

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

July 2014





The 2008 Hybrid Air concept comprises a conventional engine, mated to an epicyclic automated gearbox, assisted by a hydraulic motor that's powered by compressed air. The motor and a pump are in the engine bay on the gearbox, fed by a compressed air tank underneath the car, running parallel to the exhaust. The motor & pump can refill the tank with air through harnessing the energy of regenerative braking.

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Brits get 108 choices in July



Wacky, but not tacky: New 108 is a massive step up in quality over the outgoing 107 range.

PEUGEOT'S NEW 108 city car goes on sale in the UK next month, with more trim levels, options to personalise individual cars and a cabrio variant.

The biggest of its two petrol engine options – the new three-cylinder VTi – puts out 62kW with emissions of 99g/km of CO₂.

But there's no word yet on whether Australia will get the Czech-built baby to get a contender next year in the thriving market for tiny city cars.

The model has been on and off the want

The cover

Unfortunately not Australia-bound, the new 108 is set to launch in Europe in July, along with its Citroën & Toyota cousins.

Inside this issue

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list, and it is understood representatives from Peugeot Automobile Australia were discussing the possibilities with Automobiles Peugeot in May after watching the recent bumper sales of Fiat 500s.

A decision would depend on stock availability, sales potential, the cost of design rules conversion and profitability if priced close to \$15,000.

The new model was developed alongside the Citroën C1 and Toyota Aygo that are produced in the same plant at Kolin and share chassis, much of the body, engines, transmission, interior and electricals.

As a change from the five-door hatch, the cabrio model – called the TOP! – has a peel-back fabric roof.

The Peugeot 107 successor was first shown at the Geneva Motor Show in March and designers said they made a big effort for brand differentiation between the siblings with this second genera-

tion as well as more character to the cars. Interior, though seeming a little garish, is also a massive improvement over previous poverty pack interior of the 107.

tion as well as more character to the cars.

In the UK the 108 will have four trim options, 1.0-litre or 1.2-litre engines, and a choice of body and roof colours buyers can match or mix, or even two-tone sports themes, Auto Express reported.

The 107 was a joint venture project with Toyota for a new plant in Kolin (Czech Republic) and went on sale in 2005. By the end of 2013 more than 800,000 units had been produced and sold.

Although the German Auto Club declared the 107 as among the most reliable in its class in 2010, that year Peugeot and Citroën had to recall nearly 100,000 cars to remedy the potential accelerator sticking problems that plagued Toyotas.

Pictures: Paultran.org

Help at hand?

Ross Berghofer

WEDNESDAY 6 August, 2014.
Be there if you can. The club's annual general meeting when all committee positions will be declared vacant and nominations sought to fill those vacancies.

If you think you can assist, please volunteer. The outgoing committee welcomes new blood that can take over the management of our club.

Our club is strong, but just like many others, it faces issues stemming from a declining and ageing membership base.

Here is a chance to be part of a strong team that enjoys Peugeot pleasures.

But there is good news in all of this. Don Bailey has taken over as club librarian, following the resignation of Brendan Fitzpatrick from this role.

Don is enthusiastic about this and the club looks forward to his positive contribution to our club.

The other good news is that the club's accounts are with the auditor with the intention that they be ready for the annual general meeting.

The bad news is that the Battle of Waterloo, set for 15 June at Canberra was postponed to a date to be advised, due to lousy weather in our national capital.

Our July meeting should be interesting, with some short stories and images of recent travels by club members.

With French Car Day coming up on 13 July, the club looks forward to welcoming you there.

As usual, there will be a \$10 entry fee per car. If you want to put your car in the *concourse d'elegance*, there is no extra payment.



Ross Berghofer (L) with Helen Louran. Next to them are Colin and Scott Spencer, winners of the club's Sporting and Junior Sporting awards, at the recent Wings Over Illawarra event in May.

A coffee van, as well as hot food and drink stalls will be available, along with our usual raffle prizes.

As usual, the club has fantastic trophies for winners of class categories. The categories will be decided on the day based on entries received, with cars of a similar age being classed together. A popular category is the recently established modified class.

If you can volunteer during the day, that would be most welcome. The day starts from 9:00am and is expected to conclude at around 3:00pm.

And H platers — two reminders: you cannot use your H plated vehicle unless you have renewed your club membership (bringing it and paying at French car day is not appropriate); and always have the club magazine with you that lists the club outing you are attending just in case you have to prove to a transport official that you are enjoying your car for club events.

In the meantime, the club's accounts are with the auditor, and keep on Puging on.

Annual General Meeting 6 August

Simon Craig

The club's Annual General Meeting will be held at our August Club meeting.

All positions are available for volunteers, and we'd love to see more members volunteer to serve, whether it be a high profile role or simply as a general committee member.

As well as being able to drive your Peugeot to even more club events, you will have the opportunity to shape the club's future, or even just to help out with what may seem like small things, but can prove very helpful to fellow club or committee members in the smooth running of the club.

Do you think the club is getting a bit stale? Well fresh minds can lead to fresh ideas. Why not volunteer for the new committee and see what it's like. You may find that you enjoy the experience.

We'd certainly love to have you on board.

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Do we have your details correct?

Simon Craig

Lots of events email reminders are bouncing (usually from a work address) and the club secretary Geoff McHardy (and other committee members) are struggling with a very poor and out of date member list of cars and email addresses.

Geoff would really appreciate it if you could send him an email or call him and let him know what your current email address details are.

You can send Geoff an email at: renewals@peugeotclub.asn.au

If you don't have email, Geoff would still love to hear from you about your current Peugeot fleet. You can give him a call on 02 4576 3506.

Plane buffs

The Aviation Historical Society of Australia is conducting a re-enactment of the first air mail and air freight flight in Australia. This was in July 1914 by French aviator Maurice Guillaux.

On Monday 14 July the mail and freight and the main pilots will need to be transported, by volunteers with French cars, to the PowerHouse Museum in Ultimo to arrive about 5pm, where his Bleriot XI now resides on display.

If you are interested in assisting, phone Tom Lockley on at 0403 615134 or email him at guillauxcentenary@gmail.com.

www.australiasfirstairmail.com

French aviator Maurice Guillaux, pictured here at Goulburn with his Bleriot XI in 1914.



Tyre kickers welcome

Robert Rigg

THIRD SUNDAY OF the month at the Newington Reserve business car park, at the northwestern corner of Holker Street and Slough Avenue, Silverwater.

French car owners now have a once a month very informal tyre kicking gathering.

Regional, interstate "froggers" along with all age groups and sexes are welcome. No commit-

tees and no memberships are required.

The tyre kicking will be held every third Sunday of the month, commencing nominally around 10:30am. This tyre kicking should continue through until all tyre kicking, parts exchanging, information gathering and sharing, boot sales, spruiking, skiting and general talk is complete.

Attendees may arrive and leave at any time at their leisure, attendees may continue on to a walk, a bike ride, a river ferry trip, a meal, a drive, a drink, an engine overhaul or whatever.

Anything formal, along with any hooning shall be frowned upon.

The venue is central for most, is a sizable off-

Inaugural tyre-kickers day on 16 March.



street parking area with a well maintained lawn area that should not be parked out, has amounts of shade, toilets and under cover awnings if it rains,

Newington shopping centre is 500m away, along with a nearby river, walks, playgrounds and pushbike tracks for mum and the kids (1km away).

You may also wish to arrive by ferry (3km), a very pleasant style of transport.

The next meeting is on 20 July.

Hunter French Car Day

31 August

Don Jamieson

This year's event is on Sunday, 31 August. This is all about our fellow french car fans, owners, their friends and families, in particular the Hunter members of aussiefrogs and various French car clubs.

The address is Nightingale Wines at 1239 Milbrodale Rd, Broke.

Gates open 9:00am for a 10:00am start, As per last year's event, it's a BYO picnic or BBQ lunch or we have an onsite restaurant that is very popular.

Nightingale Wines will provide free BBQ facilities and cooking utensils. These will be at the cellar door under cover. Chairs and trestle tables will be made available for everyone's use.

In the event of rain we will utilise the winery area and

barrel room.

There will be a few market stalls selling some local produce and crafts, with a french duet "Vive Le France" providing live music on the day from 11.30 to 4pm.

Take away coffee and tea facilities are on site as well as a cellar door for wine tasting and sales.

Sunday night our Spa Villa Suites are available at \$150 for the night, including a continental breakfast per person — a saving of over \$200 per Villa.

For those thinking of staying the night, the restaurant also puts on a fixed menu of soup and a roast on Sunday night for \$22.50/person.

There'll be an opportunity to win one of 2 x 6 packs of Premium wines or a midweek overnight stay for two in Nightingale's Spa Villas including continental breakfast. This will be by way of raffle tickets available free at the bar — one per person on arrival.

We'd love to see you there.

OASIS

Tue, 1 July

Reg Short

THE JULY OASIS run will be to Old Government House in Parramatta Park.

We'll meet at McDonald's M4 westbound at 9.45 for morning tea, before departing at 10:15 for the run to Parramatta Park.

A tour has been booked for 11:00am and costs \$6 per person (please try and have the correct money).

We have a 12:30pm booking at Trophies Bar & Grill inside Parramatta RSL, which is next door.

There is free undercover parking across the road from the RSL, but you must have your ticket validated before you leave the club.

Club diary

Tue, 1 July

OASIS Run. Old Government House, Parramatta.

Wed, 2 July

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

Sun, 6 July

Queensland Grand Display of French Cars.

Wed, 9 July

Committee Meeting, Wenty Leagues Club, 8pm.

Sunday, 13 July

All French Car Day, Silverwater Park. From 10am.

Mon, 14 July

Historic Airmail re-enactment at Bankstown

Sun, 20 July

Tyre kickers morning, Silverwater.

Sun, 27 July

NSW Motorkhana rd 4. Nimba TAFE.

Sun, 3 August

Summerland Classic Car Show, Lismore. 8am.

Tue, 5 August

OASIS Run. tba.

Wed, 6 August

Annual General Meeting, 8pm, Five Dock.

Sun, 10 August

NSW Motorkhana rd 5. Nimba TAFE.

11-23 August

Cameron Corner run with Neville Summerill.

Wed, 13 August

Committee Meeting, Wenty Leagues Club, 8pm.

More stuff to do...

Oh 3 Weekend '14

City of Orange 12-14th September

This is a weekend of exploratory relaxation in one of the prettiest of NSW towns.

Arrive Friday afternoon (3½ hours from Eastwood).

On Saturday we explore Orange and its unique historic homes with morning tea at beautiful Cook Park where you can explore, relax and chat.

We take a short scenic drive to Lake Canobolas for picnic, lunch, walk and relaxation (There is also a Kiosk/Café beside the lake).

On Sunday we visit the historic town of Millthorpe for lunch and head back home with Panorama Raceway an optional extra.

\$230 for 2 nights for 2 people with 2 continental breakfasts.

Dinners have been booked at Motel Restaurant (Friday) and RSL (Saturday)

No gravel or dirt roads

No night driving

Toilets at all stops

Bring thermos and esky.

Bring or buy sausages etc for BBQ

lunch on the lake (Butcher, fruit, vegs, coffee shop 3 minute walk from Motel).

Motel - Mid City Motor Lodge

245 Lords Place, Orange

P: 02 6362 1600

E: reservations@midcitymotorlodge.com.au

Organiser / Jim Kearns

Please contact for further details including a mailed package of brochures for you to pre-trip read and to be inspired.

P: 0400 494 561 or 9874 2100 (weekdays)

E: jkearns@bigpond.net.au



Burwood Festival Classic Car Show & Shine

The organisers have invited our club to their event on Sunday 21 September, from 10:am to 5pm.

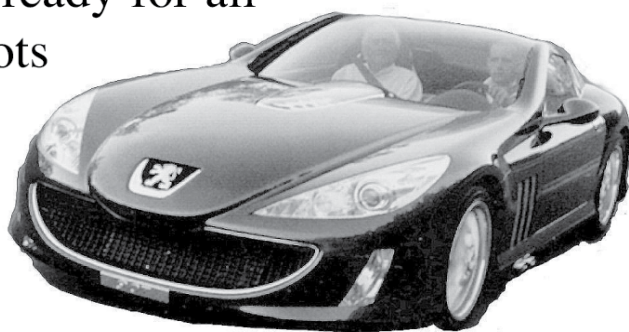
Each year, as part of the Burwood Festival, Burwood Council hosts its Classic Car Show

and Shine.

The event is held on Burwood Oval with a \$10 entry fee.

Contact Ross Berghofer on 0409 504 551 if you would like to know more about this show.

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The Clarendon Classic Machinery Rally

20-21 Sept

The Sydney Antique Machinery Club Inc invites members to the Clarendon Classic Rally on 20 and 21 September, at the Hawkesbury Showground, Racecourse Road, Clarendon. The event will feature many antique machinery exhibits including stationery engines, antique tractors, trucks, tractor pulls, and vintage and classic cars. For more information about the rally contact Steven Muscat on 0418 453 203.



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For details - phone Jeanette 02 9405 2218 or visit our website.
www.interlude-tours.com

Timing is everything 31 Aug

Helen Louran

Practise your timing for our timed track day at Marulan on Sunday, 31 August by making your expression of interest by 6 July and your entry by 25 August.

As other clubs are invited it's first in, best dressed for what should be another GR8 day on a tight, twisting track in a bushland setting 130 km south of Sydney and 27 km north of Goulburn.

We're seeking about 40 participants, including other clubs, and the cost is \$140. If required a participant licence valid for one year will cost \$40, paid at the Marulan Driver Training Centre on the day.

The HSRCA is hosting the event and most sessions will be timed, except those for in-car instruction.

Drivers will be given a timed practice session

and then a qualifying session. Once completed, the driver will nominate a time from that session or be allocated one for the subsequent time trial.

Each session will involve three or more timed laps and may be adjusted on the day as experience is acquired.

The idea of time trials is to keep as close as possible to the nominated time for a given number of laps, i.e., the object is consistency.

Timing transmitters will be issued to drivers. Points will be lost for failing to reach or exceeding the lap time, and the point penalty for exceeding (i.e., going faster) will be twice the penalty for not reaching the lap time.

Several instructors will be available; organisers will seek to accommodate people who would like both instruction and timing by careful programming.

The circuit will be open from 7.30am and the

program will kick off at 8am with signing on. A track walk is included in the drivers' briefing at 8.30am.

Cars will be scrutineered. They will need to be in good nick, registered or capable of rego as there are noise restrictions.

You can download the full information form and entry form from www.hsrca.com.

For expressions of interest or any questions please contact me at pinky206cc@optusnet.com.au or call me on 0413 594 792 or (02) 9718 0321.

You can also contact Peter Lubrano, our Peugeot / HSRCA liaison man on 0405 991 336 or Richard Cardew, the HSRCA chair of registrars, at rcardew@primus.com.au or on 0405 459 546 or (02) 4384 1546.

More about the track at mdtc.com.au. If the extension is completed in time, it will allow slightly faster entries to the straight.



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PEUGEOT

The Peugeot Car Club of New South Wales Inc – now 41 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 marvellous 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. This year's in Boonah, QLD, with next year's event to be held in Yass.

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 (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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- Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 31 July. Historic registered vehicles welcome.

Who are ya gonna call?

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In keen demand: Sales of small SUVs soared 18.8 per cent from May to May and there are waiting lists for some Peugeot 2008s.

Peter Wilson

PEUGEOT WAS among the winners in May when demand for European models remained strong in the falling Australian market.

While some volume brands slumped, the marque improved its results for the third successive month, according to official figures, and its 412 new car registrations, while not spectacular compared with a few years ago, added up to the best month since last June.

The result was the best May since 2011 and 10 per cent better than the 376 units in May last year.

While Peugeot has been promoting the 2008 in recent months, the model it was derived from, the 208, has shown improved results. It was ailing in the first two months, with sales of 59 and 47 units respectively, but it was up to 89 in March, 88 in April and 81 in May.

The demand for small SUVs is huge and some buyers may have taken the 208 as an alternative to joining a waiting list for the 2008 model they want.

Peugeot is fortunate that Renault Australia has delayed further the introduction of a rival in the shape of its Clio crossover, the Captur.

Peugeot dealers gained the limited run RCZ R coupé towards the end of May in a soft launch.

Instead of the motoring and social rent-a-crowds being summoned to the customary media jolly, detailed press releases were distributed and selected writers were given road test opportunities.

It takes a while for niche performance models to find homes.

For instance, Volvo took until this May to clear the 50 hotted-up C60 Polestars it imported

last year and decided to try moving the improved 2014 models a bit faster by dropping the \$110,000 price tag to \$99,950.

When the first RCZ was introduced, a remote country dealer had one sitting around for almost a year, an unknown model in that part of the country, before a buyer showed interest and drove it away.

In the first five months, a total of 1,802 Peugeots gained plates. This is still behind the 1,971 of the same period last year and the 2,012 of 2012.

However, the gain is a desirable trend and better than the national market, which fell 2.3 per cent after 94,562 vehicle registrations.

The Federal Chamber of Automotive Industries blamed the downturn on a 9.1 per cent fall in total business sales and noted new car sales in Western Australia were down 10.4 per cent on May 2013.

Among market leaders, Toyota was down 1,757 units to 17,746, a slide of 9.2 per cent, Mazda was down 4.7 per cent to 7,751, Ford dropped 4 per cent to 6,950, and Mitsubishi, Volkswagen, Honda and Kia also suffered.

Increased private purchases and government buys helped keep the total up.

Luxury car sales remained strong with Mercedes, BMW, Audi and Jaguar figures up.

Most European brands have held up. A problem for Peugeot is the way some of them have improved in popularity and eroded its position.

Renault is still going gangbusters with its van range and its Clio, achieving a year's best month in May with 920 deliveries, 71 per cent better than May last year.

Despite the dip in the Volkswagen brand, the Golf had its best result in 14 months with 2,301

registrations.

Volvo had a best month with 501 units, 40 up on the previous May.

Fiat had steady sales to also finish ahead of Peugeot with 484 units. Of these 236 were the Fiat 500 and Abarth microcars.

Further down the chart were Skoda, its best month with 395, Alfa strong at 275 and Citroën, which has had a long struggle since the change in importer registered a respectable 100 units, five behind April and two behind the previous May.

The swing to SUVs continues with sales of new models up 5.4 per cent compared to May last year. Small SUVs – now available in with a wider choice of brands – were up 18.8 per cent. Class leaders are the Hyundai ix35 (1,405 units in May, one behind the i20 small car) and the Nissan Dualis (1,187 units).

Large SUVs were up 10 per cent and the Jeep Grand Cherokee made the top ten for the first time.

The Toyota Corolla was the top selling car in May 2014, with 3,871 sales. Next were the Toyota Hilux with 3,313 sales, and the Mazda3 with 3,291 sales. The Holden Commodore was the fourth top selling car with 2,648 sales.

June has always been the best month for Peugeot as bargain hunters seek the end-of-financial-year deals. Last year the tally of 708 was the best since 2009.

This June is shaping up as tougher. The big importers with disappointing results are overstocked and are spending big on promoting price cuts of as much as \$10,000, extra options, factory bonuses and cash backs, extended warranties and in some cases free servicing.

Cameron Corner



Neville Summerill

I'M ORGANISING another Peugeot drive to Cameron Corner and would like to know of interest in members attending. Here is the itinerary and commentary on the event.

This trip will loosely follow the Queensland – New South Wales border, travelling as close to the dog fence as possible. This is something that has interested me for years, being the longest man-made structure in the world, stretching from Central Queensland to the Nullarbor Plain in South Australia. There are approximately 20 gates along this part of the fence, which we will pass through. Apart from this we will encounter some great outback driving, with many bush camps.

All this depends on the conditions at the time. If rain has fallen recently, or if the roads will be in bad shape, the trip is off.

There is plenty of accommodation at Hay, with plenty to see there also.

Some of the above itinerary may change, so I urge you not to book accommodation as most nights will be camping.

But I do ask you to notify me if you are interested in this trip: a chance to see the wonderful Corner Country of NSW.

I will need to know numbers no later than the end of July 2014. Contact Neville Summerill on 02 6458 7208



11-23 August

Mon 11 Aug

| | | |
|--------|---------|---|
| Day 1 | 420km | 08:30 We start from Grenfell for Forbes, Trundle, Tullamore, Tottenham (centre of NSW) then on to Nyngan overnight. |
| Day 2 | 460km | Nyngan, Quambone, Carinda, Wallget, Collarenebri, Mungindi overnight. |
| Day 3 | 390km | Mungindi, Gundaboure, Glendalough Gate, north to the Dirranbandi – Hebel road, Hebel, Goodooga, Brenda Gate, Tolby Gate and Jobs Gate, Ellerslie Station. Overnight bush camp. |
| Day 4 | 310km | Ellerslie Station, Engonia, Barrigungum, Wirrawirra, Yantabulla, Hungerford. Overnight. |
| Day 5 | 350km | Hungerford, Hamilton Gate, south to the Wanaaring – Tibooburra road, west to Mount Wood. Overnight or close to there. |
| Day 6 | 330km | Mount Wood up to Adelaide Gate, possibly depends on the road, if not to there we will travel on Gum Loop road to Wompah Gate then on to Warri Gate, then on to Tibooburra overnight. Cabins and motels are available here. Quite a nice, friendly town. |
| Day 7 | 200km | Tibooburra, north to Olive Downs, Toona Gate, Fortville Gate, Cameron Corner. Overnight |
| Day 8 | 200km | Cameron Corner, Fort Grey, Tibooburra, Milparinka, Theldarpa Station. Overnight |
| Day 9 | 340km | Theldarpa Station, Hawker Gate, Border Downs, Teilta, Yanco Glen, Broken Hill. Overnight. |
| Day 10 | nominal | Rest day. Trip to Silverton and Mundi Mundi and sights of the city. Overnight. |
| Day 11 | 350km | Broken Hill, to be decided but most likely to Mutawingi, White Cliffs, Wilcannia. Overnight. |
| Day 12 | 320km. | Wilcannia, Menindee, tour of the lakes, Pooncarie. Overnight. |
| Day 13 | 350km | Pooncarie, Mungo, Penarie, Oxley, Maude, Hay to finish this trip. |

Sun 23 Aug



Members pay up now!

Steve Palocz

MEMBERS WITH CARS that are on conditional car club registration a reminder that you have to be a financial member of the club to use your car. So you need to renew car club membership by 30 June. After 30 June you can not use your car until you have renewed your membership because it is technically unregistered until membership is renewed.

Please remember to have the club magazine with you all the time when you use your historic car even if you are coming to the car club meeting.

Also when you send your historic rego papers to Ian Robbo or to me a reminder that the **postage for small letters is now 70c**. If there is an incorrect stamp on your letter or return envelope your rego papers will be delayed coming back to you.

July means All French Car Day

Simon Craig

YES IT'S TRUE — it's that time of year again. This month, on the 13 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.

It's rumoured that Citroën Australia and Renault are bringing displays to show off their wares — will Peugeot Automobiles Australia also bring along a little something to show off to the faithful? Why not come along and see for

yourself?

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

13 July

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!

French Car Festival

Simon Craig

The Peugeot Car Club of Victoria's version of our All French Car Day is on 28 September in Melbourne.

The address is Macleay Park, Buchanan Ave, Balwyn.

Last year's event was a pretty flash affair on the docks at Williamstown, with lots of rare and exotic pugs that we don't tend to see up here. It was so flash it even received a visit from Fletch of Classic Car Restos fame.

You can watch the video here:

<http://goo.gl/jdqQi6>



All Fours: Some of the 404s on display at the 2013 All French Car Day

International Peugeot Meeting

21—22 June

Simon Craig

THIS YEAR'S ANNUAL International Peugeot Meeting, held under the auspices of L'Aventure Peugeot was booked out early.

Hosted in the UK by Club Peugeot UK and titled "The Best of British" is being held at the Beaulieu National Motor Museum on Saturday 21st June.

As the Pugilist was going to press, the first pictures came in from the UK Club's Facebook page, providing a mouth-watering collection of cars (and car carriers) that should leave even the hardest-nosed Peugeot lover drooling even just a little.

Personally, I'm pretty keen on the car carrier, but I'm not sure my neighbours would be impressed.



203 Trumps: The 203 looks like it's nearly as popular in the UK as it is here.



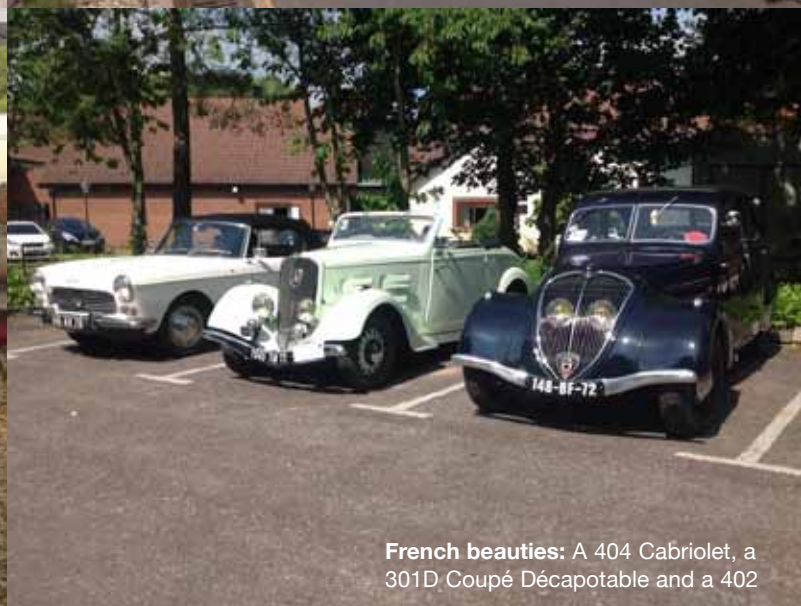
1930 Peugeot 201



BBQ at Beaulieu a big hit



Boys and their toys



French beauties: A 404 Cabriolet, a 301D Coupé Décapotable and a 402



It can be a struggle to park a 301 sometimes



Fantastic front drives: A trio of 304s & a 204





Peugeot's ERC challenge

Simon Craig

THE 2014 FIA European Rallye Championship took on a different flavour this year. Not only was it the debut season for Peugeot's new 208 T16, some former Peugeot stars have left the fold and are now racing for other manufacturers — Frenchman Brian Bouffier among them.

Thankfully, Irish ace Craig Breen has stayed in the fold and will be contesting the ERC, first in the outgoing 207 S2000, before introducing Peugeot's latest toy: the 208 T16.

The first round of the season — the Jännerrallye in Freistadt, Austria — was not contested by any of the big Peugeot names, with ex-F1 star Robert Kubica winning in a Ford Fiesta RRC, followed by Czech driver Václav Pech in a John Cooper Works Mini S2000 and local hero Raimund Baumschlager in a Skoda Fabia S2000.

Thankfully, a local privateer entry driven by Andreas Aigner in a Peugeot 207 S2000 managed 6th place outright.

The second round of the season, Rally Liepajaa — a gravel/snow rally in Latvia, so the return of the Peugeot Rally Academy squad, with Craig Breen returning for his first race of the season with co-driver Scott Martin in their 207 S2000 and young Frenchman Stéphane Lefebvre contesting the Junior title in a new 208 R2.

Round two saw Craig Breen secure a podium finish, but Stéphane Lefebvre was stopped in his tracks in his bid for 'Junior' honours. The latter were claimed by the Czech Republic's Jan Cerny, also in a 208 R2.

Difficult conditions in Latvia

The Peugeot Rally Academy's 2014 programme got off to a challenging start when Craig Breen (207 S2000) and Stéphane Lefebvre (208 R2) had to settle for snow-free conditions for their pre-event test-run ahead of the rally.

The evening before the start, however, more than 10cm of snow fell over the region and the weather for the opening day of competition turned out to be cold and windy.

Craig Breen and his co-driver Scott Martin were familiar with their 207 S2000 and hit the

ground running to start strongly, despite preferring to take things cautiously in the treacherous conditions.

It was near-impossible to survive the first leg without making any mistakes, yet the Peugeot pair completed Saturday in third place, just behind two specialists of this type of terrain: Finland's Esapekka Lappi (Skoda Fabia S2000) and Russia's Gryazin (Ford Fiesta S2000).

"To be honest, I don't think I can catch them," admitted Craig after Day 1. "They are really going well and I don't have enough experi-

Aerial Pug: Breen going hard in Latvia, for the 207 S2000's final outing as a works effort.





Junior cruiser: Young Frenchman Stéphane Lefebvre impressed mightily in his ERC Junior Championship attempt in the new 208 T16.

ence of these conditions to match them. I will try to focus on finishing on the podium, and I could well actually be in a good position if one of them makes a mistake as they battle for victory..."

The Irish driver and Peugeot Rally Academy's technical staff took advantage of Saturday's end-of-day service to fine-tune the 207's set-up for the snow and Craig went on to defend third spot all the way to the end of the 12-stage event.

Craig Breen: "It's nice to kick off my season and also celebrate my 24th birthday with a top-three finish! My car handled really nicely but the two guys out in front were just too fast. That was my farewell outing in the 207 S2000 and I can hardly wait to get behind the wheel of the 208 T16 in Greece..."

Stéphane Lefebvre: deprived of the benefits of a strong drive

Once again, the Peugeot Rally Academy's youngest representative produced an assertive first day run, but things didn't go entirely in his favour.

The Frenchman, who has registered for the new European Junior Championship, collected two fastest times in what was arguably the most competitive class of the rally. Stéphane and his co-driver Thomas Dubois started the rally with the suspension of their 208R2 set up too hard and they tended to lose their studs over the longer stages. The crew was unable to correct the problem at once since the first day's midday break was only a remote service zone.

Saturday evening's service allowed them to sort out the issue, however, and they were far

happier with their settings for Sunday's action which saw them fight back from sixth to third spot in the 'Junior' standings, just 37s behind the pacesetter Jan Cerny (208R2) and 30s adrift of Immonen who was Stéphane's big rival on this event in 2013. "I've got a great feeling with my car now and I feel I can push," he noted. "I think I can win the next stages and perhaps even challenge for the victory; it's doable..."

Unfortunately, the engine of the French youngster's 208R2 failed on SS9 and he went from being on fire to the car being on fire.

The 'Junior' win ultimately ended up in the hands of Jan Cerny, the Czech Republic's 2013 two-wheel drive champion in a 208R2, who beat local driver Immonen by a margin of 18s.

Acropolis Rally

Craig Breen gave Peugeot's new 208 T16 victory on its European Rally Championship debut in the Acropolis Rally, taking his own maiden series win in the process.

Peugeot's latest car led the entire event, with Breen's Sainteloc team-mate Kevin Abbring on top initially before a water leak halted him half-way through leg one.

Breen kept the battling Bryan Bouffier and Kajetan Kajetanowicz at arm's length for the rest of the former World Rally Championship event, which this year ran on asphalt initially before returning to its traditional gravel base for the final leg.

Although Breen already has WRC Academy and WRC2 titles to his name, his win in Greece was the highest-level outright triumph of his

career so far.

PH Sport Citroën driver Bouffier and M-Sport Poland's Kajetanowicz were neck-and-neck for much of the rally, before Bouffier pulled clear on the final afternoon in a final bid to chase down Breen.

Works Skoda man Esapekka Lappi lacked the pace to join the podium fight and finished fourth, with Bruno Magalhaes fifth on his return to top-level rallying after a two-year absence.

The keenly-awaited international debut of the new 208 T16 was rewarded with the first victory of its career

In 1984, Peugeot claimed a landmark victory on the second stage of the Tour de Corse, with Ari Vatanen in the 205 T16. Three decades later, the Peugeot Rally Academy's Kevin Abbring marked the first international appearance of the new 208 T16 with the fastest time on SS2. It was a case of history repeating itself, but it was only the beginning of the new R5 car's adventure on the legendary Acropolis Rally which it went on to win outright. The mixed-surface format made the Greek round one of the most complex of the year, and a combination of rain and dry weather only added to the challenge that awaited the Peugeot pair.

Ireland's Craig Breen, co-driven by Scott Martin, contributed to the 208T16's development, so he was as aware as anybody how much the new car represented a serious trump card as competitors lined up for the start of the notorious Acropolis Rally. He went on to claim four stages (SS3, SS6, SS7 and SS11) and eased ahead on SS6

Kevin Abbring, who won a six race season drive at Peugeot Rally Academy following victory in the 2013 208 Rally Cup, impressed at the Acropolis Rally.



following the retirement of his teammate Kevin Abbring. After that, a determined drive saw him overcome a half-spin to ward off pressure from ex Peugeot driver Brian Bouffier and win by a margin of 8.1s. Polish Fiesta R5 driver Kajetan Kajetanowicz was third, more than 40 seconds behind.

Craig Breen: "I feel like I'm on top of the world! The 208 T16 turned out to be just as competitive on gravel as it was on asphalt. This is my first victory in an international championship and I am also very proud to have written the first page in the history of the 208T16. It's a great result and a fitting tribute to the hard work put in by everyone not only at the Peugeot Rally Academy

but also at Peugeot Sport. It was quite simply a perfect weekend." image

Craig's results in the Rally saw him awarded the Colin McRae Flat out Trophy.

Although victory in Greece ended up in the hands of Craig Breen, round three of the 2014 ERC saw Kevin Abbring impress on his first appearance in the colours of the Peugeot Rally Academy.

His prize for winning the 2013 208 Rally Cup was a six-round ERC programme in 2014 in the 208T16, and the Dutchman hit the ground running to reveal the new car's fantastic potential. Along with co-driver Sebastian Marschal, he



Craig Breen on his way to winning at the Acropolis Rally

posted the fastest time on SS2 to appear at the top of the leaderboard, and they were fastest again on SS4 before being eliminated by a holed radiator.

Kevin Abbring: "It was a pleasant surprise when I found myself in front with the 208 T16 after SS2. It was by no means a foregone conclusion because there were so many new parameters, including driving the car on asphalt and a new pace note system with a new co-driver. Okay, we didn't reach the finish but the car has got real potential and I am very confident for the future. I can't wait to be in Ireland."

Judging by their showing on the Acropolis, there is every chance they will be top challengers again when the ERC moves on to Ireland next.



Flying Pug: The Northern Ireland circuit provides many thrills for the fans, but is punishing on the cars. Craig lost a rear screen in his car on the first day, while a failing sensor ended his hopes on the second day.

Ireland Rally

The 208T16's memorable win in Greece can hardly compensate for the disappointments endured by Kevin Abbring and Craig Breen this weekend in Northern Ireland. This notoriously difficult round of the FIA European Rally Championship proved tough for both Peugeot Rallye Academy drivers.

Craig Breen and Kevin Abbring were both intent on shining on the challenging, all-asphalt Circuit of Ireland and spent the first day trading positions. From the outset, they faced fierce competition but, as Lappi eased ahead, Abbring and Breen traded second and third places several times.

Along with his co-driver Sebastian Marshall,



"Hello, yes is that PeugeotSport Assist?"



Kevin Abbring emerged as a strong contender for victory in Northern Ireland. Eager to make up for the cruel fate he suffered in Greece, he was intent on playing a leading role this time round and started the bumpy event with the bit between his teeth. The Dutchman posted second fastest times on SS2 and SS6, and was third on SS1, SS3, SS4 and SS5, but was again eliminated with a broken radiator after SS7. That left Craig Breen alone in his 208 T16 to defend the colours of the Peugeot Rallye Academy.

The Irishman's objective in Northern Ireland was to repeat his recent performance in Greece. After initially figuring in second and third positions, he pushed harder still on Friday's later stages to close the gap to the leader thanks to fastest times on SS8, SS9 and SS10. After completing Day 1 in second place, the two-time world champion (WRC Academy and S-WRC) and his co-driver

Scott Martin hit the ground running on Saturday. However, their run came to a halt three kilometres after the start of SS12 when their engine stalled and failed to restart because of a sensor problem.

Craig Breen: "These are things that can happen with a new car. I am obviously bitterly disappointed to have retired on this event so close to home, especially after Scott and I managed to narrow the gap to Lappi from 20 to 12 seconds on Friday. That made chasing for victory a real possibility. My car had the speed and we had a good fight, so a big thank you to the team for all the hard work they put in. I am looking forward to the next round in the Azores to try to fight for another victory."

Kevin Abbring: "Compared with more experienced drivers who are more accustomed to this type of terrain, I wasn't pleased with the notes I took during recce. It is such a complex rally, and the car is new. We absolutely need to find some evolutions to be in good shape for the next round in the Azores and try to recover the level of performance we know we have. As everyone knows, you always want to win when you start an event and I think we had the potential to come away with a top result. I am obviously very disappointed."



508 GT: one turbo or two?

Peugeot commissioned Bertrandt in France to develop all the mechanical components for its new DW12CTED4 engine, found in the 508 GT. This 2.2 litre HDi engine with a single turbocharger produces 150 kW, and 450Nm, which makes it one of the manufacturer's top-of-the-range models. At the same time, it meets the new Euro 5 emissions standard. We look back over all the stages of this exciting project.

How it all began

Right from the very beginning, it was clear that this project represented something com-

engine, based on the twin turbo DW12BTED4, with improved performance and reduced fuel

pletely new. For the first time, Peugeot had decided to outsource the entire development and design process for the mechanical components of its new DW12CTED4 engine. The company chose Bertrandt to take responsibility for these challenging tasks. The goals of the project were ambitious: to design a single turbo

consumption that complies with the Euro 5 standard. Peugeot planned to use the new engine in the 508 GT and the Citroën C5, but also in the Land Rover Freelander and the Jaguar XF250. For this reason, it had to produce 150 kW. In addition, three variants of the engine had to be developed to meet the specific requirements of the four different brands: Peugeot, Citroën, Land Rover and Jaguar.

Complete component development

The team of Bertrandt component specialists and design engineers worked on the project from May 2007 to the end of June 2010. On the basis of Peugeot's functional concepts, they designed and developed the mechanical components of the engine which was to be the successor to the now discontinued DW12BTED4. The component specialists were responsible for the entire process of developing the parts: architecture, simulation, testing, costing and quality management. In addition, they had to meet all the specified criteria and ensure that the components reached production readiness on schedule. Furthermore, the components had to be designed for ease of assembly and manufacture. Other tasks which the design engineers took responsibility for included the design itself, the 3D plans, the calculation of the chain dimensioning and support for subcontractors who provided feedback on the parts.

A single turbo engine with the performance of a twin turbo

The Bertrandt engineers fitted the new water-cooled engine with a single lightweight turbocharger to ensure that its performance was equivalent to that of the DW12BTED4 twin turbo model. Subsequently, the exhaust manifold and turbo mountings were also redesigned to give the DW12CTED4 a new generation exhaust manifold. In order to avoid modifying the exhaust system as a whole, all the interfaces



to the system were retained. After the design process had been completed, the package was created to enable the turbo to be fitted into the vehicle. As a result, the surrounding components, which included the turbo shield, the oil inlet and outlet pipes, the water feed, the coolant hoses and the manifold gasket, had to be modified for all three engine variants.

EGR module: highly efficient cooling

The combustion mechanisms were improved in order to ensure that the exhaust gas treatment process was as efficient as possible. The team at Bertrandt France focused closely on all the elements of the exhaust system, including the exhaust valves, the manifold and the exhaust turbo itself. The exhaust gas recirculation (EGR) module captures and cools a part of the exhaust gas and returns it to the combustion chamber. This is an essential element in the process of reducing the engine's raw emissions. In collaboration with specialists from Peugeot and the subcontractor, the Bertrandt team designed a highly efficient cooling system. A great deal of work was put into implementing the system. First of all, the components of the exhaust gas supply, recirculation and cooling systems were designed, together with the mountings.

Defining the architecture of the modules and choosing between a U-shaped or an I-shaped exhaust gas circuit in the heat exchanger presented further challenges. Ultimately, the U-shaped circuit was chosen, because it was the only solution that complied with all the functional and dimensional criteria. This design process took around six months. Finally, two EGR models based on two completely different concepts were

designed to meet the differing requirements of the various vehicles: one for Peugeot and Ford and another for Jaguar and Land Rover.

Crankshaft drive system: reducing energy losses and noise

The crankshaft, con rods and pistons are moving parts which make up the crankshaft drive system. The addition of a more powerful turbocharger necessitated the expectation of higher stresses being imposed on this system. With the aim of cutting CO2 emissions and fuel consumption, the component segmenting was improved in order to reduce the mechanical friction losses in the crankshaft drive system. The torsional vibration damper was used to compensate for the changes in the inertial forces on the shaft assembly. The damper functions as an adjuster for the active inertial forces. Noise was transmitted through the end of the crankshaft in the previous version of the engine. Because the new engine is a premium model, the engineers at Bertrandt France decided to develop a special acoustic damping plug to resolve this problem. Incorporating the additional damping component presented challenges with regard to the process flow, because it was essential that it could be fitted easily.

Some technical details

The 2.2-litre engine uses a new version of PSA's ECCS (Extreme Conventional Combustion System) diesel combustion chamber.

The compression ratio drops from the 16.5:1 of its predecessor to 16.0:1, while maximum boost pressure is a formidable 2.20 bar.

Its injection system uses piezo-electric injectors with eight apertures, compared to seven previously.

The engine is controlled by new ECUs, and the impeller of the variable-geometry turbocharger is now made of titanium.

To reduce engine friction, a new type of gudgeon pin and piston-rings with hard coatings are deployed; between them, these measures are responsible for a claimed saving of more than 5g/km of CO2.

— from Bertrandt.com



Tavares confident of turn-around

CARLOS TAVARES HAS restated his recovery plan for the Peugeot group based on a rationalisation of product and a more globally based organisation.

Speaking at Automotive News Europe's Congress, he said he has a high level of confidence in the recovery plan for PSA Peugeot Citroën because of the ability of people in the company.

"When you make €6bn of losses in two years, something must be wrong in the way we operate," the group chief executive said. "People realise they have worked so hard and got those results, which – of course – don't meet expectations.

"People realise that things need to change in the business. That creates a fantastic opportunity and environment to turn the company around. I am very confident that will happen."

Mr Tavares said PSA had to focus on three things: fixed costs are too high, net prices are too low and variable cost is too high. "As soon as these three things are fixed, then the company will be in better shape," he said.

The plan is to get the company to positive free cash flow, operating profit margin of 2 per cent for the automotive business alone (no later than 2018, with the company as a whole at 4-5 per cent) and wipe out the company's debt.

On improving net pricing, he said the business plan is to differentiate the company's brands and stop the risk of cannibalisation. DS will become a premium line and is being set up within the company as a brand in its own right.

"We already have three very attractive products for the DS brand and three or four more are in the pipeline," he said. "DS will express sophistication and French glamour, French modernity, French style and way of life.

"Outside of France, people consider France a luxurious place where quality of life is very high, modernity is very high and culture is very deep and we have a unique opportunity with a fresh brand to express these

things. There are not so many car companies that can do this."

Peugeot, Mr Tavares said, is a tech-driven brand with strong engineering and design values while Citroën's appeal centres on "comfort". Mr Tavares also sees Citroën as a brand that is suited to new concepts, such as SUVs and crossovers, for flexibility and a value proposition to the customer.

He also said that PSA needs more global thinking in the way it develops its products in order to improve efficiency. Mr Tavares has already outlined a plan to reduce the number of models produced by the group from 45 to 26 by 2022.

"You are fragmenting resources by having too many cars," he said. "You have to have a more global range that addresses markets and segments and our company needs to have a mindset of a global carmaker rather than a regional carmaker, so that products meet all global needs and are designed and engineered for that from the beginning. We are creating a roadmap to do this, brand by brand."

On internationalisation, Mr Tavares noted that the company is currently making money in China, but losing money in Russia and Latin America. "That is not acceptable," he said. "We must make money everywhere and in all regions."

He said PSA must improve its competitive position in Europe and in France. "It's a big challenge, but also an enormous opportunity," he said. "Our French and Spanish plants have to be as good and competitive as other plants around the world. The unions are aligned with the idea that we can do better in Europe."

— from just-auto.

Hank's Outback Trips 2014

Simpson Desert Crossing. Sunday 16 Aug – Sun 30 Aug. This is for club members who have a well set up 4WD.

Lowest to Highest – Lake Eyre to Mt. Kosciusko. Tuesday 14 Oct – Mon 27 Oct.

If you require further information and would like to be put on the email list for further updates please email Hank at: verwoert1@bigpond.com

Factory learns about its future



THE PEUGEOT GROUP said it would invest €300 million (US\$408 million) to revamp and shrink its Mulhouse plant in eastern France, as the French carmaker begins work on a recovery plan under new chief executive Carlos Tavares.

Production of the 2008 increased at Mulhouse in April with a new “half” night shift, but this was countered by the soon to be ended “half” night shift production of the C4 and DS4 models from Citroën.

The company briefed unions in early June on the introduction of two new large Peugeot cars and a compact model – most likely for its premium DS brand as it downsizes the second-biggest

domestic plant to one production line.

The new Peugeot models will be based on the company’s new EMP2 underpinnings archi-

tecture designed to allow a broader range of vehicles to be developed and manufactured from common parts.

“This is a relief for us because it means we now have a future beyond 2020,” said Laurence Navarro, a union official at the factory in eastern France.

Peugeot is working towards slashing model lineups and costs in pursuit of a 2 per cent operating margin for 2018, rising to 5 per cent by 2023.

The company will use a competitiveness deal struck with unions at the height of the crisis to reduce costs and headcount while doubling the supply of parts from lower-wage countries and “rightsizing” French sites.

Unions now expect jobs to go in Mulhouse, which employs 7,550 workers, as production falls below 200,000 vehicles next year ahead of the first new model due in 2016.

Bigger cuts may come at Peugeot’s factory in Rennes, western France, where about 4,000 workers build the Peugeot 508 large car and its station-wagon version, along with Citroën’s C5 sedan and wagon. The plant has already been cut to one production line and so far has only one new model confirmed, a successor to the current 5008 minivan.

In 2012, Peugeot announced that the C5 successor would be produced in an Opel plant from 2016, but that does not seem so certain now.

Poissy near Paris will be trimmed next year, with the next version of the C3 (due in 2016) to be built in the Trnava plant in Slovakia and 208 production drastically switched to majority Slovak production by 2015.

Poissy will be reserved for “premium” models like the 208 GTi and Citroën’s DS3 model.

— from Reuters.



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Brush your poodle and polish your pug for 13 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



508 gets a facelift



Although the facelifted 508 is not a radical design departure from the current crop of Peugeots, it does evolve the family look with some new elements that we will see on future models, like a larger grille that places the Peugeot lion badge at its centre.

The upgraded sedan is also set apart by new headlights and a redesigned bonnet that has a more horizontal look, while the rear end gains a more distinguished bumper and a claw effect in the taillights.

The whole intention is to move Peugeot's D-segment offering upmarket and this can also be seen in the cabin textures and new features like a 7.5cm touchscreen that serves as a gateway to a whole new generation of connected services and apps.

New technologies like blind spot sensors and a reversing camera are part of the refresh.

The body styles include a wagon and RXH HYbrid 4WD.

Peugeot mentions three brand new engines for the 508, which seem specifically designed to appeal to European consumers. First, the latest 1.6-litre turbo's output rises from 115kW to 121kW while efficiency is improved too, with corresponding CO2 emissions dropping from 144g/km to 131g/km. It is paired to either a six-speed manual or a new six-speed auto.

Even more interesting are the 2.0-litre diesels that are popular in Europe. The base one packs 112kW paired to a six-speed manual and is accompanied by a new 134kW version of the same motor fitted to the AT6 six-speed auto to compete with similarly equipped Passats and Insignias.

There's even an all-wheel-drive hybrid powertrain available on the sedan and high-riding wagon.

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Of course, the new 508 isn't just for Europe, a fact made abundantly clear by its debut, scheduled for the 2014 Chengdu Motor Show in August.

The Paris Motor Show in November will be the next place to check it out.

Australia may not see the new 508 until mid to late next year.



MORE PEUGEOT GTi and R models are in the pipeline, despite the Peugeot group planning to trim the number of its models.

In a performance-focused model offensive, Peugeot will develop and introduce more GTi and R models to sit at the top of its product ranges.

At the unveiling of the facelifted Peugeot 508, Peugeot product director Xavier Peugeot revealed to Auto Express what we can expect to see from the French manufacturer.

"There are some ideas which are connected to the concept car we presented at Frankfurt," he said. "We want to cover our product ranges with a very sporty model; this is one of our key mes-

sages."

Peugeot's show star at last year's Frankfurt Motor Show was the 308 R concept. The 308 hatchback would be only the third hot Peugeot in the current lineup when launched, standing along side the 208 GTi and RCZ R.

After the hot 308, an influx of other GTi or R Peugeot models can be expected in the near future: Maxime Picat, Peugeot brand chief told Auto Express "We will develop future sports versions of all our ranges."

Meanwhile, Mr Picat hosed down weeks of speculation that the new 508 would be the last of its number because General Motors had decided against sharing the next platform with its Opel and Vauxhall big cars.

He indicated to Autocar that work on a replacement for the 508, to be introduced in 2017, was already under way.

"We are considering two body styles, one more dynamic, one more spacious and comfortable. But we are seeing how the market goes," he said.

Peugeot could follow the path set by Mercedes-

Performance gets the nod

Benz which offers the E-class and more coupé-like CLS, using the same mechanicals but appealing to different buyers.

Not so long ago Peugeot was selling the 407 and 607 at the same time, an industry blogger noted. The 607 was slightly longer, but it had the same underpinnings stretched to fit the big car.

A Peugeot source admitted that one version of the next 508 could ape the swoopy lines of the recently revealed Peugeot Exalt concept, but they still had to have a traditional sedan, especially for the Chinese market. He said there is still a place for an estate version to appeal to European buyers.

The success of the Chinese market is forcing Peugeot to examine its big car plans in other ways. It has sold more cars in China in the first five months of this year than it has in Europe.

At the Beijing motor show in April, Mr Picat told Autocar that he wanted the next generation of Peugeot 3008 to "look more SUV-like" amid concerns that the smoother crossover design of the current model was putting off Asian buyers.

— from Auto Express and Autocar.



Peugeot's 308 R Concept

Slightly noisy after lone service



No, it's not Swedish: John Dean snaps a Peugeot 504 wagon at Giza, outside Cairo, with a plate that appears to say, "VOLVO." No way, the Arabic figures say 78175.

40 years ago

1974 Sixty-five members attended the club barbie and Ralph Clissold wins the raffle for five bottles of bubbly.

In its first year, the club has \$195.20 profit from income of \$1,165.05 and has invested \$84 in equipment.

Brad Duffy's immaculate sunburst Peugeot 404 goes to sleep on Parramatta Road and attacks a Valiant ... devastation.

35 years ago

1979 Wow, it's a work of art. The Pugilist reveals the first detailed pictures of the new Peugeot 505 and members ask when it will be available in Australia.

Only 85 at the Bastille Day Ball but the venue, band and food were all great, thanks to the organisation skills of Anne Barrett.

Country member Peter Matthews puts time into sealing nooks and crannies with glued plastic strips or mastic to dustproof his Peugeot 504 for his neighbourhood.

30 years ago

1984 Norm King's 1969 Peugeot 404 Familiale judged the best Pug of 44 cars in the All-French concours.

A dinner at the Berowra Chalet celebrates 21 years of the Peugeot 504.

25 years ago

1989 A tiny 1923 Peugeot in the Gilltrap museum collection is up for sale

along with its film star stablemate Genevieve. Does anyone remember the movie?

Who owned that lovely pale blue 404 on club visit to gardens at Mount Tomah? The mystery was solved when Ernie Vale returned to his car.

Pat Dowling wowed with her bowling for Team Peugeot in triclub night.

The only Pug on NSW diplomatic plates is a 504 at the German consulate. That's quite an achievement.

20 years ago

1994 Taking honours for the best French car in the All-French Day at Chipping Norton is Cessnock Pugger Malcolm Goodwin. About 100 cars, including interstate, turn up.

Morgan Touvron fits a P76 4.4-litre V8 into his Peugeot 504. It just squeezed in when a Rover V8 exhaust manifold was fitted.

John Geremin gets PDP-11 plates for his Peugeot 504 Wonder wagon and Chris Deligny says it stands for Pure Driving Pleasure.



Two oh mud brothers: Some of the many non-505s on the 505 Tough Challenge run are left to dry off at the Bungonia Look-Down.

15 years ago

1999 A young neighbourhood kid made off with all the money raised at the All French Car Day at Windsor – some \$500.

Shopping for a Peugeot 306, Richard Williams wondered why a little old lady's medium-km car had an engine that sounded like a diesel. Its log book showed only a single service!

Intrepid Puggers Dennis Barber and Canberra club prez Colin Handley setting off for Cape York in a Peugeot 504 diesel wagon.

Robert Oakman and Chris Deligny sight a Peugeot 806 people mover on NSW plates in the western suburbs.



Two wheeler: Laurie Stewart and Phil Challinor carefully roll a new Peugeot motor scooter borrowed from British and Continental into a 2004 club meeting.

Ten years ago

2004 President Don Smith rules that the tyre kicking and under-bonnet inspections in the car park can start at 7.30 pm so that the meeting can start promptly at 8 pm.

What we've known for a long time is now official – Peugeot leads the diesel passenger car market in Australia with a share of over 50 per cent. The Peugeot 307 HDi is the top-selling diesel – as well as the most affordable.

Peugeot Automobiles Australia chief Rob Dommerson helped the Victorian club celebrate its 50th anniversary and joked about the many RECENT Peugeots he had seen parked outside.

Alastair Inglis reports that a 1935 Peugeot 401 DLT taxi, one of a series produced for the Paris taxi firm SLOTA, was displayed at the Retromobile display of old cars in Paris. It had been in service until 1962 and covered over 800,000 km.

Canberra club mag editor Peter Rees has stirred up the Sydney police with his book, Killing Juanita, on the 1975 Kings Cross murder of Mark Foy heiress Juanita Neilson. Police are checking clues, including a witness, that Peter turned up.

Five years ago

2009 Phil and Lyn Bromley trailered their 404 ute to Victoria and when the Morriset couple joined teams helping restore fencing after the Victorian bushfires it proved as handy in the paddocks as the 4WDs.

Peugeot's 908 HDi secured a one finish in the Le Mans 24 Hours and, after some clever shuffling, engineered a one-two-three formation lap or two with the third 908, which finished in sixth place. The Pugilist devotes six pages to race coverage.

Con Engel didn't rush the painter and seven months after the shell of his 505 V6 project was returned he decided the job wasn't good enough and sent it back for refinishing.



Mountain men: Members of the 206 GTi group share a dream at the Bathurst starting grid.

Lions roars...

Barry is back

Barry Johnson has returned to the state after more than 20 years in Darwin and is starting to catch up with his Peugeot club friends of old.

Barry was club president from 1989 to 1991 and editor of *The Pugilist* from 1988 to 1989, and he has loyally kept up his membership.

Now retired after selling his northern business, Barry and his wife have built a new home in Chisholm, near East Maitland, and they were hoping it would be ready to move into before the end of June.

"Now I suppose I should buy a Peugeot," he said, admitting he has an inherited 1974 Ford Falcon, a 1985 BMW, a Mercedes and a truck that he runs around in. He expressed a preference for an older model, but acknowledged he liked the look of a newer one he saw at the Newcastle motel where they have been staying.

Barry hopes he will join other members from the Newcastle area who make the trip to Sydney for club meetings.

When Miss France, Flora Coquerel, was crowned in December Automobiles Peugeot supplied a 508 as her official car for the 19-year-old lass from Orleans to be chauffeured to engagements.

In June she joined the international motoring press at the launch of the Peugeot 108, the Czech-built city car aimed primarily at young women buyers.

She was greatly impressed when she tried the car and posed for photos in 108s of different colours, choosing a purple model with a blue interior for her Facebook page.



Armidale member Jim Brear has been a loyal Lion car driver for many years.

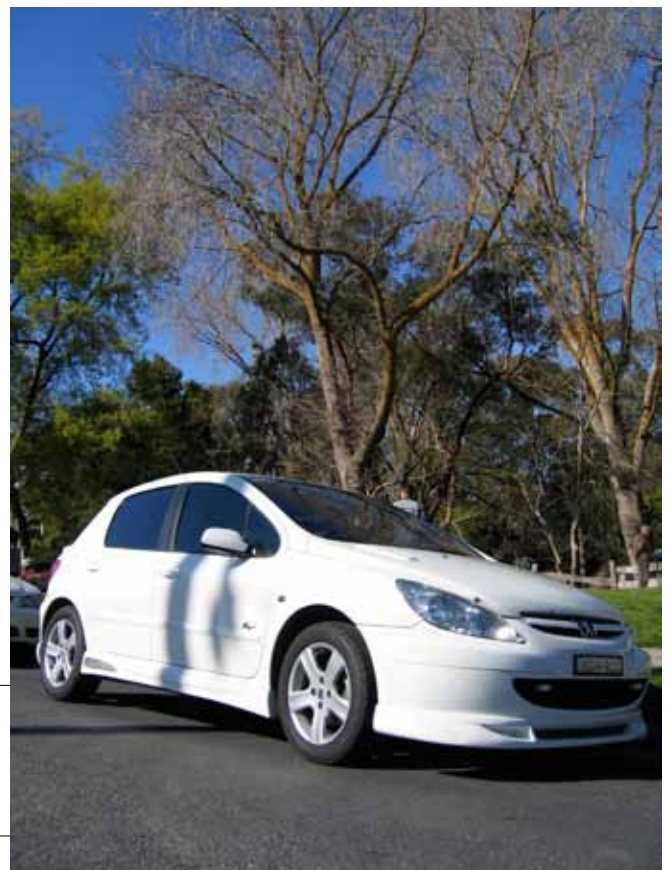
Here he is enjoying a formal occasion with his other Lions friends — the changeover of the Armidale Lions club.

Jim takes great pride in his membership and of the contribution service club members make to the community.



Padstow member Tony Lynch no longer has a Peugeot so he advised that he was not renewing his membership. "I wasn't able to attend any events but I did enjoy the great magazine," he said in his email.

Les Hanson, the journalist who wrote last month about his driving days in Canada, has responded to the call of the north where he worked for many years and has moved from Port Macquarie to Nanango, in the Burnett area of Queensland. Les has reduced his car collection ahead of his move and is seeking a buyer for the Gordon Miller-restored Peugeot 203 that he took on the 2013 Redex Re-run. He plans to join the Queensland club.



Newcastle member for 10 years, Stephen Heusz made his first visit to a club meeting in June and said he hoped to attend more often. Stephen has a Peugeot 307 with a schmick bodykit.

For sale

306 GTi6. August 2000 in China Blue with black interior. Log book and receipts. Travelled 186,000km. \$3,900.00 or near offer, John Maier. 0409 350 9420

404, 1969, alpine white, tan upholstery, March 1969 delivery, a 14 years shed car, 2 owners, in need of a lot of TLC, or for parts. \$400ono. Philip, Berowra, 02 9456

2989, philipchallinor@yahoo.com .
404 wagon, 1970, A friend now in his 80s is looking for expressions of interest in his 1970 404 wagon for sale, Alpine white, ACT reg till 05 Aug, 2014, Good mechanically, motor had rings and bearings 3 yrs ago, good tyres, panels pretty straight, no rust holes in floors, but bubbles in rear quarters, under front screen and roof gutter RH rear corner. Paint and interior require

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

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renovation. Not pretty, \$1,000ono, Campbell, ACT, Colin Handley 0414 484 398, alpinesigns@ozemail.com.au

505 auto, 1985, silver, Victorian reg TOT401 exp 02 July 2014, \$500ono, Jayne, Waterloo, 0412 860 806.

The tip, the dream and the barn find

Peter Wilson

There's nothing like the excitement of barn finding a favourite Peugeot model.

Doug Smith got a tip last month from an NRMA man living in his suburb about a 404 not quite in the neighbourhood more than 10 years after he parted with his treasured blue 404.

The prospect of a 404 again was the stuff of dreams.

Team Berowra swung into action the next weekend to disturb the sleeping beauty from a slumber of almost 14 years.

Phil Challinor and Peter Nash joined Doug in the rescue, bringing a car trailer, compressor and a chain saw for the operation. The saw was for cutting a small tree out of the way.



To the rescue: Phil Challinor steers the car to the trailer.

The 404 wasn't in a barn but snug on a concrete slab in a carport backing on to the railway yards at Hornsby.

There was a love-at-first-sight moment at the realisation it was an intact 1969 model with the big disc brakes. But it had a lot of superficial body rust and the tyres were flat on the rims.

It no longer had a working clutch or brakes, but at least the handbrake had been left off.

There's nothing worse than a frozen handbrake. Once the tyres were up, it was ready to roll.

The 404 was last registered in 2000 and papers in the glovebox revealed that Asquith member John Baker was the first owner. He had purchased the car from E and A Motors and parted with it some years later.

It was decided the car was restorable, but its condition – the body having received corrosive brake dust from the railway for years and the engine and



What will the wife say? The 404 outside the Smith home.

gearbox were of unknown quality – meant it was either a major project that would require a



In the daylight: The sedan is ready for inspection.

lot of time, effort and dedication or was too far gone to save.

Doug was tempted but took the practical view that it was too much for him, particularly because he did not have the garage space, a decision that his wife Lorraine, who had introduced him to 404s, readily endorsed.

Phil and Peter were not allowed to take the car home so it was taken to Peter's yard until they can find someone who might be interested in it (see For Sales).

New Members

We have lots of new members to announce this month (the editor has been slack). We'd like to welcome:

| | |
|----------------|---------------|
| Brian Robin | 206 |
| Peter Reeves | 306 XSi |
| Bill Scally | 505 STi |
| Tony Dear | 405 Mi16 |
| Mark Hartley | 306 GTi6 |
| Peter Melhuish | 505, 505, 307 |

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

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



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| | Service & Parts | 22 Cleg Street | ARTARMON | NSW 2064 | 02 9906 1388 |
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| | Service Unit | 2 Cnr Arthur St & Tramway Ave | PARRAMATTA | NSW 2150 | 02 9841 8979 |
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| VICTORIA | | | | | |
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| | Service & Parts | Thompson Lane | TOOWOOMBA | QLD 4350 | 07 4639 0111 |
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| 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 |
| SOUTH AUSTRALIA | | | | | |
| Australian Motors | Sales Showroom, Service & Parts | 10 Goodwood Road | WAYVILLE | SA 5034 | 08 8269 9500 |
| TASMANIA | | | | | |
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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 |
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| 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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