

# the pugilist

Magazine of the  
Peugeot Car Club  
of NSW Inc

July 2013







**Old & new:** A 1926 Salmson and a 2011 508 peer through the mist at the ACT Battle of Waterloo in June.

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# New 308



## Simon Craig

Last month we showed some pictures of the upcoming 308 replacement, both in camouflage and an artist's impression of what the car may look like.

As it turns out, the artist's impression was the real deal, with Peugeot removing the camouflage and revealing various pictures of the car very soon after the Pugilist went to press.

This was possibly due to leaked pictures appearing, as the car is not due to be unveiled until September's Frankfurt Motor Show.

Destined for an Australian debut in 2014, the new 308 has its work cut out for it in a very crowded Australian marketplace.

Peugeot is keeping mum on the new 308's drivetrain details, although the hatch uses the new EMP2 platform that underpins the new Citroën C4 Picasso.

## The cover

**Sebastian Loeb and his 208 T16 during testing at Colorado's Pikes Peak course.**

Picture: Peugeot Sport

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The EMP2 architecture replaces the older PF2 and PF3 platforms and was developed at a cost of around AU\$815 million.

Versions of the more versatile of the PF platforms, the PF2, underpin the outgoing 308 and the still-new Citroën C4, DS4 and DS5, along with the Peugeot RCZ coupe, although the new 208, which also shaves lots of weight compared with the 207, utilises the older PF1 platform architecture.

Mechanical details won't be revealed until the new 308's Frankfurt debut, but Peugeot says the EMP2 platform's lightweight construction will make a significant impact on both fuel consumption and driving feel.

In all, Peugeot says it has cut an average of 140kg in weight from the new 308, compared to the outgoing model.

The 2014 308 is shorter and lower than the model it replaces, measuring 4.25m long and 1.46m tall.

Rear storage capacity is listed at 470 litres below the shelf, putting the new 308 at the more capacious end of the segment and adding an extra 40 litres over the outgoing model.

On the styling front, the new 308 draws much from Peugeot's new models, including the smaller 208 hatch and the upcoming 2008 crossover.

Among the new 308's standout design features are the smaller chrome-framed grille

design, sharpened LED headlights, a more angular profile and claw-like tail-lights. The fixed front quarter windows of recent Peugeot models has gone, with the side mirrors once again residing in their "traditional" location at the base of the A pillar.

A new 9.7-inch touch display dominates the interior design, with the centre console having almost no buttons of its own – so it's safe to assume most functions are handled by the display. A smaller steering wheel, similar to the 208, is fitted and it appears that the needle for the tachometer operates in reverse to the speedometer.

Importantly for Peugeot, the new 308 – the first to wear the same name as its predecessor – was designed to represent a more upmarket push for the brand.

"The initial design brief of the New 308 had the highest levels of quality at its core. This ambition has guided the designers and engineers from the very start of the project," the company says.

"Every element, both inside and outside, has been developed and refined with exceptional attention to detail. The choice of high quality interior materials and the satin chrome or gloss black detailing add to the feeling of sophistication and maturity in the car's design and assembly."

The new 308 is clearly a less polarising design than its predecessor.



**Clean lines:** Most buttons incorporated into centre screen - it may be annoying changing the temperature via a touch screen, though.



# Allure of a 208

Ross Berghofer

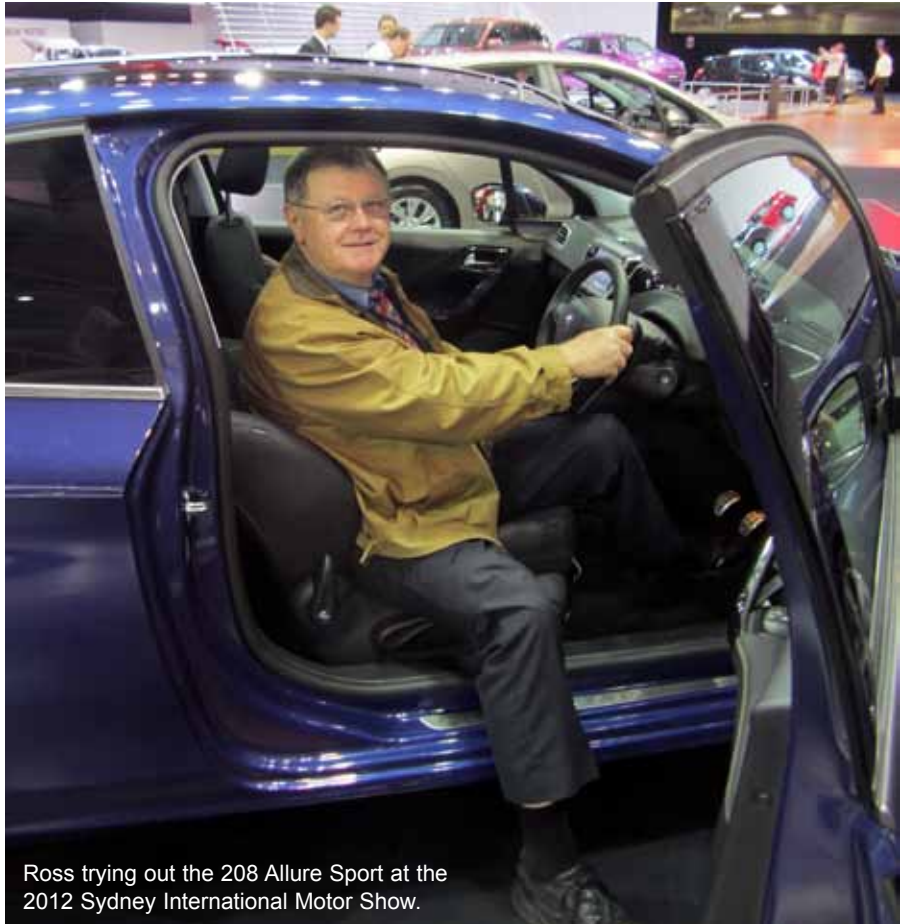
**T**HANK YOU TO THOSE who offered to assist to collect entry fees at All French Car Day on 14 July at Silverwater Park. Your help will be valuable and appreciated.

I am ordering the trophies for the event. This includes trophies for our club's categories, and outright trophies for the best cars on the day. The winners keep their trophies and my feedback from previous years is that they are well made and look good.

I have been in touch with the general manager of Peugeot Australia, Mr Bill Gillespie, and he indicated that he would like to attend the display and if he is there, I will invite him to present trophies to winners.

The club's annual general meeting will take place on 7 August 2013 at the Veteran Car Club hall, Queens Road, Five Dock, from about 8:00pm. All committee positions will be declared vacant and a new committee is to be elected. If you are able, please offer your services, particularly as the treasurer's position will be vacated.

When returning your club membership fees,



Ross trying out the 208 Allure Sport at the 2012 Sydney International Motor Show.

## Annual General Meeting

Simon Craig

**T**HE CLUB'S AUGUST MEETING will also be the Annual General Meeting of the Peugeot Car Club of NSW. There are lots of things that need to be discussed, such as your future participation.

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

whether you can make a contribution.

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

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

The AGM will be held on the **7 August**. The meeting gets underway at 8pm.

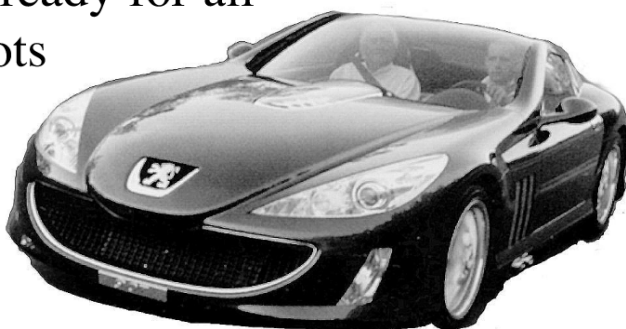
please do not cut up the renewal form – it makes a mess of trying to keep the paperwork together.

Also, please complete the proxy portion so that with proxies and members present there will be a quorum at the annual general meeting.

For members who have vehicles on historic plates, a reminder that you must renew your club membership as a condition of the historic plates scheme. If you are not financial, you cannot use your H-plated vehicle. If you are stopped by the police and you are not financial, you can expect severe penalties and the club cannot assist you.

In the meantime, keep on Pugging on.

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# OASIS

**Tuesday, 2 July**

**Reg Short**

Have you been on an OASIS Run? They are run by the Morris Minor Picnic Club and our club is invited.

July's OASIS Run will be to the Motorlife Museum at Kembla Grange.

We'll meet at McDonald's at Heathcote for a 9:45am departure to the museum, which is located at new premises on Darks Rd, Kembla Grange

Entry is \$9.00 conc.& NRMA members (\$15 for younger folk!). Lunch will be at Dapto Leagues Club on Bong Bong Rd, Dapto from around 12:30pm.



# All French Car Day

**Simon Craig**

**Y**ES IT'S TRUE — it's that time of year again. This month, on the 14 July (and it's actually Bastille Day, this year) 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.

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.

The rules have recently been revised, and a copy was published in the May edition of the Pugilist. You can find them on page 20.

See you there!

## 14 July



## Club diary

**Tue, 2 July**

OASIS Run to Motorlife Museum, Kembla Grange

**Wed, 3 July**

Club Meeting, Veteran Car Hall, Five Dock, 8pm.

**5-7 July**

Armidale Wander. Weekend at Armidale.

**Wed 10 July**

Committee Meeting, Parramatta Workers, 8pm.

**Sun, 14 July**

All French Car Day, Silverwater Park.

**12-14 July**

Bay to Bermagui run. [www.cvmce.org.au](http://www.cvmce.org.au)

**14 July**

Hank's East West Run.

**Sun, 28 July**

NSW Motorkhana, round 4, Nirimba.

**Wed, 7 August**

AGM, Veteran Car Hall, Five Dock, 8pm.

**Wed, 14 August**

Committee Meeting, Parramatta Workers, 8pm.

**Sun, 18 August**

Shannons Sydney Classic (Eastern Creek).

**Wed, 4 September**

Club Meeting, Veteran Car Hall, Five Dock, 8pm.

**Sun, 8 September**

NSW Motorkhana, round 5, Nirimba.

**Wed 11 September**

Committee Meeting, Parramatta Workers, 8pm.



# Bay to Bermagui run

12—14 July

**Simon Craig**

**T**HE CLUB HAS also been invited to attend the 2013 Bay to Bermagui Run, which is a run by the Classic & Vintage Motor Club of Eurobodalla (CVMCE)

It's a run for historic vehicles that showcases the pristine NSW southern coastline from Batemans Bay to Bermagui; taking in beaches, lakes, inlets and villages of the area. Our charity this year is Snowhydro South Care Helicopter.

Registration is now open at a cost of \$120 per person. The cost will cover Friday evening pre drink and finger food, Saturday morning tea, Saturday lunch at Bermagui, Saturday 3 course dinner with wine, Sunday brunch, a commemorative run sticker and a metal grill vehicle badge.

Entry is payable by cheque or money order made out of CVMCE B2B. Closing date for entries is Wednesday 1st May 2013.

Visit [www.cvmce.org.au](http://www.cvmce.org.au) for info and an application form.



## Cameron Corner in your Pug

**Ross Berghofer**

**N**eville Summerill is organising the Pugger Buggers trip to Cameron Corner.

Cameron Corner is the point in the outback of eastern Australia where the boundary lines of the states of Queensland, South Australia, and New South Wales meet.

The starting point will be Hay on Monday 26 August 2013 when we will leave for Mungo National Park, then on to Tibooburra, Cameron Corner, Innamincka, White Cliffs and finish at Hay on 4 September.

More details in next month's magazine, or contact Neville on 6458 7208.



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# Armidale in July

Jim Brear

**H**i Everyone  
I'M ORGANISING a Weekend Wander in Armidale for 5-7 July.

I have had a great response to an earlier email. At this stage we have 21 people definitely interested. We have things pretty well firmed up and it looks like being a great weekend.

Accommodation has been booked at the Sandstock Motor Inn, 101 Dumaesq Street Armidale. This is pretty well in the centre of the CBD and only a couple of minutes' walk from our dinner venue on Saturday night.

Rates are \$110 per single room, \$120 per double room \$125 for a twin room.

We have booked the whole Motel (12 rooms) at this stage. If we fill that there are two other motels within 100 metres.

The phone number is 02 6772 9988 and the Manager is Helen Terriss. You should mention you are with the Peugeot Car Club or she may tell you they are booked out. You will need to mention to Helen if you wish to stay Friday or Sunday night as well.

You can find further information at [www.sandstockmotorinn.com.au](http://www.sandstockmotorinn.com.au)

As Armidale is a long drive for many of you I am expecting a few early arrivals on Friday, 5 July.

For those arriving in the morning sometime, I've organised a guided tour of Saumarez Homestead, starting at 1pm, followed by afternoon tea. Please let me know if you would like

to join the tour.

[www.nationaltrust.org.au/nsw/SaumarezHomestead](http://www.nationaltrust.org.au/nsw/SaumarezHomestead)

I suggest we get together for dinner that evening. There is the Bowling Club, Pubs and a number of restaurants within easy walking distance of the motel, so we can decide a venue closer to the date.

Saturday morning is free time while the travellers arrive. A visit to the New England Regional Art Museum is worth the effort. I have organised a light lunch there, followed by a tour of the Hardman Car Collection.

Rick Hardman, who is conducting the tour, will meet us and escort us to the venue — a number of sheds on the northern outskirts of Armidale.

The Hardman Family have been involved in the local motor industry since the 1920s and have amassed a huge collection of vehicles, mostly acquired when they were considered junk, and now worth a fortune.

Many have been restored and many are on the to do list.

After the tour (time permitting) we might have a look at some of the local scenery before returning to the motel.

I have booked dinner for us at the local White Bull Hotel, which is our favourite restaurant in Armidale, as they have excellent meals at reasonable prices. A 6pm start will allow us to socialise for a while in the warmth of the restaurant. The Hotel is a 200 metre walk from the Motel for those who do not mind a brisk walk.

You can check out their website at [www.whitebullhotel.com](http://www.whitebullhotel.com)

On Sunday, for those who wish to socialise over breakfast, I have made a booking at Café Affamato (which is just around the corner from the motel) for 8am. You can check out their menu at <http://cafeaffamato.com/> They look pretty reasonable to me and I have had great coffee there, but no meal yet.

Following breakfast we'll leave at 9am for a drive to Black Mountain via Boorolong Road and Toms Gully road.

Pat and I did this last weekend and it is a very scenic drive. It will involve about 25km of reasonable quality dirt.

At Black Mountain Station fellow Pugilists Ian and Sue Reeve will talk about the history of the Black Mountain area and then show us the technologies involved in designing his very efficient solar-heated home.

Ian also has a great shed with lots of interesting things in it. We will have morning tea at Ian and Sue's home.

After leaving Black Mountain we will travel to Guyra to have a look around and proceed back to the Black Mountain Road House for a lunch of whatever proportion your desire (Peter and Carol Holloway can tell a story about that).

Please confirm if you are coming at this stage (if you have not already done so). Closer to the event I will send out a form to gather your preferences and firm up the numbers

I'm looking forward to seeing everyone in July. Do not forget to bring some winter woollies. It has been known to be a bit cold in Armidale at that time of year.

You can contact me on my mobile 0429 428 700, home phone: (02) 6772 3933 or via email: [jbear@coamas.com.au](mailto:jbear@coamas.com.au)

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The Peugeot Car Club of New South Wales Inc – now 40 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 Europe 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 1 July.) 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

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simonc@pobox.com

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• **Ad deadline is Tue, 23 July.**

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• 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, 01 August.

## Who are ya gonna call?

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• General inquiries Anne Cosier,  
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• Badges, Jon Marsh 9627 3828  
jonmarsh@tpg.com.au

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205 Anthony Musson

0428 352 310

206 Simon Craig 9630 9668

306, 405 Philip Challinor

9456 2989

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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

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6628 0679 ah

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0429 428 700

jbrear@coamas.com.au

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Southern Highlands:

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# Aiming for a sales peak

Peter Wilson

EVERYONE LOVES A bargain at this time of year and many new car buyers hold off until they can score a good end-of-financial-year deal in June. The means the result is not always so good for May when marques with big ad budgets begin their discount pitches.

According to the Federal Chamber of Automotive Industries sales in the national market were steady and the sales total of 96,788 vehicles was the second best this year.

However, after four months of strong improvement on the 2012 monthly figures the May-to-May growth was only 0.7 per cent.

Peugeot Automobiles Australia has this year improved each month on last year until April when it was down to 377 units.

In May, although the result of 376 was one unit down on April, it was a big improvement on the previous May's 337 units, according to official figures.

In contrast, Toyota, Mazda, Holden and Ford had big dips in sales in comparison with May 2012.

Average monthly Peugeot sales this year to May were 431 units compared with 405 units in the same months last year and a good June result will improve this.

The year-to-May figure of 2,154 is ahead of the 2,026 units in the same period of 2012.

Peugeot is still plagued by the same problems. It's still awaiting its two new Sydney dealerships to set up their Blue Boxes and help fill gaps in the prime Sydney market.

Because Peugeot is small here compared with second biggest in Europe by sales, the

constant reports of the manufacturer bleeding cash could be scaring off people not so familiar with the brand.

We don't hear of the great confidence the French manage-

ment has in being able to deal with its crisis or the positive effects of its expanding presence in China, Brazil and Russia.

Peugeot Citroën chief Philippe Varin told the Financial Times in an interview not quoted in Australia that adversity is a natural state of affairs for a European industrialist. There were parallels in his last job, an Anglo-Dutch steelmaker struggling with falling demand and overcapacity.

He told the paper, "you do things in these [crisis] situations that you cannot do in other times and the human experience with the teams is outstanding".

For instance, Peugeot could not afford the expense of joining the Le Mans 24 Hour circus this year.

But it found a slice of its advertising budget to ship two hot RCZs to Bathurst for the 12 Hour race for the benefit of the international audience.

And while this magazine is making its way through the post to club members, it is having a shot at Pikes Peak, with Sébastien Loeb looking after new thrilling emotions and new records behind the wheel of the one-off Peugeot 208 T16 Pikes Peak.

This mountain mission is heavily sponsored by Red Bull.

The gleeful message from Peugeot headquarters is that it is a really cheap event for the car maker in current hard times and will have maximum impact at worldwide level.

PAA managing director Bill Gillespie indicated at the Redex finish that he's riding the publicity bandwagon with plans for an hour-long Channel Seven documentary on the Colorado event.

He's also got Bathurst in mind.

Asked if Peugeot would be fielding the 208 monster or the 208 GTi in the next 12 Hour race, he said the GTi.

The new car won at Nürburgring in 2013 and is much faster than the RCZ.

It is possible one of the 300 French companies with subsidiaries in Australia will be invited to sponsor the new pocket rocket challenge.

At the Redex reception the Pugilist team had the opportunity of meeting Peugeot's new national marketing manager, Dimitri Andreatidis.

He has come from nearly a decade with Toyota Australia where he had a part in convincing the reluctant Japanese headquarters that it would be a great idea to slip a V6 engine into the Camry to produce the Aurion, and was responsible for several important model launches.

His family had Peugeots, he said, and they were enthusiastic about them.

He posed questions about what enthused people about Peugeots and when did things change.

Victorian president Murray Knight, who spent most of his career with Australia's longest Peugeot dealership, was well placed to answer his questions.

For instance, Peugeot came to Australia with an all-new postwar car that was designed to perform well on the cobblestones of Europe and the rugged roads of the colonies. The 203 was widely available when cars were scarce through the Dodge network.

Models like the 504 and 505 offered braking and handling that took Holden and Ford 20 years or more to catch up with.

The turning point was the switch to front-wheel drive and cars with lower clearances designed for European highways.

Among the things pointed out was that club members with old Peugeots were also likely to have a modern Peugeot.

Dimitri was heading to Paris to negotiate about new models for Australia, including the 2008 baby SUV. Buoyed by strong orders from dealers, Automobiles Peugeot has added a second shift to double its production from Mulhouse to 10,000 a month.

Industry analysts are tipping it as a European leader in its category.

Back to the local market in May, Renault had another strong month with its 552 sales bolstered by its van deals while Citroën, still reorganising its dealer representation, achieved 102 sales.

At the top of the pops was the Corolla with 3,640 sales beating the Mazda 3's 3,054 and outselling it for the year-to-date.

Volkswagen had a very good May, but its reluctant recall could upset its June results.



# Historic vehicle Registration update

Steve Palocz

**T**HIS ARTICLE IS a reminder and an update of information for members in the Peugeot Car Club of NSW with conditional registered cars on club plates.

First a few reminders:

- You have to be a financial member from 1 July to be able to continue to use your historic-registered car. If you are not a financial member you could receive a fine if you use your car after 1 July.
- At all times have the "Certificate of Approved Operations" in the car. This was issued to you from the RMS (RTA) when you first registered your car on club plates. At a recent CMC meeting, a member from another car club was fined by the police for not having this certificate with him.
- If you do not intend to renew your conditional registration with the PCC of NSW please inform the historic registrar either by phone or email so the club records can be updated.

## Seat Belts and Child Restraints

The following is some copy from the RMS website outlining seat belt and child restraint use

in historic registered cars.

- Motor cars, tourers and limousines can only carry one person per seating position. Seat belts must be worn, where fitted.
- Drivers of historic vehicles registered under the conditional registration scheme are exempt from the requirement to fit child restraints when carrying children between 12 months and seven years of age, provided:
  - a. They have written advice from an authorised engineering signatory that it is not reasonably practicable to install seatbelts and/or child restraints in the historic vehicle, and
  - b. This written advice is carried in the vehicle when transporting any child between 12 months and seven years of age.
- All passengers under 12 months of age must be restrained in an approved child restraint."

In summary what the above says is that if you do not have an authorised engineer's certificate exempting you to carry children above 12 months of age, you have to have a proper child restraint suitable for the child's age in

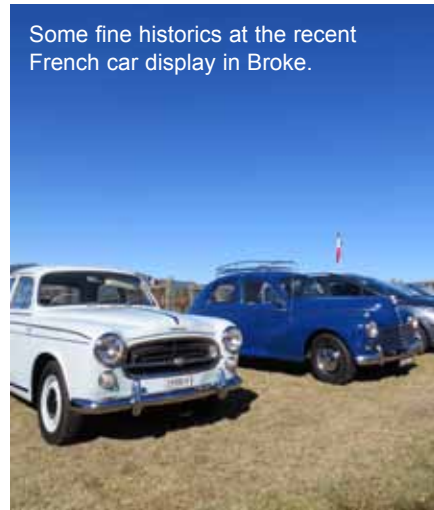
your historic registered car.

Any child less than 12 months old has to be in a proper child restraint — regardless of the exemption.

You can contact the historic vehicle registrars by sending an email to:

nswhistoricplates@peugeotclub.asn.au

Some fine historics at the recent French car display in Broke.



## Is your info up to date?

Simon Craig

**T**he club committee has recently begun efforts to convert our ancient, steam-driven database into something more resembling a 21st century database, using modern software like Excel and modern data entry techniques.

During the process, it's become apparent that the car details section of the database is woefully out of date.

Some member's car ownership info is out of date, but in most cases, there is no car ownership info present at all.

If you'd like to contribute to the effort of making sure our database is up to date, can you please make the effort to fill in a registration form (available on the website Membership page or on the back of the mailing sheet that your magazine came with) and either mailing it to the club address with your renewal payment or sending a copy via email to the club address when you notify us that you've paid electronically.

It will certainly help to clean things up a bit during the conversion process.

This is also a reminder that as of last year we've had no Secretary for the club and very soon we will also have no Treasurer.

It's your club — if you want it to continue you should seriously consider whether you may be able to contribute in some of the roles that keep the club alive.

## Oh3 Weekend '13 at Hill End 13th-15th September

Explore this historic gold mining town near Bathurst, that in the 1870s, had 5 banks, 8 churches and 28 pubs. Visit the old hospital with original surgical equipment, take a tour through the old mine, or even with ghosts!

Bring your camera and experience the magnificent colours of Hill End. Visit the houses that our recent artists used to capture it, including Geoffrey Smart, Margaret Olley, Brett Whitely and many more.

**\$210 for 2 nights (\$105 per night)**  
for 2 people at Hill End Lodge Motel,  
including 2 continental breakfasts.  
**\$20 per night per extra person.**  
**\$10 per person for hot breakfasts.**  
**\$39 per person for 3 course dinners.**  
Picnic lunch for Saturday.

Motel / John Carter  
P. 02 6337 8200  
E. hillendlodge@bigpond.com

Organiser / Jim Kearns  
P. 0400 494 561  
E. jkearns@bigpond.net.au





# Frogs in the Vines



## Simon Craig

**D**ON JAMIESON hosted a Hunter Valley French Car gathering in Broke on 25 May, which was well attended by quite a few Hunter Valley-based club members, even if Sydney-siders were conspicuously absent.

The weather was absolutely picture perfect for such an event and the Nightingale Wines venue proved to be an excellent spot.

Lots of classic pugs were in attendance, despite the Redex rerun competing for people's time and a nice collection of Renaults also made the trip. Unfortunately, Citroën numbers were down, but all those that attended had a great time, by all accounts.

A number of local Broke businesses helped contribute to the day, including local produce seller "Pickled and Pitted" and I managed to pick up some very nice goods from another local seller by the name of River Flats Estate.

Live music by the viv band was a big hit and the atmosphere was pretty good for both attend-

ees and curious restaurant attendees alike.

Renault Car Club of Canberra member Lisa Molvig had some of her arts and crafts for sale and she had made a weekend of it by staying at club member Jon Molvig's home for the weekend.

Lucky door prizes and raffle prizes were in abundance, with an overnight stay in Nightingales Spa Villas, a complimentary lunch in the restaurant, wine twin packs and Amanda Davies Card gift sets among the goodies on offer for attendees.

In addition, the local wineries had got together to provide a dozen wines to the winner of the questionnaire about the local businesses along Milbrodale Rd and Broke Rd.

I met some new club people and some old club people and enjoyed the fabulous weather.

My thanks go to Don and his partner for organising this event and I hope it will become a regular event for the Hunter region in the future.

Just the drive home along an empty Putty Rd in the 207 GTi was worth the trip.





# Redex highlights from Don



## Don and Roslyn Pearson

**W**ELL WE ARE home again after four weeks away doing the 60th anniversary RERUN.

There were about twenty five cars at the start, with some to join on the way and others to drop off. There were about 20 203s, 6 403s, 2 404s, 1 505, 1 VW beetle and our 204 at the start.

We were to be joined along the way by a Humber Super Snipe, another 404 and other 203s in Victoria.

Of all these, 12 203s, the 404s, the Veedub and 204 made the whole trip.

We were away for 32 days, did 7,800 miles (or 13,000km), spent \$1,554 on fuel, filling the tank 53 times and averaged 7.49 l/100 km (or about 38 mpg).

As usual on these runs, there were a number of things that stay in your mind — I will mention just a few.

I tried the Motorkhana at Millmerran, but got lost and took the tourist route; I decided I would not bother unloading the car for any

Post 'roo repairs to the Peter Nash 203



Ian Hampton's 203 had water pump problems and top radiator hose failure, they fixed it with help from Josh in the truck



more, so for the Motorkhanas that was the start and the finish of my competing.

Roslyn won the first economy run, achieving 66mpg. Unfortunately I drove on the second run and could only achieve 55 mpg.

On our way to Longreach, our generator started to make noises. I must check that out, I thought.

While looking at it at Alpha, where we stopped to talk to Ted who was changing a water pump in his 203, I decided if I could drill a hole in the generator I could put some lubrication in it. But where could I find a drill out here?

A short time later Keith Bridge pulled up and asked if we had problems and fortunately he had a drill and drill bits of various sizes.

We drilled a hole and every day from then



on, I put some lubrication in our generator. The only other problem we had was a broken headlight.

An oil change at Darwin, put fuel in as required and that was it. Not bad for a 13,000km run in a 48 year old car.

When we did arrive at Longreach, Peter and Phil were carrying out a bit of panel beating on their 203. They had hit a kangaroo earlier in the day. They had both driver's side doors off and were jacking the B pillar back into place.

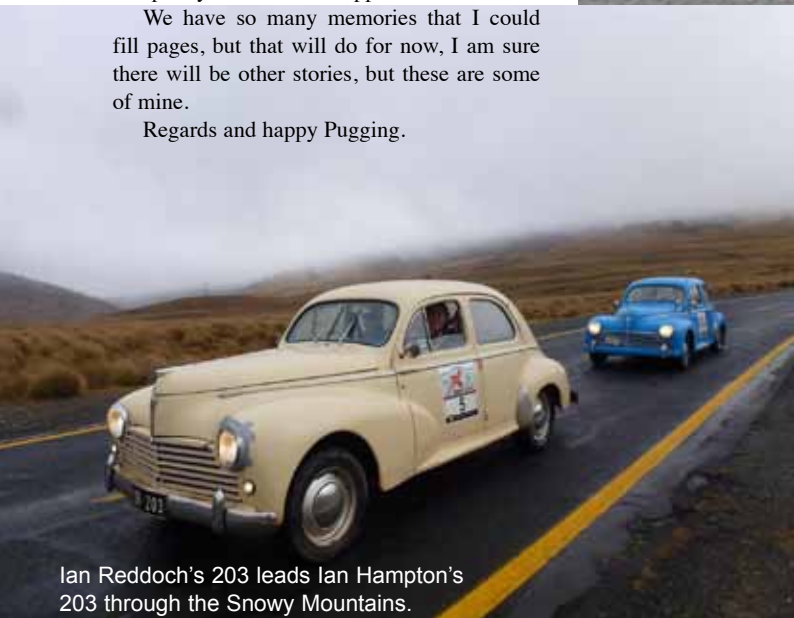
After straightening the B pillar the doors went back on, ready for the rest of the trip. At this stage we were only 5 days into the RERUN and plenty more was to happen!

We have so many memories that I could fill pages, but that will do for now, I am sure there will be other stories, but these are some of mine.

Regards and happy Pugging.



The Redex lion up hits Natimuk, Victoria



Ian Reddoch's 203 leads Ian Hampton's 203 through the Snowy Mountains.



Ah! I see your problem right there.

# Blokes from Berowra on the ball

**Peter Wilson**

"We had a ball," Phil Challinor said of his experiences on the 60th Anniversary Redex Rerun with Peter Nash in the Peugeot 203 that they restored together for the 11,000 km journey. "It was a brilliant event."

Organiser Graham Wallis singled out the pair of campaigners from Berowra from all the participants to present them with the special trophy for embodying the spirit of the rerun.

Forty cars took part in the rerun for at least part of the route; all but two of them Peugeots, and 14 of them completed the entire pilgrimage.

Phil and Peter had previously been on the 2006 Ampol Rerun in different 404s.

The 2013 event was like coming full circle for Phil. He was five years old when his father ordered a new Fortress Grey Peugeot 203 from

Peter Nash & Philip Challinor, with their "Spirit of the Redex" award.



Lawton Motors in Hunter Street, Newcastle West in 1953 to replace his 1939 Ford 10 Prefect.

His dad, a marine engineer, chose the Pug after looking at a Holden, Austin A40, Fiat 1400, Standard Vanguard, Ford Zephyr and Vauxhall and his car was the first 203 delivered in the city after the Redex Trial.

He remembered the interest people showed in the dark blue car wherever it went. At one town dad stopped to look at the hospital's new fleet of Peugeot 203 ambulances while the ambulance drivers inspected the Challinor's sedan.

The family kept the car until 1962 when it was traded in on a 403. Young Phil was keenly driving it in and out of the garage. His own first Peugeot was a 403 and his eighth car, but once he took over his father's 1969 404 in 1989 he became more faithful to the brand.

Phil loves driving and was planning to drive to Gladstone to join Hank Verwoert's East-West

Hard work: When collecting his award, Peter stated that it was hard work keeping up with the modified cars.





Trek that will head this month southwestward from Cairns to finish in Bunbury, an outback track adventure that will be even longer than the rerun.

The Nash family were not into Peugeots, though Peter's brother Nigel went to a Le Mans in a friend's 404.

Peter took the diesel path to Peugeots when he had a diesel equipment contracting business in the Yorkshire Dales. He wore out three 305 diesel vans and when he came to Sydney he bought a 306 diesel. He enjoyed the car so much that he kept it for 10 years instead of his originally intended five years before acquiring a 307 diesel.

His 203 was a restoration project that was on the back burner for 10 years while he worked on a Land Rover and two 404s, one of which he drove on the Ampol rerun in 2006. But when it was ready other club members complimented them on their work.

Reflecting on their best and fairest status, Phil said: "I suppose it was because we took part in every event – we both went in every motorkhana in the one car. We had fun and we tried to help out where we could.

"For instance, we spent three hours under a 403 wagon at Inverell changing the rear gearbox mount. I opened my mouth and said: 'We



Rod Farrell, in his '57 Beetle, was very competitive (and vocal).

Their car delayed them a few times with fuel blockages – perhaps some debris the fuel tank cleanout had missed – and Phil was under the bonnet when a TV camera turned up, but happy when his embarrassment was not broadcast.



Motorkhana time for the original-engined Peter Nash 203

can do that,' and with Peter, Dave Rowell and Colin Handley we did the job."

They appreciated the considerable preparations Graham had to make for the reruns. They pitched in where they could.

"Peter responded to Graham's emails promptly and we paid our money in full straight away," Phil said.

When accommodation bookings were stuffed up at Nullarah and there were not enough rooms for everyone, they invited Victorian president Murray Knight to share their cabin.

Their cheerful demeanour and positive attitude paid off when they next struck trouble – a kangaroo strike on the side of the car as they came out of Emerald. Half a dozen people offered to help with repairs at the Longreach Showground.

A back door wouldn't open and the driver's door would not latch.

"We had to move the B pillar with a 10-tonne jack and a piece of wood," Phil said. "Phil was trying to cut the wood to size with a blunt axe so Robert Crossland produced a file and sharpened the axe."

The old car buff camaraderie continued when the Peugeots took part in the Grand Parade at the show. The local doctor's Chevrolet Corvette stopped because of a blown 10 amp fuse. Phil handed a spare fuse to the medic as they drove past.

### Wet journey

The rerunners were pleased to reach Sydney on June 8. It may have been a cool, wintry day, but it was fine, which was very welcome after travelling in the wettest of the three reruns.

The Peugeots and lone VW set out from Maitland towards a storm and encountered rain all the way to Bundaberg. There was more rain between Mount Isa and Tennant Creek, on the long haul of 735 km from Yulara to Coober Pedy, where five days' rain fell in their night there. The bad weather followed them most of the way through Victoria.

Murray Knight said it was very cold going from Tumut through the ranges where they drove through cloud and rain, but Graham Wallis said at least the rain meant there was no snow or ice.

Still, there was a warm welcome at Peugeot headquarters at Homebush where rerunners tucked into the refreshments provided and chatted.

Automobiles Peugeot Australia chief Bill Gillespie talked to participants and in a brief speech said again how the club members were



Bill Gillespie (L) & Dimitri Andreatidis (R) from Peugeot Automobiles Australia address the ReRun finishers at Peugeot's Homebush HQ.



the heart and soul of the brand, and how their enthusiasm was appreciated.

He must have known of Pugilist editor Simon Craig's interest in performance Peugeots and offered to show him one of the first 208 GTis, a nice red example. However, when he opened the door to the neighbouring garage it had gone. He turned to public relations chief Jaedine Hudson, who said it was on a media assignment.

Participants gathered again that evening for a last chatathon at the final dinner at the Parramatta Workers Club.

Graham Wallis gave his thanks to all those Victorian club members who had helped as rerun officials and particularly to Liz Partington who did heaps of preparation work, including arranging all the accommodation, and then drove from Melbourne that Saturday with the rerun t-shirts.



Melrose Peugeot in Canberra provided a BBQ

"The three rerun events have gone fantastically," he said to loud appreciative applause.

Graham had put so much effort into the details of the event, arranging stops at points of interest, and yet, as Ted Geermans pointed out, was flexible enough to accept suggestions for extra calls.

Graham said an unscheduled call he particularly enjoyed was to a drover's camp where the old drovers talked about their old trips.

The Longreach visit was another rerun highlights as it included a visit to the Qantas museum, a motorkhana and participation in the show where the local Classic Car Club was a star attraction.

As a special show performance a local pair of V8s utes had a fang around the showground with a pair of carefully chosen

Peugeots on a winding route.

As the V8 drivers revved their motors to demonstrate the loud sound of their muscle the Peugeot drivers took up the pole position as a concession to the age of their cars and their small engines.

However, these Peugeots were not the usual French lions with hearts of lambs. Their engines could roar with the best. Ian Reddoch was in a Peugeot 203 with an engine of 1,600 cc capacity while Rod Piggott was in his rally Peugeot



Even at the finish, there is still vital work to be done before dinner. Doug Fernie working on his 203.

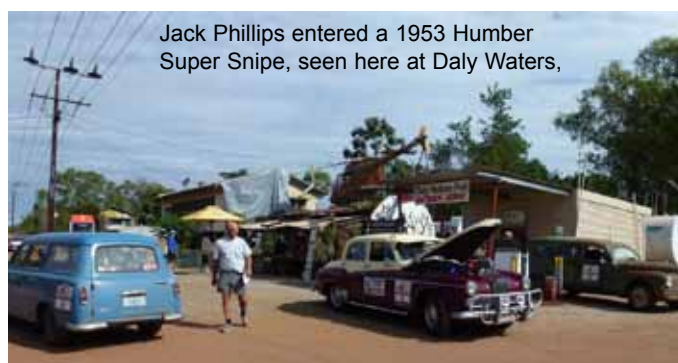
404 with a late 2.0-litre motor and a limited slip diff.

Their other advantage was their narrow tyres. These gave the Pugs exceptional grip on the grass.

The Peugeots surprised their rivals immediately when they sped away from them quickly. They had good traction on the grass while the V8s on wide tyres spun their wheels

and threw up clouds of dirt. As Phil Challiner's video at <http://youtu.be/LevxhFOK2OQ> shows, the Pugs clearly outran the locals.

Graham Wallis said he would have liked the



Jack Phillips entered a 1953 Humber Super Snipe, seen here at Daly Waters,

fastest Peugeot 203 on the run to take part but it was still on its way to Longreach.

And what next? Graham said he had no plans for another Peugeot rerun. However, he is offering to design and be road director for a 30th anniversary rerun of the 1986 State Bank Discovery Trial. This would be an Historic Rally



A ute to rival Richard Marken's efforts?

Association event with plenty of motorsport and outback touring around South Australia, but would depend on a suitable team of organisers being available.

Rod Piggott was one of several members who spoke briefly in praise of the event at the dinner. "Fantastic cars, fantastic people," he said. His wife Karen said it was great to see again the people they had first met on the 2003 rerun and to enjoy the fellowship the event created.

Jan Brumby's list of highlights included the Inverell Transport Museum, enjoying the people on the way, seeing the boys' toys in the motorkhana and her first visit to Darwin.

A long-time Datsun 180B driver confessed how much he had been impressed by the Peugeot 203 he'd got from Graham Wallis so he could take part in the run. However, he later confessed he was taking the Datsun on another rally at the next weekend.

Amanda Atkins hit a kangaroo at Halls Gap, breaking a headlight and creasing a front mudguard in the Reddoch 203. Don Tracey also had roo damage, but it blended into the ancient patina of his 203 van.

Other participants had problems.

Graham said Jack Phillips had been left with his 1953 Humber Super Snipe somewhere in the Northern Territory after a long tow from Murray Knight.

For Ted Geermans, who built his 203 for the event, the rerun turned out to be a horror stretch that extended from Maitland until Ballarat because of persistent leaks in his 203's hybrid hydraulic clutch.

"I was wishing I had my own workshop on tap," he said.

The Goodwin brothers reflared his pipe to get him on his way from Maitland, but their flaring tool was worn. Ted had different replacement parts flown to Brisbane and Darwin to fit along the way, but they didn't do the trick. It was only when he modified the system at Ballarat that the problem was solved.

Despite the trouble, he said he enjoyed the event. He laughed when he and Frances Young were declared runners up in the navigation run. The second section was cancelled while he was bleeding the clutch.

**Pictures:** Don Pearson, Phil Torode, Phil Challinor & Simon Craig

# Peugeot 5008



Peugeot has finally brought the 5008 to Australia. Read what John Simister wrote in 2009, when the model was released.

## John Simister

**P**EUGEOT HAS NEVER made a unique MPV before. The hefty 806 and 807 people-carriers were/are the same as certain Fiats and Citroëns apart from the badges, and were never released in Australia.

Some of the estate cars with Touring or SW suffixes have possessed MPV-like individual rear seats in large-family-friendly quantity, but they are still, at heart, estate cars. Indeed, Peugeot has been a bit of a pioneer of the many-seated station wagon, having long ago sold many of its 504 and 505 familiales to particularly fertile people.

It is this 5-series (with apologies to BMW)

that Peugeot wishes to reprise with this latest take on transport for seven. It's an MPV, as is the modern way, and it is uniquely a Peugeot. True, the new 5008 shares much of its under-skin structure and mechanical componentry with the popular Citroën C4 Grand Picasso, but all the parts you see are specific to the 5008.

This is a new development in sibling rivalry within the Peugeot-Citroën (PSA) group. Hitherto, Citroën has done the cars with the wacky shapes while Peugeot has stayed conventional, but with MPVs now so widespread across the size classes they have themselves become a conventional form.

The 5008 also previewed a new Peugeot look that spelt the end of the gaping-mouth

grin, which has been growing ever more rictus with each successive model. Its replacement is rather less distinctive. Its meek upper slot and generic under-bumper grillework give the 5008 no individuality at all.

Inside, too, the 5008 is as conformity-minded as its Citroën relative is iconoclastic. There's no giant windscreen extending into the roof, no futuristic fascia, no steering wheel with stationary, switch-bearing hub. All is normal, and very neat with conventional chrome-rimmed dials and some lush padding enlivened by metal highlights, and a strong aura of quality.

The sole real innovation is the head-up display as already seen in the 3008, a clear concave plastic panel which rises out of the instrument cowl and on which is projected a digital speedometer and, if desired, sat-nav instructions and a radar-activated warning of when you are too close to the car in front to be able to stop safely. That's another opportunity for a driver's judgement to be undermined and to disengage him/her from the task. Some might welcome such a device, but I do not – any more than I like the noisy electric parking brake which, like all of its type, thwarts fine control in close-quarter manoeuvres.

Two engines are offered: one a 1.6 turbo petrol with 115kW, the other a 2.0 turbo diesel with 120kW. More people are likely to buy the diesel, however both come with a conventional 6 speed automatic.

So far, so conventional. Clearly, the 5008's chief role is to draw those who find a C4 too weird into the PSA fold by alternative means, rather than losing them to other brands.

Once behind the wheel of this roomy, airy transport module, with its sliding middle-row





seats able to fold fully flat down to floor level (as does the rearmost pair), what awaits the driver?

“Enjoyed by families, loved by drivers” is to be the marketing theme, and it takes just a few bends to realise that there’s rather more talent lurking within the 5008 than the Clark Kent visuals suggest. It’s smooth; it’s quiet; the 2.0-litre turbodiesel is punchy; motion is effortless. More than that, though, the lofty, hefty 5008 – from \$36,990 to \$40,490 – flows with a tidiness, a tenaciousness and a confidence through corners.

A 5008 will generate few complaints from those not driving it, and unexpected pleasure for the one who is.

Instead, passengers can enjoy looking at the clouds through the vast pane of roof glass, while those further back get a fine view past those ahead thanks to their higher vantage points.

The 5008 is not an exciting car in itself. Rather it is designed to make all aboard feel good about the world, and – some intrusive technology apart – it succeeds. Even the lowly 1.6 moves with more vigour than you would expect from a small engine in a big car. Mission accomplished, then.

— from *The Independent*

### Features

To appeal to value-seeking families, Peugeot has fitted the 5008 with a solid standard features list that includes a seven-inch retractable sat-nav screen, rear cam-



**Huge boot:** With seats up, the 5008 swallows 674 litres. With seats down, 1754 litres of capacity is available.

era and parking sensors, multimedia system in the rear with two seven-inch screens, dual-zone climate control and retractable blinds on the two rear rows.

A leather interior option is a \$3000 extra.

The multimedia system includes two 7” screens that are seamlessly incorporated into the front head restraints, along with two Bluetooth wireless headsets.

The multimedia system allows connection of external portable systems such as iPods,

video, game consoles and DVD players. It is also possible to connect two separate video and audio sources simultaneously, allowing rear passengers to watch the one programme on both screens, or enjoy two different activities.

2013 Peugeot 5008 pricing (plus on road costs)

Active petrol (auto) \$36,990

Active diesel (auto) \$40,490



# GTi is back



**P**EUGEOT SECURED A fourth straight win in the SP2T category (less than 1600 cm<sup>3</sup> petrol) after winning the first three places with the 208 GTi Peugeot Sport at the 41st edition of the legendary 24-hour Nürburgring race.

The three Peugeot Sport 208 GTis took on the circuit, finishing a very respectable 32nd, 39th and 46th overall at the 2013 Nürburgring 24 Hours race. Heavy rain and thick fog presented difficult driving conditions on the legendary Nürburgring Nordschleife. During the night, the race was even interrupted for more than nine hours due to safety reasons.

The winning team (No. 216), composing of four drivers recruited through the 208 GTi Racing Experience - Christiaan Frankenhout (NL), Johnny Niederhauser (CH), Vincent Radermecker (B) and Giacomo Ricci (I) - performed extremely well with the new Peugeot Sport 208 GTi in the extreme weather conditions.

The crew of the Peugeot 208 GTi (No. 208) came in second place after a good fight with the lead car, showing perfect consistency. Michael Bohrer (D), Stéphane Caillat (F), Jürgen Nett (D) and Julien Piguët (F) can now add this to their long list of race achievements.



“This is a great success for Peugeot,” said Frankenhout. “The whole team worked together perfectly. And to finish 32nd overall is a great achievement”. Team mate Giacomo Ricci declared: “I am very happy. Peugeot, thank you for this opportunity. The car was perfect throughout the race.”

No. 208 had to make two unscheduled stops due to technical problems that cost them a lap and left them in third place in the category, behind Mini. But in the end, No. 208 came second. “It’s great to be right here, with the new 208 GTi, a great victory,” said Jürgen Nett. Teammate Michael Bohrer, also said: “A great success, the new Peugeot 208 GTi is a fantastic car giving you a unique sense of driving pleasure.”

The third Peugeot Sport 208 GTi (No.215) provided the hat-trick. The second quartet of drivers from the 208 GTi Racing Experience also got a podium place. Stephen Epp (D) and newcomers Mathieu Sentis (F), Gonzalo Martín Andrés (E) and Bradley Philpot (GB) came in third place in the SP2T category. Apart from a slight contact with a security rail resulting from a loss of grip in a patch of oil, team 215 was unharmed and the race carried on without any major problems. “Our goal was to reach the podium and we achieved that goal,” said Sentis. “This success is the perfect reward for the team’s hard work in recent weeks.”





# Five of the Best: Pikes Peak cars

As Seb Loeb prepares for the “Race to the Clouds”, we look back at the event’s most iconic cars.

Here are five cars that have entered Colorado folklore in the Race to the Clouds.

## Audi Quattro Pikes Peak: 1985-1987

This was the car that got European manufacturers talking about Pikes Peak, putting out more than 600 horsepower via four-wheel drive. That’s still an impressive figure now, so you can imagine what it was like in the mid-1980s. Michele Mouton used the Quattro to win Pikes Peak in 1985, reportedly upsetting Bobby Unser, who didn’t take kindly to being beaten by a girl. Michele’s response? “If you’ve really got balls, you can race me back down again...”

## Peugeot 205 T16 Pikes Peak: 1987

This is the great-grandfather of the 208 T16 Pikes Peak, but unlike the 208 – which is based on a Le Mans racer – the 205 T16 started off as a Group B rally car. Just as well, because back then Pikes Peak also contained plenty of gravel. Peugeot’s engineers lengthened the 205’s wheelbase to give it better stability and also introduced engine modifications to give it more power. Despite employing Ari Vatanen, they still couldn’t quite beat Audi. For the moment. A broken intercooler hose clip cost them the title, and led Ari to say “next year we will bring a proper clip.”

## Peugeot 405 T16 Pikes Peak: 1988-1989

The Peugeot 205’s failure to beat the Quattro brought about the arrival of the archetypal Pikes Peak car: the 405 T16 Pikes Peak, which won both years it competed. It also became the star of the film *Climb Dance*, one of the most epic pieces of motorsport cinematography ever produced. The 405 was a beast, built uncompromisingly for the ‘Race to the Clouds’ with a power output of around 600 horsepower and cutting-edge technology such as four-wheel steering. The record Vatanen established in 1988 wouldn’t be beaten until 1994.

## Suzuki Grand Vitara: 2006-2008

So you thought the Vitara was a 4x4 for hairdressers? Think again. The appropriately named Nobuhiro ‘Monster’ Tajima took this car to three straight wins between 2006 and 2008 before winning the next three races with a Suzuki SX4 and becoming the first man to beat the fabled 10-minute barrier. The four-wheel drive Vitara (which then donated most of its running gear to the SX4) was reputed to put out a whopping 900 horsepower. So who’s the hairdresser now?

## Hyundai Genesis Coupe: 2012

Yes it’s a Hyundai, and yes it looks (comparatively) like an ordinary road car – despite its 700 horsepower. But this is the reigning champion, driven by Rhys Millen to two records last year. Firstly, the quickest time to date up the hill: 9m46.164s. Secondly, the smallest-ever winning margin. The Hyundai defeated the Porsche (how often do you see that sentence written down?) of Romain Dumas by less than two-hundredths of a second.

The Pikes Peak International Hill Climb takes place from June 27th – June 30th in Colorado, USA.

Walter Rohrl braves the hill in the Audi Quattro



Peugeot 205 T16 Pikes Peak



Ari Vatanen in the Peugeot 405 T16 Pikes Peak



The Monster Sport Suzuki Grand Vitara in action



The Porsche-baiting Hyundai Genesis



# Prussians not required



Clubber Graham Taylor managed to bring both his cars



Former Pug club member Greg Churm arrived in his CX Prestige



The Club editor turned up in a Citroën and Steve Palocz turned up in a Renault. Both were impressed by these Jags.

Pictures: Simon Craig

## Simon Craig

IT WAS A COLD AND chilly morning when I struggled out of bed after the Redex dinner, in order to head down to Canberra for the 10th anniversary of the Battle of Waterloo car show.

It was 8 degrees when I left home and plunged to around 2 in the depth of the fog around Goulburn.

On the way down I spotted Graham Wallis in his 203, heading home to Victoria, followed a bit further on by Allan Horsley's red 203.

By the time I arrived on the shores of Lake Burley Griffin, the temperature hadn't improved much, but a heavy fog had rolled in, so much so that I couldn't see the water's edge.

Already in attendance was a bevy of English cars, and not a great deal more French ones, so the numbers weren't looking too good. The English had armed themselves with flyers under their wipers proclaiming that "We won the battle" but I considered this to be a bold prediction so early on in the day.

By midday the French numbers had strengthened considerably and it was a gloriously clear and sunny day. Gorgeous views were afforded across the lake to the Carillon, the High Court and Parliament beyond, but the cars were looking the best.

In the end we won the day (and without the help of the Prussians) with a resounding victory.

A total of 74 cars turned up but the Frenchies won 40 to 34 after two years of victories by the Brits.

Good use was made of the coffee van and the Peugeot Association of Canberra BBQ and I noted a few of the Canberra-based Redex runners were in attendance, having forgone the final day of activities in Sydney the day before.

It was actually a really nice day: not too cold and the toilets not too far away.

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**ALL FRENCH CAR DAY AT SILVERWATER PARK**



# Tow car gains some muscle

**Peter Wilson**

**O**VER THE YEARS, Brian Jubb has borrowed his son's 1971 Chrysler Valiant as a tow car to trailer home his projects, including the barn find Peugeot 403 wagon that he treated to a concours restoration.

He told the June club meeting he would not like to drive the Valiant too often these days because he would risk losing his licence.

He showed why after he drove the Valiant from the club hall where he had talked about his work on this project. With the deep thrum of revving a V8 with 400hp plus, a scream of tyres and a little smoke, he had a short drag along the street.

Brian said he made it clear to his son when he bought his first car at age 19 that it should not be a Falcon, because they were no good, and it should not be a project involving him because he wanted to work on his own projects.

However, over the years he relented and did become involved.

For instance, in appreciation of his role in modernising the spray booths at TAFE, a team of students repainted the car. "It cost me \$600," Brian said.

The car had a disc brake 245 Regal six and Brian described the handling as terrible. He demonstrated with his hands the seesawing action needed on the big wheel to keep it straight and recalled the frightening back end sway at speed.

His son modified the front end to improve the handling and Brian could steer into a roundabout with confidence he could steer the car out of it.

Brian retrimmed the car in 1993, students painted the interior and the motor was reconditioned, and fitted with big carbs, a sporting cam and extractors.

Fast forward to recent months when the motor was worn and dripping so much that it needed replacement.

They scored a V8 with a Supra gearbox for \$4,200 from an enthusiast in Geelong who was

upgrading his Valiant to a Hemi V8.

They fitted a Commodore rack and pinion steering kit, new engine mounts, new sway bar and other bits. It was another \$2,000, but Brian didn't mind because his son was paying.

It was not simple dropping the V8 and gearbox in. The exhaust headers had to be modified on one side because of the power steering and the tail shaft changed. Kerching, kerching; the costs mounted, but Brian wasn't paying.

An engineer had to approve the changes, but his role was relatively cheap.

The result of all the work was a respectable muscle car with acceptable handling and 14 litres/100km at 110 km/h on the highway. It guzzled a bit around town.

There's a few more things that could be done. It hasn't a limited slip diff.

The eventual cost was more than \$22,000, the proud father said. It was modest spending, they discovered at the Chrysler gathering they attended. True believers were spending up to \$300,000 to achieve 800hp.



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# Peugeot drives into Kazakhstan

**O**N 3 JUNE the signing ceremony of the Memorandum on Cooperation between PSA Peugeot Citroën, Agromash Holding JSC and the Ministry of Industry and New Technologies was held in Astana, Kazakhstan.

The launch of production of Peugeot cars

and commercial vehicles in Kazakhstan is planned to begin from July 2013, with cars to be sold in the region, as well as locally.

The assembly of Peugeots using CKD (complete knock down) kits will commence at a factory in Kostanay.

At the first stage of the project the model line will include the 301, 308, 508 and Partner. The average level of production is expected to reach up to 4,000 units per year.

Peugeot are hoping that future sales in Kazakhstan could exceed 10,000 cars per year.

Alongside the models that will be assembled

locally, Peugeot will sell the Peugeot 408 model that is being produced in Kaluga, Russia. The Kaluga plant, announced in 2007, has been producing the 308 and the 4007 since 2010, when it became operational.

It's expected that 150 new local jobs will be created in the Kazakhstan project, as well as a further 300 in France, and it's planned that the first locally-assembled cars will be ready for sale in the local dealer network in September 2013.

Perhaps ironically, 2013 is The Year of France in Kazakhstan.

Several different car makers, such as Chevrolet, Skoda and SsangYong are currently assembling cars in Kazakhstan, with more than 20 different models of passenger cars — from cheap and cheerful to “premium class” cars.

## Goodwood Pugs galore

The Peugeot RCZ R, the French automaker's most powerful road-going car, will also make its international debut at the 2013 Goodwood Festival of Speed.

The Festival will host two red RCZ R models that will mark the vehicle's public debut. In addition, one of the cars will also perform dynamically in front of the Goodwood crowd with UK's Peugeot 208 GTi ambassador Bradley Philpot behind the steering wheel.

Powered by the award-winning 1.6-litre THP engine, the Peugeot RCZ R boasts 193kW and the French claim “its efficiency will be a benchmark with power/capacity among the highest in the world for production vehicles at over 119kW/litre with CO2 emissions targeted at just 155g/km.” Thanks to its bespoke suspension setup, wheels design and limited slip differential, the Peugeot RCZ R also promises “intense dynamic sensations”, the company adds.

The new Peugeot RCZ R will be launched in the UK at the end of the year.

— from *Autoevolution*



Peugeot's stunning Onyx supercar concept

**C**URIOS WHAT COOL and very fast French cars will be making their debut at the 12 July Goodwood Festival of Speed this year? Look no further than this 600 horsepower diesel-electric hybrid concept from Peugeot.

Revealed last year at the Paris Motor Show, the Onyx concept is a tribute to both French design and engineering. It features a hand-crafted copper body, expensive use of carbon

fibre and a dashboard made entirely out of recycled newspapers.

Problem is, you can't buy it. What you can buy and watch at Goodwood is the new hot hatch from Peugeot, the 208 GTi. A proper performance car, it features a 1.6-litre engine developing 200kW and is capable of reaching 100km/h in 6.8 seconds, can top 230km/h, has CO2 at just 139g/km and yet can achieve 4.9l/100km.

## 2008 increase



### Nick Gibbs

**P**EUGEOT WILL DOUBLE production of the 2008 small SUV in France to meet higher-than-expected demand, brand head Maxime Picat said.

PSA/Peugeot-Citroën's plant in Mulhouse, eastern France, will make 10,000 units of the 2008 a month, up from 5,000, Picat told the Automotive News Congress here on Wednesday.

He said a second shift will begin producing the model in September.

“We have 16,000 orders, mostly coming from dealerships where the 2008 wasn't even presented,” Picat said about the reaction to the model.

IHS Automotive told Automotive News Europe earlier this year that the 2008 would quickly top the fast-growing segment for subcompact SUV/crossovers, passing the current leader, the Nissan Juke.

IHS said sales of subcompact SUVs will

grow to more than 500,000 in Europe by 2015, up from 154,461 last year.

In the first four months of this year, segment-leader Nissan sold 38,383 Jukes, with the Opel/Vauxhall Mokka ranking second with sales of 25,853, according to market analysts JATO Dynamics.

The newly launched Renault Captur is expected to overtake both the Juke and the Mokka and rank No. 2 in the segment, according to IHS.

Peugeot forecasts it will sell 200,000 units of the 2008 in 2015, with 100,000 built in Mulhouse for Europe and markets besides South America and China.

A further 45,000 units will be made in Brazil, with the remaining 55,000 built in China.

Earlier this year, PSA said the 2008 was the brand's first model designed, developed and engineered simultaneously by employees based in Europe, China and Latin America.

— from *Automotive News Europe*



# Redex runners relive the dream



**Redex documentors:** Tom Farrell and John Jones share their experiences.

## 40 years ago

**1973** It's very wet and muddy but 25 compete in the club's first motorkhana. Paul Brownlow in his immaculate burgundy Peugeot 403 takes the honours and Damian Jenkins wins the Peugeot 203 class. Helen Saville is best woman in her Peugeot 404.

## 35 years ago

**1978** A groan at the discovery that the Australian Peugeot 604 has only 126 hp compared with the European, which has 136 hp and an extra 10 km/h top speed of 193.

Stuart Lenthall to part with a complete Peugeot 202 with only 38,000 miles – running, but needing complete resto.

## 30 years ago

**1983** Fifteen cars turn up at the Wiseman's Ferry drive and picnic.

## 25 years ago

**1988** New member Joan Carden has something to sing about – the soprano has an OBE for services to opera.

Our club expert on Sydney's underworld, Ross Berghofer, calls for gumboots please if you're joining his tour of the Tank Stream tunnels below Sydney's CBD.

Eight Peugeot 604s turn up at a special day for the model at Parramatta Park and all have either Weber or Holley carbs in place of the original twin-and-one Solex.

The Canberra club plans to celebrate the 40th anniversary of the Peugeot 203 with a weekend gathering at Bundanoon in October – much to the surprise of '03 resto movement kingpin Gordon Miller.

## 20 years ago

**1993** All these Bastille dinners – at the French Kitchen in Canberra followed by concours at Old Parliament House or l'Aubergade Restaurant Francais in Surry Hills with the Citroën clubbies.

Geoff Brabham and a couple of French teams head Peugeot's scoop of first, second and third at Le Mans.

Malcolm Goodwin seeks info on the Type 177B. Over 16,000 of these 1.5-litre four-pot-ters were made from 1924 before the BH and BL derivatives came out the next year.

## 15 years ago

**1998** A distinctive new Pug for the new century is introduced ... the 206 super mini, with short front bonnet, sharply

inclined screen, wrap-around slant eyed headlights and many, many curves. Should get here in late 1999.

Members admire and check Ray Loney's superb new Peugeot 406 coupé for size and comfort in the club car park, but Ray wishes it wasn't an auto.



**Joan Carden:** Peugeot star.

## 10 years ago

**2003** On the eve of the Redex Run, Tom Farrell and John Jones enthralled club members with their recollections of trying to compete in the 1953 event and cover it with stories and pictures for the Daily Telegraph. They had a chance of winning the first of their many events on the final day until the more nimble Peugeot pipped their Customline in the tie-breaking extra stage.

Auction enthusiast Steve Palocz resists temptation when a stolen low km 2002 Peugeot 307 in showroom order comes up. He kept his hand in his pocket because "I thought that I've got enough Peugeots", he declared.

Forty-eight Pugs turned up for the Northern Rivers group's first anniversary picnic at Ballina, including 10 from Brisbane and five from the Gold Coast.

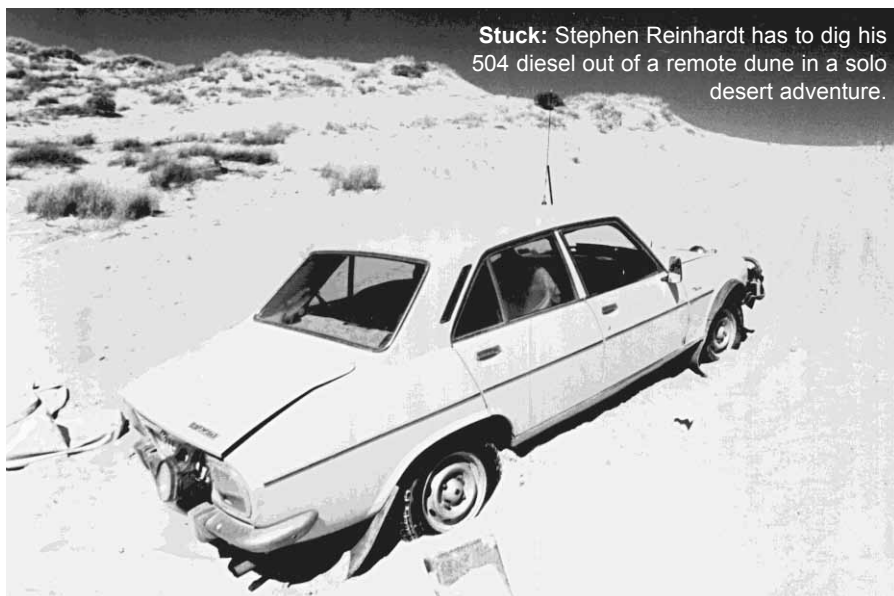
"Excuse my smile," club president Doug Smith writes in his report. "Lorraine and I are just so thrilled with our new Peugeot." Chez Smith now boasts a 307 HDi.

## Five years ago

**2008** Club president Ross Berghofer tells how he gained a free Series II Peugeot 505 diesel and parted with it quickly when he realised it had too many problems.

Jim Kearns organises an oh-3 weekend in the Hunter to mark the 60th anniversary of the Peugeot 203.

What goes on in a service, asks Richard Marken after he learns the \$40 filter on the 605 steering servo unit should be replaced every 40,000km. They come ex France and he is the first in Australia to order one, the Peugeot parts department tells him.





# 307 Power Steering Woes—part two

**Power Steering Pump:** Showing key points of interest

**Mark Besley**

**L**AST MONTH I described how the 307 power steering had ceased to give any steering assistance, and my simple checks of fuses and hydraulic fluid level had not revealed any obvious problem.

At this point I decided to take the car to Justin Fisher and let him have a look into the issue. The first challenge was to decide whether it was OK to actually drive the car there or whether it needed to be towed. My initial experiments with manoeuvring the car in the street outside my house had indicated that “strong arm tactics” would be required. Ultimately I considered that a significant part of the trip would be along the freeway at speeds where power steering assistance was not required so I chose a quiet time traffic-wise and set off.

All went fine until the steering started feeling very strange as I was driving along Burke Road. I had a momentary fear that something had drastically failed until I realised that the power steering had suddenly started working again! That made the last part of the journey easier and I delivered the car without any problem.

Given that the hydraulic part of the system appeared intact, the initial investigation was to focus on a possible electrical fault which might be preventing power getting to the pump. Power coming from the maxi fuses is essentially coming “straight from the battery” so a failure to deliver power to the power steering pump does not show as a fault in the multiplexing system.

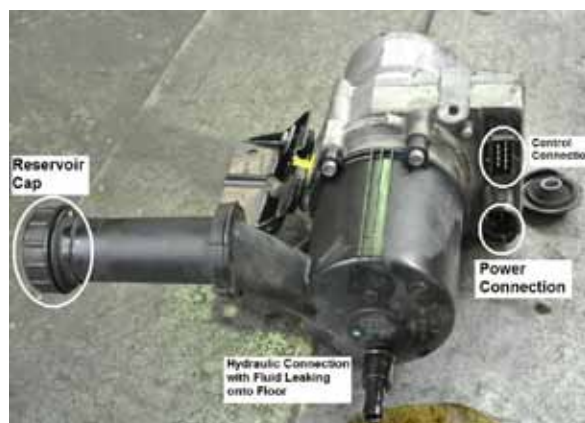
I was hoping that this might simply be a problem with the high-current electrical connection to the pump. The pump is low down at the front of the car and I thought that seven

years of water and dirt being splashed up from the road might have taken their toll on the electrical connection. Of course this would also have led to a cheap and quick repair! However it turned out that the main electrical connection to the pump is extremely well sealed (more about this later) so this was not the problem.

Unfortunately this investigation was all pointing to a problem with the pump itself, meaning that a replacement was going to be necessary. Removal of the pump and detachment of the electrical connections revealed that hydraulic fluid was leaking into the electrical section of the pump and causing the problem. The amount of fluid that had leaked was small and so was not noticeable as a drop in the reservoir level.

Due to the high hydraulic fluid pressure and the good sealing of the electrical connector, a strange side-effect of this problem was that hydraulic fluid was being forced up the inside of the power cable running to the pump from the maxi fuses. I had noticed some dampness in the bottom of the fuse box but had simply assumed that something had been spilt or some water had got in. It had not occurred to me that this was hydraulic fluid. It had travelled quite a long way along the cable - from low down on the driver's side of the car to a high point on the other side. I am now wondering if the presence of hydraulic fluid under the maxi fuses is a reliable way to predict an imminent failure of the power steering pump.

Although some other cases of power steering failure have been fixed by replacing the pump with a second-hand one, in my case I



decided that the pump should be replaced with a new one. Unfortunately these are an excessively expensive item and this is of considerable concern if these things are starting to fail routinely on seven or eight year old 307s. I intend to discuss this topic generally in a future column. To add to the misery, the hydraulic fluid was also expensive, putting the total cost of repair into the “very painful” category.

To make matters worse, the pump has its own computer “chip” inside which needs to be programmed before the pump will operate properly. This is somewhat reminiscent of modern inkjet printer cartridges which have a chip recording the amount of ink remaining as a strategy to prevent their refilling with low-cost ink. I sincerely hope that Peugeot are not following the same principle.

I have included a picture of the old power steering pump with some key points of interest annotated. Note that the hydraulic reservoir is an integral part of the pump.

— from *Torque*.

## New 308 lights the way

**John Stanley**

**W**HEN PEUGEOT launches its new 308 at the Frankfurt auto show in September it will become the first automaker in Europe to offer full-LED headlamps as standard in the majority of the compact's trim lines. This is a big leap for the technology, which for years was only available on high-end models such as the Audi R8 and Mercedes-Benz CLS because of it costs about three times as much as comparable xenon lights.

“The general message from suppliers and OEMs is that they expect LED headlamps will grow at the expense of both xenon and halogen in the medium term,” Author of a recent report on advanced automotive lighting system, Andrew Herzig said.

Many observers remain cautious, however, about the precise pace at which this growth will happen.

### High-end option

Analysts at Oliver Wyman, for example, last year predicted that between 2011 and 2016 halogen's share of the headlamp market will fall some 10 percentage points to 70 percent, while xenon's will increase by 7 percentage points to about 27 percent and LED will increase from less than 1 percent to between 3 percent and 4 percent, with up to 90 percent of those headlamps installed in luxury models.

There are many factors underlying future growth trends. Designers love LEDs. The compact 1mm wide square cells allow them to convert plain headlights and taillights into strong fashion statements.

Engineers like them because they are highly energy efficient mono-directional light emitters that do not generate heat. Cost accountants, however, still turn pale whenever they hear the initials L-E-D. But this is changing.

In a stagnant European market, automakers are increasingly seeking ways of trying to win sales. One way is to give more car, with enhanced options, for the same money. LED headlamps could prove to be one more attractive option in this battle, as evidenced by the approach being adopted by Ford, Seat and Peugeot.

Halogen remains the cheapest source of illumination, by far. However, it is inefficient, converting only 5 percent of the energy used into light. Xenon is still on a growth trajectory, gaining share as its technology improves.

Compared with halogen and xenon, LEDs are still expensive. The cost of a low-end LED headlamp is currently comparable with a high-end, fully adaptable xenon. This price differential is reducing as increased take rate of LED headlights leads to greater economies of scale. It is expected that entry-level LEDs will eventually match or even beat xenon performance at a lower cost, but that is likely to be in about five years.

— from *Automotive News Europe*



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505 SR wagon, 1983, 7 seater, auto, 360,000km. Rego (AQ 52 FG) to August 2013. Body good, low compression in one cylinder. \$500 ono. Keith, Dapto, 02 4261 5803

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### Dan Mihalascu

**I**F A SURVEY WAS commissioned to find out the most annoying passengers according to drivers, why one about cheating on one's partner based on make of the car driven? Believe it or not, it's real and it has been commissioned by a married dating website called Illicit Encounters, which polled its 750,000 members.

According to the responses from the users of the website, Audi owners are the most likely drivers to have an affair, with 22.2% of them saying they cheated. Premium car brands dominate the unusual ranking, with BMW drivers taking second place as most adulterous driv-

ers (13.8%), followed by Mercedes-Benz (8.7%) and Volvo (7.6%).

The best-ranked (or worst, depends on one's point of view) non-premium brand is Volkswagen, which claimed fifth place (5.7%).

The survey also found that owners of French cars were the least likely to cheat on their partners. Only 0.4% of Peugeot drivers said they have had an affair, followed by Renault drivers (0.5%), Rover (0.5%), Skoda (1.1%) and Hyundai (1.6%).

"Cars can reveal a lot about their owners. All the cars in the top five represent our members — they are typically successful, motivated, high-achievers who are less likely to settle for

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## Audi owners more likely to have affair

something they find unsatisfying, be it a car or a relationship," said Mike Taylor from the Illicit Encounters website.

Last year, BMW drivers were found the most likely to have an affair.

— from *CarScoops*



## Peugeot ad returns Wacky Races to TV

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**T**O ADVERTISE THE Peugeot 208 in Brazil, the company's local agency has gone all the way back to 1965 — and a cartoon that predates most of the hatchback's buyers, probably — to the Wacky Races.

An unassuming lad in a 208, busy minding his own business at a stoplight, is set upon by the eternally competing gang known for its outrageous rides and even more outrageous tactics. Even the little-regarded Private Meekly gets a front-and-centre cameo.

The scene finishes with Muttley making way for Penelope Pitstop.

The ad was headed by Young & Rubicam Brasil, directed by Antoine Bardou-Jacquet for Partizan, and was edited by Mr. Smedley, who might or might not be another cartoon connection to Chilly Willy.

Alas, the ad appears to contain far too much speed for Australian TV wowzers.

You can watch the advert here: <http://vimeo.com/64647462>





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| Coles Car Sales                     | Sales Showroom, Service & Parts   | 109 Woodlark Street               | LISMORE         | NSW 2480     | 02 6621 2728 |
| Corban Automotive Group             | Sales Showroom, Service & Parts   | 46 - 48 Flinders Street           | WOLLONGONG      | NSW 2500     | 02 4229 9111 |
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|                                     | Service Unit                      | Ann Street                        | ARNCLIFFE       | NSW 2205     | 02 9335 9220 |
|                                     | Service & Parts                   | 53-57 Waratah Street              | KIRAWEE         | NSW 2252     | 02 9545 9090 |
| Jason Prestige                      | Service & Parts                   | 42 - 52 Dobney Avenue             | WAGGA WAGGA     | NSW 2650     | 02 6925 6825 |
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| Tamworth City Prestige              | Sales Showroom & Service          | 11-15 East Street                 | TAMWORTH        | NSW 2340     | 02 6766 5008 |
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| Peter Warren Automotive             | Sales Showroom, Service & Parts   | 13 Hume Highway                   | WARWICK FARM    | NSW 2170     | 02 9828 8040 |
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|                                     | Service & Parts                   | 562 Swanston Street               | CARLTON         | VIC 3153     | 03 9341 4497 |
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|                                     | Service Unit                      | 436 Malvern Road                  | SOUTH YARRA     | VIC 3141     | 03 8290 2844 |
| Bayside European                    | Sales Showroom                    | 1285 Nepean Highway               | CHELTENHAM      | VIC 3192     | 03 9239 6888 |
|                                     | Service Unit                      | 1234 Glenhuntly Road              | GLEN HUNTLY     | VIC 3163     | 03 9571 6909 |
| Bendigo Motor Group                 | Service & Parts                   | 140-150 High Street               | BENDIGO         | VIC 3550     | 03 5443 1122 |
| Booran Euro                         | Sales Showroom, Service & Parts   | 37 Lonsdale Street                | DANDENONG       | VIC 3175     | 03 9794 6244 |
| Gippsland Motor Group               | Sales Showroom, Service & Parts   | Lot 4, Princes Highway            | TRARALGON WEST  | VIC 3844     | 03 5172 1100 |
| Rex Gorell Geelong                  | Sales Showroom, Service & Parts   | 212-224 Latrobe Terrace           | GEELONG         | VIC 3218     | 03 5244 6244 |
| McPherson Motors                    | Sales Showroom, Service & Parts   | 7979-7985 Goulburn Valley Highway | SHEPPARTON      | VIC 3631     | 03 5823 2100 |
| Regan Motors                        | Sales Showroom                    | 295 Whitehorse Road               | BALWYN          | VIC 3103     | 03 9830 5322 |
|                                     | Service & Parts                   | 92 Auburn Road                    | HAWTHORN        | VIC 3122     | 03 9882 1388 |
| Taylor Motors                       | Service Centre                    | 50 Lonsdale Street                | HAMILTON        | VIC 3300     | 03 5572 4244 |
| <b>QUEENSLAND</b>                   |                                   |                                   |                 |              |              |
| City Peugeot Brisbane               | Sales Showroom                    | 26 Burrows Road                   | BOWEN HILLS     | QLD 4006     | 07 3253 1400 |
|                                     | Service & Parts                   |                                   |                 |              | 07 3253 1440 |
| A. Cullen & Son                     | Sales Showroom & Service          | Old Bruce Highway                 | NAMBOUR         | QLD 4560     | 07 5441 9000 |
| Ipswich European                    | Sales Showroom                    | 34 Brisbane Street                | IPSWICH         | QLD 4305     | 07 3454 4111 |
|                                     | Service & Parts                   | 21 Limestone Street               | IPSWICH         | QLD 4305     | 07 3454 4111 |
| Motoco Euro                         | Sales Showroom, Service & Parts   | 15-17 Bowen Road                  | MUNDINGBURRA    | QLD 4812     | 07 4729 5299 |
| Rockhampton Prestige                | Sales Showroom, Service & Parts   | 112-118 Musgrave Street           | BERSERKER       | QLD 4701     | 07 4922 1000 |
| Toowoomba Classic Autos             | Sales Showroom, Service & Parts   | 161 James Street                  | TOOWOOMBA       | QLD 4350     | 07 4638 3233 |
| Trinity Prestige                    | Sales Showroom, Service & Parts   | 94 McLeod Street                  | CAIRNS          | QLD 4870     | 07 4050 5000 |
| Von Bibra Prestige Gold Coast       | Sales Showroom                    | 65-67 Ferry Road                  | SOUTHPORT       | QLD 4215     | 07 5561 6166 |
|                                     | Service & Parts                   | Case Street                       | SOUTHPORT       | QLD 4215     | 07 5561 6182 |
| West Car Sales                      | Sales Showroom, Service & Parts   | 45 Walker Street                  | BUNDABERG       | QLD 4670     | 07 4152 7355 |
| Zupps Prestige European Mt Gravatt  | Sales Showroom, Service & Parts   | 1320-1332 Logan Road              | MT GRAVATT      | QLD 4122     | 07 3243 8777 |
| <b>SOUTH AUSTRALIA</b>              |                                   |                                   |                 |              |              |
| Australian Motors                   | Sales Showroom, Service & Parts   | 10 Goodwood Road                  | WAYVILLE        | SA 5034      | 08 8269 9500 |
| <b>TASMANIA</b>                     |                                   |                                   |                 |              |              |
| Euro Central                        | Sales Showroom                    | 118 Argyle Street                 | HOBART          | TAS 7001     | 03 6234 0200 |
|                                     | Service & Parts                   | 35-43 Brisbane Street             | HOBART          | TAS 7001     | 03 6234 0200 |
| Launceston Peugeot                  | Sales Showroom                    | 145 Invermay Road                 | LAUNCESTON      | TAS 7248     | 03 6331 6337 |
|                                     | Service Unit                      | 151-155 Invermay Road             | LAUNCESTON      | TAS 7248     | 03 6323 0240 |
| <b>WESTERN AUSTRALIA</b>            |                                   |                                   |                 |              |              |
| 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 |
|                                     | Service & Parts                   | 80 Norma Road                     | MYAREE          | WA 6154      | 08 9317 2422 |
| <b>NORTHERN TERRITORY</b>           |                                   |                                   |                 |              |              |
| Sapphire Motors Pty Ltd             | Service Unit                      | 2 Duke Street                     | STUART PARK     | NT 0820      | 08 8941 6511 |

## AFTERcare

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