flagged with six minutes to go because of an accident.

It left the two rivals far from head-to-head at the start of Saturday's race with the French team starting from the 13th, 18th and 49th positions on the grid of a 53-car field.

It was a daunting position but proved to be the base from which Peugeot pulled off a dominant performance.

Within the first half-hour the leading Peugeots had caught their rivals and were challenging for the front, with race pace clearly better than that of practice.

By the end of the first stint Peugeot's Alexander Wurz had caught and passed André Lotterer in the leading Audi and he was soon joined by both sister cars including that of Montagny, who had started at the back of the grid but superbly worked his way through the traffic, which drivers throughout had acknowledged was extremely difficult to deal with. It was a one-two-three from which they would control the race.

The Audis, despite having secured victories in the opening outings for its previous three prototypes, suffered from the minor niggles that may be expected in a competitive debut. Britain's Allan McNish spun on the opening lap while challenging for the lead. He quickly recovered to fourth but his challenge with co-drivers Tom Kristensen and Dindo Capello was curtailed later in the race with a mandatory stop for bodywork damage and a slow puncture.

Their two cars also suffered, both with problems from spent rubber pick-up on their tyres and some contact damage.

There was also some suggestion that rear tyre grip may have been an issue in race trim, giving the advantage to Peugeot in on-track handling.

McNish and his colleagues managed third, one lap down on the two leading Peugeots, after

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the French team's third entry had an off at Rivage and a suspension failure in the last hour.

But these were the only incidents for the team taking their fifth successive victory here at Spa, one from which they will draw enormous confidence.

Having seemingly been behind the curve all weekend, to achieve a comprehensive victory where it matters on track and most importantly with excellent reliability in a car that Montagny said was running a low-downforce Le Mans spec, is the best preparation of all for the 24.

Audi too can be pleased with achieving a finish for all three cars (third, fourth and fifth) and will have gained valuable race-based data; the tyre pick-up issue particularly, for example, cannot be identified in closed-track testing.

As a scene setter, then, it was an intriguing if not absolutely gripping confrontation but if both teams run well and to full potential, the scene is set for a mighty rendition of the full symphony at Le Mans in June.

The Sebring-winning Oreca Peugeot finished 10th after a fuel pump problem and Henri Pescarolo's team took the best petrol-powered finish in sixth. LMP2 victory went to TDS Racing in their Oreca Nissan and in the GTE class to the Ferrari 458 of AF Corse.

— from the Guardian.

#### 2011 1000km of Spa Francorchamps – final positions:

1. Peugeot 908 no.7, (Davidson, Gené, Wurz), 161 laps in 6 hrs 02'03"799
2. Peugeot 908 no.8, (Sarrazin, Montagny, Minassian), + 42"965
3. Audi R18 TDI, (Capello, McNish, Kristensen) +1 lap
4. Audi R18 TDI, (Dumas, Bernhard, Rockenfeller) +2 laps
5. Audi R18 TDI, (Fassler, Lotterer, Treluyer) +3 laps
6. Pescarolo Judd, (Collard, Tinseau, Jousse) +5 laps
7. Lola Toyota, (Jani, Prost) +5 laps
8. Peugeot 908 no.9, (Lamy, Bourdais, Pagnaud), +6 laps
9. Lola Toyota, (Belicchi, Boullion) +6 laps
10. Peugeot 908 HDi FAP Oreca, (Lapierre, Duval, Panis) +9 laps..



**Slipping in:** The No. 8 908 moves up at a corner. Drivers said the traffic often posed problems for the fast Peugeots.



Here's trouble: Pedro Lamy hit the safety barrier heavily in the No 9 908 in practice after Mike Newton's RML HPD clipped him entering a chicane. Mechanics worked through the night to repair the car for the race.





# The Peugeot Aficionado

30 years ago

**1976** Renault Australia closes its retail outlet in NSW and pulls out of Queensland.

It's no wonder Paul Brownlow has been club sporting champion for two years in a row. Anyone who has put as many hours in as Paul has at the wheel of a Holden taxi can't help but shine in a decent Pug. A new Brownlow special is awaited with interest.

The friend's Torana SLR5000 is doing its best, lurching and heaving along at 130-140 kmh on a bumpy Mittagong back road and Warwick Armstrong is in the back seat, watching in fascination as Angela Brice, in a Pug 504, flashes her lights from behind, then slips smoothly past with a double mattress on the roof and a fully laden trailer. The Torana man stops to weep.



**Oops:** We've warned him before about sneezing in a car as light as a Peugeot 203.

25 years ago

**1981** A Peugeot 203 restored by Sydney Tech students is for sale – \$3,600 – while Ian Robinson is asking \$1,800 for one with long rego and 30,000 miles.

The club is taking space at the Westpoint motor show.

20 years ago

**1986** After a bumpy road to incorporation, a new club with incorporated in its name, takes over from the old. The Corporate Affairs Commission is stropo about proof of the club's \$2 million public liability cover and the Tax Office, bless it, gives a tip on avoiding tax.

One for a historian: Manning Clark's former 1975 504 automatique for sale for \$3,450.

Three Pugs and a mongrel enter the Narooma Booma rally and the Peugeot 504 safari car, doing so well, falls backwards down a sheer drop to nest in some trees – the car a mess but Rowland Pym and Dave Wood emerge shaken but not too stirred.

Peter Boorman is tempted to boost the performance of his Peugeot 504 with a turbo and works out an ingenious system to pressurise his carby without a red hot glow under the bonnet. It certainly gives a naughty nudge to the busi-



**Second Ampol:** Allan Taylor, right, said careful preparation of his car was the secret of his 1956 win. Now more interested in tennis, he left it to Colin Handley and Neville Summerill to prepare the car.

ness of passing a semi. But making it official cost him an engineer's report.

15 years ago

**1991** A JRA executive confirms that Inchcape will officially take over the Peugeot imports and distribution in June. Many executives will transfer, though details are still to be confirmed.

Although president Pat Dowling has neglected polishing and preening her Pug lately, she promises it will be clean and shiny for the All French Day at the Rocks.

It's nice that more celeb-driven Peugeot 404s are in the Redex bash – John Farnham, Glenn Wheatley, Grant Kenny, Lisa Curry and Geoff Lawson. No wonder. Last year's Channel 7 was almost a one-hour doco on the Pug 404.

Ten years ago

**1996** The magazine gets a two-colour cover background designed by Anthony Musson and tidied up by his mum. Editor Mike Loney is very proud.

Nigel Doyle is selling the only five-door 1985 Peugeot 205 in Australia – 60,000 km and in mint condition.

Chris Deligny and Gail find a house with a big garage while Ross Berghofer decides to put a bulldozer through his family home and build a new one.

Five years ago

**2001** Rob Dommerson, who remembers fondly his Peugeot 505 company car with JRA, is a one-man band

working between an office in a city tower and a car with "a filing cabinet" until he can get a talented team together for Malaysian trader Sime Darby to handle its new Peugeot operation in Australia.

It's a small Puggy world, John Baird discovers at his first Pageant. He finds Ean McMaster has done up a 504 he remembered from Newcastle and Colin Handley had bought a 403 table-top that he did up.

We learn that after Julia Anderson wrote off her 505 GTi in a roll into a gully, her hubby, federal transport minister John,

bought another because the Peugeot's sturdy passenger capsule saved his family's lives. The car buff ran an EL Falcon ute in Canberra for the right political appearance until he got access to the VIP fleet.

After Canberra club editor Peter Rees finished his biog on deputy prime minister Tim Fischer, a Canberra Times youngster posed a personal question at the launch do: "They said something about a Peugeot aficionado – is that the name of a model?"

Five years ago

**2006** Another great adventure ends 10,000 km of old Pug travel in four weeks in the 50th anniversary rerun of the Pug 403 victory in the 1956 Ampol Trial. Victorian Brian Ward is winner of the 50 sporting subevents in a borrowed 404 with our Damian Jenkins runner-up.

There were many true tales to tell, including how Don Tracey did a barrel roll in his borrowed out-of-the-barn looking 203 panel van Fredric and of brilliant solutions to roadside emergencies. As Aussie Pug chief Rob Dommerson said, they enjoyed "the passion for their Peugeots" and he paid special tribute to "the women sitting beside the men talking about pistons and conrods, and putting up with not-up-to-standard accommodation". Many women said after the rerun they would have welcomed a change of conversation subject from cars.

It's under a peppercorn tree and not at a peppercorn price. Peter Mathews offers for wrecking a free 1967 Pug 403 after selling a farm at Narromine.



**Top of the mountain:** The rerun sporting queue makes it Pug Panorama at Bathurst.



# Crowd puller 508 at show

technology with 1.6-litre HDi diesel), 2.0-litre HDi diesel and 2.2-litre HDi diesel GT.

**Peter Wilson**

Peugeot will be back in the big car business here with glamour and style next month when the 508 sedan makes its debut and starts pulling crowds at the Melbourne Motor Show.

The return to the revered five-oh series introduces Peugeot's acclaimed new design look and fills a crucial gap in the Australian model range.

Everything is on track for the arrival of first shipment of sedans from Peugeot's Rennes factory and there is no indication of the supply restrictions reported to have plagued the 508's launch in New Zealand this month.

"The 508 officially goes on sale on July 15 after being previewed at the motor show," Peugeot Automobiles Australia spokeswoman Kirin Tipping told The Pugalist.

The show is from July 1 to 10 and the press launch, which could not be arranged ahead of the show, will follow.

Some Australian journalists already know the 508 from driving the sedan and SW at the international press launch in Spain and John Simester's appreciative report appeared in The Pugalist in March.

Peugeot has another two models up its sleeve for Australia. The awaited facelift 308 with the new grille will go on sale in mid-August and the 508 Touring will follow later in the year.

Demand for the 508 in Europe has been high since its launch in February and the model has the sophisticated styling appeal and build quality to give Peugeot's sales figures a boost of some 1,600 units in its first full year – if there is no supply problem.

The Australian spec 508s will have the top level trim and a choice of Euro V engines –1.6-litre turbo petrol, eHDI diesel (stop/ start

been interested in updating 407s and 607s have been waiting for more than a year for the new number.

The issue of 508 supply problems was raised on a Yahoo New Zealand blog that reported the cancellation of the local press launch and a major advertising campaign.

Peugeot New Zealand was quoted as saying there was stock of its UK-spec 508s for two to three months and uncertainty after that because of the effect of the Japanese earthquake on 508 component suppliers, including electronics for the 2.2-litre HDi engine.

Automobiles Peugeot had previously ruled out any problems with production at Rennes, where 508s are built alongside Citroën C5s.

European manufacturers have all been affected by shortages, including air conditioning systems, radios, specialised computer chips, gearboxes and colouring agents for metallic paint made in Japan.

The French trade has cited the earthquake as being responsible for delays of up to nine months for delivery of an Audi A1 or VW Tiguan, nearly six months for a Peugeot 308 CC, or six months instead of three for a Renault Clio.

The New Zealand report said Aisin six-speed gearboxes and colouring agents for metallic paints were the 508 problem.

Kirin said there was no indication yet of shortages of Australian-spec 508s.

"Our cars are being built later than the ones for New Zealand and the problems may have been overcome," she suggested.

Homebush had been told an alternative supplier had been found for the gearboxes and there was a minor issue with the grey paint.

Meanwhile, production of 508s in China in partnership with Dongfeng Motors began in China ahead of the Shanghai Motor Show.

## Cams State Council meeting on 14 May

**Peter Lubrano**

About 30 people attended at Sports House Homebush.

### Drug Testing

Shawn Gaetz from CAMS Melbourne addressed the meeting about a Federal Government funded programme to educate against and test for illicit drugs in sport. There is no CAMS start up date yet, but it will be a saliva test for competitors and officials, conducted before events.

### Potential New Track Update

Major Bathurst modifications costed at \$100M were not affordable and shelved by State government. An approach to Bathurst City Council for a club level facility is being formalized.

Ringwood (Raymond Terrace) — the new owner is finalising a Development Application.

Lucas Heights — discussions about establishing a driver training / motorkhana facility are continuing.

Shoalhaven — The Local Council expects to call for expressions of interest and invite tenders for construction and operation of a new track adjacent to the RAAF Base in 2012.

Wyong — The Local Council has abandoned its new circuit project.

### Cams Financials

It is anticipated that CAMS will report an audited loss of about \$90,000 for the 2010 year mainly due to its former arrangements with the Adelaide Classic event.

### Sub Committees

Reports were well presented and informative. They can be seen on their various websites linked to CAMS.

### Peugeot

Peugeot asked if CAMS had lobbied the new State Government to scrap the Supercar event at Homebush and transfer it with funding for major upgrading of the facilities at Eastern Creek. The answer was "not yet, but no doubt the CAMS President, Andrew Papadopoulos will".

### Summary

An efficient, well-run and friendly meeting with good open discussion.

### Next Meeting

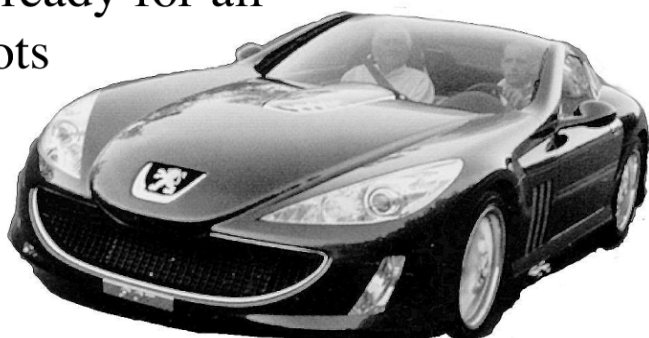
Saturday 13 August 1pm at Sports House Homebush.

## merci

This issue was brought to you by:

Peter Wilson, Peter Cusworth, Ross Berghofer, Phil Torode, Con Engel, Paul Watson, Andrew Park, Helen Louran, Peter Lubrano, Derek Flannery, Rob Tuner, John Geremin, Ted de Lissa, Peter Nash, Philip Challinor and the number 6..

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**3**06 XT 1994, 1.8 5 sp man, red 5 door hatch. Drives brilliantly, reg to Sept 2011, factory sunroof and air-con. CD player/radio, new brake master cylinder, replaced exhaust system, near new tires, good body and paintwork and great interior. 300,200 km. Slight mark on driver's rear bumper from public car park. \$2,000 ono, Josh 0401 800 616 or Russel 02 4572 2290, Kurrajong.

**4**03B 89,169 miles - Genuine good condition, needs a new home. NSW reg to Aug 2011. Reg CAR403, \$4,500 ono, Stewart Townend, Hornsby, 02 9477 5036.

**4**04 1968 for sale. White body and paint ok. New chassis rails. New front brake cylinders. Near new Michelin tyres. Motor, diff, cooling system and gearbox no problems. Excellent gear change. No major rust. chassis No 5570466. No rego. Asking a reasonable \$850. Phone Steve on 0409 504 604.

**5**05 GTi, sedan, manual, silver, blue velour interior, very good condition, near new Continental tyres, Reg

to May 2012, GTi50S, 195,000km, drives very well. Well-maintained, new timing belt and water pump. Spare parts, including a tow bar that has never been fitted. I am the second owner of this car and this is a reluctant sale as I have run out of garage space. This is reliable and safe motoring. \$2800 ono, Phil Graham, Port Macquarie 02 6585 5183 or 0412 786 868.

## Parts

**2**03 early model bonnet with lion mascot \$140, NGK spark plugs for 203/403 - new 4 for \$10, 505 STI 15 inch alloys x5 \$240. Parts are near Chatswood. Please contact Mark, 0420 321 671 or door203@hotmail.com

## Wanted

**R**ear mudflaps for Peugeot 403. Most suitable would probably be 405 flaps, David, 02 9498 3757 evenings.

**5**04 heater valve "tap" for cabin heater. Paul, 02 9807 6427

Email your free ad to [nswforsales@peugeotclub.asn.au](mailto: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, 21 JUNE 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.

## New faces in local sales team

As Peugeot Automobiles Australia recovers its market position and awaits updating of its range, it has strengthened the sales team at its imposing art deco new headquarters at Homebush.

Bill Gillespie has taken over as national sales manager and will be supported by some new people in new roles.

He took over from Mark Fowler, who has the new role of national customer services and fixed operations manager.

Bill comes to the niche model specialist from a background of large sales figures. He was previously NSW/ACT manager at Nissan and Kia's director of sales and marketing.

The company has indicted a target of 7,000 sales for 2012.

Kate Halliburton is the new southern district sales manager. She has an automotive managerial background with myPlates and Trivett.

A third appointment is to follow.

Another new face at Homebush is a new representative from Automobiles Peugeot, Robin de Michelena.

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<b>AUSTRALIAN CAPITAL TERRITORY</b>						
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT	2606	02 6282 2311
<b>NEW SOUTH WALES</b>						
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
<b>QUEENSLAND</b>						
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	BERSEKER	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
<b>VICTORIA</b>						
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 5172 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	GEELONG	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
<b>SOUTH AUSTRALIA</b>						
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA	5034	08 8269 9500
<b>TASMANIA</b>						
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
<b>WESTERN AUSTRALIA</b>						
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
<b>NORTHERN TERRITORY</b>						
Sapphire Motors Pty Ltd	Service	2 Duke Street	STUART PARK	NT	820	08 8941 6511

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