

# the pugilist

May 2012

Magazine of the  
Peugeot Car Club  
of NSW Inc

■ **Young at heart. The nation's pug enthusiasts gather for the Easter Peugeot Pageant**

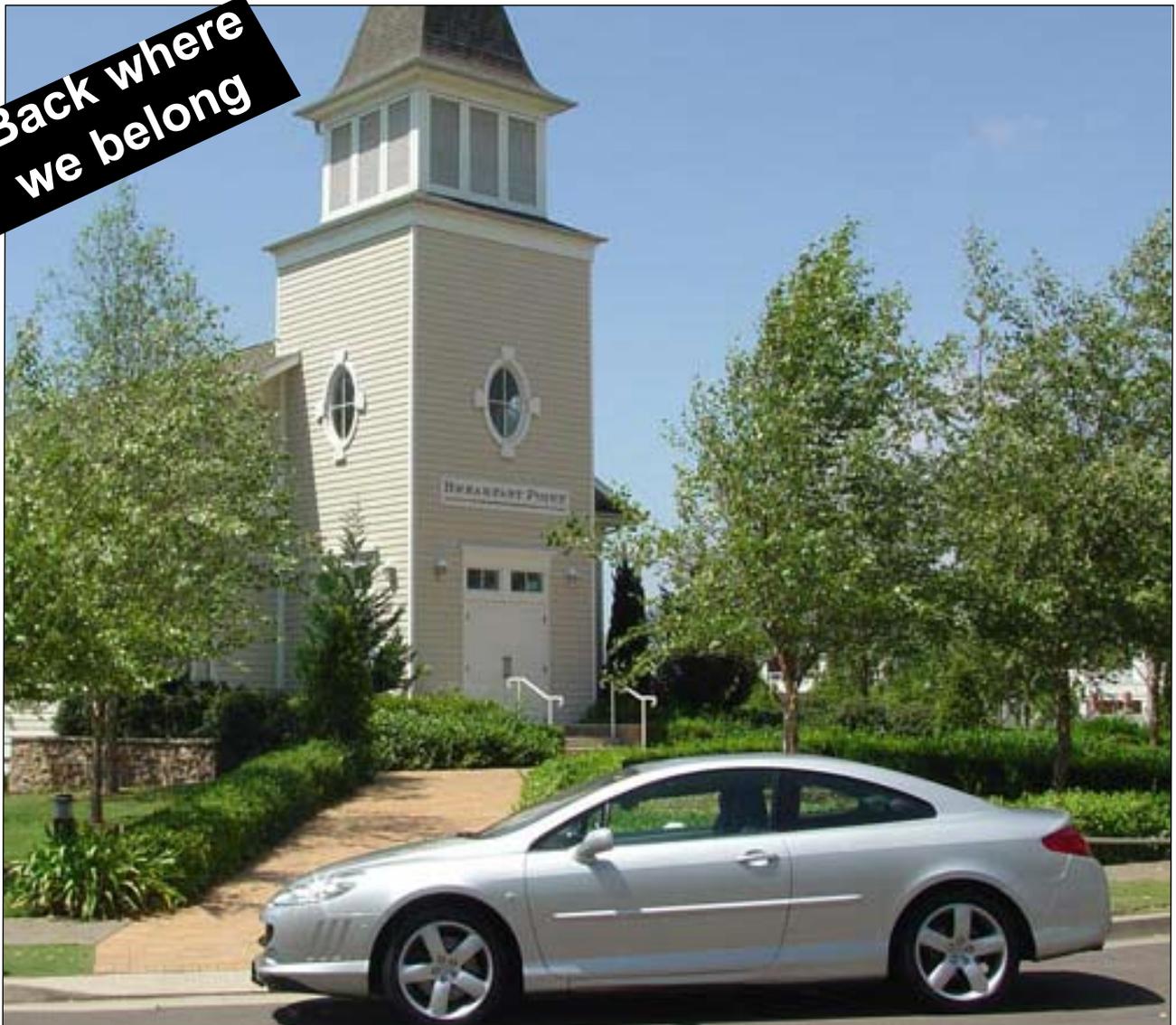
■ **The other Peugeot 504. How well do you know your models?**



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# Peugeot's 508 Touring now available in GT

## The cover

Assembled for the Young Easter Peugeot Pageant motorkhana, these pugs are resting before the sprint around the track.

Photo: Simon Craig

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**F**OLLOWING THE SUCCESS of the 508 GT sedan comes the all-new 508 GT Touring. The 508 GT Touring will be in showrooms this month, priced from \$55,990\*.

While GT models gain extra equipment, the highlight of the model is the inclusion of the 2.2-litre HDi engine.

The 2.2-litre diesel engine is only available in GT models while the 508 Allure and Active models have either the 1.6-litre e-HDi engine, 2.0-litre turbo diesel or 1.6-litre turbo petrol.

With 150kW of power and 450Nm of torque the 508 GT Touring completes the 0-100km/h dash in 8.4 seconds, more than a second quicker than the Allure Touring.

GT models also feature unique front suspension with double wishbone suspension with drop link hub carrier instead of the Macpherson type struts of the Allure Touring models.

Extra equipment over the Allure model includes: 18-inch alloy wheels, adaptive main beam headlights, colour head up display, directional bi-Xenon headlights with auto height adjustment and headlight washers and driver's seat with memory setting.

Specification and options for the all-new 508 GT Touring are in-line with the GT Sedan with the exception of the electric tailgate which is available as a \$1000 option on GT Touring as well as Allure Touring.

## Peugeot 508 Pricing\*

508 Sedan		508 Touring	
508 Active 1.6T petrol:	\$36,990	508 Allure 1.6T Petrol:	\$42,490
508 Active 1.6-litre e-HDi:	\$37,490	508 Allure Touring 2.0 litre HDi:	\$45,990
508 Allure 1.6T petrol:	\$39,490	508 GT Touring 2.2 litre HDi:	\$55,990
508 Allure 2.0 litre HDi:	\$42,990		
508 GT 2.2-litre HDi:	\$52,990		

\* Prices quoted are the Manufacturer's List Prices (MLP), inclusive of Luxury Car Tax (LCT) at the rate of 33%, and excluding dealer delivery charges.



The lions at the Tribute Gardens in Young were petrified when Ross stuck out his hand.

**Ross Berghofer**

**T**HE BIG NEWS this month is the Easter Pageant at Young.

First of all, the bad news. Our club came third at the Easter pageant. The ACT club was first and Victoria was second. The strong competition from all members of those clubs provided average marks for scores.

Special thanks go to Graeme Cosier for leading the club's hosting of the pageant, with support from Anne Cosier, Wal Glading and Sandra Berghofer. Special thanks go to Kerrie de Waard for hosting the raffle ticket sales that resulted in a \$700 dividend for the club.

The people's choice on the Saturday lion up was Con Engel's restored 505; a beautiful piece of machinery with a V6 motor. It was the overwhelming choice of voters. Con won not only the admiration of fellow Peugeotists, but also a hamper from Poppa's Fudge and Jam Factory.

If ever you are in Young – and I think it is a beautiful city in a wonderful location – pop in to Poppa's Fudge and Jam Factory and taste test what is on offer. It is delicious. The shop also has lots of nick nacks and household stuff.

Keith and Hilma Bridge won the mayor's choice with their two tone green 203 – Cr Stuart Freudenstein was taken with the colours and shape of the vehicle.

One of the highlights of the pageant was to meet people who usually do not attend and I trust they felt welcome and part of the mob.

So far I have had only positive feedback about the pageant. An added surprise was from Eric Griffiths who is clearing out his shed – there were lots of goodies on sale and pageanters, including me, took advantage of lots of bargains.

The farewell breakfast at the Chinese Tribute Gardens was particularly lovely at 7:15 in the morning, with the mist over the lakes making a spectacular sight.

The smaller – but also big – news is other events of the club and Easter pageant next year.

The next big event is French Car Day at Silverwater Park on 15 July, with our friends from Citroën, Renault and Simca.

This year Auburn Council has increased the hire of the field to \$400. But more importantly, Mark Donnachie has arranged sponsorship to be denoted as trophies. This will assist to defray the extra costs.

As always, volunteers are welcome to assist in the many tasks, such as to collect entry fees and to sell raffle tickets.

Finally, get ready for a big event next year, when our club celebrates its fortieth anniversary. Special medals will be struck for long-term members. The committee is in the early stages of developing a celebration, to be held in February or early March 2013.

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

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## The four States Desert Trip

South Australia  
Northern Territory  
Queensland  
New South Wales

June/July 2012

**Day 1** — Tue 26 Jun.....240km  
Nhill, Murrayville, Pinnaroo, Parilla, Gurrui, Wirha, Billiart Conservation Park.

**Day 2** — Wed 27 Jun.....285km  
Billiart Con Park, Alawoona, Wanbi, Wunkar, Maggea, Waikerie, Cadel, Balah, Koomooloo, Murkaby, Pine Creek, Terowie.

**Day 3** — Thu 28 Jun.....170km  
Terowie, Peterborough, Orroroo, Carrieton, Cradock, Hawker.

**Day 4** — Fri 29 Jun.....290km  
Hawker, Morolana Scenic Drive, Leigh Creek, Lyndhurst, Marree.

**Day 5** — Sat 30 Jun.....130km  
Marree, Bopeechee, Coward Springs.

**Day 6** — Sun 1 Jul.....235km  
Coward Springs, William Creek, Coober Pedy.

**Day 7** — Mon 2 Jul.....Rest Day  
Coober Pedy.

**Day 8** — Tue 3 Jul.....235km  
Coober Pedy, The Breakaways, Oodnadatta.

**Day 9** — Wed 4 Jul.....220km  
Oodnadatta, Mt Sarah, Hamilton, Eringa, Abminga, Charlotte Waters.

**Day 10** — Thu 5 Jul.....230km  
Charlotte Waters, New Crown, Finke, Bundoona, Titjkula, Chambers Pillar.

**Day 11** — Fri 6 Jul.....165km  
Chambers Pillar, Titjkula, Alice Springs.

**Day 12** — Sat 7 Jul.....Rest Day  
Alice Springs

**Day 13** — Sun 8 Jul.....310km  
Alice Springs, Sandover Hwy, Ammaroo.

**Day 14** — Mon 9 Jul.....340km  
Ammaroo, Lake Nash.

**Day 15** — Tue 10 Jul.....220km  
Lake Nash, Mt Isa.

**Day 16** — Wed 11 Jul..... Rest Day  
Mt Isa

**Day 17** — Thu 12 Jul.....300km  
Mt Isa, Dajarra, Boulia.

**Day 18** — Fri 13 Jul.....195km  
Boulia, Bedourie.

**Day 19** — Sat 14 Jul.....370km  
Bedourie, Diamantina Dev Rd, Birdsville Dev Rd, Haddon Cnr.

**Day 20** — Sun 15 Jul.....240km  
Haddon Cnr, Arrabury, Nappa Merrie, Innamincka.

**Day 21** — Mon 16 Jul.....300km  
Innamincka, Dullingari Oil and Gas, Santos, Warri Gate, Tibooburra.

**Day 22** — Tue 17 Jul.....330km  
Tibooburra, Packsaddle, Broken Hill.

Some of these distances are approximate.

Hank Verwoert – Ph: (03) 9783 2718  
Email: verwoert@netspace.net.au

# Euro Motorfest



## Sunday, 6 May

**Simon Craig**

The Hunter MG Car Club has once again invited the club to their annual Euro Motor Fest.

This is usually a pretty impressive display of European cars at Lambton Park, in Newcastle.

Entry is via Elder St and admission is \$5 per car.

Always a popular event with our many

members in the Hunter region, as well as adventurous Sydney people, since changing to a more stable time of the year (weather wise) it's been a nice day out for the pug.

Entry is from 8am (cars in place by 9am) with presentations at 1pm.

See you there.

For more info, ontact Brian Jubb or visit the MG Club website at:

[www.huntermg.com](http://www.huntermg.com)

# Fairground Follies

**Brian Jubb**

The Old Car Social Club has invited our club to join them at Fairground Follies — Antique Mechanical Music Museum on Sunday, 27 May.

We will be meeting at Bunnings Bankstown for a 10am start, or meet at 22 Burrows Rd St Peters for an 11am tour.

Entry is \$22 per person, payable by the May club meeting.

Afr the tour we'll have a Picnic Lunch at Tempe Park.

Check out their website for a preview of the machines and the music:

[www.fairgroundfollies.com](http://www.fairgroundfollies.com)

## 27 May

### New Members

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

Steve Diehm 406 HDi wagon

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?

## Check your Club diary

**Tuesday, 1 May**

OASIS Run, George IV Inn at Picton.

**Wednesday, 2 May**

Club Meeting, Veteran Car Hall, Five Dock

**Sunday, 6 May**

Euro Day in the Hunter, Lambton Park

**Wednesday, 9 May**

Committee Meeting, Parramatta RSL, 8pm.

**Sunday, 20 May**

National Motoring Heritage Day

**Sunday, 27 May**

Fairground Follies

**Sunday, 3 June**

NSW Motorkhana round 3, Awaba

**Wednesday, 6 June**

Club Meeting, Veteran Car Hall, Five Dock

**Wednesday, 13 June**

Committee Meeting, Parramatta RSL, 8pm.

**Saturday, 16 June**

Indy Karts, Revesby

**Sunday, 17 June**

Battle of Waterloo, venue TBA

**23-24 June**

Central Coast weekend

**Wednesday, 4 July**

Club Meeting, Veteran Car Hall, Five Dock

**Wednesday, 11 July**

Committee Meeting, Parramatta RSL, 8pm.

# Pugalong 2012

**Don Pearson**

**10-18 Nov**

Hi all,  
With all the enquiries that I have had about our Pugalong for 2012, I thought for the start of the year I would give a run down on what is proposed.

The idea is to start from Goulburn on the Saturday morning — that way if you are not able to have the Friday off, you can join the start on Saturday.

From Cobar, the last night, it could be a one or two day trip home, depending on where you need to go and how quick you need to get there.

There are a couple of high mileage days, but on the roads we will be on, it should not present any problems.

I will be doing a motor bike run to South Australia in April and will endeavour to find the best towns to stay in, and a few tourist things we should do.

Lots of interesting things are planned on the way.

A couple that should not be missed are the Museum at Woomera and I will try to arrange that we get a tour of the mine area at Roxby Downs.

We have done both of these previously and they are very worthwhile.

So if you are interested in finding out more about Pugalong 2012, drop us an e-mail, or give me a phone call.

Regards and happy Pugging,  
Don and Roslyn Pearson

(h) 02 4946 7538  
(m) 0419 126 704  
bikecomm@bigpond.com.au



## Central Coast Weekend

**23-24 June**

**Brian Jubb**

Revisit the places you used to holiday when you were kids.

We'll be meeting at the Old Toll Gates at Berowra for a 10:30 am start, before heading up the old highway through Gosford and on to Avoca for lunch.

Our journey will then take us on a scenic trip through Terrigal and The Entrance, heading for the overnight stay at Toukley.

On Sunday we head further north to places like Catherine Hill Bay and Caves Beach.

Overnight stay is in cabins at Canton Beach Holiday Park, Oleander St, Toukley (on Tuggerah Lake )

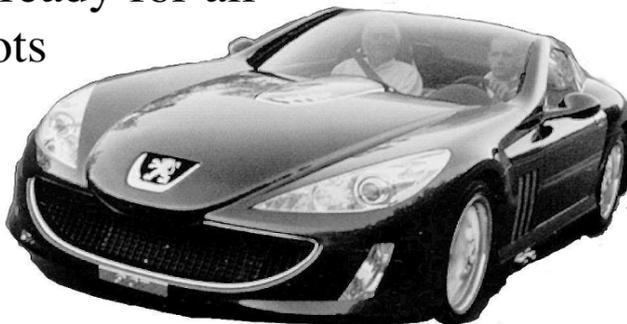
Cost is approximately \$120 per cabin.

For bookings ring 4396 3252 and say you are with the Peugeot Car Club. Book early to secure your accommodation.

Please email jubbrian@yahoo.com.au after you have made your booking

Day	Date	Route	Distance in km
1	Saturday, 10 Nov	Goulburn to Hay	528
2	Sunday, 11 Nov	Hay to Renmark	432
3	Monday, 12 Nov	Renmark to Port Augusta	501
4	Tuesday, 13 Nov	Port Augusta to Roxby Downs	257
5	Wednesday, 14 Nov	Roxby Downs	
6	Thursday, 15 Nov	Roxby Downs to Broken Hill	630
7	Friday, 16 Nov	Broken Hill	
8	Saturday, 17 Nov	Broken Hill to Cobar	458
9	Sunday, 18 Nov	Cobar To Home	

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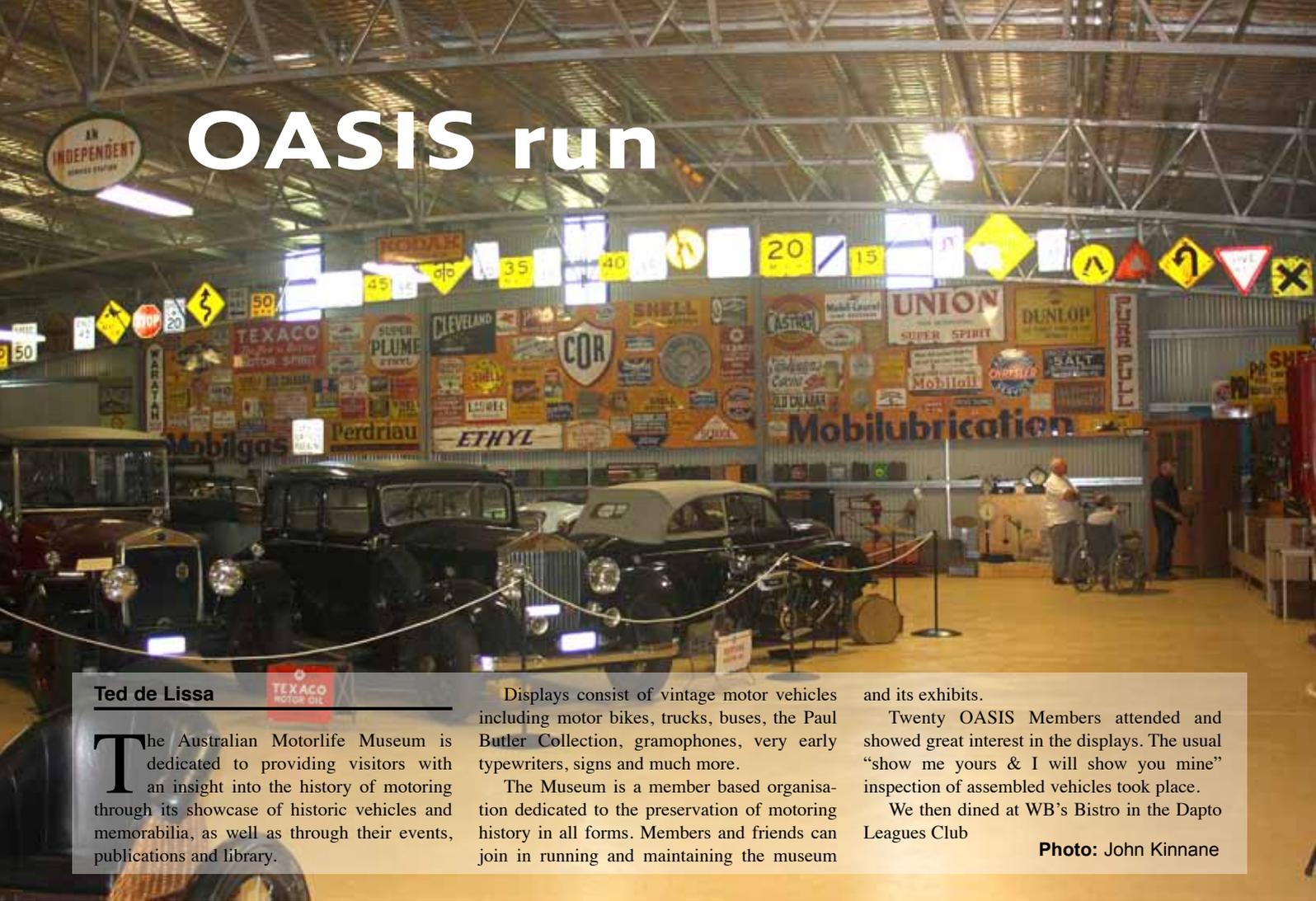
**Trans Siberian Railway**

Trans Siberian Railway — Beijing via Mongolia, to Moscow & St. Petersburg plus more. Departs June 2013.

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

# OASIS run



## Ted de Lissa

The Australian Motorlife Museum is dedicated to providing visitors with an insight into the history of motoring through its showcase of historic vehicles and memorabilia, as well as through their events, publications and library.

Displays consist of vintage motor vehicles including motor bikes, trucks, buses, the Paul Butler Collection, gramophones, very early typewriters, signs and much more.

The Museum is a member based organisation dedicated to the preservation of motoring history in all forms. Members and friends can join in running and maintaining the museum

and its exhibits.

Twenty OASIS Members attended and showed great interest in the displays. The usual "show me yours & I will show you mine" inspection of assembled vehicles took place.

We then dined at WB's Bistro in the Dapto Leagues Club

Photo: John Kinnane

# Oh3 Weekend 2012

September  
14th-16th



## 203 & 403 Enthusiasts

*You are invited to take part in this weekend based in Nowra. Enjoy the South Coast with a spectacular sea-side experience.*

*\$390 for 2 people including 2 nights (Friday and Saturday) accommodation at Pleasant Way Motel, with 2 hot breakfasts and 2 three course restaurant dinners. No booking fee.*

Contact Sue and mention Peugeot Car Club NSW  
Phone. 02 4421 5544 Email. enquiries@pleasantway.com.au

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

## Ted de Lissa

### Simon Craig

It was with great sadness that, just before the Pugilist was being sent to be printed, I learnt that Ted de Lissa, our club merchandise officer, passed away in the evening on 13 April, 2012.

Ted was only a recent member of the club, joining a few years ago and almost single-handedly transforming the dynamic of the group as an active participant in club runs and then merchandise.

In the short time I've known him he acquired a 405 Mi16, his beloved Lucille 404 wagon and recently swapped from the 405 to a 505 Executive. He had the pug bug hard but didn't confine himself to only that, staying busy with his Morris interests and helping to organise the Oran Park Reunion dinners through the Friends of Oran Park group, among many other activities.

In 2010 he even lent me his 405 so that I could participate in the club display at the Eastern Creek Classic.

Ted sent in three articles for this month's magazine, and it's been very difficult trying to place them in the mag, knowing his enthusiasm behind his submissions. One of them even says that he will see us all at the May meeting.

I've no doubt Ted's enthusiasm for motoring and life itself has touched many people and I'm very sad to hear of his passing.

My thoughts are with his wife Robyn, the rest of his family and all of his friends.



# Varin summoned by Sarkozy

**F**RENCH PRESIDENT Nicolas Sarkozy weighed in on PSA/Peugeot-Citroën's industrial woes on Thursday, summoning CEO Philippe Varin to the Elysee Palace over the future of PSA's threatened Aulnay car plant near Paris.

The announcement came after unions organised a protest outside Sarkozy's campaign headquarters, 10 days before the start of presidential elections that Sarkozy is on course to lose to challenger Francois Hollande, according to opinion polls.

'I promised to get an agreement from Peugeot's management on a three-way meeting next week with Peugeot, its unions and the government,' Sarkozy said after meeting leaders of the protest delegation. 'I will see the Peugeot CEO in coming days and of course keep my pledge to do everything possible to save the Aulnay site.'

PSA unions led by the left-wing CGT are maintaining pressure on management and Sarkozy's center-right government over the Aulnay plant, which was earmarked for closure in an internal company document leaked last

June. The factory produces the Citroën C3 sub-compact and employs 3,500 workers.

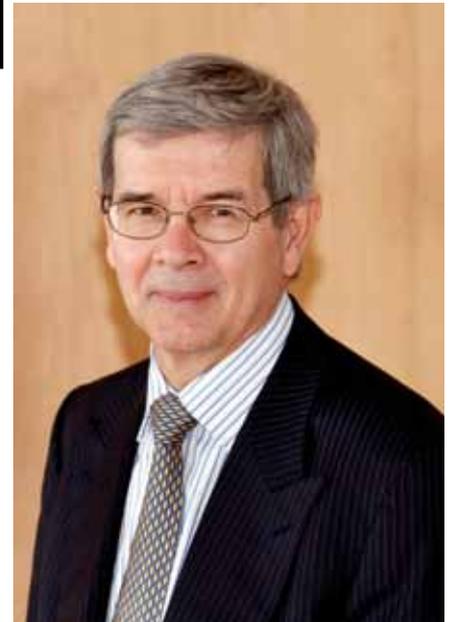
The document outlined detailed plans to shutter the plant and sell the site but cautioned that the closure could not be announced until after this year's elections. The presidential balloting takes place in two rounds on April 22 and May 6, followed by parliamentary elections in June.

Varin has denied that any decision had been taken, while acknowledging that the plant's future is in doubt beyond 2014.

The Sarkozy-Varin meeting is scheduled for Saturday, union officials said after their session with the French president. A PSA spokesman declined to comment.

"We all know that management is waiting until after the presidential and legislative elections to announce the closure," CGT union representative Jean-Pierre Mercier said before the meeting with Sarkozy.

Paris-based PSA confirmed last week that it was ready to hand over more of the Aulnay site to industrial or real-estate investors as production dwindles.



Peugeot CEO Philippe Varin

The carmaker is seeking tenants for 17,000 square metres of the site in addition to the 23,000 square metres already leased, a company spokesman said, after the government pledged aid for any new investors along with renewed assurances that C3 production would be maintained until 2014.

—from Reuters

# Peugeot postpones 'box

**P**eugeot said in March that it will postpone two development projects as work starts on jointly developing new cars and equipment with alliance partner General Motors as part of their plans save billions of euros in costs in Europe.

Peugeot said its plan to build a new dual clutch transmission gearbox at its Valenciennes factory in France will be put on ice for seven months.

"During this period, it has been decided to explore more economical ways for the group to develop a DCT gear box notably those offered through the alliance with GM," Peugeot said.

The auto maker is further delaying plans to make a compact car in Madrid in Spain as part of its own cost-saving drive, a Peugeot spokeswoman said.

Peugeot said jointly-developing a new gearbox was just one of five shared projects for which the auto makers have created special task

forces. The others are common platforms for large sedans and compact cars, another platform for small low-emission vehicles, and a small car aimed at emerging markets, which might go on sale first in Latin America.

GM and Peugeot have stepped up efforts in the past week to reassure investors that there is more to their alliance than wringing out cost savings through shared procurement though the auto makers have targeted combined savings of \$2 billion a year after five years.

GM Chief Executive Dan Akerson said recently that two jointly-developed cars are likely to go on sale by 2016 in global markets.

Developing vehicles jointly — if executed properly and across a number of vehicle platforms — could amount to billions in savings beyond the purchasing and development figure. A typical product program starts at roughly \$1 billion and can cost several billion dollars. While developing two separate vehicles off the same platform would cost slightly more, splitting the cost between two companies could cut that tab by 25% or more for each project.

Industry experts expect GM and Peugeot to have difficulty achieving those savings. With few exceptions, alliances that focus on joint product and materials savings have been disappointing in the past.

GM had a joint venture with Italian car maker Fiat SpA that ended contentiously

in 2005 when GM had to pay Fiat \$2 billion to exit the partnership, which didn't meet cost-savings expectations.

Under the new alliance, GM agreed to pay about \$420 million for a 7% stake in Peugeot. GM's share purchase is part of a larger effort by Peugeot to raise \$1 billion through a rights offering.

The alliance comes as GM separately negotiates a deal with unions to cut costs and reduce capacity throughout Europe, where strong labour unions and government intervention have prevented companies from closing plants despite chronic over capacity. GM, which has incurred more than \$14 billion in losses in Europe since 1999, has come to the conclusion that plant closings are necessary to returning its European operations to profitability.

An announcement of one or two factory closures could come within two weeks, according to people familiar with the situation.

Peugeot said recently it has temporarily laid off some staff in its effort to reduce the build-up of inventory as European car sales have fall 9% this year.

Auto sales in Western Europe are down 14% since 2007. In that time, among current European auto makers only GM and Italy's Fiat SpA have closed a factory, one apiece. Production was also halted by Sweden's Saab Automobile when its parent last year ran out of cash to pay suppliers.

Matching production to sales would require eliminating 1.5 million vehicles worth of annual production capacity — the equivalent of five assembly plants, estimates Morgan Stanley.

— from Market Watch



# Shannons Wheels



Photos: Mark Donnachie

Mark Donnachie recently attended Canberra's Council of Motor Clubs annual display event — Shannons Wheels

## Mark Donnachie

**J**OHN GEREMIN AND I were there, along with Neil Sperring from the Canberra club and Rob Turner and several other members.

In total we had two 306s, three 504s, a 307, a 403, a 203 and two 205s, all proudly shined up and being presented.

I was quite surprised how many people made their way over to the marquee to talk to vehicle owners and share their stories of Peugeot ownership and even club enquiries with several new members joining on the day.

The day was awesome with great weather and a wide field of vehicles spread all over the new venue — the Thoroughbred Park in Mitchell, ACT.

Every brand of car was represented, though not necessarily in separate marques, sometimes as members of a club and various brands present within the same club.

As the show was being held outside of the racing surface itself, it meant that surrounding paddocks, arenas and areas were being utilised.

With the basic rule of European to the right and Australian & American

makes to the left the vehicles were divided up.

Clubs of specialist brands or makes were over with the European vehicles. This meant that around each corner in a separate area were a wide variety of unusual cars of all types, such as MGs, Austin Healy, Morris Minors, Hudsons, Lotus, Triumph, classic Holdens and Fords, Lamborghinis, Porsches, Rolls Royce, a shamrock, every European model known was pretty well represented.

Even remote control cars and some classic motorcycles were present.

This made the day an interesting and diverse experience, as with no trophies it was displaying and meeting owners and fans that made the day not the competition of winning a trophy.

With the Vietnam veterans manning the BBQ and a great group of members from the Canberra Club the day was a pleasure. The weather held up and the trip home was brilliant with no traffic congestion getting out of the venue.

It was clearly a well organised event with all the amenities you could desire on hand.

It would be nice to go again next year!



# Indy Karts are on but with a new date

## 16 June

**Helen Louran**

The date is now Saturday, 16 June for our Indy Karts day and we meet at 10.30 am in the car park (where we will line up our Peugeots) for a chat, registration (unless you registered last year), a briefing and then action about 11.30.

The Battle of Waterloo is on the 17 June so we've moved a day forward to avoid the potential clash with the popular Canberra event.

You need photo ID, sensible clothes, narrow shoes for the 206-style pedals and a helmet with a visor or goggles. Free helmets can be supplied. Under 18s need a parent or guardian.

Bookings are now open. We need a minimum of 15 starters to get club members a group discount of \$75 each. For non-members the cost is \$80 and spectators are free.

The usual cost is \$96 for three 10 minute sessions.

This year we need the full payment of \$75 as of now please. By 17 May we will open up the event to others if we need to make up the numbers. The cut-off for bookings is 1 June.

The karts are fast and exciting. We had such an exhilarating experience last time that we decided to return to Revesby and give more members the chance of enjoying the action on the track.

It is a family day and 11-year-olds-up are welcome as well as friends.

You can pay me at a club meeting or pay, with that

essential reference to Indy Karts and your names, by cheque to the Peugeot Car Club of NSW, PO Box 404, Gladesville NSW 1675, or by internet transfer to Peugeot Car Club, BSB 082 352, account 035 838 284.

Please feel free to contact me with any questions at:  
helenandneale1@optusnet.com.au or 0413 594 792.



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# The other 504



The “no frills” 504L model was not sold here in Australia.

## Paul Watson

**W**HEN THE 504 was introduced to Australia in 1970 it received a rapturous welcome.

Wheels tester Rob Luck wrote how he had driven the 183 miles (294km) from Bell Street, Coburg, to Albury in appalling wintry conditions in exactly two hours, most of it at 100mph (162kmh). “At that speed it had been completely quiet apart from a hiss around the windows when a semi-trailer passed.”

Luck praised the two-speed wipers and the ventilation. “Despite an outside temperature of less than 50deg (10C), I was able to drive lightly clad,” he wrote.

He mentioned the car having Michelin XAS asymmetrical radials but I believe these would have been an option, as Uniroyals were standard on early 504s.

“Although the rain was consistent and heavy with gusts and wind squalls, the car always stayed straight and never twitched, even when

driving into the ‘wake turbulence’ left by semi-trailers at closing speeds that would often have exceeded 150mph (240kmh)”.

He even complimented the AWA radio, which was able to pick up Melbourne stations all the way to Albury.

Such praise for the 504 was not uncommon. The handling and roadholding of the fully independent rear end were widely commended, as were the four-wheel-disc brakes. The French seats were a delight, road testers said, with their headrests that could be slid away when not needed. Boot space was excellent and the body shape was pleasing. The trapezoidal headlights were regarded as a thing of wonder. After all, most cars still had circular headlights in 1970.

There were a few quibbles, mainly relating to the lack of power in the carburettor version of the 1800cc engine and the handbrake, which was under the dash. But generally Australians were told that the 1968 Car of the Year was a triumph, which it undoubtedly was.

The Automatique and Injection versions

were soon available, followed a few years later by the two-litre engine and the wagon and familiare versions. So the 504 was a winner.

There was only one fly in the ointment: the price.

The 404 had been assembled in Australia by Continental and General since 1963 and was priced at the equivalent of \$2900 to compete in the lower end of the luxury-car market. (A Valiant auto cost \$2770 while Holden’s Premier was \$2840 and Ford’s Falcon Futura was \$2796. The Fiat 1500, Vanguard Six and Wolseley 24/80 were in the same ballpark.) But in 1965 Renault Australia took over local assembly and reduced the price to \$2550. Suddenly the 404 started selling well and this is when many people became Peugeot enthusiasts.

By 1970, despite many improvements the price had risen only \$49 and the 404 was a steal.

But when the 504 was released it was priced at \$3475, an increase of 33 per cent over the 404’s list price. Talk about sticker shock! Yes it was definitely a genuine “sports saloon”, as

The 504L dashboard with its strip speedo, 404 style heater controls and switches. Note the column gear change.





motoring writers used to say in those days, but it was not the bargain that the 404 had been. Its competitors (on price anyway) were the Triumph 2000, the Volvo 142, Alfa 1300Ti, Valiant Regal 770, Fiat 125 Special, Fairlane Custom, and MGB Mk II.

The Australian 504 came in what would later be called GL form but in France and some other markets there was a cheaper version, the 504L. This was another example of Peugeot using bits from a previous model in a new car. It had happened when the 203 was giving way to the 403 and when the 403 was playing second fiddle to the 404. So why not do the same with the 404 and 504?

Externally, the 504L was identical to the GL, except that the sunroof was not available. The station wagon version didn't even have reversing lights! Inside, the front seats were basic, like the 404's, with no headrests. The gearshift was on the column initially, although a floor shift was introduced later. The main visible difference inside was the dashboard, which was strictly poverty pack. The strip speedo looked as if it came from a Morris 1100 and the heater controls were taken directly from the 404 parts bin. There were a couple of toggle switches and a couple of blanks. The only concessions to luxury were the centrally mounted clock and a cigarette lighter. (It's amazing how many French Peugeot brochures show cigarettes, pipes, tobacco or other smoking accoutrements.)

Underneath, the 504L had basically a 404 rear end. No IRS here, just a solid rear axle with Panhard rod, and drum brakes, but with a hypoid differential, like a 404 wagon. At 165 x 14, the tyres were narrower than the 504GL's.

So it was an 1800cc 404 with a stylish longer, wider and lower body and it would have cost somewhere between the 404 and 504GL, say \$3000 in Australia. That's Falcon 500-Holden Kingswood country.

Would the 504L have sold here? According to contemporary reports, used 404s were in high demand when local assembly finished, some selling for \$600 above retail. Wheels claimed in October 1972 that "but for its slightly dated styling it could have worn a price tag some \$1200 dearer" and reported that a Melbourne

dealer had sold a used 404 with only 70 miles on the clock for \$3200. "A higher mileage car in Sydney is currently on offer for \$3500."

Assuming a \$3000 price tag, I believe the 504L would have sold in the thousands. But there is one reason why it could not happen.

In 1970 the local Australian car industry was receiving Federal Government protection

different if the politicians hadn't interfered?

**Acknowledgements:** Thanks to Jim Brear for his Peugeot Project articles and to Mike Jolley for his contemporary brochures.

— from *Torque*.

**nouvelle version dans la gamme 504**

**"La berline Z" moteur 1800/10 CV**

Vous trouverez dans cette Berline robuste et économique la même élégance des lignes, la même habitabilité, une finition très soignée, un grand confort et un moteur de 1.800/10 CV. Tout cela avec un budget réduit et une moindre consommation de carburant.

**BERLINES 504**

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- GL 11 CV à carburateur double corps ou 8 CV diesel
- TI 11 CV à injection d'essence
- En option sur GL et TI : transmission automatique

**PEUGEOT 504**

ESTATE PARTNER Din

RELECTEUR MONTÉ D'ÉQUIPEMENT ESSO

# On for Young and old

## Simon Craig

I've never attended a Peugeot Pageant before. Last year I managed to collect my 10 year membership badge and I've been editing the Pugilist for almost five years, so I figured it might be time to redress the issue.

Now that the 207 has been relegated to "weekend" status, it was crying out for a decent run, so I managed to convince some friends to attend with me and headed off to Young, where the 2012 Pageant was being held.

While I've been to Temora and a few other close-by towns, I've never found myself in Young before, so it was new territory.

We left early on Good Friday and, despite some small traffic snarls around Picton Rd to

Marulan, the run down the Hume was pretty good for an Easter weekend. Perhaps most people had left earlier to beat the traffic. Easter is usually the only time I would not be on the road out of Sydney, so it was a pleasant surprise that Young appeared after only 5 hours, including lunch and relief stops. I think if we'd left Sydney much later, things would have been significantly worse, however.

Young turned on the weather, as it was picture perfect when we rolled up to the Colonial Motel. The car park of the Cherry Blossom — event HQ for the weekend — was a pride of lions as Pugs from the various States appeared in the car park.

Check in was a breeze and Sandra Berghofer looked very happy to reduce the amount of

showbags in her room.

Armed with our bags of goodies, Garth & Jinny Coxhead (of the Citroën Club) and myself mingled with the other new arrivals.

I spent the afternoon putting names that I've been conversing with for years via email to the faces. It was good to meet the QLD editor Kay Marken and her enterprising husband Richard, though unfortunately they did not bring the 605 Ute that has graced the pages of the magazine in the past.

Paul Watson (a founding member of the NSW club) was another frequent emailer it was good to meet in person, as well as the Victorian club president Murray Knight.

The furthest traveller would have to be Granville Nicholson, who travelled from Perth



Photos: Wal Glading, Ross Berghofer, Graeme Cosier, Kay Marken & Simon Craig

to Canberra, where he was collected by Queensland club member Max O'Conner (in his shiny new 308 Touring) for the trip out to Young.

First task for me after checking was to wash some of the enormous bugs off my car and imagine my surprise when Helen Louren and Neale Drennan were already there. Helen had left the 206 CC at home and they had travelled to Young in "Bandit" — their black 206 GTi180 with some individual touches.

I was apparently supposed to leave all the bug guts on the car to dry in the sun until the next day (to avoid "fine dust from the tip" overnight) but I dispensed with that nonsense and washed them all off. Fine dust is easily dealt with,

whereas dried prehistoric-sized bug guts are not.

Friday evening was a very casual affair, consisting of a booking at the Young Services Club that, judging from the crowds, was the only gig in town on Good Friday. It was doing a roaring trade and the line to the bistro snaked on for quite some distance.

Thankfully we had booked the auditorium for seating and despite having none of the atmosphere of the busy club outside, was a pleasant enough space to meet people.

We shared our table with Laurie Stewart and Karen Mitchell (also from the NSW club). They have property in the area and use it to store some of their

cars. Sounds like a great idea!

After a warm night in Young with a very old air conditioner, it was time to head for breakfast. Those fortunate enough to arrive early enough the previous day had a choice of booking the 7am or 8am sittings for breakfast, and I think we all enjoyed the extra hour's sleep in that it provided.

We got chatting to Keith & Hilma Bridge, who'd brought along the "family" 203 GT racer that was featured in the October 2010 edition of the Pugilist. He commented on my 207 article in the previous mag and by this time I'd received a few comments about it. It's good to know people are reading this magazine I've been doing for a little while now and

it's always nice to get comments — favourable or otherwise.

The show and shine — or lion up in Peugeot parlance — was at a beautiful spot. The cars were arranged out the front of the old restored train station in town. Unfortunately due to the time of day, it wasn't the best for taking photos of the cars, but being situated in the local markets, there was a great deal of interest from the locals and tourists alike and it was very well done.

It was hard to go past Con Engel's lovingly restored 505 STi (complete with V6 engine) and I think it was certainly much more pleasant to look at than watching Con run naked down Pitt St at midday. Refer to the November 2009 edition of the Pugilist for Con's early car challenges and bravado.

Anyway, for a "sympathetic refurbishment" it looks pretty good.

Keith & Hilma Bridge's 203 was also a shining light amongst the cars on display — but perhaps not attracting as much attention as the recently acquired 505 of John Geremin, which certainly stood out from the crowd.

Brad Pillans, of the Canberra club, left his popular 203 at home and travelled to Young with Sue in their new 508 Allure 2.0 HDi sedan. It was attracting a fair amount of attention as well.

My favourite car however was the delightfully rare 304 Coupé that John Hunt arrived in.

The paintwork was in excellent condition and the fabric "webasto" style roof is a gem.

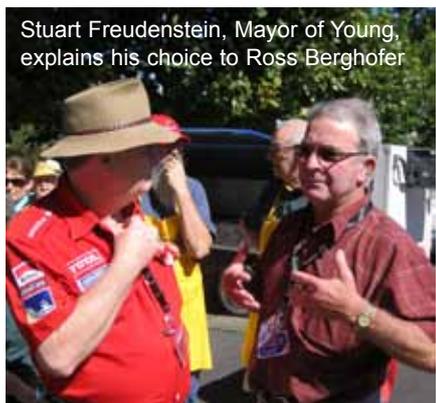
I originally spied this car for sale on eBay in Sep 2011 after some AussieFrogs discussion and the car was in Bundanoon. The seller had collected the car from Tasmania back in 2003 and it had been quietly sitting in his garage for eight years. John said that apart from having to overhaul the brakes, it was in very good condition.

Jinny was particularly taken with the upholstery — if it's not the original French fabric it certainly looks very French!

The Pageant committee had organised the local Mayor — councillor Stuart Freudenstein — to present an award to his choice on the day and Keith Bridge's 203 was the lucky recipient. It certainly looked the part.

One of the Pageant sponsors was the very popular Poppa's Fudge & Jam Factory (there was some moreish samples in everyone's showbag), and owner Vicki Powderly had the job of awarding the People's Choice award to none other than Con Engel's 505 STi.

Con was very modest in accepting the prize but apparently when the votes went in, there was daylight between his car and everyone else's — and for good reason.



Stuart Freudenstein, Mayor of Young, explains his choice to Ross Berghofer



Petit fours: Kim Pollock, John Hunt and Ean McMaster with their Oh4s.



Postscript: Don Bailey was very impressed with Graeme Cosier's parking guidance. He'd stopped with millimetres to spare to get his hatch open.



Ready for a fast getaway: Helen Louran & Neale Drennan put the finishing touches on Bandit.



Granville Nicholson looks on while Peter McCabe and Max O'Connor discuss Max's new 308 Touring. Peter's Mi16 is parked behind them.



**People's choice:** Con Engel accepts the prize from Vicki Powderly

Brian Jubb was doing a roaring trade in club merchandise and his salesmanship managed to secure a Peugeot banner sale from Jinny, a previously staunch Citroën merchandise collector. I was impressed.

As mentioned, it was market day in the station car park, and those of who hadn't already abandoned the event to focus on shopping in town (no doubt to beef up the raffle prizes...) wandered among the stalls with stuff on sale.



**Priorities:** Leon De Waard and Con Engel focus on the 505s...



and were extremely pleased with the results of their sponsorship of the event.

The morning had been great and it appeared as if the whole of Young had welcomed us with open arms — including the local Highway Patrol.

The afternoon's activities consisted of a motorkhana, run by Allan Horsley of the Victorian club, and the more car-friendly Driving Skills event, run by the Cosiers.

My original plan was to take some photos of the motorkhana before entering the driving skills test. I ended up helping Don Bailey time the runs for the motorkhana, so I never made it up the hill to the driving tests.

I'd already decided not to enter the motorkhana, as I wanted to be able to drive

There was all manner of country goodness with slices, pies, jams, chutneys as well as various plants and farming paraphernalia for sale.

The coffee cart people put in quite a few hours and had a nice selection of goodies as well.

After the Lions club put on an excellent sausage sizzle, we decided to use our spare time to visit Poppa's Fudge shop and I managed to be coerced into buying some peanut butter flavoured delights.

The owners were extremely happy with the amount of Pageanteurs that graced their shop



**Cutting the grass:** Murray Knight (above) & Geoff Boyd (below) ply their trade in the motorkhana.

my car home in one piece and by the looks of the course (and Wal Glading's practice run) I'd made the right decision. It was definitely more suited to earlier model cars than my 207 GTi.

Having said that, first time motorkhana people Laurie and Donna Kerr put in a sterling effort for the NSW contingent. Laurie's harshest critic on a WD penalty turned out to be Donna, but reverse gear appeared to return the favour soon enough.

Richard Marken's relaxed style in the 605 was in stark contrast to the often overdriven blue 404 ute of Geoff Boyd, but it was certainly entertaining to watch.

Brad Pillans, who shared the 404 ute for his runs, took a different approach, but the lightweight rear of the ute was definitely the most exciting.

**Skills and giggles:** Cars line up for the Driving Skills challenge, and Anne Cosier demonstrates one of the events.



**No editorial privilege here:** Garth tries unsuccessfully to obtain a question sheet before the Observation Run. Ross appears to know what's going on, however...



Ultimately, it was the little FWD 205 GTi of the Kerrs that won the day. Donna's efforts improved dramatically over the course of the afternoon and at one stage it was left to Paul Watson in his 403 sedan to clinch a better time than Donna in the dying stages of one of the courses.

Murray Knight and Paul Watson put in a great effort to try and steal the show, but Laurie won the day. Sadly, due to Victorians coming second and third the Victorians won the team shield.

Anne Cosier reported to me that the Driving Skills test was very popular, with much riotous laughter and merriment.

As with any multi-skill event, consistency wins the day and Ross Berghofer took first place, despite not winning any individual skills tests. Mike Jolley secured second with a big effort from John Geremin and that mighty fine 505 in third.

Peter Nash managed to score a dishonourable mention for coming last in three of the five events.

The shadows were getting very long in the fields of the racing track and it was time to head back in to Young for some rest and refreshment. The weather had been just perfect.

Dinner was an informal affair at the Empire Hotel, where we shared a table with the Cosiers, Berghofers and Ashley Slade and Bev Kevill. It was nice to talk with some more people I hadn't met before and Sandra discovered my previously "secret" Inverell heritage.

By all accounts, dinner was another successful event and we walked briskly back to the



hotel through a very cool late evening.

We shared another hearty breakfast with Max O'Conner, before preparing ourselves for Wal Glading's tricky Observation Run to the imposing Iandra Castle.

Ross ruled this event with an iron fist, right down to starting the cars (at two minute intervals) at precisely the same position on the road. I took photos, chatted with some locals who had a very nice Renault 4CV and Garth tried unsuccessfully to obtain an advanced copy of the questions "for the editor". Ross was having none of it, and guarded those question sheets like his life depended on them.

We ended up starting last (save for Ross & Sandra) and immediately took a wrong turn due to "differences" between my speedo and Wal's recorded efforts.

Not to worry, we were soon back on track and hunting around for Wal's cunningly disguised clues.

The route we were on led to some commanding views of the countryside and the old church along the way was a lovely little [green] spot.

I've never heard of the concrete Iandra Castle before, but it's a very impressive place – well worth a visit if you get the chance. Views were divided among the pageanteurs about its merits. I loved the place, but many fellow pug owners were not impressed.

Not to worry, the grounds were nice and a picnic lunch was just what the doctor ordered.

For those interested Iandra Castle, at Greenthorpe, holds three or four open days a year and a coffee man with locally brewed beans from the Art of Espresso is very popular.

[www.iandracastle.com.au](http://www.iandracastle.com.au)

The afternoon afforded a fair amount of free time, so we decided to check out some of the many wineries in the area. Sadly, they had all decided to close for the Easter weekend, so it ended up as a pleasant afternoon drive through the countryside.

The Sunday evening dinner was in a restaurant called Mullino Bar & Grill, occupying the old Masons building from 1888.

It was a warm and cosy atmosphere, and we shared a table with Brad & Sue Pillans (the sole representatives of the ACT club) and Kim Pollock, of the Queensland club, who just happens to own a very nice 404 sedan.

Richard Marken impressed the judges enough to win the concours prize for his 605, which I only just missed out on, followed by many cars in equal third place.

As it happens, we ended up being a winning table as Garth, Jinny and myself managed to blitz Wal's Observation Run to come in first, with about seven teams on equal second.

Due to his high marks in the concours and the Observation Run, coupled with there being only Sue and Brad from the ACT club there, the Peugeot Association of Canberra took out the overall points award for the Pageant, which Brad was very happy to receive.

On collecting the award, he noted the PAC had won the trophy during the very first two years it had been awarded and not again for another 30 years.

In the end it was a great night: the food and company were excellent, the atmosphere was great and the speeches were mercifully short.

Murray Knight got up and spoke about the arrangements for next year's Pageant, which

will be based in Wadonga, just across the Murray River from Albury, on the Hume Hwy. He noted that unlike some other pageants, there was plenty of time between events and he went on to thank the organisers for an excellent weekend.

Monday morning was the final gathering for the Pageant and consisted of a BBQ breakfast by the Lions Club at the Chinese Tribute Gardens, on the road south out of Young.

Mother nature put on a beautiful misty welcome to those early enough to see it. Luckily someone took a photo as it had all gone by the time we arrived!

I thoroughly enjoyed my first Pageant, and I thank the Cosiers, Berghofers, Wal Glading, Kerrie De Waard, Helen Louran, the good folk of Young and anyone else that was involved in the planning and execution of the weekend. I may have to attend another one.

Good Friday next year is on 29 March, so start planning for Wadonga 2013.



Imposing features: Iandra Castle

## Easter Pageant Results from Young

### Lion Up at Young Tourist Information Centre

**Mayor's Choice:** Keith and Hilma Bridge's 1954 203 sedan (NSW)

**Popular Choice (by participants):** Con Engel's 505 V6 sedan (NSW)

### Judge's decision:

1. Richard and Kay Marken's 1996 605 sedan (Qld)
2. Simon Craig's 2007 207 GTi (NSW)
3. Max O'Connor's 2012 308 Touring (Qld)
3. John and Robyn Gambriell's 2005 407 HDi sedan (NSW)
3. Don and Janet Bailey's 2011 308 Touring (NSW)
3. Brad and Sue Pillans' 2011 508 sedan (ACT)

### Motorkhana at Young Turf Track

1. Laurie Kerr 205 GTi (NSW)
2. Murray Knight 404 (Vic)
3. Geoff Boyd 404 Ute (ACT) – non Easter registrant, so awarded to Paul Watson 403 (Vic)

### Motorkhana team shield

1. Vic
2. NSW
3. ACT
3. Qld

### Driving and Skills Challenge at Young Turf Track

#### Reversi:

1. Marion Nash (NSW)
2. Hank Breen (NSW)
3. Ross Berghofer (NSW)

#### Back Up:

1. Henri Hendriksen (NSW)
2. Ross Berghofer (NSW)
3. Mike Jolley (Vic)

#### Plug & Spoon:

1. John Geremin (NSW)
2. Mike Jolley (Vic)
3. Henri Hendriksen (NSW)

#### Tool Time:

1. Wal Glading (NSW)
2. Neale Drennan (NSW)
3. Max O'Connor (Qld)

#### Missing Hubcap:

1. Ashley Slade (NSW)
2. Max O'Connor (Qld)
3. John Geremin (NSW)

#### All Skills Events:

1. Ross Berghofer (NSW)
2. Mike Jolley (Vic)
3. John Geremin (NSW)

**Special Dishonourable Mention:** Peter Nash (NSW) – Last place in 3 of the 5 events!

### Observation Run to Iandra Castle

1. Simon Craig, Garth & Jinny Coxhead (All NSW)
2. Brad and Sue Pillans (ACT)
2. Leon and Kerrie de Waard (NSW)
2. Alan and Denise Horsley (Vic)
2. John Geremin and Anne Jones (NSW)
2. Tim and Jenni Farmilo (Vic)
2. John Marriott and Belle Jones (Vic)
2. Ross and Sandra Berghofer (NSW)

### Champion Club of the Weekend:

1. ACT
2. Qld
3. NSW

**Best Female of the Weekend:** Anne Cosier (NSW) – On a countback

**Best Male of the Weekend:** Brad Pillans (ACT)

**Number of registered participants:** 63 (NSW 42, Vic 14, Qld 4, ACT 2, WA 1)

# Peugeot iOn



Mark Besley, who writes a regular monthly column in the Victorian club magazine *Torque*, discusses the current electric car solution by Peugeot.

## Mark Besley

**W**E'VE HEARD ABOUT the Peugeot iOn before – Peugeot's small electric "city" car based on a platform shared with Mitsubishi. I doubt that we will ever see the Peugeot version in Australia – it's not even on Peugeot Australia's "currently under consideration" list. However I was interested to read a recent review of the Mitsubishi version – the iMiEV.

I'm not sure if I can ever remember a car getting such a low rating from reviewers – one and a half stars out of five. As a car, the iMiEV did not impress from a driver's point of view with marginal grip, poor handling of bumps and a lot of lean in corners. However the thing I believe that led most to the poor rating was the lack of value. The iMiEV costs \$48,800 and has "less equipment than some \$20,000 cars".

Looking at the drivetrain, the iMiEV has a 49kW electric motor powered by lithium-ion batteries giving a top speed of 130 km/h and a quoted range of 150 km. Because all accessories in an electric car, including both air conditioning and heating, are powered by the batteries, use of these can reduce the range significantly in some cases.

The reviewers found that 100km was a more "realistic" range estimate and this is of course one of the problems of a fully electric vehicle. In a large city like Melbourne, this rules out even longer cross-city trips. For example, I live in Nunawading. If I want to visit friends in Werribee, the journey is 56km by the shortest route. There's a good chance that I won't make it there and back on one charge.

There seems to be somewhat more enthusiasm for electric vehicles in Europe. Certainly

the more compact structure of many European cities would suit the limited range better. Reviews from the UK that I have read are more positive about the driving experience, describing the low speed acceleration as "brisk" (a quality of the torque characteristics of electric motors) and "easy to manoeuvre" due to its tight turning circle.

There is also the price issue. Government incentives make these cars more attractive in some countries as the pricing seems to be more reasonable. In the UK, the iMiEV costs about 29,000 pounds (\$A 45,000, a bit less than here) but a 5000 pound subsidy for electric plugin vehicles brings the cost down to the equivalent of \$37,500 which is somewhat more palatable than the Australian price.

In Europe, Peugeot have taken a different approach. Rather than trying to sell the iOn at a price that would presumably be similar to the iMiEV, they are instead offering a monthly leasing arrangement, all-inclusive (servicing etc.) for four years at 415 pounds (about \$A 650) plus tax per month. Total cost over 48 months is about \$A 31,000.

However, if the iOn was to be sold in Australia, I assume that it would sell for a price close to \$50,000, similar to the Mitsubishi iMiEV. It would presumably get the same negative reviews and given the lack of subsidies here and the problems with range, it is hard to imagine Peugeot Australia having any incentive to market the car here.

Despite all the negatives, surely the attraction of a fully electric vehicle is its lack of emissions. The article I read quoted CO2 emissions as "none". WRONG! Allan Horsley mentioned this fact at a recent meeting. These cars run on electricity and generating electricity by most of the methods used here in Australia generates significant CO2. The fact that the

CO2 is generated elsewhere does not mean that we can ignore it.

Let's do a few calculations for the iMiEV: Let's be optimistic and assume we get the quoted 150km range from a charge. To fully charge the battery in the car from flat requires 16 kilowatt-hours of electricity (that will cost you about \$3 at current rates by the way). In Victoria, the official figures are that 1.444 kg CO2 equivalent is produced for every kilowatt-hour (kWh) of electricity produced. Victoria has a high figure as its electricity comes from burning brown coal (the most greenhouse-intensive energy type).

$16 \times 1.444 = 23.1$  kg of CO2. Divide this by the range of 150 km and you get a CO2 emission rate of 154 g/km. Of course if you get less range than 150 km, the rate would be higher.

Compare this to some current Peugeots:

- 308 turbo petrol (man/auto): 153/171g/km
- 308 e-HDi 109g/km
- 508GT 2.2 litre HDi 150g/km.

So unless you can get your power from a CO2-free source (difficult to achieve here), the CO2 emissions are most likely higher than those from several Peugeots that I would regard as much more desirable.

— from *Torque*.





**Donnelly Circuit of Ireland — final positions**

1. Hänninen/Markkula, Škoda Fabia S2000, 1h58m21s
2. Mikkelsen/Fløene, Škoda Fabia S2000, +44.2s
3. Kopecký/Dresler, Škoda Fabia S2000, +1m39.5s
4. Arzeno/Jamoul, Peugeot 207 S2000, +4m1.6s
5. Breen/Roberts, Peugeot 207 S2000, +4m53.8s
6. Barrable/Connolly, Škoda Fabia S2000, +5m14.5s

**Drivers' standings:**

1. Andreas Mikkelsen 61 points
2. Juho Hänninen 43
3. Jan Kopecký 40
4. Sepp Wiegand 30
5. Bryan Bouffier 15
5. Luis Monzón 15

**Manufacturers' standings:**

1. Škoda 129 points
2. Peugeot 69
3. Renault 25
4. M-Sport 22
5. Honda 18
6. Subaru 12



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**I**ntercontinental Rally Challenge champion Andreas Mikkelsen spent a night in hospital as a precaution following his crash late on the Circuit of Ireland.

The Norwegian finished second behind Juho Hanninen despite an accident on the Lisburn street stage, which saw him hit a protected hay bale at high speed. The mistake cost Mikkelsen 40 seconds and ended his shot at victory. Although Mikkelsen completed the remaining three stages to claim second place, afterwards he reported feeling unwell.

Medical checks showed up a perforated eardrum, and Mikkelsen was kept in hospital overnight as a precaution, before having a CT scan on Sunday morning.

No serious injuries were discovered, and Mikkelsen was released from hospital to return to rally headquarters in time to carry out a prize draw for volunteer marshals.

The Skoda UK driver continues to lead the 2012 IRC standings, having taken a win and two second places from the opening three rounds

# Hanninen beats Mikkelsen to IRC Ireland title

**J**uho Hanninen clinched his first victory in the Intercontinental Rally Challenge since Azores in July 2011 after Andreas Mikkelsen made a late mistake on the Circuit of Ireland.

The result also made Hanninen only the second ever non-British/Irish victor of the famous event, which was included on the IRC schedule for the first time this year, following in the footsteps of 1979 victor Pentti Airikkala.

Hanninen and Mikkelsen had been locked in battle throughout the weekend, regularly swapping the lead.

A small error by Mikkelsen on Saturday morning saw 2010 series champion Hanninen pull nine seconds clear of his successor. Mikkelsen then charged back, but after getting to within 2.3s of Hanninen going into the final loop, Mikkelsen made a mistake on the Lisburn street stage - hitting one of the bale barriers and losing just over 40s. After that, Mikkelsen conceded defeat and settled for second, allowing Hanninen to take it steady through the wet

final stages.

Saturday's drama marked the fourth time in as many IRC asphalt events that Mikkelsen had seen a likely maiden win on the surface slip away at the last gasp, following on from his Mecsek 2011 crash, late Sanremo defeat by Thierry Neuville, and misfire in the Canary Islands last month.

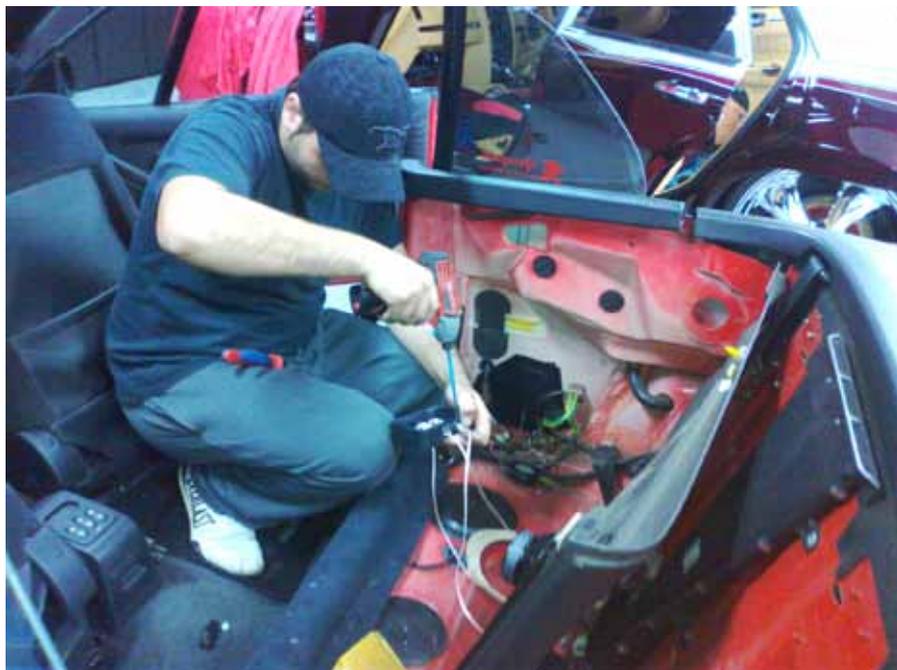
Jan Kopecky had no answer to fellow Skoda drivers Hanninen and Mikkelsen's pace and was a distant third.

Sainteloc's Peugeot IRC programme started with fourth and fifth for Mathieu Arzeno and Craig Breen, the latter delayed by 1m30s of penalties on Friday night following a road section fuel pump failure that made him late into service. Alastair Fisher had been leading them both until crashing his Ford on Saturday's first stage.

Local driver Robert Barrable finished sixth, while a puncture on Friday limited fellow Skoda entrant Sepp Wiegand to seventh.



# Sound to the Extreme



**Amazing hand skills:** It only looks like he's drilling through his finger



Cables running from the head unit to the iPod are annoying and controlling the iPod from the head unit was my preference without having to select from the iPod or having to reconnect.

A Fusion brand CA-IP500 was what was needed. This cleverly uses the iPod by lowering the front and allowing the iPod to be inserted within the unit therefore removing the need for cables.

To update the music remove the iPod, update on your computer and reinsert. A Fusion CP-AS1080 8" Sub + Slim Active Enclosure + Amp was chosen next as it fits neatly beneath the passenger seat and it provides the amplifier and the subwoofer in one neat unit and with surprisingly substantial output. This has the benefit of saving much in demand boot space [quite a consideration in a Cabriolet] and removing additional weight from the rear of the car.

The next challenge was the speakers. With an amazingly clear and yet very low output of 20 watts the rear split speakers were replaced with Alpine RD splits.

The little Italian made ASK brand rear speakers were the unusual size of 5x7 (as found in Ford Falcons), so a spacer was required to fit the 6.5" round rear speakers with a separate tweeter. The 306 has a separate tweeter so the hole was in position for it anyway — it just required a little work with the dremmel to enlarge it.

The front door speakers were replaced with Alpine RD 6.5" 3 way speakers all running off an Alpine amplifier. To install the amplifier the gear change lever centre console and rear seats were removed, that way the cabling could be run easily to the rear wall of the boot (where the amplifier for the speakers was installed) tucking it way beneath roof storage.

The finished result took the sound output from two 40W speakers and two 30W speakers (making a total of 100W output) to four 100W speakers run by an amplifier taking them to 240W plus a subwoofer to give the sound more bass and depth and a total of 400 watts sound output.

With the power and speaker cabling running through the car beneath the console, amp and subwoofer under the front passenger seat and the amplifier in the boot the additional total weight added to the vehicle is 4.3kg.

The sound is now unbelievably crystal clear and has a rich tone and resonance to it.

I sought professional installation and that was done by the experts at Extreme Car Audio at 33 Queen Street, Campbelltown NSW 2560

**Mark Donnachie**

**A**FTER MUCH TIME spent in my 306 using it as my daily driver, I decided it was time to improve the sound quality. Following long hours of careful consideration I

chose a system to install in the 306 that would suit my needs.

I rarely listen to the radio and prefer an iPod for my sound in the car. After having an Alpine set up in my Saab I decided on the head unit being a Fusion for the cabriolet.



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# Ford, Peugeot end tie-up on large diesels

Luca Ciferri

**F**ORD AND PEUGEOT have said they will end their partnership for joint development of large diesel engines.

Both companies said the move was not related to PSA's new alliance with General Motors Co.

The decision to develop larger diesel engines separately "was being discussed with PSA well before the GM-PSA announcement," a Ford spokesman told Automotive News Europe in April. A PSA spokesman also said the decision "was not due to our alliance with GM."

A joint Ford-PSA statement said the two companies "have decided to independently develop and manufacture their larger diesel engines (2.0-litre and above) to meet their future needs as well as new regulations"

Light commercial vehicles built after 2015

will be the first to use large diesel engines developed and built separately, the companies said.

Ford said the cooperation with PSA will continue in medium displacement 1.4-litre to 1.6-litre diesels, which accounted for about 75 per cent of the more than 20 million engines the two partners have built in the last 12 years.

Ford uses the large diesels for its Focus and Mondeo cars, C-Max, S-Max and Galaxy minivans and Kuga SUV. PSA offers the engines in cars and minivans including the Peugeot 308, 407 and 508 models and Citroën C4, C5 and C8.

GM agreed in February to buy 7 per cent of PSA as part of an alliance to cooperate on purchasing and vehicle development in a bid to cut costs in Europe.

— from Automotive News Europe



Philippe Varin, CEO of PSA Peugeot Citroën, toured the Trémery plant recently on the launch of Peugeot's 3 cylinder petrol engine, which bears no relationship to the recently introduced Ford 3 cylinder petrol engines.

**P**eugeot and Ford signed an agreement in 1998 on sharing diesel engine design and production, and renewed their agreement in 2003.

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.

Larger 2.7 and 3.0 motors, as found in the 407, C5 and the new Ford Territory Diesel, are produced in the Ford plant in Dagenham, England.



Happy & sad times: 2009 Le Mans winners and union meetings more recently.

# Peugeot sells head office

**P**eugeot announced last month that it has signed an agreement to sell its 48-year-old headquarters in Paris.

The office, located about 700 metres from the Arc de Triomphe and the Avenue des Champs-Élysées, will be sold

for €245.5 million as part of a broader effort to raise cash and decrease its growing debt pile.

In a statement, the company said that it will sell the property complex located 69 to 81 avenue de la Grande Armée and 6 to 8 rue Pergolèse in the 16th arrondissement of Paris to a unit of Ivanhoe Cambridge, the real estate arm of Caisse de depot et placement du Québec.

The 50,900-square-meter (548,000-square-foot) building, has about 1,900 staff members, mainly working for the corporate holding PSA and the Peugeot unit.

Peugeot added that it will lease back the building under a renewable nine-year lease.

Peugeot in February announced plans to sell assets after net debt more than doubled in the second half to €3.4 billion. Peugeot also recently completed a €1 billion share sale through which General Motors took a 7 per cent stake in the French carmaker as part of an alliance between the two.

— from the Wall Street Journal, Bloomberg



## merci

This issue was brought to you by:

Peter Wilson, Peter Cusworth, Ross Berghofer, Helen Louran, Brian Jubb, Ted de Lissa, Paul Watson, Peter Lubrano, Mark Donnachie, Graeme Cosier, Murray Knight, Mark Besley, Wal Glading, Don Pearson, Philip Challinor and the number 508

# Trade in Pugs to the Mid East



**River escape:** Bosnian refugees flee the federal army with their precious Pug on a raft in 1992 after a bridge was blown up and the truce shattered.

## 35 years ago

**1977** Twenty-two members make the trip around six wineries in the Hunter and find their way to the Happy Valley restaurant for lunch. Doug Weinhart stops after losing his sump plug and engine oil. He rouses a servo proprietor, gets a refill of oil and a wine cork to bung the drain hole.

John Pickham's beautifully restored Peugeot 203 is the show stealer when exhibited at the Armidale Show alongside a new Peugeot 504 from his family dealership, Precision Motors.

Horror of "the Peugeot treatment" emerges from Idi Amin's Uganda. Henchmen beat a victim to a pulp in front of his family, drive him to the edge of town in his Peugeot 404, throw him in the boot and then set fire to the car.



**Lion tamer:** Victorian Murray Knight passes the tail pinning test on the beast at the Beechworth pageant in 2002.

## 30 years ago

**1982** Cairns and Darwin have Peugeot 504 diesel taxis. However, the Darwin owner doesn't like the local workshop and freights her Pug by truck to Brisbane for proper servicing.

## 25 years ago

**1987** Ian Robinson organises a preview of the Peugeot 205 GTi at the September meeting. This hot hatch will be released in Australia "mid year".

Enter technology — the club proposes to

buy an IBM computer to keep track of members, but who's software savvy?

## 20 years ago

**1992** Peter Brock, Neil Crompton and Paul Gover driving a Peugeot 405 Mi16 come second in class and 15th outright in the James Hardie 12 Hour Race at Bathurst — the marque's first official sporting involvement in Australia. Peugeot boss Ray Bowden's 605 was alongside club members' cars in the carpark getting a layer of local dust.

Vince Currey's sterling efforts in assembling The Pugilist every month recognised with the club's top award.

## 15 years ago

**1997** A chap calls at the Hawkesbury City Library for help identifying an old car engine he owns marked "Moteur Bebe" but disappears before resident Pug expert Jon Marsh hears about it.

Old Peugeot 504s are being bought for cutting up and shipping overseas for rebirthing and for smash repair parts, reveals Peter Portelli. He knows of rival syndicates selling them to Syria and Egypt.

Buyers have paid deposits for the Peugeot 406 coupé about to be released this month in limited numbers. Meanwhile, Vic Carroll's gentle carpark knock in a 406 sedan runs up a panel shop bill of \$8,000.



**Her pick of the Pugs:** Former Miss World Belinda Green chose Keith Bridge's Peugeot 203 for her lion-up prize at the Pageant at Cowra in 2007.

Club president Michael Loney takes his Peugeot 404 and the club's new half-504 trailer in the Pageant motorkhana at Beechworth, stirring twice the dust of other drivers.

## Ten years ago

**2002** Their fathers would have been proud of them. Keith Bridge, Philip Challinor, John Baird and Victorian Cameron Pyle took their family Peugeot 404 to the Pageant at Beechworth.

The Pugilist discovers Australia's first Peugeot sporting hero was Harry Perry for his courageous handling of his 5hp V-twin motorcycle in the 1908 Victorian 100-miler endurance race in a freezing thunderstorm.

What a top wife! Queenslander



**Hitched:** Former Pugilist editor, club president and 404 hot-upper Michael Loney and bride Sharon head for a Far North honeymoon on a Harley in 2002.

Romka Sudull wants to buy a Peugeot 404 to give her husband for his birthday.

## Five years ago

**2007** The sight of Steve Palocz's Peugeot 504 Ti stirred fond memories for former editor Warren Brown when he tagged along with friends to the pageant lion-up at Cowra in 2007. He had four examples. The Telegraph cartoonist spoke of plans for his next TV project [still in the works in 2012].

Treasurer Ray Chappellow got lost on the Cowra observation run so there was no cheque

to pay for lunch at the Forest Reach pub. Redex rescuer Don Bailey put the lot on his credit card.

Peugeot adventurer Alastair Inglis has arranged to buy the almost restored Peugeot 203 Styleside ute that belonged to the late Robert East of Kiama. He will keep his

globetrotting 203 commerciale in the UK, where he edits the UK club magazine, and use the Styleside, when completed, on Australian runs.

Why so much elbow flapping at the Easter Pageant? Not excitement about chicken tonight, it's for happy digital camera snapping.

**Rallying in style:** Mark Thorpe enjoying the power and luxury of his Peugeot 604 in 2002.



**Mark Donnachie**

**A**FTER ATTENDING a detailing day or two, I have come to realise that you can soon feel like you're in an infomercial.

This was not the case with the V.G paint and preparation day I attended recently. Not wanting to attend alone I put the word out and Steve Palocz from the committee came along, to see if he could refresh his skills.

The day starts bright and early at 8am and parking is at a premium as the area is busy around the Amax St address in sunny, downtown Girraween.

With the business manager Mark and his sidekick Mario the day begins with work on a Toyota panel. Two dents are placed with a ball peen hammer and the two known styles of dent repair are performed: old fashioned "nikki" and modern material polymer filler are both demonstrated.

It soon becomes quite clear that the old fashioned style of taking the dent back to bare metal and the surrounding area has been replaced with a swift and fuss free method using the Polymer filler system.

A cursory clean up, mild preparation and light sand makes the job a whole lot easier. Liberal use of wax and grease remover throughout the process, keeping things clean and ready for the next step makes for a speedy repair process.

The essential difference is that the area needs only to be sanded and the gloss removed and the application is neater. With a feathered edge it's quicker and easier to sand, with a finer grade of dust being removed.

But this was just the beginning of the class. It soon turned into mixing, priming and blending, prepping and painting and turned swiftly into guide painting, spray painting, sanding, buffing, cutting and polishing. The treatment of orange peel and the use of retardant thinners to remove misting in finishes was also covered, along with sanding after painting as well as the cutting and buffing of old paint as displayed on a fellow student's Valiant. Steve even jumped in for tuition whilst on the buffing gun.



# New paint course up to scratch

Steve and I sat there glued to the class and we both asked questions and were given accurate and helpful answers. We were shown techniques again with a clear explanation.

Our instructors Mario and Mark bounced off each other famously and their obvious mateship shines through the course, making it fun and enjoyable.

The time flew and a huge amount of information was imparted and taken in. After a visit to the shop after the class to top up my own supplies, the day was over. Returning home with more goodies for the garage, the inspiration was renewed to keep up with the work on my own Peugeot.

Overall their course is a touch of product

placement, but they are in business and they not only give you some great skills for free but a free drink over the break and a few really good discounts on their products.

Enrolling for the course is done online and it is a thoroughly enjoyable four hour course. Steve and I highly recommend it.

<http://www.vgautopaints.com.au/>

## Circle the wagons...

**P**eugeot will not sell a station wagon version of its new 208 model, company sources told Automotive News Europe.

The brand is expected to launch a SUV-styled model instead, badged 2008.

A Peugeot spokesman said models based on the new 208 wouldn't necessarily match those spun off the outgoing 207 model. "As an example, we are not going to offer something like the 207 CC," he said.

Peugeot would not confirm reports it will launch a 208-based SUV, but has spoken about the growing importance of the niche, citing the success of the Nissan Juke.

"It is an interesting segment. We need to be present," Guillaume Couzy, Peugeot's marketing and communications director, said at the Geneva auto show earlier in March.

Peugeot previewed a potential subcompact SUV with the HR1 concept unveiled at the Paris auto show in 2010. A production version of the HR1 is likely to debut at the Paris show later this year.

Peugeot has sold wagon versions of both the 207 and the 206

— from Automotive News Europe



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## For sale

**4**03 1960, station wagon. Matching body and engine numbers 2872603. Body fully restored in 2006. Engine fully rebuilt in 2009 by the Goodwins of Cessnock. Head modified for unleaded fuel. Mercury silver in colour, laminated windscreen, cloth inserted seats and door trims, fully carpeted, painted woodgrain dashboard, CD player, front inertia reel seatbelts, rear lap sash seatbelts. Brake booster (concealed under mudguard). Travelled 18,000 miles since 2006. Currently on club permit registration, which is not transferable. One previous owner (farmer from Elsmore near Inverell). This vehicle is an exceptional example of a 403 station wagon, both in appearance and the way it performs. Asking \$12,500 ono. Brian Jubb 02 9602 9591, jubbobrian@yahoo.com.au

**5**04 1974 sedan, automatic. We are going to the UK for a year or so and we are looking for a good home for the car. At the moment it has rego until July 2012. It will need some

restoration in the near future. We are currently in Hornsby so if any of your members are interested please drop us a line or ring us on 02 9476 6282 or +61415 366 519, Lisa Bennett / David Millam

**5**04 Rally Car, Originally built to London to Sydney spec. Mild std. 504 engine, 5 speed man. Air con. Very recent shocks and bushes — all genuine Pug parts. Full length sump guard, twin fuel tanks, 53,000km since ground up re-build. Lights, bull bar, roof air hatch, tow bar, full roll cage, 6 point belts, full instrumentation in custom removable dash, Terra Trip computer, 6 alloy wheels with near new tyres. Rust free very good paint. Drives like a new 504 should, Ready to rally ... variety bash...doctor Trek or go fishing. \$20,000ono. You wouldn't build it for double that. Jim Catts 0414 441 220 jimcatts@live.com.au

**5**05 SR Diesel Turbo, 1983, 5 speed manual, Feb 2013 rego. Silver Slate in colour with blue interior, ideal basis for Pug Trek car. Service history, tinted glass, towbar, mud flaps, Kenwood CD/Tuner. New clutch,

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corrosion/rust free and pass pressure test. Will discuss price & pick up. Please email Byron bcomminos@gmail.com or ph 02 9387 7208 & leave a message if need be.

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**4** 15" steel 505 station wagon wheels, hard to find, make offer. Jim Catts 0414 441 220 or jimcatts@live.com.au

**S**hed full of Peugeot 404, 504, 505 Parts, Diesel and Petrol models. Too many parts to list. Free if you take the lot. Canowindra NSW, Call Wesley on 0419 803 632



## Murray Knight

**O**ne of my tasks at work is to look after the PAA Press Cars, that is the cars that the motoring journalists take, test drive and write reports on for the Herald Sun, The Age, Modern Motor, Wheels etc.

A "perk" of the job is that occasionally a new car will be placed on to the Press Car Fleet and will require kilometres to be run up in much the same way as we used to "run in" new cars in days of old.

Over the past week, I have been driving a new 508 Allure touring HDI. Very impressive I must say. To and from home to work, then normal tasks at work, by Friday night the wagon had 197 km on the speedo and the trip computer indicated a range of 580 km to refill time.

A quick trip on Saturday through Melbourne, past the Victoria Market to Lara to visit cousin Ivan and the computer showed 760 km to refill. On the way down the Princes Freeway, the usage ranged between 3.4 L/100km to

5.2L/100km whilst on cruise control set at 100km/h.

Returning home the same way after some touring around Lara, the 508 still showed a range of 540 km.

A trip to Traralgon and return on Sunday and there was 754 km on the speedo with a range of 290 km to refill at a usage rate of 6.4L/100km.

The economy of the car surprised me, bearing in mind that it is a much bigger car than the 407 before it.

Is it a better car than the 407? Yes, just as the 407 was a better car than the 406 etc.

Euro 5 Standards have insured a more fuel efficient engine, together with a marked increase in power from 103 Kw to 120 Kw for the 2 litre HDI.

By comparison, the pricing of 508 has seen a really big drop in price by up to \$5-6,000, depending on the model and options, over the 407.

Leg and shoulder room have been significantly increased, the ride not quite so choppy

and the steering typical of Peugeot of old.

On the debit side perhaps, is the lack of storage nooks and compartments, cup/ bottle holders (if that's what you want), but these are little things in the overall scheme.

All in all, a great new model.

Changing tack, six months ago, those of us who did the Cape York Trip travelled through Moree and, on our way home, Ray Vorhauer and I came down through Roma and St. George.

We cursed the number of hold ups we encountered due to all the road works, repairing and replacing roads that had been badly damaged in last year's floods.

With the floods of the past three weeks, they will no doubt have to start all over again. That means even less money for other much needed construction and replacement road works.

But spare a thought for the poor folks of these townships. Probably just getting back on their feet, and here they are under water again.

— from *Torque*



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	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
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	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Autosports Sutherland	Sales Showroom	668-670 Old Princes Highway	SUTHERLAND	NSW 2232	02 8536 2888
	Service & Parts Unit	2/7 Marshall Rd	KIRRAWEE	NSW 2232	02 8536 2777
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
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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
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Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
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	Service Unit	55 Garden Street	SOUTH YARRA	VIC 3141	03 8290 2888
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Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSEKER	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	BUNDEBERG	QLD 4670	07 4152 7355
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