

the pugilist

February 2012

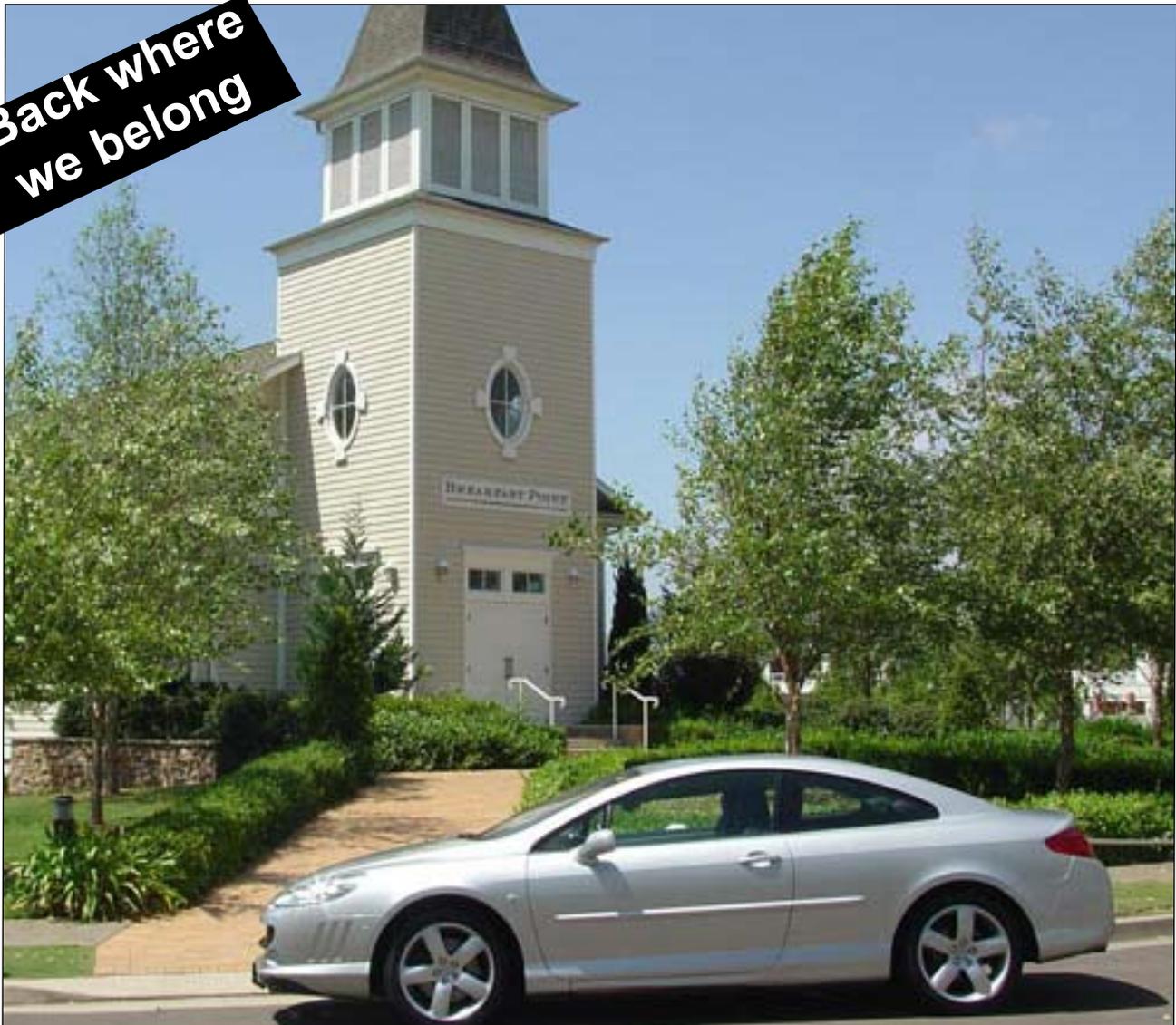
Magazine of the
Peugeot Car Club
of NSW Inc



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207 CC receives summer update

Simon Craig

PEUGEOT AUTOMOBILES Australia Events and Promotions Manager, Kirin Tipping, finished up with the company on 20 Dec 2011 and Jaedine Hudson has

The cover

One of the two 205 GTis that proud owner Laurie Kerr brought to the 2011 All French Car Day at Silverwater Park.

Photo: Simon Craig

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replaced her in a new, expanded role of PR and Promotions Manager.

One of Jaedine's first press releases has been to announce a slight change to the Peugeot 207 CC.

Gone is the 1.6 litre petrol turbo version of the car (which came fitted with a 6 sp manual), leaving behind just two versions: the normally aspirated 1.6 petrol with a 5 sp manual or the venerable AL4 4 sp automatic.

Despite losing the hairdryer, the normally-aspirated 1.6 is no slouch, with its technically advanced engine pushing the manual version from 0-100km/h in a still-respectable 10.7s.

Variable valve timing on both inlet and exhaust cams, plus variable valve lift on the inlet side make this Euro V engine quite frugal, with a combined cycle of 6.5 l/100km for the manual and 7.2 l/100km for the auto.

On the plus side, with no price increase, the 207 drop top now features Peugeot's "new" lion logo, Bluetooth and USB connectivity, leather seat trim and 16" alloy wheels as standard.

In addition, the speedo dials are now black, along with some black roof lining and some trick dashboard treatments.

The 207 CC was already loaded with features like climate control air conditioning and cruise control and the new extras are bound to be a plus for buyers of the updated model.

Peugeot is yet to announce a 208-based folding roof model in its future, so it remains to be seen whether this is the final update for the 207 CC or if it will soldier on into 2013 as well.

Summer dreams: It hasn't been much of one, but there's still time to enjoy it

Prices are \$33,490 for the manual and \$35,490 for the automatic, not including on-road costs (which adds nearly \$4,000 to the price in NSW).

If you can see yourself in one of these, I'm sure your local Pug dealer would love to see you in one too.

Test drive to Paris

While you're looking at the new 207 CC, why not test drive the 308 as well? Peugeot are currently running a competition to win a trip for two to Paris, plus spending money, for people test driving the 308 at dealers between November and the end of February.

Details are on Peugeot's website or your local dealer.

www.peugeot.com.au



2012 events well planned



Ross Berghofer

WELCOME TO THE 2012 club year and your first magazine for the year.

As usual, to get things rolling the committee had its January meeting to plan for the year ahead — but we did it differently this year.

Instead of having a barbecue at a member's home, the meeting was held in the air-conditioned comfort of the Western Suburbs Aussie Rules club at Croydon Park.

This also resulted in a shorter meeting with discussion to the point. Things went so well that we will probably do it again in 2013.

At the meeting the club resolved to re-affiliate with the Confederation of Australia Motor Sports (CAMS) at a cost of \$1,035 and with the Council of Motor Clubs for \$180.

The enormous advantage of CAMS affiliation is that it enables members to compete in serious sporting events and affiliation provides

automatic insurance cover for the club, thus helping to protect it and its members.

At the meeting Brian Jubb, our social secretary, produced a calendar of events that helped plan for 2012. So, if you are thinking of organising an event for the club — and we welcome members' input to club activities — please contact him to discuss a timeframe that will fit in with the calendar.

This may not affect so much some of the regional groups as their events are directed to local members. Having stated that, we know that all members would like to attend regional activities if they have the opportunity to do so.

In mid December Sandra and I drove our 406 to Gunnedah for family reasons. During the trip, there were some interesting Peugeot sightings. Firstly, the 4007 seems to be popular in the Hunter region, with quite a few of them on the road.

Another unusual sight was a Peugeot Partner towing a big caravan through Murrurundi. I do

not know if the driver was on a road trip, or if the vehicle was moving the caravan a few kays up the road.

I wondered how a little Pug would handle some of the big hills of the New England Highway with a heavy weight behind it.

I collected some goodies from Peugeot Australia, left over from the move from Hill Road to the premises at Flemington on Parramatta Road.

This includes a tall Peugeot logo that you would see on the blue Peugeot shop and a couple of posters that would be valuable to Peugeotophiles. I will bring them to a club meeting for members to ogle over.

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

Feb OASIS run

Ted de Lissa

I trust everybody had a great Christmas break and are enjoying the New Year.

It is that time again to resume our OASIS Runs. For the OASIS Run on 7 February we will be visiting the Go/Shu Sake Factory in Penrith. Here we will be given a 1 hour guided tour and learn about how Sake is made.,

We will be able to enjoy a tasting, (optional) and purchase Japanese artifacts. The tour is quite expensive at \$2 for pensioners and \$3 for non pensioners. Following the visit we will have lunch at the Leonay Golf Club. Meet at McDonald's Southside on the M4 at 9.00am for a 10.00am departure.

A detailed itinerary for the first half of 2012 will be available in the next issue of the Pugilist. Should you have any ideas for OASIS destinations, please let me know.

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Ross Berghofer

I AM LOOKING FORWARD to the Kanangra Walls trip, near Oberon. I haven't had a chance to get there yet.

Please let me know if you are coming so that I can expect you at the meeting point, which is at 11:00 am on Saturday 18 February, at the junction of Edith Road, Jenolan Caves Road and Kanangra Road.

From there it is a 30 km drive to the parking area at Kanangra Walls lookout.

Please bring sturdy walking shoes, water and sun block and food for lunch. This weekend is also the Oberon show, and there will be time in the afternoon to visit the show.

Please be aware that the weather can change from hot to cool in a short time; so bring warm clothes too.

Some people are staying at Oberon on Saturday night, at the Big Trout Motor Inn and already I know of two birthdays to be celebrated then.

On Sunday I have planned a circular 100 km tour from Oberon to Rockley, Burruga, Black Springs and return to Oberon.

have not been on these roads and I am told that they have a good surface, and a short bit of gravel road between Oberon and Rockley.

This trip will require you to bring all your own eating and drinking supplies. There is an IGA store at Oberon where we can stock up before our journey.

Simon Craig

IT'S A NEW YEAR and that means a new season of the NSW Motorkhana State Championship.

Who in Sydney wants to run some or all of the motorkhana rounds this year?

You only need a roadworthy car, a Peugeot car club membership, a basic CAMS licence (Level 2 Non Speed) and probably \$50 entry for a great day.



Kanangra Walls

17-18 February

Motorkhana 2012

It is best to have the club and Cams licence before you turn up. Just show up on the day at the ground about 9:00am.

The first round is run by the Renault car club on 26 February at Nirimba TAFE (just drive slowly right down to the back of the TAFE). You will probably get 6-8 tests run twice on the day (12-16 timed runs). Only the best timed runs count, (so if you stuff one test you get another chance).

There are 7 rounds this year — five on tarmac at Nirimba TAFE and two on dirt at Awaba (Toronto). You can run one or all the rounds.

Motorkhana stalwart and clubber Robert Rigg has the following to say: "Peugeots are quite good and very competitive at Motorkhanas. Drive as hard or slow as you like, though I can

assure you getting all the tests correct and not hitting any markers is the best for starters. We all started somewhere.

"Don't be put off if you don't win at your first attempt (and if you do I will be packing up for the day). I drove in my first motorkhana when I was 39!"

He also adds that a few Pugs have turned up to the Renault training days in years gone by and have shown promise, though have gone no further.

See you at Nirimba on the 26 Feb. Visit the NSW Motorkhana page here: <http://www.motorkhana.com/>

Robert Rigg flinging around his 205 in 2009



Round	Date	Location	Surface	Club	Contact	Number
1	26th Feb	Nirimba	Tarmac	Renault Car Club	Bob Sprague	0414 670 320
2	25th Mar	Nirimba	Tarmac	Thornleigh Car Club	Andrew Crowley	0421 334 426
3	3rd Jun	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434 983 035
4	22nd Jul	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434 983 035
5	12th Aug	Nirimba	Tarmac	Mini Car Club	Ron Adlam	0427 043 854
6	9th Sep	Nirimba	Tarmac	Volkswagen Club	Cameron Hart	0407 003 359
7	14th Oct	Nirimba	Tarmac	Hills District Car Club	Peter Batt	0400 828 911

New Members

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

- Graham & Fay Keast 307
- Byron Comminos 504
- Margaret Grosvenor 308

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

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

Club diary

Wednesday, 1 February

Club Meeting, Veteran Car Hall, Five Dock

4-5 February

NE & NW Chapter Port Macquarie trip

Wednesday, 8 February

Committee Meeting, Parramatta RSL, 8pm.

17-19 February

Kanangra Walls weekend with the president

Sunday, 26 February

NSW Motorkhana round 1. Nirimba TAFE

5-10 March

Sydney's Backyard trip

Wednesday, 7 March

Club Meeting, Veteran Car Hall, Five Dock

Wednesday, 14 March

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 18 March

President's Breakfast, Narrabeen

Sunday, 25 March

Flower Power carshow, Moorebank

Sunday, 25 March

Shannons Wheels, Canberra

Sunday 25 March

NSW Motorkhana round 2. Nirimba TAFE

Wednesday, 4 April

Club Meeting, Veteran Car Hall, Five Dock

6-9 April

Easter Pageant, Young NSW



Country grandeur: Could this be the destination of the signpost chase on Sunday morning?

Ross Berghofer

WITH THE CHERRY crop eaten and the festive pip spitting done, it will be safe to drive your pristine Peugeot into Young for the Easter Pageant without the risk of cherry splatter on the paintwork.

The town of 9,000 residents boasts a world champ who can spit pips for more than his record 17 metres.

The town is preparing for its next big tourist

invasion and even the mayor is lined up to do his French car duty.

Everything in the programme is set for a successful event, according to club president Ross Berghofer.

As host, our club has arranged the runs, the motorkhana and dinners, and all that is needed is plenty of friendly participants.

Several enthusiastic members have signed up already.

You can join the early starters by signing

up with the form on the back of the mailing sheet with this magazine and booking your accommodation. The form is also available on our website here: <http://www.peugeotclub.asn.au/pageant.html>

Or you can assist the planning by emailing an expression of interest to pageant@peugeotclub.asn.au.

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For more information or to register your interest in these tours, contact Jeanette Savage at Interlude on 02 9405 2218 or visit our website: www.interlude-tours.com

6-9 April

Pip pip, hooray for Young 'uns



Accommodation

The club recommends accommodation at either of two venues.

The Cherry Blossom Motel. A clean but older style motel that will be pageant headquarters and venue for breakfast. The whole motel has been booked for us. Book by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your booking and the discount rate.

The Colonial Motel. This is diagonally opposite if you want something a bit classier. It has 15 rooms and eight apartments, with covered parking. Phone 02 6382 2822 or visit www.colonialmotel-young.com.au Please mention the Peugeot Car Club when booking to identify the arrangement with the motel owner.

Other venues can be found at www.visityoung.com.au

The cost of pageant registration is a reasonable \$185 per person covering meals, a goodies bag (restricted this year to essentials), and enormous amounts of fun.

I suggest you book now to take advantage of the arrangements that have been made for the weekend. Meanwhile, if you have any questions, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697. Or email us at pageant@peugeotclub.asn.au

So, see ya in Young, 2012.

Busy weekend programme

A weekend along the usual format is planned: catching up with friends, lots of Peugeot talk, a pretty town with lots of shopping, lovely scenic drives, good meals, and a bit of friendly competition, including a motorkhana and driving skills, and churches where you can commemorate the religious meaning of Easter.

The programme will be like this:

On Friday, arrive and have dinner at a venue of your choice, but we recommend the local Young Services Club where a space for pageanters has been reserved.

On Saturday morning the pageant commences. After breakfast at the Cherry Blossom Motel, a lion-up at the Visitor Centre will display our cars and the mayor of Young Shire Council, Stuart Freudenstein, has been asked to make his personal choice of the best cars. Lunch will be provided at the Visitor Centre.

On Saturday afternoon, we will make a leisurely seven-kilometre drive to the Young Turf Club at Burrangong, on the road to Temora, for a motorkhana organised by Victorian club members and some alternative skills tests. The club has toilet facilities.

A nice evening meal has been arranged at the Empire Hotel, which is opposite the Visitor Centre. The hotel is an easy walk from the motels where most, if not all, people will be staying.



Pageant HQ: The welcome to Young, with the Empire Hotel in the background.

On Sunday morning, after breakfast, you will enjoy a leisurely drive in the district. This will be the signpost chase during which you will get confoundedly and delightfully confused but the reward will be a nice lunch at a beautiful destination.

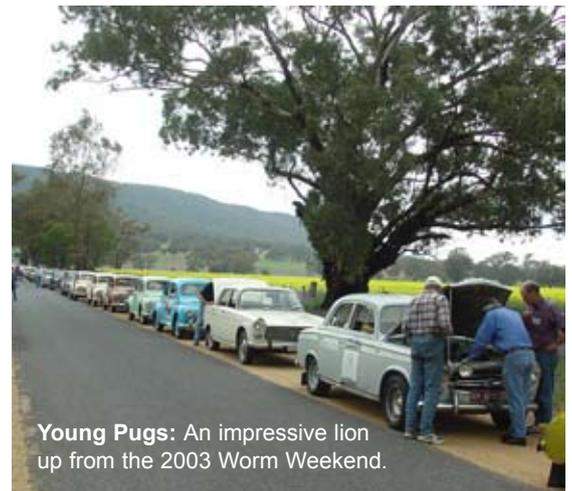
After returning to Young, you can visit any of the many tourist sites to visit or shop for souvenirs of the town. There are shops where cherry products can be purchased, in particular Poppa's Fudge Factory.

On Sunday evening the presentation dinner will be held at the nicest restaurant in town, within walking distance of the motels.

On Monday morning Young will witness a convoy of Peugeots head out to the Chinese Tribute Gardens for a farewell breakfast. This is a delightful spot with lovely gardens and a sheltered area. The gardens

commemorate the Laming Flat atrocities during the gold rush.

The dam there was used to store water for the steam trains that have long since ceased to run on the line.



Young Pugs: An impressive lion up from the 2003 Worm Weekend.

THE Peugeot Car Club of New South Wales Inc – now 39 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 Puglist

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simonc@pobox.com

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- Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.

- Mag wrapping at 25 McElhone Place, Surry Hills on Thursday, 01 March.

Who are ya gonna call?

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• General inquiries Anne Cosier,
9456 1697

• Library books, David Schultz

• Badges, Jon Marsh 9627 3828

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205 Anthony Musson

0428 352 310

206 Simon Craig 9630 9668

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Peugeot in front and behind

Peter Wilson



IN SPITE OF A shocking result for December, Peugeot finished 2011 as the leading French automotive brand in Australia, behind its 2010 total, but with hopes of new models achieving a big year this year.

Official scores showed the national vehicle market topped a million new registrations, but was down 2.6 per cent in volume on the previous year.

The Federal Chamber of Automotive Industries attributed this fall to “challenging market conditions and significant supply problems” as well as the natural disasters at home.

Peugeot had its share of Japanese earthquake problems and factory downtimes affecting its deliveries as well as a resurgent French rival and other strong European competition.

By October, its 463 new registrations had topped the 409 of October 2010 and November’s 453 topped the 402 of November 2010.

But Peugeot’s December figure slumped to 252 units, less than half the 557 the previous December. Despite the end-of-year inducements, it was the worst December result for the marque since 2000.

Sales fell for every model except the 508 and the 75 deliveries of the top-of-the-range sedan were the best since its release. The expected volume models, the 207 and 308, were down to 41 and 75 respectively.

For the first time since its return to the Australian market, in December Renault overtook Peugeot, almost doubling its sales to 397 on the 221 the previous December and finishing the year on a high of 3,622, almost double its 1,907 in 2010.

Renault had the advantages of fresher models, South Korean costs for some and five-year warranties.

Peugeot finished the year with a total of 5,220, 7.6 per cent – 429 units – down on the 2010 sales of 5,649. It was a 10-year low, but still 1,668 ahead of what had been a record result of 3,552 in 2001.

Citroën had a below average 92 in December to finish the year with 1,415 sales, 188 less than its 1,603 in 2010.

An indication of the intensity of European competition was Volvo’s 546 sales in December that gave it 5,272 for the year, edging ahead of Peugeot. Sightings of Opels driving about Sydney remind that some models successfully marketed as Holdens will be sold this year under that General Motors badge.

Automobiles Peugeot, long a tight-margin volume producer, has been too dependent on European sales, hit hard since the end of subsidies and financial crises, so it is trying to build more higher margin upmarket models and increase its markets outside Europe.

A total of 2,114,000 Peugeots were sold globally, a little down on 2010, but an improvement to 48 per cent outside Europe. Most export markets were up – Russia, Asia, Latin America and New Zealand – so Australia was an odd one out.

The big success was the 308-based RCZ coupé, which has beaten the Audi TT globally with sales of over 19,000 units. It has also done well in Australia, with 152 sales in 2010 and 304 in 2011, but Audi is strong here, with plenty of factory cash, and TT sales again topped 400.

The launch of the 508 was deemed an international success with 121,000 sales. However, with Australia starved of this model it failed to have the immediate impact here of the 407, which sold in in triple figures in its first three months to a market hungry for diesels.

The 75 deliveries of 508s in December – including back orders – were the best since its launch and the year-end tally was just 285.

Peugeot has indicated there does not appear to be any constraint on Australian 508 supply now so this year will indicate if it ticks all the boxes for prospective buyers.

Some of our 307-owning members have traded up to the 308, an improved model, but the market does not appear to have shown the

same loyalty and its volumes have been consistently lower despite the reduction in warranty issues. This might be a hangover from quality problems with the 307, which Automobles Peugeot acknowledged at the highest level.

In 2011, the 1,737 sales of 308s were 38.6 per cent down on the previous year’s 2,827 units. Things improved when the facelift model appeared – a lift in registrations to 179 in October, 142 in November and 75, the lowest month of the year, in December.

Thanks to the Sportium package, the 207 made a sales comeback and its 1,268 in 2011 trumped the 943 in 2010 and the 853 in 2009. But sales started to slow in September and bottomed at 41 in December.

An observer suggested the market might not be ready to accept small eco-friendly engines, fearing they work too hard and might wear too soon, when bigger ones are about. However, Volkswagen has been doing well with small engines, though dismayed owners of oil-gulping Golf diesels might be reluctant to buy another.

Another put-off is the four-speed auto, which is old hat when six-speed boxes are about.

Pluses that are hardly known are Peugeot’s great safety record – shown in accident statistics – and the new short-term fixed-price servicing charges for new models. Peugeot promoted heavily last month its 2011-model sale. Perhaps it is hoping to emulate previous years, particularly 2006 and 2007, when a bumper January result has followed a down December.

2011 Peugeot Sales

Model	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	YTD
207	116	110	148	107	94	129	123	132	91	79	98	41	1268
207 CC	21	48	21	23	18	25	10	14	30	28	21	5	264
308	76	113	160	141	164	331	131	101	124	179	142	75	1737
308 CC	16	17	14	18	7	9	6	12	28	14	28	9	178
3008	38	84	65	60	96	33	46	21	16	22	17	13	511
RCZ	20	38	27	32	30	41	22	18	20	27	20	9	275
407	39	1	0	0	0	0	0	0	0	0	0	0	40
4007	7	36	95	60	37	6	1	25	31	76	73	13	460
508					15	9	45	54	20	26	41	75	285
Partner	7	3	8	8	17	20	14	20	7	10	13	11	138
Expert	2	0	7	5	3	4	3	5	3	2	0	1	35
Month	342	450	545	454	481	607	401	402	370	463	453	252	5220
2010	422	400	483	483	524	691	449	420	409	409	402	557	5649



25 March

Brian Jubb

THE OLD CAR Social Club has again invited the Peugeot Car Club to the Flowerpower car show on Sunday 25th March. The event is in aid of Diabetes Awareness.

Flower Power is located at the intersection of Newbridge Rd & Davey Robinson Drive, Moorebank.

Cars are to be in place by 9am and entry is \$10 per car.

To arrive as a group, meet at 8.30 am at the corner of Milpera Rd & Marigold St, Milpera.

Please contact Brian Jubb with expressions of interest, on 02 9602 9591 or via email at jubbbrrian@yahoo.com.au

Illawarra Drive

Brian Jubb

29 April

ON SUNDAY, 29th April there will be a drive to the Illawarra Grevillea Park.

The plan is to meet at McDonald's Engadine (corner of Heathcote Rd & Princes Highway) for a 10am start.

We will then head south through the Royal National Park, stopping at Stanwell Tops for fabulous views of the ocean and Grand Pacific Drive — where the roadway is over the ocean.

We then travel on the Grand Pacific Drive to the Illawarra Grevillea Park. Entry is \$5.00 per person, children free.

The park has a beautiful walk, cafe and plant sales.

Following the park visit, we plan on having lunch at a local club in the Bulli area.

Please contact Brian Jubb with expressions of interest for catering purposes, on 02 9602 9591 or email at

jubbbrrian@yahoo.com.au

The Sea Cliff Bridge from Stanwell Tops



Pugger Buggers Trip 2012

2-12 May

Neville Summerill

Starting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State.

We'll start the trip here as it is very close to where we were going to start, and I thought it would save time and unnecessary travelling to go this way.

As we will be camping, it will not be necessary to book accommodation, as we may do some bush camps at some places.

The route may change due to road conditions.

I hope I can go as it will be close to my scheduled knee replacements, however we will work something out if that occurs.

For more information, contact me on 02 6458 7208

Sydney's Backyard

5-10 March

Bruce Knowing

In November's edition of the Pugilist, an itinerary for this event was published.

A six day trek is planned, starting on 5 March 2012 and concluding on 10 March.

I'd love to know of any expressions of interest for this trip, so please contact me on 02 4739 8372 or via email: brucek@jista.com.au

Part 2 of Sydney's Backyard is planned for Spring 2012 or March 2013.

Stop Press!

Brian Jubb

Ineed an expression of interest from all of those who wish to attend the Pugger Buggers trip to Cameron Corner.

If you are thinking of attending, could you please send me an email or contact me by phone **before Friday, 17 February**.

My details are 02 9602 9591 or email at jubbbrrian@yahoo.com.au

President's Breakfast

18 March

Nigel Nash

THE PRESIDENT'S Breakfast is on again and it is back to the popular Blow Fish Café, in Narrabeen.

This year it's on 18 March and we have again booked the verandah overlooking the lake.

A tasty full breakfast is around \$16.50 with other options including vegetarian. See the website for the full menu.

I will start collecting bookings at the February club meeting.

Parking is available in the Café's off street car park.

I have made a provisional booking for 40 people and will need to finalise the numbers after our March club meeting.

Please see me at the meeting, call me on 9456 1245 or email me on emvale@bigpond.net to book your seat.

The Blow Fish Café is at 11 Narrabeen Street, which runs west off Pittwater Road.

www.blowfishcafe.com.au

Pleasant company: The 2011 event proved very popular



2011 Dîner Noël



Ross Berghofer

A magnificent venue, a perfect meal, good company and no guest speaker.

I was delighted to win the lucky door prize and there was good raffle prizes on offer as well.

These are some of the comments made at the club's Dîner Noël on 26 November at Oatlands House.

Some 36 people enjoyed the evening with a help yourself buffet meal. New club member Tony Reynolds was lucky enough to win the lucky door prize: a 1:18 scale model Peugeot 206 WRC.

The venue was so good, we might book it again for this year.

Bunnings Warehouse Show & Shine

Ted de Lissa

THE OLD CAR Social Club finally struck pay dirt with a warm and sunny day for the re-run of their Annual Car Show & Shine at Bunnings Milperra on 9 October, 2011.

Despite the clash with Bathurst, 59 cars attended the day, with the star of the show being an immaculate white HK Monaro. "Lucille", (my 404 Wagon) made an appearance and I spent quite some time discussing her vital statistics with interested spectators.

All proceeds from the day went to The Bankstown Multi Cultural Centre, who support young people who stray from the straight and narrow into crime and drugs, etc.

This show is an annual event and should you require further information on it, or the Old Car Social Club, go to their website at <http://www.ocsc.net.au/>



Tim Moore, centre, flanked by Nick and Jono



Who is this masked man?

Indy Karts day

Photos: Emma Moore



The first group, ready for action

Simon Craig

THE 19 November club outing to the Indy Kart track at Milperra was such a great day that I completely forgot to write about it in December.

No seriously, I had a lot of things going on at the time and I just plain ran out of time.

This is not to say it wasn't a great day, as it was.

Around 11 club members and guests turned up to drive, with a few more that came along to watch, support and just plain enjoy themselves.

Long-time club member (and former Treasurer) Tim Moore and his family turned up, and they formed the bulk of drivers.

In fact Emma Moore also generously cooked lots of nice things to go with the barbecue that Helen and Neale had organised.

Unfortunately for the participants, it would have to have been the hottest day in Sydney since last summer (and still counting!) but fortunately for us, it was an indoor circuit, so the sun was out of the way.

The Indy Kart circuit is very tight in places, with a reasonably smooth surface, but with a couple of long straights that let you wind the kart up to a very high speed.

The karts themselves are the most different I have experienced, with a motorbike engine and two speed semi-automatic gearbox in them, which you have the opportunity of running in a

pure auto mode.

Personally, except for the top of the circuit leading on to the long straight, you don't really have enough time to move through the gears, so it's easier to concentrate on kart position and leave it in auto.

As long as you keep your speed up and don't lose traction, the lower gear is really not needed, anyway.

Because of our modest numbers, we only ran two groups, though I'm not sure if one was either faster or more experienced than the other.

The karts themselves offer very little front on protection, so it's very important not to go nerfing into the tyre barriers, as the kart will quickly be damaged and a mildly annoyed track official will be telling you off in no time at all.

Anyway, I'm pretty sure everyone had a great time, and it was a great shame that more people weren't able to come and experience all the fun.

Thanks to Helen and Neale for organising a great day out. In my case it was a very welcome distraction.

Helen Louran & Emma Moore, enjoying a break from the karts



IRC title joy for Mikkelsen



Thierry Neuville, on track to clinch the title, suffered a series of set-backs that cost him the lot.

Andreas Mikkelsen has become the youngest driver to win the Intercontinental Rally Challenge after claiming victory on the season-closing Cyprus Rally. Amid emotional scenes captured live on Eurosport, Mikkelsen secured the title by one and a half points from Jan Kopecky, sealing glory by going fastest on the final stage alongside co-driver Ola Fløene.

Belguim's Thierry Neuville — Peugeot's only main contender — failed early on the first day following a puncture and then an alternator fault, wiping out his chances in the rally.

"Everything was going perfectly up to the fourth stage," lamented Thierry Neuville after his retirement. "My 207 S2000 was very nicely balanced and I was able to stay on the ideal line to post some quick times.

There was no impact, but my rear right tyre suddenly went flat. I stopped to change the wheel but I spotted blue smoke coming out of the bonnet just as I was about to get going again. The alternator warning light also came on.

I completed the stage at slow speed but I had no way to

repair the problem, so I wasn't able to go any further."

Japan's Toshi Arai won the inaugural IRC Production Cup in his R4-specification Subaru Impreza STI with Jean-Michel Raoux, from France, clinching the IRC 2WD Cup by a single point ahead of Italian Stefano Albertini.

Mikkelsen, driving a Škoda UK Motorsport Fabia Super 2000 led for all but one stage of the mixed-surface event based in Pafos in the south-west of the Mediterranean island. One of five drivers in contention for the coveted IRC

title at the start of the rally, Mikkelsen had to win the event in order to become champion.

Apart from a spin on Friday and a puncture on Saturday morning, little troubled the Norwegian who becomes the fifth different IRC champion in as many years. Mikkelsen, who switched to rallying as a 17-year-old when injury curtailed his promising skiing career, was almost forced to stop competing when he ran out of funding prior to the 2009 season.

He hit back by securing a drive with Škoda's UK importer for the 2011 season after impress-



Nasser Al-Attiyah, last season's Rally Cyprus winner, was unable to repeat the effort in his M-Sport Ford Fiesta.

Drivers' standings:

1. Mikkelsen 153.5 points
2. Kopecký 152
3. Hänninen 125
4. Loix 123
5. Neuville 115
6. Bouffier 110.5

Manufacturers' standings:

1. Škoda 362.5 points
2. Peugeot 241.5
3. Subaru 117
4. M-Sport 107
5. Ralliart 104
6. Honda 46

Andreas Mikkelsen on his way to victory.



ing in the IRC in 2010 in a privateer M-Sport Ford Fiesta. Despite a troubled start on Rallye Monte-Carlo, when he crashed on the opening stage, he slowly improved his form and came close to winning

several rallies before taking his maiden win on the penultimate round in Scotland last month to set up a title challenge in Cyprus. As well as winning two rounds outright, Mikkelsen scored more stage wins than any other driver with a total of 38 fastest times during the year.

Nasser Al-Attiyah, last season's Cyprus Rally winner, had started the final day with an outside chance of victory and went fastest of all on Saturday's third stage. However, an engine failure meant he was unable to continue

2011 Cyprus Rally — final positions

1. Mikkelsen/Floene, Škoda Fabia S2000, 2h25m18.5s
2. Kopecký/Dresler, Škoda Fabia S2000, +1m40.5s
3. Standell/Parmander, Škoda Fabia S2000, +2m54.8s
4. Kruuda/Järveoja, Škoda Fabia S2000, +4m33.0s
5. Loix/Miclotte, Škoda Fabia S2000, +5m25.4s
6. Kahle/Göbel, Škoda Fabia S2000, +7m48.9s

after midday service, handing second place to factory Škoda driver Kopecký, who has been runner-up in the IRC standings for the last three seasons.

"There was damage in the engine, which is a big disappointment," said Al-Attiyah. "It was fantastic before and I was really so happy with my performance against all these great IRC drivers and live on Eurosport. But what can we do?"

Patrik Sandell took third with his best fin-

ish of the season for Škoda Sweden claiming a stage victory to boot. Estonian teenager Karl Kruuda, in a privateer Fabia, impressed in fourth, snatching the position from Freddy Loix when the Belgian's BFO-backed Fabia developed a mechanical fault on the penultimate stage.

Matthias Kahle completed an all-Fabia top six in his Škoda Auto Deutschland Fabia after a solid display on his first visit to Cyprus. And it got better for the German importer when Kahle's team-mate Mark Wallenwein battled back from his double puncture on Friday to finish eighth, one place behind IRC Production Cup winner Toshi Arai.

Outgoing IRC champion Juho Hänninen restarted on day two under SuperRally regulations following his crash on Friday's opening run. Despite winning a stage he had to settle for 16th overall, one place ahead of leading female driver Burcu Çetinkaya.

Mikkelsen's performance earned him the Colin McRae IRC Flat Out Trophy, awarded on each round of the IRC to the driver whose performance best embodies the spirit of the rallying legend who won the Cyprus Rally 10 years ago in 2001.

Andreas Mikkelsen (Norway), Škoda Fabia S2000, first overall: "To become IRC champion is such a fantastic feeling, the likes of which I have never felt before. It's been a tough season, which didn't start so well in Monte Carlo but which has just kept getting better and better. We've had a fantastic second half of the year and wow, to finish with a win in Cyprus and the IRC drivers' title, I can hardly believe it has happened. It's like a dream.

"I'd really like to thank everyone at Škoda UK Motorsport and Škoda Motorsport for and giving me this opportunity this year. It's a special moment for everyone. So much effort has been put in over the last five years of my rallying career, not just by me, but the people around me. To give this title back to everyone who has been involved is incredible."

Pictures: Peugeot Sport & eWRC.cz





MOTEUR EB

Three pot screams to the rescue

Simon Craig

PEUGEOT HAS LAUNCHED a new three-cylinder petrol engine assembly line at its Trémery plant.

Philippe Varin, Chairman of the PSA Peugeot Citroën Managing Board, and Christian Galliard de Lavernée, Prefect of France's Lorraine region, recently inaugurated the production unit for a new family of three-cylinder petrol engines at its Trémery plant in Moselle, eastern France.

For those not familiar, Trémery is PSA's diesel engine production facility, making the group's 1.4, 1.6, 2.0 and 2.2 litre HDi engines, as well as those for engine partner Ford and its subsidiary Volvo.

For power-hungry HDi enthusiasts, the 2.7 and 3.0 engines are made in Ford's Dagenham plant in the UK.

Since the Trémery factory opened in 1979 (long before the current engines were around), the total number of engines produced there has topped 35 million units.

The plant currently has 3,720 employees.

A little while ago, Peugeot decided to conduct an in-depth overhaul of its small engine lineup, in a project that is just as important as its HDi diesel engine initiative.

This new family of three-cylinder engines

are designed to be more efficient and cleaner (thanks to their smaller size), while maintaining performance in terms of power and torque.

More compact and delivering 68 to 82 horsepower, the new three-cylinder engines will reduce fuel consumption and carbon emissions by 25% compared with today's four cylinder engines.

The plan is that "drivers will see their energy consumption reduced by approximately 1.5 litres per 100 kilometres while maintaining optimal driving enjoyment."

The new engines will be fitted to the future Peugeot 208 (covered in the December edition of the Pugilist), to be launched in Europe in first-quarter 2012, with CO2 emissions of just 104 grams per km for its 1.2-litre VTi 82hp version and 99 grams per km for its 1.0-litre VTi 68hp version.





The Group has invested €717 million in the project, launched in early 2008, of which €460 million has been for research and development. In all, 52 patents have been filed and 1,200 engineers and technicians have been involved. A total of €257 million was allocated for capital spending projects in eastern France, mainly at the Trémery plant.

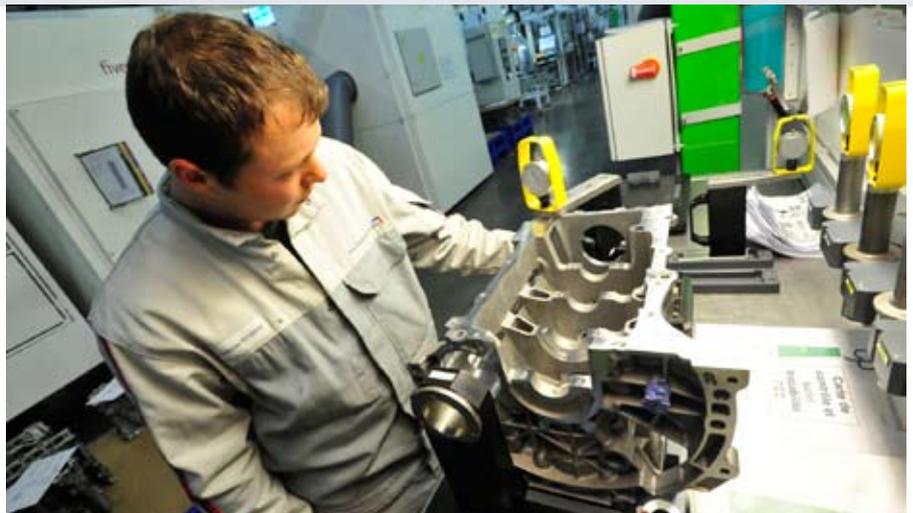
In the start-up phase since September 2011, the new EB engine will be produced at Trémery.

The project has a potential annual production capacity of 640,000 engines and will create 500 jobs.

In a second phase, the new engines designed in France will be produced in Latin America and China to meet local needs and will represent a key asset for the Group's international expansion.

The new three-cylinder petrol engine, which integrates the most advanced environmental technology, is designed to enable PSA Peugeot Citroën to strengthen its leadership in low-carbon emission vehicles.

As yet, there has been no word on what engines the Australian-delivered version of the 208 will have.





Peugeot exit from Le Mans racing

Gary Watkins

PEUGEOT DROPPED A bomb on the car racing world when it announced in January that it will shut down its 24 Hours of Le Mans program.

The shock news came on the deadline day for entries into the new FIA World Endurance Championship, which includes the French endurance classic at Le Mans.

The decision brings the curtain down on the French manufacturer's five-year sports-car program, which saw it run two versions of its 908 turbodiesel LMP1 coupe. Its successes included victory at Le Mans in 2009 and the manufacturers' title in both years of the Intercontinental Le Mans Cup, which becomes the WEC for this season.

According to a Peugeot spokesperson, the decision to quit was made at the French company's highest level.

"This decision has been taken against the backdrop of the challenging economic environment in Europe coupled with a particularly busy year for the brand in terms of new vehicle launches," Peugeot said in a statement.

"In this context, Peugeot prefers to concentrate its 2012 resources on its commercial performance and, in particular, ensuring the successful launches of the 208, 3008 HYbrid4, 508 RXH, 508 HYbrid4 and 4008, which will take forward the brand's strategy of moving upmarket and extending its global presence."

Peugeot in 2012 had been expected to run a hybrid version of last year's second-generation 908.

The end of the Peugeot program means that Audi will be the only manufacturer contesting a full season of WEC events in LMP1. Toyota will contest only selected events and Le Mans with its new petrol-electric LMP1 hybrid.
— from *Autoweek*.

René Fagnan of Auto123.com spoke to a veteran of the Peugeot Sport race team, who said: "No one saw that one coming. Not at all. Yesterday, we got a message to gather all together at 4 p.m. And we were told the bad news."

An hour later, the official press release was posted on the web.

"This decision is quite hard to understand," the contact said. "Just after Christmas we restarted the manufacturing of parts process and we had just received the 2012 tubs. The test team was down in Sebring, Florida to do some testing when they got the news. Now, they're getting prepared to fly back here in Velizy."

"This week, we were deciding if we were going to enter three or four 908s at Le Mans, and how many of these cars would be hybrids. The news was a shock – a major blow on our

heads.

"We will be offered redeployment solutions within the company and internal mobility, but the worst part is that we will lose more than one hundred of our very qualified and highly skilled persons. The situation is really dramatic for our younger mechanics and technicians.

"We're going to lose everything. If Peugeot ever wants to go back racing, they will have to build everything from scratch."

Peugeot does not want to see the 908s being entered and raced by privateers, he confirmed.

"No. Peugeot does not want to see a single 908 leave the factory," he said. "One private team has already offered Peugeot to race our cars, but it got a definite no as an answer. It's all over. Period." he said.

Pictures: Peugeot Media





Jaedene with Peugeot news

Peter Wilson

ONE OF AUSTRALIA'S few women motoring journalists, Jaedene Hudson, has taken up the role of public relations and promotions manager for Peugeot Automobiles Australia.

It's a key appointment as Peugeot this year fights to regain market share, plans to introduce two new models and two updated vans, and tries to divert women buyers from Mazda3s and Golfs to 308s and CC models.

Jaedene has, of course, driven some Peugeot

models as part of her previous work and has liked the excellent safety credentials. She has been frank in her assessment of aspects such as build, handling, equipment levels and value.

However, the oldest Peugeot she has driven is a 205.

Peugeot's male hierarchy welcomed her arrival and Peugeot chief Ken Thomas said Jaedene's experience in both PR and journalism made her "an extremely valuable asset to the team".

Jaedene joined the Daily Telegraph 14 years ago and began writing about cars with Open Road before gaining a respected place in the Fairfax Drive team. Then she moved back to News Limited.

"As a woman, you tend to drive yourself a little bit more than the men [in motoring jour-

nalism]," she said in a brief interview before mobile reception was lost. "They are a great bunch of guys."

Her shift from automotive news to corporate PR was a career move, she said.

After she married her childhood sweetheart, David Love, who also grew up in St Ives, she joined Volvo Australia as PR manager.

When her contract ended, she stepped over to Peugeot, replacing Kirin Tipping when the Peugeot role was changed to reflect the PR element.

Some motoring journalists have quit because of all the travelling it involves. Not Jaedene. "Travel's not a drama; I'm used to living out of a suitcase," she said. And there will be further travelling when she takes selected motoring writers to Europe to try the new Peugeots.

Fred takes charge of brands

Peter Wilson

ANALYSTS HAVE welcomed Frederic Saint-Geours to the role of the Peugeot group's brands chief as the company struggles to halt a slump in earnings and market share.

"We view this management change as an overall positive," Credit Suisse analysts said in a note about the new No. 2.

Saint-Geours, who has been chief financial officer and has headed the Peugeot brand in a 25-year career with PSA Peugeot Citroën, seemed "more at home when it came to running

the operations within PSA rather than communicating to capital markets", the analysts added.

The shuffle follows the departure for personal reasons of Jean-Marc Gales, 49, a former Mercedes and Opel executive who was hired in 2009 to take both brands upmarket. He has not been fired as he remains on the board for two months.

Gales, whose robust style had reportedly ruffled feathers in the family firm, will head European auto suppliers' association CLEPA and is taking up a deputy professorship at London's Imperial College in what he described as "a change of direction".

"The rebranding side of Gales's remit had been going quite well," Societe Generale analyst Stephen Reitman



Frederic Saint-Geours: chief executive of Automobiles Peugeot from 1998 to 2007.

said. "But the missed performance goals and multiple profit warnings have to reflect a failure to meet sales targets."

Veteran Jean-Baptiste de Chatillon will take over as finance chief and analysts noted he is well placed to deliver savings in costs.

"Given what's happening in 2012, you need someone who knows where cuts can be made," Reitman said. "With no guarantees of relief on the revenue side, the focus of the performance plan moves to costs."

PSA's European deliveries dropped 8.2 per cent in January-November despite a series of model launches, outpacing the overall market's 1.4 per cent decline and trimming the group's market share by almost a percentage point.

A likely operating loss for the automotive division in the second half of 2011 is expected to wipe out a €405 million first-half profit.

Saint-Geours, 61, has held several key posts since joining PSA from France's Ministry of Finance in 1986. He will continue to head Banque PSA Finance.

Chief executive Philippe Varin heads the PSA top management team, which now consists of Saint-Geours; head of research and development Guillaume Faury and Gregoire Olivier, who oversees the group's Asian operations. — from Reuters and agencies.

Shown the door: Jean-Marc Gales has left the role for personal reasons.



Neuville wins thrilling Golden Stage Rally



Thierry Neuville has won the second Cyprus Golden Stage Rally following a stunning performance over both runs of the spectacular mixed-surface stage shown live on Eurosport.

Neuville underlined the pace and competitiveness of his Peugeot 207 Super 2000 by going fastest through the first run of the 19.43-kilometre test by 4.8s before heading the second run by 1.2s despite almost going off the road in his efforts to keep ahead of Juho Hänninen, who finished second, 6.0s adrift of the rising star on aggregate time.

The Team Peugeot Belgium-Luxembourg driver's success means he pockets 40,000 Euros in prize money. Hänninen, in a factory Škoda Fabia S2000, collected 28,000 Euros with teammate Jan Kopecký securing 16,000 Euros for finishing third.

"We go completely flat out and I really enjoyed the Golden Stage," said Neuville, who was co-driven by fellow Belgian Nicolas Gilsoul. "It's a shame we lost the Cyprus Rally but we are in front again and we showed we've got the pace on gravel. I have to thank Peugeot Sport and Peugeot Belgium for their support in getting me here."

Neuville completed the first run with the left-rear tyre off its rim after he clouted a bank, the result of his pacenotes being too optimistic. He was similarly spectacular on the second pass with several sideways moments. "We pushed

to the maximum when we saw that Juho was equal with us [on split times]," said Neuville. "It was a big attack but we got to the finish and I'm really happy."

Hänninen's car needed a replacement clutch and gearbox in service between the Golden Stage runs when the original clutch failed after the opening pass. He was gracious in defeat at the finish near the seaside town of Polis.

"It did a clean run with no mistakes," said the Finn. "It was a difficult stage but I was happy with my time and it's a nice way to finish the season. Thierry deserved this victory, he was very fast."

Kopecký was third fastest through both runs alongside stand-in co-driver Pavel Dresler. "I just wanted to finish without making mistakes so I didn't take any big risks," said the Czech. "It was quite hard with a new co-driver because this stage was very fast with lots of crests."

Patrik Sandell finished fourth in his Škoda Sweden Fabia after reporting losing a few seconds on the first run by using a soft compound tyre rather than the hard compound option selected by the bulk of his rivals due to the high ambient and ground temperatures. "I did everything I could but I had no problems and there were no mistakes," said Sandell, who collected 10,000 Euros in prize money. "It was easy to attack too much on this stage and go too sideways."

Karl Kruuda took fifth overall in his ME3 Rally Team Fabia. Although the Estonian teenager was frustrated not to have set a faster time on the second run he nevertheless bagged 6,000 Euros after two error-free runs alongside co-driver Martin Järveoja.

Nicos Thomas received 10,000 Euros for winning Category B in

his Ralliart Mitsubishi Lancer in sixth overall. The Cypriot plans to spend part of the money paying for a replacement engine after the original broke during the Cyprus Rally when oil filter damage resulted in a complete loss of oil.

"Winning Group N is good news after the bad luck of yesterday," said the Petrolina-backed driver. "Thanks to the guys in my team for fixing the car and to all my sponsors."

Petros Panteli was seventh and second in Category B with Paraskevas Paraskeva eighth and third in class. Doros Loucaides was ninth after being slowed by damaged steering on his Peugeot 207 S2000. Italian Marco Cavigioli completed the top 10 in his Lancer following a determined drive.

Category C honours went to IRC 2WD Cup champion Jean-Michel Raoux in his Renault Clio R3 ahead of Honda Civic Type R duo János Puskádi and Andreas Charalambous.

Regretfully television viewers were not able watch the anticipated epic duel between the two young aces Thierry Neuville and Andreas Mikkelsen after Škoda UK decided to withdraw Mikkelsen's entry after a highly emotional victory on the Cyprus Rally the previous day.

All cars contesting the Golden Stage Rally carried Colin McRae Vision windscreen strips in support of the charity established following the death of the rallying legend in 2007.

The Cyprus Golden Stage Rally is a groundbreaking concept pioneered by Eurosport Events and the Cyprus Automobile Association. It took place for the second time this year following the inaugural event in 2010. The quick-fire format over a mixed-surface stage, the Golden Stage, run twice provides all-action entertainment for fans live at the event and for those watching live on television at home. It carries a prize fund of 150,000 Euros, an amount unprecedented in international rallying.

Cyprus Golden Stage Rally

- 1 Neuville/Gilsoul, Peugeot 207 S2000 26m02.8s
- 2 Hanninen/Markkula, Škoda Fabia S2000, +6.0s
- 3 Kopecký/Dresler, Škoda Fabia S2000, +32.3s
- 4 Sandell/Parmander, Škoda Fabia S2000, +48.0s
- 5 Kruuda/Järveoja, Škoda Fabia S2000, +1m01.2s
- 6 Thomas/Loizides, Ralliart Lancer Evo IX, +2m19.2s

Peugeot 508



Alicante, Spain, isn't the most salubrious of launch venues. It's a barely comprehensible mishmash of traditional Spanish architecture and grey concrete high rise buildings erected to house tens of thousands of Brits and other Europeans for whom the words class and elegance are conspicuously absent from their vocabularies. But, crucially for a new car launch in February, the weather is extremely agreeable. And the roads are uniformly excellent throughout the country, meaning the assembled hacks can really explore a new car's breadth of scope – providing the draconian speed police don't get in the way of proceedings.

Class and elegance might be complete strangers to most of Alicante's population but they're two words being bandied around quite a bit when it comes to the car we're here to become acquainted with for the first time: the new Peugeot 508. One of my contemporaries, upon discovering that I was attending the first drive of a Peugeot, said he'd rather slash his wrists and, if I'm honest, I was feeling rather ambivalent about the whole thing myself. But after a day and a half of driving the 508 in its various guises, I can report that it's a car that drags Peugeot into the realms of Audi and Volkswagen for the first time. And that's quite a statement.

Wisely the French company has ditched any Mercedes pretensions it may have had with the 607 and concentrated its time and resources to produce a medium-sized car that should lay to rest the ghost of the past few years. It's a handsome car and that's a promising start. Gone is the guppy face of the 407, gone is the bland rear end.

The overall shape is complex and lends the 508 an air of distinction. It's colour sensitive, mind, and the choice of alloy wheel design does impact on the visual satisfaction – just as those things matter on the lovely RCZ. Get the combination right on either car and it looks brilliant. The SW looks quite lovely, too.

All the visual flair in the world couldn't make Peugeot a desirable brand if the build quality remained a joke and this is the one area they've properly gone to town. Every parts supplier was tasked with upping its game yet still offering value for money, every aspect of the car's interior was subjected to a rapid ageing process to make sure the car still looked new after three or four years (fleet vehicle managers were invited to witness this by Peugeot, which shows how serious they are when it comes to perceived build quality) and the design was kept simple and classy.

Interior space has been improved over the 407 – in fact the 508's internal dimensions are on a par with those of the outgoing 607 and there's plenty of room for passengers front and rear, even if they're above average height. Boot space in the saloon is a generous 545 litres and the SW offers a cavernous 1865 litres with the rear seats folded flat.

It almost goes without saying that the 508 is greener than either of the models it replaces. It's lighter than the 407 (by 35kg) yet longer (by 10cm).

It's quieter, too, thanks to advancements in sound insulation and there are two, more advanced, suspension options available – the majority of examples being supplied with a MacPherson Strut set up at the front with multi-link at the rear, with the range-topping GT models getting double-wishbones at the front end.

There's stop/start available on the e-HDi version, which offers emissions of just 109g/km and, just to give the Germans a few sleepless nights, there's practically every toy and gadget available on the options list.

Sitting in the driver's seat, it's obvious that the 508 represents a huge leap for Peugeot. The dashboard design is lovely, the instrumentation is smart, the seats are trimmed beautifully and the steering wheel is nice and thick. It's easily the best cabin in its class and anyone who's been disappointed that Volkswagen didn't over-

haul the interior of the 'new' Passat would be advised to take a seat in the 508. There's a new, Teutonic feel to everything and, at a stroke, the 508 is no longer competing with Renaults or Citroëns. Instead it'll be battling it out with the Passat and even the Audi A4 for dominance in the world's company car parks. If middle management types can see past the badge then Peugeot could just pull it off.

On the road the 508 delivers in spades, too. A decent raft of engine and transmissions is available from the outset, with more to come in the near future. For now there's a trio of 1.6-litre petrol engines and diesels come in 1.6, 2.0 or 2.2-litre form, with the 2.2 HDi offering performance superior to that of the 407's 2.7-litre V6. They're all quiet, refined and more gutsy than you might expect.

It feels like a mature, well sorted executive rather than something destined to be a taxi in two years' time and the driving experience is impressively composed with quick and accurate steering, feelsome brakes and a supple chassis that allows the driver to actually get some enjoyment when behind the wheel. In the stop/start e-HDi the only transmission is basically a clutch-less manual and this can take some getting used to. For smooth changes, it's important to remember to back off the power as you would in any manual otherwise it feels a bit agricultural.

So, all in all Peugeot appears to have a winner on its hands with the 508. It devoured hundreds of kms of Spanish roads with me at the wheel and not once did I think about being in something else. The RCZ was evidently not a one-off and this company has got its mojo back by tackling its problems at the most basic level and starting again from the ground up. Time will tell if their efforts have been a success but, on the basis of my experiences in both the saloon and the SW, I have a hunch that they've cracked it at last.

— from Car Advice

New 405s are even better

Peter Wilson

IF YOU'RE IN THE market for a new Peugeot 405, you'll be pleased that it's had a host of improvements, including a more fuel efficient and more powerful engine.

Equipment on the new model includes front fog lamps, optimised engine management system by Valeo, keyless entry, new reclining seats, new trunk release button, new style trim, front and rear clear light lenses and a rear spoiler, according to just-auto.com.

The change to the 1,577 cc TU5 engine – also used on the Peugeot 206, 207 and 307 – will boost power of the 405 SLX by 10 per cent and will mean ready access to parts from Europe.

But the 405 is not on Peugeot Automobiles Australia's wishlist – the importer has moved further along with the four-oh series, having the 4007 on sale and the 4008 on the way.

Production of the Pinfarina-designed 405 is modest these days in comparison with other more popular Peugeot models. For instance, production of the 308 topped a million in September after four years.

In the six months to September 22, the factories produced a total of 74,587 units of the 405 as well as 107,776 units of two variants on the 405 platform.

The Peugeot 405 was European car of the year when introduced in 1987 and more than 2.5 million have been built. European production ended in 1997.

The 405 and some variations are built under licence by Iran Khodra, now the biggest auto maker in the Middle East, and its output of 860,000 vehicles a year includes Suzuki Grant Vitara, Bardo utilities and Peugeot 206s as well as its 405 and the 405-based Iranian national car, the Samand.

The vehicles are sold in Iran and exported in the region, to Africa and to Russia.

It also has factories in Egypt, Syria, Belarus, Senegal, Azerbaijan and Venezuela.



Bomb on Pug

Peter Wilson

THIS SHROUDED EARLY Peugeot 405 is being removed after a classic assassination in an Iranian city street.

Two men on a motorcycle rode by and attached a magnetic bomb to the car of a university professor working on a key nuclear facility, killing him and his driver on January 11.

The slayings, near Iran's key enrichment site, suggest a widening covert effort to set back Iran's atomic programme.

The White House denied American involvement so it could have been an Israeli hit.

The lift equipment being used in the recovery suggest there is an opportunity in Iran for someone to introduce tray trucks to the towing business.



Rennes plant to build 508 hybrid

A range-topping diesel-electric version of the Peugeot 508 is due for launch later in 2012.

The 508 HYbrid4 was mentioned by PSA Peugeot Citroën in a briefing it sent to just-auto earlier on 12 January.

The new variant is expected use the same powertrain as that of the HYbrid4 versions of the Peugeot 3008 and 508 RX4, as well as the Citroën DS5.

That means a 163bhp 2.0-litre turbodiesel engine which drives the front wheels, plus an electric motor which acts on the rear axle producing an additional 37bhp. The two propulsion systems allow all-wheel drive operation.

While the 508 HYbrid4 is to be manufactured alongside the existing Peugeot 508, 508 SW and 508 RX4 at the Rennes plant in France, the modular hybrid rear drive axle will be assembled and supplied from PSA's Mulhouse facility.

– from just-auto.com

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So many wanted it

IF YOU FANCY HAVING a Peugeot like Lieutenant Colombo, you'll have to work on the case quickly because there are others who share that dream.

Peter Wilson

OUR DEDICATED Peugeot sleuths detected a rare low mileage 403 cabriolet on ebay before Christmas. Its starting price: a mere US\$1,000.

This white 1958 model with a blue leather interior was the real McCoy, not a home-built chop-top. With 1,647 miles on the clock, it had been barely used since leaving the showroom.

"The car is most recognised as the car Colombo drove in the TV detective series Colombo," European car restorer Ray Ayer said in his ebay description. "This car is actually in about the same condition!"

Maybe not the same condition because the car was fresh from a junkyard and, despite having been cleaned, it showed rust blotches on many parts of its exterior and inside its doors, its soft top was stuffed.

Actually, the famous TV car looked much better, despite the dents the studio had inflicted to make it shabby.

The auction caused considerable excitement in the international Peugeot community and the link was spread and discussed on several forums.

Mike Tippett, the international 404 restorer from Vancouver Island, Canada estimated a 403 cabriolet was worth US\$45,000 in top condition. "It's worth restoring for sure, especially for someone who loves the cars," he said. A Dutchman said he knew someone in the Netherlands who had restored a 403 convertible that he bought in Guadeloupe – "spent a fortune on it and indeed it's worth a lot of money", he said, suggesting €50,000).

As the talk was warming up and more people were inspecting the photos on the auction site, the cabriolet was suddenly withdrawn from sale.

Someone in France had made a killer offer to live the Colombo dream.

Reiner Plass in Germany solved the mystery of its disappearance a few days later: "The car was sold directly. I got the information from our 203/403 (German-speaking) forum that it is already on its way to Europe to be restored there."

As principal of Ayer European Auto, Ray had run his eye very carefully over the dilapidated French restoration prospect, recognising it as "a stunningly beautiful automobile".

His firm is in Gardiner, Maine, a historic valley city where the first workable US steam automobile was made. It specialises

in restoring European collector cars and converting high line imports to US regulation standards.

Ray has restored Peugeot 504s and 505s, and he thought working on the 403 would be fun, but the return would not be as good as those from the Porsches and early Mercedes he usually revived.

After some research on the cabriolets, which were built on the sedan platform, and discovering there were possibly only three examples surviving in the US, including the TV car, he decided to sell it.

Ray noted on ebay that the car was complete in all aspects but conceded it had been exposed to the weather for many years.

His only clue to its history was that it turned up in a coastal resort town.

All of these cars were outfitted with complete leather interiors and four speed on the column shifters, he said.

"The rockers are rusty but floors are solid. All mechanical parts are available as the model 403 was produced for many years and in many variations," Ray said in his sales talk.

"Every part is here including the tool roll, engine manual crank, spare tyre etc. We have not tried to start the engine but it turns over easily."

Then the phone started ringing. "You could almost say it went viral," he told The Pugilist from Maine. "It got a lot of interest. People from all over the world called. I got calls from the US, a lot from France, Switzerland, Canada ..."

"He knew the cabriolet was unusual, but he did not expect the response he got."

"There was this fellow in France who had close contact with the Peugeot factory and he asked if I would take it off ebay and sell it to him," he said.

Sebastien Waint from Beaune made an exceptional offer that Ray accepted.

A contact already in Maine visited Gardiner the next day and paid for the car.

A weekend later, the Peugeot was in a container and beginning its journey to France for restoration and appreciation.

"You should have seen it when I got it," Ray said of the 403.

The cabriolet was recovered from Wickedville Road – what a marvellous name! – in Bar Harbor from the yard of an alcoholic junkman who had no idea what it was and could not remember where it had come from.

Ray called in friends in the state police to check its provenance. They reported that it was last registered in 1978, but found no other information.

He said it could have spent years in a garage at one of the many resort homes along the coast before the junkman got it.

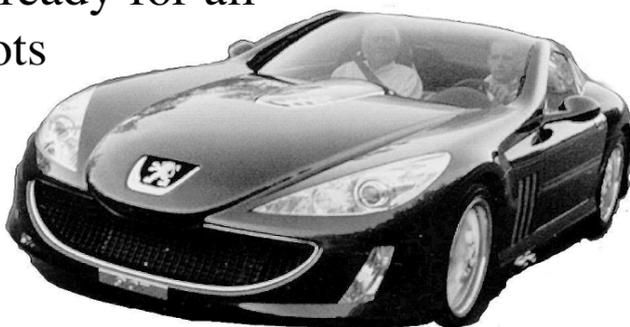
To discover more, it might need an LAPD inspector with one eye, a shabby raincoat, a cabriolet and considerable persistence.





Ron Freestone: Still driving at 95 the Peugeot 403, his one and only car.

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ebay rings for his sick 203

South African club member Hans Immelman has two Peugeot 203s, one in good condition and usually on the road. But the good Pug was having its engine overhauled and in desperate need of a set of rings, especially oil rings, he tried emailing The Pugilist for help.

His message arrived in the evening so we emailed the Goodwin brothers who have overhauled several club engines and with a Google search found a set of new US old stock on ebay at US\$35, or French sets for much more.

In the morning the Goodwins suggested a Sydney supplier, but by then Hans, after initial caution, had bought the ebay rings. A couple of weeks later, he reported, the American rings arrived in the post from Turkey and he got on with the job.

Another tale from the helpful world of Peugeot.

The Lions' Roars



Tough 505s

Those Peugeot 505s are strong. We learnt that Victorian member John Walker and Mel walked away from one after a head-on, 100 km/h crash while returning from a club event back in August.

Lael Lea came across the accident and stopped to direct traffic until police turned up.

Specialists checked Mel in hospital and said apart from the bruising and torn muscles she was ok.



Ron, 94, still driving his Pug, 65

It's a trap when you pick up an old copy of The Pugilist; there's usually something interesting to read as John Hunt discovered when looking through the October 2003 issue.

The cover story was about Ron Freestone who was still driving his one and only car, a 1956 Peugeot 403 sedan that cost him about £1,300 new.

John sought an update. He thought Ron would be about 94 and he wondered if he was still driving the car. John has an uncle who lost his licence at 92 after being nabbed for driving well over the speed limit.

Philip Challinor, who occasionally sees Ron on the road, saw him hurtling past in the 403 through Hornsby towards Barker Corner just before Christmas.

Philip reported: "The car had some rust repair work done at P504 on the rear end lower spring mounts last year. (Peugeot didn't supply new parts for 1956 403s, so Simon Brierley fabricated new mountings on the lower A arms).

"I seem to see him passing by every few weeks. Sometimes he catches the bus if he is going further than Hornsby.

"He is very spritely for a 'young bloke'."

Ron said he is now 95 and has a limited licence. That suits him because he drives about once a week and only in the neighbourhood.

And he has sighted Philip because he sometimes drives the local bus.

Rare Tassie treasure

Brian Arundale, who seems to have a never-ending stock of early Peugeot parts at his place in northern Tasmania, can't help picking up anything interesting.

Recently, he came across in his neighbourhood the front axle and two wire wheels from a mysterious vintage Peugeot.

He acquired them to identify them. After measuring everything, he decided they must be from a Type 159, a model made in small numbers in 1919-20 while the Beaulieu factory made the transition to civilian production.

Wide Open 203

Viewers of the ABC's Wide Open Road might have noticed a very brief glimpse of a rally Peugeot 203 at the start of the first episode.

Signage on the car read "John Crouch", but the driver and navigator were not immediately identifiable.

John Crouch drove 203 No. 37 in the first Redex Trial in 1953 and later owned a car dealership in Darlinghurst, selling Morris, Plymouth, Chrysler, Bristol and Cooper Bristol cars, according to Torque.



Max Forster

Simon - thought you might like this shot. I am involved with the Lady Denman Museum at Huskisson on Jervis Bay where the Jaguar car club visited last month so I took the opportunity to line up the 404 with some other "cats"

By the way this location is a great days run from Sydney, we can do a deal on group tours around the best regional maritime museum in NSW that many car clubs have enjoyed.



404 Ferrari: The great Enzo once found it handy to own a Peugeot 404. Maybe a wagon floor was more comfy for sitting than his race car.

35 years ago

1977 Stuart Lenthall pays \$10 for a 1953 Peugeot 203 ute that had been left in a garage for 15 years after its first gear "went" and its battery died.

Doug Weinert's Peugeot 404 meets an untimely demise so he acquires a 10-speed Peugeot gent's touring cycle and cycles from Summer Hill, via Cremorne Junction to get the club mail from Box 203, to the committee meeting at Normanhurst.



Craftsman touch: Bill Barry hand turned this rosewood boss for Peter Nash's 203 steering wheel.

30 years ago

1982 Forty members at the Christmas party at Don and Joan Anderson's place at Peakhurst and the food is up to the reliable standard of the Roving Spit.

Seventy-six-year-old Roy Moores, of Adelong, has a spare steering assembly that would have gone into his outback Peugeot 404, but because of an old war wound he traded the car on the last Automatique Peugeot 504 sold in Australia. The Pug is the only car that goes where you point it and stands the bashing of the bush, he declares.

25 years ago

1987 Codename C28 is revealed at last as Peugeot's new 309 model, launched on September 18. It's a five-door hatch with an aerodynamic cD of .33 built on a stretched Peugeot 205 platform, has a choice of four engines already in production to give seven models with five trim levels. Ex-Chrysler plants at Poissy and Ryton produce it at the rate of 1,000 a day, compared with Peugeot 205 production of 2,500 a day.

Stories abound about D60, a bigger FWD model due later in the year and tipped to be called the Peugeot 405.

Jon Marsh feels it is always worth check-

ing the tappet setting on a newly acquired car. Most have been all over the place and the hour's effort is repaid with quieter running and better performance.

20 years ago

1992 The Pugilist is referenced, quoted and displayed at all manner of Peugeot clubs around the world, proud editor Chris Deligny reports after visiting others in the kinship abroad.

John Geremin takes out his back seat and passenger seat to lighten his wagon for economy on a trip to Queensland and to fit in a mainframe computer on the way back.

15 years ago

1997 North Shore Peugeot lends a gleaming new Peugeot 406 for display at the club Christmas gathering at Narabeen.

Shelley Smith is most irate after someone nicks the grille of her Peugeot 504 while the family holidayed at Byron Bay. That hippie new year!

A year's sales of Peugeots in Australia and New Zealand represents just one day's factory output, new Peugeot publicity chief James Cleary tells club members when he visits a meeting.

The Peugeot 505 gets a top safety rating for its passenger protection, according to a study of NSW-Victorian accidents.

10 years ago

2002 Among his ABC movies taped overnight, Mark Arbus was delighted to find *The Golden Salamander*, a 1950 British film set in North Africa, with Trevor Howard, Anouk Aimee and



Hello Petal: Miss Germany in a Peugeot cabriolet.

a 202 cabriolet.

Kiwi Mark Wolz vowed to have the nicest Peugeot 604 in the world for his limousine tours business when he had his 1978 model restored. The work was so thorough he has a new engine and almost new everything else.

Five years ago

2007 The engine fitted to Carol Partridge's and Vern Pepper's 505 SR wagon was noisy – piston slap, perhaps – but they said it flew and it went all right for a couple of years, even towing a caravan from Brisbane to Melbourne and home without trouble except enough noise to make a neighbour complain. Vern dropped the sump as a precaution and found about five pieces of piston there, broken from below the ring section. Another piston was fitted and the wagon flew again.

To mark the Australian launch of the Peugeot 207 in March, David Schultz has proposed a club lion-up of the two-oh model range at Darling Harbour.

Peter Nash thanks the members who helped with missing parts for his Peugeot 203 restoration.

Many members telephoned Doug Smith to say they'd sighted a stranger driving his presidential 505. He'd lent it to his brother-in-law, an Aussie living in Oregon and the one who introduced him to Pugs, while he was visiting Sydney.

Abandoned: Did the airbags go off? Tim Moore seeks interest in this 203 van found in the yard of a home in the Snowy Mountains.



Was it abandoned because the airbags went off?

Wedding Pugs



Nice day for a white wedding: Gary Chamberlain's 1970 404 with Mike Barrett's ivory 1963 404 did the Pug community proud and Michael and Lulu's wedding in December.

Michael Ellis, Victorian Car Club member and prolific attendee of the Rendezvous 206 events, recently put out the feelers for some wedding cars, as his wedding was to be in Sydney. Eventually, some NSW clubbers answered the call.

Gary Chamberlain

HERE ARE A COUPLE of photos & a brief snapshot of the events from Michael & Lulu's wedding in Sydney,— maybe a snippet for your next issue.

All went well on the day — Mike Barrett was noted topless at the bride's house (before the wedding) — but that story is for another day.

They made it to the church on time, despite having to ford a number of roads in Mike's

French-built '63 model, due to the heavy storms.

Meanwhile the groom & best men traversed the inner west en route to "Punch-a-bowla" with Michael Ellis providing excellent skills despite the nerves as intermittent wiper control and assistant navi-guesser in my '70 model.

We were early so a bit of circle work in the local streets ensued, as well as a spot of hunting the Lebanese BBQ chicken for the starving best men.

Alas, the chickens proved to be elusive...

The 404s were spotted by a mob of young Lebanese lads at the church, who we heard asking "what size V8 does it have?" and providing comments such as "I bet you can do good burn-outs with such skinny tyres". Michael Ellis had remarked that "only cheap wine comes in 4 ltrs".

The ceremony went off without a hitch: the butterflies were set free, the pretty girls were all gathered for pictures and the photographers snapped

The wedded couple and family retreated to the big smoke with wipers flailing, respective mothers in-law gibbering and horns a tooting for an evening of marital bliss at the Opera House.

I bet all Victorian club members wish they could get such treatment in Sydney.



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Photos: Gary Chamberlain

For sale

203 utes x 2, could make 1 out of the 2, to a good home, John Floyd, Gunnedah, 0427 432 218

206 GTi, 2001, Silver, in very good condition, only 2 owners, full service history, 118,600km, new tyres Oct 2011, new full set of brake pads and rotors Dec 2011, registration up to Dec 2012 (ALJ 94U) and comes with a removable Thule roof rack. \$7,000 ono, Michael Stott ah 9960 7881, please leave a message.

306 GTi6, 3 door hatch, 1999, 36 sp manual, Diablo red with black leather and suede seats, rego till 27/5/12, SXS 306, 150,000km. Country car, always garaged and in excellent condition. Drives and handles superbly. I can email photos, if required. Located at Casino. \$6,800 ono. Trevor, 0402 857 384

306 XR, 1999, metallic grey, very good condition (looks as new), 140,700km, BZO48M, Aug 2012, \$6,999, Naresh, St. Hilliers Rd Auburn, 0430 648 028, nnmaharjan@hotmail.com

306, 2000, Has has recently stopped moving forward. It was running perfectly then all of a sudden lost forward gears, the rest of the car is great. Still has 6mth rego and new tyres on it. We have also recently spent over \$1000.00 on the front end. This would be a great car if someone had the time to repair the tranny — I dont. Gary

Heitman. Broken Hill, 0488 089 777, broken13@bigpond.net.au

404, 1969, Roger Anderson, r0gersanders0n@hotmail.com

405 SRDT 1994, Regency Red. New tyres. Tow bar, headlights & bonnet protectors, Peugeot mag wheels. Well maintained, in very good condition, 114,500km. Several con-course wins. Registration KB 155, till March 2012. Reluctant sale. \$5,850, Keith Bridge, Nowra, 4421 2824

406 V6 Coupé, auto transmission not working, to go to good home. Situated in Tasmania, it would cost about \$850 to land on wharf in Melbourne. offers Harry, 0450 783 672, harryschrepfer@yahoo.com.au .

407 HDi Executive, 2005. Metallic obsidian black with bone upholstery, electric sunroof, 163,000km. In excellent condition, a wonderful car to drive. Reg to April 2012, WJE001 (plates will be kept). Selling to buy a 508. \$12,500, John Edwards, Lake Macquarie, 0409 593 075

505 STi, 1984, 126,000km. Some cosmetic damage. Bought three years ago from the original owner, an 85-year-old lady. Plus a 1985 STi suitable for parts. \$2,500 the lot, Robert Villis, bobvillisau@yahoo.com.au.

505 GTi Series II, 1988 auto sedan. May '12 rego. Highly original White / Blue, presents and drives very well. Straight, clean and rust free. Third owner, with 317,000 mostly highway km. No accidents. Very good

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paint, panels, blue velour interior and seats, dashboard and instruments. VG 2.2 engine, sweet 4 speed auto (rebuilt 60k ago). Lock up torque converter and auto downshift. LSD, 15" alloys, R134 A/C, central lock, 4 pwr wind, pwr strg, good tinted glass, new tyres + battery. Much service history by P504. Known in detail by Simon. \$2,700 - Paul, Sydney 9807 6427

Parts

403 twin carby manifold. It has a couple of Strombergs on it, but probably could adapt other carbies as well? Also a 403/403B/404 workshop manual (Scientific publications). Frank Scrivens. Batemans Bay, frankscrivens@yahoo.com.au

404 old stock new front blinker, 404 roof rack UK made for London-Sydney rally car, 403 front blinker, 403 new rear blinker with two lenses, early 203 interior light, set of early 404 main bearings, two 202 spare parts books, new 1925-26 Type 172 pistons, Type 159 front axle, springs and two front wire wheels. Brian Arundale, near Launceston, 03 6391 8698

505 GR air conditioning - total system or by major component parts - reasonable offers Paul, Sydney, 9807 6427, 0417 277 503
505 GR HD tow bar. \$50 Paul, Sydney, 9807 6427, 0417 277 503
504/404 BA7 gear box. Good condition, \$90. Paul, Sydney, 9807 6427, 0417 277 503

Free

404, 1965, Grand Luxe, factory sunroof, on blocks 15 years, was driving ok, but rust in area under rear bumper, Robert, Goulburn, 4829 0163

504 boot lid, in perfect condition, trak yellow, with the automatic logo on it. Free. Collect from Croydon Park or a club meeting. Ross Berghofer, 0409 504 551

Wanted

505 GR(?) 81/82 model. For pensioner before Easter Pageant. Does not need to be in concours condition, but should be OK for Historic rego. Contact John (Secretary) via email to geremin@iprimus.com.au or phone 02 9727 5960 or 0427 102 060.

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Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
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
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
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	Service & Parts	562 Swanston Street	CARLTON	VIC 3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721 100
Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC 3500	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service				07 3253 1440
	Parts Unit				07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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