

# the pugilist

Magazine of the  
Peugeot Car Club  
of NSW Inc

March 2012



■ Puglet production begins - the 208 rolls off the line in Poissy

■ A million more reasons to stick with the 504 Diesel

■ NRMA Pugfest. Record numbers attend the Australia Day event

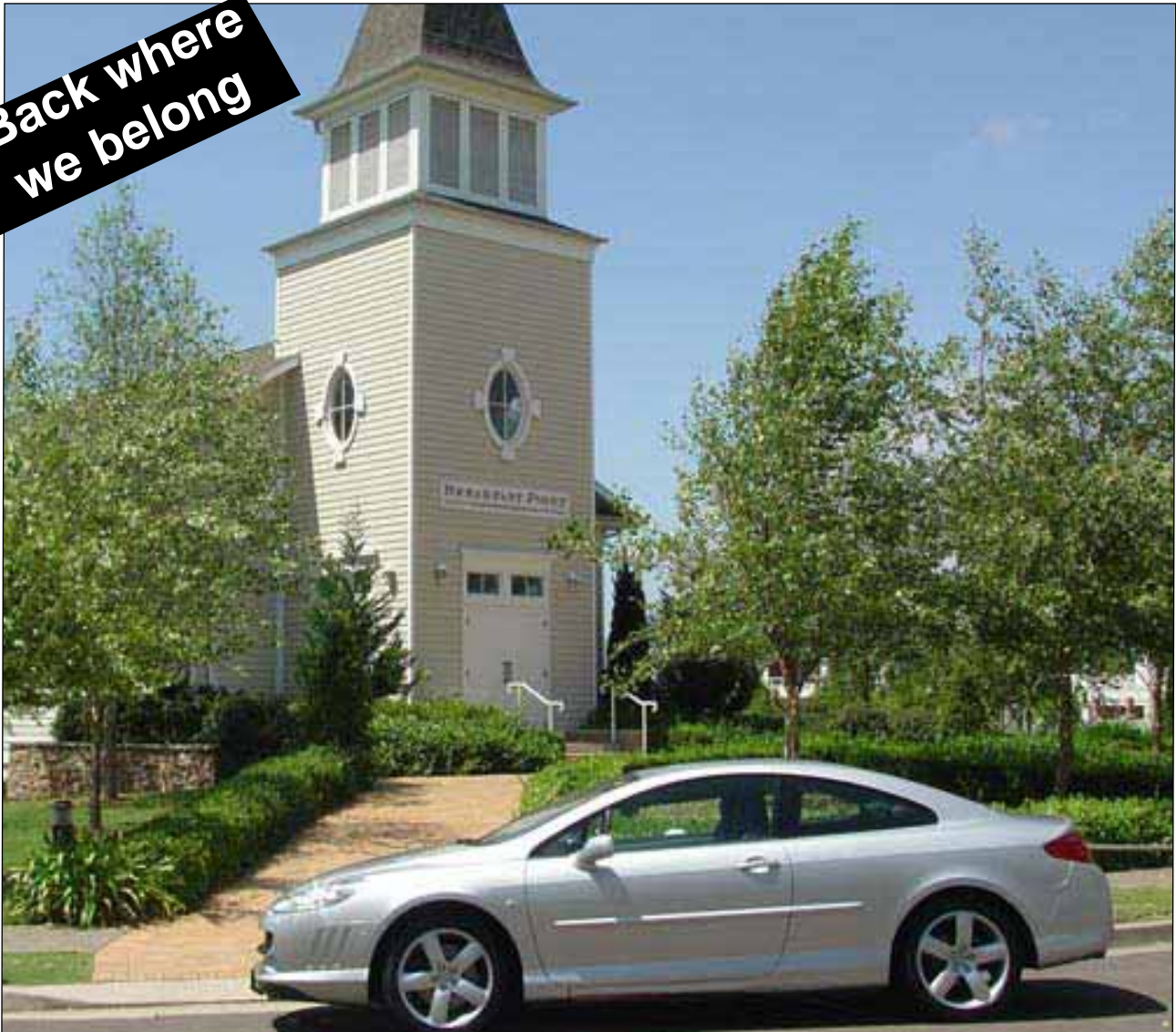
■ Choose your own adventure — a plethora of outback trips for your enjoyment



# British & Continental Cars

Established 1961

Back where  
we belong



## We talk Peugeot seven days a week

- Well presented Peugeots.
- Citroëns, Volvos and Renaults, too.
- Special deals to Peugeot car club members.



CAPITAL FINANCE

A BANK OF SCOTLAND GROUP COMPANY

services available

Back at our original landmark site at  
the crossroads opposite Bunnings.

235-239 Parramatta Road, Haberfield

Open seven days

Phone 9798 0900

Fax 9799 0913

[britcont@bigpond.net.au](mailto:britcont@bigpond.net.au)





# French horsepower back from the dead

**Where's the FAP?:** The Type 9 fires into life in 2011 at St-Girons in the Pyrénées

off their hands.

After taking it apart, winching it out of the basement by crane, then transporting it and reassembling it, members of

the Society were finally able to start it up again in 2010.

Now, it's on display at the Rétromobile 2012 show in Paris, which ran from 1-5.

Among the other vintage oddities on display were a 1913 Audi Type C with aeroplane fabric covered coachwork, an incomplete 1920s GERIN aerodynamic concept vehicle, and two examples of early amphibious cars.

As Peugeot's focus is on the launch of the 208, L'Aventure Peugeot displayed a range of 2 series models, including a 201 Découvrable, a 202 Découvrable, a 203 Commerciale, a 204 Coupé, 205 CTi and a 205 GTi.

**Six degrees:** The keen-eyed editor noticed this 2009 snap he took is in the very same square in St Girons



**Simon Craig**

**F**ANCY A REALLY big engine? Well, this is one that's not going to fit under the bonnet of your 505, but it's pretty impressive, all the same.

This 27 tonne Type 9 V.O.S. engine is one of just three built by the French company Duvant in 1962.

It's over 5.5 metres long, 3.4 metres tall, and drinks 350 litres of diesel fuel per hour. With its four valves per cylinder and turbo compressor, it is capable of producing 1600 horsepower.

Best of all, if you'd happened to have been in Paris last month for Rétromobile, you would've been able to see the thing running.

This particular Type 9 spent 50 years in the basement of the Auteuil Hippodrome [racecourse], in Paris. The racecourse opened in 1873 and is used for horse racing.

There, it drove a giant alternator that could power the entire facility in the event of a power outage.

In 1990, it was used for the last time, yet none of the tens of thousands of visitors who go there every Sunday knew it even existed.

By 2000, the racecourse owners were looking for a new home for the engine, so the Association des Amoureux des Vieux Moteurs (Vintage Engines Appreciation Society) took it

## The cover

Lloyd and Rose Flemming pose in front of their million mile diesel Pug in Inverell, NSW in February.

Photo: Peter Wilson

## Inside this issue

President's report	page 4
Club Diary	page 5
Peugeot Pageant	page 7
Club information	page 8
Peugeot News	page 9
Sake & Sirens	page 11
HSRCA Time Trial	page 12
Midsummer Wander	page 14
Timing your 406 V6 motor	page 16
Is the GTi on the way back?	page 20
Peugeot millionaires	page 22
Memory Lane	page 24
Are you trailing behind?	page 25
Private Parts	page 26





**Ross Berghofer**

POSTED TO Lumley Special Vehicles an invoice for the advertisement in the club magazine for 2012. You may notice that the advertisement on the third last page of the magazine has gone. Lumley sent an email message that reads:

“Thank you for the opportunity to renew the advertising in your Club magazine. At this time, we will have to decline as we are utilising our marketing spend elsewhere for the next twelve months. This decision has not been taken lightly and we sincerely value the relationship built with your Club and its members to date.

On behalf of Lumley Special Vehicles, I would like to thank you and the Committee for the opportunity to advertise in the Club magazine over the past year and wish you all well for 2012.”

For those of you interested in acquiring

Peugeot memorabilia, I arranged an auction on behalf of the club. You may have received an email message about it, with the auction closing on 5 March. They are sizeable items, although not heavy but are bulky and fragile — too big to take Easter pageant.

All French Car Day is scheduled for 15 July at Silverwater Park and I have submitted the required paperwork to Auburn Council.

This year there are a lot more questions to be answered such as impact on traffic flow and the qualifications of the food suppliers. The hire fee increases too, to \$400. If you, or you know someone who might be interested in selling their goods, let me know so that I will allocate a space for them.

While on the subject of car shows, the Shannons Eastern Creek Classic is scheduled for 19 August and the club has requested 10 tickets. These will be allocated at French Car day in July.

If you have not booked for the Easter pageant, it is not too late, but we need to know final numbers by 20 March so that we can book the caterers.

Have you noticed that your computer may contain a desktop background from Midnight in Paris? My computer at work offers it, but not the one at home. I am not a person knowledgeable in computers, so don't ask me why this is so.

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

# March Meeting

**Ross Berghofer**

After our hero's recovery from his recent bout of non-Peugeot activities, David Bean will again be on track to present the DVD “Back of Beyond” at the March meeting.

The movie celebrates the life and times of Australia's best known outback mail man Tom Kruse.

Every fortnight he battled isolation, heat, sand dunes and floods to deliver mail and supplies to the families along the Birdsville Track from Marree to Birdsville — emerging over the sand hills in his reliable Leyland Badger.

He brought the mail to the people living on stations and outposts along the track, their only link to the outside world.

Join us as we review the story on DVD at the March meeting.

## P. Q. AUTOMOTIVE MAINTENANCE

**5 Smith Street,  
Willoughby 2068  
PHONE 9882 3215**

**Peugeot factory trained technicians**

Fuel injection servicing

All mechanical repairs

Pre-purchase inspections

Parts and accessories supplied

**PEUGEOT CLUB MEMBERS MOST WELCOME**

We think we give pretty good discounts on service and parts

**The pride of Willoughby**



# President's Breakfast 18 March

**Nigel Nash**

**T**HE 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, for a 9:30am start time.

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](http://www.blowfishcafe.com.au)

**Pleasant company:** The 2011 event proved very popular



## 25 March

**Brian Jubb**

**T**HE 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](mailto:jubbbrrian@yahoo.com.au)

# Illawarra Drive

**Brian Jubb**

## 29 April

**O**N 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](mailto:jubbbrrian@yahoo.com.au)

The Sea Cliff Bridge from Stanwell Tops



## Fairground Follies

**Brian Jubb**

**T**he 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.

Aft 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)

## New Members

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

Paul Barlow                      207 CC

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

### 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 car show, 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

### Wednesday, 11 April

Committee Meeting, Parramatta RSL, 8pm.

### 24 April-2 May

Outback 2012 - Hank Verwoert

### Sunday, 29 April

Pacific Drive, Illawarra Grevillea Park

### Wednesday, 2 May

Club Meeting, Veteran Car Hall, Five Dock

### 2 May - 12 May

Pugger Buggers 2012 - Cameron's Corner





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

**Ross Berghofer**

**W**ITH 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](mailto:pageant@peugeotclub.asn.au).



**NEW DISCOUNT  
PARTS FOR  
PEUGEOT  
RENAULT  
CITROËN**

**DAPCO AUTO FRANCE**

175 Kingsgrove Road PH: 02 9150 5833 Find us on the web:  
KINGSGROVE NSW 2208 FAX: 02 9150 5844 [www.dapcoauto.com.au](http://www.dapcoauto.com.au)

**Interlude Tours**

**Interlude Tours 2012**  
Celebrating 30 years of fully escorted small group tours.

**New European Itinerary**  
32 days — includes England, France, Spain and Italy. Departs 17th September.

**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)



# 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](http://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](http://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](mailto: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.

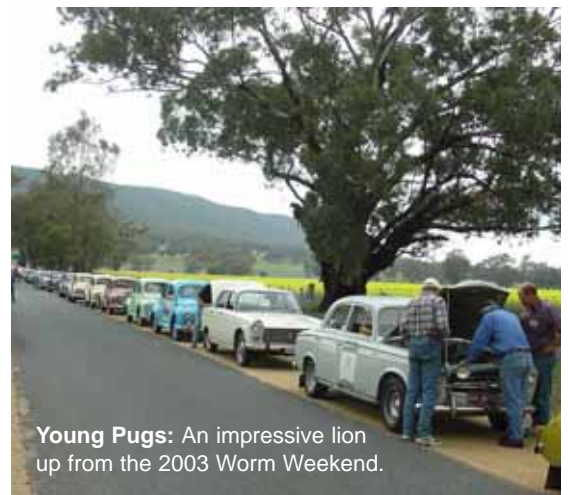
After returning to Young, you can visit any of the many tourist sites to visit or shop for souvenirs of the town. There are shops where cherry products can be purchased, in particular Poppa's Fudge Factory.

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.

**T**HE 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 Canberra, ACT, whereas Young will host this year's venue.

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

Your benefits

- Club members get this terrific magazine 11 times a year.

- Technical advice is available from model registrars and from fellow members.

- Some help to track down spare parts.

- Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up..

- Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

Inquiries 02 9456 1697  
ABN 86 542 472 493

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

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

Our alliances

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

How to join

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

### The Pugilist

Editor Simon Craig 02 9630 9668  
0414 968 267  
simonc@pobox.com

- Printed by L S Gill and Sons, Thomas Ave, Warburton, Vic 3799.

03 5966 2373.

- **Ad deadline is Tue, 20 March.**

Other copy before then if possible.

- 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, 29 March.

## Who are ya gonna call?

### President

Ross Berghofer 9747 2745  
rberghof@bigpond.net.au

### Vice-president

Graeme Cosier 9456 1697  
berowra61@froggy.com.au

### Membership secretary

John Geremin 9727 5960  
geremin@iprimus.com.au

### Treasurer

Con Engel 0428 406 505  
conengel@gmail.com

### Editor and webmaster

Simon Craig 9630 9668  
simonc@pobox.com

### Committee

Peter Wilson 9331 4159  
peterwi@zip.com.au

Ted de Lissa 0412 740 549  
teddelissa@optusnet.com.au

Anne Cosier 9456 1697  
berowra61@froggy.com.au

### Mark Donnachie

donnos1@optusnet.com.au

Steve Palocz 0409 504 604  
emailstevev6@yahoo.com.au

### Auditor Rick Watkins.

### Historic vehicle registrar

Ian Robinson 0458 207 064

Steve Palocz 0409 504 604

nshistoricplates@peugeotclub.asn.au

### Social director

Brian Jubb 9602 9591  
jubbbrrian@yahoo.com.au

### Sporting director

Helen Louran 9718 0321

helenandneale1@optusnet.com.au

### Assistants

#### • Merchandise

Ted de Lissa 0412 740 549  
teddelissa@optusnet.com.au

#### • Video library, Steve Palocz

• General inquiries Anne Cosier,  
9456 1697

#### • Library books, David Schultz

• Badges, Jon Marsh 9627 3828  
jonmarsh@tpg.com.au

### Registrars

**Members' inquiries only, please**  
203 Rob Oakman 9623 2526

205 Anthony Musson

0428 352 310

206 Simon Craig 9630 9668

306, 405 Philip Challinor

9456 2989

403 Gavin Ward 4441 1232

404, 504, 604 Steve Palocz,

0409 504 604

406 Greg Lock Lee 9150 9984

504 diesel, Henry Hendriksen,

6355 1805

505 Keith Plummer 6363 1619

605 Robert Rigg 9683 5445

### Regional contacts:

Northern Rivers: Harry Witham

6628 0679 ah

jenniferwitham@hotmail.com

New England/NW: Jim & Pat Brear

0429 428 700

jbrear@coamas.com.au

Central west: Roger Petheram,

6884 7852

email: rp6239@gmail.com

Southern Highlands:

Rob Turner 4861 4154

turner.rob2@gmail.com

## Colliers Automotive Services

We can do anything to your Peugeot except speak to it in French! (But we're working on that one, too)

For quality Peugeot and Renault repairs and parts phone David Collier on 9682 3383.

7 James Ruse Drive, Granville, Sydney, NSW 2142

Email: colliersauto@bigpond.com.au

Website: www.colliersauto.com





# Peugeot hopes for a high driving seat



**Peter Wilson**

**P**EUGEOT IS BANKING on the exceptionally early Australian release of the new 4008 in its fight to recover its lost market volume.

In June, Australia will be one of the first markets to receive the model that this month is making its debut at the Geneva Motor Show as production gets under way in Japan.

The 4008 will be Peugeot Automobiles Australia's third sports utility vehicle-type model and with a lowest price under \$30,000 will be positioned in the booming compact class – below the bigger Japanese-built 4007 and the French-built 3008.

Australians bought 244,136 SUVs last year, a 3.8 per cent increase on 2010, according to official industry figures. That's a big chunk of the million and a big annual vehicle market.

The compact class is the hottest, with 121,387 sales last year, and it boomed in January as private and business buyers scrambled for 2011-plate bargains.

The Federal Chamber of Automobile Industries said demand for small SUVs was up 60 per cent on the previous January and for medium SUVs, where Peugeot last year repriced its 4007, up 26 per cent.

The 4008 is based on Mitsubishi's popular ASX, which, strictly speaking is a crossover, blending the high driving position of an off-roader with the easy handling of a hatch. It arrived in Australia in late 2010.

Peugeot's Australian research has found crossovers are very popular with women buyers. Although the market preference has swung firmly towards two-wheel drive, the 4008 will also be available in four-wheel drive.

Peugeot has styled most of the bodywork so the 4008 will have a stronger Peugeot appearance than the 4007 got to distinguish it from the Mitsubishi Outlander on which it is based. As Audi has shown with its VW-based vehicles, the right appearance warrants a premium.

The 4008 wheel base is the same as the 4007 but 30 cm shorter.

Decisions are still to be made on which of the four engines and two gearboxes available globally for this model will be chosen for this market, but they will include both petrol and diesel HDi units with low fuel consumption and low emissions as well as Stop and Start systems.

Peugeot Australia chief Ken Thomas indicated in a press release last month that he hoped the 4008 would become a high volume vehicle for the marque. "With competitive pricing we believe it has the ability to increase Peugeot sales by 20 per cent," he said.

The compact SUV segment has at least 30 rival models available and more are on the way.

Toyota's RAV4 is still the market leader with some 13,000 units sold last year – an average of over a 1,000 a month and a 10.5 per cent market share. The Nissan X-Trail averaged 1,000 a month, the Hyundai ix35 966 and the Mazda CX7 800.

Mitsubishi's ASX, introduced in 2010, has performed solidly with about 525 sales a month, just ahead of the VW Tiguan. It has been refreshed for 2012 and now comes with a luxury pack option.

Among the European brands, the BMW X1 averaged 190 a month and the Korean-built Renault Koleos 45 a month.

In the medium SUV segment, the 4007 had its best year with 460 sales in 2012 despite the Japanese earthquake affecting midyear supplies. The now more expensive 3008 reached 511 sales, but interest fell in the second half of the year.

Meanwhile, Peugeot improved its Australian market position in January although the industry noted that reduced numbers of private buyers were looking to purchase passenger cars.; private sales were down 8.7 per cent.

Official figures showed new owners took delivery of 306 Peugeots, a result up 21 per cent on its dismal December. That was enough

for the marque to regain its position at No. 22 on the sales chart while Renault fell back to No. 23 with 204 units.

However, the Peugeot result – gleaned from the competitive frenzy of industry-wide 2011 plate sales with huge discounts and factory bonuses – was down on January in previous years and special offers were extended until February 29.

Peugeot did not disclose sales details.

Asked about the December result being down, new Peugeot Automobiles Australia spokesman Jaedene Hudson said it was because the importer had been following a deliberate strategy of keeping its stocks of 2011 models low for the new year.

There had been a reason behind it, she said without going into details.

Peugeot UK similarly explained its 13 per cent decline in 2011 sales as deliberate, but that was through reducing its supplies to the rental trade.

An industry observer noted that some 2011 stock had already been used here to refresh demonstrators late last year and suggested the strategy was to help maintain margins and improve brand status through profitable turnover. Every marque chasing volume was losing profit in a market saturated with imported cars and replete with offers of factory bonuses.

Citroën also had a better January than December with sales improved to 125 units and No 29 on the chart.

The national market was up 4.3 per cent to a total of 76,783 vehicle sales, according to VFACTS data.

Although Toyota continued as market leader despite its sales being down to 14,065 units, Mazda was the star performer with winners in both the small car and light car categories helping it gain an 11 per cent market share.

The Mazda3 went so well (4,045 units) that it outsold the Commodore, Aurion and Falcon combined while the Mazda2 topped the Toyota Yaris in the light class.



# 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

## Outback 2012

### VIC, SA & NSW (PLAN A)

Tue 24 April - Wed 2 May

The trip we could not do last year because of the floods in the area.

ARRIVE IN NHILL ON THE AFTERNOON OR EVENING OF MONDAY 23rd APRIL

**Day 1** Tue 24 April..... 250km\*  
Nhill, Yanac, Murrayville, Manya, Berrook, Shearers Quarters near Sunset Crater - Bush camp

**Day 2** Wed 25 April ..... 160km\*  
Shearers Quarters, Settlement Rd, Meridian Rd, Wentworth - Caravan Park

**Day 3** Thu 26 April ..... 200km\*\*  
(very approx)  
Wentworth, Nelwood, Hyperna, Canopus, Morgan Vale (ruin) - Bush Camp

**Day 4** Fri 27 April ..... 190km\*  
Morgan Vale, Pine Valley, Canegrass, Balah, Redcliffe, Chalk Cliffs, Burra - Caravan Park

**Day 5** Sat 28 April ..... Rest Day  
Burra - Caravan Park

**Day 6** Sun 29 April ..... 200km  
Burra, Chalk Cliffs, Fords Lagoon, Sturt Vale, Quondong Vale, Oakvale - Bush Camp

**Day 7** Mon 30 April.....230km  
Oakvale, Loch Lilly, Coombah, Popio, Cuthero, Whurlie, Grrenvale, Pooncarie - Camping Area or Hotel/Motel

**Day 8** Tue 1 May .....85km  
Pooncarie, Top Hat, Mungo National Park - Camping Area

**Day 9** Wed 2 May .....30km  
Mungo National Park, Turlee - Farmstay  
\* = approximate km

This trip may be extended for 3 or 4 days to Cameron's Corner area if sufficient interest shown.

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

# Pugalong 2012

**Don Pearson**

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



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	



# Sake or Sirens?

Ted de Lissa

The OASIS Run on 7th February saw 29 intrepid tourists visit the GoShu Sake factory at Penrith.

This purpose built establishment produces several varieties of Sake and exports 80% of its production to overseas countries.

Go Shu combines pure water, experience and state of the art technology with the high quality Australian medium grain Japonica rice from Murrumbidgee and Murray River Basins to produce their sake.

As some of you will know, Sake is a unique beverage — good in both hot and cold.

The modern high grade sakes are nearly always enjoyed slightly chilled. It is brewed like a beer, but it is served and enjoyed like a fine wine. Sake is frequently used for cooking and as part of key ingredients for Japanese recipes.

Following a most interesting guided tour, tasting, and purchasing quantities of the various types, we retired to the Leonay Golf Club for a pleasant lunch and fellowship.

Visit <http://boatin.smugmug.com/Cars> to view some snaps of the day.

## Next Run

The 7th of March Run is planned to be a visit to the Norman Lindsay Gallery at Faulconbridge. The Gallery has suggested that we park off street on the lawns adjacent to the House.

Meet at Macca's on the M4 Southside at Eastern Creek at 9.00am for a prompt 9.30am departure.

We are due at the Museum by 10.30am. Lindsay's Café offers a good venue for lunch.



**No rice in this car:** Ted de Lissa's recently acquired 505 GTi is admired by Brian Jubb and another OASIS attendee.

# Trying karting to get adrenalin going

## 17 June

Helen Louran

WE'RE PLANNING another fun-filled family day of Indoor Indy Karting in June so members can get that adrenalin rush again driving the fastest indoor karts in Australia.

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.

Bookings are now open. We have have booked and paid for the maximum 30 minutes again. That will put seven people on the track at a time for three

turns of 10 minutes. We found that was plenty.

We can view the action and chat in a large carpeted area with seating for 60 people, free tea and coffee, and an indoor barbecue where the club will provide another sausage sizzle. Or you can bring food and drink or buy it there.

The Karts are easy to drive either as manual or automatic and have great power and handling. They have a clutchless sequential gearbox and use a 6kW 7,500 rpm mid-mounted motorcycle engine.



Many found it was easiest to keep it simple and leave the Kart in auto. That means you can concentrate on your position on the five-metre wide track, enjoying something akin to a professional racing experience.

The date is Sunday, 17 June 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.

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.

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.



# HSRCA time trial day



## Peter Lubrano

**H**SRCA together with the Peugeot and Renault clubs have organised a Time Trial day at the Marulan Driver Training Centre.

Time trials — like regularity events — place the emphasis on consistency of lap times.

The purpose of the day is to upgrade track skills, especially for people with limited track experience, and to have fun. It is not intended for people with race experience or very high performance cars.

Participation is limited to 38 drivers and preference will be given to less experienced drivers. The invitation is open to members of the organising clubs and their family or friends.

The same car can run in a different timing group with a different driver. Passengers are not permitted.

Drivers are to be aged 17 years or over, hold a road licence plus a CAMS L2S or above, AASA or MDTC current licence. MDTC will issue their track licences, valid for 1 year, on the day for \$30 if required.

Cars must be capable of road registration or road registered and with a noise level not exceeding 90 dBA.

Car/driver combinations with dry weather lap times in the 45 to 65 second band are expected. AMB timing transmitters will be issued at the circuit and carried by drivers. The entry fee covers the cost of provision of these

devices and timing.

The program will include a driver's briefing, practice, and five sessions or more if time permits. There will be a lunch break.

Drivers will nominate a lap time after practice that they aim to maintain for several timed laps. Points will be lost for laps that are faster or slower than the nominated time.

Simple prizes will be offered to the best performance overall in each group. Cars will be grouped by similar nominated lap times with about 6 cars in each group.

Entry is \$120 per driver (plus a track licence if you do not already have one).

**Entries close on 5 April if not filled beforehand** and the fee is payable to:

HSRCA of NSW

PO Box 5063

Turramurra South NSW.

To obtain an Entry Form, visit the HSRCA's website:

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

...or phone the HSRCA on 02 9988 4743 or email [members@hsrca.org.au](mailto:members@hsrca.org.au)

Marulan Driver Training Centre is located at Prairie Oak Rd, Bungonia off Jerrara Rd — a few kilometres south of Marulan. See their website for further details:

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

### Accommodation

For those who wish to stay near the circuit on Friday night, Ali's 21 room motel at Marulan is offering a Friday night (20 April) package of

accommodation plus a hosts table dinner, for \$100 per single or \$140 per double or twin. The offer is subject to drivers and friends group total at least 10 and take at least 6 rooms.

Ali's require a block booking and a \$30 per person deposit. Contact Peter Lubrano if you are interested in staying at the motel.

The offer does not include breakfast, but the MDTC cafe will be open from 7:30am for those that want breakfast at the track on Saturday morning.

### Contacts

Peter Lubrano on 0405 991 336 or fax 9974 2123, especially regarding accommodation  
Richard Cardew 0405 459 546 or [rcardew@iprimus.com.au](mailto:rcardew@iprimus.com.au)





# We're still in rallies and on tracks



Bruno Magalhães struggled in the damp conditions of Rally Açores

**P**EUGEOT MAY BE out of the Le Mans racing programme, but around the world Peugeot are still involved in circuit racing and in rallying at national, regional and club levels.

You'll find Peugeots in many events, Peugeot Sport reminded. The outfit said its Customer Competition Department is one of the cornerstones of its activities and will continue that tradition in 2012.

The Peugeot 207 S2000 is its best selling rally car, with more than 100 sold around the world. The 207 S2000 Evolution+ is priced the same as the former version and has wide tracks, a bodywork kit and a 3B-spec engine.

Peugeot Sport predicted that the launches of two new cars in Europe – the RCZ Peugeot Sport and 208 in R2 and R4T versions – will make the headlines this year.

Fifty of the special RCZs will have 185 kW under the bonnet mated to a sequential gearbox with steering wheel-mounted paddle-shift levers.

More than 20 cars have entered the RCZ Racing Cup championship, which begins in France in April while in Germany, a number of RCZ Peugeot Sports will contest the VLN, as well as the Nürburgring 24 Hours thanks to an endurance kit.

Following in the tyre tracks of the celebrated 205, 206 and 207, two competition versions of the Peugeot 208 have technical development priority.

The 208 R2 – which turned a wheel for the first time at the end of 2011 – is aimed at the rally entry level. From 2013, it will replace the

207 R3 as the star of France's Volant series. Its 1.6-litre, normally-aspirated engine will be tweaked considerably, and the plan is generate around 140 kW after 8,000km of testing on gravel and tarmac.

The R4T is still at the design stage. It will comply with the latest FIA regulations and will be ready to take over from the 207 S2000 early next year.

The 207 S2000 will be active in a long list of national championships thanks to programmes run by local Peugeot subsidiaries and privateer teams. The car continues to be considered a benchmark and will also be seen in the European Rally Championship, on certain rounds of the World Rally Championship, the IRC and the Middle East Championship.

Germain Bonnefils, winner of the 2011 Volant 207, will contest the French gravel championship in a 207 S2000. Other top cars will be seen on France's asphalt championship.

The 207 S2000 Evolution+ is being sold at the same price as the former version and has wide tracks, a bodywork kit and a 3B-spec engine.

Meanwhile, a Peugeot Sport spokesman told Autoweek that the company intended to return to motorsport, most likely in the World Endurance Competition, possibly as early as 2013.

"This should be and must be a temporary compromise," the spokesman said. "Maybe 2013 is a little too early, but we are definitely not closing the door."

**Pictures:** [www.ircseries.com](http://www.ircseries.com)

**Cautious start:** As the Pugilist went to press, the first round of the 2012 IRC series was being contested. Bruno Magalhães and Bryan Bouffier were locked in a tense battle for third place, before Magalhães crashed out, leaving Bouffier to claim 3rd in the opening round, behind the two Škodas of Andreas Mikkelsen and Juho Hänninen.



Bryan Bouffier prevailed to take out the lower step of the podium.



# Midsummer wander



15 people gathered at Walcha on a February Saturday morning — seven from NSW and eight from Queensland — for the Port Macquarie-bound Midsummer Wander. Some visited the local Apsley falls and on arrival in Port Macquarie we were joined by a further eight NSW members.

## Larry Trappett

**I**T WAS WITH some trepidation that we left Brisbane on Friday morning, 3 Feb 2012, to join the Midsummer Wander of the NW chapter of the Peugeot Car Club of NSW. It had been raining for two weeks and there were many reports of flooded roads and towns.

The road to Warwick was in good condition and the weather OK. We topped our tank at Aratula Shell; a good one to remember as their prices for diesel are always cheaper than Brisbane. We had morning tea in Warwick, another tradition on our interstate trips with the club.

I had not been into NSW since the Bellingen weekend and I was surprised at the state of the New England Highway.

The recent rain has no doubt caused many of the potholes, but those with local knowledge tell me the NSW roads have been neglected for some time.

The wipers on the 407 Coupé cover a lot of glass — they worked overtime between Tenterfield and Armidale.

We reached the Power House Motel about 4.00pm (Qld Time). Patricia and I have been using this Motel for many years — back to our time with the yellow Nissan 300Z and interstate conference trips.

We have always enjoyed the restaurant and its beautiful sandstock brickwork. Presently it is being renovated. We were assured the bricks are to stay — thankfully the food is still good.

Next morning we had an early start for Walcha, about an hour's drive. As we headed south there was fog in the distance — a good omen, fog in the morning foretells a fine day and so it turned out to be.

Jim Brear observed: "Our arrival in Walcha was a bit theatrical. We were on time, just. We drove down the street to a roundabout and back to the angle parked fellow Peugeots. There

Larry received a lesson in angle reverse parking while a patient semi driver watched 10 people giving him directions. The parking sensors of the coupe were not helping."

The road to Port Macquarie involves descending from the tablelands to the coast via a winding highway known to the locals as the spiral. It seems to go on forever. We took a welcome break at Long Flat for morning tea and to allow a few of the passengers to recover from their car sickness.

On time, we reached the coast on the northern side of Port Macquarie to visit part of the Maritime Museum, where a group of retirees



**Bad weather has its ups and downs:** Apsley Falls looking resplendent with the recent heavy rains. Photo: Kay Marken.





are enjoying a sea change by restoring old boats.

Their end products show much dedication to their work and a lot of skill. I always feel some creative activity in retirement is a secret to a long and happy life. These gents are above all keeping their minds active.

Lunch was served by the members' women folk, a simple meal of barbecued sausages and salad. This was well done and we should take a leaf out of their book when planning a run where we will be cooking our own lunch.

From boat restoration we proceeded to the Maritime Museum with informative talks about the naval history of the port. I can remember the SS Wollongbah, a model of which is on display.

Sunday morning a group photograph of the cars was spoiled by a Korean intruder in the shape of a Hyundai. We overcame that by grouping ourselves in front of the offending vehicle.

Timber Town was the next point on the itinerary. This is a tourist attraction in the vein of Sovereign Hill in Ballarat. Unfortunately it is not close enough to a big centre of population. The Bullock team and its driver were the highlight of the visit to Timber Town. I learnt that when the animals take the strain of their load the yoke rides on the muscles of their shoulders and does not rub on the spines or their vertebrae — proving that something can be learnt every day. Christ was a carpenter who made yokes. I thought of the Biblical quotation – “Take my yoke upon you for it is easy”.

If Timber Town is to be a financial success I think the saw mill has to work to show the young children what steam power was really like.

After lunch we set off for home, using the Pacific Highway. Where the dual carriage way exists it's a pleasure but there is so much more to be done to provide a proper highway between Sydney and Brisbane. Governments of both persuasions are responsible for the neglect of what is a vital national asset.

We stayed Sunday night in Ballina. The restaurant in our motel was closed Sunday night, so we had fish and chips on the banks of the Richmond River at the Ramada Hotel.

The Ballina bypass is now open. This is what the roads should be. The Coupé behaved faultlessly and was a lot of fun to drive. It was a good weekend – all credit to Jim Brear for his efforts.



Drop top drops in: The Marken 504 Cabriolet leads a 407

All aboard the Timbertown steam train.



Larry's wife Patricia meets some of the Timbertown workers



Pugnacious group: A “non-pug” spoils the lion up, so the group assembled in front of it.





Always carry spares: One can never have enough spare ES9J4s lying about to work out which bits need to be removed.

# A bugger of a job

Steve Palocz

OVER THE PAST FEW months my 406 V6 (with the D8 motor) has been leaking oil from the cam shaft bearing cap covers on both the cylinder heads (I'll call them the cam boxes from now on).

I had a look in the workshop manual to see what is involved for the repair. To reseal the cam boxes the timing gear needs to be removed so the cam boxes can be removed and resealed with good quality silastic.

To gain access to the far side [rear] cylinder head, the inlet manifold also has to be removed. Basically all the timing gear and the top of the motor has to be cleared. This includes unbolting cable ducts and moving aside some motor cabling and the air cleaner assembly.

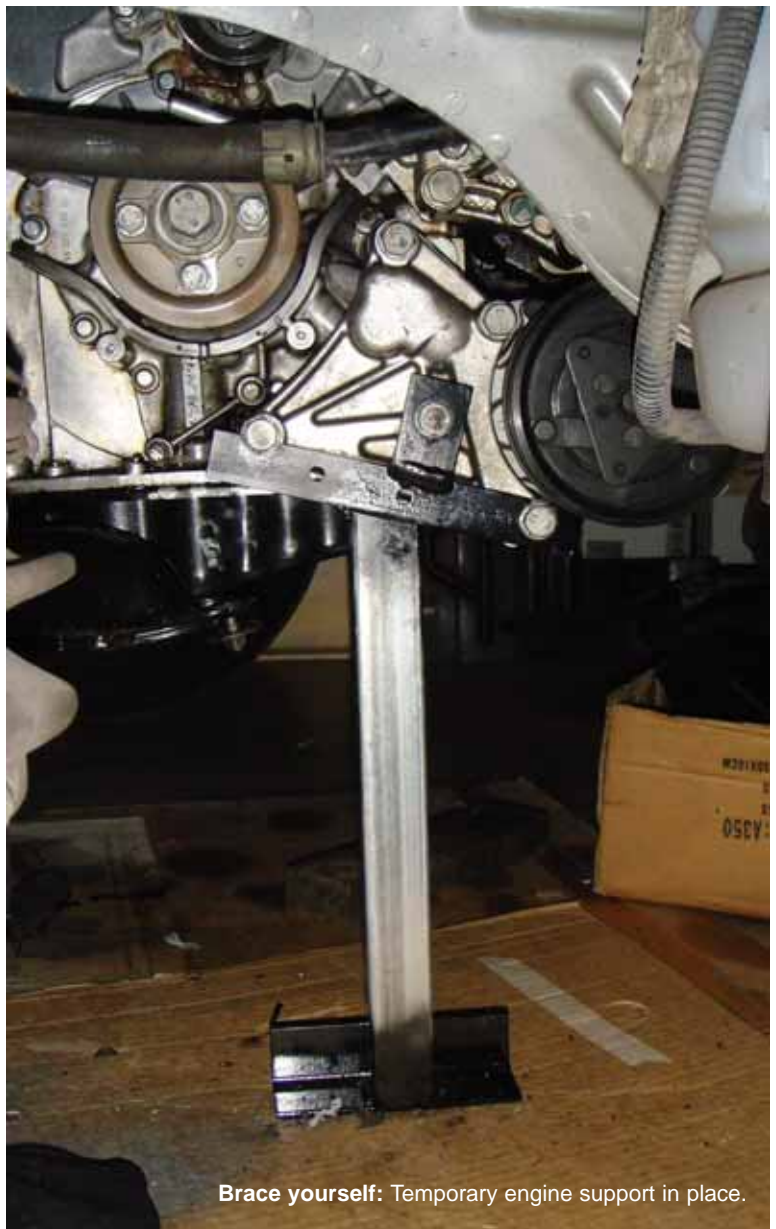
After reading up on changing the timing belt, I was satisfied that I should be able to tackle this repair — but I needed to make some tools for this job.

The first tool is a camshaft holding tool. This is needed when undoing the bolt holding the camshaft flange to the cam shaft.

If you don't stop the camshaft from turning when undoing this bolt you will force some valves down into a piston. Then you need five T handle pins to set up the crankshaft to the four camshaft timing positions.

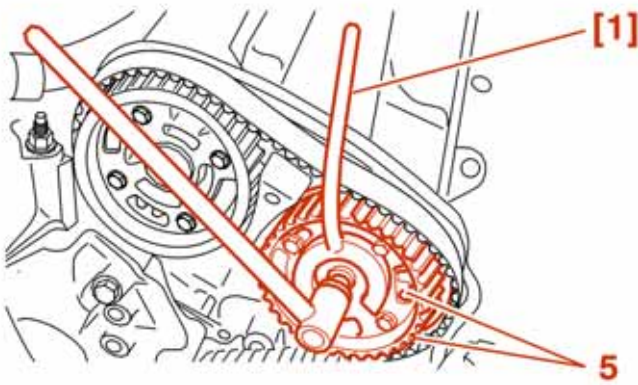
You also need a small engine support leg. This is required because the RH engine mount has to be removed to remove/replace the timing belt. The workshop manual says to support the motor using an over head crane but this will keep getting in the way. It's easier to make a temporary support that bolts under the motor at the air conditioning mounting bolts.

So basically, the first tool you need is an electric welder — which I have. I found that I also needed my trusty rectal syringe for getting into those tight places. Love using this device.



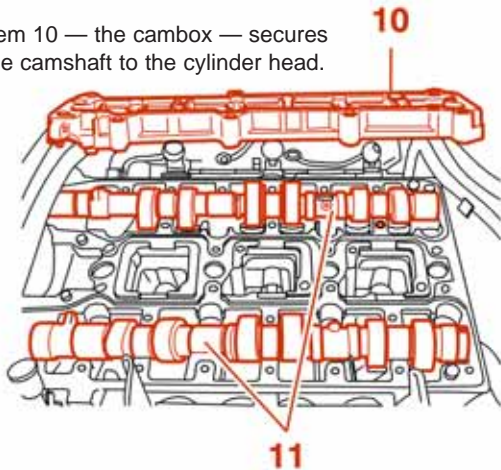
Brace yourself: Temporary engine support in place.





Peugeot's "official" camshaft holding tool is item 1

Item 10 — the cambox — secures the camshaft to the cylinder head.



On the far side cylinder head the oil leak was worse because oil was leaking from both cam boxes. So much that the spark plug wells were completely full of oil! I did notice that the motor had a miss at idle probably due to the spark plugs being immersed in oil.

Also on this side the oil was running on to the far side exhaust manifold. This is where my rectal syringe proved useful — sucking out the oil from three spark plug wells. When you stick the rectal syringe in the hole don't fill it up completely or it will drip all over the place.

A tip before you remove any cam boxes. Use liquid paper to reference mark the camshaft to the cylinder head. When the cam flange is removed you lose your timing reference. This is needed because when you lift the cam boxes the valve springs will rotate the cam shaft.

If you are not aware of this you won't know exactly how to replace the camshaft so when you bolt down the cam box with the cam out of position you may force a valve into a piston!!

Use the best quality silastic you can buy. I used Loctite Blue Maxx. One good thing with this Loctite silastic is it takes 45 mins to set which gives you plenty of time to reseal the cam boxes. You will also need a

Another tip. When you unplug the two ECUs and the connector to the ignition harness, cover these plugs with a plastic bag and secure with tape to stop the bags from coming away. This is to stop the pins in the plugs from getting any dirt or grease.

If you don't do this you could end up with difficult electrical problems to sort out! Also don't be rough releasing these plugs.

While stripping the front of the motor everything was going smoothly until I tried to undo the camshaft flange bolt.

The camshaft flanges had to come off to gain access to the rear timing cover screws which had to come off because they are bolted to the cam boxes.

If the cam shaft flange didn't get in the way of the rear timing cover screws this job would be cut in half!

This camshaft bolt is a male e-torx bolt. so I had to go to Supercheap and buy a set (luckily only \$30).

On the D9 motors these cam bolts are reverse threaded, indicated by arrows on the bolt.

These bolts are verry tight. So much so that I thought something was going to break before the bolt released. When the bolt did release it did so with a loud snap and I thought I broke the socket. All four cam flange bolts released with a snap.

Once these were out of the way the rear timing cover could be removed. If you do this job, only tackle one cylinder head at a time because you will have too many nuts, bolts and other parts lying around.

Also the cam boxes are held on with different length bolts so use labelled card board to hold these bolts in the same pattern as to their original position.

The front cylinder head had an oil leak from the exhaust cam box I guess because this side was lower where oil pooled and didn't completely drain away. The oil leaked from the exhaust cam box then ran onto the exhaust manifold.



Another V6 engine (not Steve's) that shows the rear timing covers and all cam gear removed.



A picture of the tools you need to make. I used a worn socket welded to the cam tool.

1/4" drive torque wrench because the cam boxes are torqued down only to only 10lb/ft. Many other bolts are torqued down to only 10 to 20lb/ft. These cam boxes act as the upper camshaft bearing so you need to follow the bolt removal/tightening sequence properly. Also torque the cam boxes to the correct tension.

During this job the breather pipes will be disconnected. Blow them out with an air hose to make sure they are clear. Mine were not blocked.

Plug the six inlet pipes to the cylinder heads after you remove the inlet manifold. You will find that the plastic engine cable tubing will be brittle and breaking up. You don't want any of this plastic going into an inlet duct.

Both exhaust cam boxes have oil vapour chambers that should be washed in a kero bath. I washed all the cam boxes, the cam covers and other parts in kero.

When re fitting the cam boxes use new cam shaft





**It's all in the timing:** All camshafts (4) pinned and the crankshaft pinned.

seals (four needed). You don't want to do this job again in the near future.

Once all the top engine parts were replaced, I started to replace most of the timing gear because my car has 150,000km. I had the timing belt replaced four or five years ago but the water pump and pulleys were still original.

In total, there are three idler pulleys, tensioner assembly and water pump to replace before the new timing belt goes on.

The water pump was stubborn to remove, so much so that one flange on the old pump broke while I was freeing the pump. Strangely the new pump fitted in quite easily.

Oh yes I drained the coolant from the engine block as per the manual but the manual doesn't say that you will get one litre of coolant over your feet when the water pump comes out! Over seven litres of coolant came out of the motor and radiator.

Once all the new timing bits were on and torqued up I installed the new timing belt. This belt has many ups and downs because there are four cam shafts and the water pump for it to go over.

The manual says to put the timing belt around the water pump last but I found it easier to put the belt over the bottom of the far side exhaust cam pulley last.

Once the belt is on and not tensioned, be careful because it is easy to jump the belt one tooth on the crank pulley so tension the belt ASAP.

After tensioning the timing belt, the manual tells you to check the crank shaft to cam timing. To check the timing you need to turn the crank shaft twice and re insert the five timing pins to check they go in their respective holes freely.

I checked this timing twice to make sure all was ok.

After this you replace the front timing covers, put on a new accessory belt and tension it.

You will probably find the right hand engine mount is split and one or both stabiliser bushes

cracked also. Replace these.

After the engine mount is bolted back remove the temporary stand under the motor and tighten the air con bolts.

After the front of the motor is complete you will start to dress the top of the motor. I found the plastic ducting around the engine cabling was brittle and breaking up. I used insulation tape to tidy up the engine cabling.

There is an electrical trap that could happen to you. There is a red ignition plug on the LHS of the motor that has to be released before removing the engine mount. This plug on the D8 motor is near two fuel lines to the rear of the motor above the rear cylinder head.

It's not there on the D9 motors probably because of the problem I discovered. To re engage the plug to the socket you push down on the large red tab that brings the two halves of the plug/socket together.

What happened to me was that the two halves did come together but inside the plug the female pin block just moved back but did not engage into the male side. This is hidden by a rubber gaiter at the back of the plug so you can't see what is happening.

I only noticed this because when I pushed on the red tab it went down too easily. I pulled back the rubber gaiter and could see the female block was too far back. I pushed the female block into the male pins and replaced the rubber gaiter.

Once the top of the motor is re assembled, the air filter assembly and front style cover are replaced. Then coolant has to be added.

I use Nulon Red four year coolant. It comes as a five litre concentrate that you dilute 50:50 with water giving ten litres.

As I needed nearly eight litres this was just the right size to buy.

After I checked that all electrical plugs and fluids were right I started the motor and let it warm up.

I still had some smoke coming from the

exhaust manifolds where oil had previously leaked. I stopped the motor, let it cool down and wiped the exhaust manifolds with kero and wherever I could reach to remove traces of oil.

The next day I took the car for a drive and no more smoke. What I did notice was how the motor was much quieter.

I guess changing four pulleys and two belts helped.

The motor now idled glass smooth. The rough idle must have been those three oil soaked spark plugs.

After the motor had cooled down I checked the coolant level. I needed to add half a litre to bring the level up to the min mark.

I estimate this job would take a mechanic the best part to week to do. I did it over two weeks but I did extra things like remove the LH inner arch cover (you need to remove RH inner cover to access the motor) and removed 75mm of mud from the lower parts of the mudguard near the bottom of the front door.

That zinc plated steel really does work. If this was a 504 or a 604 the lower parts of the mudguards would be very rusted.

Costs! I really don't want to add it all up so here is what the parts cost: Large RH engine mount \$90, four cam shaft seals \$10 each, accessory belt \$33, cam belt kit (includes tensioner, three pulleys and timing belt) \$450, four spark plugs \$110, water pump \$145 and the bonnet kept slowly sinking so two struts re-gassed \$80, Nulon coolant \$40 and Loctite sealant \$20. If you add labour then this repair would be quite expensive.

These parts prices are after the club discount. So I saved around three years membership on this job. It's worthwhile being a club member.

This description is a guide only. If you have a cam box oil leak you will need access to a workshop manual.

It's just that the manual has a lot of things it doesn't tell you that I have noted above.





# Peugeot & GM Opel?

As the Pugilist was going to press, speculation was rife that Peugeot and GM Europe — both in a dire financial situation — were engaged in talks of a strategic alliance. Peugeot issued a brief press release confirming that talks were taking place, but made no mention of which companies it was talking to.

**Graeme Roberts**

A EUROPEAN partnership between General Motors and PSA Peugeot-Citroën could assist both to achieve benefits from joint development and manufacturing alliances, Frost and Sullivan analysts said in a note.

Martyn Briggs and Pietro Boggia, of the global consultancy's automotive and transportation unit, noted that a rumoured alliance between the automakers had "resurfaced" in news reports and was likely to involve PSA and GM Europe's Opel/Vauxhall brands jointly developing engines, transmission, and vehicles.

"With other major players like Renault and Nissan, and Fiat and Chrysler, forming strategic alliances, this may be the key advantage of Peugeot and GM working together, able to share investments and technology development," the analysts wrote.

"This could lead to significant economies of scale for each partner, however, any detrimental social and political effects need to be considered carefully."

Briggs and Boggia noted that Europe was challenging for many automotive manufacturers in 2011 as the difficult financial/economic climate, natural disasters in core component manufacturing countries Japan and Thailand, plus elimination of financial incentives, such as scrappage schemes, all contributed to a reduction in sales.

That was around a 1.5% reduction in Europe for Peugeot which reported a loss of €497m in the second half.

"What's worse, the macro economic conditions in Europe are not forecast to recover until 2013 at least," the analysts added.

Though GM posted record global results for 2011, with a net profit of \$5.8bn, its European operations, essentially Opel/Vauxhall, booked a

loss of €540m.

"Therefore, both companies are looking to restructure and be more cost effective in Europe and a potential partnership will assist the firms in realising respective benefits from component and manufacturing alliances," Briggs and Boggia said.

"For example, GM has developed strengths in electric vehicles which could be advantageous in the long term, as well as having several vehicle platforms and capacity to leverage in the short term, whereas PSA has known strengths in diesel hybrid engines; this could be an example barter between the companies.

"Also, while Peugeot has a strong market share (over 13%) in Europe, its goal is to expand sales outside of Europe. In 2011, 38% of sales were from outside of Europe; the goal is to increase this to 50% by 2015, a strategy both in response to challenging European conditions and buoyant conditions elsewhere. GM may be able to offer Peugeot a cost effective route/market entry to emerging markets such as India and China.

"However, we believe such a partnership would be more likely to have an impact in the short term on European operations."

The analysts noted that both automakers already have several strategic alliances.

"However, it may be the case that Peugeot in particular does not have a strong global strategic alliance that can bring effective cost reduction and manufacturing synergies," they added.

— from *Just Auto*.

## French city gets bike for future

PEUGEOT HAS begun making a special first batch of 3,000 town bicycles for the City of Bordeaux to start lending at the end of the year.

The City PIBAL Streamer is based on the ideas that 300 residents of Bordeaux shared with prolific leading French designer Philippe Starck and Peugeot last year.

It's an eye-catching concept where riders can opt to sit and pedal, like on a traditional bike, or stand on the platform and use like a scooter.

The result is said to be both durable and functional, with lots of room for onboard storage. It will feature a lightweight aluminium frame, including a braced standing platform, brightly-coloured wheels, hub braking and automatic, integrated LED lighting.

In an exercise that could easily have created a Homer mobile, more than 300 participants were asked in November to suggest what they would like to see included in the design of a new town bike for the future.

"The many ideas expressed helped rethink the user-friendliness, the philosophy and the safety of bike riders," blogger Alain Juppé said.

Peugeot's Mu mobility engineers are working on sorting any technical issues with the design.

Bordeaux is one of France's top cycling cities and it has seen the number of riders triple in the past 15 years. About 10 per cent of daily trips are made by bicycle.

— from *PSFK and GizMag*.

**Resident input:** Philippe Starck and the bike.

## Brakes on 107s

The Peugeot group and Toyota will cut the Czech production of the Peugeot 107, Citroën C1 and Toyota Aygo from May in line with lower demand for the cars.

The joint venture will cut the working week to four days from six and production to two shifts instead of the three, the Kolin-based company said.

It expects to produce 221,000 cars this year, down from more than 270,000 in 2011.

Although a right-hand drive 107 is produced, Peugeot has not met an Australian request to sell the city car.

— from *news agencies*.







# It's back...

**Simon Craig**

**P**EUGEOT HAS revealed two Concept cars based on the 208 platform — and they are set to be unveiled at the upcoming Geneva Motor Show in March.

Thankfully, despite former Peugeot UK marketing director Christian Stein famously quoting “For us, the GTi concept is dead,” it would appear that rumours of its death are greatly exaggerated.

The 208 GTi Concept is set for unveiling at the show, bringing some new design features, as well as reviving some old ones from the legendary 205 GTi.

Based on the 208 hatch (which is itself a

couple of hundred kg lighter than the outgoing 207), the Concept features the 150kW 1.6 litre turbo petrol motor of the RCZ, mated to a 6 speed manual gearbox.

It certainly looks the part, with generous lashings of red highlights on the wheels, small sports steering wheel, instrument surrounds, headlights, alloy wheels and even the brake callipers.

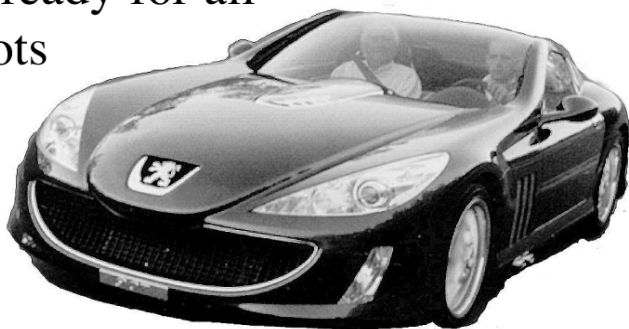
An interesting twin exhaust that appears to be one piece sets of the rear, along with Peugeot’s new rear light style. The dash is trimmed in Alcantara suede and the sports seats trimmed with Nappa leather on the outer section, with cloth in the centre with an embossed tartan motif, and a leather head restraint.

Much noise is being made about the brakes, but they appear to be the same dimensions as the 207 GTi and the 307 Sport before it. This is not a bad thing, as the brakes on my GTi are pretty good.

Finally, in a throwback to the 205 GTi, the rear quarter windows are embellished with a chrome GTi badge very much in the style of its legendary predecessor, with a modern bling twist.

As it’s known as a Concept, lets hope the show crowd register their interest and Peugeot brings the car to market. Peugeot have had very little to offer the public in this format lately and are in danger of falling too far back in the crowd.

We're ready for all  
Peugeots



**P504 – Peugeot Specialists**

**Now at 5 James Street, Waitara**  
n Service and repairs n New and used parts  
Phone 02 9477 3729 02 9476 6066











# He's a Pug millionaire

Peter Wilson

**I**N 1991, LLOYD Fleming liked the looks and economic appeal of a pristine white 1979 Peugeot 504 diesel sedan for sale for \$6,000 at Cooranbong, in the Hunter.

He had no idea what it was but it seemed a great buy and nothing has changed his mind about that.

Lloyd has enjoyed driving the Pug so much that 20 years later, he has become one of Australia's few Peugeot millionaires. He has covered a million km in the car that had over 400,000 km up when he bought it.

When a team from The Pugilist called at Lloyd's home on the outskirts of Inverell, the Pug had clocked up 1,413,934 km.

The Pug has become extremely noisy. It knocks and clatters at a high volume and some who hear it wonder if it can go much further.

"People know it's coming," Lloyd said. "At pedestrian crossings they think it's a Big Mack truck."

It won't be long before the 504 runs up a million miles. It will be on the road for a long time yet.

Lloyd is about to take the motor out. He is having another 504 diesel engine rebuilt professionally so he can continue to enjoy using the car for many more years.

The quietly spoken and unassuming agricultural contractor's work takes him to all parts of northern New South Wales and most of the time in the Pug. On holiday, he and his wife Rose have been as far north as Cooktown and the end of the bitumen.

"I've just shifted plant to Taree and Casino," he said, citing examples of his movements, "and we had a trip to Condobolin earlier this year."

The 504 is sturdy, comfortable and frugal, and will go nearly anywhere.

"I've got a [Caterpillar] D6 and the Peugeot will go up the side of a hill before it will," Lloyd said proudly.

The 504's hill climbing ability caught the



Rose Flemming is just as proud of her 504 diesel as husband Lloyd.

attention of Channel Seven News last year.

Lloyd went to Cooma to join a demonstration in support of hunger striker Peter Cooper, who camped up a wind-monitoring tower in protest on farmers' property rights.

While others climbed the mountain at Shannons Flat, Lloyd drove his Peugeot right to the top and video of his daring drive made the news that night.

He recalled the time some shearers reckoned he wouldn't get home from a farm after heavy rain had left dirt roads in the area with a surface of 5 cm of water and thick black mud.

The shearers had to abandon their Toyota Landcruiser after the mud it collected clogged its wheel arches.

Lloyd had no such difficulty. "My narrow tyres would pick up the mud and throw it off," he said.

Lloyd was making a 10-tonne delivery of equipment in the Newcastle area when he sighted the Pug for sale.

Despite its high km, the \$6,000 car was immaculate, it ran and drove well, and Lloyd liked the idea of switching from his rusted out Toyota Crown to a diesel.

He was cashed up so he took a roll of money from his pocket and offered the woman owner \$5,000 cash. To his surprise, she burst into tears and ran inside her home.

The woman's daughter came out of the



**ALSO NOW IN SYDNEY**

## EUROPEAN AUTO IMPORTS

**Parts for Peugeot, Renault, Citroën and Alfa Romeo**

Carrying the largest stock of parts for these marques in Australia.  
Club discount on production of current membership card. Mail order.

<b>321 Middleborough Rd</b> <b>Box Hill VIC 3128</b> <b>Ph: (03) 9899 6683</b> <b>Fax: (03) 9890 2856</b>	<b>Unit 3/10 Pioneer Ave</b> <b>Thornleigh NSW 2120</b> <b>Ph: (02) 9481 8400</b> <b>Fax: (02) 9484 1900</b>
<b>eai@eai.net.au      www.eai.net.au</b>	





house and told Lloyd: "Mum will take it." Apparently, she had been made redundant and still owned money on the car.

He intended to return with a truck to bring the Peugeot home, but the former owner's brother drove it to his place near Inverell and it remained there for several weeks.

Once Lloyd collected the car and took it home to Inverell he just loved it. He painted his name and details on the driver's door with wool bale stencils and fitted driving lights, plus a red light on the roof to warn motorists of oversize loads, a big roof rack and a strong towbar.

When not on the road, the car lives under their house. The Flemings experienced knee-deep muddy water inside a few months after moving in and had it jacked high to clear future flooding and provide a downstairs entertaining area and storage.

Lloyd's wife Rose is just a big a Peugeot 504 diesel fan. She has her own 1979 diesel, a sedan originally bought for their daughter Suzanne for cheap country commuting and its motor was done up two years ago.

Suzanne got a job teaching at Mungindi, 270 km away to the northwest, and found travel in her Corolla was expensive.

"She was bumming my car off me because it could do the trip for just a few dollars," Lloyd said.

He bought a spotless blue 504 diesel for her for \$6,000 from a yard at Moss Vale and it ran for six years with no trouble.

After their daughter got married in 1998 they bought her Pug and Rose started driving it. Two months later there was a bang and a bolt from an idler pulley fell out.

Two years ago, a radiator hose burst and the engine overheated. The cylinder head was replaced with a second hand one for \$1,000 and new rings and pistons were fitted. However, the job was not a success as the garage had placed the ring gaps in line, letting the engine blow oil.

They decided to have the engine reconditioned and that cost \$1,800.

Rose pointed out that her car had later features than Lloyd's. "My car is December 1979 and has auto glow plugs and intermittent wipers," she said. "Lloyd has to press his glow plug heater switch before he can start his engine."

Lloyd does most of his own servicing. "It's a very simple engine to work on," he said.

In the process of keeping his car on the road, Lloyd has bought four other Peugeot diesel sedans for their engines. He bought more because after stripping the engines and measuring the bores, he found the first ones had too

much cylinder wear to be worth rebuilding.

He had thought of fitting a five-speed gearbox, but the prices quoted were too high.

The bodies of his donor cars were in good order and free of rust so Lloyd sold them for \$400 each to an Egyptian buyer in the Byron Bay area.

"They don't want engines now in Egypt so I was supposed to get some diesel engines as part of the deal," he said. "They sent me some petrol engines and I don't want them either."

The Peugeot shows some signs of its hard work, with the odd bit of panel damage.

A woman in a Holden ran into its rear at a stop sign recently. She was most concerned about any damage to his car. He shrugged it off because the Peugeot was hardly marked, while her car had \$1,500 worth of damage to its nose.

Lloyd said he had recently sighted another 504 diesel, the same white as his, in Inverell. He intended to get in touch with its owner.

Lloyd said he had known the late Ed Fuller, a club member with several Peugeots, including a Type 172 that he had been restoring for many years. It is understood that his son now has the vintage Pug.

Paul Playoust sighted the Flemings' Peugeot from his 505 during the clubs' Cape York expedition. He thought it was another Pug making the trip and stopped and waved it down.

He marvelled at the distance their car had travelled and enjoyed chatting to the Flemings so much that he promised to return with reinforcements so its achievement could be documented.

• Editor Simon Craig provided transport for the trip to his birthplace and gave an impressive preview of what Peugeot's intended 208 GTi will be like with a six-speed gearbox. The turbo engine will be much the same as the 207 GTi with plenty of hushed power and torque, but noticeably more frugal than with five speeds.



**Hard hitting interview:** Country style. Paul Playoust, Lloyd Flemming and Peter Wilson discuss 504s





**1905 Peugeot Bébé:** Hands up if you can drive with one hand. A challenge from a 2002 event in France.

**35 years ago**

**1977** CAMS has come up with definitions of a Peugeot after the emergence of factory. Group B Peugeots must have a Peugeot production body/chassis frame and engine body. Group C must have a Peugeot body and engine.

Not a drop left over after a club beer tasting after the February meeting.

**Happier on track:** Owen Wullemin describes the Peugeot 205 as a great road car, but says it took an Mi16 engine swap in 2001 and a lot of subsequent development work to make it more competitive in the under 2.0-litre Combined Sports Cars Associations super sprints.



Told to put her foot down hard in first gear until 30 mph, Anne Barrett did the Silverdale Hillclimb in under 60 seconds, though her 403 emitted great clouds of smoke.

**30 years ago**

**1982** Redex hero Ken Tubman drove the first locally assembled Peugeot 505 off the line in a ceremony at Leyland Enfield. Actually, The Pugilist pointed out, it was No. 6 as the first five had been passed back to the shop floor staff to assess the quality of their own product.

John Salzman drives Sydney's only Peugeot 504 diesel taxi and says after carrying about 40,000 passengers during its 160,000 km it's still original.

**25 years ago**

**1987** Those at the Peugeot Easter Pageant were taken on a tour of Perth in a Renault bus with, after persuasion, a 505 route number, the Cosiers reported. The club orders its first six historic registration plates.

"The reality is that neither Renault nor Peugeot today have specially idiosyncratic nature that is supposed to be an intrinsic part of the typical French Car," Car Australia reports when comparing the Peugeot 505 with the Renault 25.

**20 years ago**

**1992** Rowland Pym's Peugeot museum gets a write-up in French in the latest *l'Aventure Peugeot*

magazine.

On the day of the NRMA Motorfest at the Rocks a white Peugeot 309 was sighted driving around – a rare import.

Members were impressed during test drives in the 1.6-litre Peugeot 205 Si and Peugeot 405 Mi16 on a club visit to the Compass Motors dealership in North Wollongong.

**15 years ago**

**1997** Club cars scored prime parking outside the National Art Gallery after a very successful run to see the Peugeot-sponsored Parisian art displayed inside.

Don Pearson tried both petrol and diesel Peugeot 405s before buying his SRDT and reports he is very happy with his choice.

Geoff Saxby has decided to part with his Peugeot 203 some years after stripping it for restoration.

Victorian Gordon Miller reveals that some of his 1926 Peugeot 172R project came from a sawbench in Canberra and the rest from an Austin Seven enthusiast who acquired them by mistake.

Peugeot chief Jacques Calvet has agreed to supply Peugeot's V10 engine to the Prost Grand Prix team for three years from next year.

**Ten years ago**

**2002** Geoff Lawley ordered his new Peugeot 307 before driving one and was a mite concerned at journalists' claims that the Peugeot characteristics had been diluted



**Great tip for snow:** Keep your wheels out of the stuff, suggests Richard Burns in the 2002 Rally of Sweden. He came fourth in the 206WRC. Marcus Gronh lm won.

on this model. Not so, he reported at length. His main problem is claiming the keys from his daughter.

Canberra clubber Ian McShane wondered if Peugeots would outlast the pyramids in Egypt.

Former prime minister Paul Keating bought a Peugeot 205 for one of his children but enjoyed it so much he began using it himself. It turns out that Laurie Brereton is another Labor hatchman.

A Peugeot 205 GTi owner reported a prospective buyer was chatting from the driver's seat and suddenly turned the key and took off. The black car has not been seen since.

**Five years ago**

**2007** Club president Doug Smith, recovering from surgery in hospital, had to tell visitor David Bean to stop telling stories because it was hurting him to laugh.

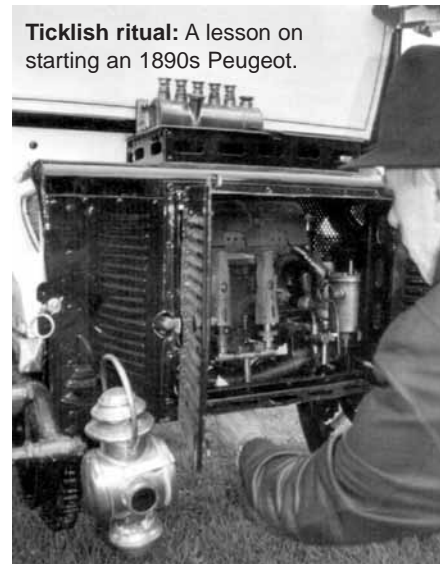
Don Bailey proves a star turn on the club's visit to Sydney Observatory, showing his familiarity with the night sky. He has his own telescope for after dinner viewing.

After failing to find a local buyer, Peter "Flash" Flanagan has sold his rare Peugeot Type 175 Torpedo sports to a French collector. The car had an impressive racing history in Sydney.

Imaginations went into overtime when Peter Nash reported finding an expertly-made secret compartment underneath the back seat of the Peugeot 404 he was restoring.

Sid Whalen took his son's advice and hit the starter of his Mi16 with a hammer when it refused to spin. That blow worked and saved him a \$900 replacement.

**Ticklish ritual:** A lesson on starting an 1890s Peugeot.





# My shiny new box trailer

Steve Palocz

A COUPLE OF MONTHS ago I was at the tip in the recycle section dumping an old washing machine. As my son and I were removing the washing machine from my old box trailer a car pulled up beside us with an empty trailer. I was thinking he was going to scavenge some metal bits.

The driver uncoupled the trailer and started to remove the wheels and number plate. Then he drove off. I then realised he was leaving his old trailer as scrap metal.

I had a look at the trailer and realised why it was left there. Both sides of the trailer were rotted away at the bottoms where they used to be welded to the bottom angle iron frame.

When I got home I started thinking about my trailer. I've had it for 20 years. Even though I had a canvas cover on it I found that the trailer needed some painting every four or five years to stop the rust from eating the bottom or sides. The trailer was due for another touch-up. I

decided that I would paint the floor, sides and mudguards, sell it and buy a galvanised trailer so I would not have to worry about rust. 20 years is a long time for a trailer.

I started looking on the Internet for gal trailers. Very soon I came across a site that was called "Gal Trailers" but made and sold aluminium trailers. In a smart move the owner called himself Gal Trailers so when people did a search on the internet you would come on his site — even though you were not looking for an aluminium trailer.

I noted his prices for box trailers and then started looking at galvanised trailers and compared prices for both types of trailers.

The aluminium trailers were around the same price as the galvanised trailers. I decided to go to his factory at Mt Druitt and have a look at them.

When I got to his factory there were six or seven sizes of box trailers on display. Boy they were shiny.

The trailer floors were 3mm (1/8") thick and the sides were 1.6mm thick aluminium. The trailer frame was welded zinc plated box section steel. This was stronger than my 20 year old steel box trailer.

I told the owner that once I have sold my old trailer I would order one of his aluminium trailers.

My old trailer was advertised in the Trading Post for a very reasonable price. It had a cage, canvas cover, jockey wheel and a spare wheel.

By the way, all trailers under \$500 are FREE to advertise in the Trading Post.

23 hours later I had the trailer sold! My price must have been just right.

The next day I was back at Mt Druitt leaving a deposit for my new trailer. I decided to order the same size trailer as my old one, 7' x 4'. I was tempted to buy a bigger one but I'm not getting younger and a heavy one would be a burden to move around on my own.

My new aluminium trailer would be 60 to 70kg lighter than my old steel trailer.

A week later I was picking up my very shiny new aluminium trailer. It came with 15" Ford wheels.

Once I was home I decided that I wanted a cover for it. I have a dozen trees in my back yard and leaves and branches from the trees would keep falling in the trailer. Also I hoped the cover would conceal things from prying eyes.

Once again checked out the internet and soon found a place called Nan's Tarps. This manufacturer makes tarps and covers for trucks, caravans and industrial uses.

I drove out to Lidcombe with my shiny new trailer to see what he could make for me.

I was originally thinking of a canvas cover but I was told for the same price he could make a 'poly' cover that he supplies for trucks and would last the life of the trailer. He would supply a couple of bows, have the cover sides stitched to suit my trailer and fit eye lugs.

I was happy with his price so I went ahead with the cover to be made.

This trailer will last me for as long as I will be driving and probably much longer.

I notice the trailer is easier to move around by hand, due to the lighter weight of the aluminium.

So if you are thinking of buying a gal trailer check out the alternative in aluminium.



## SEE EUROPE in the new 5008

Lease a brand new Peugeot from  
DriveAway Holidays and you can  
enjoy driving a Peugeot even  
when you are overseas!



For bookings contact DriveAway Holidays  
or ask your local travel agent.

**Book Now! Call 1300 723 972**

**DriveAway  
Holidays**  
Your road to freedom

ABN 67 107 041 912 Lic No ZTA 6087



## For sale

**2**06 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, and comes with a removable Thule roof rack. \$7,000ono, Michael Stott, 9960 7881, please leave a message.

**2**06 GTi 2001. MY1.5 model with 16 inch Ouragan alloys. One family owner. Lived in Canberra since 2003. Extremely well looked after. Over serviced and always garaged. 135,000km. All service receipts and log books included. Immaculate. \$7999. More detail on Aussiefrogs ad. Ian

Barges, Canberra, 0437 147 715

**4**05 SRDT 1994 Man, red, 114,600km, new tyres and battery, mags, well maintained, very good condition, BZZ47L Rego till March 2013, reluctant sale \$4,500 ono Keith Bridge, 4421 2824

**4**07 STE Sedan, HDi 2.0, 2005, rego to Feb '13, 6 sp man, one owner, complete service history, dolomite bronze, beige leather upholstery, sunroof, only 32,171km. \$20,880 ono. Don Bailey, 02 9802 5688, Don Bailey donbailey@optusnet.com.au

**5**05 SR Diesel Turbo, 1983 5 speed manual, Silver Slate colour, blue interior. Ideal base for Pug Trek Car. Reg to Feb 2013, DS202 (not transferrable). Service history, tinted glass, towbar, mud

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 20 MARCH. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

flaps, Kenwood CD/Tuner, new clutch, water pump replaced 26,000km ago, been a country car most of its life, only 406,000km, \$1,700ono. Doug Smith, Berowra Heights, 9456 2024 or 0412 623 504

**5**05 GTi Station wagon, 1991 auto, 240,000km, March 8 2012 rego, BF60GR, midnight blue, rebuilt front end with gas shocks all round, recent timing belt & water pump, new rear door struts, 2 new front tyres & wheel alignment, new CD player, pink slip, \$3000 ono. Cal Makin, Mudgee. 02 6373 3535, 0421 166 815

## Wanted

**5**05 Alloy Wheels (4) - size preferred 6J14 - FHH 20. Must be in good condition and running true. Paul - Sydney - 9807 6427.

**5**04 dipstick for Borg Warner 35 auto gearbox as fitted to some 504s. My dipstick has broken and the top part disappeared. Alternatively, if you have a car fitted with this gearbox could you let me know the dimensions of the dipstick and I can make one up. Jon Marsh 9627 3828 or jon-marsh@tpg.com.au

# Banker bail-outs

**P**EUGEOT AND OTHER blue-chip names like Johnson & Johnson and Pfizer and are among firms bailing out Europe's ailing banks in a reversal of the established roles of clients and lenders.

The carmaker and pharmaceutical groups – which have solid cash flows – have signed so-called repo deals or short-term secured lending so banks have the cash to fund their day-to-day business, the Canadian Financial Post reported.

In the 1930s depression, Peugeot rescued its bank when it was in trouble.

One source with knowledge of the so-called repo deals or short-term secured lending, said the two U.S. pharmaceutical groups and the French carmaker were the latest to sign up for them.

Europe's banks are struggling to secure the cash to fund their day-to-day business and have largely stopped lending to each other for fear Europe's sovereign debt crisis could land any of their peers in trouble.

As a result a group of well-known, cash-rich companies with solid cash flows has stepped

in to the repo market, which provides a form of lending so far almost exclusively in use between banks, and between banks and central banks. One market participant said in one key area of lending companies now accounted for 25% of these deals.

Repos provide the new financiers with the strict guarantees they need before parting with their cash, answering worries that the crisis has weakened Europe's banks to the extent that they might not be able to pay the money back.

"Companies in the past were ... happy to deposit cash on an unsecured basis to a bank for an interest payment," said Frank Reiss, who oversees some of the repo business at Euroclear, the Brussels-based settlement house

owned by a group of banks.

"Now following the crisis, we have seen that companies are engaging in repos secured with collateral against the cash they are lending," said Reiss. Euroclear is the largest administrator of repo trades in Europe.

At the moment the European Central Bank provides the main lifeline for banks and has pumped hundreds of billions of euros in cash into the market.

But the banks are parking most of the money they borrow back at the ECB rather than trusting to lend to each other.

## A Peugeot key to good wines

The Peugeot Clef du Vin (wine key) is a calibrated tool that instantly reveals the aging potential of any wine.

As wine ages, it first develops, then matures and finally declines.

The Clef du Vin tells you how your wine will mature over time and provides the opportunity to accelerate the maturing process.

No, it's not a magic wand, but a patented alloy of metals, which acts as a catalyst.

It rapidly accelerates the oxygen reduction process, specifically targeting the tannins of a red wine and the acids of both red and white wines.

As tannins and acids soften, a wine becomes more enjoyable.

The aromas and flavours, normally developed with age, can be revealed with this amazingly simple key.

The maturing process is very easy and demands no special knowledge. Just dip the alloy dot into the wine and each second that the dot is in contact, it will mimic one year's aging.

The key works effectively on all types of wines.

So, after opening the bottle and tasting the contents, you can decide to develop the taste and aroma of that particular bottle by dipping the Clef du Vin for five seconds, which will mature the wine by five years.

The effect is cumulative and irreversible.

Be careful – just as a wine can be naturally over-aged in the bottle, it can also be spoiled by immersing the Clef du Vin for too long a period.

— From Kitchen Gadgets, Gifts for Wine Lovers.







**PEUGEOT**  
MOTION & EMOTION

# PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
<b>AUSTRALIAN CAPITAL TERRITORY</b>					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
<b>NEW SOUTH WALES</b>					
Alec Mildren Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON ARTARMON	NSW 2064 NSW 2064	02 9413 3355 02 9906 1388
Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
Autosports Sutherland	Sales Showroom Service & Parts Unit	668-670 Old Princes Highway 2/7 Marshall Rd	SUTHERLAND KIRRAWEE	NSW 2232 NSW 2232	02 8536 2888 02 8536 2777
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 02 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
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom Service and Parts	1 Link Road 75-85 O'Riordan Street	ROSEBERRY ALEXANDRIA	NSW 1445 NSW 2015	02 8338 2624 02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
<b>VICTORIA</b>					
Bayford of South Yarra	Sales Showroom Service Unit	435 Malvern Road 55 Garden Street	SOUTH YARRA SOUTH YARRA	VIC 3141 VIC 3141	03 8290 2888 03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721 1100
Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC 3300	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom Service & Parts	295 Whitehorse Road 92 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Ballarat City European	Sales Showroom Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 03 5331 5000
<b>QUEENSLAND</b>					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom Service Parts Unit	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400 07 3253 1440 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 Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
<b>SOUTH AUSTRALIA</b>					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
<b>TASMANIA</b>					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
<b>WESTERN AUSTRALIA</b>					
Allpike Peugeot Sales	Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
<b>NORTHERN TERRITORY</b>					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

## AFTERcare

### WE CARE FOR YOUR PEUGEOT AS MUCH AS YOU DO

With Peugeot's new menu priced service, you can enjoy true peace of mind. You start with a known price and finish with your Peugeot serviced by people who are Peugeot experts. People who are factory trained to perform all the necessary checks and services. People who love Peugeots. It's the type of care no one else - except you - can match.



# GETTING BEHIND THE WHEEL OF A PEUGEOT HAS NEVER BEEN EASIER.



IN



OUT



With finance in under an hour, who says the test drive has to stop? Arranging your finance at a Peugeot dealer allows you to purchase and finance your new Peugeot all in the same place. And that's not the easiest part. With flexible terms, residual options and no monthly account keeping fees or early payout penalties, Alpha Financial Services puts you firmly in the driver's seat. Whether you're looking at purchasing your first Peugeot, upgrading your current one or putting together an executive fleet, your Peugeot dealer can tailor the perfect package for you. With finance this simple, the biggest decision you'll have to make is which Peugeot model is best for you.

**FOR MORE INFORMATION VISIT YOUR LOCAL PEUGEOT DEALER OR CALL 1800 307 607.**

Finance my  
**Peugeot**  
.com.au

Important information - The information supplied is indicative only and is not an offer to lend or a formal disclosure statement. This advertisement is not a contract nor does it constitute a quote or offer of finance. All applications for finance are subject to Alpha Financial Services normal approval criteria. The terms of the contract between you and Alpha Financial Services are contained in the Alpha Terms & Conditions document, which is available from your Authorised Alpha Representative or direct from Alpha Financial Services. You should refer to this document for the specific terms of the transaction. Any information provided to you in this advertisement is of a general nature and does not represent legal or financial advice. You should obtain independent financial and legal advice relevant to your specific circumstances before making any decision in relation to finance.