

the pugilist

June 2012

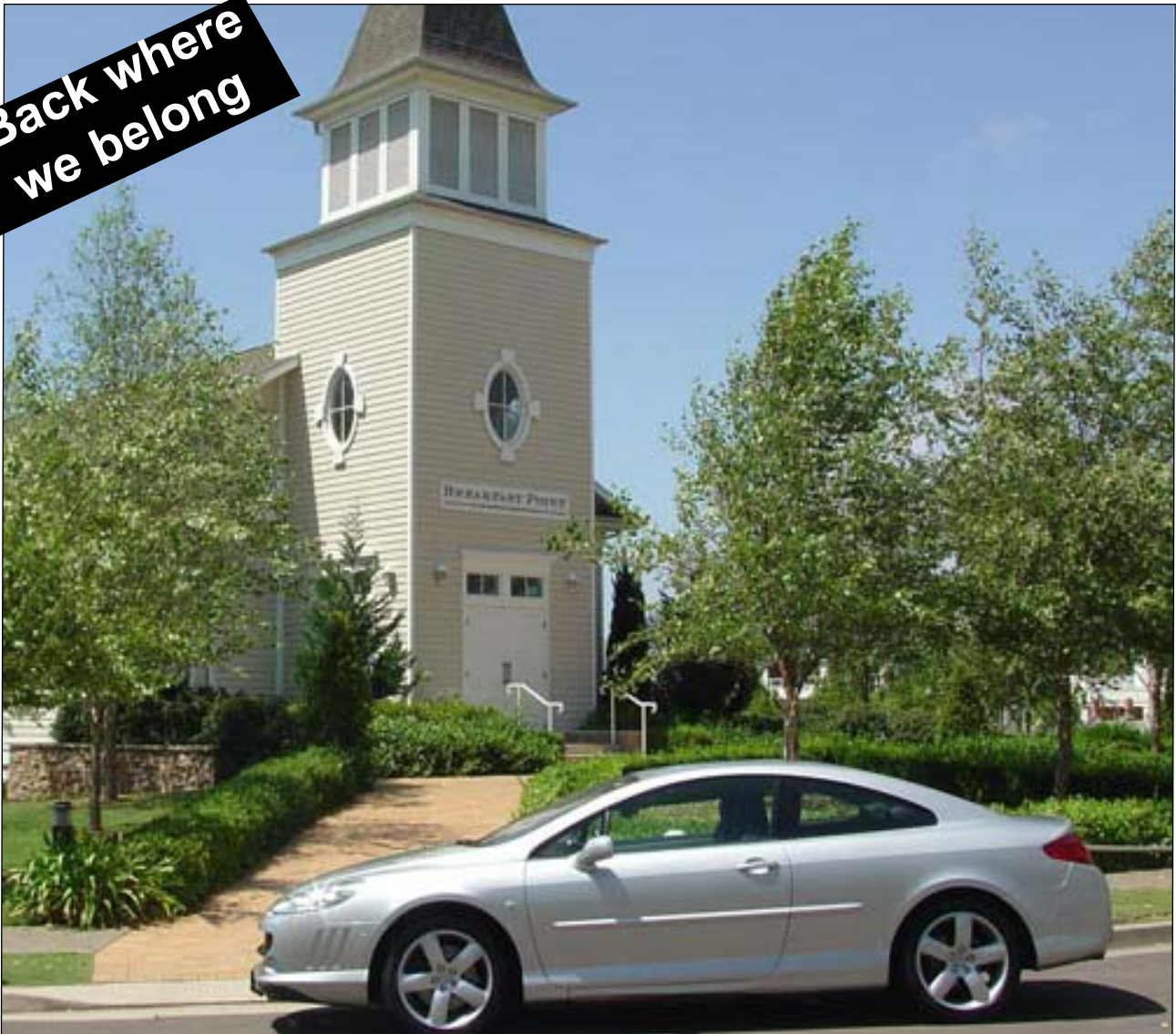
Magazine of the
Peugeot Car Club
of NSW Inc



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301



A spartan Pug for growth markets

Automobiles Peugeot has unveiled a new sedan called the 301 that will be sold under the Peugeot brand and targeted at buyers global growth markets.

Other pared-down models will follow the 301 as the company seeks to reduce dependence on flagging western European demand.

It is the second Peugeot with this model number under Peugeot's new nomenclature policy.

The four-door compact car – a basic 208 with a boot – will go on sale later this year after a debut at the Paris auto show in September.

The 301 will be built in Vigo, Spain, but

The cover

Peugeot's exciting new rally project, the 208 R2 is in the final testing stage, before release later on this year.

Photo: Peugeot Sport

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won't be sold in western Europe or in right hand drive markets. It is targeted at Turkey, Russia, central and eastern Europe, some Latin American countries, Africa and the Middle East, Peugeot said.

The new car "illustrates the internationalisation of the brand," the automaker said, predicting that it would become one of its global bestsellers.

The 301 is Peugeot's answer to French rival Renault's no-frills Dacia brand, and will offer advanced features such as the company's latest fuel-efficient three-cylinder 1.2-litre petrol engine sold only on the new 208. It will

be priced between the 208 and 308 compact hatchback.

PSA said the 301, which is 4440mm, combines modern styling with features adapted for its target markets, such as large boot capacity and a long 2650mm wheelbase that gives plenty of room for rear passengers.

Two Citroën models will follow as PSA strives to increase its share of growth markets in central and eastern Europe, the Mediterranean basin and former Soviet states including Russia, the company said.

– From *Automotive News Europe*.



Original 301s These cars gathered at Sochaux for Peugeot's 200th anniversary. Photo: Alastair Inglis.



Sharp as ever: Ross Berghofer at the recent Pageant in Young.

Ross Berghofer

ANNE COSIER IS kindly taking care of the club's merchandise. She and Graeme are doing a stocktake – this is required for the club's financial audit as well as to know what we have in stock.

But Anne is not to be regarded as the merchandise person, although she will be selling the goodies at French Car day on 15 July at Silverwater Park.

Mark Donnachie has done a fantastic job to get sponsorship for some classes that will be new to the Peugeot club's trophy list at French

Sponsors for our Car Day on 15 July

Car Day.

Additional trophies this year are likely to cover engine bay, interior – and this one is to be confirmed, cleanest ashtray. And as always, helpers are required to set up and run the day. Any assistance you might give will be appreciated.

The club will reach its 40th anniversary year in 2013. The club was established on 4 January 1973, the date of its inaugural meeting. The club has provided lots of members with an enjoyable time with their Peugeots and continues to do so.

The committee established a sub-committee to

consider plans to celebrate this 40th anniversary. We will keep you posted, but in the meantime keep the weekend of 23 February 2013 free for the celebrations.

Graeme Foster was delighted to receive his PoTY award at the May club meeting. He was humble about it but deserved it for the assistance he has provided for DVD viewers. VHS is old technology and no one was borrowing the old tapes. DVD loans are bubbling along quite nicely.

Have you noticed that the motoring press still seems impressed with 508? A write-up on the 508 RXH diesel-electric hybrid touring

seemed to go down well with the journalists. The main complaint was that owing to the space taken up by the electric motor, there is no space for a spare wheel. I could not find a reference to the spare wheel on the Peugeot 508 website.

And on a sad note, I along with lots of others, including members of our club, attended the funeral for Ted de Lissa. Two adjoining chapels were full and it was standing room only for those saying their final farewell in Ted's memory.

Finally on a good note, Brendan Fitzpatrick has taken over our club's librarianship. David Schultz had plans for the club library, but his work commitments got in his way. Brendan will take on the job but will first of all slide into it and get to know the ropes of the job. The club thanks him for taking this on.

Keep on Pugging on and keep those wagons rolling.

OASIS

Brian Jubb

THE MAY RUN was to the George IV Historic Inn, located in Picton Valley. The George is one of Australia's oldest Inns – opened in 1839.

The outing was in many ways a memorial to Ted de Lissa who had been organising these outings with support from the Morris Minor Picnic Club.

Twenty four OASIS members attended and it was very peaceful having lunch in the courtyard beneath the grapevine of this historic hotel.

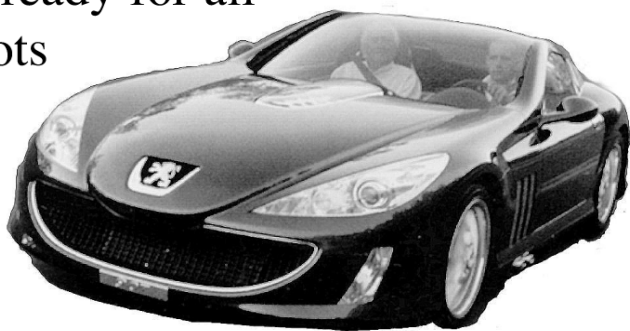
Our next outing is on Tuesday 5 June to the Fairfield City museum & gallery and vintage village, showcasing the diverse cultural and historical heritage of Fairfield City which was incorporated in 1888.

The address of the Museum is Cnr of The Horsley Drive & Oxford Street, Smithfield.

We are meeting at Macca's, cnr of Victoria Street & Smithfield Road, Smithfield for a 10.30 am departure. Lunch will be in the bistro of the Smithfield RSL Club. The club is located on the cnr of Cumberland Hwy & Neville St, Smithfield.

Hope to see you there.

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Wirra, Billiart Conservation Park.

Day 2 — Wed 27 Jun.....285km
Billiart Con Park, Alawoona, Wanbi,
Wunkar, Maggea, Waikerie, Cadel, Balah,
Koomooloo, Murkaby, Pine Creek, Terowie.

Day 3 — Thu 28 Jun.....170km
Terowie, Peterborough, Orreroo, Carrieton,
Cradock, Hawker.

Day 4 — Fri 29 Jun.....290km
Hawker, Morolana Scenic Drive, Leigh Creek,
Lyndhurst, Marree.

Day 5 — Sat 30 Jun.....130km
Marree, Boppechee, Coward Springs.

Day 6 — Sun 1 Jul.....235km
Coward Springs, William Creek, Coober
Pedy.

Day 7 — Mon 2 Jul.....Rest Day
Coober Pedy.

Day 8 — Tue 3 Jul.....235km
Coober Pedy, The Breakaways, Oodnadatta.

Day 9 — Wed 4 Jul.....220km
Oodnadatta, Mt Sarah, Hamilton, Eringa,
Abminga, Charlotte Waters.

Day 10 — Thu 5 Jul.....230km
Charlotte Waters, New Crown, Finke,
Bundooma, Titjkula, Chambers Pillar.

Day 11 — Fri 6 Jul.....165km
Chambers Pillar, Titjkula, Alice Springs.

Day 12 — Sat 7 Jul.....Rest Day
Alice Springs

Day 13 — Sun 8 Jul.....310km
Alice Springs, Sandover Hwy, Ammaroo.

Day 14 — Mon 9 Jul.....340km
Ammaroo, Lake Nash.

Day 15 — Tue 10 Jul.....220km
Lake Nash, Mt Isa.

Day 16 — Wed 11 Jul.....Rest Day
Mt Isa

Day 17 — Thu 12 Jul.....300km
Mt Isa, Dajarra, Boulia.

Day 18 — Fri 13 Jul.....195km
Boulia, Bedourie.

Day 19 — Sat 14 Jul.....370km
Bedourie, Diamantina Dev Rd, Birdsville Dev
Rd, Haddon Cnr.

Day 20 — Sun 15 Jul.....240km
Haddon Cnr, Arrabury, Nappa Merrie,
Innaminka.

Day 21 — Mon 16 Jul.....300km
Innaminka, Dullingari Oil and Gas, Santos,
Warri Gate, Tibooburra.

Day 22 — Tue 17 Jul.....330km
Tibooburra, Packsaddle, Broken Hill.

Some of these distances are approximate.

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

Keen observers to bus together

21—22 July

Jim & Pat Brear

The New England & Northwest chapter of the club are organising a Christmas in July even based in Coonabarabran. Local David Parker will provide a Clipper bus for us to tour the local area, including the Observatory he's just built and his famous shed of interesting things.

The plan is to meet in Coonabarabran for a light lunch before joining David for the tour on the famous Clipper bus at 1pm.

There will be a some time for socialising before sharing dinner at the Acacia Motor Lodge's Copper Pot Restaurant at 7:30pm.

A \$40/head menu has been prepared and, once final numbers are known, a choice of slow-cooked beef cheek, crispy pork belly, marinated lamb rump or prosciutto-wrapped chicken will be served - followed up by some yummy desserts.

After breakfast on Sunday morning, an interesting drive is planned, followed by a light lunch and a formal end to the weekend.

The area is famous for its national parks and other attractions and you may wish to stay on and explore some more.

I have reserved 15 rooms at the Acacia

Motor Lodge for Saturday night. I expect the price per room to be about \$120.00

Contact details for the Acacia Motor Lodge are Newell Highway Coonabarabran NSW 2357
T: 02 6842 1922

F: 02 6842 2626

E: acacia10@tpg.com.au

W: www.acaciamotorlodge.com.au

Managers: David and Brenda Baker

Could you let me know if you will be coming so I can ensure we have enough accommodation.

You should make your booking direct with the Acacia Motel. Your thoughts on the most appropriate menus would be good.

If you are interested in attending please contact me and I will put you on the mailing list for this event so I can send further details as they become available. My contact details are:

- Mobile Phone: 0429 428 700
- Home Office Phone: (02) 6772 3933
- Fax: (02) 6771 3666
- email: jbrear@coamas.com.au

Pat and I look forward to seeing you in Coonabarabran.



Check your Club diary

Sunday, 3 June

NSW Motorkhana round 3, Awaba

Tuesday, 5 June

OASIS run to Fairfield City Museum

Wednesday, 6 June

Club Meeting, Veteran Car Hall, Five Dock

Wednesday, 13 June

Committee Meeting, Parramatta RSL, 8pm.

Saturday, 16 June

Indy Karts, Revesby

Sunday, 17 June

Battle of Waterloo, Rond Terraces, ACT.

23-24 June

Central Coast weekend

Wednesday, 4 July

Club Meeting, Veteran Car Hall, Five Dock

Wednesday, 11 July

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 15 July

All French Car Day, Silverwater

21-22 July

NE & NW chapter Coonabarabran w/end

Sunday, 22 July

NSW Motorkhana round 4, Awaba

Wed, 1 August

Club Meeting, Veteran Car Hall, Five Dock

Wed, 8 August

Committee Meeting, Parramatta RSL, 8pm.

Battle of Waterloo

17 June

A gathering of French and British cars, including some bicycles, will be held on Sunday 17th June 2012 at Rond Terraces to commemorate the Battle of Waterloo in 1815. The event is sponsored by Shannons Insurance.

In past years, the event has attracted up to 100 cars and around 150 participants depending on the weather. Entry to the event is open to the general public.

We have a new venue this year - Rond Terrace, on the city or northern side of Lake Burley Griffin.

Used for the National Renault Rendezvous



in Easter 2008, it's a spectacular venue beside the lake with views of national institutions etc. (fog permitting) and offers a good backdrop for photos.

The event is being organised by the Renault Owners Club of Canberra (ROCC) in conjunction with the Peugeot Association of Canberra (PAC) and sponsors.

Entry to and egress from the event will be via Constitution Ave and Macquarie Drive and then via the gate near Blundell's Cottage.

Freestanding directional signs will be at the intersections of Anzac Parade with Constitution Avenue and Constitution Avenue and Macquarie Drive and at the entrance near Blundell's Cottage to designate the entry point for the event.

The sign at the entrance will designate an advisory speed limit of 5kph.

An official in a fluoro vest will be at the entrance to guide cars to their respective locations. Public parking will be directed to the hard standing area just south of Rond Pond at the end of Anzac Parade.

All cars will be parked on the hard stand red granite area and back from the RG Menzies walkway on the lake edge as public access to the area is not restricted.

Coffee, tea and drink facilities will be available. Food will be provided by a BBQ run by the PAC next to the coffee van. Each will have waste disposal facilities.

Door prizes will be available for lucky entrants.

Toilet facilities are located to the west in Commonwealth Park, the site of Floriade.

Sadly, the previous two years have been blessed with fabulous weather, which brings the English cars out in force and they win the day. Please make an effort to present your French pride and joy for the glory of our superior French marques.

Setup is from 9am, with the event planned to run from 10am to

3pm at the conclusion of prizes.

Contacts

Barry McAdie 0415 907 614

Lisa Molvig 0412 011 927



Central Coast Weekend

23-24 June

Brian Jubb

Revisit the places you used to holiday when you were kids.

We'll be meeting at the Old Toll Gates at Berowra for a 10:30 am start, before heading up the old highway through Gosford and on to Avoca for lunch.

Our journey will then take us on a scenic trip through Terrigal and The Entrance, heading for the overnight stay at Toukley.

On Sunday we head further north to places like Catherine Hill Bay and Caves Beach.

Overnight stay is in cabins at Canton Beach Holiday Park, Oleander St, Toukley (on Tuggerah Lake)

Cost is approximately \$120 per cabin.

For bookings ring 4396 3252 and say you are with the Peugeot Car Club. Book early to secure your accommodation.

Please email jubbbrbrian@yahoo.com.au after you have made your booking



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All French Car Day

15 July

Simon Craig

Yes it's true — it's that time of year again. Next month, on the 15 July it's the club's time to shine again.

By now you should all be finalising your preparations for this, our biggest event on the calendar.

We'll be joining with the Citroën, Renault and Simca owners, to name but a few of the French marques welcome on the day.

Whether it's the clay bar, dishwashing liquid or polishing your pedals, clubbers all over will be feverishly tweaking their pride and joy for the Silverwater Park event.

This year, there's even more chances to shine. Mark Donnachie has been out and about

obtaining sponsorship for some extra trophies for our club member's cars on display.

The new categories and sponsor include:

Shannons \$500

Trophy: Best Classic

Classic aged vehicle in the best overall condition. Not a fully restored vehicle, one that has been maintained and kept in high quality finish and overall condition.

Sprayfever \$100

Trophy: Best exterior display

Non new vehicle. Overall paint and external appearance is of high quality and finish. Polish and finish to paint maintenance a must.

Xtreme Car audio \$100

Trophy: Best Modified

Non new vehicle. A vehicle that is modified for

enhanced performance.

TQ motor trimming and upholstery \$100

Trophy Best Interior:

Non new vehicle. High standard of maintenance and overall appearance. Clean and crisp appearance. Adjustment accepted for age of vehicle.

Painterdeb \$100

Trophy: Driven not hidden

Not a new or historically registered vehicle. A beloved old vehicle that is driven and kept road registered. Recognises the owner's love of the brand more than the quality of vehicle itself. A unique but well-loved member of the Peugeot family that is regularly used and kept road registered. Commonly referred to as "Best Old Girl."

A Cullen & Son \$50

Trophy: Best Engine Bay

Neatest and best detailed engine bay. Original stickers considered a bonus.

It's great to have these sponsors on board for All French Car Day and it will be great to see you all there on the field.

As for the event, the format is similar to recent years, with the Silverware Park venue chosen once again.

Entry to Silverwater Park is via Silverwater Rd and the intersection with Clyde St - the first set of lights after the southern approach of the bridge over Parramatta River.

If you're coming from the north, turn left at the lights then left again, towards the water. Head under the bridge and the park will be right in front of you.

If you are coming from the south and the M4 motorway, turn right at Clyde St, then turn left and under the bridge.

Entry is \$10 per car, with food available all day, as well as the very popular coffee van. Club merchandise will be on sale, as well as a trade stall or two. The raffle is always popular, with some great prizes on offer and something to suit almost anybody.

You do not need to be a member of the club to attend - anyone with a Peugeot is welcome to come and display their car, or to poke around at all the other French beauties on display.

The event generally runs from 10am to 3pm with the conclusion of awards and raffles.

As with any event of this magnitude, some volunteers would be appreciated to help set up the field, judge cars, help with entry into the field, etc. If you can spare an hour on the day it will be appreciated.

Oh3 Weekend 2012

September
14th-16th



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Phone. 02 4421 5544 Email. enquiries@pleasantway.com.au

Enquiries Jim Kearns

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

THE Peugeot Car Club of New South Wales Inc – now 39 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

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

All enthusiastic about their Pugs.

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

Our meetings

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

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

Supper is provided.

What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. Last year's in Canberra, ACT, whereas Young will host this year's venue.

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

Your benefits

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

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

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

- Conducted tours of Europe with a Peugeot flavour. The next tour will be Canada in September (see Interlude Tours advert).

Our alliances

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

How to join

Club membership is a modest \$55 a year, \$26 for a second person at the same address, \$7.50 junior and A\$66 a year overseas. (The club year begins on July 1.) An application form for membership should be with the mailing sheet with this magazine. In February, a part year concession rate of \$30 kicks in.

The Puglist

Editor Simon Craig 02 9630 9668
0414 968 267
simonc@pobox.com

• Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799.

03 5966 2373.

• **Ad deadline is Tue, 19 June.**

Other copy before then if possible.

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

• Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 28 June.

Who are ya gonna call?

President

Ross Berghofer 9747 2745
rberghof@bigpond.net.au

Vice-president

Graeme Cosier 9456 1697
berowra61@froggy.com.au

Membership secretary

John Geremin 9727 5960
geremin@iprimus.com.au

Treasurer

Con Engel 0428 406 505
conengel@gmail.com

Editor and webmaster

Simon Craig 9630 9668
simonc@pobox.com

Committee

Peter Wilson 9331 4159
peterwi@zip.com.au

Anne Cosier 9456 1697

berowra61@froggy.com.au

Mark Donnachie

donnos1@optusnet.com.au

Steve Palocz 0409 504 604

emailstevev6@yahoo.com.au

Auditor Rick Watkins.

Historic vehicle registrar

Ian Robinson 0458 207 064

Steve Palocz 0409 504 604

nswhistoricplates@peugeotclub.asn.au

Social director

Brian Jubb 9602 9591
jubbbrbrian@yahoo.com.au

Sporting director

Helen Louran 9718 0321
helenandneale1@optusnet.com.au

Assistants

• Merchandise
tba

• Video library, Steve Palocz

• General inquiries Anne Cosier,
9456 1697

• Library books, Brendan Fitzpatrick
9674 7542

• Badges, Jon Marsh 9627 3828
jonmarsh@tpg.com.au

Registrars

Members' inquiries only, please

203 Rob Oakman 9623 2526

205 Anthony Musson

0428 352 310

206 Simon Craig 9630 9668

306, 405 Philip Challinor

9456 2989

403 Gavin Ward 4441 1232

404, 504, 604 Steve Palocz,

0409 504 604

406 Greg Lock Lee 9150 9984

504 diesel, Henry Hendriksen,

6355 1805

505 Keith Plummer 6363 1619

605 Robert Rigg 9683 5445

Regional contacts:

Northern Rivers: Harry Witham
6628 0679 ah

jenniferwitham@hotmail.com

New England/NW: Jim & Pat Brear
0429 428 700

jbear@coamas.com.au

Central west: Roger Petheram,
6884 7852

rp6239@gmail.com

Southern Highlands:

Rob Turner 4861 4154
turner.rob2@gmail.com

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More Lions in the streets again

Peter Wilson

PEUGEOT SALES figures are on the upswing at last ahead of its two newest models going on sale.

New registrations for April were the best this year and the month was the best April in four years.

This was a better result than that of the industry leaders, who were well down in numbers, while national sales at 97,797 were the third lowest of the four months this year.

The official figure of 543 new Peugeots on the road was achieved despite the gaps on the Sydney sales front and ahead of the launch this month of what one online writer described enthusiastically as the butt-kicker, the Peugeot 4008 small SUV.

The VFACTS report included the first six 4008s for the launch press fleet.

It's been a steady climb for Peugeot after the dismaying low of 306 in January – to 362 in February, 473 in March and now 543 in April.

With better results than Volvo (373) and Skoda (393), Peugeot moved up in the brand chart from No. 22 to No. 20. That may not be the No 17 of a few years ago, but it's better in today's crowded market context.

The US market has shrunk to 32 brands chasing 12 million sales a year. The Peugeot comparison is that Australia is expanding towards 70 brands chasing a million sales. That's much tougher.

The brand's main improvement in performance has stemmed from better supplies this year of the 508 and the availability of the automatic model.

The top-of-the-line Pug is now the top seller, this year overtaking the small sedans that once gave the importer its bread-and-butter volumes. Although 508 sales slipped back in April to 98 units, the four month total of 430 topped the 207's 385 and the 308's 366.

The 508 is now showing acceptance more worthy of an acclaimed new model and its sales are now more on a par with the 407 in its early months.

The 207 at 184 units had its best April since the 186 of April 2007 and was 72 per cent up on last April while the 308, despite the recent renoing, sold 95 units, a third down on the previous April but close to this year's average, possibly reflecting the market swing from hatches to small crossover/SUVs.



April was a good month for the repriced all-diesel

4007s with 97 units. The Federal Chamber of Automotive Industries noted an emerging buyer preference for diesels SUVs, with close to 50 per cent more diesels sold in the previous April as SUV sales continued to climb.

The 3008 slipped from 60 the previous April to 11; this year it has averaged less than half of early 2011 sales.

Peugeot has also stepped up its advertising and changed the mix. Once demonstrator sale ads were half of page one on the Herald Drive section on Saturdays; they turned up recently on cable TV channels.

It was a surprising change from, say, the heavy TV promotion of that leopard bounding along a city street that transforms into a Mazda crossover; is there some meaning to it being run several times with each episode of the show called Smash?

Nevertheless, Peugeot has a Mitsubishi that's already transformed into a lion. Just the thing if a buyer wants to choose a different animal in the hot small SUV category.

The 4008 looks more like a Peugeot than its Mitsubishi-made big brother 4007 and the French styling worked a treat with the press pack.

The FCAI reported a healthy resurgence in sales of sports cars. The RCZ improved its position in April with 33 sales.

On the sales front, Peugeot has lost its second Sydney dealer in two months, but it is understood a new principal is in the works.

AutoSports Peugeot at Sutherland dropped the brand last month.

Its principal, Dwyer Ogle, said that at a personal level it was disappointing to give up the Peugeot dealership after 10 years.

"Peugeot was the first to give me a go as a new car dealer and I was a Peugeot owner before that," he said.

It will be recalled that he painted his premises blue ahead of the Blue Boxes being required locally.

Sales performance: Local availability of the 508 GT version has improved its sales figures considerably.

The decision to concentrate on Audi was purely commercial, Dwyer said. The German brand had enjoyed spectacular growth over the past few years and the good people of Sutherland Shire had not shown sufficient interest in buying Peugeots for him to continue to sell them.

Peugeot sales had been much better when Autosports was at Rockdale; relocating 14 km south had made a big difference.

Ironically, that move was triggered with the readjustment of sales catchments when Trivett City and Eastern Suburbs Peugeot moved to Alexandria, which was too close to Rockdale; in March Trivett gave up its sales in the east.

Renault was down to 264 units in April after 335 in February and March, while Citroën dropped to 133 from 152 in March, but both results were ahead of April 2011.

Toyota was better than last year with 16,568 units but down on March, Holden was well down on last year with 7,589 and all those leopards helped Mazda to 7,681, but not enough to improve on the previous April or other months this year.

Peugeot Sales April 2012

Model	2012	2011	YTD
207	184	107	385
308	95	141	490
207CC	21	23	56
308CC	12	141	65
RCZ	33	32	25
508	97	0	117
3008	11	60	247
4007	79	60	191
4008	6	0	6
Vans	5	13	34
Total	543	454	1,684

Brush your poodle and polish your pug for 15 July



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

ALL FRENCH CAR DAY AT SILVERWATER PARK

Indy Karts are on but with a new date

16 June

Helen Louran

The date is now Saturday, 16 June for our Indy Karts day and we meet at 10.30 am in the car park (where we will line up our Peugeots) for a chat, registration, a briefing and then action about 11.30.

Those who attended last year should bring their Indy Kart licence and you won't have to register again.

The Battle of Waterloo is on the 17 June so we've moved a day forward to avoid the potential clash with the popular Canberra event.

You need photo ID, sensible clothes, narrow shoes for the 206-style pedals and a helmet with a visor or goggles. Free helmets can be supplied. Under 18s need a parent or guardian.

Bookings are now open. We need a minimum of 15 starters to get club members a group discount of \$75 each. For non-members the cost is \$80 and spectators are free.

The usual cost is \$96 for three 10 minute sessions.

This year we need the full payment of \$75 as of now please. By 17 May we will open up the event to others if we need to make up the numbers. The cut-off for bookings is 1 June.

The karts are fast and exciting. We had such an exhilarating experience last time that we decided to return to Revesby and give more members the chance of enjoying the action on the track.

It is a family day and 11-year-olds-up are welcome as well as friends.

You can pay me at a club meeting or pay, with that essential reference to Indy Karts and your names, by cheque to the Peugeot Car Club of NSW, PO Box 404, Gladesville NSW 1675, or by internet transfer to Peugeot Car Club, BSB 082 352, account 035 838 284.

Once you've paid, please email a confirmation to sporting@peugeotclub.asn.au - this lets me know and (more importantly) lets the treasurer know that you've paid. Please include the full names of all participants, as the Kart Track need to know this before we attend on the day.



The Indoor Indy Kart Centre is located at 9 Fitzpatrick St, Revesby. Ph 02 9771 3333.

Please feel free to contact me with any questions at:

helenandneale1@optusnet.com.au or 0413 594 792.

I hope to see you all on the track on 16 June.

Pinky 206

Old-fashioned country service



Your Peugeot diesel specialist

- We keep a large range of new and used Peugeots
- Authorised Peugeot Dealership



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Lucas Holloway, Sales Consultant
0437 771 534
lucas@tamworthcityprestige.com.au





Illawarra Grevillea Gardens visit

Brian Jubb

The weather was not brilliant for our Grevillea Garden's excursion on April 29th. Nevertheless, nine vehicles left the Heathcote McDonalds car park and headed south down through the Royal National Park, enjoying the Peugeot-style road of bends and twists.

Arriving at the Stanwell Tops Lookout, we stopped to take in the views. What a spectacular view but the wind was blowing at around 30 knots which was rather unpleasant. Even the hang gliders were not impressed.

Next stop was the southern end of the Sea Cliff Bridge on Grand Pacific Drive. Quite a few people took the walk over part of the bridge. We were surprised by all the locks which had been attached to the fence, many with romantic messages.

We continued to the Illawarra Grevillea Gardens, which was blossoming in full glory and mercifully sheltered from the wind because of its position under the escarpment.

This garden only opens a few times during the year, basically when the grevilleas are in bloom and it is well worth checking the opening days. Some of us had a quick cuppa and home-made cakes provided by the volunteers. It is also a great place to buy Australian native plants at very reasonable prices.

At the completion of the Grevillea Garden visit, we headed to the Woonona Bulli RSL for a most enjoyable lunch. The old rockers amongst



us stayed for the afternoon concert - a tribute to all those stars who have gone before. Even JOK got some songs. Some of the audience had brought their dancing shoes and we enjoyed watching their jive. As they say in the best stories, we left tired but happy.



Euro Day Lambton Park



Brian Jubb

THE MG CAR CLUB Hunter Region once again held its Euro Day at Lambton Park on Sunday 6th May.

The weather was sunny with a very light breeze with almost 200 vehicles in attendance.

The Peugeot club managed to display 11 cars with a comprehensive range covering 203, 403, 404, 504 cabriolet, 505, & 405, making quite an impressive display. It is always a great pleasure to meet up with our members from the Newcastle district.

The largest numbers of any make were of course MG but there was also a very impressive display of Alfa Romeo, Fiat, Jaguar, Lancia, Lotus, Mini Minor etc

There were plenty of refreshments. The mobile coffee van and the Lions Club food stall were busy all day.

My favourite car was the red Iso Griffo sports car powered by the 327 cubic inch Chevrolet. On leaving the owner showed the crowd what acceleration really is!

It was another successful Euro Day.



It may not be an appropriate plate on the Goodwin's Peugeot 505 STi, but it's one that could not be surrendered because it's got a lot of history.

John Bandera fitted the plates to a Peugeot 403 that he took on an early Redex bash, back when he ran the Total service station at Berowra. John, whose partner is an early club secretary, Robyn Duffy, sold the car with the plates to Rowland Pym.

The Goodwin brothers bought the Pug and worked their magic so that it became an All French Car Day concours winner.

When they put the 403 on historic plates, THE-403 went on another immaculate Goodwins car.



Blinding paintwork. The Pugs gleamed so much in the bright sunshine at Newcastle that a spectator had to look the other way.



Market place. Two Pugs in the Lion-up were offered for sale, Doug Smith's faithful commuting 505 diesel that he has replaced with a 505 STi and Brian Jubb's concours winning 403 wagon.

Alvis still very much alive. A magnificent 4.3 litre sedan with triple SUs



So far so bon for Peugeot's SUV



High roller: Peugeot's latest local offering, the 4008, is available from 9 June.

Philip King

THE French have taken a left turn recently, and I'm not referring to their voting preferences. Its three car makers have woken up to the fact that they are not selling enough in Australia and have changed tack.

For Renault, this meant another Australian relaunch last year and an avalanche of product; for Citroen, constant "price repositioning" and more premium models; while Peugeot, the most successful of the three down under, has joined the mini SUV stampede.

That's small SUVs, I mean, not small stampede. In the race to make and buy them, statistics are getting trampled underfoot.

The picture has become clearer recently after the sales scrutineers reorganised the SUV categories, with a new division for the tiddlers. Every size is booming but the smallest ones are booming most of all, with demand up 57 per cent.

Subaru's new XV has captured 18 per cent of the market in a matter of months and no one else has even felt the pinch.

That bodes well for the Peugeot 4008, the newest entrant.

Although Peugeot arrived late to the SUV party and has yet to locate the dance floor, the 4008 should help. If buyers can work out what it is.

Peugeot uses double-oh numbers for SUVs but with this car it has forgotten how to add up.

Logic says the 4008 should be a successor for the 4007, but it isn't. The 4007 is a much bigger and heavier vehicle with three rows of seats and a higher starting price. It continues on sale to the end of the year, then it goes and Australia won't see its replacement.

By the same token, you'd think the 4008 is bigger and more expensive than the 3008. Wrong again. It's cheaper and slightly smaller.

The pumped-up wagon version of the brand's best-selling 308 hatch sets out its stall for more conservative buyers and begins a whopping \$8000 above the 4008.

The 4008 may be innumerate but it has done its homework. Or rather, Roy Morgan Research has.

Compared with all those intending to buy a car, Roy Morgan says those wanting a small SUV are markedly younger, better qualified and female. Many have small children and a mortgage, but above-average disposable income means they can afford to buy cars.

In other words, they're a goldmine. "This is a group that's not foreign to Peugeot," marketing chief Richard Grant said at the launch this week. "What's significant for us is we're talking to a much younger group. It will bring new consumers to the brand, many of whom have never considered a Peugeot."

Many potential buyers are trading out of small cars, which explains why hatchback demand is sluggish. It also suggests small cars are no longer immune to the trend against conventional shapes that has left large sedans reeling.

Peugeot believes it can ride this wave with a Euro-flavoured SUV before the segment is full of them. It's even working on a smaller one, unveiled in concept form at the Beijing motor show last month, that will be based on its new 208 hatchback.

For the 4008, the solution came not from in-house but from Peugeot collaborator Mitsubishi, which supplies the underpinnings from its ASX rival.

It's a similar exercise, then, to the 4007: Peugeot has changed the front and rear exterior panels, widened the track, retuned the suspension and added a Gallic veneer to the cabin, which includes better materials and more sound-proofing.

Rebadging, in other words. The 4008 won't come as relief to factory workers in France; it's made in Japan.

So far, so bon. This cross-brand hand-holding is becoming more common and you'd be hard-pressed to find a car in the small SUV segment - or anywhere else, for that matter - that doesn't share its underpinnings. For Peugeot, it means an early-bird advantage in an important segment.

It believes it's done a more convincing job of Frenchifying the car than it did with the 4007, and is on a winner with its latest design themes, which are working for the 508 launched last year.

Which takes us back to the marketeers: the target buyers attach importance to a car's looks, apparently, and believe you can tell a lot about someone from the car they drive.

So they want a fashion statement with Euro cache. The 4008 is only the third European model in the sub-\$40,000 bracket after the Volkswagen Tiguan and the Skoda Yeti.

If they decide the 4008 does it for them, they'll pay around \$3000 more than for the donor Mitsubishi. Peugeot believes about 150 a month will. In a full year, it expects the 4008 to outsell the 3008 and 4007 put together by a handsome margin.

It's a volume grab that aims to lift sales 25 per cent this year.

Despite being the most sought-after of the three French brands here, Peugeot sales fell off a cliff during the global financial crisis and have failed to recover.

A 25 per cent increase this year would lift it only some of the way back to its summit in 2007, when it sold 8800 cars.

To lubricate the buying decision it has introduced a capped servicing scheme that limits payments for the warranty period and cuts costs in half. "It will change buyer perceptions that

European cars might be expensive to service and own,” Grant says.

Peugeot has turned left, but at least it’s obeying the signals.

First Drive

THE Michelin Guide says there are now more three-star restaurants in Japan than in France. Their chefs impress the French. How about their engineers?

Peugeot and Mitsubishi flirted with marriage but have settled on a looser arrangement. In this car, their third collaboration, the ingredients are Japanese, the seasoning French.

Well, sort of. The French buy diesel engines with manual transmissions; Australian small SUV buyers want petrol automatics. So this 2.0-litre engine is from the Mitsubishi ASX, with variable valve timing but no direct injection. It’s willing, but hardly the last word in small car

powertrains. With the five-speed manual it can drop into a torque dead zone below 2500rpm. It’s better with the CVT, which can paper over the cracks. The software in charge of these gearboxes has improved and they are not as annoying as they used to be. It’s a driveable combination although you can still feel short-changed out of tight corners.

The 2WD manual is quickest to 100km/h in 9.3 seconds while the AWD Allure automatic takes 10.9. Fuel use has the same hero and villain, with a spread from 7.7 litres per 100km to 8.1.

All the test cars this week were all-wheel drives with a dial to switch between modes. Keep it in front-wheel drive on the tarmac and the car feels lighter on its feet. During an extended dirt road stretch, the all-wheel drive came into its own.

The 4008 can be driven with confidence on dirt and the steering, which feels too slack on tarmac, makes sense here. The suspension could use more travel to absorb larger bumps but its 205mm ground clearance qualifies it as a proper little offroader. Peugeot says it has better than average offroad ability and that’s a fair claim.

The cabin is small, as you would expect, with rear seat room better suited to youngsters than adults. There’s reasonable cargo space of 416 litres carrying a temporary spare. Soft materials in the right place and a clean interior design do just enough to persuade you it’s a Peugeot, with the wheel and gearshift paddles the highlights. The two trim levels differ mainly in the leather upholstery and all get Bluetooth, a reversing camera and rear park sensors.

Since its initial discussions with Mitsubishi, Peugeot has moved on; General Motors is now involved. The Japanese joint ventures have the mark of expedience, rather than anything long term. The 4008 is the offspring of a marriage of convenience.

— from *The Australian*

NEED TO KNOW

ENGINE: 2.0-litre four-cylinder petrol

OUTPUTS: 110kW at 6000rpm and 197Nm at 4200rpm

TRANSMISSION: Five-speed manual or six-speed CVT automatic, front or all-wheel drive

PRICE: From \$28,990 (Active 2WD manual) to \$38,490 (Allure AWD auto) plus on-road costs

ON SALE: 9 June

“I want 230bhp in 208 GTi”

Speculation surrounding whether Peugeot’s 208 GTi Concept will make it to production continues, with no official announcements from the company. This article from the UK brings some new hope to fans of the hot hatch.

James Baggott

PEUGEOT HOT hatch fans worried the 208 GTi won’t live up to its predecessor’s legend can take solace in one fact...

The man leading the team behind the engine choice put the 1.9-litre in the 205 GTi!

Philippe Merckx is in charge of Peugeot’s 100-strong engine design team and his workforce is currently testing prototypes of the next GTi. So what engine does he prefer?

“There’s really only one choice,” said Merckx. “And that’s the 1.6-litre turbo from the RCZ. The decision we’re currently debating is whether it should be in 200bhp or 230bhp guise.

“I prefer the 230bhp but there are issues with torque steer. There are options to use electronics to reduce these issues, but I really

don’t think a performance model should have restrictions like this.”

Merckx has been with Peugeot for 24 years and has worked on a series of key powerplants for the French maker. His first was the iconic 1.9-litre lump that was so successful in the 205 GTi as well as the 2.2-litre HDi engine with the first particulate filter.

“Developing the engine for the new 208 GTi is very difficult as so much has changed since the 205 GTi,” explained Merckx.

“When I had my 205 GTi 1.9 I would drive everywhere at high speed but now there are speed cameras everywhere and etiquette issues to contend with.

“The image for GTis has changed over the years. Now the bosses have to consider marketing and how high powered cars will be received.

“However, I have tried the 230bhp 1.6-litre 208 GTi prototype and was very impressed. There is development to be made and no decisions have been taken, but I am passionate about making it exciting and great to drive.”

Merckx has ruled out a larger unit than the 1.6 though as there are cooling issues. A 1.8-litre



was considered but the modifications needed to make it into production ruled it out early on. “It would have been possible for small production numbers but not for the GTi,” he added.

The engineering chief also admitted his department had been asked to look at a series of Rallye models over the years and he didn’t rule out the name reappearing on the back of a hot hatch again in the future. “We’ve looked at a number of Rallye engine options, but none have so far got the green light,” he revealed.

But does he really think the 208 GTi can live up to the legend of the 205 and recapture the magic of that legendary hot hatch?

“Things have changed over the years, but I want to see an exciting car to drive again,” explained Merckx. “It’ll be up to the bosses to decide which unit gets the go ahead, but I know which I prefer and which I’ll be fighting for – and that’s the 230bhp version.”

— from *Car Dealer Magazine, UK*

Photos: Peugeot Australia



Peugeot 208 R2



In the wake of the car's announcement at the end of 2011, development of the competition versions of the Peugeot 208 has picked up speed. The first version to be released will be the R2, which will provide a glimpse of its potential in May's Tour de Corse in France. The two other motorsport derivatives of the 208 will see the light of day before the end of 2012, beginning with the circuit version which features a specification very similar to that of the R2. This car will facilitate access to the world of motor racing thanks notably to Peugeot Sport's "Rencontres" events. The circuit version will be followed by the eagerly-awaited 208 which complies with the FIA's R5 regulations and which will go on to take over from the current 207 Super 2000 rally car at national and international level. It is due to be unveiled in September.

"With the 208, Peugeot has given itself the means to create a new motoring icon," noted Peugeot's Range Director Laurent Blanchet at the model's launch. "The 208 carries over the spirit of the 205 and the 206, plus the functionality of the 207 in a thoroughly modern package," added Xavier Peugeot, the brand's Product Director.

Designed to be affordable and competitive, it stands out as the ideal choice for those who want to get their first taste of rallying or simply enjoy their passion. The 208 R2 ran for the first time at the end of 2011 and is destined to replace the existing 207 RC Rallye not only as star of the brand's "Volant" single make series but also as a challenger for class success at national and international level. Ford, Renault and Citroën all have R2 cars, but Peugeot Sport has set itself the target of becoming the class's new benchmark in terms of both performance and low competing costs. Careful attention was also paid to reliability, notably with regard to its transmission, electrics and electronics. Another aim was to make life easier for owners

by minimising the number of parts required to convert the car from gravel to asphalt-spec, and vice-versa. This was made possible by using as many shared parts and assemblies as possible for the two versions and by benefiting from the PSA group's customer competition catalogue.

The 208 R2's project leader, Yann Goraguer, describes the technical aspects of the car:

Lightweight: "The 208's bodyshell is approximately 40kg lighter than that of the 207! In addition, the 208's overall volumes are one of the R2's chief strengths, while its long wheelbase ensures excellent stability. Weight-saving work has enabled us to bring down the centre of gravity further, optimise where the weight is located and reduce the intrinsically low inertia of this car with its short overhangs. These features combine to provide the 208 R2 with outstanding road holding."

Modern structure: "The 208 R2's strengthened shell incorporates a multi-point, welded roll cage which marks a real step forward in terms of safety compared to rival roll cages thanks to a new manufacturing process."

Modern engine: To comply with the regulations, Peugeot Sport has developed for the 208 R2 a brand new, naturally-aspirated, 1.600cc engine based on the 1.6 VTi available for certain versions of the 208 road car. "For the competition version of this engine, we started from a clean sheet of paper and achieved the 185hp specified in the brief. At the same time, we succeeded in maintaining the low fuel consumption and CO2 emissions that are features of the original engine. This extremely modern powerplant comes with variable valve timing (VVT) for the intake and exhaust. The Group R regulations specify that the valves must be of the same size as those of the standard engine. Like its air intake dimensions, the 1.6 VTi's valves are smaller than those of the former 1.6 unit. The main factors which influence performance in the case of a normally-aspirated

engine are its valves and intake, so we worked closely with Sodemo to make our new engine driver-friendly by focusing on flexibility rather than on peak power which often goes unused in rallying. We achieved this thanks to the use of VVT. The 208 R2 kits will be sold with the engine built, run-in and checked on the dyno."

Innovative gearbox: "The gearbox, too, is new. The 208 R2 is equipped with a five-speed manual, sequential gearbox with the lever mounted on the steering column. The gearshift system is identical to that of the 207 S2000 and represents a significant evolution for a car of this class in which the original gearshift is more conventionally mounted on the floor. The lever is much shorter and also positioned higher, while the shift is more direct and precise because it is in line with the gearbox. The system is much more rigid since it is shorter and lighter. The gearbox itself features innovative cooling with an air duct at the front of the car which channels cooling air to fins built into the front part of the casing which help dissipate heat and cool the oil."

Reduced fuel consumption: The lower weight, carefully designed aerodynamics and naturally-aspirated engine have resulted in a significant fuel consumption saving compared to the 207 RC Rallye. This makes an appreciable contribution to keeping the costs of competing to a minimum.

Suspension performance: "We have carried over the proven three-way adjustable dampers, plus a new, bespoke adjustable hydraulic bump stop which has been developed specially in association with our supplier Öhlins. The R2 also features a specific wishbone arrangement which increases suspension travel. This, in turn, improves traction and is positive for the car's performance."

Hydraulic steering: "The 208 R2's steering is specific, too. We have switched from the standard car's electric power steering to

a hydraulic system, combined with a higher-ratio hydraulic rack for greater precision and enhanced comfort in response to demand from the drivers. The use of a hydraulic system also permits more accurate feedback of information, notably on loose surfaces."

Single calliper brakes: "The diameter of the brake discs is dictated by the regulations. As wear parts, they need to be effective and reliable, but also relatively economical. To simplify the ordering and management of parts and to facilitate the conversion from gravel- to asphalt-spec (and vice-versa), we have opted for a single Alcon calliper plus standard, re-machined discs. Thanks to the floating calliper arrangement, the conversion from gravel- to asphalt-spec only requires the calliper mount to be changed."

Clutch: the 184mm-diameter single clutch plate arrangement is dictated by the regulations. Peugeot Sport specifies an Alcon plate for the R2.

"Throughout the process, we worked closely with the group's different technical departments," says Alexis Avril, the Customer Competition Manager of both Peugeot and Citroën. "At the beginning of a project like this, in-house skills and expertise allow you to make swifter progress when developing certain advanced solutions. The 208 R2's transmission, for example, is made entirely by PSA to a brief drawn up especially for competition purposes. We also benefited from the savoir-faire and experience of the brand's series production experts in fields like materials, surface treatment and processes. The 208 features a new, modern powertrain, so we spent a great deal of time with the firm's specialists during the 208 R2's different development phases. Last but not least, as a function of the regulations and in order to minimise costs, we called frequently on our colleagues to source the most suitable parts from the catalogue of the series production version."

The gravel and asphalt versions of the 208 R2 will both be available in kit form (specific 208 R2 parts) for a price of €37.500 (net). This



price includes a fully-built engine. It will also be possible to acquire the 208 R2 in fully built form (gravel or asphalt version) for €57.500 (net).

Two kits will be available to convert the asphalt version of the car to gravel trim, or the gravel version of the car to asphalt trim.

Peugeot locks down its numbers

Peter Wilson

AFTER RECENT murmurs and spy pictures of a new Peugeot 301, the automaker has come clean and said it's both a new model and the start of a new naming strategy.

Peugeot has gone back to the past to settle the question of what will happen when it runs out of the numbers that have identified the class and currency of its models since 1929.

As has always been the case, the first number marks the size of the vehicle.

The middle number will always be the trademark Peugeot traditional zero or the more recent double zero, which since 2005 has been added to vehicles with high structure.

The change will be in the third number, the generation identifier, which from now on will be a one or an eight.

So while Peugeot had a 309 when it stretched the 205 between 1985 and 1993, there won't be a 109, a 409 or a 509.

The oh-ones will be the basic Pugs, with minimal equipment, such as the 301 and aimed at emerging markets.

The present oh-eights, with their high-spec equipment, will stay oh-eights when the next all-new model comes along.

New 208s, 308s and 508s will replace the present 208, 308 and 508 when it's their turn for renewal. When the 108 replaces the 107, it will remain the 108 in later evolutions.

It's a policy that makes sense in these days of shorter model life when other major automakers have long-living model identities that have become strong sub-brands, e.g., Corolla, Golf, Focus and Prius.

While the numbers have sort of made sense to loyal Peugeotphiles – the move from 504 and 505 to 405 and 406 and then back to 508 was

out of step – they could have confused the aspiring Peugeot buyers.

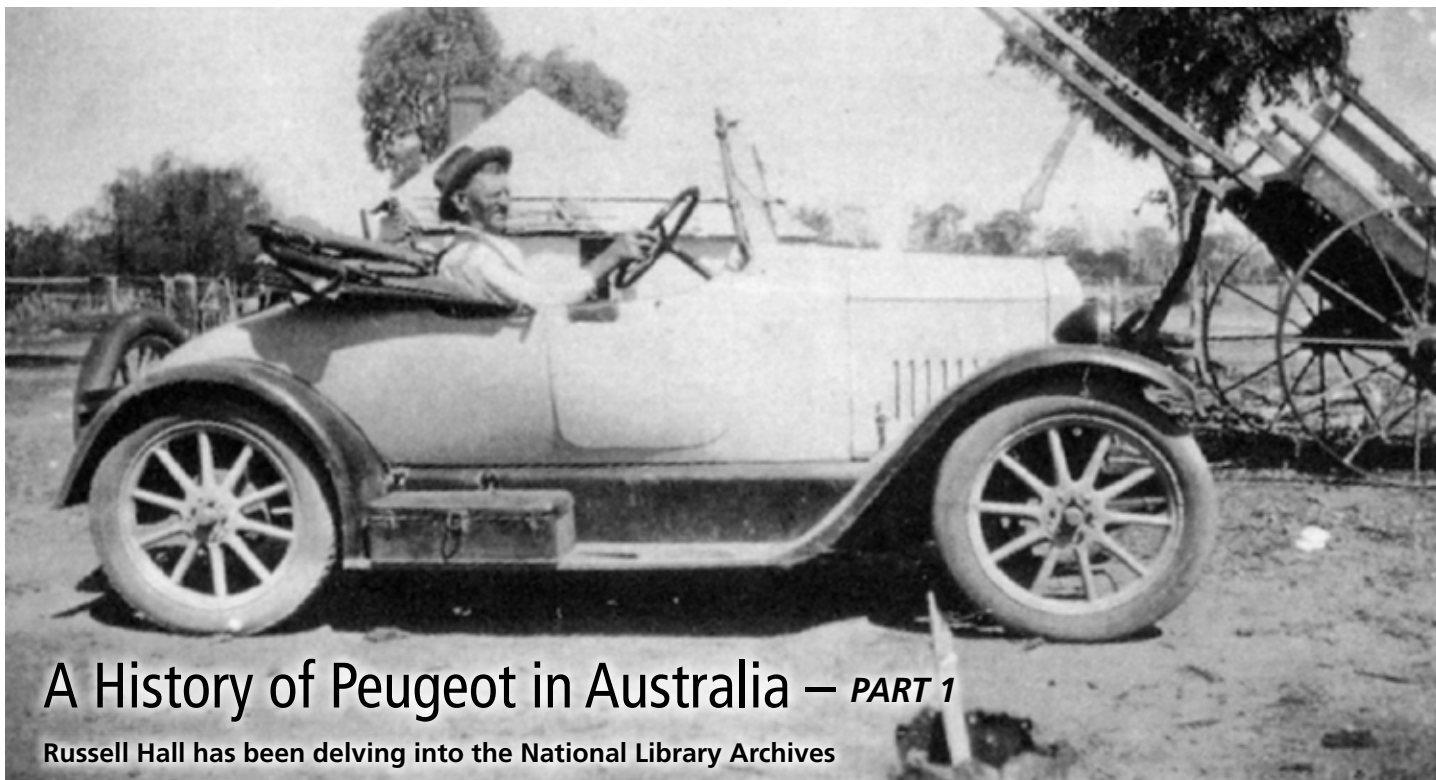
"The 201, the marque's 201st project, played in its time a particularly saviour-like role for Peugeot in a difficult economic environment," the company said.

"The considerable industrial resources devoted to the launch of this model, the starting point for a new generation of vehicles, contributed to the expansion of the marque, the products of which became synonymous with innovation, elegance, economy and strength."

The mass-produced 201 was a winner that cashed up Peugeot during the depression and was followed in 1932 by the 202nd model, the first 301, and in 1934 the 203rd model, the six-cylinder 601.

"Most people today have no memory of these cars, apart from Peugeot club members who see these cars at club events and on shows – and in their Peugeot history books," South African club president Dawid Botha said.

"Let us see how it all pans out, there may be some exceptions, but I think all Peugeot fans will be happy that the numbers stay! The new 301 looks like a winner."



A History of Peugeot in Australia – PART 1

Russell Hall has been delving into the National Library Archives

Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of this column is to revive some of the early memories.

The first Peugeot advertised in Australia was a bicycle. A Sydney gentleman, having imported two famous Peugeot bicycles, is prepared to let one go at a sacrifice.

The first advertisement for a Peugeot car is in the West Australian in 1903. There are very few advertisements for new Peugeots until 1915. Yet they were about, as evidenced by the second hand vehicle columns. It seems a few were imported as one-offs by distributors and sold through other French car dealers. Other French makes like DeDion and Berliet were booming. In 1915 Peugeot justified their lack of promotion by stating that they were already selling as many cars as they could make. Fewer than thirty Peugeots were advertised second hand until 1915. This small number would account for the scarcity of surviving veteran Peugeots in Australia.

**STRAKER 5-TON STEAM WAGGONS.
DE DION MOTOR CARS.
HUMBER MOTOR CARS.
PEUGEOT MOTOR CARS.
STIRLING MOTOR 'BUSES.**

Quotations on Application.

**The ARMSTRONG CYCLE and MOTOR
AGENCY, Hay-street.**

The first Peugeot advertisement in Australia,
The West Australian, 1903

In June 1905 Allison's Motor Garage in Adelaide has an 8 hp Peugeot double cylinder to auction. There are more Peugeots in Adelaide during this early period than Melbourne or Sydney. The 8 hp double cylinder was probably a Type 65 or 67, of which 247 were made in 1904. Double cylinder Peugeots are also advertised in Melbourne and Sydney, one as a two seater but others as five seaters. Peugeot made a large number of low production models in this early period. They were never referred to by their Peugeot type numbers in Australia but were usually categorized by their RAC horsepower rating. It makes it very difficult to match Australian cars with the French model types.

TRIUMPH Bicycle; must sell, reasonable offer accepted; well worth inspection; free-wheel, rim-brakes, &c.—"Courteous," this office. 815-7

PEUGEOT CAR.

14-h.p., 4 cylinders, 2 seater, 4 speeds forward and reverse, fitted with hood and glass screen, magneto and accumulator ignition, thoroughly overhauled, painted, and varnished.
An exceptional bargain. Call and inspect.

**SCHUMACHER MOTOR WORKS, Victoria-sq.
189-190**

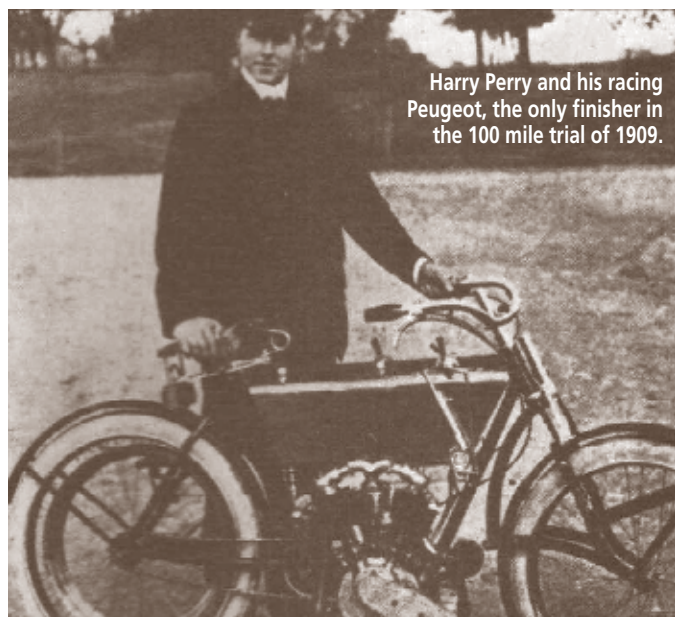
TURNER BROS.' BICYCLES.—The best and most up-to-date machines on the market. Prices, £3 10/ to £17 10/., cash or easy terms. Secondhand Machines taken as part payment. Agents wanted; highest commissions paid. Second-

Adelaide Advertiser 1909

In 1906 the South Australian Government released the figures that there were 189 cars in the state, of 37 makes. Peugeot was one. In 1906 a Peugeot was entered in a hill climb at Coogee. Other larger Peugeots were also on offer, like the 14 hp advertised by Schumachers in Adelaide in 1909. The 12-16 hp car advertised by Mays in Adelaide in 1911 is consistent with the power of the 126 which was made in 1910.

The classified advertisements make it clear a range of Peugeots was being imported but in low numbers. By 1909 the two cylinder cars were being offered as low as twenty pounds or offer while in 1910 in Sydney a 12 hp two seater with hood and screens was on offer for 220 pounds. A Lion Peugeot was for sale in 1911 and in Adelaide a large Peugeot 22hp had been looking for any reasonable offer.

If matters were quiet with the cars, the motor bike import business was booming. In 1904 E.W. Brown, who had a large motorbike business at 211 Swanston Street, began to import Peugeot motos. They excelled in competition and by 1908 were the dominant bike in Australian motorsport. The motos were exceptionally high quality and were fitted to some locally built bikes. The front fork design of the Peugeot was uniquely effective at reducing vibration.



Adelaide
Advertiser
1911

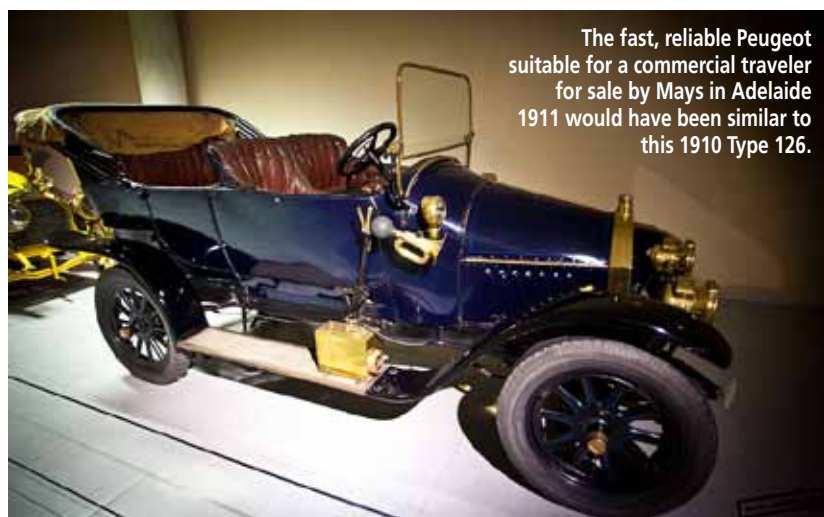
Dealers were soon appointed in the country and in other states. As Brown was ordering the bikes 30 at a time, it is a reasonable assumption that sales were over a hundred a year. Like the cars they had a solid racing reputation in Europe and had established a speed record of 77 mph in 1904. What crippled the motor bike import business was an increase in tariffs on imported bikes which left them unable to compete. E.W. Brown became involved in a rather naïve scheme to reduce customs duties, with the co-operation of Peugeot who didn't mind issuing dodgy invoices. He was convicted of customs fraud in 1910 and fined fifty pounds. Sales declined after this although some were still being sold in the 1920's.

Although the cars were not common, they were very well known because of their racing

success in Europe. The press closely followed European events and to those interested in motoring, the exploits of Boillot, Goux and Zuccarelli were very familiar and the engineering of the racing Peugeots much admired. When Nettlefolds had a new Peugeot for display at the Hobart Show in 1913, it was just after Goux had set a new speed record of 106 mph. The Peugeot was advertised as the fastest car in the world. Even though the example on show was only a little single seater with a dicky seat it attracted large crowds.

The prize of 10,000 francs Peugeot offered for the first human powered bicycle flight also attracted press attention in Australia and no doubt caused many a budding inventor to try his skills. It was not claimed until 1921.

— *from Torque*



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<p>ARGYLE.</p> <p>1914-15, 4 cylinders, dual ignition, new tyres, bumper, wheel, cover and valve. Bumper, new outer body, green, and front, equal to new.</p> <p>£295.</p>	<p>TALBOT.</p> <p>1912 Talbot Talbot, dark maroon, dual ignition, head, screen, and Stearns. 4 wheels, tub-steel body, recently overhauled, painted, and trimmed. A great bargain. £225 for quick sale.</p>	<p>DIODON.</p> <p>1913-14, 4 cylinders, dual ignition. Stearns wheel, cover and fender, 4 wheel, side entry body. Thoroughly overhauled and painted green. Appearance like new.</p> <p>£290.</p>
<p>HUMBER.</p> <p>1912-13, 4 cylinders, dual ignition. Stearns wheel, cover and fender, 4 wheels, tub-steel body, recently overhauled, painted, and trimmed. A great bargain. £225 for quick sale.</p>	<p>DAIRACQ.</p> <p>1913-14, 4 cylinders, dual ignition. Stearns wheel, cover and fender, 4 wheel, side entry body. Thoroughly overhauled and painted green. Appearance like new.</p> <p>£290.</p>	<p>HUMBER.</p> <p>1912-13, 4 cylinders, dual ignition. Stearns wheel, cover and fender, 4 wheel, side entry body. Thoroughly overhauled and painted green. Appearance like new.</p> <p>£290.</p>
<p>ALL DAYS.</p> <p>1914-15, 4 cylinders, dual ignition, new tyres, bumper, wheel, cover and valve. Bumper, new outer body, green, and front, equal to new.</p> <p>£295.</p>	<p>PEUGEOT.</p> <p>1914-15, 4 cylinders, dual ignition, 2 wheels, 4 wheels, a reliable, new tyre, dual ignition, head, screen, and Stearns. A great bargain. £225 for quick sale.</p>	<p>HUMBER.</p> <p>1912-13, 4 cylinders, dual ignition. Stearns wheel, cover and fender, 4 wheel, side entry body. Thoroughly overhauled and painted green. Appearance like new.</p> <p>£290.</p>

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The above gives you a list of the really good bargains in stock that must be cleared to make room. If you want real bargains, now is the time. In a month of weeks we will be handing you the latest of the famous

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PEUGEOT CAR.

14-h.p., 4 cylinders, 2 seater, 4 speeds forward and reverse, fitted with hood and glass screen, magneto and accumulator ignition, thoroughly overhauled, painted, and varnished.

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TURNER BROS.' BICYCLES.—The best and most up-to-date machines on the market. Prices, £8 10/ to £17 10/, cash or easy terms. Secondhand Machines taken as part payment. Agents wanted; highest commissions paid. Secondhand Massey-Harris, Red Bird, Imperial, and many other makes, from £2 to £7; all in first-

24 Hours of Nürburgring



Englert / Palette / Roman / Rueflin scoop third victory in succession. Peugeot RCZ complete the Eifel marathon without technical problems. Bohrer / Caillet / Nett / Piguet claim podium as third placed finishers.

Peugeot Sport

WHETHER IS successful at the 24-hour race around the Nürburgring enjoys worldwide respect if they have conquered the world's most difficult race track – the “Green Hell” – twice. After winning in 2010 and 2011 in the diesel classification, Paul Englert, Steven Palette, Guillaume and Julien Rueflin have now clinched a hat-trick for Team Peugeot RCZ Nokia following their triumph in the SP2T class, for 24h special cars up to 1,600 cc capacity with turbocharger, in the 40th running of the classic race.

The winning team of (L to R) Rueflin, Palette, Englert & Roman



On its 24H debut the brand new Peugeot RCZ Racing Cup with start number 100 covered 131 laps or a distance of 3,324.518 kilometres around the combination of Nürburgring Grand Prix track and Nordschleife.

“This is simply indescribable, I’m lost for words,” said Englert after the race. “In the end our victory was close and anything but easy,” added team mate Rueflin. The French Coupés winning drive really did appear to be an ordeal.

“One of our drivers suffered a technical problem during the night,” explained Olivier Perez, General Manager of Team Peugeot RCZ Nokia. “On the way back to the pits several components

were damaged which resulted in engine problems. In the closing stages we managed to take back the lead and hold it to the finish.”

Another driver of the quartets was weakened by a virus infection – his team mates occasionally drove tiring double stints.

Perez: “That’s what I call team spirit – we all pulled together in the same direction.”

The sister car still made the podium despite two accidents which threatened to end their prospects.

The RCZ with start number 101 with drivers Michael Bohrer, Jürgen Nett, Stéphane Caillet and Julien Piguet was involved in two accidents during the night and lost valuable time as a result. “That it was still enough for third place at the chequered flag can be put down to the fighting spirit of our drivers who never gave up despite the setbacks,” says Timo Frings, deputy Team Manager.

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One for the shed?



206 Racer

Simon Craig

SPIED ON EBAY in the UK recently was this interesting vehicle.

The description read as follows:

New built 3M pug 206 with a BMW 4litre V8 in the back . Auto gearbox , fox remote reservoir shocks , milner transfer box , BMW diffs , full independent suspension, rear swinging arms .all lights - head, side and flashers - this car has not even been dirty, frame built by Mark Andrews 3M, we did the rest. We built it to sell from day 1, all ready to race, viewing near Warwick [UK].

Steve Smith - 07860 200488 for more info

The racer runs the engine, gearbox and loom from a BMW 740. Produces a good 286bhp with bags of grunt. We had great success with this combo in our other racer in the British championship in a much heavier car. Very, very reliable units. Grab a bargain new racer. first to see will buy. No messers please

<http://www.ebay.co.uk/itm/206-COMP-SAFARI-RACER-/230783713326>



New chief targets growth in Peugeot sales

PEUGEOT AUTOMOBILES Australia has a new chief with plans to return the marque's sales volumes to pre-global financial crisis levels.

Bill Gillespie, who succeeded Ken Thomas as general manager/director on May 1, is looking to the appeal of new models and a fixed-price initial servicing strategy to return sales to 7,000 units a year.

His target is a 25 per cent increase in Peugeot's 2012 sales to come from the new 4008, available this month, and the new 208, on sale later in the year, according to caradvice.com.au.

He expects to hold the present sales volume for the 308, 3008, RCZ and the 207 and 4007, which will both be run out later this year.

Targets mentioned are up to 900 4008s, and 600 208s on the road.

The important three-year fixed priced service plan now includes the 508, 308, 3008, 4008 and the 208, a move to assure buyers that owning a European car doesn't mean paying over-the-top servicing fees.

Peugeot has stepped up its advertising and enlisted social media for brand building.

It's cool to check (please, not while you are driving) the Peugeot Facebook and Twitter pages for news, new product releases, photos, videos and special social media competitions and offers. Visit www.facebook.com/peugeot.au and www.twitter.com/peugeotaus.

Mr Gillespie, who has been Peugeot's national sales manager for 15 months, has had an illustrious career within the industry, having previously held senior management positions

with Nissan, Kia and Toyota, the company said.

He has taken over as Opel, under pressure from its home state government to export, adds another German brand to the mix and Renault Australia begins another market push.

Although Mr Thomas stepped down after 10 years with distributor Sime Darby, he will continue his association with the industry as a corporate consultant and was busy talking up the 4008 to the press at its launch last month.

He began his career with Ford Motor Company in the early 1970s before moving to BMW Australia, the company said. He then worked with Jaguar, Land Rover and Peugeot.

"Ken has been a driving force behind the success of the Peugeot brand in Australia for more than 10 years, especially in his role as the general manager/director, a position that he has held for the last 3 years," Sime Darby managing director Rob Dommerson said.

"However, we are very pleased to have found someone with Bill's calibre to replace Ken in what is to be a significant year for Peugeot with the launch of the all-new 4008 and 208 model ranges."

Mr Gillespie is used to working with volumes big and small.

He was previously Nissan's eastern state manager, Kia's director of sales and marketing from 2006, when the factory took over and expanded sales, until 2008, manager of the central region for Toyota, a senior manager at Daihatsu Australia and before that Toyota's NSW/ACT franchise development manager.

Twelve years ago he was national sales manager for Proton.



A Pug in one shot

So that's why people take up the sport! A golfer in Borneo scored his third hole-in-one in his career during a local senior open tournament and won a new Peugeot 207 from the sponsor.

Tan See Boo holed his tee shot at the par three 15th hole. — From the East Malaysia Daily Express.

Kota Kinabalu: Tan See Boo of Keningau Wednesday drove home his new Peugeot 207 SV from the Peugeot showroom in 1Borneo Hypermall after scoring a Hole-in-One during the 8th Sutera Harbour Senior Amateur Open 2012.

The keys to the Peugeot 207 SV were presented to Tan by Group Angkatan Hebat's Group Executive Deputy Chairman, Datuk Dr Ajaz Ahmad Bin Nabijan on behalf of the company who sponsored the car during the golf tournament.

Third time is truly the charm in Tan's case as this is the third time he scored a hole-in-one in his golfing history but it is the first time that he has won a car for it.

"I am very glad and thankful towards Angkatan Hebat to have sponsored the SHMGCC tournament because now I get to enjoy a brand new Peugeot 207 SV.

"My hole-in-one was also the first ever hole in one in the Sutera Harbour Senior Amateur Open history, this is even more meaningful for me," said Tan who scored the hole in one at Hole 15 (par 3).

According to Ajaz, he is happy to see yet another person being able to experience the joy of driving a Peugeot and once again congratulated Tan for his win.

"I hope Tan will enjoy the car because he truly deserves it after scoring three hole-in-ones in his life," said Ajaz.



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Next, it's a million laughs

Lloyd Fleming, who graced the cover of *The Pugilist* in March with his wife Joan and his 1.5 million km Peugeot 504 diesel, says he hopes to bring his car to a club meeting.

"I know the Five Dock area and when in Sydney next I'll come out to meet some of you fellow Puggers," he wrote in a letter to thank the editorial team for visiting them in Inverell. "It was a great surprise to receive *The Pugilist* and to see the front page.

"I have shown it to many of my friends and it brings a great laugh from them. I have also shown the write-up to my engine

reconditioner workshop owner and he broke out into five minutes of mirth as he read it."



The Lions' Slam dunk Roars

David Schultz is very proud of his immaculate Peugeot and had no hesitation in giving his boss a lift. When she asked why he had chosen the Peugeot instead of, say, a Golf it was an invitation for him to wax lyrical on his favourite topic.

What he did not know was that she had recently purchased a new Golf.

David swears that he did not bag the Golf "but I made it very clear to her that I preferred the Peugeot. When she hopped out of my car she slammed the door.

"Obviously she was not struck with my comments about the Golf."

Lamington drive

After nearly five years with Peugeot Australia, most recently as its spokesman, Kirin Tipping turned her back on corporate life and headed for the more familiar heat of the kitchen, perfecting food-intolerance friendly recipes and baking cakes with different flavours.

Her new venture, Luscious Kiki Cakes, had a sell-out debut at the Friday Warriewood Farmers' Market and signed up for the Manly markets on Saturdays. Her speciality is delicious lamingtons and she supplied boxes of treats for motoring journalists on the Peugeot 4008 press drive.



Test of strength

Armidale member William Hughes had a new radiator fitted to his Peugeot 405 SRDT last year but the engine was "cooked" when the installer took it on a test drive.

The installer and his insurer denied liability, saying the engine seizure was a coincidence.

William found another engine to keep his favourite car on the road, saying, "It was expensive but I don't have a throwaway mentality."

However, he persisted with his claim and he reported that after nine months the insurer had decided to settle.

"One should never give up, and the Pug is going as well as ever!" he said.

Love your ride

That's Victorian member Phil Torode riding a 1957 Peugeot scooter at Ehrenbreitstein Castle in Germany last month (May).

He had said Peugeot Germany would provide him with a Peugeot when he attending the International Peugeot meet there with Ros King.

At first we thought this was their ride, but it seems that scooterophile Phil was trying this machine, that had been restored for Peugeot Germany, at the display.

Travelling in the UK and Ireland before the meet, Phil said on Facebook he noticed drivers actually have manners and work the road conditions.

"They keep to the left and move right only to overtake," he reported. "There are big

signs along roads reminding of the need to watch for bikes. We need to train our drivers to become more aware and respect all road users, rather than their selfish selves."



Among the stars

If you see a woman with a chic Peugeot shoulder bag, you can bet she scored it from the French Film Festival, courtesy of lead sponsor Peugeot.

This year's season saw 126,000 bums on seats at the 45-film, five-week season in 17 cinemas in eight capitals, the Alliance Française reported.

In the family

When Dennis Turner sought club help in acquiring a 1:43 die cast model of a 406 sedan, he confessed that he'd let his membership lapse after acquiring a Nissan X Trail. "I bequeathed my beloved 406 sedan to my daughter," he said. As further severance of the bond, he recently gave his vast collection of *The Pugilist* to a member of the Cootamundra Car Club.

Barely a click

At a WA display, a visitor clutching a newspaper road test of a 1968 Peugeot 404 asked club president Kerry Torpy if it was true the model had an almost silent click when the doors closed.

He demonstrated on his car and they were impressed; even more so when he showed them the childproof locks, which they thought were only on today's cars.

He drove away

Back in 1986, WA club member John Lewis put his hand up as the proud owner of a Peugeot 202BH from 1948/49, which would have been among the first postwar Pugs sold in Australia. As two NSW restorations of 202s are making new progress, we checked with the club if that car was still about. According to John Wilyman, however, the car was sold to a local Frenchman and all contact was lost.

Ready help with Pug troubles



Peugeot Street: Flash Flanagan's rare Peugeot 175 heads the festive lion-up at the 1997 Easter Pageant at Beechworth.

35 years ago

1977 Val and Warwick Taylor are sprung checking out an unfamiliar Pug after a formal dinner at the Darwin and its owner invites them to take it for a run. "It's got poke – bags of it," they say of the luxurious V6.

Neil Strugnell says fitting a \$22 radiator shroud from Renault Australia improves cooling on Peugeot 504s. He's enthusiastic about Michelin's new XZX tyre at \$49.50.

Stewart Lenthall selling a going-but-no-regret Peugeot 202.

30 years ago

1982 Club prez Peter Boorman has two babies – a son with Lesley and another because he was curious about an ad for a hatchback and brings home a Peugeot 304. Pug 505 sales hit a record month of 214.

Perth enthusiast Kerry Torpy plans to restore a Peugeot 203C and as there's no local club, asks if he can join ours to get advice.

25 years ago

1987 Winsome Bonham from Mudgee thanks Robert and Elizabeth Baker and Eric Griffiths for diagnosing a blown head gasket on her Peugeot 504 near Young. They had it ready for her to collect a few days' later.

Fireman Sam Walker and his mate see the Rev Geoffrey Usher poking under the bonnet of his Peugeot 504 at night outside the Crows Nest station and tape up his split radiator top hose faster than he can call the NRMA. He reaches the airport in time to collect his visitors.

Club subs are being raised to \$25.

20 years ago

1992 A French Dinky model Peugeot 404 sells for \$150 at the Pickles automobilia auction. "You could almost buy

two of the real thing for that price," Lisa Tortolano said. Two Redex programmes, 1954 and 1955, go for \$45.

Peter Brock impresses Phillip Challinor at Mount Panorama by saying he's driven a Peugeot 404 in the Bourke to Burnie Bash. Le Brock's Mi16 comes 15th in the 12-hour race.

The tri-clubs plan to join Le Village Francois, a French display at Darling Harbour, for Bastille Day.

15 years ago

1997 Tim Claeys, art director of BRW magazine, confesses to once



Bound for Syria: Peugeot 505s stacked in Parramatta ready to be chopped and crammed into containers.

spending his uni holidays driving Peugeot 504s from Belgium across Europe and the Sahari to Mali for sale, often towing another. They made two or three round trips each holiday and flew home first class.

When 100 happy Puggers line up outside the Old Priory at Beechworth for a Pageant group photo, a Japanese tourist chances by and joins the clicking at the happy Aussies.

Adrian Wullemin scores a set of new Peugeot 203 lights, Ross Berghofer a new Peugeot 504 gearbox and a daredevil young driver flips a Peugeot 504 off a wobbly trailer on the Great Western Highway.

10 years ago

2002 This column occasionally inspires comments. Now it has progeny. Victorian president Peter Kerr now compiles a similar round-up from back issues of club mag Torque.

Adman Ian McDonald is still passionate about



Fond memories: Phillip Bromley fondly recalls in 2002 that as an apprentice he fitted extractors to his first Peugeot, a 202 that he thrashed all over the state, and repeatedly overhauled. These days, older and wiser of course, he wishes he still had it.

Pugs, dreaming up advertising that he has pitched in Paris and now driving a 306 GTi-6. It's fantastic to drive in Australian conditions, he tells Motor magazine.

Five years ago

2007 Fourteen club members join the Victorian adventurers setting off from Geelong on Hank Verwort's latest adventure – an 18-week, 17,000 km lap of the country.

Doug Smith is delighted to acquire a Peugeot 505 SRDT during the Cowra Pageant.

Automobiles Peugeot's honcho Frédéric St-Geours was so impressed with a restored Peugeot 404 at Rétromobile in Paris that he has decided to offer a very limited edition of the 1975 Peugeot 404 sedan to enthusiasts on a special order basis. Several Peugeot 404 sedan bodysells were found in a warehouse near Sochaux, as well as several new 404 and 504 engines in crates. Apart from ABS and three-point seat-belts with inertia reels, the cars will be true to the original. The price will be similar to that of a new Peugeot 407.

The Scotsman newspaper discovers sprightly Sheila Thomson is Britain's oldest driver at the age of 105 and she still drives her Peugeot 105 to church every Sunday.



Follow the leader: Hank and Jo Verwoert in their "Breadvan" set off with the adventurers in the circuit of Australia.

Twos on parade: A car representing the later two-oh models joined a lion-up for photographs during the club's Peugeot-sponsored promotional display at Darling Harbour. From left, 203, 204, 205, 206, 207 Peugeots.

Mark Donnachie

I decided that the ugly sight of rusty appearing callipers and hubs needed a freshen up. With AFCD on the way any effort to polish the cabriolet is worth doing, so instead of the heat proof paint this time I sought out a new product: liquid paint ceramic. The good folks at VG auto paints stock it and they also have a helpful video online. Here are the basic steps to follow

The kit is less than \$80 and comes with everything you need. The time it saves you in masking is taken back with cautious application of the liquid paint/ceramic mix. Cleaning and preparing is the same and the end product is impressively glossy. It's available in your standard colours and is a great way to achieve a clean look.



Look at how ugly the callipers look



Clean them with the provided chemicals



Apply the primer and when tacky to the touch apply colour coat — in this case black



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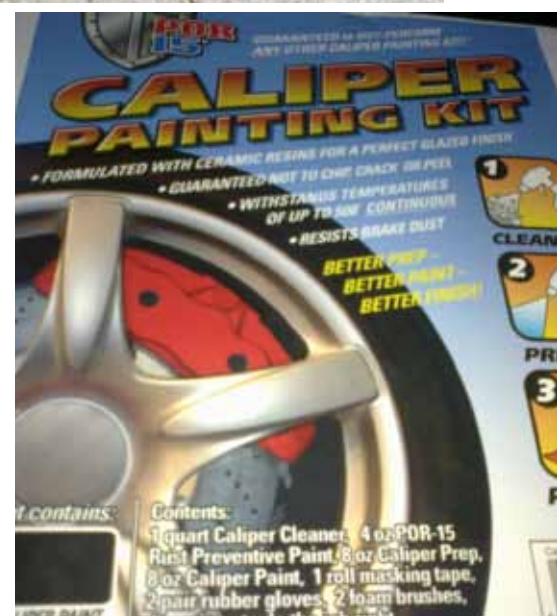
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406 D9 Coupé, 2001, Silver, 3L V6, 45 speed manual, a beautiful award winning design by Pininfarina, black leather interior, Brembo brakes standard, all usual high quality Peugeot features, CD stacker, Cruise, Traction, Sunroof, not my daily drive hence low km, great condition, incl in NSW Pug club mag OCT 08 at Temora Aviation Museum. An exciting drive, Reg to May 2013, \$14,850 ono, photos available, retaining number plate, could easily be a modern classic show car, Paul Howard Crookwell / Goulburn 02 4836 7245 pfloward7@gmail.com.

504 GL 1979 June reg, rear accident damage, suit resto or parts, \$450ono, Peter Boorman, Lilyfeld, 02 9660 6184, 0451 161 403

504 1974 cream coloured, Fair condition, superficial rust. BB76WY 141,455km 8th July rego \$1350ono, Lisa, Hornsby 0415 366 519, lisa-84bennett@hotmail.com

504 Familiale 1980/81 7 seat wagon, manual, light green metallic, new front gas shocks, front end bushes and ball joints, new brake master cylinder, front brakes & rear brake compensator, new tinted windscreen with factory tinted glass, new rear door struts, tow bar, unreg, garaged at Mudgee, no rust, good for club rego or every day driver. \$2000 ono, Cal Makin, 0421 166 815, H 6373 3535

505 STi 1985, Auto. Rego 15/7/2012. Silver paint poor, blue interior good cond. Re-cored radiator, new timing belt and tensioner, Recond starter and alternator. 241,250 km, transmission needs rebuild. \$900ono, Greg Stewart 4274 2709 or 0403 364 678

505 Executive 1985. Silver with black leather interior. Features 2.2l injected motor, 3 speed auto, power windows, power steering, air conditioning, central locking, sunroof, mag wheels, low 68,000km, Peugeot CD player. Major service including cam belt done recently, new Pirelli tyres less than 100 km, all service records included, This car is as new in every way and has won trophies at the Sydney All French Day on several occasions. Formally owned by John Hunt & Ted De Lissa, Engine No 1781003 VIN: VF3551A84F1781003, Reg BWP 38Y, \$9,900ono, Brian Jubb, Padstow, 9602 9591 or jubbbrbrian@yahoo.com.au for photos

505 GTi 8 seat wagon 1991 Auto. Reg March 2013. BP88WD. 235,000km. Silver, new tyres & gas shocks all round, new front brake pads, timing belt, water pump & drive belts replaced 30,000km ago, air con, CD player, tow bar, extra window tint, new Hella driving lights, new tail gate struts, no rust. Garaged at Mudgee. \$4000ono, Cal Makin, 0421 166 815, H 6373 3535.

604 SL 1978 Green in colour. Tan leather in Interior. Concourse

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 19 JUNE. 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.

Winner 2007 Victoria 380,000km \$6000, NSL 604. NSW Reg. Engine heating problem. Lindsay Adams. Email lindsayadams102@optusnet.com.au for photos or info. 4272 1551

Parts

4nice 6x14 alloy wheels, look great with chrome nuts and centre cap \$100.00 the lot, pick up Sydney Northern Beaches

415" steel 505 stn wag wheels, hard to find, make offer, Contact Jim Catts 0414 441 220 jimcatts@live.com.au

504 parts. An array of parts for 504 including left front fender, bumper bar front glass, wheels and many other parts. \$200 the lot. Alex, Newcastle 0423 647 711

505, 3 steel rims with 195x14 Michelin light truck tyres 50% \$150ono, Greg Stewart, 4274 2709, 0403 364 678

Alloy bash plate, bumper bar to behind gearbox, very strong. Mounts to existing holes \$100ono, Greg Stewart, 4274 2709, 0403 364 678

505 - total air conditioner system comprising 2 compressors, 2

evaporators incl housing, 1 condenser, 3 TX valves, 2 sets hoses, all brackets and hardware. Suitable to regas to R134A standards \$200 Will split if justified. Paul, Sydney - 9807 6427

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

504/404 BA7 gearbox good condition \$90 Paul, Sydney - 9807 6427

Wanted

604 Set of tan door trims, Contact Don O'Regan on 02 6793 8643 or 0428 938 628

406 alloy wheel to suit 2003 model. 15" size preferred. Steven 02 6551 5602 sdiehm@westnet.com.au

Free

I have every Puglist magazine dated 1992 to the present date to give away, all in new condition. I can send any number required. You pay the postage via C.O.D. Trevor, Casino . Ph. 0402 857 384

reasonable condition.

In recent years two classes have been introduced: a modified class for Peugeots and a modern class for cars that are too new to include in the outright judging. If the judges felt that a Peugeot was too modified for the standard class, it would be identified for the modified class.

The Renault Car Club does a break down by decades, with say a best 70s car, best 80s car, etc.

The two highest scoring Peugeots that are older than the rules of the day allow for an outright award (five years last year), are placed with the two best Citroëns, two best Renaults, and usually the best Simca to be independently judged by the Council of Motor Club's judging panel.

The winner of this independent judging is awarded a trophy for the best French car of the day. The highest scoring Peugeot is awarded the best Peugeot of the day, and if its owner is a club member, would also be awarded the JRA Perpetual trophy.

If the winner of the best Peugeot is not a club member, the JRA trophy would then go to the highest scoring member's car older than five years.

As you can see, it isn't an easy task, and will be more difficult this year when the newer categories will be incorporated, or separated, into classes.

Graeme Cosier, for and on behalf of the committee.

Judging the Pugs

The editor recently asked for some guidelines to include in the Puglist for the judging at All French Car Day. Here is the committee's response.

How do the club's organisers determine categories?

Members enjoy the French Car Day and lining up the cars in the field; they make a fantastic display of Gallic vehicular design. Not all cars are for judging in the concours d'elegance - their owners will decide if their vehicle is up to the challenge.

The determination of classes of Peugeot vehicles at the All French Car Day depends on what vehicles are entered in the concours. It has been accepted for some years that a minimum

of three cars determines a class.

However, this is compromised occasionally, as I will explain later.

Basically, a category is based on the age of the vehicle and includes all variants of the model - such as sedan, coupe, cabriolet or wagon classes.

Trophies are earned by the diligent preparation by the owner, rather than being given a trophy for turning up with, say a car in very ordinary condition.

Categories are determined by placing models of similar ages together. For instance, two 205s would probably be placed with two 505s to make a class of cars of a similar age. If there was only one 203 and one 403, and no 404s, the 203 and 403 would be a class. Even one Type 175 for instance could also be given a class of its own, assuming it is of a

John & Guia Baird, accepting the JRA trophy from Ross Berghofer in 2010.





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Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
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	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
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Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
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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
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	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
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Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDEBERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
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	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
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