

the pugilist

August 2011

Magazine of the
Peugeot Car Club
of NSW Inc

■ Peugeot's new take
on luxury hits our shores
— the stunning 508

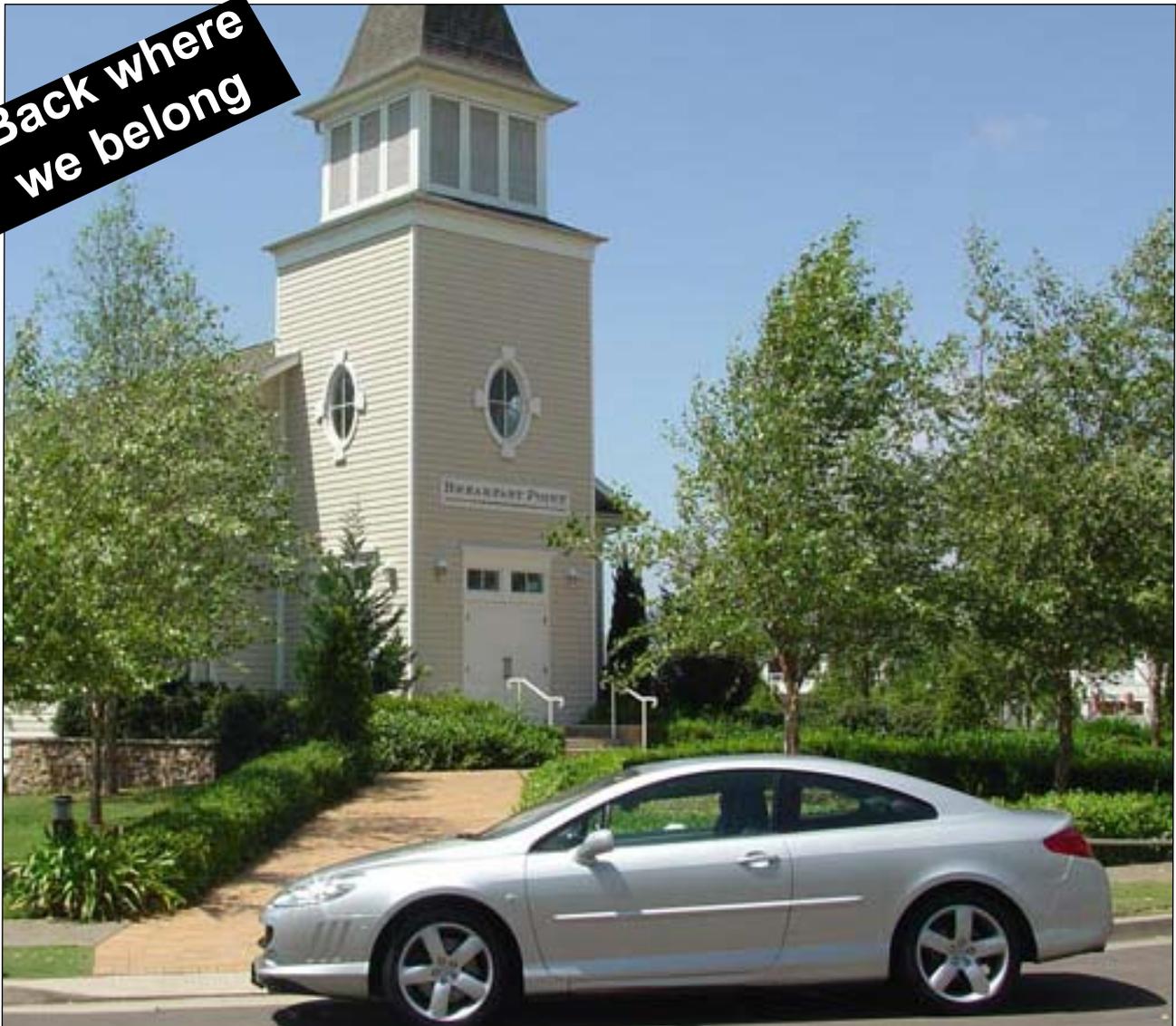
■ Keep track of it all —
plenty more activities to
“kart” your pug along to

■ The club's Annual
General Meeting to
be held in August

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Peugeot's green meanie



PEUGEOT HAS added a new high-riding and hybrid-powered variant to its new European 508 line-up, the 2012 508 RXH.

The RXH is the first model in the 508 line-up to benefit from Peugeot's HYbrid4 technology, which pairs a 120kW 2.0 litre HDi FAP diesel engine with a 28kW electric motor. Combined, the system produces 450Nm of torque.

The cover

Even Smudge the humble tabby has an affinity with a Peugeot. Or is it the Lion car has a warm spot for a tabby? There is, after all, a family relationship and they share a love of purring for their owner.

Photo: Peter Wilson

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With the diesel engine powering the front wheels and the electric motor sending power to the rear, the RXH is also the first model in the 508 range with an all-wheel-drive layout.

Thanks to its hybrid powertrain, the 508 RXH lists combined-cycle fuel consumption figures of 4.2 l/100km - bettering the 5.7 l/100km offered by the diesel engine in its regular non-hybrid guise.

On the styling front, the RXH gets a unique colour-coded version of Peugeot's new dual-port grille design, along with a revised front bumper with three columns of LED lights at each end.

To reflect its softroader off-road intent, the 508 RXH also gets wheelarch extensions and skirting in a gun-metal finish, and chrome roof rails.

The 508 RXH is set to hit European showrooms early next year, with an official unveiling due for September's Frankfurt Motor Show.

Headed to Australia?

European pricing has yet to be revealed, although Australian models would likely be priced between the Subaru Outback (\$38,490-\$55,990) and the Audi A6 Allroad (\$103,714).

Speaking with TMR today, Peugeot Australia's Kirin Tipping said that the

508 RXH is "definitely of interest to us," but that it is too early to confirm Australian availability or timing.

"Naturally we also need to thoroughly investigate the business case for bringing the car here, and right now our immediate focus is on launching the 508 sedan and wagon in non-hybrid formats," Ms Tipping said.

Ms Tipping confirmed that while the 'regular' 508 line-up in Australia includes a range of petrol and diesel engines, the RXH will only be offered internationally with the HYbrid4 diesel-electric drivetrain.

— from the Motor Report



Ross Berghofer

THE BIGGEST DAY on the club calendar, French Car Day, went off perfectly, with Peugeot scooping the pool of the best car on the day and the best modern car on the day.

Jim Kearns' car, a 504 Cabriolet was voted by the independent Council of Motor Council judges as the number one car, while David Schultz's 207 GTi was considered as the best modern car on the day. The classes and individual results are listed elsewhere in this magazine.

One of the highlights of the day was during the morning: a low-flying Channel 7 chopper visited us.

We thought it was to see how our event was going, but later I discovered that it was covering a less important news event of the day – the release from Silverwater jail of a convicted and exonerated drug personality.

The day was overcast and the helicopter appeared from the clouds; it was a most impressive and noisy experience. Thanks go to the volunteers on the day who made the day a success.

I awarded the best dressed to Simon Craig for his fantastic Peugeot sporting shirt.

The day resulted in a small profit for the club – a pleasing result considering that attend-



At the 2011 French car day, Ross Berghofer (left) presents Bill Barry with a memento to express appreciation of his convenorship of the New England and North West chapter of the club.

ance was down due to the moist weather and that some club members were on their way to

Cape York.

At FCD there were a number of enthusiasts with lovely 306s and some of them have agreed to display their cars at the Shannons Eastern Creek display later on this month.

The good news about this is that they are cars that have not been displayed before.

The club's annual general meeting will occur at the August meeting when all positions will be declared vacant and new members elected. The on-going success of the club depends on the dedicated service of volunteers who are committed to the success of the club.

In other news, the club's meeting space at the Veteran Car Club hall has moved to the large hall. This is because the small room has been leased to generate income for the Veteran Car Club.

Our move is permanent and the room rental remains the same as was for the small room.

Brian Jubb has prepared a list of social events for the rest of the year. Please note them in your diary and I will see you there.

This includes diner Noël on 26 November at Oatlands House.

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



Annual General Meeting

Simon Craig

THE CLUB'S AUGUST MEETING will also be the Annual General Meeting of the Peugeot Car Club of NSW. There are lots of things that need to be discussed, such as your future participation.

As per our constitution, all positions will become vacant and have to be filled at this time. There are some people on the current Committee that no longer wish to stand for another term, and now is the time to consider

whether you can make a contribution.

As well as the more high profile roles of President, Vice president, Secretary, Treasurer, Editor, etc. there are plenty of jobs that need doing.

Even the role of general committee member is a valuable one and we need to fill 5 spots in this role alone. This does not take up much time and could give you a say in how the club is run.

The AGM will be held on the 3 August. The meeting gets underway at 8pm.

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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*

Georges Heights Tour Saturday 10th September

Brian Jubb

Visit Headland Park in Mosman, one of Sydney's most beautiful urban parklands.

Discover walking tracks, a sculpture trail, harbour views, native bush, historic fortifications, a spectacular lookout and charming Chowder Bay nestled on the shoreline below.

For almost 150 years Georges Heights was a strategic vantage point used by the military for the protection of Sydney.

Today this former military site is open for everyone to enjoy and explore.

Go underground at Headland Park and discover 19th century fortifications and also discover the charming maritime village of Chowder Bay.

Did you know that the third largest military hospital in Australia was once located at Georges Heights?

This is a beautiful experience so bring your friends, relatives and neighbours.

The cost is \$ 8.00 per person payable on the day.

To get there by car, proceed down Middle Head Rd.(Mosman). Turn right into Suakin Drive, proceed for approx 100 metres

Turn right into Commonwealth Ave and almost immediately turn left into the parking area. The Lookout is about 30 metres due East.

The tour is in two sections. The first part starts at Headland Park followed by a short

bushwalk down to Chowder Bay where the tour finishes.

For the people who have trouble with bushwalks it is possible to drive down to Chowder Bay to complete the tour.

There is a coffee shop at the tour end for refreshments.

Meet at 12:30 for the 1:00 pm start.

In case of emergencies, Brian Jubb will have a mobile on the day, and his number will be 0439 430 706

OASIS report

Ted de Lissa

The group of OASIS members that attended Elizabeth Farm on Tuesday 5th July enjoyed a very interesting tour, which included a video presentation of the history of the House and learnt a lot of factual history relating to the site.

It was the home of John Macarthur — a young lieutenant in the NSW Corps — his wife Elizabeth and their son Edward.

He was granted 100 acres of land and chose it in the upper reaches of the river near Parramatta. He was quite successful with the farm and the family became self-sufficient.

He became known as the father of the Australian wool industry, after a journey to England where he offered to supply wool to the fledgling mechanical wool mills that were revolutionising that industry at the time.

In return, he was given stocks of royal sheep which, on his return to Sydney, he cross bred with the Merino flocks he had.

He was granted a further 5,000 acres at Camden and continued to raise various crops and fruit trees not native to Australia.

Declared a lunatic in 1833 he died of an unknown illness in 1834. Elizabeth lived on at the Farm until her death in 1850.

The next OASIS outing — Tuesday 2nd of August — is to Janet's Royalty Rooms at Woonona. The previous trip to Janet's was cancelled when her daughter had triplets, so we are trying again.

We will enjoy a cuppa with the Royals and experience a "Right Royal" time. Meet at McDonald's, cnr of Heathcote Road and the Princes Highway at 9.00am for a 9.30 am sharp departure.

We'll have lunch afterwards at a local Club.

Check your club diary

Wednesday, 3 August

AGM & 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

Wednesday, 7 September

Club Meeting, Five Dock. 8pm sharp.

Saturday, 10 September

Georges Heights Walk, with Harbour views.

Sunday, 11 September

Motorkhana round 6, Nirimba TAFE

Wednesday, 14 September

Committee Meeting, Parramatta RSL, 8pm.

24-25 September

Oh 3 Weekend, Southern Highlands.

Sunday, 25 September

Bunnings Milperra Car Show

1-3 October

NE & NW Chapter Weekend Wander (Warwick)

Wednesday, 5 October

Club Meeting, Five Dock. 8pm sharp.

Sunday, 9 October

Penrith Museum of Fire & picnic.

Wednesday, 12 October

Committee Meeting, Parramatta RSL, 8pm.

Sunday 16 October

Moving Mannequins

Sunday, 16 October

Motorkhana round 7, Nirimba TAFE

Saturday, 29 October

Marulan Track Day, MDTC.

Track day numbers are filling up fast



Helen Louran

Hi all again, here are the latest updates for you for our Marulan Driver Training Centre track day

As mentioned in the July *Pugilist*, it hasn't taken long with responses for our third annual training & track day, by the time you read this we will have 13 deposits of \$30.00 & 10 full payments of \$110.00. We're more than half way there & in addition another 2 girls! Let's go girls!

Also just a reminder to secure your spot as we need the deposits to reserve the track and by the time you read this, we've passed the cut off date for club allocation deposits which was the 1st August mentioned in the June edition of the *Pugilist*.

This now means first in best dressed and non-club members can take spots on the list.

So don't miss this great day — you'll be sorry if you do.

Final payments for reserved club allocations will be due by the 1st October 2011.

Track capacity for the day will be 42 Drivers & places allocated between our club of 16, HSRCA 16 & Renault 10.

We want to make it a family day so parent-supervised juniors from 15 yrs are welcome to take part & pay \$110.00 + \$30.00 for a Day Licence. I might also add, we have quite a few juniors signed up now.

Because of this, MDTC will run a separate session for juniors. Juniors are generally 15-17 yrs old without a full road licence or without a licence wanting to learn to drive on a track.

They must be accompanied by an MDTC approved passenger/teacher (preferably not a

parent...) and speed is restricted to reasonable levels.

MDTC will issue licences on the day (mentioned above) that are valid at MDTC for a year!

It is planned to provide a whiteboard instruction class for juniors/beginners.

The event will start at 8:15 am to check or finish documentation, complete registration and hire helmets (\$20) if required. If you are hiring a helmet, a refundable deposit of \$50 is required to make sure the track gets their helmets back.

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.

The day finishes at about 4pm.

MDTC is user friendly, having a trackside café with indoor and outdoor areas, good toilet facilities and accessible, up close spectating positions.

Accommodation

Now if you don't want to travel in the wee hrs of the morning here is the updated accommodation offer.

Ali's Motel just off the Hume Hwy at Marulan (www.alismotel.com.au) has made the following package offer, provided we collectively take a minimum of 10 rooms:

- Room & Dinner but no Brekky: \$100.00
- Extra person in the same room including Dinner: \$30.00

Liquor is available in the attached Restaurant but they have also have a BYO wine policy and a \$5.00 corkage fee.

Ali's has 14 double rooms, 4 twin rooms & 2 triple rooms, all with ensuites

Breakfast Package:

If we have 12 or more bookings MDTC will put on a light Brekky of tea, coffee, orange juice, cereal & toast from 7am—8am for \$12.00 each.

Booking & Enquiries:

It is asked that you please indicate your preferred booking intentions & numbers to Peter Lubrano to see if we can make the numbers to take advantage of the Ali's accommodation and MDTC's Brekky package offers.

Please, any other questions to Peter Lubrano on 0405 991 336 or fax: 02 9974 2123

Au Revoir till next month.

Pinky 206cc and Peter Lubrano

Payments: deposit \$30 (non refundable), balance \$80, total \$110 per driver.

Cheque to:
Peugeot Car Club of NSW Inc
PO Box 404
Gladesville NSW 1675

Bank or internet:
Peugeot Car Club of NSW Inc
NAB, Manly Branch
BSB 082 352
account number 035 838 284

If paying by cheque, please write on the back of it a reference to the Marulan track day, your name, address and telephone number. If not paying by mail but by bank or internet, please provide email confirmation to:

sporting@peugeotclub.asn.au



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Queensland Downs — down and up

1 — 3 October (long weekend) & scones and cream,

Jim Brear

THE NEW ENGLAND and North West chapter, along with Kay & Richard Marken of the Peugeot Club of Queensland, are proposing an October Long Weekend Wander through Warwick and beyond, commencing at midday on Saturday, 1 October near Warwick in Queensland.

The itinerary is as follows:

Saturday 1st October

Meet at Glengallon Homestead, 17 km north of Warwick on the New England Highway (between Warwick and Allora) for lunch and tour photos at midday.

We'll arrive by 3:15pm at Clifton Historical Museum, which has guided tours for \$4 per person (Approx 31km, 30-45 mins, depending on stops).

At 4:45pm we'll leave Clifton Historical Museum, travel back roads via Sandy Creek Rd to Alexander Motel, at the western end of Warwick. (approx 70 km, 50-60 mins)

7:00pm buffet dinner or a la carte orders at the Peppercorn Restaurant at the Alexander Motel

Sunday

We'll leave the Alexander Motel at 9am, drive to Allora and then to Gatton via Clifton Gatton Rd (approx 90 to 100km, 75 mins)

Arrive approx 10:15am for morning tea at the Staging Post Café Restaurant at the Qld Transport Museum. They have \$11 tea & coffee

tour of the museum, which normally costs \$8 if lots doing it, \$10 if not. The Lockyer Art gallery in the library of the same building will also be open (free I believe).

At 11:30am we'll travel to Hampton (between 50 and 80 km depending on route, just over an hour) for a 12:30 ish visit to Black Forest Hill Cuckoo Clock Centre, So Sweet (fudge and ice creams etc) and Cyrano Maison de France (exquisite glass ware etc).

1:30pm late lunch at Danish Floral Art, which has a great menu and good prices.

2:30pm drive to Toowoomba (approx 30 km) and drive along several Tourist Drive roads with great views from the top of the range.

We'll then travel to Warwick (approx 80km) to stay at Jackie Howe Motel, cnr Victoria St & Palmerin St. If people are interested, we can do a Warwick city walk before tea.

At 6:30pm we'll walk 3 blocks to Condamine Sports Club of Warwick for our evening meal. They do roast & dessert for about \$13 in our own room depending on numbers, or we can order from the menu (mains \$10.50 to \$24.50). Participants will need to decide as a group if set menu or self-ordering.

Monday

We'll leave at 9:00am to follow Settlers Route and Falls Route, driving to Queen Mary Falls for morning tea (approx 60km,

60 mins)

From here we'll head to Yangan for lunch, then into Warwick (70km) by 1pm so people can get home.

Thanks to Kay and Richard for the work they have put in so far. It looks like being a great social weekend and we look forward to seeing visitors from all over.

As accommodation could be at a premium on the long weekend, could you let myself or Kay know if you are a possible attendee?

Kay's email is krma@ozemail.com.au and you can contact me via email on jbrear@coamas.com.au

Alternatively, my contact details are 0429 428 700 or 02 6772 3933.

We need to make preliminary bookings in the next couple of days.



Fancy action in fast karts?

Saturday, 19 November



Helen Louran

THEY ARE THE fastest indoor karts in Australia and we are lining up a special club day on the track with them at the Revesby centre.

It's our Indy Karts Day – the date has been decided – it's the 19 November.

It's another "Family Day", with youngsters from 11 years and older being welcome to join adult members in the karts.

Driven either as a manual or automatic, Indy

Karts have a clutch-less sequential gearbox and use a 6 kW at 7,500 rpm, mid-mounted motorcycle engine for great power and handling.

The five-metre wide track has been designed to get you as close as possible to a professional racing experience.

We need at least 15 participants to get the special group booking

of \$75 a person instead of the regular \$85 fee.

We plan to book for 30 minutes – that's the maximum – which would put seven people on the track at a time in 10-minute spans, meaning each person would get three turns.

Believe me when I say 10 minutes is plenty as the Indy Karts are very fast.

Helmets with visors or goggles

are required or can be hired free. Of course spectators are welcome.

Got your attention? You could email me at sporting@peugeotclub.asn.au to let me know of your interest.

You could also visit www.indykarts.com.au for more details and to view on Youtube a competitor driving a kart at speed on the track.

I've have more details and updates as the date gets closer.





June sales fever: Discount buyers celebrated the arrival of the Mark II 308 by driving off in the runout model.

and the monthly average of 118 has been the best for two years.

The position of the 207 CC also improved, with 25 sales in June compared with 18 in May and 10 in June 2010.

Although supplies of the RCZ are limited, it had its busiest month of the year with 41 sales in June. Last year its biggest market was NSW, but this year Victorian buyers caught up and after 12 months, there are now 340 RCZs on the road.

Commercial sales in June were 20 Partners, and four Experts.

Peugeot sales for the months totalled 607, compared with 691 for last

June.

In its round-up on brand results for the first six months, the Sydney Morning Herald said Peugeot had gone backwards compared with this time last year but had done slightly better than the overall market.

Peugeot's six-month tally was 2,879, down 4.1 per cent on 3,003 for the same period last year.

The market was down 11.6 per cent to an eight-year low, with many brands hard hit.

Considering that Peugeot has been without a medium sedan most of the year and that 4007 sales have slumped – just six units in June – because the Japanese earthquake cut off supplies, the Lion brand's position was pretty good.

The arrival of the Peugeot 508 has remedied the medium sedan position.

A Peugeot spokesman said interest in the 508 at the Melbourne show was "incredibly good" and the reviews published so far have been fairly positive.

A further nine units were registered in June for corporate uses including sales and workshop training.

And the post-earthquake 4007s will arrive this month.

With its freshened range and May-June discounts, Renault powered up to 410 sales in June, almost a 300 per cent increase on the 103 the previous June. Its year-to-date of 1,505 was 75.2 per cent up on the same period in 2010.

Biggest interest was in the Megane (145 sales), Koleos (78) and Fluence (65).

Citroën lost ground in June, with sales falling to 111 for the month, down a third from 174 the previous June. Its total of 690 for the year to June was down 13.8 per cent on the 800 last year.

In the national market, Holden again trumped Toyota with top June sales of 12,827 to the Japanese giant's 12,514 units.

However, supply-hit Toyota led for the year to June with 85,128 units, 20.8 per cent down.

Mazda knocked off the Commodore 4,212 to 3,809 for the most popular model in June, while the Holden Cruze – now locally assembled – was third with a record 3,387 and at last touched the brakes on the steady decline of Australian-built volumes.

Runout bargains drive the 308

Peter Wilson

BUYERS REDISCOVERED the Peugeot 308 in June, snapping up the old-faced model at end-of-financial-year slash runout prices.

Perhaps some people had been holding out for the bargains.

The sale of 331 units was more than double any previous month this year and the best result for the Peugeot model in 12 months, according to official industry statistics.

However, the total was 97 less than the 428 the previous June and the latest rush was not enough to clear all stocks because Peugeot Automobiles Australia continued its runout advertising into July.

In the first six months, 308 sales of 985 units were 43.4 per cent down on the 1,736 in the first half of 2010, the VFACTS report indicated.

Hopes are high that the Series II 308 – shown with its nose makeover and different engine range in July at the Melbourne motor show – will stimulate interest in the model and give the VW Golf some quality competition.

The rise and rise of VW saw Golf sales hit 3,275 in June, up 13.8 per cent on the previous June, making it 9,355 of them for the year-to-date.

It has taken three and a half years for the 10,143 308s to sell in Australia, with the best month 456 units in June 2009, just before the global financial crisis hit its volumes.

Its dearer top-up, top-down variation, the 308 CC, did not appear until May 2009 and has had 632 sales since then. It dropped out of double figures for the first time to seven units in May and sold nine in June.

The jacked-up 3008 softie has been improving its position in recent months, reaching a peak of 96 sales in May, but results slipped back to 33 in June.

The 308 platform has been stretched to provide another offspring – the Chinese- and Brazilian-built 408 that has a grandiose back seat for non-driving owners – and that number is under consideration for Australia next year.

Interest in the 207 picked up again in June; the 129 sales were more than twice the 54 the previous June and the second best result for the model this year.

The Sportium packaging – now available only for the 207 CC and the series I 308s – has almost doubled 207 sales in the past six months

2011 Peugeot Sales

Model	Jan	Feb	Mar	Apr	May	June	YTD
207	116	110	148	107	94	129	704
207 CC	21	48	21	23	18	25	156
308	76	113	160	141	164	331	985
308 CC	16	17	14	18	7	9	81
3008	38	84	65	60	96	33	376
RCZ	20	38	27	32	30	41	188
407	39	1	0	0	0	0	40
4007	7	36	95	60	37	6	241
508					15	9	24
Partner	7	3	8	8	17	20	63
Expert	2	0	7	5	3	4	21
Month	342	450	545	454	481	607	2879
2010	422	400	483	483	524	691	3003

Cobwebs cleaned in a good year

After switching the club's financial affairs to electronic book-keeping last year, treasurer Con Engel has delivered the audited financial statement for the year to 30 April, 2011 in time for approval at the annual general meeting on 3 August

The Peugeot Car Club of NSW Inc

Profit and Loss Statement For the year ended 30 April, 2011

	2011	2010
	\$	\$
INCOME		
Special Events	6,373	3,596
Subscriptions Fees	15,181	15,822
Advertising Sales	3,300	2,560
Donations Received	1	25
Interest Received	773	533
Raffle Sales	896	995
Sporting	-	3,800
Gross Profit from Trading	282	(2,093)
	<u>27,666</u>	<u>25,238</u>
EXPENDITURE		
Auditor	543	-
Bank charges	2	64
C.A.M.S. Affiliation	1,035	1,180
Special Event Costs	6,259	3,841
Depreciation	2,115	-
Postage	3,346	2,713
Printing Expenses	12,052	12,981
Rental Expense	520	570
Sundry Expenses	2,254	1,098
Sporting	-	3,500
	<u>28,146</u>	<u>25,947</u>
Operating loss before income tax	<u>(1,380)</u>	<u>(709)</u>
Operating loss after income tax	<u>(1,380)</u>	<u>(709)</u>
Retained profits at the beginning of financial year	<u>16,534</u>	<u>17,243</u>
Total available for appropriation	<u>15,154</u>	<u>16,534</u>

Balance Sheet

As at 30 April, 2011

	2011	2010
EQUITY		
Unappropriated profit	15,154	16,534
Total equity	15,154	16,534
Represented by		
CURRENT ASSETS		
Cash in hand	11	26
Float - editor	250	-
Float - merchandise	111	-
Cash at bank	-	622
Bank West	10,699	9,956
Stock in hand	4,660	3,815
TOTAL CURRENT ASSETS	<u>15,731</u>	<u>14,419</u>
NON-CURRENT ASSETS		
Property, Plant and Equipment	-	2,115
	<u>-</u>	<u>2,115</u>
TOTAL ASSETS	<u>15,731</u>	<u>16,534</u>
Current Liabilities		
Bank overdraft	577	-
Total liabilities	<u>577</u>	<u>-</u>
NET ASSETS	<u>15,154</u>	<u>16,534</u>

Notes

1. Significant accounting policies

These financial statements are a special purpose financial report prepared for an incorporated body which does not have share capital.

The statements are prepared on an accrual basis from the records of the club. They are based on historical cost and do not take into account changing money values or, except where specifically stated, current valuations of non-current assets.

The following specific policies, which are consistent with the previous period unless otherwise stated have been applied in the preparation of these statements:

(a) Cash and cash equivalents (cash on hand, bank deposits, at call short-term investments, etc);

(b) Property, plant and equipment are carried at cost, independent of directors' valuation. All assets are depreciated over their useful lives; and

(c) Inventories are measured at the lower of cost and net realisable value. Costs are assigned on a first-in, first-out basis.

Note 2. Cash

Float - editor	250	-
Float - merchandise	111	-
Cash at bank	-	522
Bank West	<u>10,699</u>	<u>9,556</u>
	<u>10,669</u>	<u>10,604</u>

Note 3 Inventories

Stock on hand	<u>4,660</u>	<u>3,815</u>
	<u>4,660</u>	<u>3,815</u>

Note 4 Property, plant and equipment

Plant and equipment	-	2,115
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Note 5 Interest bearing liabilities

Current		
Bank overdraft	<u>577</u>	<u>-</u>
	<u>577</u>	<u>-</u>

Depreciation Schedule

Year ended 30 April, 2011

Plant and Equipment	<u>-</u>
Total Plant and Equipment	<u>-</u>

Audit opinion

In our opinion, the financial statements of the club are properly drawn up

(a) so as to give a true state of affairs of the club as at April 30, 2011 and of the profit and loss of the club for the year ended on that date;

(b) in accordance with applicable accounting standards in Australia.

Rick Watkins
Watkins, Coffey Martin
Chartered accountants.
July 4, 2011.

Peter Wilson

At last Big John can sleep peacefully at night.

The digital cobwebs that have bothered him so much have been cleaned out of club finances.

For more than 12 months, secretary Geremin has worried that the club has had on its books a discarded obsolete computer, a broken camera and a smelly banner or three.

These items of plant and equipment have been there for five years at their cost of \$2,115, which is quite allowable, instead of being depreciated as their usefulness and value have decreased.

John put the case last year to write them off as soon as possible.

His Eureka moment was too late – incoming club treasurer Con Engel had already closed the accounts and sent them for audit.

So the deed has been done this year and the depreciation schedule now shows zero.

However, the cupboard is not bare – the club has many useful things acquired without cost, e.g., a good find by Anne Cosier this year meant a free secretarial laser printer.

The latest financial statement shows the club had another good year and it was pretty well on top of its costs with most activities against an inevitable growth in the cost of services, particularly postage.

But the \$2,115 markdown meant an operating loss of \$1,380. This compared with a \$709 loss in 2009/10 year. The club has ample reserves to cover this.

A highlight of the accounts is the big turnaround in merchandise trading under the able direction of Ted de Lissa. He has refreshed the stock range with things in demand and has discarded the slow moving items such as plugs and filters in line with the decline of d-i-y car servicing.

Ted has reported steady sales successes from club meetings and the many events he has attended. The club has now \$4,660 worth of stock, compared with \$3,815 in 2010, and the modest profit of \$282 in 2011 is only the start of the story as he's set up shop at several events since April.

There are some small changes in the way the accounts are set out – sporting has been rolled into special events for 2010/11 and there are more details of the cash position.

Sundries are much higher and include the costs of scouting for the 2012 Easter Pageant.

There was some consternation in the committee over the note that the club had an overdraft of \$577 until Con explained that this was purely notional to square up the entries.

He had written some cheques at the end of April before he had transferred funds from Bank West to the cheque account to cover them and this was the accounting way of explaining that.

Con said at the meeting he was pleased to have the audit before his Cape York trip – and a minor earned break. I telephoned him later with a minor question. "I'm in Cairns and I've left my laptop and my battery chargers at home," Con said. Well, the chargers were in the mail.



SHARE THE PASSION

Shannons Eastern Creek Classic

Simon Craig

As mentioned in this month's President's report, the Shannons Eastern Creek Classic is on again this month, at the Eastern Creek Raceway in Western Sydney. Organised by the NSW Council of Motoclubs,



Photo: Simon Craig

21 August

come along to see over 1,700 cars and motorbikes on display, along with classic double decker bus rides around the track, historic racing car demonstration racing, vintage and veteran military and commercial vehicles.

This year, the event is celebrating 100 years of Chevrolet, 60 years of the Renault Car Club of Australia, 50 years of the E-Type Jaguar and

50 years of the "saintly" Volvo P1800.

Last year it was the 404's turn and we had a fine display in Pit Lane.

Whatever your car fetish, there is lots to see and do.

Entry is \$15 per person, with free parking and kids under 12 yrs old are admitted free.

For more information, visit the council's website at: www.councilofmotorclubs.org.au

Marulan Track day social event

Brian Jubb

THERE IS TO BE a social day out for those not participating in the Marulan Track Day.

Meet at Uncle Leo's Roadhouse on Campbelltown Rd, The Cross Roads (UBD 288 C 6) at 9:45 for a 10am departure.

Turn left onto Campbelltown Rd then join the Hume Highway

Drive south down the Hume Highway to Marulan (approximately 90 km)

Stay on the highway past the truck heavy weighing station for 3km

Turn left into Marulan South Rd — signposted for Marulan / Bungonia — for 20 metres.

Turn right onto Jerrara Rd for 3 km

Turn left onto Prairie Oak Rd for 50 metres

Enter number 8 — Marulan Drive Training Centre. Follow driveway to car-park for 1 km.

The day out is a social event to observe and experience the driver training centre.

Food facilities are available at the centre or BYO picnic.

Brian's mobile number (on the day): 0439 430 706

Moving Mannequins 16 October

Brian Jubb

The Old Car Car Social Club invites the Peugeot Car Club to join them to experience a very interesting display of vintage shop decorations.

The day is a step back in time and very interesting. A full commentary is given by the the mannequin constructors on how the displays were set up and their operation.

Date-Sunday 16th October

Meet at The Ettamogah Pub Kellyville (UBD 149 D1) at 9:15 for a 9:30 start.

Moving Mannequins Magic is located at 205 Old Stock Route Rd, Oakville

Cost is \$15 per person and includes morning tea.

After the display we travel to McQuade Park located at the corner of Richmond Rd & Moss St, Windsor.

BYO picnic lunch. An historical church and graveyard are within walking distance.



Bunnings Warehouse Show & Shine

Brian Jubb 25 September

The Old Car Social Club and Bunnings Warehouse at Milperra are having their car show and shine again and once again the club has been invited to attend.

In previous events we've even won some awards, so come along and bring your pug to this great event.

Gates open at 7am and cars should be in position by 9am.

Entry fee for display cars is \$10 and an entry form is available at the Old Car Social Club website, at:

www.oldcarsocialclub.com.au

Bunnings at Milperra is located near Bankstown Airport and entry is off Milperra Road at Milperra.

Worm turns

Peter Wilson

Venues have been announced for the two gatherings of the worm clan.

The NSW club's Oh 3 weekend will be at Bundanoon on September 23-25. Details are in this issue.

The Victorian club's Worm Weekend will be in the Mansfield area on November 18-21.

Pug choices for a Big Wet Bastille Day



Peter Wilson

WE WERE SO lucky this year. Despite All French Car Day being smack in the middle of a Big Wet, the rain gave us a miss and conditions were pleasant at Silverwater Park, where the grass was damp but not boggy.

With so many areas having the early morning rain, the weather guillotine did chop the Bastille Day crowd to about 130 cars, more than a quorum of great people and a steady run of visitors.

Still, in a count made difficult by conversations on the way and early departures, it seemed that 17 Peugeot model numbers were represented.

That's 203, 205, 206, 207, 306, 307, 308, 309, 403, 404, 405, 406, 504, 505, 407 and 605, so there were some absent friends — notably the 204 — although the 604 did make a single appearance, along with the scarce 309.

Sharing the honours in popularity were seven each of 406s, 505s and 504s, with the 306s close at six examples.

Newer models were represented in small numbers such as three each of 307s and 207s. .

But the Peugeots on display represented the Peugeots that members chose to bring and each choice was for different reasons.

For instance, club president Ross Berghofer came in his 505 GTi wagon because its cargo capacity was superior to his 406's boot for his role as chief organiser of the event.

Merchandise chief Ted de Lissa also needed cargo capacity and brought his souvenir-stickered 404 wagon Lucille, now a familiar sight at

events, so he could carry on trading.

Since his conversion to Peugeots, Ted has shown a great knack for acquiring very good cars. A few months after Lucille, he added a 405 Mi16 to his fleet, but he found the clutch action was too heavy for him and that Pug had to go.

Ted could not miss the opportunity to take out concours honours in the 505 class with its replacement, a low-km SR sedan acquired from John Hunt, a previous winner.

John always has nice cars to choose from but this time did a favour for a friend by bringing her impressive 1970 404 that wants to sell to a good home. That came third in the 403/404/504 concours class.

The threat of bad weather could have swayed Keith and Hilma Bridge's decision to drive their 406 coupé from Nowra instead of one of their 203s that usually star in the concours.

Some members had hoped that Keith would bring his late brother's 203 racer that he took to the Pageant at Easter after its restoration because it is such an interesting car.

However, Keith had answered so many questions in Canberra about its background and modifications that he had long decided not to bring it.

The presentation of his 1998 coupé, which took out top honours in the 405/406/307/605/407 class, showed in its careful detailing that its presence was premeditated.

Jim Kearns, another collector with a penchant for concours honours, was keen to show his newly restored 504 cabriolet, a huge project that he took over after its previous owner gave up.

Jim was quite frank about it needing a bit

more work.

Even so, it is doubtful if anyone else would have picked that and the car looked factory fresh as it was. It won its class in the concours and went on win Best French Car of the Day.

Somehow the subject of approaching retirement came up and Jim grinned as he said he would have to keep working to pay for his car restorations.

After his work in census taking of Peugeot 604s, Sean White would have been expected to turn up in one of his three examples or, if he



was in a sporting mood, his 306 GTi-6.

Instead, he made the trip from Parkes in a shakedown cruise in his recently acquired 605.

He waxed lyrical on aussiefrogs.com after the event about its advanced luxury and comfort – “a benchmark for every other carmaker” – and the safety of cruise control now there is a risk of the RTA spilling the beans on timed distances between its many cameras.

The other 604 owner who often displays his oldest V6 is Steve Palocz, but he is in the midst of work on it.

Steve had a wide choice of French cars, including his barn-find 404, but he used the day as an opportunity to give his 504 Ti another club outing.

Motorkhana champ Robert Rigg obviously did not want to explain again and again to people why he now possesses a 407 diesel after his many years of stirring the oil-burning brigade. He came in his 504 Ti, now with the chocolate roof showing signs of melting.

“I’ve had this car longer than my wife,” he mused as admirers flocked around the car.

A similar patina of age graced the paintwork of Paul Geraghty’s 505, its 1985 burgundy now the colour of an old, old French wine.

The sedan hasn’t missed a beat since a mate sold it to him for \$125 and it got a place in the concours, helped no doubt by his wonderful plates, OUI-505.

Paul’s neighbour, Peter Boorman, has some potentially wonderful Peugeot cabriolets in his magnificent workshop, but he has had to break into work on them to undertake some urgent repairs on his son’s Morris Minor.

The dutiful dad turned up in his faithful 505 wagon.

Graeme and Anne Cosier decided to leave their concours-competitive 403 sedan safely out of the rain and came in their 406 HDi wagon.

Charlie Cutajar brought his three children in his 406 for a Pug-spotting outing, a big contribution to the number of young folk present.

Doug Stanfield from Bulledalah way made a long day of it for the debut club outing in his 406 HDi, his fourth Pug after his 203C. “I’ve now got a car I can drive long distances with confidence,” he said.

Doug almost abandoned Peugeot ownership after selling his beloved 405 auto Josephine when she became a money pit.

After months of chugging around in his Rodeo, the 74-year-old decided saving for a rainy day would not be as much fun as another Pug. For a while he thought something was wrong when his 406 fuel gauge was halfway after 800 km from a full tank.

Another Doug in a diesel was former president Doug Smith with his daily driver 505 SRDT.

Fellow Berowran Peter Nash left his diesel at home and displayed his 404 rally car. His car was lighter on the trip home because David Bean had inadvertently taken his folding chair.

David, who chose his 406 SV over his 405 Mi16 for the day, caught up with a lot of old Citroën buddies. “Last year they were surprised to see me and said they thought I was dead,” he said.

As a noted raconteur, David particularly enjoyed hearing some flying stories from Basil Nash. “He once lost both wings of a Mosquito



in a hedge after he landed it in a field and just kept going in the fuselage until it ran out of momentum,” David said.

Ross Wheeler was dismayed that his 406 wagon had a scraped side. On the way to the event, a younger driver making an unexpected manoeuvre had swiped the former advanced driving instructor’s car.

Ron Gruber was convinced that I had replaced my 405 SRDT with a 307, but I had to assure him that was Peter Watson and that all I had replaced was the Bedouin tent for a new head lining.

Meanwhile, the editor of The Pugilist, Simon Craig, entered his “fun car” 207 GTi in the concours modern class because he was still to take delivery of his new “everyday” car. His brilliant F1 shirt won him “Best dressed of the day”.

He was runner up to David Schultz, in an even more sparkling 207 GTi, who also won the “Best of modern.”

Helen Louran, who tracked down the amazing collection of raffle prizes, was in the Pink and won the modified class with the cosmetic magic of her 206 CC.

The Victorian club magazine regularly features photos of cars with inappropriate number plates and there were in the Sunday paddock some plates their owners had transferred to newer Pugs.

For instance, Warren Orth has his WO-203 on his 307 HDi. Rob Oakman reminded that the plates had graced Warren’s 404 ute for many years as well.

Another sentimental mismatch was PEU-405 on a 308 HDi.

Thanks to careful planning and great organisation, the day was another success for Ross, his team and the judges. The only complaint any member could justify is that they missed going.

Funnily enough, after almost everyone had left, the sun came out, the light brightened and a horseshoe rainbow appeared in the east.





Peugeot Sport Total dominates at Imola



Marcel Ten Caat

Peugeot Sport Total took a one-two victory in the recently contested Six Hours of Imola.

The French manufacturer dominated the fourth round of the Intercontinental Le Mans Cup and the third round of the Le Mans Series on the Italian circuit and anything other than a win would have been a defeat.

After a mistake on the grid, which saw the entire field mirrored on the start grid, Sebastien Bourdais started the race from pole position and he was still leading when the cars went into Tamburello for the first time.

Marcel Fässler managed to stay close to Bourdais for most of the opening hour, but just before the end of the first hour Montagny passed the Audi R18 TDI at the Variante Villeneuve and Peugeot was first and second.

In LMP2 Jody Firth had a cracking first stint and at 1pm the TDS Racing Oreca 03 Nissan was already half a minute clear of its rivals. BMW was leading the GTE Pro category with its nr 55 M3 GT2.

Into the second hour the Peugeots stayed on the pace with the Audi's clearly not able to follow them around the Autodromo Internazionale Enzo e Dino Ferrari. The gap between the French and German teams increased after every lap.

In GTE Pro the BMW Motorsport cars seemed to have an easy day as well and had created a 30 second lead over the AF Corse Ferrari that was chasing them, but that was until problems arose in the #56, described by the team as a 'small technical issue'.

After two hours the AF Corse car was beginning to close in, just like Davidson closed in on

his team mate in the leading Peugeot 908.

Davidson kept lapping quicker than Sarrazin and by lap 82 the two Peugeots were close to each other, with Timo Bernhard in the Audi now half a minute behind.

Lamy's BMW saw the Ferrari of Giancarlo Fisichella closing in rapidly. After the pit stops from the leaders Davidson emerged one second ahead of Sarrazin and soon after Davidson managed to put a lap on Kristensen. Kristensen would have none of it though and put his Audi next to the Peugeot and there was contact going through Tamburello.

At the halfway point of the the race the Peugeots were still dominating.

The gap between the two Peugeots was 20

seconds onto lap 11 and into the fourth hour. Ferrari took the lead in GTE Pro when the nr 55 pitted for full service, a couple of minutes later the nr 56 BMW got out of Rivazza very slow and pulled into the pit immediately.

Rob Bell (JMW Ferrari) and Nicolas Prost (Rebellion Lola) made detours via the gravel trap at different parts of the track.

There were some other minor spins and teams catching each other and just before the end of the fourth hour the nr 51 Ferrari pitted, which allowed the sister car to move up into second and the nr 56 BMW back into the top three for the moment.

In LMP2 the TDS Racing Oreca 03 Nissan that had been in a commanding lead pitted with



Pierre Thiriet pitted from the lead, but a starter motor problem prevented the car from firing up again and it went back into the box.

Valuable time was lost and as a result a big lead went to waste and the Level 5 Motorsports Lola inherited the class lead. With the car stuck in the box it soon dropped further down the order.

Down the field the LM GTE Am battle heated up with Nicolas Armindo chasing down Gianluca Roda and taking seconds off the IMSA Performance Matmut Porsche's lead each lap.

As the BMW nr 56 came in again it was pushed back into the box, allowing the Felbermayr-Proton Porsche to move up into fourth in class. The sister car made its stop not much later, which allowed the two AF Corse Ferrari's to move into first and second again. Melo now leading ahead of Bruni.

An early pit stop for the nr 7 Peugeot due to a puncture allowed the nr 8 to take the lead again. After five hours it was still a Peugeot 1-2.

Into the last hour and it was Montagny who had to come in as well with a puncture. The nr 55 BMW M3 GT2 was also called in again for a stop and go penalty for a pitlane infringement, which meant the nr 71 AF Corse Ferrari lost some of the pressure.

Melo pitted as the BMW took its penalty. Collard had a scary moment when one of the brakes overheated and gave in, the repairs meaning the Pescarolo had to be wheeled into the box.

Christophe Bouchut meanwhile ended up in a battle with the Strakka Racing HPD ARX-01d – not for position – and briefly made contact.

After stretching out his lead over the Greaves Motorsport to over 16 seconds the Frenchman came in to the pit unexpectedly and the engine cover went off, the team investigating a gearbox selector problem.

Meanwhile in GTE Am Pat Long, who took over from Gianluca Roda, started chasing down Nicolas Armindo, who had taken the lead in the class.

Twenty minutes before the end of the race Bourdais put in the fastest lap of the race and returned 18 seconds ahead of his team mate.

Behind him several battles were still to be fought. Pat Long closed the gap to Raymond Narac, who had by then taken over from Armindo, but just before the end of the race he had to pit and that was game over for the GTE Am battle.

After 220 laps Bourdais crossed the line to win the 6 Hours of Imola for Peugeot Sport Total, Montagny taking second and Timo Bernhard taking third for Audi Sport Team Joest.

Greaves Motorsport won LMP2, AF Corse took a one-two in GTE Pro, IMSA Performance Matmut won GTE Am. In FLM it was the nr 99 JMB Racing FLM of Kyle Marcelli, Chapman Ducote and Nicolas Marroc that won, in a car that was initially not on the entry list (only as a conditional entry) and with drivers that were set to race the Guess Racing Europ Lola.

The next round of the Le Mans Series and Intercontinental Le Mans Cup will take place at Silverstone in September.

– from Planet Lemans

Pictures: Peugeot Sport.



Final standings for the 6 Hours of Imola

1. Peugeot 908 no.7, Bourdais / Davidson 220 laps
2. Peugeot 908 no.8, Montagny / Sarrazin +1'08"688
3. Audi R18 no.1, Fässler / Bernhard +1 lap
4. Audi R18 no.2, Kristensen / McNish +1 lap
5. Lola-Toyota no.13, Boullion / Belicchi +7 laps
6. Lola-Toyota no.12, Prost/Jani +8 laps

307 is ten



IN AN ANNIVERSARY tribute, Rich Jewell, 07 Registrar for Club Peugeot UK, reveals the good, the bad and the Pugly of the model that became Australia's most popular Lion car with sales of over 24,000 units.

Ah, the 307. Is it really 10 years since this wee hatch hit the streets? It still looks fresh and up-to-date, so it's easy to forget the 307's true vintage.

It's a much maligned car, yet curiously also a much praised one. European Car of the Year in 2002 is a plaudit not to be forgotten, and even normally anti-Peugeot Jeremy Clarkson described the 307's driving dynamics as "much respected" back in the day.

If the 307 ever had a problem it was with public perception, which seems to have grown beyond proportion with the reality.

This is largely due to it having debuted a lot of new technology in one car.

Multiplexed electrics with BSIs and COM2000 units? Yep.

16 valve diesels in 1.6 and 2 litre capacities? Yes indeed, eventually.

Dual mass flywheels on diesels? Most assuredly so.

Diesel Particulate filters? In the later cars, most definitely, Sir! Now, this was a lot of technology to cram into one small car, which meant that as things went wrong the poor 307 seemed to be at the centre of it all.

A shame, because as time went by most of these features found their way onto cars from rival manufacturers, and they caused just as many problems in their cars, but the damage to the 307's reputation was already done.

The real pity is that there is now quite a hardcore underground of 307 owners who have found their way around most of these problems, often at little or no cost.

If the DMF is failing, then replace it with a solid one when the new clutch is fitted.

Tired of expensive DPF maintenance? Then

hollow out the filter's innards and either have the ECU reprogrammed, or fit a cheap gadget to fool the ECU into thinking it's still there.

COM2000 broken – simply dismantle it and repair it with gubbins from a scrapyard unit.

A browse of the internet shows a vast, underground cult of 307 owners who've shown some amazing ingenuity in overcoming these issues.

Australian 307 sales

Year	307	307CC
2001	134	
2002	3,018	3
2003	3,862	0
2004	3,862	737
2005	2,838	561
2006	4,016	542
2007	4,125	363
2008	13	6
2009	5	62
Total	21,873	2,274

Source: VFACTS registration data.

I've found evidence of several examples well past 200,000 miles, including one that was still in use as a taxi up to about 240,000 miles! That's not to say they're all bad.

Properly maintained, a later 1.6HDi should cause no more real trouble than a Focus with the same drive-train.

We have a 307 2.0-litre HDi at work that is used for specialist police duties, and despite

its age and mileage it has proven to be pretty robust and remains the last car of its age on the fleet when Foci and Astras have long fallen by the wayside.

So should you buy one? Yes indeed, if you want a Golf-sized hatch but don't want to pay Golf prices.

There are plenty out there, so take your time and find one with full history and a decent mileage, and invest in a professional inspection prior to handing over your money. The slightest sniff of trouble, go and find another.

Choice models are the old 90BHP 2.0-litre HDi. This is a tough old engine, with decent economy and no DMF or DPF, so if you can find a low miler I would snap the seller's finger off.

The 1.6-litre HDi 110 is another gem of an engine, but servicing is critical on these so check the history with a fine-tooth comb and check that it has every stamp, and that the correct 5W30 synthetic oil has been used throughout.

Finally, the rare 180/Feline model is a tasty car. It's quick, but with more grownup road manners than the 206 with the same engine, and quite discrete looking in the manner of the Golf GTi.

I've only ever seen one, and it really took a second glance to see what it was.

Very subtle, very nice indeed! The 308 carries on the story, and is largely derived from the 307.

They've eradicated most of the problems that haunted the 307's image, improved the dynamics and made significant strides in reliability and finish.

However, used 308 prices remain strong and are not within the reach of everyone, so if you want a hatch, and you're a rabid Peugeot fan, then give the 307 a look, but buy with your head, not your heart.

— from the Peugeotist.

Pug Forester fighter on the way



Byron Mathioudak

PEUGEOT will launch a new compact SUV in Australia by mid-2012 – with a pricetag starting from under \$30,000 – as it embarks on a new strategy that will include at least four different SUVs within the next 18 months.

To be built in Japan, the new 4008 will be based on the Mitsubishi ASX launched in Australia late last year and is expected on sale here in the second quarter of next year.

Confusingly, the 4008 will become Peugeot's cheapest SUV, positioned beneath the French brand's larger Mitsubishi Outlander-based 4007, the entry price of which was last week slashed to less than \$35,000.

Until the high-riding 508 RXH Hybrid4 crossover arrives in the third quarter of next year, that makes the 3008 crossover Peugeot's flagship "SUV" with a starting price of \$35,790.

Computer-generated images of the still-secret 4008 have been seen since as early as 2008, based on the edgy Concept-cX that previewed the slightly more conservative 2010 ASX production model at the 2007 Frankfurt motor show.

Peugeot Automobiles Australia presented a low-resolution rendering of a green 4008 at the 508 launch, which like the "2007" that first appeared in 2008, is differentiated by a distinctive Peugeot nose, a fresh C-pillar treatment and different tail-lights.

Asked how different Peugeot's 4008 will be to the ASX upon which it will be based, PAA general manager Ken Thomas said the changes will run deeper than they do between the 4007 and Outlander.

"It is based on the ASX, yes, but I can assure you the 4008 will have its own unique characteristics, in terms of its design features," he said.

"I think it is going to be widely appealing with its European styling, even though the car will unashamedly be built by our partner Mitsubishi, in Japan under licence, and we will

get access to it pretty quickly after launch."

Six versions of the XA-series ASX are available in Australia, including 110kW/197Nm 2.0-litre four-cylinder petrol and 110kW/300Nm 1.8-litre DiD turbo-diesel engines matched with manual and automatic transmissions in front-wheel drive and all-wheel drive configurations.

Whether the 4008 will follow in the footsteps of the 4007 by becoming available with PSA Peugeot/Citroen diesel engines and transmissions in Australia remains to be seen.

However, Mr Thomas said the 4008 will be sold here with the ASX's 2.0-litre petrol engine and would also be produced in both FWD and AWD configurations with both Mitsubishi's 1.8-litre diesel engine and a Peugeot-sourced diesel, matched with manual and Continuously Variable Transmission automatic gearboxes.

But he said model range complexity could prevent either diesel engine being made available in Australia's 4008. "At this stage we will take one or two engines," he said. "There is a petrol – essentially a Mitsubishi-built petrol engine mated with a CVT – and there is a Peugeot diesel, although whether we take that will depend a lot on price and also our market research on what the customer wants.

"The mistake you can make is having too many models within that range; you have to make up your mind and decide where does the bulk of your customers want you to deliver that car, and that's the model you go for."

Mr Thomas said the 4008 could become a high-volume vehicle for the brand when it arrives here by the second quarter of next year.

"I think by virtue of the compact SUV market (reinventing itself) as a 2WD compact SUV market the 4008 will be popular," he said. "Our research has shown that women in particular like the higher seating position. People will want to buy more of that type of vehicle – like the Kia Sportage and the Hyundai ix35 – and the 4008 has that type of appeal.

"I can't yet tell you what sort of numbers we are expecting as the car was just announced to us several weeks ago and we thought it impor-

tant to share that news with you."

Mr Thomas said Peugeot's SUV range would be further expanded in coming years, with the 508 RXH Hybrid4 crossover wagon set to join the 3008, 4007 and 4008 on sale in Australia in the third quarter of next year, following its global debut at this September's Frankfurt motor show.

"I think that any car-maker that has done well in Australia over the last 10 years is simply down to them having a very good SUV proposition..."

"You only have to look at the BMW model to see how well they've done with their X1, X3 and X5, as well as Audi with the Q5 and Q7. Without SUVs they wouldn't be half the companies that they are.

"And I think that Peugeot has to look at similar SUV solutions ... and there will be more SUVs offerings to come in the next few years, that will be both traditional on-road as well as off-road SUVs."

Meanwhile, the 4007 compact SUV has undergone a "price readjustment" of \$6,500 as well as a minor specification upgrade in order to revitalise sales; with only 241 shifted so far in 2011, volume is down 9.1 per cent.

Peugeot's all-diesel 4007 range now opens at \$34,990 for the five-seater ST, which continues to be powered by a PSA-sourced 115kW/380Nm 2.2-litre HDi turbo-diesel, matched with both six-speed manual and automatic transmissions – the latter now costing \$37,490.

Likewise, the mechanically identical 4007 ST seven-seat auto is now also \$6,500 more affordable than before at \$38,690, while the flagship seven-seat SV auto now costs \$43,690 (down from \$50,190).

The Mitsubishi GS platform that underpins the Outlander/4007/C-Crosser trio and ASX/4008 twins also underpins Mitsubishi's existing CJ Lancer and, in heavily modified JS guise, the Chrysler group's Caliber, Sebring/200, Journey, Avenger, Compass and Patriot models.

— from goauto.com.au.



Home hero Loix on top

FREDDY LOIX gained a huge boost in his efforts to win the GEKO Ypres Rally for a seventh time after he completed the opening day of the Intercontinental Rally Challenge event with a lead of almost 40 seconds over Guy Wilks, while his key rival Thierry Neuville retired on the first special stage.

Loix, at the wheel of a Škoda Motorsport Fabia Super 2000, was fastest on all of Friday's six special stages to open up an advantage of 36.7s over Wilks in a Peugeot UK 207 S2000. Six-time Belgian title winner Pieter Tsjoen is locked in a close battle with Bryan Bouffier for third with Dutch driver Hans Weijs impressing on his first appearance in the IRC in a Super 2000 car in fifth place.

Neuville was one of the favourites for victory in his Team Peugeot Belgium-Luxembourg 207 but failed to complete the first test. His Kronos Racing boss Marc van Dalen explained:

"The front-right wheel broke through a left corner and he had to drive for more than one kilometre on this broken wheel while he tried to find a safe place to stop. When he stopped a bolt in the suspension was broken and he had to retire. It is a big disappointment for him."

There were no such problems for leader Loix who has dominated the event from the outset alongside co-driver and fellow Belgian Frederic Miclotte.

But while Loix impressed, his team-mate Jan Kopecký was forced to withdraw after his co-driver Petr Stary suffered a broken collarbone when they crashed during Thursday evening's shakedown.

Stary is expected to make a rapid recovery but their failure to start will be keenly felt by Kopecký, who is second in the IRC drivers' standings and had been tipped as a possible winner.

Guy Wilks capitalised on the confidence

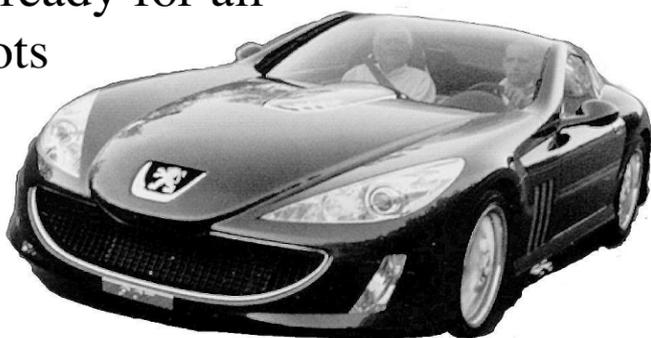
he'd built up during a pre-event test to complete Friday's stages 18.9s clear of third-placed Tsjoen.

The Briton only once failed to set a top-three stage time in his 207 and felt he could have gone fastest of all had he not lost precious seconds slowing for Andreas Mikkelsen's Škoda UK Motorsport Fabia.

The Norwegian had understeered into a ditch barely a handful of kilometres from the stage start. In his attempts to regain the road he was unable to avoid striking a submerged concrete block, which broke his front-right suspension and forced his retirement.

Bouffier was third after the first stage but lost time – and part of his Peugeot France 207's front bumper – when he went off the road and through a field on stage two. A spin on stage three caused further delay but the Rallye Monte-Carlo winner battled back to 4.8s of third-placed Tsjoen by the completion of day one.

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Drivers' standings:

1. Loix 70 points
2. Bouffier 67
3. Hänninen 58
4. Kopecký 55
5. Neuville 48
6. Wilks 45

Manufacturers' standings:

1. Škoda 186 points
2. Peugeot 162
3. Ford 45
4. Subaru 33
5. Honda 28
6. Mitsubishi 22

Tsjoen, the reigning Belgian champion, is making his annual IRC appearance but his first alongside new co-driver Lara Vanneste, a late replacement for his intended navigator Eddy Chevaillier, who suffered back injuries in a crash on a rally in Greece seven days ago.

He expressed his surprise to be third overnight in his Kronos Racing 207 and plans to make the most of a higher road position through Saturday's stages.

Hans Weijs has proved a revelation in his Fabia, which he is driving in competition for the first time this week. The 24-year-old from Netherlands is fifth overnight following an error-free performance. Belgian Bernd Casier is sixth on his first outing of 2011 with Toni Gardemeister showing well on his Ypres debut aboard his TGS Worldwide Fabia in seventh.

Luca Rossetti left mid-evening service in Ypres in fourth overall but slipped back when

the engine in his Abarth Grande Punto dropped onto three cylinders through stage four and he fell to 13th. Running repairs enabled him to fight back to eighth after six stages, 5.5s ahead of Polish M-Sport Stobart Fiesta driver Michal Solowow, who overcame early brake woes.

Estonian Karl Kruuda completes the top 10 with Giandomencio Basso 11th in his Proton Satria Neo Super 2000, further proof of the car's continued progress. Team-mate PG Andersson reached the end of day service in 18th overall and with his car experiencing a high water temperature, which he hoped his mechanics would be able to rectify for day two.

Bruno Magalhães shone with the fourth fastest time on stage one before engine failure stopped his Peugeot Sport Portugal 207 on the very next test.

Irishman Robert Barrable was an impressive seventh overall before a trip through a ditch on stage three cost him more than one minute.

2011 Ypres GEKO Rally – final positions:

1. Loix/Miclote, Škoda Fabia S2000, 2h 40m 3.9s
2. Bouffier/Panseri, Peugeot 207 S2000, +1m 41.6s
3. Weijs/Degandt, Škoda Fabia S2000, +3m 56.9s
4. Solowow/Baran, Ford Fiesta S2000, +6m 6.8s
5. Wilks/Pugh, Peugeot 207 S2000, +6m 33.8s
6. Kruuda/Järveoja, Škoda Fabia S2000, +6 40.6s

Jasper van den Heuvel also showed well early on before brake problems hampered his R4-specification Ralliart Mitsubishi Lancer.

Jonas Langenakens leads the IRC Production Cup in his Ralliart Lancer from Anthony Martin and the Subaru Impreza of two-time category winner Florian Gonon. Rising Dutch star Kevin Abbring is almost one minute clear in the IRC 2WD Cup. Belgians Cedric Cherain and Kris Princen are in a close battle for second. Martin Kangur is the top Honda Civic driver in fifth position. Day two review: Seventh heaven for Loix

Day Two

Freddy Loix maintained his comfortable overnight lead to win the GEKO Ypres Rally for a seventh time. Loix led the Intercontinental Rally Challenge qualifier from start to finish and moves back to the top of the IRC standings as a result.

His victory, at the wheel of a Škoda Motorsport Fabia Super 2000, also puts him joint top with Juho Hänninen in the list of all-time IRC event winners, with seven triumphs to his name.

Loix, who was co-driven by fellow Belgian Frederic Miclotte, was in control throughout





the event. Not even rainfall prior to Saturday's opening test knocked him off his stride as he sped to a commanding victory by 1m41.6s over Peugeot France driver Bryan Bouffier.

Hans Weijs claimed an impressive third on his debut behind the wheel of a Fabia and on his first start in this year's IRC.

Guy Wilks began day two in second overall and on a high aboard his Peugeot UK 207 after he set the fastest time on the day's first stage. But a double puncture on stage 10 wrecked his hopes and dropped him to 11th overall. Despite a slow puncture causing a spin on stage 15 and a further deflation on stage 16 holding him back, Wilks snatched fifth on the final stage with the fastest time.

"We're at the finish but we didn't get the result that mattered and that's a real shame," said Wilks. "The car was great although we didn't get the luck we needed. But there's no point thinking about it. We have to put it behind us and move on to the next rally."

Bouffier was the chief beneficiary of Wilks' downfall when he moved up to second overall, having overtaken Pieter Tsjoen for the final podium place on stage eight. While Bouffier enjoyed a trouble-free run to the finish, Tsjoen was not so fortunate following a bizarre incident on the road section heading to stage 11.

The six-time Belgian champion had stopped by the side of the road for a short break but inadvertently struck a small metal post as he pulled away, which damaged his Peugeot 207's

radiator. Although he made it through the stage, he and co-driver Lara Vanneste were unable to stem a water leak despite frantic repairs and the advice of several rival crews.

With Tsjoen out, Dutchman Weijs was now third and embroiled in a close fight with Bernd Casier, which raged until stage 14 when the Belgian stopped with power steering failure. Weijs had only managed a two-hour test in his Fabia before the start and his determined performance earned him the prestigious Colin McRae IRC Flat Out Trophy, which is presented on all rounds of the IRC to the driver best embodying the spirit of the rally legend.

Casier's unfortunate exit promoted Michal Solowow into a fine fourth with his M-Sport Ford Fiesta S2000. But the Pole needed all his ingenuity to rectify a sticking throttle and reach the finish in Ypres's historic Grote Markt.

Like Wilks, Kruuda was also slowed by a spate of punctures, while a minor intercom glitch on stage 10 didn't help his progress. However, he belied his lack of experience of asphalt driving to finish sixth and score points for his second event in a row.

Toni Gardemeister took a strong seventh on his Ypres debut but the Finn could have finished

higher up the order in his TGS Worldwide Fabia had it not been for a time-consuming puncture on stage 10.

Luca Rossetti, the Ypres winner in 2007, overcame a spin on stage seven and two punctures in the afternoon to claim eighth overall in his Abarth Grande Punto. Bernard Ten Brinke landed his maiden IRC points in ninth with Robert Barrable also bagging his first IRC point in tenth overall following an impressive showing on his Ypres debut.

Barrable thought he'd lost the place with an overshoot on the final stage but when the pursuing Swede PG Andersson, in a Proton Motorsports Satria Neo S2000, damaged the left-rear corner of his car early in the test, Irishman Barrable kept hold of the position.

Frenchman Julien Maurin overcame early setbacks to clinch 11th in his M-Sport Fiesta, but there would be no finish for Andersson's Proton team-mate Giandomenico Basso, who crashed into a ditch after striking a rock on Saturday's first stage. The Italian was firmly in contention for a top 10 finish at the time.

Andreas Mikkelsen recorded four stage wins for Škoda UK Motorsport after he restarted under SupeRally regulations following his stage one exit. Thierry Neuville, one of the pre-event favourites for victory in his Team Peugeot Belgium-Luxembourg 207, also returned for Saturday's action but withdrew after stage eight



with suspension damage caused by striking a rock.

Belgian Jonas Langenakens won the IRC Production Cup with countryman Anthony Martin second in another Ralliart Mitsubishi Lancer. But the standout performance came from Jasper van den Heuvel in his R4-specification Ralliart Mitsubishi Lancer, who finished third in class despite being delayed through repairing damaged brakes and suspension during the course of the rally.

It was the first appearance on an international event for van den Heuvel and co-driver Martine Kolman since they suffered burns in a crash on a rally in Germany last August. At the finish, Kolman announced her retirement from competition. Philip Barbier was the leading Subaru Impreza finisher in fifth.

Local hero Kris Princen took the IRC 2WD Cup laurels after long-term leader Kevin Abbring lost precious minutes stuck in a ditch on stage 14. Irish driver Tommy Doyle was a fine second with Abbring recovering to fourth. Martin Kangur was the top Honda Civic finisher in 11th with Matthias Boon 12th in his Škoda Fabia R2. Gearbox problems forced IRC 2WD Cup champion Harry Hunt's retirement on Saturday morning.



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Pick 'n Payless are now on the internet

Steve Palocz.

My favourite wrecking yard is now on the internet — www.picknpayless.com.au — showing in alphabetical order what makes and model of cars they have in stock with the yard location.

So before you go to look around you will be able to see if the car you want to get parts from is in the yard.

The only drawback is the makes are all muddled up in the wrecking yard. Instead of being

in manufacture rows, the cars are in lot number rows with Audi's mixed with Magna's etc.

When you check on the internet if the car is in the yard note down its lot number so you know where to go in the yard. With some makes you will need to note the lot numbers of many cars so if the part you want is damaged or taken you can go to the next car.

I'm glad they don't run a supermarket. They would have the vegies mixed with the meats and milks!

Don't forget to take your tools with you.



Hot hatch guide

Peter Wilson

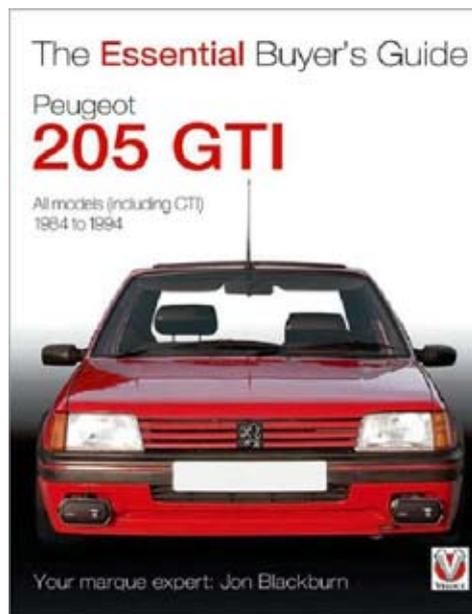
AS THE YEARS and kilometers clock up for the Peugeot 205 GTi potential buyers of a hot hatch don't want to be burned by their choice.

As an owner who has experienced the ups and downs of owning, repairing one for seven years, Jon Blackburn has put his experiences into writing in Peugeot 205 GTi – The Essential Buyer's Guide, a new UK paperback released in May.

Jon is a member of the Peugeot Sport Official Owners Club and the 205gtidriversonline.com forum who has moved into publishing.

He describes the evolution of the GTi from the 1.6 to the 1.9, pouts out weak points, rust traps and potential mechanical defaults and custom and modified cars.

The book can be ordered from www.veloce.co.uk.



Dead parrot panic in Pug

John Williams went for a drive in his red Peugeot 406 to calm down because there was so much trauma in his home after his parrot died, an English court was told.

But the Portsmouth resident panicked and put his foot down when police tried to pull him over to say a brake light was not working.

He led a two-mile chase that ended when he smashed through a fence.

He was jailed for four months for dangerous driving and banned from the wheel for three years.

— from the Daily Express.

Peugeot 6008 in the works

James Foxall

BLAME IT ON China: Peugeot is now so serious about SUVs, it's already working on a version of the SxS crossover concept, which was revealed at the recent Shanghai Motor Show.

The new car – which will rival the five-metre-long Audi Q7 in size – is likely to be unveiled at next year's Beijing Motor Show, and will preview the look for future Peugeots. And it's almost certain to inspire a production model, called the 6008.

According to the man behind it, Jean Pierre Ploué, the next concept will be the first "world" car from the brand to include design elements aimed at the Chinese market.

"It will be our worldwide style, but it will take into account what the Chinese like.

"When they look at a car, they see details; Europeans see the overall shape. We need to combine the two," he said.

— from Auto Express.

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Dustman gives up selling Pugs



Vintage best: Peter Orr's Peugeot 175, shown here on a 1964 rally in New Zealand, outdid its sporting contemporaries at Warwick Farm for many years.

35 years ago.

1976 When you can't beat 'em it's time to move on. The disco at the Dancers Club is too noisy for meetings so the club decides to hire the Veteran Car Club hall.

Peter Orr updates with a Peugeot 504, selling his superb 1924 Peugeot 175 to George Green for his motoring museum. He's had the oldie for 15 years and it was the fastest vintage tourer on the circuit at Warwick Farm. It can top 128 km/h and has four-wheel brakes. Of the six examples of the model that came to Australia, Peter reckons there are sufficient pieces left to get another one going in a few years.

30 years ago

1981 All is set for Peugeot assembly, spares and marketing operations to transfer completely from Renault Australia to Leyland Australia on September 1. Special tools and assembly jigs have been moved from Melbourne to Sydney and the Leyland lads have made a lot of visits to Melbourne.

Peter Matthews reckons you should stick to genuine Peugeot shocks for country roads – they're worth the expense for the extra service they give.

Sherlock Don Anderson solves the mystery of closed spark plug points on one cylinder - a missing throttle cable nut must have gone into the carby.



25 years ago

1986 A 1903 De Dion Bouton single-banger is oldest car at All French Day at the Prospect Reservoir. John Hunt's Peugeot 404 is best of the older cars in the concours.

The club plans to issue rego plates for Peugeots over 30 years old.

Bob Pritchett says if you fit the toe of a nylon stocking or pantyhose over the top radiator spout before fitting the top hose, you have a handy filter that collects a lot of gunk and helps delay the next rodding job on the radiator.

An episode of the TV Flying Doctors stars a fictional French rally team flogging a Peugeot 504 through the bulldust.

20 years ago

1991 Ray Bowden, chief of new Peugeot distributor Inchcape,



Diesel odyssey: Architect Tony Spragg took his family through the American South in a Pug 505 diesel that he bought in San Francisco. In Texas a cop saw the strangers passing around a strange white substance and sniffed the interior. They were sharing dried apples.

brings the only Peugeot 605 in Australia to All French Car day at the Rocks. He's lined up as next club guest speaker.

Peter McKee claims his Peugeot 404 is the only "legal" one in the latest bash with its original capacity engine. He's pleased. It cruised happily at 120 km/h, used 0.5 litres of oil in the 10,000 km and even pulled an HR Holden out of a bog.

15 years ago

1996 Ian Bernard and Maurice Cornofski are moving from Pymble to their very own P. Q. Automotive Maintenance workshop in Willoughby.

In latest nuclear fallout, Renault calls it quits to Australian sales again and new Pug figures are 40 per cent down to 1,044 vehicles in six months, including 811 Peugeot 306s, 227 runout Peugeot 405s and six Peugeot 605s.

Things go better with Coke, sings Michael Loney, fitting a ring pull as an emergency

Sad fate: This 2001 photo of a Daimler V8-engined Peugeot 203 in a Toowoomba wrecking yard stirred memories of its sporting career in Sydney.



Bridal Pugs: She's a happy bride from a Puggy family with two club 404s at her wedding.

30-amp fuse after one blows on his lighthouse-lamped Peugeot 404.

10 years ago

2001 When Robert Rigg dropped into the CAMS office - he must have been renewing his motorsport licence - he spotted a copy of The Pugilist on a desk. "That's a good magazine," he said and was told: "Yes, we all read it."

Nils Bown, whose dad drives a restored 403 daily, was delighted his sister married into another family of Peugeot enthusiasts. Club members Nils Molvig and Philip Challinor supplied their 404s as wedding cars.

Five years ago

2006 Happiness for club president Doug Smith is his long commute in a Peugeot diesel. Especially when he takes the 307 HDi instead of the 505 SRDT – his fuel costs are halved. Wal Glading reports his 405 SRDT is achieving 5.5/100 km on tour in Queensland.

Peugeot is certainly riding the diesel wave. In the year to May, 40 per cent of 307 sales and 55 per cent of 407s were HDi models.

Legal history is made in NSW when data from a Peugeot 206 CC involved in a fatal crash is downloaded to strengthen the police case in the prosecution of a teenaged driver. Previously only truck computers have been spilling the beans.



Damon Beck: Famed tune-ups.

Health problems have meant Damon Beck is selling his French cars and closing his business. He must be the only Peugeot salesman who has also been a garbo. The man with the mellifluous voice is a musical comedy star who names the My Fair Lady dustman, Alfred P. Doolittle, as a favourite role.

All French Car Day results

Class	Owner & car	Points out of 100
403, 404, 504	Jim Kearns 1972 504 CC	90
	Brian Jubb 1960 403 wagon	77
	John Hunt 1970 404	66
306	Mark Donnachie 1997 306 Cabriolet	88
	Peter Harvey 1994 306	82
	Reef Gaha 1997 306 GTi6	82
	David Slade 1999 306	81
505	Ted de Lissa 1985 505 SR	86
	Doug Smith 1983 SRDT	62
	Marcel Vaarzon-Morel 1985 SRDT	59
	Paul Geraghty 1985 GTi	28
405, 406, 307, 605, 407	Keith and Hilma Bridge 1998 406 coupe	81
	Jack Hughes 1994 605	74
	Jamie De Maagd 1994 405 Mi16	72
	Warren Orth 2004 307	68
	David Schultz 2007 207 GTi	94
Modern	Simon Craig 2007 207 GTi	90
	Kim Slattery 2006 407 HDi SV	88
	Don Bailey 2008 207 CC	76
Modified	Helen Louren 2004 206 CC	outstanding
	Neale Drennan 2001 306 Rallye	pretty damn good
	Phil Pierois 1993 205	72
Best dressed on the day	Simon Craig	Because, with all the Peugeot logos on his white shirt, he looked like a winning F1 diver.

Pugs go better outside Europe

The Peugeot group sold 1,091,000 vehicles globally in the first half of the year, thanks to a stepping up of sales outside the ailing European market to 44 per cent of its output, compared with 41 per cent a year ago.

The company did particularly well in Russia and Ukraine with volumes up 50 per cent, improved in China thanks to the new 408, and in Latin America demand rose 19 per cent.

At home in France it managed an impressive

220,40 new car sales and a bigger market share, while it topped the Netherlands' new car registrations in May and June, and was favourite brand in Denmark.

PSA Peugeot Citroën said it had an unfavourable market mix in Western Europe – a high volume of low margin small cars.

Keen interest in the RCZ sports coupe and the 508 is improving its position.



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Hunter dealer on its own

Peter Wilson

TO PUT THE record straight, Newcastle's new Peugeot dealership, Pacific Euro, has the steel city and Hunter territory to itself.

"The report in the magazine that Regal Motors is still a Peugeot dealer is wrong," John Gambill said at the July club meeting, pointing out that the firm's most experienced Peugeot mechanic was now working at Pacific Euro's Gateshead operation.

Thank you, John. My error was in checking a dated dealer list.

John told members that Pacific Euro was part of a major Holden dealership and he welcomed the prospect of "Peugeot servicing at Holden prices", but it's uncertain if he has checked Holden pricing lately.

Peugeot Automobiles Australia said Pacific Euro has a new showroom under construction at its Gateshead site and its completion is expected later this year.

Regal Motors gave up its Peugeot franchise in May. It has other brands – Mazda, Kia, Subaru and Chery.

PSA to build new model in Slovakia

TRNAVA, Slovakia -- PSA/Peugeot-Citroen will invest 130 million euros (\$188 million) at its Slovak assembly plant to add a new model.

Company officials, however, did not give any details about the model, which is expected to go into mass production next year.

CEO Philippe Varin said PSA will also add around 900 new jobs to the 3,000-strong workforce at the factory, located in the western Slovak town of Trnava.

PSA made 187,000 cars last year in Slovakia, compared with 203,800 in 2009. The assembly plant's annual production capacity is 300,000 cars, but has not been running at full speed.

The Slovak site currently builds Peugeot 207s, as well as the Citroen C3 Picasso.

— from Reuters

For sale

203C, 1954, green, ex-Gordon Miller car, hardly used in recent years. Perfect condition. Conditional reg 22369H. Car is in Maitland but can be delivered. \$22,000. Rod Farrell, Maitland, 0402 063 052.

203A, 1952. Complete, but dismantled. Rust removed by a tradesman - no bog used. Mileage unknown, speedo reading 62,000 miles when purchased. Also many other parts available, phone for details. Distributor number J203-085 \$700. Vehicle at Seven Hills. Charlie, 9624 5353

205 GTi, 1992, white, series 3, pwr steer, rear discs, 168,000km, 5sp, sunroof, reg to Sep 11. Absolute joy to drive, exc cond, Mech A1. Rarely driven since 2007, when I bought a 306 GTi6. It's time to place her in the hands of another enthusiast. \$7,000 ono. John, Earlwood, 0419 411 816 or jbd73@tpg.com.au

206 XT 2001, white, 5sp man, 254,000km, 15" alloys. Immaculate condition \$8,800. Rego Sept AKJ 80P. Margaret, Charlestown. 02 4920 7074

404 1968, white body and paint ok. New chassis rails. New front brake cylinders. New front door seals. New exhaust system Near new Michelin tyres. Motor, diff, cooling system and gearbox no problems. Excellent gear change. Easy to put on club plates. No major rust. chassis No 5570466. No rego. asking a reasonable \$750. Steve, 0409 504 604.

404 Jan.1970 model, only two owners from new. Current owner since 1975. Excellent totally original condition. This car has been garaged all its life and for the last 10-15 years has been used as a second car. Original mileage is 97,000 miles. Converted to run on ULP. Pensioner concession rego to Jan 2012 AWL969, \$7,800, Contact Marie (the owner) on 6555 5005, (Tuncurry) or John Hunt on 0414 748 334.

405 STi 1993, auto with leather, Dark metallic grey, 185,000 km, one family owned, good service history, reg WR-405, to June 2012, \$2,650. Andrew Roberts, Mount Colah, 0404 030 682.

504 1970, burgundy, good general condition with alloys, tow-bar and sunroof, large amount of spares. 97,138 miles, reg JE-2765, to 10/1/2012, (concession reg.) \$3,650 ono, John, Sutherland Shire, 9521 6684. Email: jclredwards@optusnet.com.au.

505 GTi Series 2 1988 Auto. - 9 months' reg, highly original white/blue, presents and drives very well. Straight clean and rust free. Third owner, 317,000 mostly highway km. No accidents. Very good paint, panels, seats and blue velour interior, dashboard and instruments. VG 2.2 engine, sweet 4-spd auto (rebuilt 60 km ago). Lock-up torque conv and auto downshift. LSD, 15in alloys, A/C, central lock, 4 power windows, pwr strg,

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good tinted glass, new tyres. Much service history by P504. Known in detail by Simon. Price \$3,400 or ono. Paul, Sydney, 9807 6427.

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403 aftermarket grille (cast teeth on top edge), set of knock-on wire wheel 403 hub caps, set imported 403 big disc hub caps. Also, from 7hp Peugeot 1920s: radiator, engine, carb, springs, etc. Peugeot books and brochures from 202 to 504. Brian Arundale, Evandale, Tas. (03) 6391 8698.

405 rear windscreen glass, 4 door sedan, P/N 834554, genuine Peugeot, \$65 plus freight at buyer's expense, Bruce, 65841800.

405 genuine accessory sedan roof racks, second hand in good condition \$30ono, Steve, Cessnock, 4990 1595 or 0427 919 875'

405 SRDT Sedan carpet and interior trim pieces, including

door trims, grey in colour from 67,000 km car wrecked at three years of age, Steve, Cessnock, 4990 1595 or 0418 919 875.

505 GR 2.0-litre engine complete and running. Series XNA2 with ZF 3HP 22 auto. 248,000 highway km. Both good condition - no oil leaks, can test drive. Also suits 504, \$250 ono. Paul, Sydney, 9807 6427.

505 GR air cond - total system or by major components, reasonable offers, Paul, Sydney, 9807 6427.

505 GR tow bar, \$50 Paul, Sydney. 9807 6427.

504 BA7 gear box good condition, \$90, Paul, Sydney 9807 6427.

206 compact disc player, part number 6564E6/R1/RT brand new, genuine Peugeot part, \$195 (normal retail price is \$880) free postage in NSW, Bruce, 6584 1800.

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Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
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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 Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 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
Pacific Euro Sales	Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
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 and Parts	1 Link Road 75-85 O'Riordan Street	ROSEBERRY ALEXANDRIA	NSW 1445 NSW 2015	02 8338 2624 02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
City Peugeot Brisbane	Sales Showroom & Service	5 James St	FORTITUDE VALLEY	QLD 4006	07 3000 5999
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
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 Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 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 Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
VICTORIA					
Bayford of South Yarra	Sales Showroom Service Unit	435 Malvern Road 55 Garden Street	SOUTH YARRA SOUTH YARRA	VIC 3141 VIC 3141	03 8290 2888 03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721100
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 Service & Parts	295 Whitehorse Road 77 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 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 Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 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 Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 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 Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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