

# the pugilist

December 2011

Magazine of the  
Peugeot Car Club  
of NSW Inc



■ The Peugeot club's Marulan Track day a big hit with families and froggers alike

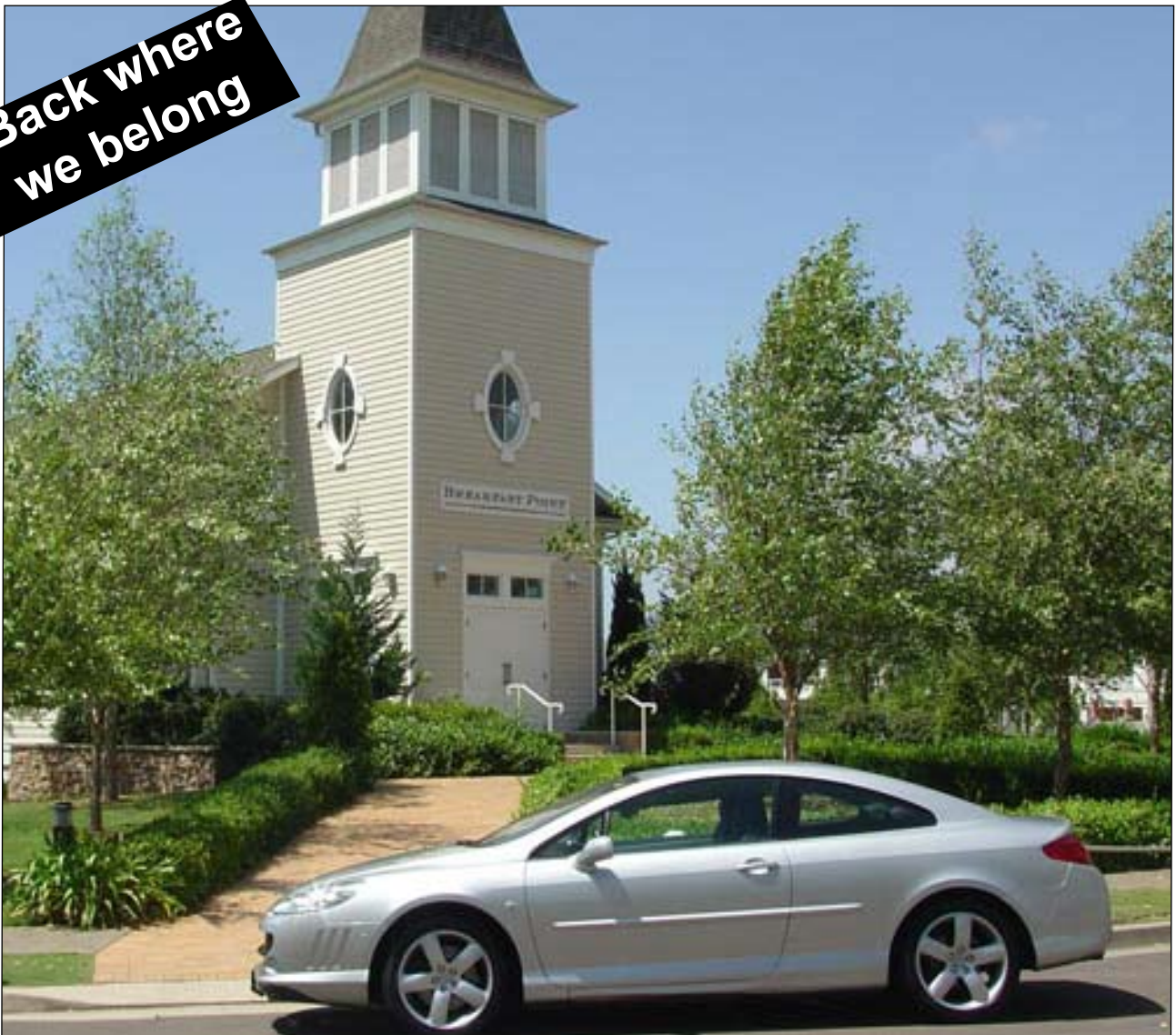
■ George's 202 sightings is not the only 202 project in the wings

■ Young at the heart of the Club's 2012 Easter Pageant plans

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# 3008 HYbrid4



**John Simister**

**T**HIS IS THE FIRST hybrid to team a diesel engine with an electric motor – but it won't be the last

This could be the start of something significant. Look at the headline figures: 200bhp, 99g/km CO2 output. And these values, disconnected from each other as they sound, co-exist in a well-finished, almost-SUV starting at £26,995.

The car with these credentials is Peugeot's 3008 HYbrid4, powered by a 163bhp, 2.0-

## The cover

**Anne Cosier and Ross Berghofer hamming it up for the camera on a scouting trip to Young for Pageant 2012**

Photo: Graeme Cosier

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litre turbodiesel engine and a 37bhp electric motor. The engine drives the front wheels, the motor the rear wheels, and with both operating together the HYbrid4 is a 4x4.

A diesel engine is about 30 per cent more economical than petrol, mainly because you need less fuel to generate the same amount of energy. So a diesel hybrid will be more frugal than a petrol hybrid. That no one until now produced a diesel hybrid is simply because of cost, a diesel engine being more expensive to make than a petrol one (stronger parts, a more complex fuel-injection system).

This hybrid power combination suits the 3008 very well. The breed was already quite likeable, with remarkable agility for a tallish vehicle, a smooth ride and a high standard of interior design and finish. The horizontally split tailgate, like a Range Rover's, is a useful feature too.

The HYbrid4 uses the "robotised manual" six-speed gearbox offered as an option in other 3008s, which uses standard manual internals but can shift automatically. There is no clutch pedal but you can shift your own gears via familiar paddle-shifters on the steering wheel or by the central selector lever.

Unique to this car, though, is the central selector knob by which you choose ZEV, Auto, Sport or 4WD modes. ZEV – Zero Emissions Vehicle – mode lets you drive on the electric motor alone, by which you can travel at up to 31mph for maybe two miles provided there is enough battery charge.

In Auto, the 3008 does what it thinks is best for the circumstances, which will often include moving off silently from rest with the engine cutting in smoothly once you are under way.

It uses a combined starter motor and alternator with a silent belt drive, so there's none of the conventional chirrup of meshing teeth as the starter operates. Sport, as expected, lets

the engine hold on to the lower gears longer and gives speedier but slightly more abrupt gearshifts. And 4WD ensures the electric motor is always ready to join at the rear wheels whenever the front wheels start to lose grip, making the HYbrid4 quite an effective off-roader.

Clever electronics bring the motor into play in other ways, too. It can give an extra boost of power at getaway by filling in for the response lag typical of a turbodiesel engine. It "fills in" during gearchanges so the shift is smoother. It can always add torque for keener acceleration, and it can apply torque to individual rear wheels to help keep the 3008 on course, neatly augmenting the stability system's efforts.

All the while you can follow the various energy paths through the 3008's systems on an animated graphic on a display screen. But that is really just for interest's sake, because driving the HYbrid4 is entirely intuitive and really rather pleasant. The gear changes are particularly impressive given the jerky, surging progress suffered in most robotised-manual transmissions. This one is as good as a double-clutch system such as the Volkswagen Group's DSG.

Nor does the hybrid system intrude, because the 3008's high floor allows the motor and battery to hide under it. And the HYbrid4 seems good value for what it is, even if the cheapest version costs £5,650 more than a Sport-trim regular 3008. Against that the hybrid is livelier, an extra 13bhp from the engine helping to offset the 250kg weight gain, and its running costs and tax liability are much lower.

On which point, two grander versions, costing up to £29,950, have a 104g/km CO2 score, so it's a good thing the "entry" model is itself very well equipped. All told, the hybrid 3008 is an impressive machine. Other carmakers will surely follow.

— from *The Independent*



# Accounting for Marulan, Bowral & the mighty Alfasud

The rules governing incorporated associations have changed so that the financial statements do not have to be audited.

The club's treasurer, Con Engel, reported this to the November club meeting and to the committee a week later. A benefit of this is

that the club would not have to pay fees for an auditor.

While this may appear attractive, the committee took the view that an independent auditor helps protect the office of the treasurer and also the committee regarding the club's

finances. The decision was taken to retain the club's constitution as it is to require an audit of the club's accounts. At the same time, the committee is looking at other ways of reducing the cost of an auditor.

I attended the Marulan track day on 29 October and had a great time in the 505 wagon learning how to obtain the best cornering configuration on the track.

This track is 1.1km in length, with short, sharp corners, unlike highway driving. Being my first time there, I was in the novice section and by comparison was amazed to see how well some of the better drivers were able to control their cars through the corners and on the short straight.

Ross Wheeler and Peter Lubrano offered me some driving tips as did another instructor from the HSRCA. I thank them for an enjoyable day and also thank Helen Lauren for organising it.

Peter Lubrano took me for a spin in Luigi, an AlfaSud, that was modified for track use. I admire his driving skills, but I have a long, long way to go if I want to match them.

After the track day, I met up with Sandra who had done some shopping in Bowral and we stayed overnight at Moss Vale. After breakfast we set off for the Highland Motorfest at Chevalier College. This is always an interesting day because it combines cars, both standard and modified, with steam engines, trucks, wood chopping, craft stalls, and entertainment all into a \$10 per car entry fee.

I parked the wagon near a fence and a little later Uwe Huempel arrived and parked his 1954 Renault Fregate next to me. Uwe is a member of the Renault Car Club.

While I was there I met up with club member Don Drake. I left just after midday and made it home without any problems at all with the wagon over the weekend.

This is the final magazine for the year, the next issue being February 2012. I offer members and their families a merry Christmas and best wishes and happy Pugging for 2012.



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# 2012 Easter Pageant

## Ross Berghofer

**I**N 2012, our club will host the national Easter pageant, to be held at Young from 6 to 9 April.

A registration form is on the club's website and one is on the reverse of the mailing sheet that came with your magazine.

Otherwise I will email you one if you email me first at ross.berghofer@gmail.com

This will be a value packed weekend for just \$185, that will include all meals on Saturday and Sunday and breakfast on Monday, together with great camaraderie. But please note that you must book your own accommodation.

We suggest the Cherry Blossom Motel, 02 6382 1699 (this will be pageant headquarters) or the Colonial Motor Inn, 02 6382 2822.

Both motels have reserved rooms for us – mention the Peugeot Car Club when booking.



Photo: Graeme Cosier

## December meeting

### Ross Berghofer

Our guest at the December meeting will be the DVD "Back of Beyond" with an introduction by David Bean, who is the club's equivalent of Bill Collins.

The movie celebrates the life and times of Australia's best known outback mail man Tom Kruse.

Every fortnight he battled isolation, heat, sand dunes and floods to deliver mail and supplies to the families along the Birdsville Track from Marree to Birdsville.

Emerging over the sand hills in his reliable Leyland Badger, comes Her Majesty's Royal Mailman, Kruse, with his passenger William Henry, ploughing through the desert to bring the mail to the people living on stations and outposts along the track, their only link to the outside world.

We can watch it as we celebrate some Christmas cheer with extra goodies to eat."

## New Members

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

- Wayne McCallum 404
- Paul Scollon 405 Mi16
- Jamie Campbell 405 SRDT

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

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

## OASIS run to CareFlight

### Ted de Lissa

**2**7 PEOPLE ATTENDED the November OASIS run to the CareFlight helicopter base at Westmead.

After meeting at Macca's and having the traditional heart-starting coffee we proceeded to the Base, where our official CareFlight guide, Colin Brown, met the group and took care of some security issues.

Colin told us that the CareFlight Service was started some 20 years ago thanks to the foresight of Ian Battum, who is still a Director of the service.

It currently provides three helicopters, one based at Westmead and two based in the Northern Territory.

Colin explained various facets of the service including the type of aircraft used, the professional medical staff and most importantly, how the service is financed.

Unfortunately, during Colin's address the helicopter was dispatched on an urgent call, so we did not get to see the internal workings of



the aircraft. Following Colin's talk we looked around the base, and at some of the hangars that are undergoing refurbishment. After looking around the shop and making some donations we bid our host farewell and retired to the Rosehill Bowling Club for some much-needed tucker.

### December Outing

The outing for 6 December will be our christmas lunch. This year we will run a "Kris Kringle".

What, I hear you say, is a Kris Kringle?. Every person attending the lunch will bring along a christmas present valued between \$5 & \$10 and wrapped in christmas paper.

Mother Claus will be in attendance and will come around and offer you a gift (obviously, if she offers you the gift you provided, decline in favour of another gift).

Meet at McDonald's westbound on the M4 at 10.00am. From here we will take a leisurely drive to the Nepean Rowing Club for our "Kris Kringle".



Photo: Mal Harris

**Ross Berghofer**

**K**ANANGRA WALLS is a massive rock outcrop about 50km from Oberon. It lies within the Kanangra-Boyd National Park so unless you have an annual pass, expect to pay a \$6.00 entry fee per vehicle. Tickets are obtained from a coin operated machine.

Our journey to Oberon and the Walls is planned for the weekend of 17 and 18 February, 2012.

Some people may want to stay overnight to do some things around Oberon on the Sunday. I have a fantastic drive planned, taking in Rockley, Black Springs and Burruga, which are all historical towns. All roads are either tarred or well-kept gravel roads.

This weekend is also the weekend of the Oberon show and this means that motels will be booked quickly. If you are planning to stay overnight you should book now, as motels are taking bookings for that weekend.

I have booked in at the Big Trout Motor Inn (tel 02 6336 2100). I intend to arrive on Friday night and stay two nights. Other motels are the Titania Motel (02 6336 1377) and the Highlands Motor Inn (02 6336 1866).

On Saturday morning we will meet at the intersection of Jenolan Caves Road and



Kanangra Walls Road at 11:00 am, before driving the 30km to the Walls.

There we will have lunch and do some walking, in either order. For those staying on, we'll find somewhere to eat dinner at Oberon and head off on Sunday morning for our exploring.

You will need to bring lunches and morning and afternoon teas for both days.

Please let me know if you will be there so that I can expect you at the meeting point.

You can contact me via email: ross.berghofer@gmail.com

**Sydney's Backyard  
5-10 March**

**Bruce Knowling**

In November's edition of the Pugilist, an itinerary for this event was published.

A six day trek is planned, starting on 5 March 2012 and concluding on 10 March.

I'd love to know of any expressions of interest for this trip, so please contact me on 02 4739 8372 or via email: brucek@jista.com.au

Part 2 of Sydney's Backyard is planned for Spring 2012 or March 2013).

**Pugger Buggers  
Trip 2012 2-12 May**

**Neville Summerill**

**S**tarting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State.

We'll start the trip here as it is very close to where we were going to start, and I thought it would save time and unnecessary travelling to go this way.

As we will be camping, it will not be necessary to book accommodation, as we may do some bush camps at some places.

The route may change due to road conditions.

I hope I can go as it will be close to my scheduled knee replacements, however we will work something out if that occurs.

For more information, contact me on 02 6458 7208

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## Swedes trump us in 404 stakes

**Mixed fortunes:** The editor snapped these 404s in France in 2009. The one above was languishing in a disused car yard and the one below was a daily driver.

**Peter Wilson**

**F**RANCE HAS BY far the most Peugeot 404s still registered and on the road, while the land of Volvos and Saabs has come in at a surprising second.

New figures from Mike Tippett's Peugeot 404 registry show that not only are the most cabriolets and coupes still in France, but also the most sedans, wagons and utilities.

You might not be lucky to see any on a visit to France as a tourist because the numbers are small in relation to the car population and there might not be many still in everyday service.

But their owners have decided they are worth keeping, preserving and treasuring, and they have even survived the temptations of cash-for-clunkers schemes.

And their owners are proud enough to list their Pug's VIN, some other details and more recently car photos on the international Peugeot 404 registry website.

The registry began as a 50th anniversary project to list 404Cs and most overseas clubs have embraced the idea.

A mid-November total was 1,578 404Cs scattered around the globe, the survivors of the 17,223 cars produced in the Franco-Italian partnership.

Of these, some 1,096 are in France, with six in Australia and eight in New Zealand.

Vancouver Island-based Mike Tippett extended the register with a separate listing for the other 404 models.

With 1.8 million 404s produced in France and another 2.8 million under licence in other

countries, the sedans, wagons and utes don't have the same prestige, collectability, rarity or value as the 404Cs, but their owners enjoy them.

So far, 1,359 other models have been listed, though by the time the magazine has been printed Mike could have been told of another dozen.

As mentioned, France has the most, with 821 "other models" listed.

Sweden has the second highest number of 404 sedans, wagons and utes.

Australia had been ahead previously with 57, just ahead of New Zealand's 53, until the Swedish club's webmaster, Janne Mellqvist, sent in a list of another 17 Swedish 404Cs and 170 other 404 models.

That would bring Sweden's other models to 175.

Can Australia beat that? It depends on whether there are enough local owners who can submit sufficient additional VINs to outnumber the Swedes.

Or should we just settle for the highest number of RHD 404 sedans, wagons and utes



in the world?

An Anzac effort with present figures would bring the tally to 110.

There could be more cars out there. The last published NSW club membership list noted about 45 404s and the Victorian club another 50 or so. Throw in the dozens from the other states and Canberra, not to mention the odd non-clubbers, and the position improves.

It still might not be enough.

Meanwhile, 404 owners who have not listed can find the self-loading VIN page at:

<http://smrtash.ca/proj/c404/addinfo-en.html>

Mike has begun a register thread on [www.aussiefrogs.com](http://www.aussiefrogs.com) and also makes regular updates in English with VIN and photos at:  
<http://www.peugeotforum.nl/phpBB/viewtopic.php?f=7&t=12532&sid=080f483d16c58f65ac1ca3af6522b9fd&start=275> (Coupé and Cabriolet only)  
<http://www.peugeotforum.nl/phpBB/viewtopic.php?f=7&t=16840&start=75> (sedan, wagon and pick-up only).



# Sleepers hit the road again

Peter Wilson

**B**UYERS WOKE UP to two of Peugeot's Australian "sleeping beauties" in October.

The Peugeot 308 – in the doldrums since the June sales – achieved its second best result this year.

The Peugeot 4007 – off the menu for a while because of the Japanese earthquake – had its best monthly result this year and second best since its release.

These models are in two booming market segments, small cars, which increased 5 per cent in October, and sports utility vehicles, which rose 5.4 per cent.

It took a model makeover and a TV campaign to help revive the 308.

Official figures show 179 308s were registered in October, compared with 124 in September and 142 the previous October.

Thanks to their economy, better performance, roomier interiors, improved equipment levels and good safety ratings, small car volumes have been growing steadily as motorists have downsized their vehicles.

In October, the strength of the segment was shown when three small cars – the Corolla (3,593), Mazda3 (3,185) and Golf (3,337) – outsold the Commodore (3,018); Holden's plump Cruze (2,805) was close behind.

However, while 23,137 small cars sold in October, the segment now has 31 models compared with 23 ten years ago and Peugeot's 308 is still a small player. The 308 ranks at No. 15 in its segment year-to-October and is below its 2010 monthly average of 235 units.

The 308's position could be helped now its warranty has been extended to five years, although this is in line with similar offers from Renault Australia and Citroën for their small cars.

The VFACTS October report shows 76 4007s were registered, the best result since a price reduction achieved 96 in March and an indication of recent improved availability.

SUV sales in October reached 20,400. This segment is also crowded. The 4007 may have outsold 23 competitors, including the in-house Ssangyong models, but another 47 models beat it in volumes.

The 207 lost ground at 79 registrations, the lowest this year and four units shy of the previous October. It peaked at 148 in March and has had a monthly average of 113.

For a while Europe's top selling model, a position the Golf now claims, the 207 has lost its shine to the extent that in the third quarter the Nissan Qashqai displaced it in the top ten models, according to JATO Dynamics, and Automobiles Peugeot has rushed out details of 208.

The 3008 was up six sales on September with 22 units, but well down on last year's 62.

Supplies have continued to be a problem for 508 deliveries, with a shipment reportedly cancelled,

and a modest 26 gaining plates in October.

In the sports segment, the RCZ improved to 27 units, the 207CC had a better than average month with 28 units and the 307CC had an average month of 14 units.

In the light commercials, another 10 Partners went on the road along with another two Experts.

Peugeot's overall October result of 463 units was a 13.2 per cent improvement on the previous October's 409 and the third best month this year.

This was better than the national market figure of 5.3 per cent on the previous October. The Federal Chamber of Automotive Industries said the 85,196 units made it Australia's best October since before the global financial crisis.

Peugeot's year-to-October total was 4,515 units, 3.7 per cent behind the 4,690 for the same period in 2010. The national market was down 2.5 per cent, but on track for a million sales this year.

The year-end sales are ramping up with special deals to reduce stocks of 2011 plated vehicles before 2012, which is what many potential buyers are waiting for.

"We've trained consumers to want deals," an American analyst told Automotive News recently, making an observation that also applies here. "If there are no deals, buyers wait for them."

Renault achieved 310 units in October, up 75 per cent on the previous October. Its year-to-October of 2,823 was 90 per cent ahead for the



Midlife makeover: 308 update lifts local sales

same months last year.

The Megane was its top seller with 86 followed by the Fluence at 70.

Citroën is still losing ground. Its sales of 104 vehicles were down a quarter on the 141 in October 2010. Its year-to-October tally of 1,203 is 9 per cent down on the previous year's months.

The C4 is most in demand, with 50 sales, including 13 C4 Grand Picasso. Once strengths, the C5 and Berlingo van are fading in popularity.

Toyota, with plenty of stock once more, achieved 17,239 sales for a 20.2 per cent share – well ahead of its YTD figure of 17.7 per cent. Holden sold 10,209 vehicles while Hyundai took third place with 7,507 sales.

Although passenger car demand was up there was a further 25 per cent fall in demand for large cars.

2011 Peugeot Sales

Model	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	YTD
207	116	110	148	107	94	129	123	132	91	79	1129
207 CC	21	48	21	23	18	25	10	14	30	28	238
308	76	113	160	141	164	331	131	101	124	179	1520
308 CC	16	17	14	18	7	9	6	12	28	14	141
3008	38	84	65	60	96	33	46	21	16	22	481
RCZ	20	38	27	32	30	41	22	18	20	27	275
407	39	1	0	0	0	0	0	0	0	0	40
4007	7	36	95	60	37	6	1	25	31	76	374
508					15	9	45	54	20	26	169
Partner	7	3	8	8	17	20	14	20	7	10	114
Expert	2	0	7	5	3	4	3	5	3	2	34
<b>Month</b>	<b>342</b>	<b>450</b>	<b>545</b>	<b>454</b>	<b>481</b>	<b>607</b>	<b>401</b>	<b>402</b>	<b>370</b>	<b>463</b>	<b>4515</b>
2010	422	400	483	483	524	691	449	420	409	409	4690

**Jon Marsh**

I MUST CONFESS that I was the photographer who upset George Gall back in 1980 with my shot of half a dozen peugeotophile posteriors as heads dived under the bonnet of George's 202 at the Canberra Easter Pageant (see November Pugilist).

I thought it was rather an artistic shot, but George thundered in his letter to the Pugilist that "a kid with a ten-bob camera" could have taken a better photo.

As a very belated peace-making gesture to the late George, I attach a much more conventional photo I took of the 202 on a Club outing to Wollongong on 18 September 1988. The 203 on the left belonged to Charlie Jolliffe and the one on the right to John McCarthy.

I recall that the number plate "DP 237" used to



Pictures: Jon Marsh

Two Oh Trio: George's 202 is flanked by John McCarthy's 203 on the right and Charlie Jolliffe's on the left. Grant Goozee now owns John's 202 & 203.

appear on more than one of George's cars in those days, but we won't tell the RTA about that.

The "offending" photo: with bonnet up and bums out. Editors love people shots, but car owners do not.



**Peter Wilson**

I was about to set out for the club meeting tonight when the phone rang. It was Grant Goozee and he said, "I've got a 202 as well."

He bought three cars that belonged to the late John McCarthy, who lived in his neighbourhood on the South Coast, including a 202 that was partly restored and running.

He is having trouble with the seats of this car and needs either parts or a description of something that is missing.

We had a chat and I put him in touch with Michael.



**Feeling lucky?**

**Bill Barry**

How's this for a stone chip. My 405.

Travelling between Tamworth and Werris Creek at about 100 km/h a truck going in the opposite direction flicked a rock or something up off the road. This is where it hit.

Note the graze on the antenna and the split in the metal of the turret. The noise was incredible.

A few millimetres higher and it would have hit the glass sunroof which was in the tilted up position at the time.

If whatever it was had hit the glass life could have been interesting for a few moments.



## Don & Roslyn Pearson.

I have just finished putting a Towbar on our 407 and felt that I should make a bracket to attach our flag to.

Anyone that has travelled with us knows that when we stop we first put up the flag and then get out the coffee.

It will be good to get back into the routine again, having felt a bit lost when on club runs without "THE FLAG".



Flag waving: At left is Don's new flag and above is the traditional item on his 204 - snapped at Motorfest in 2006

# Look what you find among the Holdens

Peter Wilson

HOLDEN CERTAINLY had the lion's share of the Australian vehicle market in the late 1950s, when this photo from the Roads and Traffic Authority archives was taken.

The locally manufactured GM sedans and wagons dominate the traffic shown using the Ryde Bridge in Sydney.

While Holdens were trumps, it's obvious they were not the only cards in the motoring deck.

There are two Peugeots – a late 203, reg UL-959, and a 403 – as well as cars of other makes, including a Volkswagen, a Morris Minor, a

Rover, a Ford Consul and a Jaguar.

New car registration figures from the period show

Holden's leading position and give a context to the presence of the Peugeots, which were both locally assembled.

A total of 65 marques accounted for the 49,272 cars sold here in 1954, a year that we have figures for.

That's busier than today's 46 marques that are expected to move over a million new cars this year. Obviously, there were no cars from Japan, Thailand, South Korea, South Africa, Malaysia or China as there are today.

Holden led in 1954 with 13,461 units, followed by Ford 9,018, Austin 5,092, Standard 4,229, Morris 3,926, Vauxhall 2,830 and Hillman 2,078.

Next came some American cars, Plymouth

993, Dodge 876 and Chevrolet 773, then Renault 719, Wolseley 698 and Peugeot 691 at No. 13, ahead of Volkswagen 576, MG 479, Fiat 291, De Soto 251 and Jaguar 249.

The smaller fry, selling fewer than 100 cars each, included Armstrong Siddeley, Citroën, Jowett, Packard, Simca and Triumph.

Another 28 marques, including Bentley, Goliath, Morgan and Rolls Royce, sold fewer than ten cars apiece, e.g. a single Landrover was listed.

Peugeot had the marketing advantage of the Redex victories even if the 203 cost £30 more than a £1,050 Holden. However, the 403 had the disadvantage of premium pricing at £1,400 and did not sell as well until its price was reduced.

Graeme Cosier supplied the photo and Paul Playoust came up with the figures.



# A trio of classic wins for 207

**T**hierry Neuville has won the 2011 Rallye Sanremo following a thrilling finish to the Intercontinental Rally Challenge round on the Italian Riviera. Driving a Team Peugeot Belgium-Luxembourg 207 Super 2000, Neuville surged ahead on the demanding asphalt event with one stage remaining, having cancelled out an overnight deficit of 16.6s.

By going fastest on the final test, Neuville and co-driver Nicolas Gilsoul did just enough to beat Škoda UK Motorsport pair Andreas Mikkelsen and Ola Floene for their second IRC victory of 2011 and ensure Peugeot's capture of the IRC's trio of classic events, Rallye Monte-Carlo, Tour de Corse and now Rallye Sanremo.

Furthermore, it was the fourth time in 2011 that a round of the all-action IRC has been decided by a margin of less than two seconds following close finishes in Canary Islands, Czech Republic and Hungary earlier in the year. Neuville's success has also underlined the pace of Peugeot's 207 Super 2000, which has led the way on the demanding narrow and twisty roads in the hills overlooking the Mediterranean Sea for a third year in succession.

Freddy Loix had started the second day of the rally leading by 2.7s having moved ahead of Mikkelsen after winning Friday's night stage in his BFO-Škoda Rally Team Fabia. Mikkelsen, who had led from the opening stage on Friday, reclaimed top spot on Saturday's first test when

Loix made his characteristic slow start.

Mikkelsen remained in front until Loix retook the lead after going fastest two stages later. He started stage 11 a mere 2.5s in front only to crash on a fast downhill section approximately halfway through the test, fortunately without injury to neither he nor co-driver Frederic Miclotte. With his car blocking the narrow road, organisers were forced to cancel the stage.

Neuville, 23, won the penultimate run, one of four stage wins during the final day, to start the final test 0.3s ahead of Mikkelsen. Despite a determined charge, the 22-year-old Norwegian was unable to land his maiden IRC victory, having led for much of the event.

Loix, whose efforts earned him the prestigious Colin McRae IRC Flat Out Trophy, could have moved to the top of the IRC standings if he'd claimed maximum points and rival Jan Kopecký remained in fifth place, having been unable to replicate the pace that has carried him to back-to-back victories in Czech Republic and Hungary. As it is, by inheriting fourth, Kopecký's comfortable lead remains intact heading to the penultimate round in Scotland next month.

Bruno Magalhaes rounded out his 2011 IRC campaign with a strong fifth place for Peugeot Sport Portugal. Aside from a handful of set-up issues and a lack of brakes on Friday's night stage little troubled the multiple Portuguese champion, who set a number of competitive times in his 207.

M-Sport Ford Fiesta S2000 driver Umberto Scandola began day two as the leading Italian but a steering problem on stage 10 dropped him to seventh overall behind countryman



**Drivers' standings:**

1. Kopecký 128 points
2. Neuville 103
3. Loix 103
4. Hänninen 98
5. Bouffier 88
6. Mikkelsen 74

**Manufacturers' standings:**

1. Škoda 285 points
2. Peugeot 223
3. M-Sport 80
4. Ralliart 73
5. Subaru 66
6. Proton 41

Alessandro Perico in a privateer Peugeot.

Pierre Campana's bid to emulate the fourth-place finish he recorded on Tour de Corse-E.Leclerc was hampered by a plethora of mechanical problems, which required the fitting of a new loom and injection rack at midday service. He took eighth.

Toni Gardemeister extended his point-scoring run in this year's IRC to eight events after the Finn brought his TGS Worldwide Fabia home in ninth position. It was the first time he'd finished Rallye Sanremo in five attempts.

Factory Proton driver Giandomenico Basso had been in the fight for a top finish but a spin on stage five and an off-road moment on the night stage when his intercom failed and he couldn't hear the instructions of his co-driver Mitia Dotta, dropped him out of contention. Alternator problems on Saturday morning caused further frustration but he fought back to deny Swiss Peugeot privateer Gregoire Hotz the final point on the very last stage.

Peugeot UK's Guy Wilks crashed out on Friday's first test. Australian Chris Atkinson also failed to complete the opening run when his Proton Motorsports' Satria Neo stopped with a suspected electrical failure. Karl Kruuda retired on Friday's night stage when a loss of brakes resulted in him sliding into a wall and breaking his Fabia's front-right wheel.

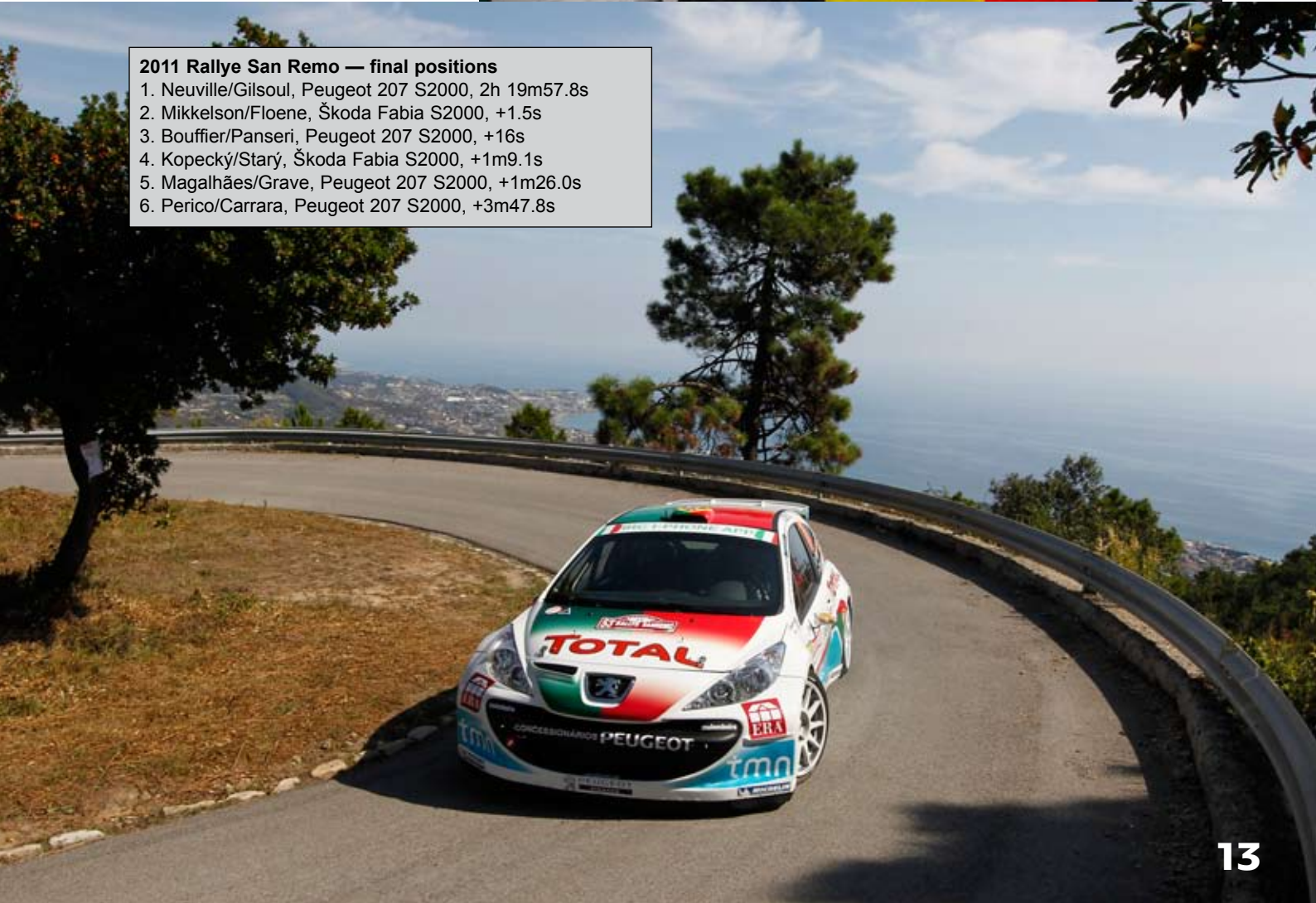
Thierry Neuville: "I was flat out on that last stage, it was incredible and I can't believe the result. I pushed really hard, it was such a nice battle over the weekend, so intensive because the IRC is such a competitive championship. The car felt good, I am so happy. I hope this win won't be the last for me."

Andreas Mikkelsen: "I was right on the limit, we tried but it wasn't enough. But I have to be happy with this result because I certainly did expect to be fighting with Freddy, Thierry and Bryan before the start."

Bryan Bouffier: "This is not the best result for me because I would have preferred to have fought for the victory. But it's a good result for Peugeot with two cars on the podium. Thierry did the perfect race."

**2011 Rallye San Remo — final positions**

1. Neuville/Gilsoul, Peugeot 207 S2000, 2h 19m57.8s
2. Mikkelsen/Floene, Škoda Fabia S2000, +1.5s
3. Bouffier/Panseri, Peugeot 207 S2000, +16s
4. Kopecký/Starý, Škoda Fabia S2000, +1m9.1s
5. Magalhães/Grave, Peugeot 207 S2000, +1m26.0s
6. Perico/Carrara, Peugeot 207 S2000, +3m47.8s



# Peugeot reveals Polo-fighting 208 hatch



207 replacement: The all-new Peugeot 208 looks set for an Australian public debut at AIMS 2012.

**Mike Costello**

**P**EUGEOT'S next-generation light car – dubbed 208 – will be smaller, lighter and more frugal than the 207 it replaces when European sales commence from early next year.

To be available in both three- and five-door hatchback forms, the 208 takes more than a few stylistic hints from the brand's new 508 mid-size range and appears much more upmarket than its predecessor.

Peugeot Australia events and promotions manager Kirin Tipping confirmed to GoAuto that the car will go on sale here next year,

soon after its local public unveiling at the 2012 Australian International Motor Show in Sydney in October.

Peugeot has lopped up to 173kg from its new city-car compared to its 207 predecessor, with the lightest variant kicking off at just 975kg. The company claims an average weight saving across the range of 110kg.

The new model is seven centimetres shorter than the 207 and 1cm lower, but Peugeot claims clever packaging means it features an extra 5cm of rear knee room and 15 litres more



boot space.

The French marque has ditched the 1.4 and 1.6-litre petrol engines in favour of all-new 1.0-litre and 1.2-litre three-cylinder VTI powerplants with claimed fuel economy as low as 4.3 litres per 100km.

There will also be five diesel engine options, with all but one including Peugeot's e-HDi micro-hybrid system that features fuel-saving measures such as idle-stop.

The company claims fuel consumption as low as a meagre 3.4L/100km, while no oil-burning member of the range will emit carbon dioxide in excess of 99 grams per kilometre – vital for overseas markets with vehicle congestion taxes.

Efficiency gains are assisted by improvements to the vehicle's aerodynamics, with the 208 achieving a rating of just 0.29Cd.

The new model's green theme carries over to the manufacturing process, with Peugeot claiming that 25 per cent of the vehicle's polymers will be sourced from recycled or natural materials.



The car-maker claims the rear bumper alone will save 1600 tonnes of fuel per year from the manufacturing process.

The interior looks to be a substantial step-up from the current model in terms of ergonomics, with the infotainment display and instruments mounted high.

Expect an array of soft-touch surfaces on contact points across the dashboard and doors as well as the use of glossy piano black inserts on the instrument fascia.

Flagship models will come with a touch-screen infotainment system.

Pricing in Australia currently kicks of at \$18,990 for the 207 range, so considering Peugeot's lofty sales ambitions here plus strong exchange rates expect 208 pricing to be about the same or even slightly lower.

The brand announced in July its ambitious plan to boost Australian sales by 70 per cent by 2014.

It has a number of new products in the pipeline, including the 3008 Hybrid4 crossover wagon, the high-riding 508 RXH Hybrid4 wagon and the Mitsubishi ASX-based 4008 compact SUV.

— from GoAuto news



**Gauging interest:** Instrument cluster is above rim of steering wheel.



**Marketing fun:** 5 door version has quite different body panels to the more edgy 3 door version. Glass roof rated to take a man's weight?



# Better without the brollies



## Peter Lubrano

Once the sun came out, it made a world of difference to the Peugeot Car Club's Marulan family track day on October 29.

As the day warmed up, the track dried out and it was easier for spectators to spread out to watch the drivers and to move around.

There had been some rain at the start and that hampered the initial all-important walk around the track and the briefing on its tricky points; the many umbrellas obstructed good vision.

There was another briefing at the white-board for the juniors and beginners.

The driving began on a cool wet track, with 45 entrants taking part, some sharing cars on the tight circuit.

Twelve Peugeots, seven Nissans, five Renaults, trios of Alfa Romeos, Fords and Holdens and one each of other marques headed around the track in an average of six cars to a group.

The Marulan Driver Training Centre provided two instructors and five club trainers also helped drivers with their techniques.

The numbers were too ambitious. The lunch break had to be cancelled to ensure everyone had maximum track time but the result was a full cycle of six sessions per group.



For the future we have set an event maximum of 42 drivers so we can fit in the break.

Towards the end, it clouded over, but it was still dry.

Drivers were enjoying themselves and many remarked on how they had improved over the day.





**Coiled springs:** Paul Playoust and Simon Craig (inset) ready to head out on to the track

Other than two borderline over-drivers in the faster groups, driver standards and behaviour were commendable.

The most improved drivers were Jack Spencer (juniors), Matthew Atrill, Rachel Beasley, Colin Spencer and Rod Wallace (beginners), Nicholas McHardy and Allan McCulloch (intermediate), Mark Donnachie (fast) and Simon Craig (advanced) while Terry Dale's car was the best presented.

Thanks to the volunteer instructors, Dave Williamson, Ed Holly and Bruce Stewart from HSRCA, Andrew Collier from the Renault club and Ross Wheeler from our club. Thanks, too, to Helen Louran for 12 months of coordination efforts. Helen also wishes to thank everyone.

Thanks are due to the Marulan centre for

tailoring the day to the clubs' needs. Martin, a "bonus" ambulance officer was provided.

The facilities were well suited, the amenities clean and tidy and the cafeteria coped with the demand, although there were some delays for cooked food in peak periods.

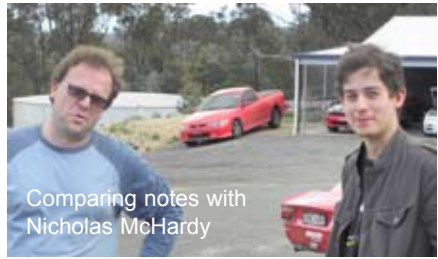
The track breakfast was a good idea and the centre provided what was asked for, but the concept needs some refining.

The next Peugeot, HSRCA, Renault Track Day is booked at Marulan for Saturday, 27 October next year.

Some form of additional track day before that is being negotiated – possibly in late April – and Helen is working on that.

Most people drove down on the day, however, ten stayed overnight at Ali's Motel at Marulan, to have a fresh early start. The room size was fine; the fittings were basic but clean and quite new. The single table dinner in their licensed tavern was great and the combined food and accommodation package was good value.

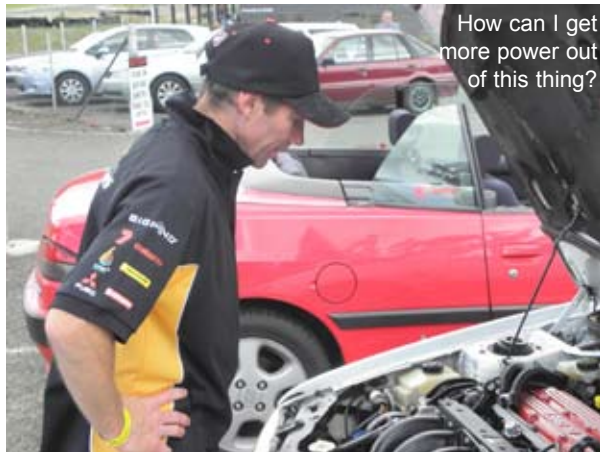
Any comments or suggestions for making the family track day better would be greatly appreciated. Send to Peter Lubrano, fax 9974 2123.



Comparing notes with Nicholas McHardy



Ross Wheeler with his son Harry



How can I get more power out of this thing?



**Top to tail:** 306s out-numbered other pugs on the day

# They don't worry about fixing Pug breakdowns



**Workhorses:** The Hunters found the Peugeot 504 and 505 taxis were still plying their trade in Cairo.

## Bill Hunter

**A**FTER A RUN OF nearly 30 years of Peugeot Car Club of NSW membership, with not a missing Pugilist in that time, I've struck a rough patch, with two copies failing to arrive in the letter box over the past year or so.

My neighbour has suggested, jokingly that maybe the postie has developed an interest. I hope that wherever they have ended up has stimulated someone's interest and may lead to increased traffic at the Lismore Peugeot dealership – one of the longest running in the state/country. Thanks to John Geremin and Peter Wilson for supplying me with copies of the missing magazines.

I've read with interest the comments by club members regarding the export of 504s/505s to Africa and the Middle East. Responses have been varied.

Several years ago I sold a 1976 504 wagon to an exporter.

I've owned a few of these vehicles, but with age they develop wear leading to failure of the drive to the diff. Twice breakdowns have left my family stranded – once in the dead of night with my 84-year-old mother on board. I sourced first-class repair components from Brisbane consisting of a new tail shaft, good condition diff centre and high-tech expensive grease.

Apparently the lack of lubrication leads to the problem. After only 25,000 km the same thing happened – a lame duck repair that I railed at repeating.

More inquiries led me to the late Peter Portelli, who suggested modifying a 504 sedan setup to overcome what was becoming an ongoing problem.

I chose the known alternative of fitting matching components from a wrecked wagon and sadly moved out of 504 wagons, thus my involvements with the exporters – by far the keenest buyers for these vehicles.

Since that time, like many club members, my wife Mandy and I have been to Egypt, marvelled at the antiquities and been amazed at

the number of Peugeots, particularly 504s, both sedans and wagons.

Keeping them going, calls on the wealth of engineering talent available in a country of more than 80 million people, most of whom waste little or nothing.

My diff repairs, so expensive and such "trouble" at home, are a common occurrence in Cairo.

Language is a barrier, but once overcome the benefits would roll on, like the 504s. The diff component – not sighted by me – was quoted at \$75. I bought a pair of new, boxed tail light assemblies for the 404 model for \$30. Chinese of course, but as I said to the guide who got them for me "they are the mask of Tutankhamen ... to me"

Prices for 504 wagons varied from \$4,000 to \$10,000, depending on condition and if on taxi plates or not. When these vehicles are not subject to death by rust, they are capable, long lasting workhorses.

Although a high proportion of Egypt's cars are Peugeots, I must admit that there are nearly as many Fiats; in fact when you look at older models than the 504 there are more, with a good few Fiat 1500s of early/mid 60's vintage, as opposed to few 403s/404s.

I can only presume that the 504 was such a leap forward over earlier models that it gained dominance.

On a personal note I've read in The Pugilist of members who have only owned or driven Peugeots. In some cases, models similar to those of their parents.

I got my first, a 1969 404 sedan in 1978. I've bought many more over the years, including a number of 203s and a 403 sedan.

But in this time, before the export experience, I'd only sold one, to a workmate and fellow enthusiast in 1983. It was a white 1968 404 sedan. I advertised this car in the Sydney Morning Herald over Easter 1983 and coincidentally a young Chris Deligny arrived by motorcycle to view it. Not impressed, he said that he might look for a Renault. Chris viewed the car at Gladesville Hospital on Victoria Rd and may recall the occasion.

What is it that bonds some of us to our Peugeots? Outstanding as their many qualities are, occasionally a run of upsets can challenge the enthusiasm. What drove Michael Loney to produce the 404 of his presidential years, or more recently, Richard Marken to create his 605 ute? And just as important, what keeps us coming back after less than perfect motoring



**Changing mix:** Other marques have joined the Peugeots in the taxi ranks.

experiences?

For me the defining moment came in the mid 70s when I was travelling in Africa.

Kenya at that time was unsettled after the death of Kenyatta, who had dominated the country since Independence. Much public transport was in private hands and consisted of utes fitted with backs similar in size to the old milko vans of home delivery days, into which were packed as many people as possible, not to mention first class, which was in with the driver.

Station wagons travelled the longer routes similarly well loaded.

Some British origin vehicles provided this service & I remember riding in a Morris Marina-like vehicle at one stage but the majority were Peugeots – from old battered cut down

203s, 403 wagons and utes to the most numerous – the 404.

My moment came on a trip to Nairobi from Mount Kenya. The machine that stopped to pick me up was a 404 wagon of the late 60s vintage, well overloaded with a full roof rack and three banks of seats.

I looked inside as the driver put my pack onto the roof rack. 12 people. Now these Kenyan folk are Massai like, tall and spare framed. They don't carry much extra weight. But in anybody's language 12 is still 12 and I was the 13th – and became the fifth abreast in the second row of seats, next to the door behind the driver.

I can't remember how long the trip took, but with only a token gesture towards dodging the

constant potholes, keeping the speed around 60 mph and carrying on a lively conversation, the driver steered us safely to Nairobi. The big round clock next to the speedo was still keeping good time, which I've since found out is a rarity.

Back in Australia, I sought a permanent souvenir of my holiday and bought my first Peugeot from a car yard in Balgowlah.

Some weeks later, I took my mother and younger brother for a run to Maitland, to share the experience. We caught the train to Lismore home that night, after the 404 broke down with a diff problem and had to be towed by the NRMA. As I sat in the carriage I was left to ponder the fate of being that 13th passenger on the trip to Nairobi.

## How 'radical haircuts' created two Peugeot cabriolets

Alan Johnson

**T**HE SLEEK LINES of the 203 Cabriolet and the prospect of wind in the hair inspired an uncontrollable passion to convert a four-door 203 sedan into a soft-top roadster.

With blind enthusiasm, I knew it was doable. [The Vietnamese were masters at this craft.]

The old slogan repeats itself – a little knowledge is dangerous. It was with me, certainly. I was a self-taught hack with guidance from the late Lou Edwards and Jack Geary, two stalwarts of enterprise.

My confidence mounted after I welded a new floor into a 203 ute buried under a woodheap at Lou Stoken's place. With a new motor, brakes and paint it became a fast-food van [for a matter of days] and then transformed into the legendary Gypsy wagon.

Blindly, I thought I was job-ready for the ultimate challenge – a 203 conversion. The first attempt was a short-wheeled base effort [less 400 ml] in the backroom at my caravan park abode. It went to the crusher as a forlorn shell with awful welding [see photo].

Undaunted, I began the real deal with Flash Flanagan's white 203 sedan with a lovely rebuilt motor – a promising start. So began the tedious task, stiffening the box channel (100 X 50) on each side with plating, and plating-up

the firewall.

The front door was lengthened 200 mm with a 200 mm section from the back door.

The area behind the back seat needed to be totally reshaped (flattened), as also did the boot which miraculously flattened to the right shape after removing the ribbing

The 403 Cabriolet at an early stage of the process, alongside the 203 Cabriolet. Also pictured is the 203 Cabriolet with a fibreglass roof. (Photos Colin Handley)



around it and standing on it!

Over a period of five years I tried different roofs, including a fibreglass one (see photo). After many roofs, I eventually settled on a fold-down canvas roof. My memory is vague on this. Everything certainly needed improving, as Peter Withington, who now owns the car, will testify.

I learnt to be good at the hackwork, where angels would fear to tread, and would leave the polishing to up others who care more about detail.

With this revitalised

confidence, a 403 sedan became "a victim of the Alan Johnson radical haircut". A new cabriolet was born. It got the same stiffening treatment and door extension, with seating for four people.

It has a canvas roof made from 20 mm steel tubing and is easily lifted off. This style of roof enables an uncompromising design with unlimited glass and depth, all unavailable in a fold-down roof. The goal was aesthetics, shape and visibility.

The 403 Cabriolet, as pictured, is for sale to a good home. It needs tidying up. It is mechanically sound, rust free underneath and drives well. It has full ACT rego and new Michelin ZX tyres. The asking price is about \$7,000. Inquiries are welcome on 02 6295 3295.



Alan's 403 cab at French Car Day, Canberra, 5 November 2011.

# Škoda surges ahead in Scotland



Andreas Mikkelsen's long wait for his first victory in the Intercontinental Rally Challenge is over after he won RACMSA Rally of Scotland to set up a thrilling six-way battle for the IRC title on the final event of the season in Cyprus next month.

MIKKELSEN'S success combined with Juho Hanninen's second place, hands Škoda its second IRC manufacturers' title in as many years.

It also means the 22-year-old from Norway becomes the youngest IRC event winner and the sixth different victor in this year's IRC, such has been the extremely open and competitive nature of the series in 2011.

Bryan Bouffier was the leading Peugeot finisher in third overall to maintain his title push

with Irishman Craig Breen a hugely impressive fourth overall in his M-Sport Ford Fiesta. Peugeot France driver Bouffier overcame brake problems on Sunday morning while Breen's ultimate pace on the final day was masked by a cracked exhaust manifold.

Jan Kopecky maintained his lead at the top of the IRC standings by finishing fifth but will face opposition from Škoda Motorsport team-mate Hanninen, Team Peugeot Belgium-Luxembourg's Thierry Neuville, Mikkelsen,

Bouffier and Freddy Loix in his bid to land his first drivers' crown after finishing runner-up for the last two years when the IRC concludes in Cyprus from 3-5 November.

Mikkelsen, in a Škoda UK-backed Fabia Super 2000, moved into the Rally of Scotland lead on Saturday's second stage and was in control from the moment Peugeot UK's Guy Wilks spun into a ditch and got stuck on stage five, Errochty, one of four stages shown live on Eurosport and Eurosport Player during the weekend.

Co-driven by fellow Norwegian Ola Floene, Mikkelsen began the final day with a lead of 50.7s. Although the first two slippery stages through the stunning Stirlingshire countryside this morning were trouble-free for Mikkelsen, a right-rear puncture six kilometres from the end of Sunday's third test allowed Hanninen to trim his advantage to less than 30 seconds.

Mikkelsen hit back with the fastest time through stage 12 before another puncture, this time his front-right tyre three kilometres from the finish of the next run, caused further anguish. But after completing the two stages around Scone Palace on the outskirts of Perth unscathed, Mikkelsen was able to celebrate a popular and hugely deserved victory having come close on several occasions this season.

For Hanninen, second place represented a remarkable reversal of

... read on

fortune after set-up issues held him back on Saturday morning. The Finn, the winner in Scotland in 2010, was fastest on three of Sunday's five forest-based tests.

Behind fifth-placed Kopecky, Neuville's efforts to recover from a costly spin on stage 10 netted sixth overall after he overtook Toni Gardemeister on the penultimate stage. Seventh



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**Drivers' standings:**

1. Kopecký 131 points
2. Hänninen 125
3. Neuville 115
4. Mikkelsen 111.5
5. Bouffier 110.5
6. Loix 103

**Manufacturers' standings:**

1. Škoda 316.5 points
2. Peugeot 241.5
3. M-Sport 107
4. Subaru 94
5. Ralliart 73
6. Proton 33

team-mate Alister McRae was unable to restart on Sunday after he stopped on Saturday with a holed sump

for Gardemeister means he has scored points on all nine IRC events he has contested this year in his TGS Worldwide Fabia.

M-Sport Ford Fiesta driver Alastair Fisher was the leading British finisher in eighth overall after the Northern Irishman successfully fought back from a broken driveshaft on Saturday morning. Wilks should have taken ninth following his comeback drive only to tear a wheel off his car on a gatepost on the final stage to compound a frustrating season.

Matthias Kahle bagged the final point for Škoda Auto Deutschland, the multiple German champion's first in the IRC. It was also the 50th event he and co-driver Peter Gobel have contested together with Škoda.

Škoda Sweden's Patrik Sandell moved into fourth overall after going fastest on stage 10. However, in doing so he damaged his car's suspension running wide near the finish to the point he was unable to go any further. Leading female driver Burcu Cetinkaya retired her Škoda on the road section heading to stage 10 with steering problems.

An electrical glitch forced PG Andersson's retirement on stage 11 after the Swede had run as high as fourth in the overall classification. Proton Motorsports'

on his Satria Neo S2000.

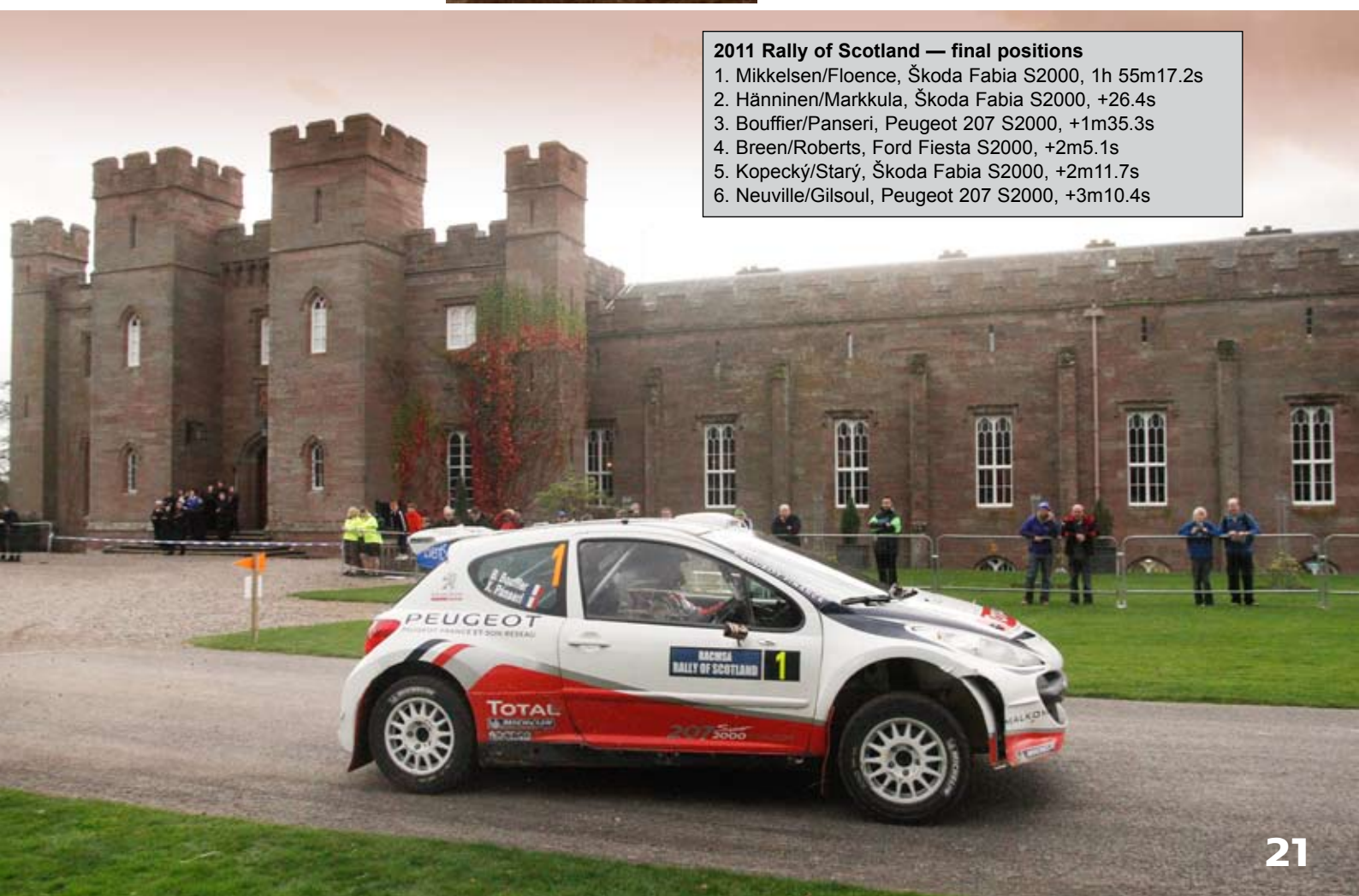
Andreas Mikkelsen: "What a fantastic weekend. We were so close to winning in Hungary and even closer in Sanremo, but we could not have found a better place to score our first IRC win on Škoda UK's home event. The feeling is just amazing and this result gives us something to really build on for our next rally in Cyprus."

Juho Hanninen: "It's an exciting end to the IRC and second place gets good points for Skoda, which was the main target this weekend. It's not been an easy rally but I am very happy to finish second."

Bryan Bouffier (France), Peugeot 207 S2000, third overall: "Of course you always want to be on the top but I have to be happy with my performance for my first time here and on gravel too. The stages were tricky but beautiful at the same time."

**2011 Rally of Scotland — final positions**

1. Mikkelsen/Floence, Škoda Fabia S2000, 1h 55m17.2s
2. Hänninen/Markkula, Škoda Fabia S2000, +26.4s
3. Bouffier/Panseri, Peugeot 207 S2000, +1m35.3s
4. Breen/Roberts, Ford Fiesta S2000, +2m5.1s
5. Kopecký/Stary, Škoda Fabia S2000, +2m11.7s
6. Neuville/Gilsoul, Peugeot 207 S2000, +3m10.4s



# Peugeot ends 2011 season with 1-2 finish at Zhuhai



**T**HE LAST PEUGEOT vs. Audi battle of the 2011 season ends up with a one-two win for Peugeot while Audi has to settle for third.

Peugeot Sport takes another one-two this season by winning 6 hours of Zhuhai, the event which took place at the Zhuhai International Circuit.

After 6 hours of racing and 249 laps, the French factory team secured its eight win of the season when the No.7 Peugeot of Anthony Davidson and Sébastien Bourdais crossed the finish line first followed by the sister entry and No. 8 car of Franck Montagny and Stéphane Sarrazin about 38 seconds later.

Third and the last step on the podium went to Peugeot's well known rival from Germany, Audi Sport. Its No.1 entry driven by Marcel Fässler and Timo Bernhard finished the race a full lap behind the winning Peugeot, despite leading the race at the midpoint and leading

the race multiple times. The petrol division was won by Rebellion Racing, driven by Neel Jani and Nicolas Prost before OAK Racing Pescarolo and Aston Martin Racing.

Peugeot Sport and its technical director Bruno Famin were obviously very happy about the race results. "Our rival started very quickly, so we adapted our strategy, especially as regards the choice of tyres. Winning here was the second of Peugeot's objectives for the season, since the economic stakes are high in China for the brand. We did it in style here, with a one-two finish, an all-Peugeot front row in qualifying and the fastest race lap. This year we have won six of the seven races on the calendar. Every battle with our main rival has been exciting and very intensely fought. Technically, we only had a problem at Petit Le Mans, but we analysed it quickly and responded accordingly. Today's race completes what has been a great season," he said.

Davidson was also extremely happy to win in China and he said, "It was an interesting race; very close and all about strategy. The car's handling was perfect. The tyres weren't working particularly well at the start of the race. We didn't panic and changed the tyres at the first driver handover. The car worked very well from that point onwards. The hotter it became, the more rubber there was on the track, the better it was for us. We're all very happy with the way the season has gone. We have shown the Peugeot 908 and Team Peugeot Total to have very good performance levels at all the tracks."

The win of Peugeot wasn't that easy through and especially during the early race when it looked like Audi Sport would be the one to win the race in China; the race is considered as very important for the manufacturers due to Chinese markets. Audi started the race well and at the first hour was holding 1-2 before the number 2 Audi of Allan McNish and Tom Kristensen with McNish behind the wheel was forced to pit from the lead for carnage done to its bodywork after a collision with an LM GTE Ferrari. The work was quick though and Audi No.2 returned to the track on the lead lap just to get a hit from behind in the second hour from Rebellion Racing's number 12 entry. The hit caused a short circuit and irreparable damage to the onboard electronics of the R18 TDI; which later caused them to retire from the race just a few hours later due to an electrical problem.

Audi No.1 had its own problems too while holding the Peugeots behind. First during the second hour of the race, the team lost its 20 second lead to Peugeot in heavy traffic and later during the halfway point of the race, lost the lead for the final time in a slight contact with slower GT car. After the incident, the Peugeots drove away from the single Audi that remained in the race. There also was the strategy and tires that played a big role of the outcome of

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### 2011 6 Hours of Zhuhai — final standings

1. Peugeot 908 Bourdais/Davidson, 249 laps
2. Peugeot 908 HDi FAP, Montagny/Sarazin, 249 laps
3. Audi Sport R18, Bernhard/Fässler, 248 laps
4. Lola B10/60 Coupe, Jani/Prost, 242 laps
5. Oak Pescarolo Judd, Nicolet/Pra/Premat, 240 laps
6. Lola-Aston Martin B09/60, Meyrick/Mücke/Premat 239 laps

the race.

After the race Dr. Wolfgang Ullrich, the head of Audi Sport was slightly disappointed for third place. He said, "In the first two hours we were absolutely part of the action at the front. Unfortunately, though, we weren't able to convert the good speed we had into victory at the finale - and that's no doubt disappointing for everyone in the team. With car number '1' we lost a lot of time at the end of the second double-stint which we weren't able to recover although afterward we again drove the times of the two leading Peugeot cars pretty consistently. That's why in the end it was no longer possible to attack. Car number '2' became entangled in a rear-end collision in which it was not at fault and, as a consequence, developed an electrical problem which we weren't able to repair. That was of course disappointing."

In LMP2 class, Signatech Nissan driven by Franck Mailleux, Lucas Ordóñez and Jean Karl Vernay won the class and finished eighth overall while the another LMP2 entry of the race, OAK Racing (Patrice Lafargue, Frederic Da Rocha) was wrestling with various number of problems especially with an engine problem during the race, eventually finishing 16th; 15 laps behind the class winning Signatech Nissan Team. FLM

was only having one single entry at the race and despite losing a tyre after a pit stop and also spending a lot of time at the pits, Ptrs Racing and its drivers Zhang Shangji and Wei Liang Chen finished the race in 17th place overall.

In the LM GTE PRO, BMW Motorsport had theoretical changes for the ILMC Manufacturers title but despite taking 1-2 at Zhuhai and putting both cars into top 10 overall with no. 55 car of Jörg Müller and Augusto Farfus taking a win and No.56 BMW finishing second one lap down driven by Andy Priaulx and Uwe Alzen the result wasn't enough for the title. BMW also won in China last year which was the first win ever of the modern, M 3GTR.

BMW was obviously very happy to the weekend as the team manager Charly Lamm told after the race and he said, "The one-two is a great way to end the season. After our win in 2010, we have once again proven that Zhuhai is a happy stomping ground for the BMW M3 GT. The entire weekend ran smoothly for us. The cars were prepared perfectly and the tyres worked well in the warm conditions. The four drivers also did an outstanding job all weekend. Everything fell into place. That is what allowed us to secure the one-two in style, even though the race was not entirely without its difficulties for us. It was another great success for BMW and the team."

Third in class was Luxury Racing Ferrari and its No. 59 entry driven by Frédéric Makowiecki and Stéphane Ortelli. Luxury Racing finished 3

laps down behind the winning BMW. Ferrari secured the championship just 7 minutes before the end of the race when the troubled Ferrari F458 Italia of AF Corse and its number 51 entry driven by Giancarlo Fisichella and Gianmaria Bruni was sent back to the race. Before the trouble, AF Corse had been second in race, just few seconds behind the leading BMW.

Despite the LM GTE AM ILMC title already was won earlier by Larbre Competition, every team obviously were very eager to win the last race of the season and after 6 hours of racing, the winning celebrations were made at the Porsche camp when Proton Competition driven by Christian Ried, Gianluca Roda and Richard Lietz took the class honors by winning the LM GTE AM category. Proton Competition, which was the only Porsche at the race, finished the race a full lap ahead of the second finishing Larbre Competition Corvette ZR1 driven by Patrick Bornhauser, Julien Canal and Corvette Racing driver, Olivier Beretta. Third in class was the Krohn Racing Ferrari F430, driven by Nic Jönsson, Tracy Krohn and Michele Rugolo.

Today's race was not just the final event of the season but also to the name Intercontinental Le Mans Cup. 2012 will see some changes to the idea that the ACO came up with to return to a Le Mans-style world wide championship. With the new partnership formed by the ACO and the FIA, the World Endurance Challenge will take the center stage.

Next year, Alex Wurz will leave the Peugeot team and take a drive with the new factory Toyota team, which returns to Le Mans racing after a lengthy absence chasing an elusive Formula 1 title.



# Money being spent on old Pugs

run it. Guest speaker Joe Turner describes a key-activated car security system that locks its brakes

and prevents it being driven away.

Peugeot 505 GLD taxis make their debut in Britain. Three-speed auto transmissions, vinyl trim and extra lighting in the passenger area, but meters are extra.



**Caught the eye:** Was it old charmer Keith Bridge or was it his Peugeot 203 ute that caught the eye of ABC Landline reporter Pip Courtney at the 2001 Great Deniliquin Plains Ute Muster? Pip interviewed Keith for the TV programme. Quite a feat to upstage 1,970 other ute owners.

**35 years ago**

**1976** Bob Lumby reckons after four events his hot 1963 Peugeot 403B rally car out-handles a Peugeot 504 over tight and twisty roads. It might be slow uphill

but it's hellishly fast downhill. He is fourth outright in the Bruce Geddes Rally despite him collecting four small trees at 130 km/h and a roo taking out five of the car's six lights.

**Organised:** Steve Palocz wheels out a freshly painted spare diesel engine to show



visitor Dennis Barber. In Steve's four-Pug main shed every tool in its designated spot and his engines on single or twin rolling stands.

**30 years ago**

**1981** Editor Gary Rollings's engine died when he was pushing his Pug 403 over a potholed road. He found the emulsion tube has jumped out of its seat in the carby and is sitting on the butterfly. Quickly fixed.

Michael Seamons loves the economy of his latest Peugeot 504 rally car. With all the high-revving driving in second and third gear in events, he does 19 l/100 km (15 mpg) while his rivals are driving 34 l/100 km (8 mpg) guzzlers.

The Roving Spit is being hired for the club Christmas party at Don and Joan Anderson's home in Peakhurst.

**25 years ago**

**1986** A major club project – a register of its vehicles – is planned and president Ross Berghofer seeks a volunteer to

**20 years ago**

**1991** John McCarthy, the Goodwins and the McHardys make a pilgrimage in club plated cars to Echuca for the 03 weekend and a highlight is a cruise on the restored paddle steamer Emmy Lou.

Jon Marsh discovers a place called Pagoon, a few km north of Gulgong, on the way to Dunedoo.

Tom Walker is parting with his 1979 Peugeot 504 diesel after 217,000 km and points out it has won two economy runs.

**15 years ago**

**1996** It's no chore for Anthony Musson in Bristol to sort out the paperwork and fetch his boss's brand new Peugeot 406 turbo-diesel from the showroom.

Club plates are sought for the first time for a Peugeot 404.

Newcastle member Chris Lynch converts his V6-engined 504 to run on LPG and says it doesn't sacrifice any performance.

Changing fortunes in the 03 cars noted at the Mudgee gathering. Instead of the rough, everyday-use cars assembled at Bundanoon a decade earlier, ownership is more sophisticated, with more cars restored, some two-packed for better colour finish, and an outlay of more time, cash and energy than ever.

**10 years ago**

**2001** It was a treat for Philip Challinor to be with the three loves of his life on his wedding anniversary. Wife Robyn photographed him beside a fire engine exhibit in the Adventure Peugeot Museum.

Peugeot's 307 is European car of the year.

Peugeot's reigning world champ Marcus Grönholm claims his second successive Rally Australia victory, with Peugeot's Didior Auriol



**Tyre changing tip from the champs**

**Tyre changing tip:** Peugeot's rally champs show a portable drill is the quick fix for a flat on the first full-colour cover of The Pugilist in December 2001.

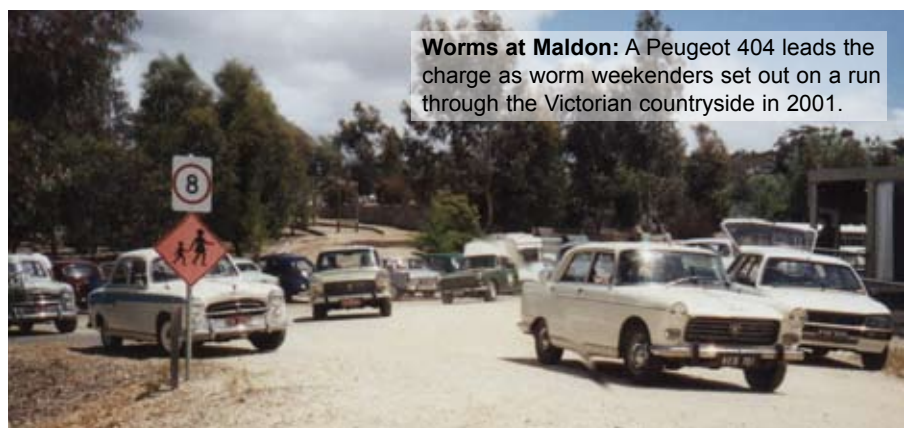
third, Harri Rovannperrä fourth and Gilles Panizzi ninth.

**Five years ago**

**2006** Peugeot's bare-breasted lion dancing woman was the showstopper of the Sydney Motor Show press day during the launch of the 207. After this widely reported artistic event, some club members went to the VIP night in the hope that she would be there.

Instead, members met Pierre, Peugeot's international after sales manager, who has a collection of nine Peugeots passed down from his father, a Peugeot dealer in Lyon from before World War II.

Jenny Toyer reckons her 306 XT is as big inside as Mary Poppins's famous bag. She returned to Murwillumbah after a successful dog show weekend away at Kempsey with the two German shorthair pointers, all of the camping and dog show necessities, plus a 20 kg bag of new potatoes purchased roadside at Frederikton Flats and a 20 kg bag of Bonnie dog food as one of the prizes.



**Worms at Maldon:** A Peugeot 404 leads the charge as worm weekenders set out on a run through the Victorian countryside in 2001.

# PSA is the worst casualty of Europe crisis

Laurence Frost

PSA/Peugeot-Citroën's sliding share price has left the French carmaker trading at a record discount to Volkswagen AG on investor expectations it will be the worst automotive casualty of the region's sovereign debt crisis.

Paris-based PSA has declined 41 percent this year, the steepest decline among European automakers, expanding the gap to Volkswagen's shares to 91 euros from a 10-year average of 16 euros.

Its 3.8 billion-euro (\$5.2 billion) market value is less than one-tenth of 2010 annual revenue of 56 billion euros.

CEO Philippe Varin's efforts to reduce dependence on Europe through emerging-market expansion may be too late to prevent PSA, Europe's second-largest automaker after VW, from taking the brunt of a downturn, investors said. The first-half operating margin at Peugeot's automotive division fell to 1.8 percent from 2.5 percent.

"As soon as there's any kind of wind, Peugeot's margins blow away," said Lorenz Blume, an analyst at Stuttgart-based LBBW Asset Management, which offloaded 190,000 Peugeot shares in the first half and now holds 3,600 among its 18 billion euros of investments. "There's no such thing as too cheap if they're going to burn cash again."

The carmaker posted first-half free cash flow that was a negative 179 million euros and in July forecast a figure "close to neutral" for the full year.

During the last downturn, PSA reported 3.76 billion euros in negative cash flow in 2008 and

a 343 million-euro net loss, prompting Varin to promise cost cuts and a sales boost to narrow the gap with peers.

## Vehicle valuations

PSA's first-half European sales accounted for 62 percent of the total, while VW's made up 50 percent. The slump in the French company's stock means PSA is valued at 2,096 euros per car sold in the first half versus 11,334 euros for every vehicle sold by VW.

PSA shares trade at 3.2 times the company's estimated full-year earnings, according to Bloomberg data. That compares with 3.6 for Renault SA, 4.7 for VW and 6.4 for Fiat SpA.

"When things go bad in Europe, you sell Peugeot," London-based Credit Suisse analyst Erich Hauser said. "Investors see the stock as a pure regional play."

Varin introduced new vehicles including the 5008 crossover, 508 large car and Citroën DS3 premium subcompact in the last two years to lift sales and pricing power. The carmaker's eight-month European market share nonetheless declined to 12.9 percent from 13.7 percent a year earlier, according to ACEA, the Brussels-based European automakers association. VW gained to 23.2 percent from 21.4 percent.

## VW's advantages

"What's worrying is that they're at a good stage of their model cycle, yet there's little evidence of any margin enhancement," said London-based Sanford C. Bernstein analyst Max Warburton. "Instead it's going the other way."

Volkswagen's success over PSA rests in part on an early expansion in China, which is now its single biggest market. The carmaker also has a stable of nine brands, including profit driver

Audi AG, the world's second-biggest maker of luxury cars.

PSA entered China years after Volkswagen and has no luxury brand in its portfolio.

While PSA counts on its home region for 62 percent of volumes and a bigger, undisclosed share of earnings, Fiat's European exposure is diluted by its majority stake in Chrysler Group, and Renault's by a 43.4 percent holding in Nissan Motor Co. that brings dividend earnings from China, India and North America.

## 'Thrown in towel'

VW's first-half earnings before interest and taxes more than doubled to 6.09 billion euros on rising demand in China. Peugeot's operating profit in the period was flat at 1.16 billion euros.

"That was a big disappointment after everything we'd heard about the new models," said Lionel Heurtin, who helps manage 1.5 billion euros in equity investments for Paris-based OFI Asset Management and trimmed his Peugeot holding by one-fifth on Sept. 12. "I've more or less thrown in the towel."

To be sure, others see PSA's share-price plunge as a buying opportunity, provided that the worst macro-economic concerns prove to be exaggerated.

"The valuation is compelling," said Albrecht Denninghoff, a Frankfurt-based analyst at Silvia Quandt Research GmbH who recommends buying the stock. "With the right trigger, it could flip from the sector's worst performer to the best."

## 'Reduced to mid-cap'

PSA has a "stable shareholder structure and a strategy based on long-term vision, not market valuation," spokesman Pierre-Olivier Salmon said when asked about the family-controlled company's share performance.

The prospect of another economic slump "reinforces our strategy rather than undermining it," he said.

The carmaker declined to make executives available for interviews for this story.

VW is increasing the pain for PSA with lower-priced vehicles in smaller-size categories traditionally dominated by the French and Fiat. After revamping the Polo subcompact in 2009, VW will introduce the Up minicar at the end of 2011.

PSA was the first European carmaker to announce belt-tightening measures in anticipation of a renewed slump. Varin told reporters Sept. 13 that he was preparing to cut temporary contracts accounting for 10 percent of domestic manufacturing workers.

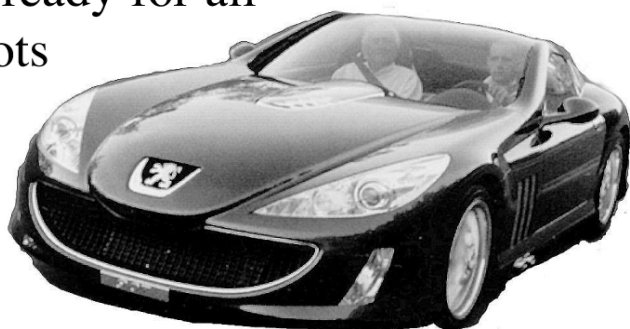
VW is still adding extra shifts at German factories to keep up with demand for its models outside the region.

With investors concerned about PSA's future profitability as Europe's economy slumps, the carmaker last week dropped to the bottom ranking on France's main market index.

"It's astonishing to see Peugeot effectively reduced to a mid-cap," said Valerie Cazaban, who helps manage \$100 million in assets including Peugeot stock for Paris-based Strategie Finance. The possibility of relegation from the benchmark index may now be "weighing the stock down further," she said.

— from *Automotive News Europe*

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## For sale

**2**06 XR, 5door, 2005 build, 2006 reg, manual. Aluminium grey, full service history, 39,000km, \$7,950ono, David Schultz, Sydney, 9817 1076 .

**3**06 GTi 6 hatchback, 1998, rare original, low mileage, 149,000km, red with black upholstery, 6 sp manual. The two previous owners were Peugeot enthusiasts, so the car is in immaculate condition. Good reliable car, full service history. Some spares and tools included. September 2011 Safety Certificate and Queensland registration to March 2012. Photos available on request. Gympie location. \$7,000 or near offer. Phone Lee 07 5483 4727 or email lee.tonkin@gmail.com

**4**05 SRDT 1994, Regency Red. New tyres. Tow bar, headlights & bonnet protectors, Peugeot mag wheels. Well maintained, in very good condition. Several concourse wins. Registration KB 155, till March 2012. Reluctant sale. \$6,850, Keith Bridge, Nowra, 4421 2824.

**4**05, 1994, turbo diesel, red, manual. Country car, one owner until recently. 260,000km. VGC and fully serviced. Some stone chips. reg BG55VX, \$4500ono, Rod Farrell, Maitland, 0402 063 052.

**4**05, 1993, auto, white 200,000km. Country car. VGC runs well, one owner, reg ABL76H, \$3800ono, Rod Farrell, Maitland, 0402 063 052.

**4**05 S Sedan, 1990 1.9 auto, red, 254000km, general appearance ok, roof faded, interior good, dash pad heat cracked. Timing belt changed at 197,000km, 4 near new tyres, good engine & auto, rego march 2012, new window tinting NXA00Q, \$1200ono, Bruce, Berkeley Vale, (Central Coast) 02 4389 7259, Mobile 0450 031 899 or email mcmurray-ls8@hotmail.com

**5**05, 1981, maroon. Two owners. Tidy car. Good interior, no rust. 250,000km. reg BL72PD, \$2500ono, Rod Farrell, Maitland, 0402 063 052.

**5**05 Executive, series one, 1984, Reg BVY32C to 2/12, 291,000km, New silver grey paint, 5 good tyres (4x20K, 1 new spare), Peugeot Alloy wheels 15", blue velour upholstery, factory tinted windows, power steering, ZF automatic (overhauled last year), four electric windows, central locking, air conditioning (overhauled last year). Timing belt and water pump replaced (done 20K), everything works as it should. This is a nice solid reliable car and is for sale due to my poor health, no rust or oil leaks, always serviced by a Peugeot Expert, \$2000, John Green, Sydney, 0411 639 833.

**6**04, 1975, English (O petrol cap), green, reg no PEU604, 1 previous owner, recent careful engine rebuild, now 2.8litres, Fuel Injection. Recent Trimatic transmission rebuild, extensive service receipts, truly beautiful to drive, selling due to austerity program, Price: "see collector car value guide

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, 17 JANUARY 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.

in Jusst Cars magazine - December edition". Ian Monk, Mollymook, 0416 254 735.

**5**05 GTi, 1985, red, engine good second, 165 000km, tyres good, mag wheels, upholstery good, 11 months reg, offer, David Dykes, Central Coast, 4369 3553.

**S**peedfight II Scooter, 307 WRC Sediton, model (personalised by Swedish rally drivers) red in colour, white decals, 6 months rego RJY84, 17,000km, 100cc capable of sustaining 80km/h. It is a real eye catcher whenever out and about, \$2000ono, Ian Donaldson, 0409 734 528, Lake Macquarie, ianchd@gmail.com for photos, will deliver in NSW.

## Parts

**T**he NSW number plate NGT306 is now available in NSW as they have been returned to NSW transport as the car now is on Qld plates.

**2**05 GTi new right rear wheel arch mould part #854712 with red filler part strip #856479 \$150 ono the pair. Will fit all 205 GTi models. Bill Barry, Werris Creek, 0417 403 527, billbarry1@big-

pond.com.au

**E**arly 405 (pre 11/93) new right tail lamp assy complete part #6351.63 \$100.00 ono. Bill Barry, Werris Creek, 0417 403 527, billbarry1@bigpond.com.au

**6**04 seats and door trims. Light tan, \$100, Keith Bridge, 4421 2824.

**4**04 bench seat, \$50, Keith Bridge, 4421 2824

**4**04 old stock new front blinker, 403 front blinker, 403 new rear blinker with two lenses, early 203 interior light, set of early 404 main bearings, two 202 spare parts books, new 1925-26 Type 172 pistons, Type 159 front axle, springs and two front wire wheels. Brian Arundale, near Launceston, 03 6391 8698

**Wanted**

**3**07 HDi, Ken Guymer, 0419 696 176

**4**03 steering wheel in good condition, David Child, 9498 3757.

**5**04 sedan, in good condition, Byron, 02 9387 7208, 0411 261 226

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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
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Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
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