



the pugilist

October 2014

Magazine of the
Peugeot Car Club
of NSW Inc

Mildura Magic



Shady characters?: A couple of good-looking Peugeots are flanked by their owners at the very-recently defunct Mildura Solar Concentrator Power Station - a victim of Government vacillation over Renewable Energy Targets. Ross Berghofer & Con Engel visited the site as part of their trip to Cameron Corner proposed by Neville Summerill. The weather and road conditions intervened a little.

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PEUGEOT

Peugeot 308 GT revealed



THE PEUGEOT 308 GT warm hatch and wagon have just been revealed and will make their first public appearance at this year's Paris motor show.

The new 308 variants will be not only be available in a choice of body styles, but buyers will also be able to pick between boosted petrol and diesel motors.

The cover

Robert Crosland rises to the occasion, along with his 403, during the Oh3 weekend in Orange.

Photo: Jim Kearns

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The petrol mill squeezes 153kW of power and 285Nm of torque from its 1.6 litres of displacement thanks to direct injection and a twin-scroll turbo. Power is sent to the front wheels via a six-speed manual, while automatic engine start/stop is on hand to improve fuel economy.

Those who opt for the diesel will find 134kW of power and 400Nm of torque available from the 2.0-litre turbo engine. The diesel is mated exclusively with a six-speed automatic transmission that's equipped with steering wheel paddles.

The GT rides on Michelin Pilot Sport 3 tyres that are wrapped around uniquely designed 18-inch alloy wheels. Peugeot claims that each engine variant will receive its own lowered suspension tune, with stiffness increased by between 10 and 20 per cent depending on the drivetrain.

At the front both the wagon and hatch employ 330mm disc brakes; at the rear the hatch

utilises 268mm discs, while the wagon has larger 290mm rotors.

The standard Driver Sport Pack, which can be switched off, adds red instrument lighting, a firmer feel for the electric power steering system, louder engine note and a more responsive accelerator to the equation.

All 308 GT variants feature extra air intakes at the front, black wing mirrors, LED headlights with sequential indicators, and a perforated leather steering wheel. Other available equipment includes blind spot monitoring, automatic emergency braking, radar-guided cruise control, and automated parking.

In Europe, the Peugeot 308 GT will head into showrooms at the beginning of 2015. It's unknown at this stage whether the GT will be making its way down under.

— from *CarAdvice.com.au*



Changes to the constitution

Ross Berghofer

A MAJOR GAP IN the committee position has been filled. Club member Tim Arnot has agreed to take over as club treasurer. In the meantime, Con Engel will continue as treasurer until Tim is fully conversant with the position. On behalf of the club I offer a big thank you to Tim for taking on this role.

The recent Marulan track day was another success story for our club and thanks go to Helen Louren for making it happen. This was done in conjunction with the Historic Sports and Racing Car Association that was the organising

club for the event.

The '03 Weekend at Orange was a lot of fun with lots of conviviality. An event that was not a success, but a washout, was the Shannon's display day at Eastern Creek on 17 August. It was a complete washout and I am told that attendance was in the low hundreds, not 1800 as had been expected. This is a particularly disastrous result for the event organisers, the Council of Motor Clubs, whose volunteers contribute hundreds of hours of their time for the event. Financially, the result would create considerable stress. Please support it in 2015 by attending.

As I foreshadowed in last month's report, the committee proposes streamlining the audit requirements of our club's constitution. Under the Associations Incorporation Act, our club is regarded as a Tier 2 club and as such is not required by legislation to prepare an audited financial statement to the

annual general meeting.

But accurate financial statements have to be presented to the AGM.

Accordingly, your committee will propose that an audit sub-committee be created to act as an internal auditor. This process will save the club some \$250 per year in auditors' fees. Your committee has every intention of providing an audit independent of the incumbent treasurer. Financial statements must be lodged with the Department of Fair Trading, with a lodgement fee, after they have been presented to the annual general meeting.

Your committee is in the process of preparing a proposal for this and other amendments.

Our club's constitution may be found at www.peugeotclub.asn.au/docs/ConPCCOct04.pdf

The November meeting will be at Shannons at Artarmon – not the October meeting.

And H platers, always have your club magazine with you on club outings to prove to anyone who asks that you are on an approved club outing.

Hank's Outback Trips

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

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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.

15 October

Peter Wilson

TIME IS RUNNING OUT to contact Peter Wilson if you are interested in attending this event. Numbers need to be finalised for catering purposes.

Peugeot car club members are invited to an exclusive preview of the all new Peugeot 308 – the European Car of the Year – in Sydney on Wednesday, 15 October.

Peugeot Automobiles Australia will lay out the red carpet and host the event at the Sime Darby Australia headquarters in Homebush as part of its plans to continue involvement with the car clubs.

The event will begin at 6.30 pm at 350 Parramatta Road, Homebush West and there will be an hour-long presentation “showcasing the car”.

Turn at the lights on Parramatta Rd when you see the Kia showroom, and the building is the brick one under the Citroën DS5 billboard.

The managing director of distributor Sime Darby Australia, John Startari, who is responsible for both Peugeot and Citroën, revealed plans for the meeting when he attended a NSW club meeting to present 1956 Ampol Around Australia Trial winner Allen Taylor with a special award.

Why not come along and have a gawk at the latest model to arrive from France.

See if you can tell what the tailgate is made of, or spark a debate on whether you think the lion badge looks better on the grille or the bonnet.

Can you imagine controlling all the car’s functions from the large centrally mounted touch screen or do you long for the simple levers and dials of your classic Pug?

Car club members interested in attending the 308 preview need to contact Peter Wilson at peterwi@zip.com.au or leave a message on 02 9331 4159.

OASIS

Tue, 7 October

Reg Short

The next OASIS run will be on Tuesday, 7 October to St Peter’s Church.

We’ll meet at the church car park at 187 Princes Highway, St Peters at 9.45 am. We will then cross the road to McDonald’s for morning tea and will return to the church for an informative talk and inspection of the church and grave yard.

We will depart the church and proceed to Earlwood Bardwell Park Sports Club for a Chinese lunch from 12.30 pm. The club is in Doris Avenue, Earlwood. There is ample parking at both the church and the club.

For those who want to order club shirts Reg Short will take orders on the day; the cost will be \$30 each. Please bring money with you as is payment with order.

Any enquiries to Reg Short on his mobile: 0409 773 371.



Club preview of 308 in Sydney

Robert Rigg

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

We meet on the third Sunday of the month at the Newington Reserve business car park, at the northwestern corner of Holker Street and Slough Avenue, Silverwater.

Regional, interstate “froggers” along with all age groups and sexes are welcome. No commitments and no memberships are required.

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

The venue is central for most, is a sizable off-street parking area with a well maintained lawn area that should not be parked out, has



Tyre kickers welcome

Inaugural tyre-kickers day on 16 March.

amounts of shade, toilets and under cover awnings if it rains,

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

Topics discussed have been wide and varied, with many different cars available to look at.

On some occasions, our more modern pugs have even been plugged into laptops with diagnostic software — and long running issues have been sorted out.

Many issues still remain to be discussed.

19 October

Club diary

Wed, 1 October
Club Meeting, Veteran Car Hall, Five Dock, 8pm.

4-5 October
Australian Motorkhana Championship, Nirimba

Tue, 7 October
OASIS Run, St Peters Church, St Peters.

Wed, 8 October
Committee Meeting, Ryde Eastwood L Club, 8pm

Sun, 12 October
Tweed Valley Run, Murwillumbah..

Wed, 15 October
New 308 Preview, Peugeot Australia, 6:30pm.

Sun, 19 October
Tyre kicking Day, Newington.

Sun, 26 October
French Car Festival, Balwyn, Victoria

Sat, 1 November
ACT All French Car Day, Telopea Park School

Wed, 5 November
Club Meeting, Shannons St Leonards

Wed, 12 November
Committee Meeting, Ryde Eastwood L Club, 8pm

Sun, 16 November
Tyre kicking Day, Newington.

Sat, 29 November
End of year dinner, Stonebar, Merrylands

Tue, 2 December
OASIS Run. tba.

ACT French Car Day

Simon Craig

1 November

Telopea Park School in Canberra is the venue for La Grande Fête, where the ACT's annual French Car display is held.

As well as the French cars, the event is a celebration of all things French, with numerous stalls selling French food and goods.

During the day, the children of the school will be performing in the school hall, but there is also a fun fair set up with lots of rides for the kids to enjoy.

Later on in the afternoon, the Canberra-based "battle sports group" 100 Swords

will stage a mock mediaeval battle on the soccer field, which is always a popular event with the crowds.

The display of cars kicks off from 2:30pm with judging and prizes at around 5:30pm.

The Fête itself concludes at 7:30pm. Of course the big ticket item is the famous raffle, which has all manner of goods on offer, but the first prize is a return ticket for two to Paris.

End of year dinner

29 November

Simon Craig

THIS YEAR'S VENUE for the end of year dinner sees us returning to the Stonebar at Meadowbank, where last year's dinner was held.

A popular venue, Stonebar has a great outlook on the Parramatta River.

The menu caters for seafood and non-seafood lovers alike.

A dizzying selection of meals are available and, with only 30 places booked, you may have to get in quick as this was a very popular function last year.

Stonebar Brasserie is located in Meadowbank, at the end of Bowden St, directly opposite the Sydney Ferries wharf.

Price has been finalised at \$45/pp.

Anne Cosier will be collecting funds and if you would like to book a spot at this event, you'll need to pay upfront, as deposits are not being taken.

We'd love to see you there.



November Club meeting at Shannons showroom

Simon Craig

5 November

THE NOVEMBER Meeting (not the October meeting as has been previous years) will be held at the Shannons Showroom in St Leonards—so members can view the cars that will be in the Shannons Late Spring November Auction, from 7pm-ish.

The lots up for auction include some fascinating vehicles, like a Lancia Lambda — a 1920s car which keen readers of the Pugilist will know pipped the Peugeot 201 in having independent front suspension. Refer to David Bean's article in Feb 2008.

Other cars include an Austin Atlantic, an Alvis Speed Twenty, a Jensen Healey roadster and a 1949 MG TC Roadster.

If it's anything like previous years it will be an interesting mix of cars.

The Shannons Showroom is at 65 Reserve Rd, St Leonards. For those that have not been before, the carpark entrance is on the left, just past the



SHARE THE PASSION

roundabout with Frederick St on Reserve Rd. If you find yourself at the entrance to Royal North Shore Hospital, you've just missed the driveway.

This is always a good night so we're looking forward to seeing a good turnout.

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Tweed Valley pug day run

12 October



David Besson and Gayl McKay

NORTHERN MEMBERS are welcome to join Queenslanders on a Tweed Valley day run on 12 October.

We meet at Budd Park Murwillumbah, past the roundabout, off Alma St and next to the Tourist Information Centre. Arrive at 10am (Qld time).

BYO tea and coffee, but don't worry about food as we will provide some French nibbles.

It will be a gentle scenic run around the Tweed, answering (optional) a few French questions. The run will finish up at the Bessons, 7 Wentworth St, Murwillumbah for a French-style lunch. Just bring your own drinks.

We would appreciate some idea of numbers as I need to catch the right number of snails, so please RSVP by 9 October. We hope to see you then.

David and Gayl, 02 6672 6620, 0407 181 482 or gsmckay@bigpond.com



Picture: commons.wikimedia.org

Mt Warning in the distance, from the Clarrie Hall Dam, near Murwillumbah

French Car Festival 26 October



Last year's Festival was a glamorous affair — including our very own Andrew Park

Simon Craig

The Peugeot Car Club of Victoria's version of our All French Car Day is on 26 October 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/jdqQ16>

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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 and run by the Peugeot Association of Canberra

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 Pugilist

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Other copy before then if possible.

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Send text and pictures as separate files.

Pix as .jpg files.

• Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 30 October.

Historic registered vehicles welcome.

Who are ya gonna call?

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They've shrunk the engine

Peter Wilson

IN THE COUNTDOWN to the local launch of the all-new Peugeot 308 this month, an unconfirmed report emerged that this award-winning model combining Parisian chic with the latest in the company's clean, green and mean technology will come with either a three-cylinder 1.2-litre petrol engine or a 2.0-litre diesel.

The CarAdvice website suggests Peugeot Automobiles Australia has chosen the triple with

Dennis Fourchon.

It's got power-saving touches such as "diamond-like coating" on the piston pins, rings and push rods to limit friction loss to achieve breakthrough performance for the capacity.

Automobiles Peugeot says it has done long bench tests and 1.5 million km of road tests with the engines.

Top Gear reckons the 308 with the PureTech is "buttery smooth throughout the rev range and offers dollops of torque low down with little lag".



Emissions beater: A woman finishes off a PureTech 1.2-litre engine at the Douvrin factory.

the highest level of tune – 96 kW – coupled with either manual or auto six-speed transmissions and stop-start.

Homebush headquarters ruled out the naturally aspirated and 60kW turbo triples being made for other markets.

The larger diesel engine will produce 110kW and 370Nm torque and will have a six-speed auto 'box plus stop-start, the website reported.

Peugeot's advertisement on the back page of this magazine makes no mention of the 308's engine sizes, just that they are highly efficient.

That is the marketing positive of the Douvrin PureTech direct injection engines that began production in March.

The industry is moving towards high-tech triples, but it has solved the technical problems that dogged the wheezy, shaky early triples in cars such as the Daihatsu Charade of 25 years ago.

Like Peugeot, BMW, Audi, Ford, VW, Fiat, Mitsubishi and Smart are emphasising the performance and the improved fuel economy, not the number of bangs.

However, motor writers like to show off that they can count.

Peugeot has shrunk the 308 petrol engine from the previous 1.6 litres to 1.2 litres. It's smaller than the 203's 1.29 litres but three times as powerful.

An updated turbo, redesigned direct injectors, improved materials and compactness have lifted economy for the PureTech without drawbacks in performance, according to its chief engineer,

"Considering it's not the smallest car, the 308 handles the diddy engine incredibly well," Top Gear reported. "The more powerful version is impressive.

"More than that, lopping off a cylinder has given this austere and polished Frenchie a bit of personality, thanks to the chirpy and characterful soundtrack of wastegate flutter remixed with a wonderfully gruff 3 cyl thrum."

The all-new 28 kW 203 engine was one of the most advanced of its time but salesmen hardly mentioned it then, not when they could better show off the ride of the car with a wild run over a rough road or cite its Redex Trial record.

Engine size has not mattered in the later Peugeots when they can keep up great cruising speeds.

Talking to salesmen, they are more concerned with learning the new 308's pricing details than engine specs as a keen entry price level will be a key factor in sales. After all, they've been selling 208 triples already.

If someone must have a 308 with a bigger petrol engine, the 308 GT shown at the Paris show this month will be here next year.

It was not by engine alone that the new 308 was voted European Car of the Year, having significantly better equipment and technology

than its predecessor and outshining its rivals in many respects.

Features available in Europe include full LED headlamps, panoramic glass roof, keyless entry, dual-zone climate control, 20 cm colour touchscreen with reverse-view camera and satellite navigation, and a driver assistance package with dynamic cruise control and an emergency collision alert and automatic braking system, CarAdvice pointed out.

The club's preview of the 308 this month will be a week ahead of dealer presentations to their customers and ahead of the press launch.

Since the nippy 306 hatch, the three-oh series has been Peugeot's local volume model and Homebush wants that to continue.

The 307 became Australia's most popular Peugeot model, peaking with sales of 1,016 in June 2007. It found a market sweet spot with the frugal HDi diesel until high fuel prices stabilised and others brought in their diesels.

In 2013 22,920 Peugeot 307s were on our roads.

The early 308s with 13,012 registered were outnumbered last year by the 206s, which came in at No 2 with 13,627.

The new 308 arrives as the market has swung into a two-tier mode; the luxury brands continue to do well – Audi, BMW, Porsche and Maserati all improved figures – while most popular brands have had the post Budget blues of buyer caution.

Official industry figures show Australia's new car market fell 5.5 per cent in August 2014, compared to August 2013, with 88,157 registrations. Those numbers include increased government buying, particularly of SUVs, that helped offset lost private sales. Private car purchases were down 15 per cent.

National sales are down 2.5 per cent year-to-date.

August SUV sales were down 2.5 per cent, but small SUVs, now across more brands, were up 16 per cent on the previous August.

A total of 305 new Peugeots were registered in August, including several RCZ Rs. This was down on the 349 the previous August.

European brands that saw growth included Renault and its commercials (up 56.2 per cent to 834) Volvo (up 13.5 per cent to 420) and Citroën (up 13.9 per cent to 115).

Toyota remained the No 1 brand with 15,638 registrations, but its figure is down 11.9 per cent compared on August 2013. Holden at No 2 fell by 18.6 per cent to 8,635, Mazda's was down 23.4 per cent to 7,529, and Honda was down 16.5 per cent dip to 2,759.

The best-selling models were the Toyota Corolla (3,247), Mazda 3 (3,124), Toyota HiLux (2,918), Hyundai i30 (2,651) and Holden Commodore (2,344).



High-tech: The film Lucy showed the potency of the Série 2 308. Check <https://www.youtube.com/watch?v=H4RIMxC5-e8>

Pugs in the vines



Simon Craig

Hunter-based club members turned out in abundance, along with plenty of Sydney-siders, to the second Hunter French Car Day run hosted by Nightingale Wines in a picturesque setting in Broke.

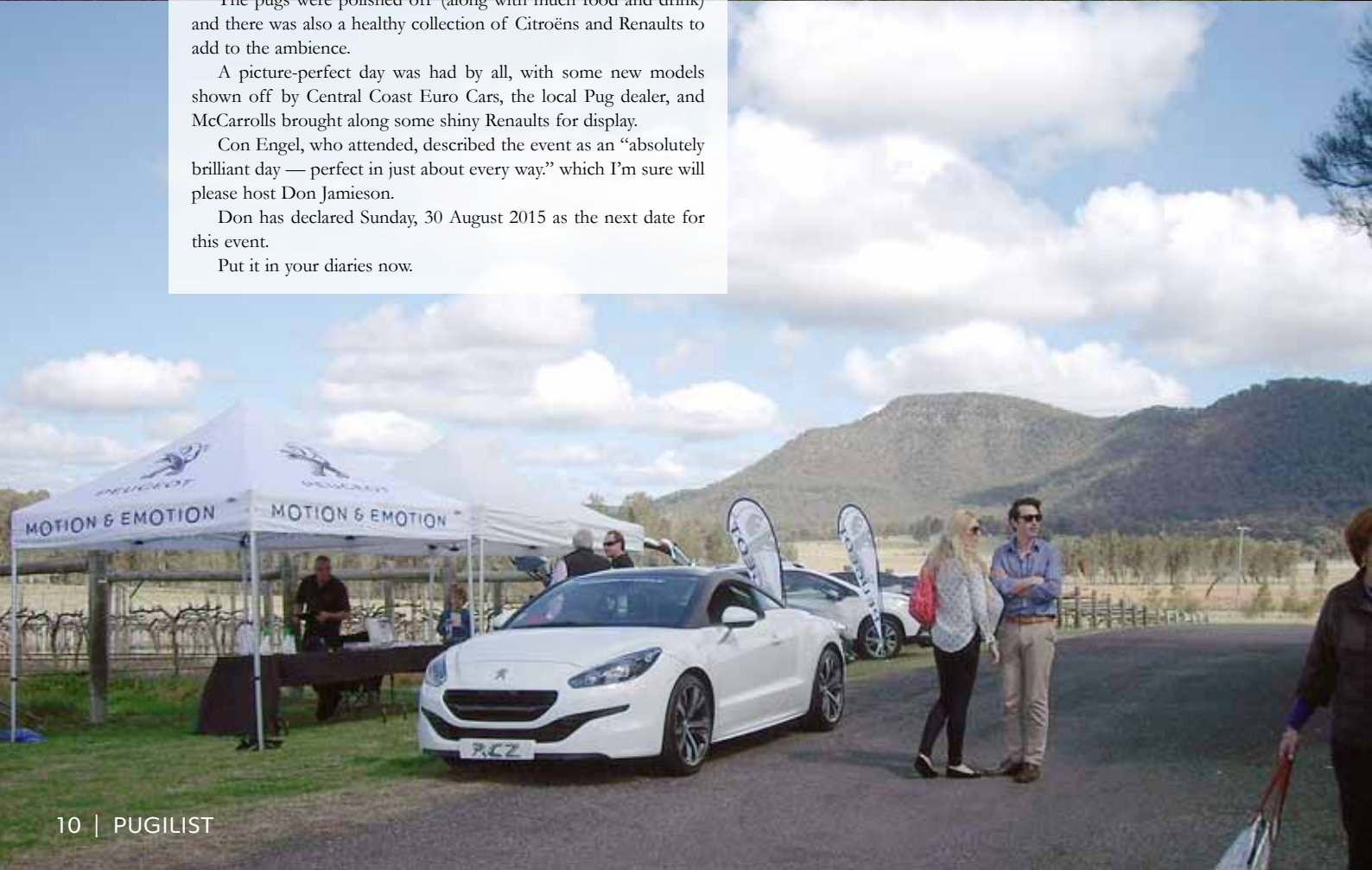
The pugs were polished off (along with much food and drink) and there was also a healthy collection of Citroëns and Renaults to add to the ambience.

A picture-perfect day was had by all, with some new models shown off by Central Coast Euro Cars, the local Pug dealer, and McCarrolls brought along some shiny Renaults for display.

Con Engel, who attended, described the event as an “absolutely brilliant day — perfect in just about every way.” which I’m sure will please host Don Jamieson.

Don has declared Sunday, 30 August 2015 as the next date for this event.

Put it in your diaries now.







Peugeot Persia

Geoff Pillans

I RECENTLY HAD THE pleasure of visiting Iran, a destination I have long desired to visit. I added it to the tail end of a trip to Europe. I travelled via Turkey, boarding a train in Ankara bound for Tehran (well, two trains and a ferry that collectively form the “Trans Asia Express”).

Having heard of the popularity of Pugs in Iran, I was fully prepared for my fair share of Pug-spotting. After all, even the former president, Mahmoud Ahmadinejad, had a soft spot for his personal 504 and regularly chose to drive himself.

The sheer number of Peugeots on the road was staggering! I estimated conservatively that at least 20 per cent of cars on the road bore the familiar lion badge – almost exclusively 405s and 206s.

The Pug-spotting began early in my experience of Iran, having spotted quite a few 405s in



the semi-arid plains of the north, shortly after crossing the Turkish-Iranian border. The hardy 405 was used here for all sorts of purposes – goods transport, farm vehicle, family sedan, and

luxury taxi service.

Upon arriving in Tehran, the ubiquity of Peugeots became instantly obvious. They were everywhere. Take any stretch of road in the capital, and you are virtually guaranteed to find dozens of bright yellow or green 405 taxis weaving their way through the insane traffic.

Amongst the traffic mayhem are also many 206s fighting for road space. Whereas the 405 makes for a popular taxi and executive vehicle, the 206 is a popular car for private use.

Both 405s and 206s continue to be assembled locally by manufacturer Iran Khodro, which also produces car under its own badge along with Renaults and Suzukis.

In 1999 the locally assembled 405 even received a facelift – using 406 parts – and eventually was renamed to the Peugeot Pars (meaning “Persia”).

A 207 variant was also produced briefly from 2011 to 2012, but halted due to relations between Iran Khodro and Peugeot being cut thanks to international sanctions imposed on the country. Presumably they had enough 405 and 206 parts stockpiled to continue production of them!

Of all the models, the Pars is certainly the



nicest, and the top-spec ELX trim level even has modern conveniences like parking sensors and heated seats (this is essentially a 405 remember!). This makes it the car of choice for well-paid public servants, with parking areas outside government offices overflowing with Pugs.

Of course, I didn't spend my entire two weeks in the country looking at cars. The real drawcard for me was the incredibly rich history of Iran. I visited majestic palaces of past dynasties, and ruins of ancient empires dating back as far as 2,500 years ago. The people are friendly and welcoming, and always keen to educate you about their culture and history.

Despite the rather negative image that is held in the West, Iran is safe to visit and welcoming to foreign tourists. Indeed the fragile economy depends on foreign visitors bringing hard currency to the country (Euros or US dollars preferred). And after all, a country of Pug-nuts can't be all that bad now can it?

— *from the Canberra magazine Roar.*



Pugger's gates



In August, Ross Berghofer and Con Engel set off in their tough 505s towards Lightning Ridge, on a quest to Cameron Corner with Neville Summerill. Things didn't quite work out as planned, but they got to see some interesting parts of the country.

Pictures: Ross Berghofer & Con Engel

Ross Berghofer

THE RAIN WAS torrential. Creeks that were dry the afternoon before were in flood the next morning — we had to stop because it was too slippery to drive the 505s in the rain.

Yet we were so lucky to experience this. Usually the New South Wales outback is hot and dry. We experienced it when it was cold and wet. This meant, of course, that there were no insects to annoy us and that our planned trip to Cameron Corner had to be abandoned.

Gravel roads were closed and heavy fines apply if you drove on them. The mud created havoc and was too slippery. We decided on another journey instead.

This then was the experience in the first few days of Pugger Buggers of August 2014.

Two trusty 505s set out from Sydney with Con Engel and Ross Berghofer as their captains — with their friends Mal and John as their two-way radio operators.

We met at Lightning Ridge on Tuesday, 12 August and headed off to the west to follow Neville Summerill's itinerary. Unfortunately, Neville had to withdraw from this trip because of a late change of plans.

We drove through Brenda and the Toulby gate, which marks the border of NSW and Queensland.

The roads were adequate, but didn't really

prepare us for the journey on rough roads into Ellerslie station, where we stayed in the shearer's quarters on Wednesday night.

Our hosts were friendly and welcoming, with the accommodation fees being donated to the Royal Flying Doctor Service.

The owner of the station suggested we visited a hot spring bore, so that was first on the agenda,

the next day. This provides drinking water for cattle and other stock. At the bore head is a tank that can be filled with the hot water and is used as a spa by the locals.

We were tempted to use it, but we all decided the air was too brisk for us city wusses.

As we pushed west, the road deteriorated, with a surface of rocks and in other parts the wet



Ellerslie Station

conditions did not help. These roads are definitely not for the more modern cars. The higher the ground clearance, the better.

Driving toward Enngonia, while in the middle of nowhere, we came across a man and a woman with four camels who were walking home to Gympie.

Checking the weather forecast, it did not look not pretty: rain was expected.

After reaching the Mitchell Highway at Enngonia we drove south to Bourke to visit the grave of Fred Hollows, and then to Cobar for an overnight stay.

The next day came the rain all the way to White Cliffs where we stayed in the Underground Motel. The town was busy because there was a land care conference attended by some 50 people. And it rained and poured. The roads in town were not sealed so they turned to mud. Not fun.

We escaped White Cliffs and headed off to Broken Hill for two nights to see the sights of the town. At the Hill we inspected the underside of the cars for the accumulation of mud, but there had been so much rain that the spray from the wheels had cleaned the car.

A trip to Silverton and the lookout over Mundi Mundi plains saw more rain, but the clouds cleared overnight and that evening the sky was absolutely clear and cold – ideal for star gazing. It is just awesome to see so many stars and the Milky Way so clear.

While at the Hill we went on a tour of the Royal Flying Doctor Service base at the airport. If you are in the area, make a point of seeking out this tour; it is worthwhile to learn about the conditions under which the doctors, nurses and aircrew operate.

By now we had confirmed our plan to head from Broken Hill some 300km south to Wentworth to see the confluence of the Murray and Darling Rivers. This is an iconic Australian landmark and well worth seeing, including the Perry Sandhills. These were formed after an ice age 40,000 years ago and are shaped by wind ero-



The bore head servicing Ellerslie Station, west of Lightning Ridge.



Ross preparing to check for excessive mud under the car.



sion over thousands of years.

Tuesday, 19 August saw us head off to Mildura, a vibrant city on the Murray, well worth another visit to its many attractions.

From Mildura it was a short drive south to Carwarp to view the array of solar collection dishes of the Mildura Solar Concentrator Power Station.

At Red Cliffs we stopped to inspect Big Lizzie, a gigantic crawling machine built in Melbourne in 1915 to transport wool and other heavy goods, replacing the camel trains of the time. Big Lizzie travelled at around one mile per hour when it was in operation.

That afternoon took us across the Hay plains to Hay. On the plains, you can see trucks five kilometres in the distance.

The next day we headed home and to the end of our journey.

This was a wonderful trip and the 505s handled the 3,500km of good and rough surfaces with aplomb. They are just great touring cars with plenty of room for luggage, food, spare parts and humans.

Neville Summerill intends to accomplish his plan to drive the roads in northwest New South Wales. Stay tuned for information on this and in the meantime, start preparing your vehicle.



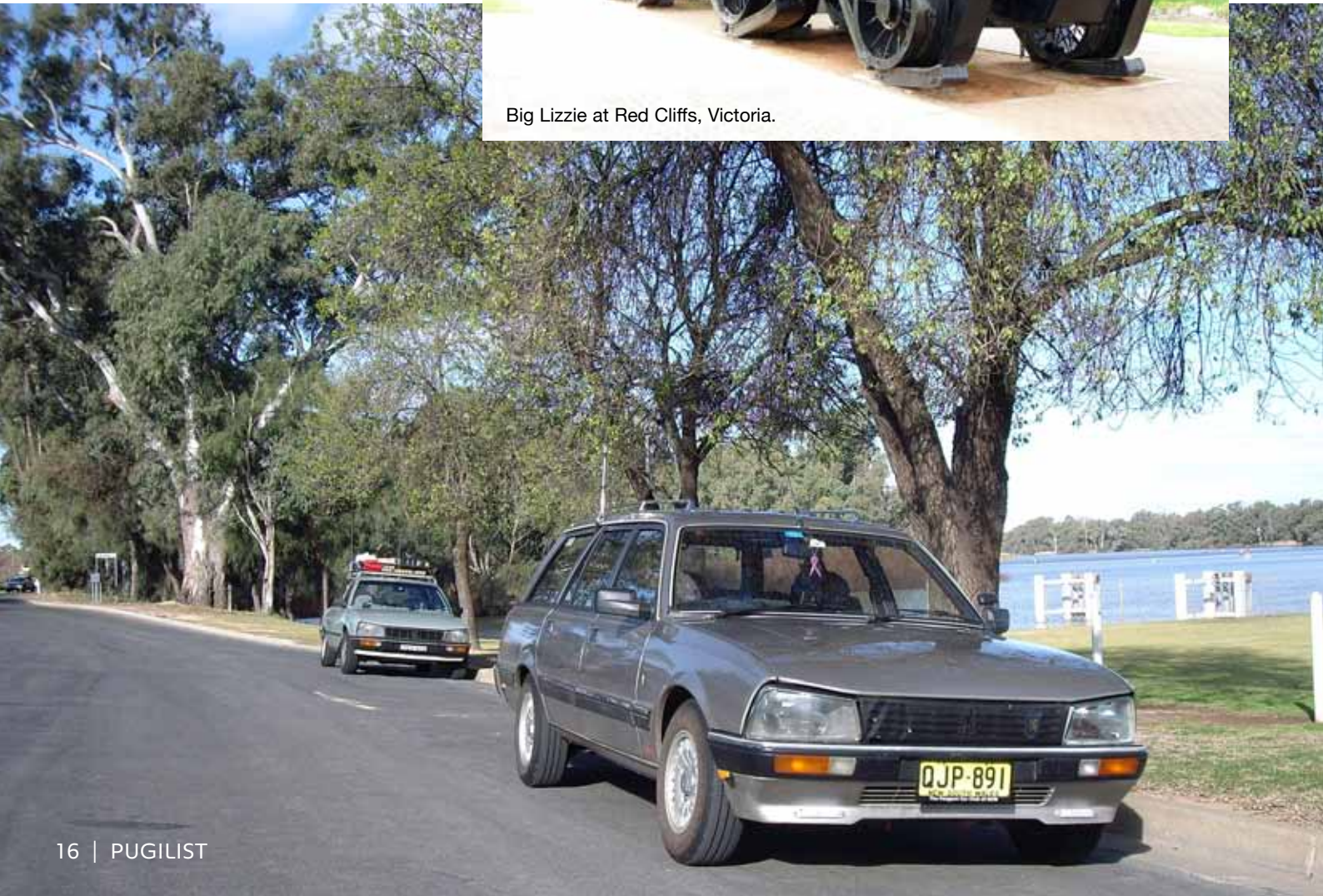
Ross checking for more mud...



A stately tree trying to survive in the Perry Sandhills, Wentworth, NSW.



Big Lizzie at Red Cliffs, Victoria.



Neal collecting Coupés

Steve Palocz

CLUB MEMBER Neal Vaughan likes his 504 Coupés. Earlier this year Neal sold his late model 504 Coupé to a French gentleman who literally stopped Neal while driving one day.

As Neal's passion was to own an earlier first edition of the Pininfarina coupe with all the early model details — such as handbrake mounted under the dash, clock instead of tachometer, console with chromed speaker grill etc. (plus of course the four headlamps) he took the Frenchman's offer.

Neal then searched what 504 Coupés were for sale in Europe and spotted this nice light gold/champagne coloured one for sale through a German car dealer.

Neal made some enquires as to the condition of this coupé and then decided to buy and import it to Australia, using a customs agent who knows all the “ropes” on importing cars into Australia and letting the agent handle all the paperwork and people.

When I spoke with Neal about the whole thing, he made it sound so easy: all you need is money.

I must say that the all up cost of his very nice



THE RARITY OF this gorgeous Peugeot 504 cabriolet looking immaculate on the hemmings.com website recently is enough to whet a serious interest.

It is one of the 1,500 or so that were powered by a V6 engine coupled to a manual gearbox, a model that is hard to find these days.

It even has a set of French plates and the TRX look-a-like 15 inch wheels.

The black, tan trimmed car is described as a rare find that has been in storage for five years and in excellent condition for restoration. The price is US\$17,750.

However, even with a dream car, a buyer has to be wary, particularly with a cabriolet.

Steve Palocz pointed out that Gullwing Motors had advertised the cabriolet previously its website with even more photos.

When he saw the engine bay photo at www.gullwingmotorcars.com/galleria_images/1799/1799_p15_l.jpg Steve kept his bidding hand in his pocket. He suspected it could have been under water and reckoned he could smell the salt.

The car is certainly a mess under the bonnet, with rusty butterfly clips on the air cleaner, damage to the original sage green paintwork, what

structure would have to be inspected very carefully for any rusting from the inside.

“By the rust in the engine compartment, I’d want to take a real close look at the substructure,” he warned. “These cars were rusting from the inside with not outward rust showing.

“When I told the body shop to cut the frame box open on my 304, the body man said I was wasting my time since all the seams were clean and not swelled. I was finding the car flexed too much on the road.

“Surprise surprise, the inside reinforcement had an inch missing the whole length of the passenger cabin on both sides.”

Vermont parts supplier Brian Holm knew the car.

“It was parked in an underground garage in New York City during Superstorm Sandy [in November 2012] so it was totally submerged

example was considerably under the asking rate of 504 Coupés for sale in Australia, so there is a really good saving to be had but which is associated with some risk when buying a car sight unseen.

He’s now owned a few 504 Coupés, so his experience in buying one helped.

Beware the dream car

seems a shot battery and a disconnected air intake.

On the Peugeot-L forum, it was agreed this project car was overpriced.

Montreal Peugeot specialist Mike Aube warned that the substructure would have to be inspected very carefully for any rusting from the inside.

in the salty, gritty floodwater,” he reported.

“Despite my urging to get it to someone versed in marine recovery asap, nothing was done with it for a long time at least. I would suspect that the body structure is at serious risk, never mind the mechanical internals, which could be replaced.

“They have done an amazing job with the stuff you can see; the question is, what about the electricals, mechanicals, and structural important stuff?”

A Dutch collector said when restored properly or in good original condition the V6 cabriolet would be worth €20,000 to €25,000.

“When brought back to original condition, this car is a joy to own and drive and the engine noises it makes brings a tear to my eyes and a lump in my throat just like every time I drive in my 604 Ti,” he said.



Robert's operation impresses the doctors



Oh 3 Weekend

Pictures: Jim Kearns & Graeme Cosier

Jim Kearns

THERE IS SOMETHING special about spring in the country with a clear blue sky, the sun on your back and the crispy coolness of evenings. This was to be our weekend in Orange.

People were to arrive on Friday afternoon.

Colin and Susan Harris from Melbourne left home at 9am and arrived at 6pm in a newly acquired 407 coupe with the 2.7 litre twin turbo V6 diesel engine, and had overtaken everything on the hills. Colin, who had recently retired and who had not been to Peugeot events while working, had decided, "It needed the run".

Club members who tried the Canobolas Hotel for Friday dinner were impressed, with Colin insisting it was the best steak he had ever had and Kerrie de Waard the best Caesar salad.

Saturday morning was set aside for BBQ lunch shopping and after morning tea at Cook Park we made a vehicular climb of Mt Canobolas. Eric and Rowie Griffiths's 403 overheated somewhat and was a little difficult to restart after vapourisation problems but these were sorted out with the help of the McHardy boys. Eric agreed it could have been "altitude sickness".

Meanwhile, Robert and Enes Crosland arrived late to the mountain top as they had caught themselves up in the Orange Markets at the Showground. Robert may be mechanical, but Enes has a green thumb and was very pleased with her purchase of a large bag of "Organic

Sheep Pooh" that was exposed in more ways than one on opening the boot.

We had a relaxing afternoon under the blossoming trees by Lake Canobolas. This was punctuated by the Crosland's 403 puncturing a front tyre while coming down the mountain's gravel road. We watched Robert open the boot and remove the Pooh bag. On the right hand side of the boot was an intricate and cleverly built timber cabinet housing all the mechanical requirements, including light bulbs in their original boxes.

The master was, in fact, a carpenter by trade, but looked more like a surgeon without his gloves. All instruments were original, including the Peugeot jack and Michelin tyre pump, and, watched by the three doctors present, the operation proceeded without complication.

Don and Janet Bailey were impressed with the previous evening's Cab Sav and found the winery nearby that had produced it. A few hours later they had purchased a dozen to add to their 75 dozen cellar.

Group shot from the Mt Canobolas look out



Saturday night had been booked at the RSL Club. Sandra Berghofer admitted to a fetish for raffles and convinced Anne Cosier, Kerrie De Ward and Susan Collins to join her and test their luck.

At 7.30 pm the number on the gamblers' electronic TV screen revealed number 3856 as a winner. Susan Collins collected a \$300 voucher to visit the jeweller on Sunday. The girls spent all Sunday morning making a shopping decision and eventually met us at Milthorpe where Susan displayed a beautiful set of turquoise ear rings



Jim Kearns & Ean McMaster

which matched her delicate blue eye colour.

Ruth Oakman, who does some part time work at the Panthers Club, is an avid Penrith supporter and she left the motel at 5.30 to obtain front row seats in front of the club big screen to watch the game. It was a see-sawing game against Easts and she was ecstatic when they won by a point with three seconds to go. Her husband, Robert, was relieved.

We traversed the historic Gnoo Blas race track where Jack Brabham had won two Australian Grand Prix, the last averaging 100 mph, which is amazing on the circuit's three tight corners and short straight.

Keith Bridge gave us a brief talk with some history and said his brother Albert ran his first race there in 1959.

We then travelled 12 kilometres to the Forest Reefs Hotel for a nice, fresh lunch, which with a glass of Chardonnay and some more talk, was a nice conclusion to our Orange weekend.

There were no incidents with any Oh3s apart from the flat tyre as far as I am aware and it is a nice custom that Oh3ers contact each other once they are home to make sure everyone had a good run.

Participants

203s: Keith and Hilma Bridge, John Williams and Paul Porta, Jim and Marie Kearns.

403s: Robert and Enes Crosland, Eric and Rowie Griffiths, Andrew and Geoff McHardy, Don and Myffany O'Regan,

404: Ean and Rhonda McMaster.

505: Ross and Sandra Berghofer.

308s: Don and Janet Bailey, Wal and Patricia Glading

407 coupe: Colin and Susan Harris.

Citroëns: Leon and Kerrie de Waard, Rob and Ruth Oakman.

Toyota: Charlie and Deane Cutajar with Keiralee, Talisha and Ryan.



L - R: Enes Crosland, Myff O'Regan, Rowie Griffiths, Talisha Cutajar, Hilma Bridge and Rhonda McMaster



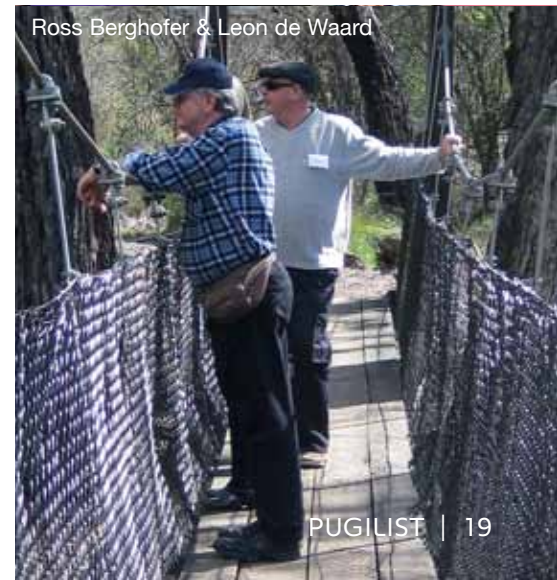
Andrew & Geoff McHardy enjoying a cuppa



L - R: Anne Cosier, Janet Bailey, Susan Harris, Sandra Berghofer, Marie Kearns, Kerrie de Waard & Ruth Oakman



Keralee, Charlie & Talisha Cutajar, with Marie Kearns, Ruth & Rob Oakman



Ross Berghofer & Leon de Waard

Louis Panhard

French car maker and enthusiast

Jean Panhard, who has died aged 101, played a vital role in ensuring the survival of his family firm which, as Panhard et Levassor, marketed the first production petrol-engined cars to the public in 1891, two years after the steam Peugeot-Serpellet tricycle.

The French company, founded by Jean's great-uncle René Panhard and Emile Levassor in 1887, had rewritten the automobile design rule-book, putting the engine at the front, and, for the first time, transmitting power through a system of gears.

In 1900, when France led in automobile production, Panhard et Levassor was the most important car manufacturer and exporter in the world, and the firm maintained its reputation for engineering excellence into the 20th century.

A Panhard roadster set a world speed record of 193km/h in 1934. Panhard cars excelled on the racetrack too, winning a famous victory in the 1893 Paris-Nice-Paris race and going on to win a further 1,500 races, including the Index of Performance Award in the Le Mans 24 Hour race on no fewer than 10 occasions.

Jean joined as technical director in 1937 when his father Paul was in poor health and the firm in poor financial shape until it got an army contract.

After the war, Panhard produced the aluminium-based Dyna X small sedan, which became the basis of small sports cars.

In 1955 Jean oversaw the deal for Citroën to buy a 25% share of the company, but funds were still tight and in 1967 Citroën took full control of Panhard and ended its car production. However, Jean hived off the armoured car division and built military vehicles until his retirement in 1981.

Jean remained active in the car world. He was president of the Automobile Club de France,

vice-president of the FIA and president of the Paris Salon, and was involved in the rescue of the famous Schlumpf Collection vehicles.

Last year he celebrated his 100th birthday in his home town of Crécy la Chapelle with hundreds of Panhard enthusiasts.

The brand is one of several in the Peugeot group cupboard.



Jean Panhard and his 1913 Panhard-Levassor



Look, steering with one hand

An African gives a friendly wave from his heavily laden Peugeot 404 ute as an SUV travels beside it.

He returns his hand to the wheel and concentrates again on keeping his broken-backed vehicle on the busy road.

At least he doesn't have to hold on to his somewhat slumped door. Who needs latches when a rope can keep it securely in place?

The Pug being worked hard while so close to the end of its working life is a great source of amusement to the Afrikaaners who filmed it gleefully as they travelled beside it.

However, they became so distracted from the busy traffic on the road that they only just missed an approaching vehicle.

There's no doubt that Peugeot utes are worked hard in Africa and the internet abounds with photos of vehicles with extraordinary loads.

It's a testament to Peugeot engineering they can take such punishment.

The video can be viewed on the club website at <http://goo.gl/3RBW17>.

It reminded Dennis Barber of a time he loaded 48 green bales of hay on his 404 in the Adelaide hills to deliver them to a farmer nearby at night and hoped he wouldn't get caught. He calculated the load was a tad under 2 tonnes.

Dennis said it was an impressive performance for a 1600cc motor.

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A third podium in a row



Peugeot Sport

Team Peugeot-Hansen scored an emphatic podium finish at the French round of the FIA World Rallycross Championship in Loheac recently. Fastest through the heat stages with three wins, Timmy Hansen was top at the Intermediate Classification and finished second in semi-final one to line up on the second row of the grid for the final, just ahead of team mate Timur Timerzyanov. Hansen finished third, while Timerzyanov retired on the first lap. The podium finish in Loheac comes as a result of the team's best performance of the season so far.

In the ultra-competitive finale, lap times between the top drivers were just fractions of a second apart. Hansen drove a strong race to score the team's third podium in a row at the event located in the Bretagne region, in front of a crowd of over 70,000 enthusiastic French fans.

Timmy Hansen: "A podium for Peugeot in France is just amazing, it's fantastic to be part of."

Swedish driver Timmy Hansen finished on the podium at round sixth of the championship in Belgium back in July, and repeated the result at Lohéac after being the fastest driver all weekend. A pair of poor starts in the semi-final and final the only blot on Hansen's copybook, the former single seater racer really coming of age as a rallycross competitor in the heat stages. "In the fourth heat I took it easy after a fantastic first three heats where I had been fastest. We had saved good tyres for the semi-final and final. Unfortunately I gambled a bit too much at the start of the semi-final and I dropped back to last place after being on pole. I got pushed by Anton Marklund slightly in turn two, then the rest of the race was incredible. It was probably the best rallycross race I have ever done to get up to second. We were in third for the final, I said to myself on the start line that I was going to push really hard for the win but again I made a small mistake and set the RPMs too low. I didn't have the greatest start and again had to fight back. When I was in third position in the final I was pushing harder than I ever have this weekend. I'm disappointed not to win, but a podium for Peugeot in France is just amazing and it's fantastic to be part of."

Reigning FIA European Rallycross Champion Timur Timerzyanov finished fifth in the

Intermediate Classification at Loheac, and a good drive in semi-final one put the Russian star into the final. "I've had quite a hard weekend here, my car has been giving good response to the changes we have made, but the driver has not been giving similar results. You can see that the car is very good because Timmy is half a second faster per lap than I am. I don't know what to do with my style of driving, perhaps for this type of track I need to work on my circuit racing style. In the final I made a good start, Timmy was on the inside of me having a battle with Pontus Tidemand and we touched. Unfortunately it changed my direction, I hit the metal work and it broke my steering. The next track in Germany is very different to here, this car suits me well so hopefully we can have a good result there."

Team Peugeot-Hansen principle Kenneth Hansen thinks that work done by the team, including a pre-event test at Essay in France this week has brought the performance of the car to the front of the field. "We have worked hard since Canada to try to get to the next level of performance, we made some big

improvements this week where we were testing with the new third car. After the practice and after the heats we proved that we had really taken a big step forward. In the semi-final and final it didn't go our way completely, but we are happy because we were able to win here if things had gone our way. The next event in Germany is quite the opposite to here, we will try to test before then."

Head of Peugeot Sport, Bruno Famin, attended the Peugeot's home event of World RX at Loheac, and was impressed by the performance for the 208 WRX cars over the course of the weekend. "It's very good to have a third podium in a row in the World Rallycross Championship, but more than that I am very happy with the level of performance shown all over the weekend. We have clearly made a step forward. We were all hoping for a bit more than a podium for today, but we shall keep working to try and get a win before the end of the season. To have both car in the final was evidence of the competitive level of the team, the cars and the drivers."

FIA World Rallycross Championship round eight, France: Final Result

1. Petter Solberg (PSRX, Citroen DS3)
2. Reinis Nitiss (OlsbergsMSE, Ford Fiesta)
3. Timmy Hansen (Team Peugeot-Hansen, Peugeot 208)
4. Ken Block (Hooniagn Racing Division, Ford Fiesta)
5. Toomas Heikkinen (Marklund Motorsport, VW Polo)
6. Timur Timerzyanov (Team Peugeot-Hansen, Peugeot 208 WRX)

FIA World Rallycross Championship Drivers' standings (after round 8/12):

1. Petter Solberg (PSRX, Citroen DS3), 185 points
2. Reinis Nitiss (OlsbergsMSE, Ford Fiesta), 157 points
3. Toomas Heikkinen (Marklund Motorsport, VW Polo), 146 points
4. Andreas Bakkerud (OlsbergsMSE, Ford Fiesta), 126 points
5. Anton Marklund (Marklund Motorsport, VW Polo), 123 points
6. Timmy Hansen (Team Peugeot-Hansen, Peugeot 208 WRX), 118 points
7. Timur Timerzyanov (Team Peugeot-Hansen, Peugeot 208 WRX), 111 points

FIA World Rallycross Championship Teams standings (after round 8/12):

1. OlsbergsMSE/Ford, 283 points
2. Marklund Motorsport/Volkswagen, 271 points
3. Team Peugeot-Hansen, 229 points
4. PSRX, 117 points
5. Monster Energy World RX Team, 79 points
6. Albatec Racing, 32 points

Learning on Nan's French car



Doug Stanfield

THIS BEAUTIFUL FRENCH car, shown restored to its former glory some 40 years ago, is the one I learnt to drive on in 1953, although it did not look quite as magnificent as this back then.

It is a Delage Type DE that was bought new in 1923 or 1924 for my grandmother.

Nan Stanfield drove the car by road from Charters Towers in Queensland to Sydney a few times, no mean feat for a woman in the 1930s given the condition of the roads. But then she was a Scot, a Macdonald.

I have a photo of Nan beside her "Dell", as she called it.

The DE was a modest model that was introduced at the Paris Car Show in 1921, the first car with four-wheel brakes, and was a steady seller compared to the two previous postwar models. By 1923 3,600 examples of the DE were produced.

The four-cylinder side-valve engine was 2,2117 cc in capacity (72mm bore by 130mm stroke) and developed 32 bhp.

It was slow through the gears and underpowered but very comfortable on rough roads.

A special feature was a big brass air valve.

When we were going down a hill dad would say, "Quick, turn on the air valve." It would let air into the engine to slow it down. The loud sucking noise was quite frightening.

Uncle Arthur had the grander Delage D8, a competition rival of Bugatti, that had France's first straight eight engine. It had an overhead camshaft.

Dad inherited Nan's car. It spent the war on bricks and under canvas at our house in Gladesville because of petrol rationing.

He had problems in replacing its triple clutch and it was off the road for a few more years. Eventually dad converted it to a utility to do a milk run at Forster from 1949 to the 1970s.

When Nan had the car it had 24 inch beaded edge tyres on its Rolls Royce-type locking hub wire wheels, but they were difficult tyres to change. Dad converted the car to 21 inch straight-sided tyres, a far more practical set-up.

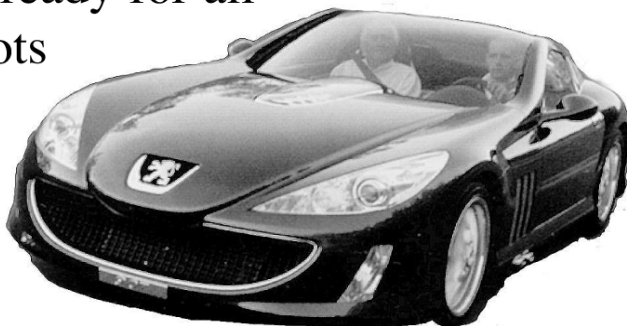
Dad sold the DE to Bill Nicklasson of Kew, on the North Coast. He restored it about 1985 using our engine, gearbox, chassis, brakes and differential and the body from another car so it ended up losing its distinctive porthole rear windows.

The Delage car factory closed through bankruptcy in 1935 but had military contracts for its former Amilcar factory. During the war the Peugeot family was forced to take an interest in it.

Delahaye bought to rights to make cars with the Delage name and they were still produced until 1953. Hotchkiss swallowed up both brands in the next year.

I have owned five Peugeots – a 203C, 404, 306 XTDI, 405 petrol auto and a 406 Mk 2 diesel. I am kicking a lot of tyres on the way to getting my next Pug.

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307 Airbags



Photo #1 – Curtain airbag deployed - metal pipe with explosive charge circled.

Mark Besley

During the “hock and scrounge” session at the last General Meeting, the availability of 307 parts was mentioned when Cameron Connor (camconnor@hotmail.com if you are looking for 307 parts) stated that he was wrecking two 307s. President Allan remarked with some surprise about “such new” cars being wrecked but when you consider that the earliest 307s are now over ten years old it is not so surprising.

There are plenty of early “T5” models for sale for \$4000 or less and cars like my 2006 307 HDi XSE wagon are now going for less than \$8000. With market values having depreciated to that extent, obviously it is easy for insurance companies to write off a 307 with any significant damage. Many of these are appearing at auction as both “repairable” and “non-repairable” write-offs.

Cameron had acquired some of these and as he lives close by, I took the opportunity to get some photos of partially dismantled 307s. This month I will focus on some of the safety items that you would not ordinarily see.

The crashes that some of these cars had suffered had triggered airbags in some cases. Have you ever wondered what a “curtain” airbag is like and the part of the car that it covers? Photo



“Bottom” Electrical Connector on Steering Wheel Airbag (same on both).

#1 shows the passenger side curtain airbag after deployment. Note the metal pipe (circled) which contained the explosive charge to deploy the airbag. This is installed in the roof of the car and was detached later during the dismantling



G-force sensors that trigger airbag deployment.



Upper Electrical Connector (circled) on Deployed Airbag but not on Replacement

process (this pipe does not fall down like this when the airbag is deployed).

A related item of interest that you don’t normally see are the sensors that initiate airbag deployment. These are mounted on top of the tunnel between the gearstick and the handbrake. These contain accelerometers that determine from g-forces and their direction whether a crash requiring airbag deployment is occurring.

Once airbags have deployed, it is of course necessary to replace them before the car can be re-registered. If the front passenger-side airbag has deployed, then part of the dashboard has also been destroyed and it therefore needs to be replaced.

Obtaining these items from another vehicle seems like a sensible idea but it is not always as

easy as it might seem.

One thing that was noted was that airbags vary between model years and obtaining an exact replacement may be difficult. Comparing steering wheel airbags between two 307s only a year apart reveals a different connector setup. The airbag that had deployed had connectors both top and bottom, but the “replacement” obtained from another vehicle only had a connector on the bottom.

As vehicles of this era become older and we want to be fixing them ourselves, these sorts of issues are going to provide challenges.

It would be uneconomic to purchase new airbags (probably worth more than the car) so the idea of transplanting them makes sense.

I’ll let you know if I hear any updates from Cameron about this issue.

Next month, I’ll take a look at some other parts of the 307 that you don’t normally see.

— from *Torque*

Bone picked with skeleton Pug

UK police pulled over an engineering student driving a Peugeot 306 without doors, lights or bonnet and charged him with dangerous driving.

Sam Wilson, 25, had stripped some parts to sell and was on his way from his home in Bingham, Notts, to sell the body for scrap at a recycling centre five miles away. Without indicators, he used his arms to indicate turns.

He said he thought it was legal because his skeleton car had its MOT.

A magistrate fined him £120 because the car lacked vital parts it had when it passed its test.

— from *the Daily Star*.

407 flunks the Rigg test



Not my size: Another car flunks the Rigg test as Robert struggles to get his long legs into the Peugeot 407. He can fit into babies such as his old Pug 205 GTi and the Pug 206, but the gigantic consoles of the Pug 406 and Pug 407 don't give him room for his left knee.

40 years ago

1974 Ken Tubman is asked to wear the club's new T-shirt while retracing his Redex victory route in a 504 next month and the call is made for an escort of club Pugs to accompany him along the first km of the Pacific Highway.



Factory fresh: Behold, a 2000-build Peugeot 504 in rally dress. UK Practical Classics magazine found this late late Peugeot 504 SL in the UK for its road tests of "The classics that refused to die".

Greg Churm's 403 was still driveable after a public holiday peasant clobbered it on the way home from the club weekend in Armidale. The other car needed towing.

35 years ago

1979 Two guys both named Mick Myers tell the club how their Peugeot 504 Ti had a fairly trouble-free run in the Repco Trial and they scoffed at the way Commodores had major components routinely replaced at service points to make sure they could finish.

Clubber Paul Tumminello holds a try-and-buy tasting of his wines transported from Mudgee in his ever-faithful 404 sedan.

Plans for the club's first maintenance day at Camperdown where two Peugeot specialists will be on tap.

30 years ago

1984 Real Peugeot bicycles reappear on the local market after a five-year absence. They are superior to some Taiwanese pirate versions which jolly rogered the trade.

Wheels magazine runs a Peugeot extravaganza with photos and praise for the marque. Dennis Rogan, Jack Perrin, John Hunt, Stuart McPhee and Ian Robinson helped gather up cars but there is disappointment that the Peugeot 604 is overlooked in the compo. Those darned journo thought it "a nothing car". Forgive them – they did say: "at Wheels we're waiting

for the company to relaunch the Peugeot 404 ... even in 1984 you'd have to buy one in preference to just about anything under \$12,000".

Now-expatriate member Stuart Lenthall launches the brand new Tassie Pug club and is its first president.

25 years ago

1989 As The Pugilist for October goes to press, Wally Best is leading a merry band on the Outback New South Wales Adventure Peugeot Trek.

Peter Flanagan tells the club dinner at Berowra of the time he took a friend from Canberra to the airport and ended his drive at the airport in Perth.

Malcolm Goodwin takes out the grand vehicle prize at the Brisbane French car display with his Peugeot 403.

Talk of exploring the brave new world of Desktop Publishing to produce the mag while Jon Marsh has been cleaning the seats of his Peugeot 403.

20 years ago

1994 It is revealed that skateboards inspired Peugeot engineer Michel Chouin's magical passive steering for 306s.

Oh-three statistician Gordon Miller splutters at suggestions he keeps his Peugeot 203 under wraps

just for concours. It has done 5,500 miles in the three years since its restoration, he declares. He now lists 326 203s and 219 403s in his database.

Much cheering over the entry of Mike Quinn's hot, hot Peugeot 405 in the big Bathurst race.

15 years ago

1999 Jon Marsh buys a second-hand copy of Ion Idriess's 1951 Across The Nullarbor — A Modern Argosy because it has a great photo of a Peugeot 203 being driven through the fork of a gigantic tree in the south-western forests. Three mates were on the challenging trip, and they reckoned the Pug, never referred to by make, was willing, comfy and economical.

Greg Doyle, of Gosford, is a little upset when his 19-year-old daughter spurns the nice, safe 1982 Peugeot 505 he bought for her because "it's really for old farts" and buys a Corolla. That "is more my style", she says.

10 years ago

2004 Club president Doug Smith acquires a C5 as a door prize at the Citroën club 40th anniversary. But they didn't give him the magical hydraulic fluid that turns a model into a full-sized car.

In crusading mode, Peter Lubrano puts the blowtorch on CAMS officials over their refusal to divulge details of their insurance policies.

Peugeot has high hopes for its 407. And someone has to do it – Peter Wilson drives a pre-release model from Peugeot on Crown to the club meeting at Shannons for members to view.

Five years ago

2009 Don Bailey woke up injured in hospital in 1975 after encountering a willy willy storm at Wallsend in his 504 and the investigating police officer told him: If you had been in an ordinary Ford, Holden or Valiant, mate, you wouldn't be here to tell me what you remember." Not that Don remembered much.

Peugeot club members have joined the Morris Minor Picnic Club for the monthly Oasis runs it organises for heritage cars. Tall tales can be heard at the lunch stop.

It's HDi models only now if you want to buy a new 407.

Pug inspectors: Members get a preview of the Pug 407 at the 2004 Shannons night.



Horny 407 in the middle of the night

Dale Horsley

I had a problem with my 407 HDi horn going off in the middle of the night. It could also get sensitive at other times if you pulled on the steering wheel or just brushed the wheel with your hand. To stop it I would just press the horn.

On average it was happening once a month, but in recent times has been getting worse. I was having trouble working out what my neighbours found more annoying, the horn blasting away at 2.00 am or me running up the backyard in just my jocks!

As you could imagine this was driving me crazy and the wife was not amused. Something had to be done.

There is a design fault with the inner workings



Screwdriver hole

of the horn (I believe), so there's a good chance I'm not the only one suffering from a horny 407.

So this is what I did. To remove the horn/airbag pad from the steering wheel, have the wheel in the straight ahead position with the steering lock engaged. You then need to insert a long flat bladed screwdriver in the hole on the underside or the steering wheel. Have the blade of the screwdriver facing in the same direction as the steering column. You will then need to feel for the spring clip (see photo), when you feel the screwdriver is positioned correctly push very hard to release the clip, the horn pad should just pop out.

IMPORTANT: There is an airbag in there, so be mindful not to have your face or anything else that is important to you in front of the wheel. We are not touching any of the airbag wires, but it's better to be safe than sorry.

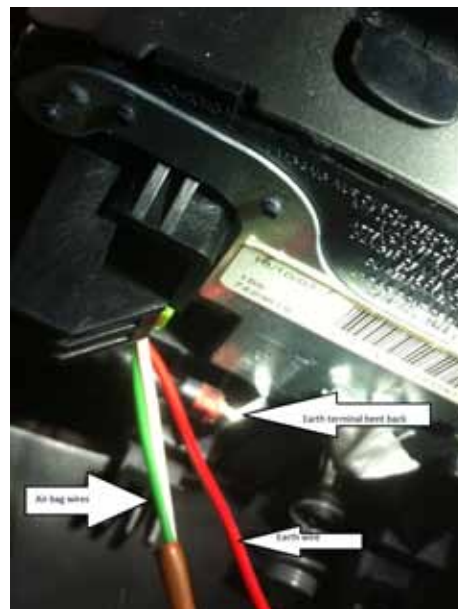
There is a red earth wire (don't ask me why an earth wire would be red) that goes from the steering wheel to the horn/airbag pad. It plugs onto a metal plate on the horn/airbag pad, this is where the problem lies. It protrudes too far out, and when the horn pad is engaged on the steering wheel it rubs against that cast alloy frame of the steering wheel. There is shrink wrap on the terminal, and over time this has worn through and contact made.

Pull off the earth wire from the metal plate on the horn/airbag pad and put another piece of shrink wrap over it, then bend the terminal on the metal plate of the horn pad inwards to create a gap so it can no longer touch the cast alloy plate once engaged.

That's it, reconnect the earth wire, and just line up the horn pad with the steering wheel, gently push and it will snap back on. Job done.

No more running up the backyard in your jocks.

— from *Torque*



The wiring



Removing the horn pad



Rub marks showing where contact was made

Smarttop add-on controller for 207CC & 308CC

Owners of the 207CC can make using their top more fun with the SmartTOP Convertible Top Controller. The add-on kit allows use of the top while driving at slow speeds of up to 50 km/h and with one-touch convenience.

The top can also be raised or lowered with the factory key fob remote by using an intuitive key press sequence. It is no longer necessary to stop and pull over or run to the car in case of sudden rainfall. The top can be opened while approaching the car.

Two LEDs show the current status of the product. Also included in the kit is a plug-in-between wiring harness which makes installation a quick and painless affair.

for our SmartTOP modules." says PR-Manager Sven Tornow. "It neatly encloses all parts like the main connector, LEDs and the USB port. The two LEDs make installing even easier by showing detailed status or trouble information." Sven Tornow continues.

All functions and settings are shown in the in-dash LCD in plain text. It also offers a host of bonus features such as separate window and top control from the remote, one-touch window close operation for the console switch and an extended mode which allows turning the ignition on or off while the top is still moving. The entire module can also be temporarily disabled while retaining all user settings.

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203 trayback ute, Culcairn, The Direct contact number to get access to the farm — which is at Culcairn in the Riverina (about 20 mins off the Hume Hwy at Holbrook) is 0410 629 579 (being the number of Anita Stoll - the daughter of the owner). But I can also be contacted if need be. \$1,000ono, .Dominik Giemza, Tel/Direct: +61 2 9322 7385 | Fax: +61 (0)2 9255 8699 | Mobile: +61 0416 166 301 or dgiemza@deloitte.com.au

308 Active Touring, 2011. 7 Seater. Still under factory warranty. Full service history. 20,500km, excellent condition. Great family car. 1.6l turbo engine, with 6 sp auto. 17" alloy wheels, panoramic glass roof. Very versatile with all 5 rear seats able to be folded down or removed inde-

pendently of each other in any configuration. \$19,500ono. URGENT Located in Berowra, Navy blue, registered in November, COM34X. 02 9456 1697

406, 2002. ST 4 cyl 5 sp manual. Royal Blue. Grey Velour upholstery. 5 alloy wheels. In excellent condition, very well maintained. 8.5 month's rego. Climate control A/C, power windows, auto wipers, auto headlights, fog lights. No animals or smokers. Driver's car — excellent performance. This car can exceed 1,000km on a tank and has even beaten 1,100km! Reluctantly selling due to family pressure. Priced for quick sale at \$2,970 (no offers). Gavin, Bathurst, 0448 001 465

505 GTi, 1985. Silver, Auto. 285,000km. CB57BH to 23/06/2015. Pwr windows, central locking, power steering, one owner

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tral locking work, Original radio cassette works and,

604, 1977 SL auto English import, Unregistered — last registered 2011. Completer car, drivable, started and moved recently, 176,000 miles. Some rust treated with rust kill and fish oil and primed. Original ignition setup, Holley carburettor! New radiator and most hoses, \$6,500.00 for both. Peter Holloway, Werris Creek, 02 6768 7563, 0401 305 428, peterholloway7@bigpond.com



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James May pitted a Peugeot 205 GTi on the track against a Porsche 911 in his Cars of the People series for BBC Two.

It was shown fairly promptly here and I missed all three episodes.

Of course fans on the 205 GTi forum were not greatly impressed; they would rather have seen a programme dedicated to their favourite Peugeot.

The cars featured briefly — as fluff, someone said — as aspiration models people desired.

Top Gear folk are usually scathing about Peugeots but May did not have much to say about the 205; he put down the Porsche as being difficult to drive.

In posting these screen snaps, Rob Inglis, son of UK club editor Alastair, reported the Pug did better than the German. He credited its performance not entirely to French engineering; he had detailed the 205 craftily so it could polish off the Porsche with ease.

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