

# the pugilist

**Magazine of the  
Peugeot Car Club  
of NSW Inc**

**April 2011**



■ **Plenty of Pugs at  
Mudgee weekend**

■ **Peugeot 908  
starts 2011 ILMC  
series at Sebring,  
while Hybrid on  
show in Geneva**



■ **Ahmadinejad's  
504 fetches a  
decent sum at  
recent auction**

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Resistance is futile? Peugeot's iOn is based on the Mitsubishi i-MiEV

## Allan Horsley

VICTORIAN DRIVERS were given the opportunity to get behind the wheel of a new generation, eco friendly motor car thanks to the "Green Zone Drive" programme established recently by the RACV, the Victorian Government and a number of vehicle manufacturers.

## The cover

The Mudgee weekend crew stop at Lue for a photo opportunity enroute to Dunns Swamp.

Photo: Ross Berghofer

## Inside this issue

President's report	page 4
Club Diary	page 5
Pageant update	page 6
Club information	page 8
Peugeot News	page 9
Pugalong	page 10
Pug tales	page 11
Mudgee weekend	page 12
Illawarra Fly	page 14
Full steam ahead	page 15
Brekkie Run	page 16
12 Hours of Sebring	page 18
3008 HYbrid4 delayed	page 22
Memory Lane	page 24
In the workshop	page 25
Private Parts	page 26

Some 12 manufacturers participated, offering high efficiency diesel, hybrid and electric cars to interested motorists. Online booking of one or more cars was offered with individual bookings at 15-minute intervals.

The Green Zone Drive team was set up on a specially prepared site in Melbourne's Docklands precinct, with a hospitality tent offering refreshments before and after a driving experience.

Being an electrical engineer as well as an automotive nut, my interest was getting behind the wheel of the electric cars, particularly following the very successful club visit to Blade Electric Vehicles at Castlemaine a few weeks earlier.

I was able to drive both the Mitsubishi iMiEV and the Blade Electron around a series of roads in the Docklands area and well experience their characteristics.

Both cars are electric only vehicles powered by Lithium Ion batteries.

The Blade Electron is a front-wheel-drive vehicle while the i-MiEV, which is being rebadged in Europe as the Peugeot IOn, is rear-wheel drive.

Blade Electron is a modified Hyundai Getz four-door sedan with half the batteries installed in the engine bay over the electric motor and the other half in the rear, where the petrol tank and spare wheel were previously located.

It has a driving range of approximately 120 km and can be recharged in around eight hours from a standard 10 amp power point.

The Mitsubishi i-MiEV is a purpose built electric vehicle with the batteries located in a removable container beneath the feet of the passengers.

It has a range of approximately 150 km and can be recharged in around eight hours from a 15 amp power point.

The driving experience was something to behold. With eerie silence both vehicles had amazing acceleration; they moved away from a stopped position at the traffic lights as fast as any other car and one did not feel left behind or about to be run over by a following car or truck.

Acceleration in the i-MiEV was a little smoother than the Electron and in normal mode the i-MiEV had much less regenerative braking than the Electron.

Both cars had an economy mode where the performance was less but the batteries lasted longer.

The feel of the car when driving was like that of a silent automatic without any gear changes.

The cost of a recharge is about \$2 and a word of advice seem to be plug in when you stop and keep the battery as fully charged as possible. As a consequence a 240V extension lead will replace jumper leads and a tow rope as necessary kit in the boot.

Financing an electric vehicle will not be cheap, Mitsubishi will only lease the i-MiEV at \$1,200 to \$1,500 a month and the base model Blade Electron sells for just under \$50,000.

If these two vehicles are representative of the coming electric vehicles then city drivers are about to experience a pleasant world of economic electric cars.

— from *Torque*.

Allan Horsley is former president of the Victorian Peugeot club.

# Unusual Outings

Ross Berghofer

“Once in a blue moon” is fairly common terminology in our lexicon. It means that there is a second full moon in a month, which doesn't happen very often.

Now there is another term to rival it. “Once in a blue Peugeot”. In February and March there have been three consecutive Peugeot club events; my trip to Mudgee and Dunns Swamp, Nigel Nash's president's breakfast run and Brian Jubb's Illawarra Fly.

They were all wonderful events and thanks go to Nigel and Brian for organising their events.

As was proposed, the March club meeting resolved to increase membership fees to \$55 pa from 1 July 2011. This resolution was adopted unanimously.

The OASIS drive to the premises of the Historic Aircraft Restoration Society at Albion Park on 1 February was a great trip.

I recall that our former social director, David Schultz, had organised a tour there, but I was not able to attend. One of the highlights of the day was not an aircraft, but Ken — of no fixed address — who drove a camper van with a trailer on which was a 203.

He told me that if anyone asked him where he was going, his response is “nowhere, I am already there”. He uses his daughter's address for registration and licence purposes.

I am looking forward to the Easter pageant hosted by the Canberra club. See you there.

If you like camping at caravan parks and are thinking of joining us at the 2012 Easter pageant at Young, may I suggest that you book now as it will fill up quickly over Easter.

The park is located on the corner of Zouch and Edwards streets; the telephone number is (02) 6382 2190.

In the meantime, keep on Pugging on and keep those wagons rolling.



**Two Oh Please:** Meeting Ken McInnis, featured in the March 2010 edition of *the Pugilist* was a highlight of the OASIS run for Ross. Ken's home and toys are pictured above.

## Pugilist of the Year

The club committee is pleased to announce the recipients of the annual Pugilist of the Year awards for achievements in the 2010 club calendar year.

Pugilist of the year 2010 is Neville Summerill of Bombala. Neville organised two

week-long events to celebrate forty years of the fabulous Peugeot 404. He organised and led both expeditions which were highly praised by participants.

Charlie Cutajar had a most unfortunate incident with his newly purchased 406 that was to be family car for his young family. The Bent Grill award is a commemoration of that vehicle and Charlie's admiration of it.

Helen Louran and Neale Drennan have been awarded the Consistency award for their regular attendance at club events.

The Editor's award goes to Ted de Lissa for his contributions to the club magazine.

The recipient of the Ladies Sporting award is Pat Glading. The award is a framed photograph of Peter Lubrano in competition driving a 205 through the air.

The Sporting award was won by Nicholas McHardy. Both this award and the Ladies Sporting award were the result of their achievements at the Marulan driver training day.

There were no nominees for the junior sporting award for a member less than 18 years of age who competed in a Peugeot.

These awards will be presented at the April club meeting.

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Email: colliersauto@bigpond.com.au

Website: www.colliersauto.com



## April meeting

Ross Berghofer

**T**HE CLUB'S GUEST speaker at the April meeting will be Michael Gibson of Lumley Special Vehicles.

This company is targeting car clubs in order to build up a business of insuring vehicles that are highly prized by their owners.

I guess this is a good risk for any insurance company.

Michael will talk about the insurance products on offer and who they will benefit the insured.

He will welcome questions about the company and the insurance products on offer.



## Gwabegar farm visit with the Brierleys

3 — 5 June

Peter Nash

**B**RUCE AND Dee Brierley have kindly invited the Peugeot Car Club and AHRG to visit their property at Gwabegar (north west of Coonabarabran) on the last weekend in May 27/28/29 2011.

The accommodation is either in the wool shed, camping or caravans/campers.

Bruce has polished part of the floor in the shearing shed which gives us a dance floor for a knees up on the Saturday night.

There is a hotel/motel in Baradine for those who prefer it.

You will be able to explore the tracks around the property, look over the extensive collection of cars or visit the Pilliga Forest Centre and local craft shops and generally relax in a very peaceful setting.

More details will be available in the March and April magazines.

Contact Peter Nash 0409 125 165 to register your interest.

# Euro Motorfest

Sunday 1 May

Simon Craig

**T**he Hunter Region MG Car Club has once again invited our club to participate in the annual Euro Motorfest at Lambton Park in Newcastle.

Always a popular event, the car club has

been an active participant for quite a number of years now.

Join a huge display of European cars from a number of different marques for a great family day out in the sun (hopefully).

Entry is from 8am, via Elder St in Lambton Park.

For more info, contact Brian Jubb or visit the Hunter club's website at [www.huntermg.com](http://www.huntermg.com)



Bill Barry picture from the 2005 Euro Day

## New England & North West Autumn Wander

30 April—1 May

Bill Barry

**T**HE NE & NW chapter's Autumn wander on Saturday 30 April and

Sunday 1 May is taking shape.

After Saturday lunch at Banalasta and the Blickling Estate winery south of Uralla, the next stop will be the chapel and the elm tree avenues at Gostwyck, followed by a walk round the grounds of the fine old colonial mansion, Booloominbah, at the University of New England in Armidale.

Saturday evening will be in Guyra where there is a choice of several motels and the highest caravan park in Australia.

Sunday morning will be a drive on the

back road to Glen Innes, through Ward's Mistake and Pinkett, with a stop at Evan Miller's property to see a large collection of antique machinery and a garden well known in the district for its autumn colors.

In Glen Innes, the Celtic Festival will be in full swing, with music, food and market stalls.

Contact Ian and Sue Reeve [iandsreeve@bigpond.com](mailto:iandsreeve@bigpond.com)

### Accommodation in Guyra

- Free overnight stay for mobile homes and campervans at the Lagoon Rest Area near the Bowling and Golf Club.
- **Guyra Summit Caravan Park**  
245 Falconer St (02) 6779 1241
- **Guyra Park Motel**  
New England Highway (02) 6779 1022
- **Shiralee Motel**  
New England Highway (02) 6779 1380

## Check your club diary

25 March — 3 April

Outback 2011. Contact Hank Verwoert for info.

Tuesday, 5 April

OASIS run to Elizabeth Farm.

Wednesday, 6 April

Club Meeting, Five Dock. 8pm sharp.

Sunday, 10 April

Flower Power car show, Moorebank

Wednesday, 13 April

Committee Meeting, Parramatta RSL, 8pm.

22-24 April

Easter Pageant in Canberra

30 April — 1 May

New England & North West Autumn Wander

Sunday, 1 May

Euro Day, Lambton Park in Newcastle

Wednesday, 4 May

Club Meeting, Five Dock. 8pm sharp.

Wednesday, 11 May

Committee Meeting, Parramatta RSL, 8pm.

8-14 May

Pugalong in South East NSW (new date)

Sunday, 15 May

National Motoring Heritage Day

Wednesday, 1 June

Club Meeting, Five Dock. 8pm sharp.

3-5 June

Gwabegar farm weekend

Sunday, 5 June

Motorkhana round 3, Awaba

Wednesday, 8 June

Committee Meeting, Parramatta RSL, 8pm.

18-19 June

Yuletide Weekend at Mt Victoria

Wednesday, 6 July

Club Meeting, Five Dock. 8pm sharp.

# Canberra Peugeot Pageant 22—25 April

# French Car Festival Sunday 1 May

**A** CONCOURS d'elegance, motorkhana and an observation run will be key features of the Peugeot National Pageant in Canberra from 22 to 25 April.

The concours will be held amid the vine-covered grounds of Canberra's Mt Majura Vineyard and Winery on Saturday, 23 April.

The motorkhana, organised by Graham Wallis of the Victorian Club, will be held later that day at the Canberra Greyhound track where there is plenty of open space to throw Pugs around.

The observation run, on the Sunday, will take participants around the local region, finishing at the enchanting heritage-listed colonial era town of Braidwood.

The registration fee for participants in the day events is \$60 which includes a Pageant bag of Peugeot goodies (scarf, cap, badge and other items), while tickets for the Sunday night dinner (including wine) are \$50 and may be purchased separately.

Accommodation for participants at the Eagle Hawk Holiday Park has been booked out. Alternative accommodation is confirmed available at:

- Hamiltons, Tharwa Rd Queanbeyan, at \$130 a double. Ph: 02 6297 1877

**Pictures:** Ray Chappelow

- Tall Trees, Ainslie, at \$155 a double. Ph: 02 6247 9200
- Heritage Hotel, Narrabundah, at \$205 for queen and single. Ph: 02 6295 2944

There will be plenty of opportunity for visitors to take in the sights of Canberra, whether it be new attractions such as the National Portrait Gallery, or old favourites like the National Gallery of Australia, the National Library, and the old and new parliament houses.

Being a late Easter, the Pageant will also end on Anzac Day, providing the chance to join the Dawn Service, or the later march.



Stanthorpe 2009: A Savage attempt at the driving skills test.

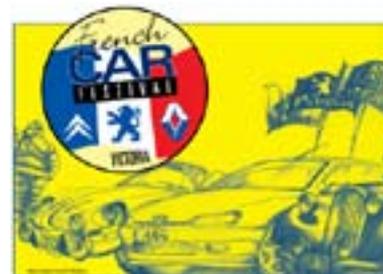
**S**EE MORE THAN 200 of Victoria's best Peugeots, Renaults, Citroens, Alpines, Simcas and other examples of French automotive history.

Entry \$5 per car or \$10 per collection. Spectators free.

Bring a chair, sunscreen and your picnic lunch, or buy food and drinks on site. Judging will be complete by 1.30pm and presentations will start at 2.30pm.

Buchanan Oval Macleay Park, Belmore Rd, Balwyn (Melway 46, C5). Organised by the Peugeot Car Club of Victoria and sponsored by Lumley Special Vehicles.

For more info, contact the Peugeot Car Club of Victoria on 0427 203 206 or visit their website: [www.pccv.org](http://www.pccv.org)



## New Members

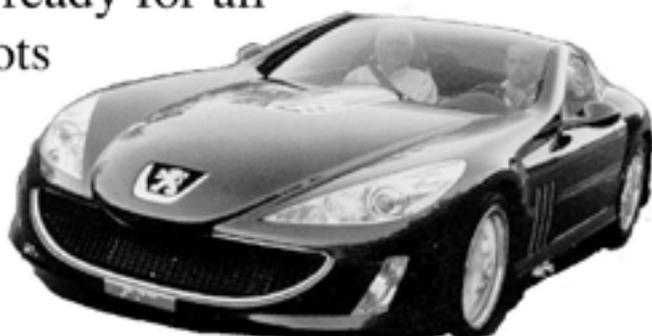
We have new members to announce this month. We'd like to welcome:

- |                 |          |
|-----------------|----------|
| Dianne Mobbs    | 307      |
| Chris Lynch     | 504, 505 |
| Gavin Pitt-Ware | 203C     |

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?

We're ready for all  
Peugeots



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Contact Jeanette on 02 9405 2218 or visit our website:

[www.interlude-tours.com](http://www.interlude-tours.com)



**Brian Jubb**

The Old Car Social Club have extended an invitation to our club, to attend the car show at Flower Power Moorebank.

The car show is on Sunday, 10 April and entry is off Newbridge Rd into Davy Robinson Drive.

This is a great opportunity to show others our fine range of vehicles and it would be great to form a club display with our cars and Peugeot banners.

The day supports the Lions Club of the City of Liverpool, for Diabetic Awareness.

The show covers the full range of classic cars, hot rods and commercials.

Food & drinks will be available, plus full access to Flower Power is possible, with its own sit down café.

Entry fee is \$10 for display cars (includes driver & passenger), spectators \$2 and a family ticket is \$5

All vehicles have to be in position by 9am and trophies will be presented at 2pm.

# Yulefest Weekend

**18-19 June**

**Brian Jubb**

JOIN US ON THE 18-19 June for a Yulefest weekend, based in the Blue Mountains town of Mount Victoria.

The weekend will be based at the Victoria & Albert Guesthouse at 19 Station St, Mt Victoria.

We plan to meet at the guesthouse at around midday, before embarking on an afternoon of sightseeing, followed by a traditional Christmas dinner in the guesthouse dining room.

Traditional Christmas nosh of roast beef, roast turkey and all the trimmings will be on hand (preceded by a home made pumpkin soup), along with a generous selection of desserts, along with tea and coffee, for those of us that still have some room left.

Sunday morning includes breakfast in the dining room, with a drive and a picnic lunch planned afterwards, followed by a leisurely drive back home.

Accommodation rates (including dinner and breakfast) range from \$150 pp for a Heritage room with a shared bathroom, \$160 pp for an En suite room and \$170 pp for a Spa suite. All

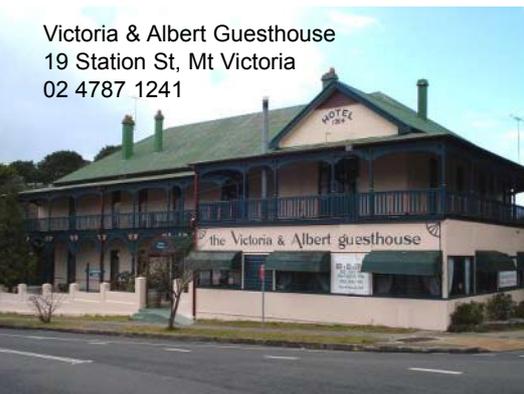
rates are based on a minimum of two people per room.

Attendees of the last Oh3 weekend in the Blue Mountains would be familiar with the Victoria & Albert Guesthouse and will be able to tell you all about this idyllic setting.

Early bookings are essential, due to the limited amount of rooms available.

For bookings, contact Scott at the Guesthouse, on 02 4787 1241

See you all there.



Victoria & Albert Guesthouse  
19 Station St, Mt Victoria  
02 4787 1241



# OASIS run to Elizabeth Farm

**5 April**

**Ted de Lissa**

THE MARCH OASIS run saw 28 members visit the Historic Aircraft Restoration Society, (HARS) Museum at Albion Park.

We were taken on a guided tour of the establishment by the friendly volunteer staff who provided a lot of interesting stories and information about the various aircraft that the

Society maintain.

A highlight was to board "Connie", the only Lockheed Super Constellation currently flying in the world, although there are others under restoration.

After two hours we eventually retired to the Port Kembla Leagues Club for a nosh and then off home.

Next month, on 5 April, we will visit Elizabeth Farm, built in 1794.

At Elizabeth Farm — Australia's oldest surviving homestead — you can wander freely through the old house and garden as if you were its original occupants.

There are no barriers, locked doors, fragile furniture or untouchable ornaments in this unique house & museum.

Meet at McDonalds', Kings Park at 10.00am. Luncheon venue to be advised, but it may be at the Cafe on site





# Peugeot recovery

**Peter Wilson**

**P**EUGEOT SALES bounced back in February from January's nine-year low to a result better than the month's 1.6 per cent rise in the national market.

According to the official statistics, a total of 450 Peugeots were sold in the month.

This was a 12.5 per cent gain on the previous February's 400 and 31.6 per cent improvement on this January's 342.

However, while this is an impressive comeback, it is still shy of the sales levels Peugeot attained early in the diesel boom and before the global financial crisis shook up the Australian market, changing the kind and sourcing of cars in demand.

A revived interest in the Peugeot 207 CC was a highlight of February as the marque's Floor Stock Sale helped improve results across most of the model range.

The top up, top downer had its best result in two and a half years.

Just as the Sportium packaging helped put 207 sales back into triple figures, the similarly sportified CC fortified its market position and achieved 48 registrations – a similar level of enthusiasm as in its first six months on sale, when it averaged 50 a month.

The result was more than double the 21 in January and the 22 the previous February.

The 207 CC's monthly average last year was 18.

The 207 hatch and touring, at 110 between them, were down six units on January, but more than double the previous February's 22.

The 207's trouncing of the 308 figures in January turned out to be a one-off event.

The 308 improved to 113 on the road, well up on January's 76 but only half the 223 units in February 2010. That is still half as many as it was once capable of in good months.

It's hard to know if sales were lost to rivals, to the 207 as people downsized their vehicles or to its crossover cousin, the 3008, which is attracting rising interest.

The VFACTS report on February trade shows that with 84 registrations, the 3008 had its best month since its arrival 11 months ago; the result was more than double those of January (38).

It did considerably better than the cheaper

Renault Koleos (34). It appears the heat may have gone from this Korean-built unit that averaged 84 sales a month in 2009 and 68 sales a month last year.

Will the 3008 improve its position?

The compact sports utility vehicle sector continues to boom. While the passenger market is down 5 per cent so far this year, the compact SUV segment is up 2.6 per cent on the same period last year.

With the 3008 as well as the 4007, Peugeot benefits from this trend.

However, the odd thing is that no matter how well the 3008 does, it is not included in those results because the industry in Australia does not class it officially as an SUV.

VFACTS lists the 3008 as a small passenger car alongside the 308, Astra, Cruze and Golf etc.

The 3008 might look like an SUV with its extra ride height, tall packaging and big boot, but being built on a car platform instead of on a heavy frame and having two-wheel drive, it is a crossover, a term marketing folk prefer not to mention because they feel it confuses people.

While it may not be big on back seat space as some alternatives, it has the SUV look, endearing features such as the heads-up displayed controls, the ability to go bush as the Redex run last year demonstrated and it doesn't use as much fuel as an SUV.

The hybrid 3008, its local release delayed until

next year, will be much more expensive to buy.

With good deals available, the 4007 returned to double figures – 36 sales, compared with 35 the previous February.

In the sports segment, the RCZ was up to 38 units from 20 in January and the 308 CC was 17, up one on January.

The premium priced RCZ is an important niche model for Peugeot particularly if sales balance the limited Australian allocation.

It was not the first concept that Peugeot came up with that used some standard components in a glamorous skin.

Remember the 307-based Ace of Hearts and Ace of Diamonds concepts of 2002 that motor-writers tipped for easy production?

They simply disappeared. The shared components are one thing, the engineering preparation for the factory is a major task.

Production of the RCZ only happened because the production design work and actual production were outsourced to Magna Steyr and its design team in Austria.

According to Automotive News Europe, the contract manufacturer used the global economic downturn to reinvent itself as a so-called "one-stop-shop" for automakers that want to produce quickly and cost-effectively niche derivatives of their volume platforms.

Magna Steyr's first job was the Peugeot RCZ.

Instead of building a prototype, the team of 300 used virtual development techniques to take the car from concept to production in less than two years.

The firm expects to produce about 20,000 RCZs this year and Magna's supply subsidiaries make some components, for example, the roof, doors and seats.

Peugeot's February sales included one 407 and three Partner vans.

While Peugeot gained, the other French makers had a February on a par with the previous year's results.

Renault made 180 units again; this time headed by 65 Megane sales, while Citroën made 100 again, its star model being the C4 with 28 registrations.

Toyota led the market with 14,604 sales, followed by Holden with 10,314, Mazda with 7,644, Ford not far behind with 7,502 and Hyundai at 6,607.

**2011 Peugeot Sales**

Model	Jan	Feb	YTD
207	116	110	226
207 CC	21	48	69
308	76	113	189
308 CC	16	17	33
3008	38	84	122
RCZ	20	38	58
407	39	1	40
4007	7	36	43
Partner	7	3	10
Expert	2	0	2
<b>Month</b>	<b>342</b>	<b>450</b>	<b>792</b>
2010	422	400	822

# Pugalong 2011

8 — 14 May



## Ted de Lissa

**T**HIS YEAR THE Pugger Buggers Group will be running Pugalong 2011 in the South East of Australia, from 8-14 May.

All roads will be suitable for Pugs of all shapes and sizes, but the older the better. Mostly National Park tracks and gravel roads and off the beaten track.

Once again we will be bunking at Motels and Caravan Parks, as per the list, but we suggest you book early to avoid disappointment. Possibly make arrangements to share and cut costs.

Most mornings will be 8.30am starts after briefing. The start will be from The Snowtells Caravan Park, Snowy Mountains Highway, Cooma – (02) 6452 1828

Dinner at a venue to be announced for farewells — maybe at the Thai restaurant at the Park.

For further information contact Neville Summerill – (02) 6458 7208, Brian Jubb – (02) 9602 9591 or Ted de Lissa (02) 9771 5552.



Day 1	Snowtells Caravan Park, 9.00 am Travel from Cooma to Nimatabel, Wandella, Bodalla, then on to Moruya Heads.	Big 4 East Dolphin Beach Holiday Park, Moruya Heads	(02) 4474 2748
Day 2	Travel from Moruya Heads to Araluen, Captains Flat, Burra, Tharwa, Shannon's Flat, to Adaminaby.	Adaminaby Country Inn Motel	(02) 6454 2380
Day 3	Travel from Adaminaby to Providence Portal, Tantangra Dam, Yarrangobilly, Talbingo, Tumbarumba.	The Tumbarumba Motel Tumbarumba Creek Caravan Park	(02) 6948 3330 (02) 6948 2380
Day 4	Leave Tumbarumba and travel to Sue City, Selwyn, Cabramurra, Corryong, Nariel, Benambra to Omeo.	The Omeo Golden Age Motel	(03) 5159 1344
Day 5	Travel to Lake Omeo, Benambra, Wullgulmerang, Buchan, to Orbost.	Orbost Countryman Motor Inn	(03) 5154 1311
Day 6	Orbost to Marlo, Bemm River Rain Forest, Errinundra, Bondi Forest,	Bondi Forest Lodge	No booking reqd
Day 7	Bondi Forest Lodge to Bendoc, Bonang, McKillop's Bridge, up the Barry Way to Jindabyne to finish the trip.	Big 4 Jindabyne Discovery Park 6532 Kosciuszko Rd	1800 248 148 (02) 6456 2099

# PUG-595 to PGT-407

Don Pearson

**R**OSLYN AND I RECENTLY purchased a new 407 Wagon and were looking forward to a trip away with it. We had already booked in for Mudgee — turned out to be the wrong nights (only one out) but we all make mistakes.

This was booked in November last year when Ross first started to organise the run and at that stage we still had the 406 HDi.

Over the New Year long weekend, Peugeot dropped the price of the 407 HDi Wagon to \$41,000, drive away no more to pay.

We did intend to get a new car this year, but not on the 2nd of January, but that is what happened.

Not only did we get a new car but we organised new number plates to go with it. Our long running plates of PUG 595 now belong to our daughter along with the 406 HDi — she is very happy.



We now have PGT 204 for our 204 and PGT 407 for our Wagon, so it should be easy to spot us on the road and give us a wave.

I thought being an automatic and weighing a fair bit more than the 406 it would use more fuel and so seemed to be the case for the first tankfull, then it just got better.

We are currently showing 6.1 l/100km, that is since we got the car and we have now done close to 5,000km.

The trip to Mudgee was great and if we did have any doubts about the car, we do not now: it just gets better and better.

The photo of the trip meter was taken about 70km after we filled up at Mudgee. It showed we were averaging 5.3 l/100km and that we would need to fill up in another 1240km, (if only). Not bad for a 66 litre tank and a car that is still running in.

We already have a couple of trips planned for this year, one of which is up to Darwin, then down to Broome. We were to return via the Savannah Way and go to some places we have not seen in the Gulf, but this has changed and we will be staying on the bitumen and coming home via Cairns.

We are really looking forward to this and it will be interesting to see how our new car goes and what sort of economy we can get.

I will keep you informed.

Regards and Happy Pugging



**I**RANIAN president Mahmoud Ahmadinejad's 1977 Peugeot 504 has sold for \$2.5 million in an international auction, Iran's State Welfare Organisation (SWO) website reported.

## Iranian president's car fetches \$2.5m

The "company who purchased the car for 25 billion rials wanted to remain anonymous", it said after the auction in the south-western city of Abadan.

"My client bought the car because of a personal interest in president Ahmadinejad and his spirit of anti-arrogance and anti-Zionism," said lawyer Mahmoud Esari, who acted for the firm that bought the car.

SWO chairman Ahmad Esfandiari said more

than 500,000 people registered on the bidding website, with most saying they were doing so because Mr Ahmadinejad leads a simple lifestyle.

He said there were bids from Europe, Asia and the United States.

On 1 January, Mr Ahmadinejad launched a website to invite international bids

for the car, with the proceeds funding a project to build 60,000 homes for disabled and needy women who are providing for their families.

Mr Ahmadinejad has always cultivated an image as a "people's president" and a friend of the poor.



After he was first elected president in 2005, he was required by law to make an asset declaration and listed a 40-year-old, 175-square-metre house in a lower middle class part of east Tehran, the contents of two bank accounts and his ageing white Peugeot.

Following his controversial re-election in 2009, he vowed to put "housing, employment and economic reform" at the top of his agenda after house prices soared during his first term.

— from Agence France-Presse



# Hanging about in Mudgee

**Brian Jubb**

**A**NOTHER FABULOUS weekend away was recently organised by Ross Berghofer.

Most of the crew headed to Mudgee on the Friday to ensure a relaxing weekend.

Our first port of call was the tourist information centre, where we received enough information for a two week holiday in the region. The hospitality and welcoming was first class.

We met up with the group at the Cudgegong Valley Motel and took advantage of the swimming pool to cool down. After dinner at the Lawson Hotel — where none of us won the meat raffle — we chatted till late in the motel common room.

Lunch by the river in Lawson Park marked the official start to the weekend where Cal Makin, Ian Robertson, Peter and Marion Nash, Don and Roslyn Pearson, Phil and Robyn Challinor, Doug and Lorraine Smith, Ross and Sandra Berghofer, Fay and I made up the party.

Mudgee is renowned for its wineries of course, so the afternoon was a relaxing affair with a visit to Robert Oatley Winery for a tasting followed by Mansfield Winery, where we had a guided tour of the various grapevines.

We got to taste the wine grapes straight off the vines. This was a unique experience as the grapes were ready for picking and very sweet. Our tasting let us compare the “raw” grapes with the wines they produced.

We soon realised we were in the country at the restaurant that night with country hospitality, brilliant stars and the little green frog sitting in the toilet. Should you flush in this situation?

On Sunday we headed off on a drive through Rylstone and on to Dunn’s Swamp over approximately 30 kilometres of dirt road built especially for Peugeotts.

Don’t let the name Dunn’s Swamp put you off. The place is part of the Wollemi National Park — famous for the pine — and allows camping, swimming and boating.

The boat cruise on the swamp lasted for almost two hours and gave a fascinating view of the flooded valley above the weir. It was built in the 1920s to provide water for the Kandos Cement factory.



The ancient rock chasms reminded us of cruises in the Kimberleys. The boat driver was a source of much knowledge, from geology to history (especially of the first inhabitants the aborigines) to horticulture and native fauna, such as the water dragons sunning themselves along the route.

After the cruise we headed off on our 250km homeward journey.

I took the 403 for its first run of the year with a total of 550 kilometres travelled over the weekend, returning 10 l/100 km in fuel consumption. You have to be happy with that!



## Ross Berghofer

It must have been a magical place: caves in the sandstone, a full moon for fertility, a full moon for birthing and a place where only women were allowed.

This was the description of the Aboriginal sacred site at Dunns Swamp, near Rylstone.

The Peugeot group was enthralled by the commentary on the cruise on the lake.

Bruce, the skipper, described the geology, vegetation, animals and human history of the area. The lake was created in the 1930s to store water for use by the cement factory at Kandos.

This cruise was one of the highlights of the Mudgee weekend that I had organised. Another highlight was the dinner on Saturday night and when Fay Jubb screamed – she was entertaining a frog in the toilet.

Yet another highlight was creating a world record for the most number of Peugeots lined up together outside of the pub at Lue. There were six in all – Cal Makin's 203; Brian and Fay Jubb's 403 wagon; Ross Berghofer's 505 wagon; Doug and Lorraine Smith's 307; Peter and Marion Nash's 307; and Don and Roslyn's new 407 wagon.

Also interesting was at Mansfield Wines, where the group tasted the wine grapes straight off the vine. They were delicious, but contain too many seeds to be considered suitable for table grapes.

We based ourselves in Mudgee on Friday and Saturday nights and the town is the centre for a strong grape growing and rural region.

If you have not been there for a while, it is well worth a visit or a return journey.

**Fun in the sun:** Perhaps it was the sun or perhaps it was the grapes, but it appears our travellers had lots of fun.



**Pictures:** Ross Berghofer, Don Pearson & Peter Nash



# Flying over the Illawarra

**Brian Jubb**

On 13th March we experienced both the Illawarra Fly and the spectacular Carrington Falls in the Southern Highlands.

Despite my concerns that some would not find the starting point at Uncle Leos at the Crossroads, everyone appeared to arrive trouble free.

The merry convoy of six Peugeots headed off down the M5 through Mittagong and Bowral, with our first stop the Wingecarribee Reservoir Lookout.

Everyone was thrilled with the unexpected views over the reservoir. As we continued our journey along the picturesque Kangaloon Rd, we drove past green hedges, dry stone walls, herds of grazing black cows and emerald hills.

Some of us wondered if this were the Southern Highlands or had we ended up in the Scottish Highlands.

On arrival at the Fly our southern members, Hilma & Keith Bridge as well as Rob Turner and his mother greeted us. We all decided to have a leisurely lunch under the shade of the pine trees before doing the skywalk.

Soon it was off to the adventurous Illawarra Fly Tree Top Walk set atop the escarpment of Knights Hill.

The 500 metre elevated walkway features two cantilevered arms and a spiralling tower, 45 metres over the forest floor.

The brochure didn't lie when it assured

us the walk offered inspiring views over Lake Illawarra and the South Pacific Ocean.

We could even pick out landmarks such as the Albion Park Airport, which some of us had visited just last week with the OASIS Club.

The walkway is through and above a rainforest of large ferns, cabbage tree palms, sassafras and imposing blackwood trees. A real bird's eye view!

A motorized buggy runs a shuttle service up and down the steep path to the skywalk, which means everyone is able to participate and enjoy the thrill of the tree top walk.

We headed off to Carrington Falls just a few kilometres away for unexpected views of the very high waterfall lying at the end of a deep, long chasm.

The area has well laid out paths to the views as well as to a safe swimming area at the top of the falls.

Brave Helen took advantage of the inviting pools to cool off and she indulged in a swim in one of the many rock pools. She declared that the water was beautiful.

Afternoon tea was enjoyed and we chatted until it was time to head back to civilisation.

Thanks to all those who joined us for a very relaxing day.



**Pretty Fly:** Ross Berghofer, Paul Pracy & Brian Jubb



**Photos:** Ross Berghofer & Rob Turner





# Full steam ahead for France

**Peter Wilson**

There was a chance to let off some impressive French steam at this year's Retromobile old automobile fair in Paris.

What better time for the Fardier-de-Cugnot replica to turn up than when Daimler was celebrating its 125th anniversary of the motor car?

Its presence was a celebration of both the earlier French invention of the automobile and the quirkiness of French automotive design.

In 1886, Carl Benz filed a patent for his "gas engine-powered vehicle" in Berlin while in a workshop less than 100 km away, inventor and entrepreneur Gottlieb Daimler was working on his motor wagon.

Long before that – in fact, 242 years ago – French military engineer Nicolas Joseph Cugnot pioneered a working steam powered dray, or fardier, for the task of moving heavy cannons.

He built his three-wheeler with the big copper boiler and mechanicals in the horse position

out front, with a driving seat, water barrel and firewood on the frame and with the cannon slung under the back wheels, looking like a mighty exhaust.

Cugnot's "fire machine" was ready for testing in October 1769 and its system of two cylinders, a rotary valve and ratchet worked well.

With a plume of smoke and plenty of billowing steam, it could clank and hiss along at a steady four km an hour with a five-tonne cannon.



fardier went to the Conservatoire des Arts et Métiers in Paris, where it remains on display, now too fragile to fire up again.

Frenchman Alain Cerf, who works at the Tampa Bay Automobile Museum in Florida, said it took a year to build the functional reproduction demonstrated at Retromobile.

There are other reproduction fardiers. One was made earlier for the Deutsche Ban Museum in Nuremberg, Germany while Cugnot's home village of Void-Vican has a half-scale model that local students built as a tourist attraction.

Peugeot, which made its first steam car in 1899, showed 21 historic vehicles with a performance and records theme.

They ranged from a Type 7 chassis (similar to the 1885 Paris-Bordeaux-Paris race winner), the endurance 301C, the 402 Andreau and the single-seat diesel 404 record breaker to a WRC champion 205 T16.

Have a look at it on YouTube: [www.youtube.com/watch?v=XsEbeCrPcA8](http://www.youtube.com/watch?v=XsEbeCrPcA8)

Cugnot built only his prototype. It was accidentally set moving in 1771 and knocked down a wall – the first automobile accident – and then the king fired the project's main sponsor.

After 30 years of military service, the

# Brekkie Run



Peugeot derrières



Helen Louran swapping tall tales with Fay & Brian Jubb



## Simon Craig

**B**EING A PRACTICAL type, the idea of waking up and then heading halfway across Sydney for breakfast presents itself as a somewhat odd thing to do.

Nevertheless, a few weekends ago I found myself dawdling through the increasingly frustrating Sunday morning traffic to Narrabeen, in order to share breakfast with my fellow club members.

The President's Breakfast was reintroduced a few years ago at the club and without fail I have been on nightshift the day before every time, so I was pleasantly surprised to be rostered off for this, the third one since its inception.

Surviving the Sunday crawl, I battled through a crowded street to a relatively empty carpark at the BlowFish Cafe — a very pleasant spot on the shores of Narrabeen Lakes.

The carpark was well-populated with Peugeots, but surprisingly devoid of ducks. I tried hard not to take any photos of the famous silver 403 wagon, but I may have slipped up.

Oddly enough, a large number of clubbers had also made the journey to Narrabeen for breakfast, and I must say it was a very pleasant way to spend a (rarely) free Sunday morning.

The café is in a wonderful setting and the food and staff were all very pleasant.

After spending a good deal of time at breakfast, we excused ourselves and spent some more time chin wagging in the carpark.

With the ample assistance of Tim Cunningham, Kerrie deWaard was finally able to select a good weekend car for herself — and promptly conveyed the message to husband Leon, who seemed a little bemused.

Once again, Nigel Nash has organised an excellent President's Breakfast and I'm only sad I've missed the last few.

Now, I've only got to get back home through that traffic!



Showing some promise: Kerrie de Waard tries out Tim Cunningham's 308 CC as a "weekend" car



# 12 Hours of Sebring





## James Broomhead

If any lesson can be taken from the 12 Hours of Sebring it is “respect your elders”.

With the Peugeot works team debuting their new 908 in a two car entry it was expected that, if a French coupe was to take the win, it would be one of them.

Instead it the year old 908 HDI FAP of Team Oreca Matmut that screamed its way beneath the checkered flag – quite literally thanks to an emotional Loic Duval at the wheel – to take the French privateer team’s biggest overall victory to date.

The car had spent the opening hours of the race – as was predicted – as the fifth in the troupe of five diesels at the top of the leaderboard. The works Peugeots bossed the opening exchanges, threatening to leave not just Nicolas Lapierre in the Oreca car, but the two Audis

behind. If was only a steady stream of safety car periods that kept the leaders pinned together.

But one at a time (and occasionally two at a time) their rivals were delayed. The no.1 Audi – piloted by the men who won Le Mans in 2010 – was the first to fall. Mike Rockenfeller was a victim of two left-rear punctures in quick succession that necessitated a trip into the garage that would drop them a total of seven laps off the pace.

As expected the works Peugeots and Audis set the early pace, before incident intervened

The no.2 Audi and no.7 Peugeot were the next to hit problems. Battling for the lead in the race’s fourth hour Spaniard Marc Gene tried to launch an ill-advised passing attempt down the inside of the final corner. The first contact knocked Dindo Capello – in the Audi R15+ he shared with Allan McNish and Tom Kristensen – into a spin, the second contact completed the

job. Both were able to continue, though out of contention for overall glory, the promise of points for the Intercontinental Le Mans Cup (ILMC) motivation enough to bring both back onto the track, the Peugeot incurring the greatest delay after nosing into the tyre barrier in the incident. Gene would claim he was level with Capello. Replays of the accident suggested otherwise.

That incident made the race a three car affair, de Chaunac’s 908 HDi FAP against the remaining competitive works 908 and Highcroft Racing’s HPD ARX-01e.

The HPD – only a week since having first turned a wheel – was back to the sort of pace it had shown in testing. Despite David Brabham glibly explaining the he didn’t know whether to double stint tyres because “we’ve never got this far”, the car ran almost faultlessly as the best non-diesel as their rivals for the unofficial honour were unable to keep pace. Rebellion Racing, at Sebring as part of an ILMC assault ran steadily, but unspectacularly to seventh, one place behind ALMS regular Dyson Racing.

The final twist Sebring had to deal the diesels came with three hours of the race left. Stephane Sarrazin brought the no.8 Peugeot in from the lead for a full service. Fuel, tyres and driver change – Pedro Lamy climbing aboard – accompanied by a change of front bodywork to replace a set of broken louvers over the left wheel. The additional work came with additional delay, the quick releases on the new car being anything but and a change the team have doubtless practised dozens of times was looking like their undoing, taking 25 seconds as Oreca and Highcroft ate up time to them on the lead lap.

Lamy returned to the race, but the Portuguese spun lazily, and almost inexplicably, at turn four. The cumulative





**2011 12 Hours of Sebring – final positions:**

1. Peugeot 908 HDi FAP (Oreca), (Lapierre, Duval, Paris) 332 laps
2. Honda ARX 01, (Pagenaud, Brabham, Franchitti), + 31"868
3. Peugeot 908 no.8, (Sarrazin, Montagny, Lamy), + 44"502
4. Audi R15+, (Capello, McNish, Kristensen) +5 laps
5. Audi R15+, (Dumas, Bernhard, Rockenfeller) +6 laps
6. Lola B09, (Dyson, Smith, Cochran), +8 laps

delay was enough to make sure than when next Oreca pitted the no.10 car was able to keep the lead

Strategy meant that both they and the no.8 – running in third behind Highcroft – had to make splash-and-dash stops to make it to race's end while Simon Pagenaud in the HPD could (just) make the end of the race on fuel.

The risk was there of a final safety car in the Florida darkness, the worry forcing both teams to short pit for their final helping of diesel, locking them into the same strategy and taking away the only advantage Duncan Dayton's Highcroft outfit had. Instead of fighting for the win Pagenaud spent the closing laps trying to keep a charging Franck Montagny at bay for second. The Peugeot man was able to halve the gap from twelve to six seconds in only a matter of laps. But a pair of laps from Pagenaud – himself a Peugeot works driver for events when there are three 908s entered – pulled the lead back out, enough to hold onto second by just six seconds.

Duval was able to streak across the line unchallenged, setting off Sebring's battery of fireworks.

When it was time to start my last stint, I was really stressing," said the 28-year-old. "To be honest, I hadn't imagined that I would be in that position! With ten laps to go, things got better: I wasn't taking any risks and I knew it was going to happen. I still don't believe what's happened! I think we did something big and it will sink in during the coming days."

The two Audis recovered to fourth and fifth overall, five and six laps behind the winner, their reliability once problems had already struck a good, yet ultimately hollow, finale for the R15+ before the R18 arrives at Spa.

— from [thecheckedflag.co.uk](http://thecheckedflag.co.uk)

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# Peugeot 3008 HYbrid4 launch delayed

Tim Beissmann

AUSTRALIA WILL HAVE to wait until 2012 for its first taste of diesel hybrid technology, with the local launch of the Peugeot 3008 HYbrid4 put back due to a delay in the hot-weather testing phase of its development.

The 3008 HYbrid4 crossover – the world's first diesel hybrid vehicle – was expected to go on sale in Australia before the end of the

year, but Peugeot Automobiles Australia's Kirin Tipping said a 2011 launch was now almost certainly off the cards.

"We were looking at having it here by the end of the year but unfortunately that's looking less likely," Ms Tipping said.

"We've been pushing, but the French have been pushing back."

She said Peugeot now expected the 3008 HYbrid4 to join the Australian range in the first quarter of 2012 after the hot-weather testing

was completed this year. 3.8 litres/100km – better than the considerably smaller Toyota Prius – and CO2 emissions average 99g/km. Like the Prius, it can also operate in fully electric, zero-emissions mode.

Ms Tipping said Peugeot Australia had hoped to bring some pre-production vehicles to Australia to be a part of the hot-weather testing and development process, but she admitted it would most likely be carried out in Spain and other warmer climates closer to France.

Despite being disappointed by the news, Ms Tipping said it was the responsible course of action from the parent company.

"I think they're taking the approach that they'd rather get it right the first time, considering that its brand new technology," she said.

Ms Tipping was hopeful Australia would get its first look at the 3008 HYbrid4 at the Australian International Motor Show in Melbourne in July, and believed the vehicle was a "very good chance" to make an appearance.

She said Peugeot Australia was keen to bring the 3008 HYbrid4 cross-section display to Melbourne to give Australians a better insight into the world-first technology.

The news comes as Peugeot announced the first 300 Peugeot 3008 HYbrid4 vehicles it manufactured would be trimmed in a special Limited Edition specification.

The Limited Edition models will be distinguished by their dark tinted headlamps with integral chrome LED daytime running lamps, Pearl White exterior body colour and chrome door handles.

Inside, the Limited Edition will feature special two-tone leather trim, leather fascia and a leather steering wheel with aluminium detailing. A full-length panoramic roof, front and rear parking sensors and a numbered aluminium plate on the centre console complete the special features.

Peugeot is now taking orders for the 2011 Peugeot 3008 HYbrid4 Limited Edition model in overseas markets (none are coming to Australia). It is priced at £29,995 (\$48,200) and will be delivered to the UK in October.

The standard production Peugeot 3008 HYbrid4 will hit UK showrooms in November, with prices starting from £26,600 (\$42,750).

The non-hybrid 2011 Peugeot 3008 is currently available in Australia, with prices ranging from \$35,790 to \$42,990.

— from Car Advice



was completed this year.

The 3008 HYbrid4 combines a 120kW/300Nm 2.0-litre HDi diesel engine with a 27kW electric motor. The diesel engine powers the front wheels and the electric motor drives the rear wheels – making it a four-wheel drive. Maximum power output is 147kW and 500Nm of torque.

Combined cycle fuel consumption is

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# 207 named Europe's most reliable car

Top ten most reliable European cars

Rank	Make	Model	Reliability Index Rating	Incident Rate	Ave Repair Cost (£)
1	Peugeot	207 (06-)	22	6%	331.92
2	Fiat	Panda (04-)	28	14%	195.95
3	Peugeot	206 CC (00-07)	32	17%	185.40
4	Volkswagen	Polo (05-)	35	18%	190.48
5	Renault	Clio (05-)	36	21%	173.40
6	Volkswagen	Beetle (99-)	39	20%	198.25
7	Smart	Forfour (04-07)	48	25%	194.67
8	Volvo	S40 (04-)	51	23%	223.13
9	Peugeot	107 (05-)	54	21%	248.46
10	Mercedes-Benz	SLK (96-04)	55	18%	296.73

Bottom five least reliable European cars

Rank	Make	Model	Reliability Index Rating	Incident Rate	Ave Repair Cost (£)
1	Mercedes-Benz	SL (02-)	349	47%	742.10
2	Land Rover	Range Rover (02-)	264	53%	499.43
3	Renault	Espace (02-)	264	54%	491.26
4	Mercedes-Benz	S-Class (06-)	239	47%	505.22
5	BMW	7 Series (01-08)	232	45%	514.40

**A**N OUTFIT NAMED Warranty Direct has revealed that the most reliable three- to seven-year-old car built in Europe is the Peugeot 207.

The 207 was launched in 2006, so Warranty Direct has three years of warranty claims figures on which to base this assertion, finding only one in 17 breaking down in an average year.

At the other end of the scale, 47% of the Mercedes SL models covered by Warranty Direct recorded a fault, with 36% of those suspension-related.

While the survey is good news for Peugeot owners who wish to hold on to their cars for several years or buy them second hand, its limitations have to be noted – it covers only those cars whose owners took out the cover and to European manufacturers' cars, including those made abroad.

Fiat's Panda is the second most reliable, with only 14% of owners likely to have to pay for repairs, followed by another Peugeot, the 206 CC, which, as well as needing relatively little attention, is also cheap to repair when it does go wrong, costing on average £185 to put right.

The Renault Clio is the cheapest to repair at £173 on average, while the most expensive single claim among the bottom five cars was £7,239 for a BMW 7-Series fault.

To measure a car's overall reliability and running costs, Warranty Direct's Reliability Index reviews rate of failure, average mileage, age and repair cost to calculate its rating, called Reliability Index,

— from *HonestJohn.co.uk*

# Peugeot 208 spy shots

Alborz Fallah

**S**PY PHOTOS OF THE next-generation Peugeot light car, the Peugeot 208, have just arrived.

The successor to the ever-popular Peugeot 207 is still some time away but as seen here, the French company is now in the prototype testing stages.

We're calling it the Peugeot 208, but some have suggested that the company might break tradition and call it a name without numbers,

similar to the RCZ. Moving a little away from the quirky French car characteristics, the 208 will make use of a smaller grille like the 508 instead of that gigantic grille found on the 207.

One can also easily notice the LED daytime driving stripe on the front lights and the extremely short rear overhang.

Powertrains are still unconfirmed but we suspect that it will



come with a wide-range of petrol and diesel engines and transmission options. A three-cylinder petrol engine is expected to start the range and it will top out with a four-

cylinder petrol with 200hp (150kW) for the 208 GTi.

Peugeot is likely to employ fuel-saving technologies like a start-stop system plus use of lighter-weight materials. No doubt the new Peugeot 208 will be available in the traditional three and five-door hatch versions with a CC version following later on.

Sources suggest Peugeot may also do a coupe in a similar style to the RCZ and a roadster with fabric roof. The all-new Peugeot 208 is expected to launch by 2012.

The current Peugeot 207 has been on sale in Australia since 2007 and prices start from \$19,990.

— from *Car Advice*

# Warm welcome in Armidale



As Mercedes celebrates "introducing the first diesel passenger car" in 1937, The Pugilist reminds that Peugeot tested its oil burning car on a 2,200 km trip in 1922 before starting to make diesel truck engines.

## 35 years ago

**1975** Editor David Toyer proudly reveals the new-look Pugilist – the very first with a photograph on the cover.

Tasmanian newspaper contractor Jack Ayers has clocked up 16 million km in 22 years and is up to his tenth Pug. Three of his six Peugeot 404 wagons do 500 to 650 km before sun-up each day with their loads of papers. They use 9.5-10 litres/100 km, run 550,000 km between engine jobs and need only minor servicing of other components. No wonder Jack's personal transport is a Peugeot 504.

Paul Watson assures the club's city slickers they'll find a warm welcome in Armidale.

## 30 years ago

**1981** Settling in Tasmania, Stuart Lenthall discovers a number of good bodied Pug 203s and 403s minus diffs. The crowns have been nicked for a popular brand of water pump. Stuart plans to set up a Tassie Pug club and to teach locals to wave to other Pug drivers.

Renault Australia is shutting down assembly operations at West Heidelberg after losing its most important contract – to put together Cortina station wagons. Ford output exceeded French car production by nearly three to one.

Automobiles Peugeot is changing its concessionaire to Leyland Australia for its assembly facilities to beat to high duty on fully imported cars. It's rumoured the Peugeot 305 will replace the 504.

## 25 years ago

**1986** Peter Flash Flanagan is startled when he goes to start his Peugeot 203 and it spits No. 3 spark plug from the head, flinging the bonnet chrome strip into the air.

Several wine tastings are lined up for the Easter Pageant the club is hosting at Mudgee.

Norm Hoare's daughter has moved

to Peugeot Drive in Ingleburn.

## 20 years ago 1991

Plans for an expedition to rediscover Peugeot Point in the south of the Barrington Tops region during Anzac weekend. Members will stay at Riverwood Downs, run by Peugeot collector Chris Hall.

A choice of 15 bread rolls named after marques at

a Canberra food bar. The Peugeot one has leg ham, cream cheese, lettuce, tomato and cucumber for \$3.60.

## 15 years ago

**1996** Editor Michael Loney confesses he is \$500 over budget on his summer's Peugeot 404 improvements. The car is so busy under the bonnet with go-faster goodies that the battery has had to go in the boot.

Fifty fans make the all-French gathering at the Rothbury Estate winery in the Hunter.

New member Peter Wilson suggests changing the mag to A4 size, but some shocked committee stalwarts want to retain the folded foolscap format to keep a consistent mag collection.

## 10 years ago

**2001** Steve Palocz notes about a third of the 306 ads are for cabriolets. In view of the sales success of the softtops, he regrets that the 504 cabriolets were not available here. They are an eye-catcher and create

much interest when displayed.

Four new dealerships signal Peugeot plans to expand sales from 2,712 in 2000 to over 8,500 vehicles by 2005.

It was a loving but very dangerous gesture when Sandra Berghofer began cleaning the garage for Ross. She had to go to hospital after a cylinder head fell on her foot and again after a dangling wire nearly caught an eye. The good work might have continued, but Ross went out with her crutches in the boot of their 406.

John Baird's brother has a Pug again at last and can't get over the stupendous economy, giant torque, ride comfort and handling etc of his 406 diesel. However, his friends refuse to believe his fantastic fuel figures.

## Five years ago

**2006** The sixty cars taking part in the anniversary rerun of the 1956 Ampol Trial, which starts on April 23, included 16 Peugeot 404s. Original winning 403 co-driver Alan Taylor is going this time in a Peugeot 403.

Doug Smith reports the presidential 505 turbo diesel has done 300,000 km and is proving an excellent commuter car with its superb vision, comfort and economy. He wants to keep it for as long as he can.

David Bean road tests Don Pearson's 1967 Peugeot 204 a few days after trying Phil Challinor's Peugeot 404 and notes how remarkably similar such different cars actually feel on the road.

Peugeot group chief Jean-Martin Folz gets the newspapers going when he says at the Geneva show Peugeot intends to return to the US "in the not too distant future".

As the sleek 407 coupé hits local showrooms, we learn that Top Gear's Jeremy Clarkson calls it striking – like "an anteater with a Peugeot sticking out of its bottom".

Rob Oakman is thrilled with two acquisitions in 2001: this 203 ute worthy of restoration as well as Harold Wilson's totally rusted 203 sedan that is donating its Robri plates to his restored 203 sedan



# Dealer's second opinion fixes mysterious fault

**Ross Berghofer**

**T**HE CLUB RECEIVED an email message in mid-November as follows:

"Hi Team, not sure if you can help me. I have a Peugeot 307 XSE that I bought new 18 months ago at a runout sale.

"I have a persistent issue with it not picking up smoothly when moving off so that it feels like there is a flat spot and sometimes it even stalls.

"Worst of all is moving off after a parallel park when the wheels are on lock. It goes flat and then with more acceleration, it revs up but does not pick up until finally surging forward.

"It also does not always start first time when cold or even semi-cold (i.e. after parking).

"I have had it serviced regularly at my local dealer service centre. However they keep telling me that the 'codes' are OK and leaving it at that.

"As it is coming off warranty shortly I would like to get this matter resolved. Is there such a thing as an independent Peugeot engineer who would have access to the Peugeot

diagnostic tools?

"If so, could you recommend one in the Sydney area? Any other ideas? I definitely am willing to pay whatever it takes. I hope you can point me in the right direction."

I referred the enquirer to P504 Services who, in turn referred him to Alec Mildren at Artarmon. Here is the report of the outcome received on 26 January:

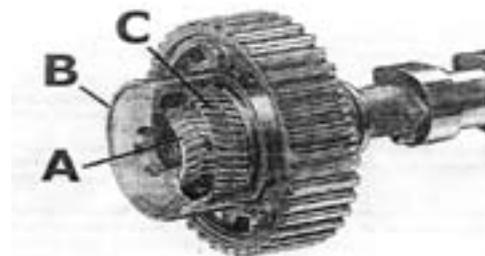
"Hi Ross, letting you know the outcome. P504 referred me to Alec Mildren at Artarmon as the car was still under warranty.

"With much analysis in conjunction with the Peugeot lab the problem was finally diagnosed as being with the variable valve transmission hub.

"This part had to be ordered from overseas. It was installed two weeks ago and everything is fine now.

"There was no charge except \$150 for the initial diagnosis (five hours' work) as the car is under warranty until next month. Thanks to all for such a good outcome.

"Regards from Richard."



A smart engineering touch introduced in 2002 on the Peugeot V6 engines, the three-litre ES9J4S, is the variable timing camshaft (VTC) on the intake side.

The single acting camshaft phase shifters change the dynamic valve-timing pattern in order to improve the quantity of the air admitted when accelerating at low engine speeds.

Each VTC shamshaft hub comprises

- A cylinder (a) rendered integral with the intake camshaft by a banjo bolt. The cylinder has helical plates around the edge.

- A cylinder (b) forming the timing pinion hub. A lip seal provides sealing on the cylinder head side. Internally it contains helical plates.

- An intermediate piston (c) containing internal and external plates which is held in rest position by a spring.

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**For sale**

**2**03 ute, blue, timber sides, 19,000 miles completely 203, \$15,000, on historic registration - not transferrable, Neville Summerill, Bombala, 6458 7208

**2**03 sedan, 1950, blue, brown leather interior, 403 motor, unreg, \$10,000, Neville Summerill, Bombala, 6458 7208

**3**06 Cabriolet, 1999 - 5 speed manual, 87,935 kms. NSW plates AHW39S. Pinfarina design. Serviced at Peugeot dealer. Electric roof works well. It has been in the family since 2003, and mainly used on weekends. Built-in CD player. Some small wear marks on front seats. Reg Oct 2011. New clutch fitted in January \$7,450, Tammy, Waverton, 0424 811 884

**3**06 GTi6 1999 (first sold 2000), blue pearl, beautiful condition, log-books, 185,000 km, AIE96V, registered until December, \$10,000 ono, John Shand, Katoomba, 4782 1491, jshand@bigpond.net.au

**4**03B 1961, green Ampol 2006 re-run car, nothing to spend ready to go anywhere on historic registration - not transferrable, \$4,700 ono, Neville Summerill, Bombala, 6458 7208

**4**04 Jan.1970 model, only two owners from new. Current owner since 1975. Excellent totally original condition. This car has been garaged all its life and for the last 10-15 years has been used as a second car. Original mileage is 97,000 miles. Converted to run on ULP. Pensioner concession rego to Jan 2012 AWL969, \$8,000, Contact Marie (the owner) on 6555

5005, (Tuncurry) or John Hunt on 0414 748 334.

**4**04 1968, white body and paint ok. New chassis rails. New front brake cylinders. Near new Michelin tyres. Motor, diff and gearbox no problems. No major rust. chasis No 5570466. No rego. asking a reasonable \$975. Phone Steve on 0409 504 604

**4**05 Auto sedan. Beyond repair due "t-bone" crash damage to driver's door. Motor and transmission had done 143,000 km. Located at Armidale. Also pair sheepskin seat covers made for (1970) 404. As new. William 02 6772 4131, mob 0438 604 115 email hugheswj@bigpond.net.au

**4**06 V6 Wagon 2000, 7 seat-er, silver, fully optioned, full service history, recent cam belt & water pump reg AYQ 23J to Oct 2011, \$6,250, Bill Scally, Gympie, 9540 3386, 0434 549 324

**5**04 GL, 1979, green, 4 speed, good condition, on historic registration - not transferrable, \$5,500 ono Neville Summerill, Bombala, 6458 7208

**5**04 diesel. Fully rebuilt motor, brakes, suspension around 10,000km ago, but body now has extensive rust and car is now unregistered. Owner is moving and desperate to sell. I rebuilt the mechanicals before selling it to him - new pistons, rings, bearings, seals, etc, injectors and pump reconditioned; new front shock modules, new lower outer ball joints and upper bearings and rubbers in front suspension; brake pads, etc. hardly done any km, but rust beat him. Ideal car if you have

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 13 APRIL 2011. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

a good body needing a mechanical transplant. Car is located near Lismore, northern NSW. Open to offers. please contact me on richard.swinton@gmail.com or 02 6629 1069

**5**05 GTi Series 2 1986 auto. Rego KS 617 This car is a concourse runner up at the recent Hunter Valley 30th anniversary celebration for the 505 model. The vehicle has had a "back to metal" respray inside & out, all external trim & mouldings replaced with new (from France), & has only travelled 206,000 km. I am only the second owner & have enjoyed 16 years of 505 motoring. The vehicle is the last of the leaded engine versions made for Australia & thus has the better performing engine. The car includes tinted windows, rear window louver, fully moulded dash cover, tow bar, Michelin tyres & a Pioneer 4 speaker head unit AM/FM/CD player. The car has been serviced every 10,000km including oils, filters, etc. The air conditioning compressor has been replaced with a new unit plus a full service & regas. Full service history plus all owners books included. \$5,490 negotiable. Contact Kim (Tamworth) 0408 160 360 or kimdeb2010@bigpond.com

**5**05 GTi wagon, 1988, blue, 5 speed, good condition, 304,000km, new timing belt, reg

to Nov, \$3,000, Peter Boorman, Lillyfield, 0451 161 403, 9660 6184

**5**05 GTi Executive, 1984, auto, black, leather seats, good well cared for car, \$1,500 unreg, Neville Summerill, Bombala, 6458 7208.

**5**05 SR wagon, 1984, auto, faded red, paint, bur straight, very clean interior \$1,200 unreg, Neville Summerill, Bombala, 6458 7208.

Please note the cars advertised by Neville Sommeril can all be "Blue Slipped" immediately.

**Parts**

**4**05 x2 wheel inserts part no 49153876180 - towbar with harness - blinker & light switch free. Paul Muncaster 0428 733 166

**4**07 genuine wheels & tyres x2, complete with as new Kumo Ecsta LX Platinum 215/55 ZR17 94W radials & with pressure sensor valves \$350 ea ono - will throw in two rear mats. Paul Muncaster 0428 733 166

**Free**

**4**04 1960-69 workshop manual. Paul Muncaster 0428 733 166  
**D**atsun 1000-1200 1967/1974 service & repair manual. Paul Muncaster 0428 733 166

**Peugeot Poetic Justice**


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An injured car thief who wrote poetry about his plight while he was on remand has been sentenced by a judge in rhyming verse.

Steven Snell had been arrested for stealing a Peugeot estate in Northampton, filling it with £20 worth of petrol without paying, crashing it into a truck on the M1 and then stealing a Ford Escort.

Judge Richard Bray read Snell's verse and ordered him to spend 20 months in prison - before bursting into his own stanzas.

He told him: "Right now you feel down/You have got months to do/Despite what you have done/Let us hope the locked door/Will make you more sure/ Not to come back for more."

Snell had 50 previous convictions, including dangerous driving.

- from the London Sun

**merci**

This issue was brought to you by: Peter Wilson, Peter Cusworth, Ross Berghofer, Brian Jubb, Don Pearson, John Geremin, Ted de Lissa, Peter Nash, Philip Challinor and the number 2..



**PEUGEOT**  
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# PEUGEOT AUTHORISED DEALER NETWORK

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Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State	P/Code	Phone
<b>AUSTRALIAN CAPITAL TERRITORY</b>						
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT	2606	02 6282 2311
<b>NEW SOUTH WALES</b>						
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW	2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW	2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW	2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW	2577	02 4868 1011
Autosports Sutherland	Sales Showroom	668-670 Old Princes Highway	SUTHERLAND	NSW	2232	02 8536 2888
	Service & Parts	Unit 2/7 Marshall Rd	KIRRAWEE	NSW	2232	02 8536 2777
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW	2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW	2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW	2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW	2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW	2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW	2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW	2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW	2800	02 6362 8100
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW	2170	02 9828 8040
Regal Motors Newcastle	Parts	342 Maitland Road	HEXHAM	NSW	2322	02 4957 9100
	Sales Showroom & Service	Cnr Hunter & Railway Streets	NEWCASTLE	NSW	2302	02 4908 5555
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW	2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW	2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom & Service	75-85 O'Riordan Street	ALEXANDRIA	NSW	2015	02 8338 3961
	Parts	Unit 11 Cumberland Green	PARRAMATTA	NSW	2141	02 8832 8832
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW	2150	02 9841 8800
	Service	Unit 2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW	2150	02 9841 8979
	Parts	Unit 11 Cumberland Green	RYDALMERE	NSW	2116	02 8832 8832
<b>QUEENSLAND</b>						
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD	4560	07 5441 9000
City Peugeot Brisbane	Sales Showroom & Service	5 James St	FORTITUDE VALLEY	QLD	4006	07 3000 5999
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD	4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD	4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD	4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD	4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD	4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD	4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD	4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD	4122	07 3243 8777
<b>VICTORIA</b>						
Bayford of South Yarra	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC	3141	03 8290 2888
	Service	55 Garden Street	SOUTH YARRA	VIC	3141	03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC	3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC	3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC	3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC	3844	03 51721100
Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC	3300	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC	3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC	3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC	3103	03 9830 5322
	Service & Parts	77 Auburn Road	HAWTHORN	VIC	3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC	3218	03 5244 6244
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC	3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC	3350	03 5331 5000
<b>SOUTH AUSTRALIA</b>						
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA	5034	08 8269 9500
<b>TASMANIA</b>						
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS	7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS	7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS	7248	03 6331 6337
	Service	151-155 Invermay Road	LAUNCESTON	TAS	7248	03 6323 0240
<b>WESTERN AUSTRALIA</b>						
Allpike Peugeot	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA	6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA	6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA	6154	08 9317 2422
<b>NORTHERN TERRITORY</b>						
Sapphire Motors Pty Ltd	Service	2 Duke Street	STUART PARK	NT	820	08 8941 6511

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