

the pugilist

July 2011

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



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2011 - all the
thrills and spills**

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Time to fold down the roof on the 403 cabrio

Peter Falk, an Emmy winning actor who played the absent-minded but shrewd police detective Columbo, has died, a family attorney says.

Peugeot fans will remember him as the dishevelled police lieutenant in the equally dishevelled 403 cabriolet, which — despite being based in sunny California — spent the entire series with the saggy roof up.

Like many actors of his generation, Falk began his career on the stage, honing his craft in school, community theatre and off Broadway.

By the late 1950s he began to star in Broadway productions, and soon made his move to Hollywood.

Falk enjoyed a television and film career that lasted for nearly 50 years, making his screen debut in Julian Ruffman's film *The Bloody Brood* in 1959.

He continued to work for the next five decades, with his roles including a turn in the 2007 thriller *Next* with Nicholas Cage.

Falk's break-out film role came with the 1960 flick *Murder, Inc.* in the supporting part of a killer among a gang of thugs, but it was his performance on the opposite side of the law — as police lieutenant Columbo — that earned Falk superstardom.

As a child, Falk's right eye had been surgically removed due to a malignant tumour and it was replaced with a glass eye.

That handicap became perhaps the actor's major asset and physical trademark as the star of *Columbo*, because it only enhanced the detective's image as a dishevelled and oddball

During the filming it was he who chose the raincoat — one of his own — and who matched the rest of the detective's clothes to its shabbiness. He also picked out the Peugeot from the studio motor pool, a convertible with a flat tire and needing a paint job.



The cover

Peugeot France driver Bryan Bouffier makes his way across a stone bridge during the May Tour de Corse Intercontinental Rally Challenge round.

Photo: Peugeot Sport.

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crime sleuth.

But the homicide-chasing cop's probing questions always caused the murderer to reveal his true self and Columbo caught the villain.

He took on the role for the 1968 television movie special *Prescription Murder*, and then went on to play the detective for seven seasons between 1971 and 1978, before reviving the character for less frequent made for TV films which ran from 1989 to 2003.

He won four Emmy Awards and one Golden Globe for his portrayal of the character.

The 83-year-old Academy Award nominee

died peacefully at his Beverly Hills home in the evening of June 23.

Falk is survived by his wife, Shera, of 34 years as well as two daughters from a previous marriage.



Our Pres gets his balance back

Ross Berghofer

AFTER PUGALONG 2011, I decided to take the 505 wagon for a wheel balance.

The problem was that at about 110 km/h, a significant vibration occurred, so I thought I had better get it fixed.

I took the car to Bob Jane at Granville. The staff re-balanced the wheels and found about 500 grams of dirt baked in as mud on the inside of the wheels.

This dirt was located where you could not see it and certainly affected the balance properties.

The man serving me said this is a common



Presiding over the pugs at the Portal: Ross Berghofer taking time out for a million dollar pose on the bonnet of his beloved 505 wagon. Watch out for the mud on the rims.

problem with the big 4WDs. Cars collect the mud when driving on dirt roads covered with mud and slushy ice.

The rebalancing has certainly improved the comfort of the car. The club's dîner de Noël

is always popular and this year there are two changes: another venue and no guest speaker.

The venue this year is Oatlands House at Oatlands (near Dundas). Many of you will recognise it as a wedding venue, but there is also a restaurant offering a buffet menu with seafood (or plenty of other meats and salads if you do not care for fruits de mere).

Many attendees have said, "hey we want to talk, so no interruptions please", and therefore this year's dinner will accede to that request.

Of course, there will be a raffle to add some excitement to the evening.

With this issue of The Pugilist is a small supply of business cards for you to attract potential members to our club. If you want more of them, ring me on 0409 504 551 and I will post them to you.

I attended the discussion on the conditional registration scheme on 15 June that was hosted by the Council of Motor Clubs.

Steve Palocz was there too, as was Ted de Lissa — who was representing another club he is involved with.

One of the issues discussed was the pros and cons of a log book system versus the present system of notifying the club registrar if you are to attend a club event.

The mood of the delegates from other clubs attending was overwhelmingly in favour of retaining the present system for H plated cars.

Other points that were made is that cars on H plates are to be as close to original as possible; on club outings you must carry a club magazine with the outing mentioned in it; and the original of the certificate of operations for the car.

Steve Palocz has prepared a summary of this club's rules on the operation of the scheme, so keep an eye out for it.

The 2011 Annual General Meeting of the club will be held on 3 August and nominations are welcomed for all positions on the committee.

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

Annual General Meeting

Simon Craig

THE CLUB'S AUGUST MEETING will also be the Annual General Meeting of the Peugeot Car Club of NSW. There are lots of things that need to be discussed, such as your future participation.

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

whether you can make a contribution.

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

Even the role of general committee member is a valuable one and we need to fill 5 spots in this role alone. This does not take up much time and could give you a say in how the club is run.

The AGM will be held on the 3 August. The meeting gets underway at 8pm.

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*Contact Sue or Debbie and mention Peugeot Car Club NSW
Phone. 4883 6005 Email. info@bundanoonhotel.com.au*

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

Child restraint laws on historic plate vehicles

Steve Palocz

Over the past few months the RTA has said there will be no exemptions to historic cars on conditional registration with regards to child restraint laws.

Information has recently appeared on the RTA web site stating: "drivers of historic vehicles registered under the conditional registration scheme are exempt from the requirement to fit child restraints when carrying children who are between 12 months and 7 years of age PROVIDED that:

- the driver has written advice from an authorised engineering signatory saying it is not practicable to install seatbelts and or child restraints in the historic vehicle
- this written advice is to be carried in the vehicle when transporting any child between 12 months and 7 years of age."

So if you want to take young children in the age group mentioned above in your old Peugeot you have to comply with the rules or have that engineering certificate with you that you pay for at your own cost.

Also, when you want to use your conditionally-registered Peugeot, let the historic registrar know of your intended trip a couple of days before.

This helps because we may not be may not be surfing the net every day.

Please see page 8 of the Pugilist for details on how to contact the historic vehicle plate registrars.

When taking your conditionally-registered Peugeot on any outing, have your club magazine with you in case you are asked to prove the reason for your trip.

Historic Registrar

Tuesday, 5 July
OASIS run to Elizabeth Farm, Parramatta.

Wednesday, 6 July
Club Meeting, Five Dock, 8pm sharp.

Wednesday, 13 July
Committee Meeting, Parramatta RSL, 8pm.

Sunday, 17 July
All French Car Day, Silverwater Park.

Sunday, 24 July
Motorkhana round 4, Awaba.

Wednesday, 3 August
AGM & Club Meeting, Five Dock, 8pm sharp.

Sunday, 7 August
Club picnic run, Fagan Park, Dural.

Wednesday, 10 August
Committee Meeting, Parramatta RSL, 8pm.

Sunday, 14 August
Motorkhana round 5, Nirimba TAFE.

OASIS report

Ted de Lissa

On probably the coldest day of the year so far, about a dozen cars assembled at Macca's on Woodville Road, Merrylands. After coffees and a good chin wag, the convoy headed off for Parramatta Park.

Parking at Old Government House is a serious problem, but we finally all located parking spots and gathered in the court yard.

Our guides split us into two groups of 10 and, prior to starting the tour, we were able to take lots of outdoor photos (taking photos is not permitted inside).

Like most historic sites it was very, very interesting and our guides gave us a detailed insight to life during the times the house was occupied.

It is always quite humbling to walk in the footsteps of our forbearers.

Lots of efforts have gone into the restoration of the property and there is more restoration projects to follow.

After the tour we retired for lunch at "Lachlans", the on-site restaurant. The meal was most satisfactory, and topped off another typically enjoyable run with friends with similar interests.

The next OASIS run will be on 5th July, to Elizabeth Farm at Parramatta.

Experience history rather than just read about it 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 McDonald's, Kings Park at 9.00am for a 9.45am departure. The cost of the guided tour is \$6 per person. Our luncheon venue will be a return visit to The Rosehill Bowling Club.

I hope to see you there.

Check your club diary

Sunday, 21 August
Shannons Eastern Creek Classic

Wednesday, 7 September
Club Meeting, Five Dock, 8pm sharp.

Saturday, 10 September
Georges Heights Walk, with Harbour views.

Wednesday, 14 September
Committee Meeting, Parramatta RSL, 8pm.

24-25 September
Oh 3 Weekend, Southern Highlands.

Wednesday, 5 October
Club Meeting, Five Dock, 8pm sharp.

Sunday, 9 October
Penrith Museum of Fire & picnic.

Wednesday, 12 October
Committee Meeting, Parramatta RSL, 8pm.

Saturday, 29 October
Marulan Track Day, MDTC.

Keen drivers signing up early for track day

Saturday, 29 October

Helen Louran

IT HASN'T TAKEN LONG to get a response for the club's third annual training and track day, and I have already three \$30 deposits and one full payment of \$110.

The full amount is from a girl so that's one for girl power.

As Peter Lubrano outlined in the magazine last month, the event is at the Marulan Driver Training Centre on Saturday, 29 October and we need the deposits to pay to reserve the track.

All club members, and by association, their extended families, are invited.

Track capacity for the day will be limited to 32 drivers and places will be allocated between our club, the HSRCA and the Renault club, initially at 16, 16 and 10 apiece.

So you too can make an early reservation to ensure a drive.

We want to make it a family day so parent supervised juniors from 15 years are welcome to take part and pay the \$110 plus \$20 for a day licence.

Even if you do not intend to drive on the track, you can come and watch the action, and picnic or dine at the café.

The day

Start is 8.15 am at the centre to check or finish documentation, complete registration and hire helmets (\$20) if required.

Cars must pass a club representative's safety check.

Drivers can nominate or be guided to groups ranging from beginner to advanced to suit their

experience and comfort level.

After a briefing and walk around the track, groups will begin in turn their 10 lap runs – about 12 minutes – and each series will continue until 4 pm.

The same car can be driven by another driver in another group.

The centre will provide two track driving instructors for in-car training and each club will have an experience track driver to assist with guidance.

Non-drivers can register to passenger with



at least one track driver or instructor for a \$50 charge.

The centre is about 175 km from Sydney and 120 km from Canberra. It is owned by Gary and Natalie Wilmington and the website is at www.mdtc.com.au

Payment

There are four methods of paying the deposit or you can pay in full. Final payments are due by 1 October.

- Cash at general meetings.
- Cheques made out to and sent to Peugeot Car Club of NSW, PO Box 404, Gladesville NSW 1675.

Please put your name on the back of the cheque and state "Marulan Track Day Deposit" etc.

- Pay through your bank; or
- Internet transfer.

For the last two, the club's bank account details are :

Name: Peugeot Car Club of NSW.

Bank: NAB (Manly Branch)

BSB: 082 352.

Account : 035838284

Please leave a reference with your name and state "Marulan Track Day " deposit, or neither I nor the club will have the foggiest idea who paid.

Also, please email me via our new address: sporting@peugeotclub.asn.au saying that you

just paid deposit etc. This is a new email address that informs our treasurer, Con Engel, and me.

It's a fun idea to state the car that you'll be driving and I will send the final list so that you all know what other (vroom vrooms) are going.

Accommodation

The early start means it is convenient to stay near the track.

A package deal will be available at the new Ali's Motel, just off the highway at Marulan and 10 minutes from the track, if our group takes five or more rooms,

and a cheaper price for more than 10 rooms.

The Bundanoon Hotel is booked for that weekend and the closest alternative is at Goulburn.

Further details from Peter Lubrano, 0405 991 336 or fax 9974 2123 or from me, 0413 584 792 or 9718 0321.

More on clothing requirements and other details closer to event.

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Brush your poodle and polish your Pug for July 17



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

ALL FRENCH CAR DAY AT SILVERWATER PARK

THE Peugeot Car Club of New South Wales Inc – now 38 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

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

All enthusiastic about their Pugs.

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

Our meetings

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

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

Supper is provided.

What we try to do

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

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

Your benefits

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

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

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

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

Our alliances

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

How to join

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

The Pugilist

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0414 968 267
simonc@pobox.com

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

Who are ya gonna call?

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rberghof@bigpond.net.au

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Peter Wilson

THE FIRST 15 Peugeot 508s have been out and about on Sydney roads ahead of the Australian launch.

This press fleet showed up in the national registration data in May while others waited in the wings for delivery to the Melbourne Show and to dealers for sale from this month.

Members of the Peugeot Automobiles Australia staff were encouraged to drive the press cars to get some km on board as a prudent preparation before the torture sessions get under way.

For example, Peugeot's events and promotions manager, Kirin Tipping, sacrificed her entire long weekend to running a 508 around the place. As the saying goes, it's tough but someone has to do it.

Although NSW members were advised the 508s were about, none reported sighting the new prestige model locally. However, Chris Deligny reported having sat in a left-hooker 508 in the Champs Elysées showroom on the day the model was launched in France.

Peugeot indicated the European response to the 508 has been positive, with 5,000 registrations in the first quarter, a fattening order book and keenest interest in the top GT model.

"This bodes well for the car's consumer acceptance here in Australia, as it has passed the test very quickly in one of the toughest markets in the world," national marketing manager Richard Grant said in a statement.

The 508 has arrived as Peugeot sales have been recovering steadily in a tightening market – May registrations totalled 481, the second best figure this year and the end-of-financial-year sale kicked in – and offers the prospect of good volumes.

Peugeot needs this as other recent new models have had success as niches while the models that could have been volume sellers, the 207

All passenger sales were down, particularly compact and large SUVs. Some related to the caution amongst consumers that had seen savings levels soar.

Price cutting has reduced dealer margins. "People are holding on to their cars because they won't accept the lower trade-in prices being offered," a dealer suggested.

The earthquake hit supplies of Japanese cars to the extent that Holden outsold Toyota for the first time in six years and it has also affected Peugeot's 4007. After 95 sales in March and 60 in April, the 37 in May virtually cleared out the showrooms until the facelift model arrives in August.

Dealers will be well prepared for spring sales. A club member sighted a convoy of 4007s in Central Australia on its way from a Peugeot off-road handling event where they put them through their paces.

Interest has been building in the 3008 softroader and its 96 sales in May were the best this year.

It is a latecomer to a category that Volkswagen's Golf-based Tiguan has dominated for four years with a presence now of 14,500 units. However, the heat has gone out of the Tiguan with sales in May down to 266 units, less than half the May 2010 sales of 561. Nevertheless, the potential is indicated.

The 164 308 sales in May were the best this year as buyers responded to the discounting of the runout model and Sportiums. The facelift model has landed and will be available alongside the 308s. Seven 308CCs were sold in May.

The response to the RCZ continues to be steady and sales of 30 in May were in line with the factory allocation.

The 207 Sportium sale has almost run its course and there were 94 registered in May after five months of triple figures. The 207CC sales were also below average at 18.

Sharper prices on both versions saw interest in the Partner pick up for 17 sales in May. Three Experts sold.

Citroën was level year-on-year with 160 sales in May, but down 7.5% year-to-date. Interest was keenest in the C4, with 78 sales.

Renault had a bumper month with 157 Meganas spearheading 316 sales and is over 1,000 sales for year. Even with its once best-selling Koleos down to 33, the brand was up 247 per cent on the previous May and 45 per cent year-to-date.

Year	407 sales		607 sales	
	Australia	Global	Australia	Global
2004	424	165,000	27	18,100
2005	1,659	259,000	33	19,100
2006	1,455	181,500	37	10,500
2007	1,406	136,000	25	7,500
2008	665	84,500	15*	3,900
2009	466	39,500	0	1,900
2010	296	n/a	0	n/a
2011	40	n/a	0	n/a

* Withdrawn from UK and Australian markets

and 308, have failed to match the success of the 206 and 307 that they replaced.

Its predecessor, the 407, delivered triple figures nearly every month of its first four years. Its great advantage was diesel availability in its class ahead of most other makes.

While there are now diesels behind most badges, the 508 has Peugeot's latest diesel technology. For instance, the 2.2-litre four-cylinder planet friendly diesel has been tweaked to produce 150kW and 450Nm – 10kW and 10Nm more performance than is produced by the older French-developed 2.7-litre diesel V6 fitted to Ford's Territory.

Peugeot improved on April in May, though its figures were down 8.8 per cent against May last year and the year-to-date of 2,272 was down 1.7 per cent, according to VFACTS data. Still, the Lion brand is travelling better than the industry, which fell 13.2 per cent in May to a sales volume of 77,406 units and was down 5.3 per cent in the five months to 400,084 units.

Model	2011 Peugeot Sales					
	Jan	Feb	Mar	Apr	May	YTD
207	116	110	148	107	94	575
207 CC	21	48	21	23	18	131
308	76	113	160	141	164	654
308 CC	16	17	14	18	7	72
3008	38	84	65	60	96	343
RCZ	20	38	27	32	30	147
407	39	1	0	0	0	40
4007	7	36	95	60	37	234
508					15	15
Partner	7	3	8	8	17	43
Expert	2	0	7	5	3	17
Month	342	450	545	454	481	2272
2010	422	400	483	483	524	2312

24 Heures du Mans





After two shocking accidents, a lone Audi held off all three works Peugeots to win the 2011 24 Hours of Le Mans in one of the most memorable of the endurance race's 79 editions – for both the right and wrong reasons.

The no.2 Audi R18 of Andre Lotterer, Benoit Treluyer and Marcel Fassler crossed the line only thirteen second clear of the nearest Peugeot in on the closest finishes in the storied race's history. It was a margin so narrow that organisers the Automobile Club de l'Ouest eschewed the traditional ceremonial last lap in favour of a final tour completed at full racing speed. Some traditions remained as the brave flagman still ventured out onto the track to greet Lotterer, bringing the Audi home.

With such a tiny margin between the leaders after 24 hours of racing, picking that crucial moment – the moment favour tipped in Audi's favour is near impossible. Benoit Treluyer's (and his Michelin tyres') unmatched quintuple stint aboard the Audi, is certainly a candidate for the decision that may have won the race.

In the late morning the Frenchman opted for a fifth stint in the cockpit – pushing the regulations for maximum stint length – going some way to snap the game of pitstop leapfrog that had characterised the race between the metro-nomic diesels.

Though he still emerged from the pitlane in second place, Sebastien Bourdais flashing past up the hill to the Dunlop Chicane in the no.9 Peugeot, the decision not to take on tyres saved around half a minute and gave him a comfortable lead when Bourdais came in for his own stop.

Still, the lead was almost lost by another Audi pit call in the final hour of the race. With Lotterer in the car both he and Simon Pagnaud in the no.9 had to make one more pitstop to reach the end of the race. However, Lotterer, reportedly with a puncture was forced to change tyres – a time consuming endeavour under ACO regulations – cutting his lead down to just seven second with less than forty minutes remaining. However, now with fresh rubber to rely on,

and a lead to build on, the opportunity Peugeot were handed came to nothing, Lotterer able to pull away.

Peugeot were not without their mistakes. The no.7 car of Alex Wurz, Anthony Davidson

able to match their performance despite the ACO's best attempts at balancing performance. Such was the diesel's advantage that the Team ORECA Matmut year old Peugeot 908 HDI FAP was able to finish fifth, despite two incidents, including an off at the first Mulsanne chicane that delayed the car for 14 minutes in the pits.

The French privateers were only able to

Audi light weight technology: McNish's car, despite promising to vault the barrier and crash into photographers and marshals, ended up resting atop the tyre barrier. He walked away just fine, after stopping for a moment to catch his breath.



and Marc Gene had been the leader of the three Peugeots for much of the race, however – in Wurz's hands – a hour nineteen off at Indianapolis damaged the front suspension on the 908, necessitating a visit to the garage for repairs that would leave the trio off the podium.

Peugeot pushed the lone Audi all race, taking the lead during the night, but fell short in the daylight of Sunday

As expected the race was dominated by the diesel powered cars – none of their petrol fuelled counterparts

take fifth because of the late demise of Henri Pescarolo's team on their 24 Hours return Emmanuel Collard spinning at the entrance to

Pre race parade brings out the cars, crowds & drivers.



the Porsche Curves on a greasy track, wrecking the chassis bringing Henri's Le Mans to a sadly premature (and very emotional) end with just hours to go.

Collard's accident handed the best petrol title to Rebellion Racing, who had quietly run well with the no.12 Neel Jani, Nicolas Prost, Jeroen Bleekemolen entry, finishing a full ten laps clear of the Kronos Racing Lola-Aston Martin. The pair of works AMR-One lasted only six laps between the, Darren Turner and Adrian Fernandez suffering near simultaneous, identical water pump failures.

The revamping of the GT classes at Le Mans – as in the Intercontinental Le Mans Cup – did little to change the style of racing in, arguably, the most competitive class of all.

Corvette Racing looked to have been dealt the winning hand early on. After an early pit-stop – a strategy call by the team to set their fuel calculations – the team were able to run during the first safety car intervention without stopping, leaving a comfortable cushion between the no.74 Corvette of Oliver Gavin, Jan Magnussen and Richard Westbrook and the nearest challenger.

While Corvette look almost destined to take the win they should have taken in 2010 second place was the front line in four way manufacturer tussle. Ferrari, with AF Corse, the pair of BMW Motorsport M3s that had shown their pace in qualifying and the second Corvette all fought over second. The fleet of Porsches only made fleeting appearances towards the top of the class. Team Felbermayr-Proton's second car got all the way up to second with Nick Tandy driving before Olivier Beretta in the second Corvette deposed it.

The crucial point in the GTEPro race was the coming together of Magnussen's leading Corvette and the GTEAM Proton Competition entry with Horst Felbermayr Sr. at the wheel. Magnussen, in the faster car, was forced offline to pass the Porsche, ran over the kerb and was spat into the side of the Porsche, sending both cars cannoning off the wall on the approach to the Ford Chicane. The damage to the Corvette prompted instant retirement, Magnussen not returning to the team's garage for a time despite the car coming to a halt just metres from the entrance to the pitlane.

Once more, as they had done twelve months ago when a mechanical problem and a charging Anthony Davidson put paid to their two cars, Corvette appeared to have dramatically snatch defeat from the jaws of a certain victory.

AF Corse were the immediate beneficiaries. The pre-race favourites – Giancarlo Fisichella, Toni Vilander and Gianmaria Bruni – were presented with the lead, but as the hours wound down their Ferrari 458 Italia began to encounter problems of its own. A pitstop extended by the team taking the engine cover off the rear of the car to examine



the workings was the first warning sign, as electrical and clutch problems transformed every pitstop into a massive hurdle the team had to clear and the cumulative total of all their delays was enough to drop them to second in class by the end of the race.

Team ORECA were the dominant force in LMP2, before David Hallyday crashed

Reigning champions Strakka Racing had recovered from their qualifying crash, but retired after half distance. Instead the pace was set by the pair of Nissan engined ORECA 03 chassis. The Signatech Nissan entry was dogged by punctures – a feature of Le Mans in 2011 seemingly more than any year before.



That left the way open to the Team ORECA Matmut entry.

With Alexandre Premat, David Hallyday and Dominik Kraihamer sharing the driving duties Hughes de Chaunac's LMP2 representative was a constant in the battle for the lead. That was until Hallyday stacked the car comprehensively and though he (with the help of some marshals on what can only be described as 'tyre-turning duty') tried to get the car back from Arnage with a destroyed front end, overheating soon claimed the car, abandoned by the

side of the road.

That gave the tiny Greaves Motorsport squad – who had been the other half of the lead battle with ORECA – an easy lead. The squad – Team Bruichladdich before 2011 – were one of the few reliable entries in the class, steadily building a lead. Such was their advantage that when Tom Kimber-Smith was another to spin on the damp track the team could afford to use some of the seven lap lead to bring the car into the garage for precautionary checks, emerging back into the lead when everything with the Zytek Nissan combination was declared sound. Untroubled Kimber-Smith, Karim Ojeh and Olivier Lombard were left to stand atop the LMP2 podium.

Greaves Motorsport took the wins for the minnows in LMP2, thanks to stunning reliability

Also enjoying a reliable, quiet, run to the finish were Level 5 Motorsports. The American team had been fighting their Honda powered Lola coupe all weekend, but almost silently stalked up the order with the minimum of problems.

However, it's impossible to look back on the 2011 24 Hours of Le Mans without confronting the elephant in the room, and the two horrific accidents that put the no.1 and no.3 Audis out of the race before Sunday had dawned over La Sarthe.

Mike Rockenfeller was the second to crash, overtaking Rob Kauffman in the AF Corse Ferrari he shared with Michael Waltrip and Rui Aguas. Kauffman may have moved across on the Audi, but only to take the natural line through the right hand kink ahead. However, whether Rockenfeller simply misjudged the gap he was aiming for, or Kauffman was dazzled by the LED lights of the R18, the contact spun Rockenfeller left into the wall, the impact with barriers sending a fountain of carbon fibre skyward before he span back across the track to end on the right hand side of the track. Rockenfeller, despite what was later described as a flesh wound to his arm was reportedly able to climb from the remains of the car himself.

Only hours earlier Allan McNish had suffered another terrifying accident at the Dunlop Esses after making contact with another GTE car. In McNish's case too contact as he tried to move past sent the car into the barriers, corkscrewing frighteningly on the verge of vaulting the barriers into the gathered marshals and photographers. That the main tub of the car landed back on the trackside of the barriers and that no-one was seriously injured by the shower of pieces and parts is something every race fan should be thankful for, even more so when the car the was righted and a visibly shaken McNish walked away.

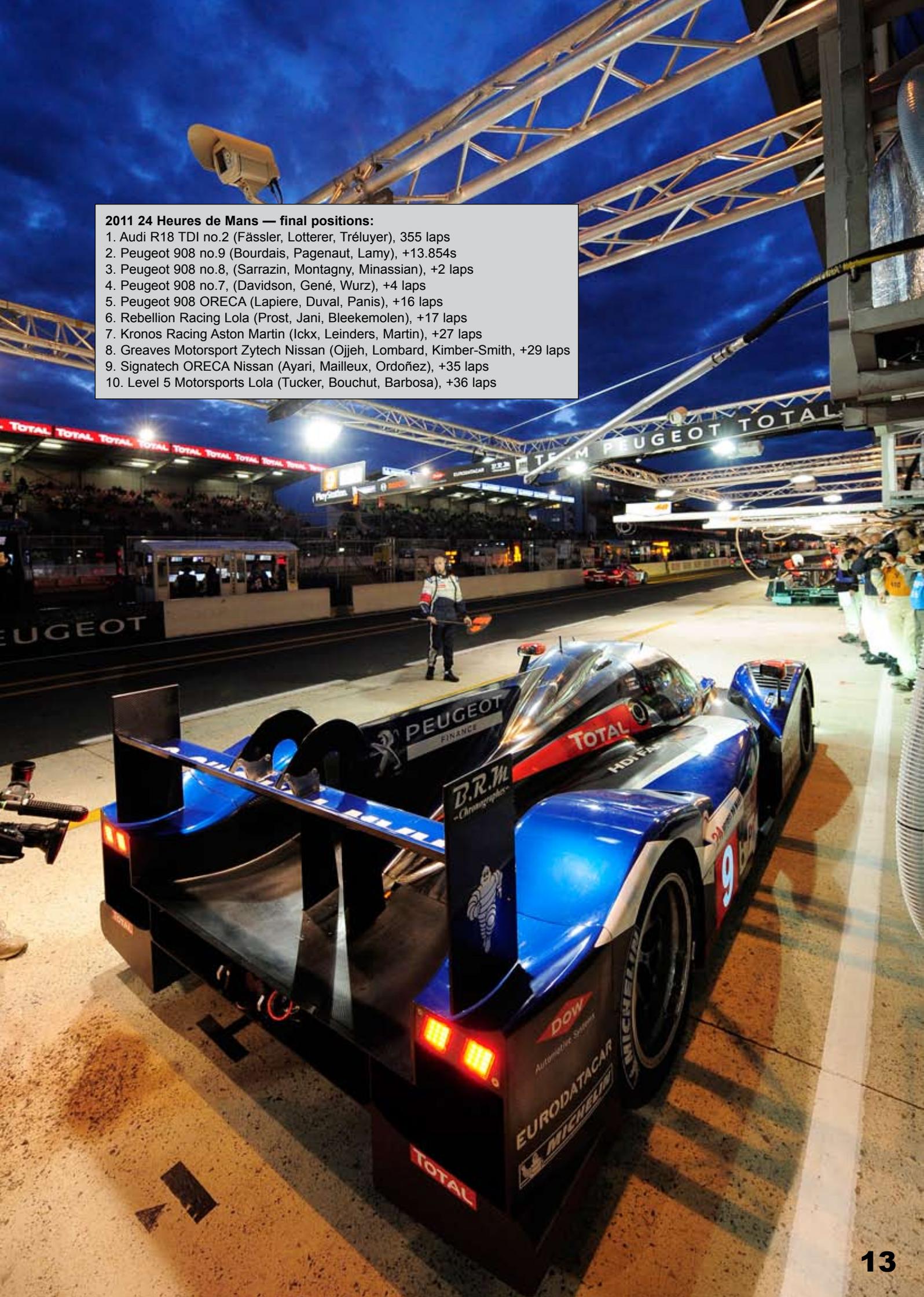
Though the two crashes were only split seconds of a 24 hour race, the destruction of two Audis will, this writer fears, be remembered



Team boss Olivier Quesnel, PSA chief Philippe Varin & Citroën WRC legend Sébastien Loeb discuss tactics.

2011 24 Heures de Mans — final positions:

1. Audi R18 TDI no.2 (Fässler, Lotterer, Tréluyer), 355 laps
2. Peugeot 908 no.9 (Bourdais, Pagnaut, Lamy), +13.854s
3. Peugeot 908 no.8, (Sarrazin, Montagny, Minassian), +2 laps
4. Peugeot 908 no.7, (Davidson, Gené, Wurz), +4 laps
5. Peugeot 908 ORECA (Lapierre, Duval, Panis), +16 laps
6. Rebellion Racing Lola (Prost, Jani, Bleekemolen), +17 laps
7. Kronos Racing Aston Martin (Ickx, Leinders, Martin), +27 laps
8. Greaves Motorsport Zytech Nissan (Ojeh, Lombard, Kimber-Smith), +29 laps
9. Signatech ORECA Nissan (Ayari, Mailleux, Ordoñez), +35 laps
10. Level 5 Motorsports Lola (Tucker, Bouchut, Barbosa), +36 laps





Fiat and Peugeot review van strategy

FIAT and Peugeot will end in 2017 a joint-venture arrangement that produces the mid-size Fiat Scudo, Peugeot Expert and Citroën Jumpy vans in France “due to diverging product strategies”.

However, the two European giants – which also share a compact van – have extended to 2019 their agreement to produce a common large commercial vehicle in Italy, meaning the next-generation Fiat Ducato, Peugeot Boxer and Citroën Jumper vans will again be mechanically identical.

PSA and Fiat revealed jointly on May 12 the decision to renew the large van joint-venture at the SevelSud plant in Val Di Sangro while ending the mid-size van deal in six years.

“Following detailed analysis, it has been jointly agreed by PSA Peugeot Citroën and Fiat Group Automobiles that their SevelNord joint-venture, based in Valenciennes, France, will not be renewed at its expiry in 2017 due to changes in each partner’s future product strategies,” said Fiat.

“The product strategies of Fiat and PSA Peugeot Citroën in the segment served by the Peugeot Expert, Citroën Jumpy and Fiat Scudo being divergent, their joint-venture at SevelNord will not be renewed,” said PSA.

At the same time, PSA announced a major three-year €355 million (\$A474m) capital expenditure program to produce a turbocharged three-cylinder petrol engine and new dual-clutch transmission.

PSA said it would invest €220 million between now and 2014 in its Valenciennes automatic transmission plant to build a new seven-speed twin-clutch automated manual gearbox that will offer “outstanding performance in fuel efficiency and driving experience”.

Europe’s second-largest car-maker said it would create 400 new jobs by installing capacity to produce 400,000 DCT transmissions annually.

In a move that also aims to “enhance the group’s expertise in the strategic area of the automatic transmissions”, the

number of engineers at PSA’s auto transmission R&D centre in the northern France plant will grow from about 50 to 110 by 2013.

Meanwhile, a separate €135 million spend will produce a new triple-cylinder turbo-petrol engine from 2013 at PSA’s Française de Mécanique plant at Douvrin, in the Nord Pas de Calais region.

Douvrin will have the capacity to produce 320,000 units annually while the naturally aspirated version will go into production next year at PSA’s Metz-Trémery plant, which will produce up to 640,000 engines per annum.

PSA said the engine and transmission programs underline its commitment to be a leading manufacturer in France. However, it is yet to reveal plans for replacements for either the Expert or Jumpy models, or the Valenciennes factory that currently produces them.

“These investment programs at Douvrin and Valenciennes, as well as the expansion of the automatic gearbox centre of expertise, demonstrate the growing importance of the group’s powertrains production operations in the Nord Pas de Calais region,” said Dennis Martin, a member of the PSA board and head of industrial operations.

“This region is asserting its role as a source of excellence in addressing the challenges faced by the automotive industry.

“Regarding the end of our partnership with Fiat at the SevelNord plant, the 2017 deadline is far away enough for us to work on preparing the evolution of the plant’s operations. Up to this date, this work will be conducted by the group in close liaison with the public authorities and Nord Pas de Calais region.”

– from GoAuto news

Peugeot’s car parts manufacturer Faurecia is reported to be planning a fresh investment of more than €8m in car interior component production in Slovakia.

The Slovakian offshoot of Nanterre, France-based Faurecia group is said to have plans to launch interiors production this summer at its plant in Kosice, Slovakia, one of a number of national facilities it operates for car seating, exterior systems and internal vehicle parts.

This plant is due to supply interior parts to a list of global automotive customers including Audi, Volkswagen, PSA Peugeot Citroën, Ford and Jaguar/Land Rover, according to the Slovak news agency TASR.

The additional capacity will lead to the creation of 700 jobs, TASR quoted Faurecia’s local personnel manager Nora Batova as stating. Faurecia Automotive Slovakia already employs 330 at the plant. It has other national plants located in Bratislava, Trnava, Zilina, Lovorno and Hlohovec.

Faurecia is already investing more than €11m in a project to boost dashboard and door panels and centre console production at Hlohovec. The work includes the addition of a new parts assembly hall and storage and administration buildings and was due for completion this year.

In addition, the company plans to employ a further 150 workers at Hlohovec for the planned body and paint shop which was awaiting official environmental impact assessment and final approval early in April.

Meanwhile, the group, a division of PSA Peugeot-Citroën, announced its sales for the first quarter of 2011 were up 24% year on year at €3.96bn. Revenue for the period rose by 15% year on year, it said. It put the improvement down largely to its strong performance in North American and Asian markets.

Faurecia forecast its 2011 sales will increase by between 7.3% and 11% at up to €15.3bn

– from European Plastics News

Wonderful Gwabegar



Peter Nash

THE ADVANCE PARTY Peter, Marion & Phil left Sydney on Thurs 2 June, travelling in squally rain as far as Coonabarabran.

The weather improved as we skirted the Warrumbungles and we arrived at the Brierley's property in bright sunshine to set up camp.

Bruce and Dee treated us to a delicious baked dinner and we spent several hours yarning around the wood-burning stove.

Friday dawned with a crispness to the air, not quite frosty but close and developed into a beautiful sunny day.

We spent the day repairing the grader, mowing the area we camped on to remove the burrs and resealing the clutch master cylinder on Rod Piggott's 404.

We all looked on as Bruce spent the weekend working with Simon and Matt reassembling the motor on the BIG tractor, which had recently dropped a valve.

The grader was used to improve some of the tracks which we ran over during the weekend.

In a previous life the grader had been horse drawn and operated by a man standing on the rear winding huge wheels to control the blade. It is now towed by a tractor using the hydraulics to operate the blade and did a first rate job.

The rest of the members who travelled up on Friday arrived by dusk with Ted and Brian setting up in the woolshed and Nigel and Louise opening their roof top palace beside John Baker in the mini Pioneer express coach.

Phil and Paul had set up behind our camper, both Phil & Paul and Nigel & Louise were using this trip as a test run before their trip with Hank to Cape York in June/July, testing their set ups and new equipment.

Saturday brought another sparkling day and after a leisurely start tinkering with cars and fuelled by Karen's freshly baked scones with jam and whipped cream we went off for a run around some of the tracks on the property.

Simon provided us with two cars to use: both 505s with one being a manual and one auto.

Those of us who usually drive a manual were pleasantly surprised at the capability of the auto on the dirt tracks.

All the girls had a drive and came back with

huge smiles, having enjoyed the freedom of driving the dirt tracks.

There was plenty of free time to wander around the sheds behind the workshop and look over the collection of Peugeots parked under cover in the old sheds, rows of 404s, 505s etc.

There was a graveyard of old bodysells at the end of one paddock and a line of cars on an embankment out of harms way. There is minimal rainfall at Gwabegar so car standing outside do not rust very quickly.



After an entertaining day we adjourned to the carport for drinks and a meal around the modern version of a pit fire set in half a 200 litre oil drum on a stand.

Sunday started out with a little cloud cover but in the afternoon it proved to be a bright if a little cooler day.

Matt and Simon went off for a recce around the route of last year's Classic Outback Rally section, which was run over the property and after some of Karen's fruitcake, Matt led us around the 28km section.

It took days of preparation grading and marking the course and all the competitors were through the section in less than 1 ½ hours.

Our leisurely tour round took a couple of hours but this included opening and closing all the gates. It was

not hard to imagine the Porsche's and other performance cars flying across the paddocks and through the creek crossings.

Some of the crew departed after lunch on Sunday, returning to Coona to look over the full sized Pioneer Clipper belonging to David Baker.

Those remaining took off for a final run on the bush trails. Simon set off for Sydney at tea time after the partial rebuild on the BIG tractor with all the heavy and awkward parts refitted. Bruce will complete the job this week.

We packed up some of the camper whilst the canvas was dry and once again retired to the carport for drinks and a bbq around the fire.

Monday morning saw a scramble to get packed up and we set off home around 10.30. The round trip was approximately 1,050km.

I would like to thank Bruce and Dee for making us so welcome and allowing us to roam the property, those who came out and contributed to the relaxing company over the weekend. We'd like to thank Simon for supplying the 505 bush bashers and also Matt for leading us around the rally section.

It was a great weekend, both very relaxed and a lot of fun. I hope we can do it again in the future.

Those attending: Peter & Marion Nash, Phil Challinor, Paul Pracy, John Baker, Nigel Nash & Louise Fountain, Brian Jubb, Ted de Lissa, Rodney & Karen Piggott, Steve & Keiko Palocz.





Yulefest Weekend

Brian Jubb

AFTER WEEKS OF rain a sunny but windy day heralded our Yuletide Excursion. We overcame a potentially shaky start and ten couples shared an enjoyable weekend at the Victoria & Albert Guesthouse.

The group was to gather on Saturday at the Blackheath Golf Club for the meet, greet and lunch.

Unfortunately, the previous week the chef finished up and the new one had not started

yet.

Ann Cosier to the rescue! She quickly checked out the Gardiners Inn Hotel, which promised an open fire and first class meals.

Thanks to that “modern invention” of mobile phones she was also able to let many of those coming know of the change, so the group relocated and had a cosy lunch.

After lunch events were underway, starting at the Blackheath National Parks & Wildlife Heritage Centre, then down to Govetts Leap lookout to take in the view — including the

Bridal Veil waterfall with a 160m drop. The wind was so strong the falls were almost falling up, not down! Still, the wind meant the view was crystal clear.

The drive to Anvil Rock meant we could enjoy incredibly clear views of Sydney some 82km away.

Who would have thought it, but there is an actual full size blacksmith’s anvil

weighing 300 kilograms secured to the rock.

From here it was off to the Victoria & Albert Guesthouse. We booked ourselves in and began to relax.

Some visited the vintage toyshop while others sat around drinking hot coffee and keeping warm.

The pre dinner drinks at 5:05 were really enjoyable — sitting around the log fire, chatting, eating and drinking.

Of course, the real reason we were there was for the “Christmas” celebrations. The evening yuletide festivities were beyond all expectations.

A five piece jazz band set the atmosphere and the quality and quantity of food was more than enough to tame the savage beast.

Several of the group joined in to show their dancing skills, while Helen proved her talents singing Christmas carols with the band.

Sunday morning started with well-managed hot breakfast in the dining room, followed by the mandatory photo shoot of the cars.

It was another clear day and, joy of joys, no wind!

The day’s activities started with a trip to the local cemetery, where Ross showed the group the final resting place of some of his relatives, including the Mayor after whom Berghofer Pass was named.

Mount Victoria has some beautiful views. We had seen the Grose Valley on Saturday and now viewed the Megalong Valley.

They certainly made an interesting contrast — wild wilderness versus rolling farms. Mt Piddington lookout gave great views back to Blackheath.

We carried on to Pulpit Rock that, while only 200 metres away from Mt Piddington lookout, enjoys completely different views.

As an extra special value-added treat I had arranged for a group of hang gliders to float high over the valley.

We drove down the very exciting Hartley Valley Rd to the floor of the valley, passing the remains of the old mining town and the Comet Inn from 1824.

We continued on to the Hartley Valley Courthouse. Here we had our gourmet lunch basket that was provided by the guesthouse.

Farewells were said at around 2:00 pm and everyone headed for home having enjoyed a lovely weekend.

My thanks go to all those who helped to make this an enjoyable weekend.

Pictures: Leon de Waard



Merchandise & other goodies



PEUGEOT

The Victorian Club are looking for expressions of interest for a T-shirt with these front and back designs



504

Celebrating 40 Years

4007 spotting

Peter Cusworth

On the way back from a 3 day camping tour to Uluru, Kata Tjuta and Kings Canyon, along Lasseters Highway we spotted a convoy of six Peugeot 4007s.

I have since discovered it was a Peugeot Sales Managers promotion. The cars looked a little dusty so I guess they had been having a bit of fun out there. Later on they passed us again in our bus as we neared Alice Springs.

— from *Torque*



PEUGEOT 504



Ted de Lissa

JULY IS “Beanie” month, a chance to keep your head snug and warm.

The Club has purchased monogrammed Beanies at the bargain basement price of \$12.00. Also available are 3 x “special” beanies that were imported from the USA and kindly donated by Helen Louran & Neale Drennan.

These will be offered to the first customers with \$20.00 in their hand, so don't miss out by being slow.

The Victorian Club is seeking expressions of interest in a special run of 504 Tee shirts with the following logo on the front and back.

If you are interested, let me know. Sizes and prices will be available shortly.

They are also selling blue zip up polo jackets which are quite smart. Details on sizes and costs will be available shortly.

Our Sloppy Joes are selling well and we have also purchased some small sizes for those of slim build, and of course, the ladies.

If you cannot make it to the meetings, give me a call and see what we can arrange.

Poster Pugs

Ted de Lissa

Kirin Tipping from Peugeot Automobiles Australia has given me 3 framed posters and I want to offer them to Club members.

If there's no interest at the July meeting I will sell them at the All French Car Day.

I have attached photos and I want to offer them to the highest bidder.

They measure 1200mm X 800mm and are professionally framed.



M3 couldn't shake Mi16 in chase

US-based Ken Ramonet was featured in the March 2011 edition of the *Pugilist*, offering tips for soundproofing the 405. While “pumping gas” at his local servo, a magazine editor spotted his car and offered a unique photoshoot opportunity.

Ken Ramonet

I WANTED TO GIVE you all an update on the very successful photo shoot in Napa Valley and San Francisco with *Automobile Magazine*.

My “maitre” mechanic Jean and I raced to fully prep my 405 Mi16 for the shoot as I didn't want to let the team down by bringing to the game anything less than a mechanically perfect car.

We changed the oil, fixed the driver's power seat and tightened up a loose gear shift linkage. It was a good thing we did this, as the magazine combined the Mi16 shoot with an upcoming cover story showcasing all of the BMW M cars for sale in the US. That's the new M1, the M3, M5, the new M6 and whatever it is that they call the two seater convertible (MZ?).

The editors and photographers were completely charmed by the Mi16, especially those who had never seen or driven the car before.

Jason Camissa, the west coast editor writing the Mi16 article, drove the car the most. He could not get over how ageless the design has proven to be. Over lunch, he remarked and then demonstrated on the road how favourably the car compares with BMW's current offerings.

With Jason at the wheel, the current M3 wasn't able to shake the Mi16 in a chase along

the twisty Silverado Trail in Napa and again around Yerba Buena Island in San Francisco Bay.

The M1, however, proved to be more than a match for the 405. But the M1 is truly a remarkable car and, having been given a chance to drive this powerfully balanced and as yet unavailable car, I can recommend it unreservedly to anyone who appreciates a true driver's car.

Extensive pictures of the Mi16 were painstakingly shot over the weekend in Napa Valley, in front of the 1930s era art deco Pan American Clipper Boat Terminal on Treasure Island in San Francisco Bay and finally on the 12th floor rooftop of the Stockton/Sutter Parking Garage in downtown San Francisco.

The garage is between Union Square and the Financial District. The garage shots proved to be the most dramatic with the backdrop for the car the cluster of high rises downtown and on Nob Hill. The 12th floor location seemed to pitch the car into the sky, so to speak, imparting a “floating among the high rises” aspect to the shots.

Shots of the interior, several amusing French language stickers, the “Lion Rampant” badge and the magnesium engine block and compartment were also taken. Several road shots of the car taken at speed completed the session and



I am confident that the article will be entirely favourable for Peugeot, the 405 and the Mi16.

In follow-up, I sent Jason some useful web links, facts and figures I had on-hand regarding the model, how it was sold in the US vis-a-vis the rest of the world, etc.

As well, in Napa, I showed Jason my restoration journal that details all the work I have done to my car to-date.

My car is substantially different to the typical US model, all changes cosmetic. My car has the French market-only C pillar reading lamps and burlled walnut wood trim on the doors, centre console, rear seat centre arm rest and dashboard. I also have the French market bright red First Aid Kit that sits in the cavity of the rear seat centre arm rest.

The car has been extensively sound-proofed with every squeak and rattle chased down and eliminated.

The Peugeot badges and large chrome Lion on the reflective panel at the rear of my car and the little ones on the wheel caps are of the newer kind used by Peugeot between 1995-2010 and are thus not period correct.

— from the Peugeot-L group.

Joining a new set of design dots

SOME OF THE best looking cars on sale now come from Automobiles Peugeot and the company's new head of design, Gilles Vidal, is starting to see the fruits of his labours with the svelte new 508 sedan and Touring, the amazingly successful RCZ coupé and a host of cars that are, he claims, “hyper creative”.

“There are constraints to producing a new car that all manufacturers worldwide have to deal with,” he says. “That means that only now are we able to see things that we've been working on for some time.”

Vidal, who took on his new role in 2009,

says that those long cycles in part explain the difference between Peugeot's recent concept cars and some of its latest production models.

“Whether it's the environment or reparability, it's not always easy in cars for form to follow function. That's something more for other products,” he says.

“But the world of mobility is changing little by little and so we're able to show more of our emotions. We want to fit ourselves to the big concerns of today.”

Vidal says that means “a powerful, refined car design that is a reflection of you and your image. A car is a big investment and more and more people want to see them designed in a



508 console: Matte buttons framed by brushed aluminium accents

way that's fresh and new but also acceptable”.

And what will that mean in practice?

Vidal says: “You can fit an existing electric motor in any car without changing its look. Or the engines could be in the wheels and the batteries can be pretty much anywhere; [without a conventional engine] you can open new dimensions with new aesthetics”.

Vidal, who joined Peugeot in 1996 and admits to owning a classic Peugeot as well as an

Aston Martin, expands on his long-term vision.

"We want simple design themes," he says, "It's harder to come up with something new when you are being very simple and economical with line."

He came in late on the 508 design. The decision to combine the 407 and 607 replacement was because the segment was shrinking – once it was 30 per cent of the market, now it is 13 per cent.

Vidal credits most of the great work on the 508 to his boss, Jean-Pierre Ploué, creator of the C4, second generation C5, and DS3, and says his own part was helping touch up the grille.

The 508 is big but lithe, eschewing the collision of forms, vents and excessively aggressive grilles and lights that has characterised the company for the past few years.

It has a smaller and less brash front grille higher up the car's front and in between, rather than below, more angular front headlights. Alongside four subtle creases in the bonnet, these features combine to make the car's nose feel fuller and more upright.

This new grille is also indented at the top by a subtle centre bonnet overhang to emphasise the more three-dimensional lion logo above and also reveal the Peugeot name in small letters below.

The so-called "floating grille surround" – where the chrome-effect frame sits slightly apart from the bodywork and thus appears to float – is another new feature as is the revised logo sitting directly on the bonnet's metal surface rather than encased by a black shield within a U-shaped chrome frame.

In profile the sedan has a much better balance than the outgoing 407 courtesy of a 92mm longer wheelbase, 43mm shorter front overhang and a slightly longer rear overhang.

The higher waistline is closely echoed by a simple front-to-back shoulder and slimmer DLO with a chrome frame that thickens in front of the C-pillar akin to a Jaguar XF. At the back of the sedan model new style taillights feature three "claw-like" vertically angled red lights while a pair of more conventional wing-shaped lights with a red light frame adorn the rear of the wagon.

Inside, the 508's interior is a marked step up both in ambience and quality. The shapely IP top now flows from one side of the car to the other with a wider centre stack beneath its lip that tapers inward toward the transmission tun-



Gilles Vidal and the SR1 concept:
Production design has different demands.

nel in contrast to the old 407 centre stack that was much higher and more dominating while dividing the IP in two.

Vidal says almost all the controls on the 508 are new and that more budget was allocated to the interior this time around.

Some of the dark matte plastic buttons framed by brushed aluminum accents are almost Audi-esque in their quality and finishes on the top GT trim including machine-polished aluminum inserts on the dashboard recall luxury marques such as Jaguar. Little details like the thick-thin-thick sections of the chrome surrounds framing the gearstick and satnav control areas are slick and different and, says Vidal, give a more "Latin feel" not seen on German marques.

Vidal has big future plans: "The 508 is a true Peugeot and goes away from the hyper-sportive front ends [of the current range] to a more subtle front face and yet with a lot of personality," he says.

"What we've shown with the SR1 concept we will have a chance to really develop and exploit.

"We want a brand that is more elegant and subtle and yet still with sporty roots or values, and we also want to bring modernity and innovation – something that's never been done before – fresh and new enough that people go 'wow!' Not only in the graphics but in surface treatment and volumes, too."

Next up is a new small car, the 208, a model that's hugely important for Peugeot. Back in the 1990s, the company owned the city car segment, and classics like the 205 and 106 set the benchmark.

Also in the works is a new collection of hybrid diesels – the world's first – a pragmatic and highly practical solution for very efficient fuel economy.

More way out designs are on the way. Concepts like the EX1 (2010) show the company can still push the boundaries.

"Electric cars are an interesting adventure," Vidal says, "Peugeot had electric cars in the nineteenth century but petrol won because back then it was more efficient.

"In the 1930s we had the VLV [the Voiture Légère de Ville], a tiny little electric town car. They only built 300 and today they almost look conceptual.

"And more recently we had the electric 106, which was at the time the best-selling electric car in the world."

Today, the first of Peugeot's new fleet of electric vehicles is the iOn, essentially a re-branded Mitsubishi, but a more promising insight into future plans came with the BB1 city car concept shown late last year.

"Now is just the beginning of the electrical era," Vidal enthuses. "We will need everything – petrol, diesel, hybrid and electric – but concepts like BB1 are possible because you have the freedom in the technical architecture. It's far more modular and lets you be more radical."

Vidal's job is to look forward. No new concepts are planned until the northern autumn's Frankfurt Motor Show, but in the interim, he needs to navigate the web of legislation and manufacturing limitations that bind every company.

"Car design isn't quite as bad as join the dots," he jokes, "but it can be a bit like that. But all manufacturers share these constraints; the challenge is to keep your identity, your DNA. With Peugeot we want elegance and purity."

– from interviews with the *London Daily Telegraph*, *Car Design News* and *Auto Express*.



Revised logo: Now directly on the metal surface of the bonnet.

Hänninen wins Yalta Rally in Ukraine



Juho Hänninen has become the most successful driver in the history of the Intercontinental Rally Challenge in his own right after winning the Prime Yalta Rally in Ukraine.

Driving a Škoda Fabia Super 2000, the Finn's triumph moves him ahead of Freddy Loix with seven wins, having previously been tied with the Belgian on six.

Hänninen's maximum score puts him back on top of the IRC drivers' standings with Škoda edging ahead of Peugeot in the race for the prestigious IRC manufacturers' award.

There was home success in the IRC Production Cup thanks to Ralliart Mitsubishi

driver Volodymyr Pechenyk, while Frenchman Jean-Michel Raoux triumphed in the IRC 2WD Cup.



Elsewhere the Colin McRae IRC Flat Out Trophy went to Andreas Mikkelsen who repaired his Škoda UK-run Fabia by the side of the road after he slid into a tree at high speed in his efforts to overtake Jan Kopecký for the final podium spot, thereby embodying the spirit of rallying legend McRae.

Hänninen started Saturday's final six stages leading Bouffier by 8.2s.

He appeared to have gained the edge over his rival by going quicker than the Frenchman through stage nine only for Bouffier to hit back on the next two runs to the extent they were separated by 5.1s at the midmorning service halt beside Yalta's spectacular waterfront.

However, a charging display by Hänninen on stage 12 allowed him to eek out a comfortable margin.

Although Bouffier went fastest of all on the final stage, it wasn't enough to prevent Hänninen from claiming his second win of the season alongside co-driver Mikko Markkula.

Bouffier's capture of second was the perfect response to his final-stage crash on the previous round in Corsica and fires the Peugeot France 207 driver back into title contention.

Jan Kopecký said a lack of confidence through stage 11 had allowed Mikkelsen to threaten his tenure of third place but successive stage wins by Kopecký in the afternoon cancelled out any threat the Norwegian could offer.

Mikkelsen was fastest on two stages on Saturday morning in his efforts to snatch the final podium spot from Kopecký.

He closed to within 12.9s of the Czech with three stages left, only to spin backwards into a small tree after touching a patch of gravel.

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The impact inflicted damage to the exhaust and right-rear corner of his Škoda UK Fabia, which he and co-driver Ola Floene repaired by attaching a ratchet strap to a lamppost to pull some flailing bodywork clear of the exhaust.

The time dropped spinning plus the loss of power caused by the damaged exhaust forced Mikkelsen to settle for fourth, which nevertheless represents his highest finish in the IRC so far this season.

Guy Wilks began the final day in an unenviable position.

Too far behind to attack Mikkelsen following his punctures on day two and clear of the chasing pack, the

Peugeot UK driver faced the difficult prospect of finding a comfortable balance between pace and caution.

He finished fifth but suggested he could have challenged for victory had it not been for the two deflations, having run as high as second.

A front-right puncture on the final stage, caused by striking the concrete block holding the flying finish sign in place, completed a frustrating weekend for the Briton.

Thierry Neuville arrived in Ukraine boosted by his maiden IRC victory on the previous round in Corsica.

While a high-speed off and a puncture on Friday ultimately wrecked his chances of a repeat win, he showed

Drivers' standings:

1. Hänninen 58 points
2. Kopecký 55
3. Bouffier 49
4. Neuville 48
5. Loix 45
6. Wilks 35

Manufacturers' standings:

1. Škoda 146 points
2. Peugeot 134
3. Subaru 33
4. Honda 28
5. Ford 25
6. Proton 16



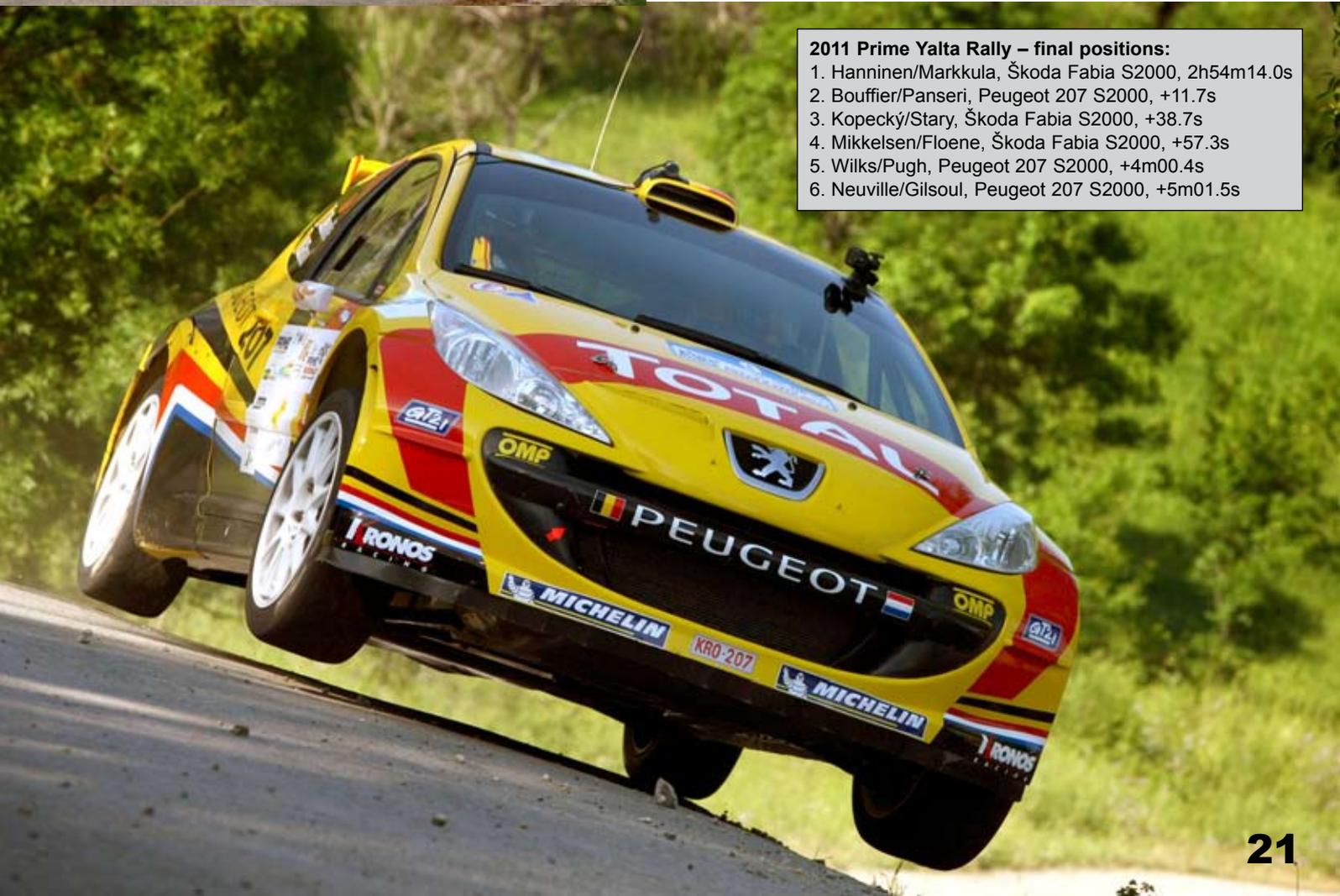
plenty of pace throughout the event ahead of his home round of the IRC, the Geko Ypres Rally.

"I was unlucky on Friday," pondered the Peugeot Belgium-Luxembourg driver. "It's a shame, because my 207 S2000 was very competitive and I think I could have challenged for the win.

"My 207 is getting more effi-

cient and easier to drive each time out..."

Given that he had little hope of improving on his overall position, the Belgian profited from Saturday's action to test different Michelin tyres and work on the set-up of his car with two spare wheels onboard. "That could well come in very useful later," he said.



- 2011 Prime Yalta Rally – final positions:**
1. Hanninen/Markkula, Škoda Fabia S2000, 2h54m14.0s
 2. Bouffier/Panseri, Peugeot 207 S2000, +11.7s
 3. Kopecký/Stary, Škoda Fabia S2000, +38.7s
 4. Mikkelsen/Floene, Škoda Fabia S2000, +57.3s
 5. Wilks/Pugh, Peugeot 207 S2000, +4m00.4s
 6. Neuville/Gilsoul, Peugeot 207 S2000, +5m01.5s

Three new Blue Boxes



Granville dealership: This is an official photo of the Peugeot Blue Box in Granville. That's Granville in France, folks.

Peter Wilson

THE BLUE PEUGEOT paint is out again with a major Sydney dealership changing a sales location and two new dealerships being added to Peugeot's Australian network.

It coincides with steadily improving Peugeot sales figures and the rollout of attractive new models.

Trivett has moved its City and Eastern Suburbs Peugeot showroom from the Blue Box at the southern end of its multi-million dollar, multi-dealer building on the busy O'Riordan Street, Alexandria.

The Peugeot range is now displayed in an

outdoors forecourt at the former Subaru site on the triangle between Link Road, Roseberry and where the Eastern Distributor meets Southern Cross Drive, to the south of the gawdy Audi busy box.

It's the latest in a series of changes in Peugeot eastern suburbs sites over the years.

There have been dealerships in William Street (that was when everyone had a dealership in William Street), City Auto first at Rushcutters Bay and then at the South Dowling and O'Dea Street corner that became a VW joint for a while, at Randwick in and out of the Daewoo showroom, in and out of a restaurant at the Clock Hotel in Surry Hills, and then in the Alexandria business park.

The old Blue Box is being transformed into a swish Rolls-Royce and Bentley shop just along from the Ferraris and Mercedes on Alexandria's expanding Auto'Alley.

Trivett said servicing of Peugeots will continue at the O'Riordan Street premises.

Curiously, I did a few airport runs the other day and noted the lack of signage visible from Southern Cross Drive — even a salesman has commented on it.

As you can only see the Peugeot blue from Link Rd, it's an opportunity missed that is worth noting.

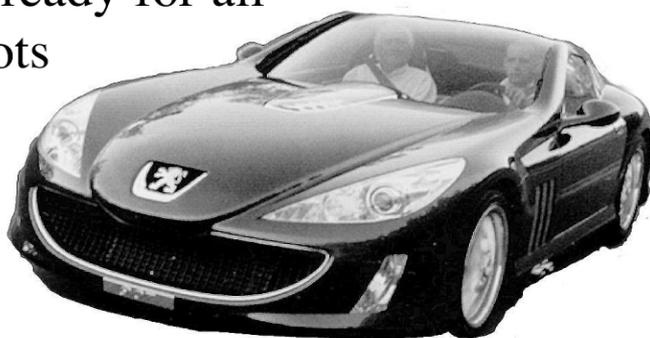
In Newcastle, the family owned Pacific Holden has set up its Peugeot sales and service centre on the Pacific Highway at Gateshead under the name of Pacific Euro.

This is in addition to the city's long-time Regal Motors dealership.

A gap has been plugged in Townsville since Pickering's Euro dropped out, with Motorco Euro now selling and servicing Peugeots at its premises at Mundingburra.

Locations and telephones are in the inside back page directory.

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Trivett's Alexandria Blue box soon after opening in 2007



Turbo weep but tears of joy again

Graham Taylor

A few months ago the turbo on my 207 GTI blew and began to leak oil.

Look as I might I could not find any source for the leak and did not notice that the turbo had blown, just that the car ran like a bus.

At the next due service for which I use Alec Mildren at Artarmon, they picked up the problem after a full day working on the car.

David, the Peugeot service manager there, told me it would be about \$6000 to fix it.

I of course hit the roof, as this is a bit much for a 4 year old car.

He suggested we try Peugeot Australia to get a new turbo free of charge and they in turn referred the matter to Paris.

Tricky pipe: the line circled above can leak and prevent oil feed to the turbo. It's often modified with a heat shield after events like this.



HQ questioned Mildren's diagnosis and wanted full details and real time connection to the car's computer.

After a week or so, Peugeot France agreed to provide parts free and Mildren to share labour costs.

The end result is a great little car again at a cost to me of only \$1,500.

I think Peugeot values its long term customers more than I suspect any other company does and Mildren's are the best dealer service I have used in over 40 years of Pug driving.

Bravo Peugeot and Alec Mildren.

A tale of Peugeot service and spares

Peter Mohacs

Car prices are coming down in relative terms each year.

The car makers are recouping these lower margins in service cost and spare parts.

I am sure they are all doing it but my recent experience with my beloved 405 would indicate that Peugeot are better at this than others.

I have a 405 Mi16 with which is 20 years old and has 170,000 kilometres.

I presented it at the local Peugeot dealer to rectify the "Check Engine" warning light and to get a pink slip for registration. The result left me flabbergasted!

The dealer was unable to tell me the fault from the check engine warning light because he did not have the correct diagnostic equipment. It seems my car is too old!

The car failed the pink slip on four counts;

1. Front N/S seat belt would not fully retract.
2. Rear N/S seat belt would not fully retract.
3. Bald rear N/S tyre, and
4. Faulty rear muffler.

The cost of rectification was as quoted as follows,

1. Front seat belt \$900
2. Rear seat belt \$450
3. Tyre \$150
4. Muffler \$230

The actual time and cost were as follows

1. Front belt had a twist. I had to remove some trim and untwist the belt. It took about 20 minutes and cost nothing
2. The rear belt also had a twist but I was able to fix it without trim removal. It took about 2 minutes and cost nothing in parts
3. The tyre was swapped with the OK spare. 20 minutes and no cost.

4. The muffler was fine but the joining clamp had come loose. I removed and cleaned it and put new sealing putty on the join. Time: 30 minutes and \$10 for the putty.

So my \$1730 quote was a \$10 job with about an hours labour at \$100.

I have just bought a set of inertia belts for my vintage MG. They cost \$115 each and are a universal belt suitable for many cars including the 405.

After the items were fixed within the specified 7 day period (no pressure from the dealer, ha!) I represented the car and it passed the pink slip.

While the car was being inspected the first time it had a minor service. It was a very expensive oil change at \$350.

My wife was driving the car the next day and complained that there was water leaking from the engine. It turned out that the radiator cap had been incorrectly replaced and most of the coolant had leaked out!

The service agent was most apologetic and agreed to flush and refill the radiator free of charge. The Dealer principal was also most apologetic about the excessive quote for the repairs for registration and I was appeased. My big mistake!

I gave the dealer a second chance and booked the car in for a replacement timing belt.

When I picked the car up it made a horrible noise. I was told that the fan belt tensioning pulley was worn and a replacement was needed. The part was \$500. That is an expensive bearing!

It never arrived as there was nil stock in France. I was then advised that a Citroën BX19 idler was the same and cost \$320, but alas it too was nil stock ex France. I found one on the internet for \$100 but it turned out to be for a

standard 405 not the Mi16.

So now after a second service the car sounded much worse than before and at the same service the intermittent wiper had failed!

Thankfully, this story does have a happy ending. I contacted my original Sydney dealer who said that the "check engine" problem could be an Oxygen sensor or a related computer issue.

I took the car for a service and the problem was an incorrectly refitted rubber hose on the air inlet for the induction system which gave the monitoring system a false reading. It took 5 minutes to refit at nil cost.

The noisy idler pulley was readjusted and lubricated and it is now much quieter. This too was at minimal charge.

I was also advised of an engineer who was making replacement idler pulleys for \$200. I have purchased one and have yet to have it fitted.

So what have I learnt from all this?

- Peugeot really don't want you to have a 20 year old Peugeot. They would like you to buy a new one.
- Genuine Peugeot parts are way too expensive. There is a difference between a profit and a greedy rip off!
- Some so called Peugeot mechanics should not be allowed near Peugeot cars

Now that Doug the Pug has been repaired correctly I realise what a fantastic car it is. The 405 is truly worth more than the sum of its parts! I hope I can enjoy it for another 20 years, although my wife wants me to sell it and buy a car with an automatic gear box.

I am happy to supply the name and address of the excellent Peugeot service centre I used in Sydney.

Inflatable tyres a 1901 option



A study in curves: A Peugeot 203 at the Academy of Science in Canberra.

111 years ago

1900 France leads the world in car manufacture with its 24 automobile makers and a trade association chaired by one Armand Peugeot.

There are in France 2,884 four-seater cars, 5,286 two seaters and 11,252 motorcycles.

Fifteen models of Peugeot cars are available, now fitted with optional inflatable Michelin tyres instead of solid rubber. Pay a third deposit on order and the balance on delivery. There is a one-year warranty on 1901 models.

35 years ago.

1976 Now here's a trier. Rick Osborne takes on a Charger in his Peugeot 203 at the Oran Park Dragway but that beast with a 10-second handicap still wins.

A blow to Kugelfischer fans –the Peugeot 504 Ti is withdrawn from the Australian market because of ADR 27A.



Rerunner setting off: John Geremin flags off Keith & Hilma Bridge in their 203.

You ain't seen confusion yet. Michelin tyre buying starts getting more complicated with 175 x 14 ZXs being replaced with non-compatible XZXs.

30 years ago.

1981 Aussie biker Phil Anderson, under contract to Cycles Peugeot, finishes second in the 24-day, 24-stage Tour de France after leading the race at one stage.

David Weekes gets some background on Peugeot from the club to help his successful bid for Weekes, Morris and Osborne to take on the Peugeot (Aust) ad account.

Gary Rollings bravely decides to be editor of The Pugilist after David Toyer has manned the helm for several years and set a new high standard for cover art.

A nice way to do business. The committee takes a visiting former Hobart Peugeot dealer by the name of Hilyard for drinks and he offers

to sell his unwanted old model parts at old-fashioned prices.

25 years ago.

1986 Our wandering president reports from London both Peugeot 205s and 305s are very popular with the Brits and the slightly bigger Pug 309, built at Coventry, is coming on to the market.

Bert Grobbelaer from the South African club sends a cou-

ple of mags with apologies for

less-than-perfect English because their Pug enthusiasm is usually printed in Afrikaans. The Pugilist is very popular and well circulated in his club, he said.

Ian Robinson organising a Bastille Day dinner at Froggy's Restaurant Francaise at Parramatta, \$25 a head.

Trevor Churton in his Peugeot 403 beats Jon Marsh and Gary Russell in the state motorkhana champs round four.

A Peugeot 504 auto once owned by historian Manning Clark is up for sale.

20 years ago.

1991 Where's that guest speaker? He didn't show because he busted a piston in his non-Peugeot on the way home from the north coast.

What's this? A version of the Peugeot 205 with a turbo-charged 1,769 cc diesel engine shows a bit of muscle in every gear and a 0 to 100 kmh of 12 seconds, the International Express reports.

Does anything change? Secretary Ross Berghofer trying to coax volunteers for committee jobs, says activities have been limited because the club has been operating minus vice president, social director and competition director.

15 years ago.

1996 Now that's a lifestyle decision. A Peugeot 306 cabriolet is stolen and used as the getaway car in a hold-up in Sydney in May.

Looking for a resto project, motoring writer John Wright sniffs around some old Pugs at Turella before choosing a Triumph PI.

Sixty-six secondhand Pugs for sale in the June 23 Sydney Herald, including one Peugeot 605.

Formula One star Jacques Villeneuve thrashed a Peugeot 205 to death, running up 90,000 km in 18 months with the stereo turned up loud.

Dawn Fraser is seen around Melbourne in a Peugeot 604.

10 years ago

2001 Peugeot Concessionaires Australia announces the best sales in 52 years in May – 455 Peugeots. And its staff awaits news of who will score jobs with the new distributor.

A lot of clattering at Lake Parramatta as 24 cars gathered for the club's first diesel day. The most popular model was the 405 SRDT with six represented. President Steve Palocz save a 1980 504 diesel from the wreckers and is thankful for its 700 km on a tankfull in the city.

The owner of UTE-203 met the owner of UTE-403 at a club outing to the Illawara

Motorex debut: The club competes with hotrods and everything at a new motoring show.



Motoring Museum.

Jim Kearns spotted a write-up about Pug collector Keith Bridge in Australian Classic Cars.

Five years ago

2006 Fifteen of 25 places have already been filled for a 17,000 km Peugeot lap of Australia for '03s and '04s being organised by Hank Verwoert.

Reflecting on the success of the clubs' Ampol rerun, president Doug Smith marvels that so many motor sport venues have survived in country towns; the city ones have almost all vanished. Rerun organiser Graham Wallis says he has had requests for another event, but he won't have anything in mind for a while.

David Bean reports on driving Ean McMaster's Peugeot fleet at Bathurst. It includes a concours-winning Peugeot 404, an immaculate Peugeot 504 and a wild and woolly Peugeot 404 Ti ute.

Dapco director John Davis has sold the French car spares business to Mercedes spares outfit Barry Teasdale at Kingsgrove and it will become Dapco Auto Imports.

It's the pits: Rerunner Philip Challiner's 404 being inspected before the rerun.



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LeMans rule changes

Brecht Decanq

At the end of the 1000 KM of Spa-Francorchamps the Automobile Club de l'Ouest (ACO) announced its intention to adjust the performances of the LM P1,

LM P2 and GTE classes before the Le Mans 24 Hours.

The new performance adjustments were decided by looking at the race results of the first races of the 2011 season, confirmed Vincent Beaumesnil, ACO Sports Manager: "To evalu-

ate the results on the track, the ACO bases its calculations on the performances of the cars in the race only.

"Performance is an overall concept that takes into account all the factors that can influence the results of a car. Thus, not only lap times, but also everything that contributes to the final result, power, torque, aerodynamics, cornering speeds, pit stop times, fuel consumption tyres etc, are evaluated."

The following decisions were taken:

The adjustments in LMP1 were made in the refueling nozzle. For the petrol powered cars the diameter was increased from 28 mm to 38 mm, while the nozzle diameter for diesel cars will be reduced to 25 mm.

In a further attempt to reduce the performance gap between diesel and petrol cars it was also decided to increase the air restrictor size on petrol cars and give most of the petrol powered cars a weight reduction.

— from *Planetlemons*



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merci

This issue was brought to you by:

Peter Wilson, Peter Cusworth, Ross Berghofer, Phil Torode, Con Engel, Paul Watson, Andrew Park, Helen Louran, Peter Lubrano, Derek Flannery, Rob Tuner, John Geremin, Ted de Lissa, Peter Nash, Philip Challinor and the number 6..

For sale

205 Si, 1992, 248,500km, new discs and rotors at 239,000km, timing belt and water pump replaced at 248,000km, full service history with Peugeot specialists and has been owned by me for 13 years, has had no accidents and has served me well over the years, air con, pwr steering, CD radio, driving lights, pwr windows and light tint (factory) windows, have bought a 207 and need to reduce the stable to two pugs. \$3000ono, BDV 74Q reg to Aug 2011, see pictures on carsales.com.au, Mike Archbold, North Rocks, 9873 2848.

206 GTi, 2001, black, excellent condition (inside & out), 98,700km, reg: AHP49X, to Jul 11, \$7,400ono, Melanie, Cronulla, 0404 028 885 or melanig.gill@bigpond.com

306 XT Silver. Automatic 5-Door hatch. 94,100km, QLX 663 to 30 Aug 2011, one owner. Well cared for vehicle, very good condition inside and out, except for two small areas of faded paint on the roof. Log books with Peugeot service history. Sydney. \$5,200ono, Jenny, 0412 121 242.

405 Mi16, 1989 lux pack, full leather seats, sunroof, cd player. New head gasket, machined head, new radiator and water pump, thermostat. New disk brakes and brake pads. Currently 4 Goodyear Eagle F1 195/55 R15 (with Peugeot original alloys), and 1 spare under boot. Includes 6 other spare tyres (5 195/65

and 1 195/55), so you won't need to buy tyres for a while. Includes electric jack, tyre spanner and jumper leads. \$5000. Rego until 13th March 2012. Odometer on about 160,000km, have various spare parts also included. Andrew, anpat89@gmail.com

405 SRDT. 1994 5sp manual. **4QZX961**. 1.9lt turbo diesel with intercooler. 285,100km. Second owner since 1997. 10 stack CD player & 4 new speakers, tow bar never used, factory alloys, cruise control, 4 michelin tyres (2 new), outside temp display, height adj driver seat, lumbar adj front seats. Engine oil changed every 10,000km, all service by Colliers at Granville. 7lt/100k around town, better on a trip. Diesel pump and injectors serviced once Oct 07. This was my first diesel and because of the torque and economy I would never go back to petrol. Ride is very smooth and comfortable around town and on the motorway. At speed with bends the car feels lower and firmer - like you pushed a switch. Has agreed value insurance for \$9,700. Asking \$5,900. Have moved to a good road car. Peter Watson, Parramatta ph 0413 878 887, or peter405@optusnet.com.au

406 auto 3l V6 coupe with sunroof for sale. Car is unregistered. Compliance plate 5/1998. First registered 12/99. Current owner is the second owner. Timing belt recently replaced, Good tyres. Travelled 99,000km.

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 18 JULY 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.

Vin: VF38CXSZ580567909. Asking price is \$13,500. The car is located at Arncliffe. Phone Tim on 0406 221 800.

407 ST HDi Executive Touring Wagon 2007, Economical 2 litre diesel; 6 speed Tiptronic auto, Only 49,000 country highway km, White Gold with black leather interior. Front seats electric adjustment; heated driver's seat. Full service history. Always garaged. 17" alloys with Pirelli tyres in good condition. NSW reg AZZ74Z to April 2012. Vehicle is in very good condition throughout and drives beautifully. Car being sold on behalf of a friend for health reasons. \$25,950ono, Ian Dyball, NSW mid north coast, 02 6559 3133 or 0427 931 333.

504 GL 1973. Gladesville. auto, Ruby red, air con on new gas. 1 previous owner. Full history from new, including purchase receipts, service handbook & manuals. Lovingly maintained to original spec with period dunlop alloys & original steel wheels. 167,000 miles from new, engine professionally overhauled at 144,000 miles. Recently resprayed & seats refaced. An exceptional example priced accordingly. Photos avail-

able on request. reg 8/11/11. \$8,750. AEQ.59E. phone David on 0405 624 481 or email David at:

bigwavedave999@hotmail.com

505 STi 1985, sedan, auto 272,000km, silver with blue interior, NSW rego to Jan 2012, \$1,700. Grant, Tweed Heads 0402 131 580

Parts

Air filters, oil filters, fuel filters, pollen filters, brake pads, spark pugs, timing belts, water pumps, thermostats, front suspension parts, genuine Peugeot parts, Bruce, 6584 1800

Wanted

404 Cabriolet hood bow mechanism, plus chrome trim strip under door, plus taillight lens, Colin, 02 6248 8442 or 0414 484 398

604 wheel nuts - set of 16 - for the Dunlop mag wheels as originally fitted to the 604s. Jim Woolley 4948 9020 Mobile 0412 538 087

Fix that gear linkage

Steve Palocz

OVER THE LAST few years I have needed to replace gear selector linkages on my 604 and 404.

These gear linkages were not available for both cars when I needed them. The repair method for each linkage was different.

On the 604 the nylon cap was very worn on a gear link rod leaving a sloppy gear lever.

I had a spare link rod from a 505 that had a good nylon cup that screwed onto the rod. The 604's link had a fixed nylon cup.

This repair was quite easy. I noticed that the link rod diameter was suitable to have a thread cut into it to suit the threaded part of the 505 cup end.

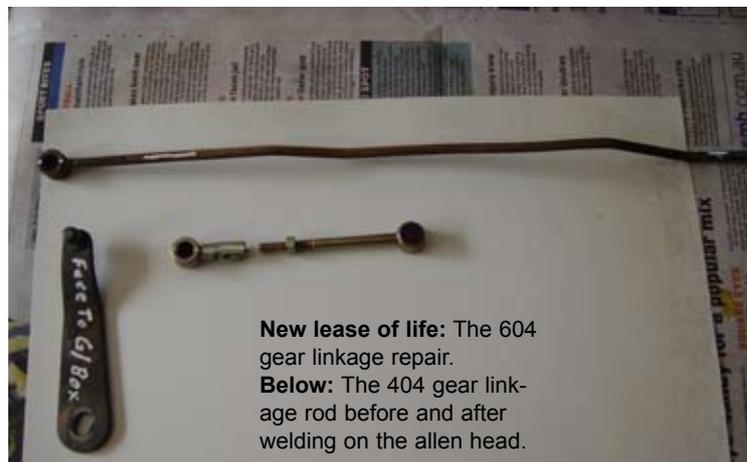
I measured the length of the 604 link rod. Then I cut the worn nylon cup off the 604 link rod and threaded the end of the link rod to suit the 505 nylon cup end. I screwed on a lock nut and the 505 nylon cup and adjusted the length to suit the 604. No more sloppy gear lever on my wife's 604.

The 404 gear linkage repair was different. I had a new spare cup end from a 504 that

fitted the 404 ball link on the gearbox but its female threaded end was too large for the 404 link rod. I needed a step up in the thread size. Before I cut anything on the 404 link rod I traced its dimensions onto cardboard as a reference for the rods length and the way each cup faced. I rummaged through my nuts and bolts and found an allen bolt with the right thread for the new cup end. The advantage of the allen bolt is that the 404 link rod fits into the allen head and is easy to weld together.

After some measuring to determine how much to cut off the 404 link rod I welded the allen bolt to the 404 link rod. Placed the lock nut onto the new threaded end and screwed the new cup end on and adjusted the end to the correct length as per the cardboard drawing. Now the 404's gear change is nice and smooth.

Keep your Peugeots running.



New lease of life: The 604 gear linkage repair.

Below: The 404 gear linkage rod before and after welding on the allen head.





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Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON ARTARMON	NSW 2064 NSW 2064	02 9413 3355 02 9906 1388
Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
Autosports Sutherland	Sales Showroom Service & Parts Unit	668-670 Old Princes Highway 2/7 Marshall Rd	SUTHERLAND KIRRAWEE	NSW 2232 NSW 2232	02 8536 2888 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 Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 02 6926 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
Pacific Euro Sales	Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Regal Motors Newcastle	Sales Showroom & Service Parts Unit	Cnr Hunter & Railway Streets 342 Maitland Road	NEWCASTLE HEXHAM	NSW 2302 NSW 2322	02 4908 5555 02 4957 9100
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 and Parts	1 Link Road 75-85 O'Riordan Street	ROSEBERRY ALEXANDRIA	NSW 1445 NSW 2015	02 8338 2624 02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
QUEENSLAND					
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
Motorco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4810	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 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 Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
VICTORIA					
Bayford of South Yarra	Sales Showroom Service Unit	435 Malvern Road 55 Garden Street	SOUTH YARRA SOUTH YARRA	VIC 3141 VIC 3141	03 8290 2888 03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721 1100
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 Service & Parts	295 Whitehorse Road 77 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 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 Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 03 5331 5000
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

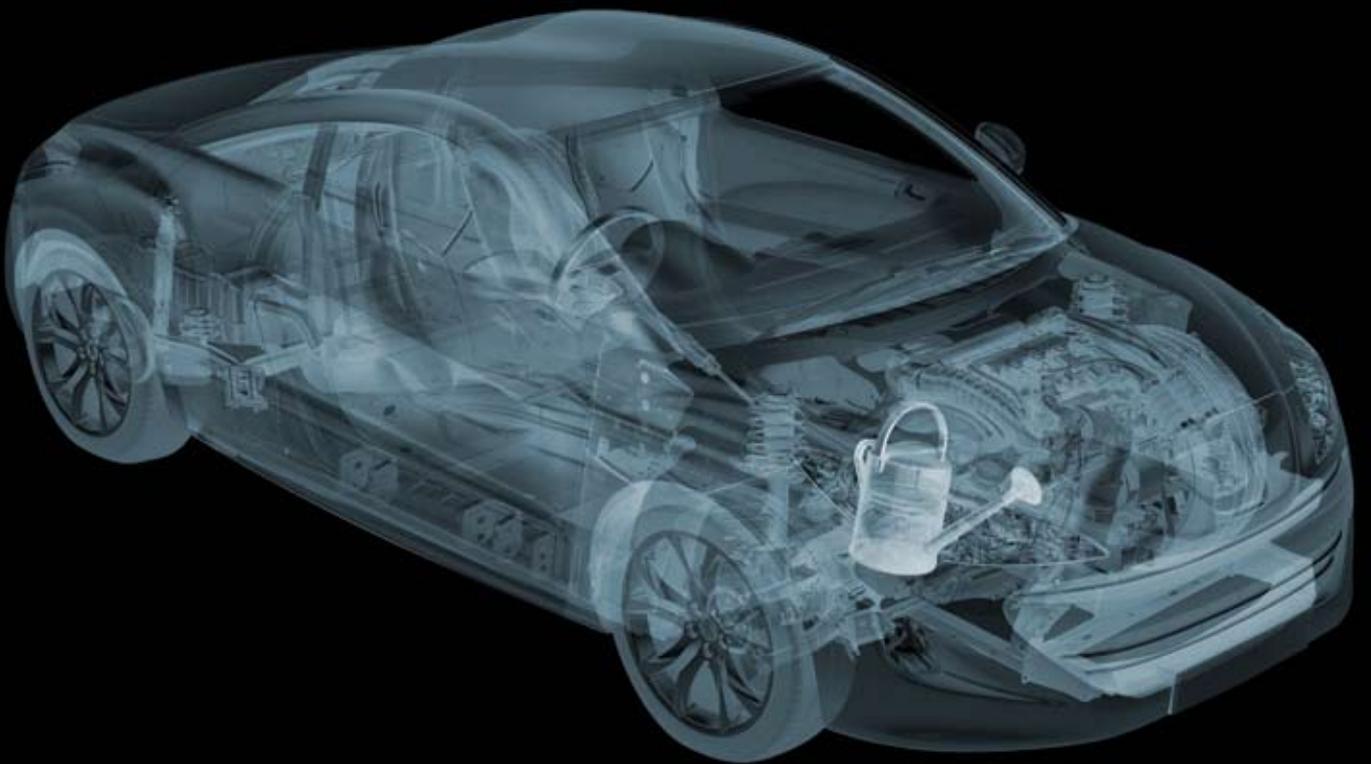
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