

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

March 2013



REGISTER NOW FOR THE ANNUAL EASTER PEUGEOT PAGEANT



THE PEUGEOT Car Club of Victoria will host the 2013 Peugeot Easter Pageant in the border city of Wodonga.

Accommodation

Accommodation booking is the responsibility of each participant.

The Victorians have pre-booked accommodation at the Stagecoach Motel and the Wodonga Cabin and Caravan Park, which are adjacent to each other on Melbourne Road (the old Hume Highway). Both have breakfast/meal making facilities, and for those who chose to stay at the Stagecoach, breakfast is available from the motel.

Discounted rates have been negotiated at both venues. Speak to Damien or Louise at the Stagecoach Motel (02) 6024 3044 and David or Robyn at the Cabin/Caravan Park (02) 6024 2398 and mention you will be attending the Peugeot Pageant.

Should you wish to extend your stay, there is much to see around Albury/Wodonga area.

Any questions, don't hesitate to contact Murray Knight (03) 9728 3096, Allan Horsley (03) 9499 5861 or Tim Farmilo (03) 8711 4050.

Busy programme of activities

FRIDAY:

- For early arrivals on Friday, we have put together a **short drive** through the Indigo Valley to historic Chiltern and return.

- A **welcome dinner** will be provided in the evening.

SATURDAY:

- Saturday starts with the **concours** display of cars at the Howlong Golf Club, some 25km from Wodonga.

- **Morning tea and lunch** will be provided at the Howlong Golf Club

- On Saturday afternoon, you have the choice of a **motorkhana** OR an **observation run** through some historic, northern Victorian towns, passing some of the best vineyards in the area.

- Saturday night's **dinner** will be at a

restaurant in the centre of town.

SUNDAY:

- On Sunday, an **observation run** will head south and east from Wodonga through some lovely country in the Kiewa and Mitta Mitta Valleys and then travelling along the Victorian shoreline of Lake Hume. This is the main observation run for the weekend and will include **lunch**.

- Sunday night we have the **presentation dinner**

MONDAY:

- The weekend will conclude with the traditional **farewell breakfast**. Please note: Breakfast on Saturday and Sunday is not provided and is the responsibility of participants. Registration of \$168 per person is discounted to \$158 until February 1.

Use the form that came with the address sheet to sign up early.

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Peugeot's first petrol hybrid?

Geneva: Peugeot to reveal 208 Hybrid FE

The three-pot engine is mated to an EGC (Electronic Gearbox Control) gearbox and is combined with an electric motor and battery for a CO2 emissions rating of 49 grams per

kilometre, half that of the regular 1.0-litre 208.

The Hybrid FE will sprint from 0-100km/h in 8.0 seconds, a significant improvement on the standard 1.0-litre 208 that takes a leisurely 14.0 seconds.

French car-maker has worked closely with subsidiaries of Total to reduce the weight of the 208, focusing on cutting fat from the body panels, windows and cabin materials for an expected overall weight reduction of 200kg.

Peugeot Automobiles Australia PR and communications manager Jaedene Hudson told GoAuto it was too early to tell whether or not the 208 Hybrid FE will make it to Australia as the local distributor is "currently evaluating whether we will bring hybrids to Australia and in what form."

Peugeot already has a number of hybrid vehicles on the road in overseas markets, such as the 3008 Hybrid4 crossover, 508 RXH wagon, and 508 Hybrid4 sedan.

It is believed that a final decision regarding the future of hybrid vehicles in Australia will be made in the next few months.

The 208 Hybrid FE is not the only hybrid concept Peugeot will reveal at Geneva next month, with news that the 2008 Hybrid Air crossover concept will also have its first showing.

— from GoAuto news

Tim Nicholson

GREEN FUTURE: THE 208 Hybrid FE will be a redesigned version of the standard 208 (pictured) and have a lower co-efficient of drag for improved fuel efficiency.

PEUGEOT has teamed up with French oil and gas multinational Total to engineer the 208 Hybrid FE concept that will be revealed at the Geneva motor show next month.

The Hybrid FE, which stands for fun and efficiency, is a redesigned version of the 208 hatch that will be more aerodynamic than its donor car, with a lower co-efficient of drag for improved fuel efficiency.

While no images have been released, it is expected to have a lower stance and feature slightly different styling cues to the 208 that was released in Australia last September, but the French car-maker said the car will retain the same occupant space.

Power will come from an "extensively evolved" version of Peugeot's 1.0-litre three-cylinder unit – the most fuel-efficient engine in the 208 range – although it is not available in Australia.

Currently the most economical engine available in the local 208 line-up is the 60kW 1.2-litre three-cylinder petrol Active.

The cover

A genuine Pininfarina Peugeot. Mark Donnachie's award-winning 306 Cabriolet at Canberra's French Car Day
Picture: Simon Craig

Inside this issue

President's report	page 4
Club Diary	page 5
More club activities	page 6
Sime Derby bags a Citroën	page 7
Club information	page 8
Peugeot News	page 9
40th Anniversary	page 12
Bathurst 12 hour race	page 14
508 long term test	page 18
Fancy a LeMans car?	page 20
ERC Latvia	page 22
Club tales	page 25
Memory Lane	page 24
Private Parts	page 26

The club needs your help!

Ross Berghofer

EASTER IS EARLY this year and the club's representatives are off to Wodonga for the 2013 Peugeot Easter pageant. On behalf of the club, we wish them well in their journey and mateship and for the competitive side of the weekend.

We did things a little differently in January. Many of you will know that we have a committee meeting in January and invite all the helpers and have a bit of a barbecue. Well this year, we didn't.

The weather was too hot to have the lunch outside, so this year we went to Parramatta RSL to have a meeting in the air-conditioned rooms. To be honest, it was much more relaxed without the need to bump in and bump out for a barbecue.

But we do need more helpers for essential club functions. The club merchandise needs someone to look after it, promote it and sell it — including to members who cannot attend club meetings. This is an important money-spinner for the club.

Con Engel has indicated that he cannot



Pugs waiting for their owners at Port Kembla Leagues Club

continue as club treasurer and we still have a vacancy for a secretary.

The outing to the Australian Motorlife Museum at Kembla Grange on 10 February was attended by a small group of club members.

At the museum I suggested to one of the staff that car clubs donate a club badge to the museum for public display.

I had seen this at the National Motor Museum of Tasmania, in Launceston, which I thought would make an interesting addition and take up little space.

I will post the Peugeot club badge to the Motorlife museum to get the ball rolling.

The museum is located in a lovely rural setting, but I am told that a housing estate is planned. I suggest you make plans to see and enjoy it now. Those who did were Greg Stuart, John Baird, Hilma and Keith Bridge, Helen Louran, Neale Drennan, Ross Berghofer, Steve Palocz and Jack & Colin Spencer.

Afterwards we had lunch at the Port Kembla Leagues Club and then it was goodbyes and off home.

I have booked Silverwater Park for French Car Day on 14 July this year. The cost is \$416 hire fee and \$250 refundable bond.

In the meantime, enjoy your Pugging around.



The Point Café at Killcare

Fancy brekkie by the beach?

Graeme Cosier

HERE IS YOUR opportunity to have a breakfast on the picturesque Central Coast on Sunday 17 March commencing at 9am.

There's not much notice for this one, so you will have to act immediately to ensure you book a spot.

Our venue is the award winning Point Café at 81 Beach Rd, Killcare (over Killcare Surf Club). As you would expect, the scenery is spectacular, to say the least. For those members that went on Brian Jubb's central coast wander last year, this is the same venue we had day 1 lunch.

We wanted to fit in breakfast at this stunning location before Easter and before the weather cooled down.

There is an extensive breakfast menu, which includes vegetarian and gluten free food, ranging in price from \$4.50 to \$24. Juices and coffees are extra. I suggest you make your selections before you go from the website's linked menu, as there are no split bills, so you'll need to bring cash.

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

There are limited seats available, so book with Anne Cosier on 9456 1697 or 0418 203 195. Deadline for numbers is Monday 11 March so don't delay and phone your reservations NOW.

We plan to meet at the Berowra Truck Stop (on the old Pacific Hwy where the toll plaza used to be) at 7.45am as we need to leave at 8am sharp for a 50 minute scenic run to Killcare. Take the Berowra exit off the F3 to get to the truck stop. Otherwise, meet us at Killcare surf club just before 9am.

This should be another great club event with great food and company, spectacular views, and a picturesque run to get there. What more do you want from a club event?



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Hawks Nest Motorfest

Saturday, 9 March



Spy photo: Andrew Park's 504 Cabriolet was snapped at the 2011 Hawks Nest Motorfest.

March, 2013.

For more information, contact the secretary of the club, Phil Hoare, on 02 4997 0082 or via email at phoare38@tpg.com.au

Simon Craig

THE CLUB HAS been invited to attend the Tea Gardens Hawks Nest Motor Club's annual Motorfest.

Held on Saturday, 9 March 2013 at the Myall Park Sports Reserve in Hawks Nest, there is space for 350 vehicles to be displayed.

An exciting program has been arranged with exhibits of veteran, vintage, classic and unique cars and motorcycles, and they would love us to help share in the display.

Along with the cars, there will be displays by the local Surf Life Saving Club, Fire Brigade, Ambulance service, as well as other performance groups with country, classic and jazz

music. Various food and drink stalls will also be available for those with an appetite.

If there are enough of us, arrangements can be made to have a designated club area. 16 trophies are up for grabs for awards such as best vehicle and best club display.

An entrance fee of \$10 per vehicle and \$5 per motorcycle will support the local Surf Life Saving Club and the local NSW Rural Fire Services branch.

Cars should be in place by 0945 and trophy presentations will be at 1:30pm.

This is one of the largest rural Motorfests in NSW, with approximately 50 vehicle and motorbike clubs represented.

The closing date for applications is Mon 4

Nervous about your car in the Redex Rerun?

Neville Summerill

IAM PLANNING A weekend shake-down run for those who are entered in the Redex Rerun or for interested members who would like to join us.

The idea is to load up your car with what weight you will be carrying on the run to sort out any bugs you may have, e.g., adequate suspension, and give you time to rectify any problems.

The feature will be to attend the 14th National Historical Machinery Rally at Mudgee. This event has something to interest everyone.

DAY 1: On Friday, April 19 we start from the Lithgow Tourist and Van Park at 7:30am and drive to Mudgee. We will have about six hours there before leaving to drive to Dubbo for overnight accommodation at the Big 4 Dubbo Cabin and Caravan Parklands 02 6884 8633.

The park is next to the Bowling and Golf Club bistro.

DAY 2: We leave Dubbo and return to Mudgee via Dunedoo and Gulgong, arriving by 11am.

We leave there by 3 pm to travel to Bathurst to overnight at Big 4 Bathurst Panorama Holiday Park 02 6331 8286.

Please let me know if you are interested by the end of March. It may pay to book accommodation early.

My contact details are Neville Summerill, PO Box 133, Bombala.

02 6458 7208 at night.

The trip will be about 600 km.



Club diary

Wed, 6 March

Club Meeting, Veteran Car Hall, Five Dock, 8pm

Saturday, 9 March

Hawks Nest Motorfest, Hawks Nest

Wed 13 March

Committee Meeting, Parramatta RSL, 8pm.

Sunday, 17 Mrch

Breakfast at Killcare — Point Café.

Sunday, 24 March

NSW Motorkhana, round 2, Awaba

29 March-1 April

Peugeot Pageant, Wadonga, Victoria.

Wed, 3 April

Club Meeting, Veteran Car Hall, Five Dock, 8pm

Wed 10 April

Committee Meeting, Parramatta RSL, 8pm.

19-20 April

Neville Rerun shakedown run. From Lithgow.

Saturday, 20 April

Time trial day at Marulan Driver Training Centre.

Wed, 1 May

Club Meeting, Veteran Car Hall, Five Dock, 8pm

Sunday, 5 May

NSW Motorkhana, round 3, Nirimba

Sunday, 5 May

Euroday in the Hunter, Lambton Park.

Wed 8 May

Committee Meeting, Parramatta RSL, 8pm.

19-21 April

Bay to Bermagui run

12—14 July

Simon Craig



THE CLUB HAS also been invited to attend the 2013 Bay to Bermagui Run, which is a run by the Classic & Vintage Motor Club of Eurobodalla (CVMCE)

It's a run for historic vehicles that showcases the pristine NSW southern coastline from Batemans Bay to Bermagui; taking in beaches, lakes, inlets and villages of the area. Our charity this year is Snowhydro South Care Helicopter.

Registration is now open at a cost of \$120 per person. The cost will cover Friday evening pre drink and finger food, Saturday morning tea, Saturday lunch at Bermagui, Saturday 3 course dinner with wine, Sunday brunch, a commemorative run sticker and a metal grill vehicle badge.

Entry is payable by cheque or money order made out of CVMCE B2B. Closing date for entries is Wednesday 1st May 2013.

Visit www.cvmce.org.au for info and an application form.

Time trial day at Marulan 20 April

Helen Louran

THE HSRCA IS proposing a time trial day at Marulan on Saturday April 20 this year and seeks expressions of interest urgently.

The Peugeot, Renault, Citroën and Fiat clubs are invited and they may bring family or friends as before. It is open to people seeking more track experience or even beginning, especially

those who might have classic cars. The same car can run in a different group with a different driver, so double and triple entry is possible. We need a minimum of 35 participants.

Drivers are to be aged 17 years or over, hold

Expressions of interest required urgently

a road licence plus a CAMS L2S or above, AASA or MDTC current licence. MDTC will issue their track licences, valid for one 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.

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. 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 six cars in each group.

Entry is yet to be determined but should not be more than \$120 per driver (plus a track licence if you do not already have one).

Contacts and further information

Please email Richard Cardew at the HSRCA with your expression of interest. His email is rcardew@iprimus.com.au and phone number 0405 459 546.

Look up the HSRCA website for updates and entry forms which should be available as soon as a final decision to proceed is made in early March. The HSRCA website is www.hsra.org.au

Or email myself, Helen Louran, with any questions etc. at:

helenandneale1@optusnet.com.au

My phone Number 0413 594 792 or 02 9718 0321

We hope to hear from ALL you interested people, and as always it's a great day!



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Sime Darby bags Citroën

PSA Peugeot Citroën is happy to have placed all its eggs in the Sime Darby basket for distribution of both its brands in Australia, despite a 42 per cent plummet in local Peugeot sales volume since 2007.

Visiting Australia for the official handover of Citroën from Ateco Automotive to Sime Darby, PSA vice president of international operations Yves Moulin effectively admitted that PSA shares the blame for sagging Peugeot sales here.

"It is never – the same for Ateco – it is never only the responsibility of the distributor," he told GoAuto.

"There is certainly a responsibility of the distributor but also a responsibility that depends on prices because of the market, it depends on the people we put in place to help them.

"At the end of the day to convince new customers you need to put more money into advertising, the retail prices, the staff, so at the end of the day it depends on the energy and the investment you make into the market."

Mr Moulin said that PSA had decided to stay with an independent distributor in Australia rather than establishing a subsidiary because of this country's distance from Europe and that Sime Darby "have the right people, the right experience for this market".

More to the point, he said PSA would rather

spend money on product development, new technology and reducing emissions.

Times are tight for the French conglomerate and its exposure to the slump in Europe's new car market – resulting from the region's sovereign debt crisis – led to the company reporting a €4.7 billion (\$A6.2bn) writedown for 2012 and the announcement last year that it would slash up to 8000 jobs.

Australia is just one of a number of markets where PSA has merged traditionally separate Peugeot and Citroën distribution as part of an efficiency drive established in 2011.

Mr Moulin explained that some countries have subsidiary distribution for one brand and an independent importer for the other but saw numerous benefits to the independent importer model.

Mr Moulin was also of the opinion that importers tend to be less afraid of being truthful with PSA over issues such as pricing and product compared with a subsidiary.

Sime Darby Group Australia managing director Rob Dommerson said the company is "in some ways is the best of both (independent



PSA vice president of international operations Yves Moulin.

distributor and subsidiary)", and makes the most of its local knowledge.

"Clearly we are an independent importer but we don't act independently; we have people on the ground that work with us linking back to PSA for both Peugeot and Citroën and we take guidance from those people... it is a great blend."

Mr Moulin said Australia remains an important market for PSA but described this market as "not strategic" for the company.

"It will not change the face of PSA globally," he said.

"I believe in the market, I believe in the economy and think that we should increase our market share here. I am sure we should be able to increase our market share but it will take time."

Peugeot sold 8807 cars in 2007 but just 5071 last year, with year-on-year decreases of 17.6 per cent and 20.8 per cent in the GFC years of 2008 and 2009.

In 2010 the start of a turnaround was expected as sales dropped by just 1.7 per cent but registrations were down a further 7.6 per cent in 2011 and 2.9 per cent in 2012.

Under Ateco, Citroën sales have more than halved since 2007, when 3803 were registered, but Sime Darby expects to restore the brand to pre-GFC levels by 2015, with a 35 per cent increase forecast for this year alone.

— from GoAuto

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The Peugeot Car Club of New South Wales Inc – now 40 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 marvellous 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 Europe 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 1 July.) An application form for membership should be with the mailing sheet with this magazine. **In February, a part year concession rate of \$30 kicks in.**

The Puglist

Editor Simon Craig 02 9630 9668
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simonc@pobox.com

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03 5966 2373.

• **Ad deadline is Tue, 19 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, 28 March.

Who are ya gonna call?

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• General inquiries Anne Cosier,
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205 Anthony Musson
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206 Simon Craig 9630 9668

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403 Gavin Ward 4441 1232

404, 504, 604 Steve Palocz,
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406 Greg Lock Lee 9150 9984

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605 Robert Rigg 9683 5445

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jbrear@coamas.com.au

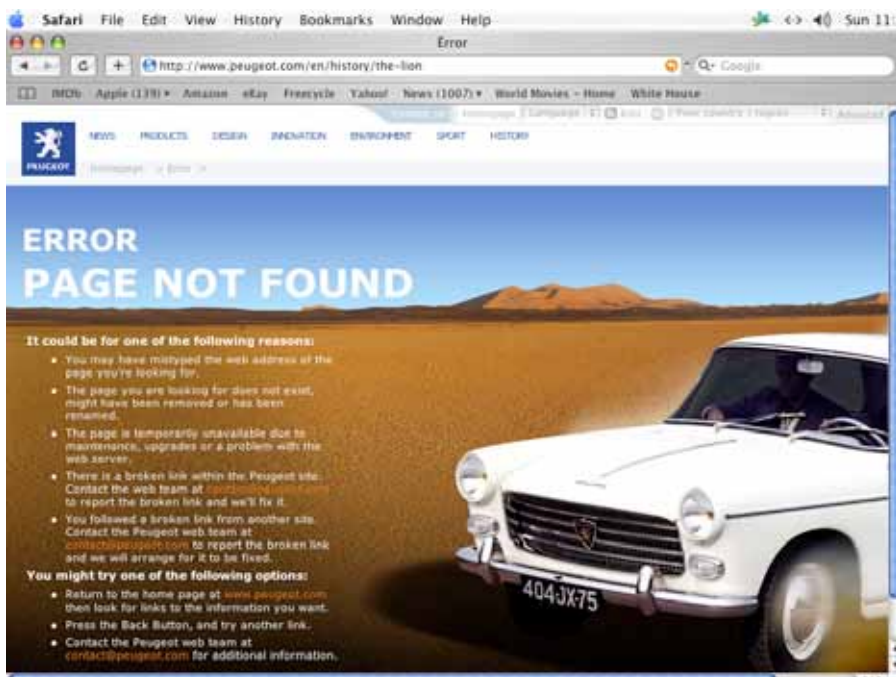
Central west: Roger Petheram,
6884 7852

rp6239@gmail.com

Southern Highlands:

New Regional contact wanted

When 404 is the right page for Peugeot



Peter Wilson

PEUGEOT DELIVERIES improved in the January sales and the marque regained a firm position as the leader on the French car scene.

Official figures show a total of new 404 Peugeots were registered in January and unlike the internet, where 404 indicates a wrong address, this was perfectly respectable Peugeot number.

It was a decent 17 per cent increase on the previous January's 342 sales and a 30 per cent increase on the disappointing December.

Peugeot Automobiles Australia general manager Bill Gillespie, who has taken charge of marketing until a new manager is appointed, must have been pleased because the January increase is well ahead of that of the national market.

The Federal Chamber of Automobile Industries indicated that after a record 2012, Australian January sales were up 11.3 per cent to 85,430 vehicles and, with very reduced government purchases, that was mainly on the basis of private sales.

Peugeot held its place as No. 22 marque, with Renault at No 23 with 331 registrations and Citroën at No 28 with 157 registrations.

Close European rivals included Volvo ahead with 463, while behind Peugeot were Skoda 252, Porsche 209, Mini 161, Fiat 143, Opel 109 and Alfa Romeo 90.

Sime Darby has confirmed at last that it has taken on Citroën distribution as part of the Peugeot group's rationalisation of global operations.

It appears to have the better of the deal when it swapped Ssangyong for Citroën. The French brand has been a rising star and should improve

with the enthusiastic support of a dealer network that is being extended while the Korean SUV brand has been struggling.

New Citroën chief John Startari has slashed prices, introduced capped price servicing and made a call to step up test drives to help boost sales to 5,000 units by 2015.

Meanwhile, details of 2012 model popularity have been obtained to meet members' requests for information to help them decide which new Peugeot to buy next.

The most popular Peugeot model was the 508, which achieved 1,085 sales last year and a total of 1,370 units to December 2012 since the hiccups of its introduction in 2011.

"It's good to see Peugeot going upmarket," an observer said. As reported last month, the 508 stands out as a large car gaining in popularity while the industry category is going downhill.

This has partly a result of the arrival of the SUVs and RCZ and the further diversification of the range.

Traditionally, the three-oh series has been the sales leader. The 308 came in second at 1,072 units, though the combined 308-3008-RCZ total is 1,925.

The 207 was third with 988 units. Add in the 319 208s, introduced towards the end of the year and the two-ohs achieved 1,307.

Although Automobiles Peugeot has been disappointed with world wide sales of its Mitsubishi-based crossovers, the 4007 improved sales 15 per cent in Australia last year to 529 units and the 4008, introduced in October, was on its tail with a respectable 486 units in a few months.

Peugeot's own crossover, the 3008, lost ground to 287 units.

Australians are still mad about SUVs and



Bill Gillespie

in January sales in the category were up 20 per cent on the previous January, making up almost a third of the total market.

In the Peugeot 109-year-old tradition of "race on Sunday, sell on Monday", a pair of fresh-faced RCZs from Peugeot Sport took class honours in the Bathurst 12 Hour.

It is understood this was primarily a Paris marketing exercise to tie with the European release of the updated model and the production of the 50,000th car from the Austrian factory.

Unlike when the Peugeot 406 Super Tourers competed at Bathurst, no press kits were available and the local website was not updated with the victory report for several days.

However, a great touch was when the Peugeot team got to Bathurst and Keith Linnell greeted them with his Peugeot 405 Mi16 that Peter Brock, Neil and Paul Gover drove to 14th outright in. It brought back memories for Neil Crompton, who was there and is now a V8 Super car commentator.

The RCZ lost some ground here last year, with 163 sales, but like the 406 and 407 coupés of old it is an important niche, and the new version will be released in a few months.

Examination of the sales chart shows that although the Megane was the top-selling Renault model, the French rival's strength was not in its car range as much as with the Korean-built Koleos SUV and commercials like the Traffic and Kangoo vans. They achieved 1,116, 432 and 357 units respectively.

A market development has been the return of the UK-based Inchcape group to the Peugeot scene with its purchase last month of the Trivett Group for \$116 million.

Inchcape held the Peugeot import concession two decades ago and with Trivett gains the Parramatta Peugeot sales, service and parts operations as well as the Alexandria service unit. Trivett has a swag of prestige brands and also a healthy share of the wholesale car business in Sydney.

Inchcape has made automobiles its core business in recent years and in Australia now distributes the Kia, Subaru, Mitsubishi and Isuzu brands.

This year the official VFACTS car reports on Australian sales have been under fire because some car companies have been manipulating results deliberately through encouraging dealers to register large numbers of demonstrators in July and December to enhance artificially their results.

A Sydney dealer who has since gone extremely belly up regularly registered demonstrators and sold them at auction to keep on side with his factory after it subsidised his grand show room.

The industry will review the situation, but a spokesman said all sales shown in registration data had to reach the market eventually.

In January, Toyota led the brands again, the Mazda3 was the most popular model for the fifth time in 12 months, ahead of the Corolla, HiLux and Nissan Navara, while an extraordinary 3,897 sales of 4x4 pick-ups were registered.

In France, Peugeot started the year with the 208 in pole position for the seventh month with 6,890 units and amid the European sales gloom, the UK market is continuing to grow.

Haulin' the Hume

Paul Pracy

WE HAVE LOTS of members interested in old trucks. The Western Sydney Historical Truck Club has organised a run for about 250 oldies along the Old Hume Highway to Yass on the 27-28 April.

Although entries have closed, there is a chance to see the old models and old brands in action when they gather at the Beech Road Industrial Estate at Casula.

The trucks will start from Casula and head along Highway 31 through Camden, to trace as much of the old highway as possible. The route includes crossing the Razorback, the Highlands, Goulburn, the Cullerin Range and Gunning, the lunch stop. A dinner and slide night is planned at Yass.

Neville Summerill suggests the old Razorback Range would be a great vantage point to see and hear these past greats of the highways.

Another top viewing spot – particularly for photographers – is after Picton, coming up through the hole in the wall, the railway bridge.

You won't see Neville there. He will catch them closer to home at the Cullerin Range, near Gunning, and afterwards the display at the Gunning lunch stop.

www.haulinthehume.com.au



Pug a familiare sight in horror movie role

Peter Wilson

A well loved and slightly dented Peugeot 505 familiare has a role in a new Australian psychological thriller, Babadook.

After filming was completed in Adelaide late last year, it was decided that some additional Pug shots that they didn't get were needed to finish the film.

Surry Hills-based production company Causeway Films decided to do the pick-up filming in Sydney to minimise costs.

That meant they had to find a familiare matching the appearance of the Adelaide star to hire for a day's filming.

Alex Holmes, who had the task of finding the stand-in, explained to club president Ross Berghofer last month that he was seeking a blue/grey familiare for interior and exterior shots.

He was flexible. If he could not get a familiare a sedan would do. If he could not match the colours, he would settle for interior shots.

His request was emailed to several 505 owners in Sydney. It was noted the original Pug had a slightly dented front guard and a colourful

dash cover.

Eventually Alex was successful.

"We did find a vehicle through a Peugeot mechanic and have already shot the pick-ups, so we are all good," Alex said later.

Writer-director Jennifer Kent has expanded Babadook from her award winning short horror film of 2005, Monster.

Actor Essie Davis plays a single mother who becomes possessed by an evil presence that wills her to kill her six-year-old son.

Members are familiar with the many virtues of the Peugeot 505 and will appreciate that it should definitely not have a malevolent role in the film.

Although a parked Peugeot 203 was glimpsed during a chase sequence in Babe: Pig in the City and Peugeot Concessionaires Australia provided a Peugeot 306 XT as stylish wheels for Ulli Berve in the ABC television soap Something in the Air, a Peugeot has not had a good role in an Australian film for a while.

There was talk of Pugs in a British comedy, A Few Best Men, that was filmed in the Blue Mountains in 2011. Although Steven Elliot (Priscilla and Muriel's Wedding) directed, the film had a modest cinema run and although it has grossed \$5 million in Australia and \$1 million in Spain, no member has reported seeing it.

A Peugeot 403 co-starred with Sam Neill and John Clarke in the macabre 1990 comedy, Death in Brunswick, and had a pivotal role – the body of an unpleasant character was taken in its capacious boot to share a newly dug grave in a local cemetery. John Clarke was taught

the very logical but different column shift arrangement so that he could drive the car.

Before Hugh Jackman hit Hollywood, he shared billing with a trak yellow Peugeot 504 in The Erskineville Kings.

Intriguing mix at Gnoo Blas

Paul Pracy

AFTER SPENDING Friday at the Bathurst 12 Hour practice sessions, I went to Orange on Saturday to see the Gnoo Blas 60th anniversary celebrations, where I enjoyed inspecting and appreciating some 300 amazing old cars on display at Jack Brabham Park.

The variety and quality of the display in the centre of the former racing circuit was almost equal to Sydney's January motorfest.

Drivers Jim Richards and Colin Bond mixed with the crowd and showed off some of their collections.

There were lots of street modified cars and first class restorations of older models.

An FJ Holden fitted with a Blue motor, three Webers and optionally engaged nitro injection intrigued me. It was not an ideal combination: I learned that the car has clutch and tyre wear problems.



Car wrangler's problem: Find another Pug that looks like this.



203s galore on Redex trail

Peugeot Automobiles Australia will sponsor latest adventure, reports Peter Wilson

SEVENTEEN Peugeot 203s will take in the 60th anniversary rerun of the 1953 Redex Reliability Trial in May, organiser Graham Wallis reported.

Accompanying them will be eight other historic Peugeots, a VW Beetle and a 1953 Humber on this latest Peugeot Car Club of Victoria recreation of a legendary outback adventure in which a family's humble Peugeot 203 won an amazing upset victory.

The cars will cover 10,600 km over four weeks.

It's the third trials rerun that Graham has organised and he has planned a scenic route with motorkhanas, economy runs and observation runs as optional competitive elements to the touring event.

Where the original trialists competed against the clock in heat and dust on little known outback routes, today the route is entirely on sealed roads, though Graham has included some optional dirt trips.

Graham said Peugeot Automobiles Australia has confirmed its support for the rerun, the third it has sponsored.

The first thing done after receiving this good news was to contact every Peugeot dealer along the route to explain the plans, he said.

Without exception the dealers have shown great enthusiasm towards the event.

They will arrange media publicity for the Peugeots when the rerunners visit their premises for lunch stops or for end-of-day control points.

The second success, Graham said, was the agreement of Holts in the UK for the use of the Redex trademark. Alastair Inglis achieved this after unsuccessful attempts in Australia.

"They are happy for us to use the logo and it looks like some support may be available," Graham said.

Holts have provided the latest logo for documentation.

Cars will assemble in Maitland for the event on May 13 and after a celebratory dinner will set off on the 460 km first leg, to Inverell the next morning.

This rerun will not leave from the old

Sydney Showgrounds, the starting points for the 1953 and 2003 events, because since Fox Studios took it over hire charges are steep.

Entries have been firming up since a rev-up from Graham, but there are still six unknowns and one anonymous payment.

He has advised entrants of the latest entries and event schedule with updates of accommodation situations along the route.

Entries:

Peugeot 203: Ian Reddoch, Les Hanson, Peter Nash, John Brumby, John Vagg, Colin Handley, Ted Geermans, Ian Hampton, Doug Fernie, Peter Dobe, Geoff Boyd, Les Jennings (two vehicles), Stephen Waddington.

Peugeot 203 panel van Keith Boyd.

Peugeot 203 Styleside: Damien Jenkins, Alastair Inglis.

Peugeot 203 wagon: Don Tracey.

Peugeot 404: Rod Piggott, Kim Pollock.

Peugeot 403: Phil Bromley, Robert Crosland, Paul Watson.

Peugeot 403 wagon: Dave Rowell.

Peugeot 204: Don Pearson.

Peugeot 505: Joan Hoey.

Humber 53: Jack Phillips.

VW Beetle 57: Rod Farrell.

Still to be confirmed: Dave Duirs, Neville Summerill, Robin Ingles (203), Don O'Regan (403), Pippa Wright (404), Chris Staff (VW).

At least seven NSW cars will take part and their owners have been busy with their preparations for what will be a demanding journey for their cars.

Bombala farmer Neville Summerill spent long months rebuilding for the 2003 rerun a Peugeot 203 that had been in storage at Windsor for 25 years.

This time it's Neville who has had the body repairs – a new knee and a quintuple bypass – and the car, hardly used since its last big outing, is ready to go after a grease and oil change. At this stage he is still seeking a partner for the trip.

Peter Nash and Phil Challinor have completed the restoration of a Peugeot 203 and Peter showed proudly photos of the completed car at the club's anniversary dinner and promised an article on its restoration.

Peter got the car going soon after buying it in 2002, but the body repairs had to await his retirement because his attention has also been focused on restoring his 1955 Land Rover

(done) and then his rally Peugeot 404 (done).

About six Peugeot 403 owners indicated their interest, including Robert and Enes Crosland, who went in 2003 in their 1959 Peugeot 403.

While Enes at first said: "It's maybe at this stage", Robert was preparing the car just in case they go.

He was making up a wheel balancer so he could run 404 tyres to lower slightly the touring rpm of his standard engine.

Robert said he was looking forward to the change of route and particularly to the visit to Longreach, but he realised the long drive would be a physical challenge that a mature driver could be proud of tackling.

Their decision was to go as far as Longreach, because they had seen the rest.

While Graham has tried to skew the event to 203s and 403s, Don Pearson enjoyed previous events so much that he twisted Graham's arm to include a front-wheel-drive Peugeot, his 204.

Another exception was Victorian Joan Hoey, who completed the 2003 rerun with her late husband Ray in their 403; she is taking her 505 that she has taken on many club tours.

Chris Hall had planned to take his injected rally 404 on the run again – "All it needs is a grease and oil change," he said – but had to withdraw because he was about to host friends making a long-delayed visit from overseas.

Speaking from his back shed, where he was sorting out Peugeot parts, Chris said he had found a new kit for a 32 mm Solex carburetor he'd had difficulty obtaining in 2003. "If anyone wants it or any other parts, they should try me," he said. Chris is at 02 44994 7042.

In his newsletters to entrants, Graham has offered advice on car preparation. He warned that cars should be loaded beforehand to check whether the suspension would handle the weight. People who skipped this on previous events had problems.

Graham told entrants: "The Darwin stopover is looking excellent with dinner courtesy of the local vehicle restorers' club at their historic hangar in Parap. Servicing will be available at the hangar during the day as well as at the Tyrepower outlet; the manager is an experienced rally driver and enthusiast, who I met by chance at Beechworth.

"As the event draws closer we will have an impressive list of activities."



40th a great night for Peugeot warriors

Peter Wilson

WHAT A GREAT festive gathering! And what a brilliant night of catching up with old friends and their stories!

As first president Paul Watson surveyed the 70 club members assembled for the anniversary dinner on February 23, he said: "Who would have thought a two line advertisement in the Sydney Morning Herald could have resulted in this 40 years later?"

Paul said he had been in touch with his partner in founding the club, Jeff Quayle, but he had since had 32 BMWs "and did not want to be here".

However, Jim Lever and Ken Brigden, both members of the original 1950s Peugeot Car Club of New South Wales, came to help revive old memories.

Jim – wearing his original Peugeot club badge, his Renault car club badge and a Renault name tag – admitted to having joined the Renault club to continue in motor sport when he didn't have a Renault.

Paul recalled that Ken had raced in a Peugeot 403 in the Armstrong 500 with Bob Holden and Albert Bridge.

He dubbed them Worm Warriors. He had

spent many months interviewing early club members and recording their racing exploits and what they did with their cars, and this would be published soon on the revamped Victorian club website.

"Norm Saville and Bill Cooke could change an engine after scrutineering without the scrutineers knowing," he declared.

Everyone laughed at this, including Norm's daughter, Robyn Duffy, who grew up amid car races and had a leading role in the club in the 1970s, including hosting committee meetings in a new house where an exorcism was held to oust a poltergeist. Anne Cosier confirmed having a "creepy feeling" when she had been there.

Compere Ross Berghofer, club president since 2009, kept the formal proceedings moving briskly along.

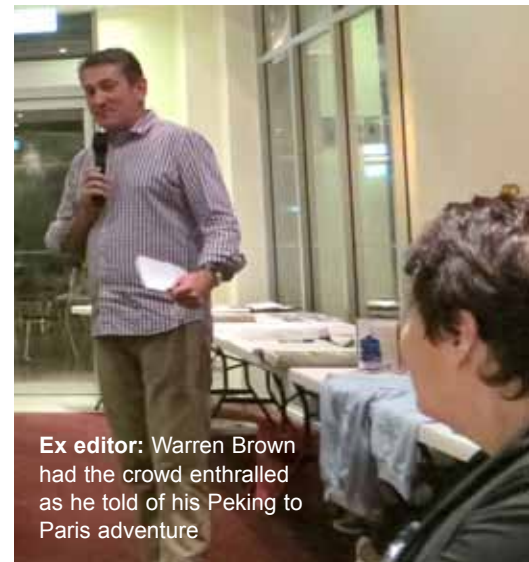
Jon Marsh, president in 1984, presented 30 Year badges to the surviving founding members and Ross explained three absences – Damien Jenkins was on flood duty and Jenny and David Toyer could not make it.

The highlight of the evening was the return of Warren Brown as guest speaker for "the collegiate gathering".

His father had bought a 404 that amazed everyone with its comfort. His mechanic, who had to buy metric spanners, admired the engi-

neering. After dad drove it into the ground he bought a 504.

Warren acquired a series of 504s, joined the club, edited the Pugilist for a year "though it seemed much longer" and after a spectacular accident that wrote off a Ti, bought a 1942 LHD Willys Jeep and moved on to other things, including two fire engines, a 1907 Italia, a 1923 Bean and a stint as a Top Gear Australia host.



Ex editor: Warren Brown had the crowd enthralled as he told of his Peking to Paris adventure

The room was abuzz with conversation, as members came from far and wide to share in the celebrations



He described the background of his restaging of the Peking to Paris rally with 100-year-old cars with two ABC TV crews, being dunked in the Southern Ocean in a Moke amid a pack of great white sharks and of preparations under way to retrace the Francis Birtles London-Melbourne journey in his vintage Bean.

His co-driver was on the India-Burma border completing negotiations for the route, he said.

Warren was in such entertaining form that members called for him to keep talking.

“Even my steak was nice,” Steve Palocz, president from 1999 to 2004, said afterwards. “Warren Brown made us all laugh and he seems to enjoy his Peugeot past.”

“Having the tables set with pre arranged groups looked like it went well. Everyone at our table was in deep conversation with each other.

“Many members drove a long way in their older Peugeots with very poor weather conditions to cope with.”

Graham and Anne Cosier had organised the event and were delighted everything went so well. There was even a break in the rain for the cars on the bowling lawn to be inspected.



Ex-presidents: Back row (L-R) Ian Robinson, Peter Boorman, John Geremin, Tim Cunningham, Steve Palocz, Doug Smith & Ross Berghofer. Front row: Neil Strugnell, Jon Marsh, Michael Loney & Paul Watson.



Forty years young: Ian Robinson, Paul Watson & Warren Orth, fresh forty year members, cut the club cake, presented here by Sandra Berghofer

Bent Grille: For a slight mishap “somewhere between Oodnadatta and William Creek, Philip Challinor (R) was awarded the 2012 Bent Grille award from the original owner of the grille - Paul Watson.



Club memorabilia of the little and large kind



Pretty in pink: Helen Louran and Neale Drennan take advantage of a break in the rain to look at the cars.



Little gems shine on the Mountain

Photos: Paul Pracey & Peugeot Sport

Car 21 slips past a BMW 130i as it heads down through the Esses after Skyline

Not enough grunt? If the driver is good enough, it's remarkable what an RCZ can do during a demolition derby, reports Peter Wilson with help from Paul Pracey, Peugeot Sport and media colleagues.

THE BATHURST STORM gave Team Peugeot RCZ its lucky break when it struck during the last hour of the 12 Hour Race.

The heavy rain dumped on the top of the Mountain made the slopes and twists on the highest parts of the track dangerously difficult.

Cars large and small began aquaplaning and drivers slowed in caution, some down to 40 km/h on the water.

The scene was very reminiscent of the 1992 race when cars were sliding down the Mountain. German touring car ace Bernd Schneider told Fox Sport he was glad he was in the pits when the surfing down the hill began.

The Lotus Elise that had led the light invitational class from the start for most of the race was a casualty in the wet, striking the side of the track, and had to be removed.

When the inappropriately named safety car came out for this, it gave many teams a free pit stop and a chance to change from slicks to wet weather tyres.

The nimble, new look RCZs revelled in the disgusting conditions, even if other cars held them back and they improved their positions steadily to join the leaderboard and to finish 16th and 23rd overall.

They came first and second in the new class for cars under 1,600 cc and, minus the Elise, they were its only survivors.

Their places were the most impressive part of the result for two cars with blown 1.6-litre engines that were clearly lacking grunt in a race bristling with international muscle and very

high speeds along the straight.

After 12 hours, Car 21 – driven by Frenchman Bruce Jouanny and V8 Supercar teammates Andrew Jones and David Wall – had climbed 20 positions from the start to finish 16th overall.

Car 20 – driven by popular V8 Supercar star Jason Bright with Frenchmen Stéphane Caillet, an RCZ team regular, and Julien Rueflin – was forced to pit during the race after fuel fumes entered the cabin.

The fault stemmed from an early nudge in heavy traffic. The only fix was a complete fuel tank and system change that took the car out of the race for an hour and a half.

Car 20 dropped to 36th position while in the pits but eventually clawed back to 23rd.

However, Automobiles Peugeot was delighted with the result and its wide coverage in the European motorsport press.

The view at headquarters in Paris was the cars had done well even if they were not powerful enough to beat the GT3s. It was suggested that without its problem, Car 20 might have finished as high as 14th.

The Mercedes-AMG team Erebus Motorsport, driven by Germans Alex Roloff, Thomas Jaeger and Bernd Schneider, completed 268 laps (1,665 km) to win the event by a lap. The radio failed and Roloff in the car had no warning of the storm. The team was second last year.

Peugeot RCZ Sport team manager

Cyrus Ayari was very happy with his team's overall results.

"I'm very happy for Peugeot Australia," he said in a statement on the distributor's website late in the week. "Our two cars had really only minor issues because the fuel tank leak was the consequence of a crash incident.

"It was racing – the drivers did zero mistakes in tricky conditions, the team was fantastic – no mistakes.

"In true Bathurst form, the heavens opened up over the Mountain in the last two hours of the race, which created perfect conditions to show off the handling capabilities of the RCZ.

"In strategy in the first 10 hours we were not lucky enough. Every safety car wasn't entering the track in our favour."

A general complaint was that the safety car bunched the cars and created heavy traffic with diverse speeds for the fast cars to try to work past.

"So then the rain comes," Cyrus said, "and the track became very tricky. Thanks to the handling of our car we managed to get out of the trouble and our competitors ... they went



Snap: RCZ No 21 ducks under the Peugeot signage.

into the wall more than they were supposed to.”

General manager Olivier Perez said: “We are one/two in our category which was expected but, it’s very important, we did 16th overall among much bigger cars than ours with two to three times more power.

“How could we demonstrate more acutely that you don’t need a huge car to go fast? The handling is fantastic and all through race we were among the quickest.”

Bruce Jouanny, who has driven a Pescarolo at Le Mans and has raced in lot of Renaults, said: “It’s about car reliability, the team’s car preparation and the team’s experience. From the drivers it is no mistakes. The six drivers they are professional drivers.

“And consistency is so important. Even if our lap times are not the fastest overall we were all capable of lapping in the same second for 12 hours.”

The Pugilist’s man on the Mountain, Paul Pracy, described the RCZs as “little gems” that performed exceptionally well, especially in the wet.

Paul said the RCZs were among the smallest cars on the Mountain. But they ran very sweetly and excelled across the top and through the twisty bits.

He thought the Australian drivers seemed more confident than the imports and was delighted how the French cars could slip past the heavier, more powerful Commodore V8s.

The RCZs were relatively slow up the hill, were quicker than faster cars around corners and could be outrun on Conrad Straight but as their final positions showed, they were consistent.

Like the Peugeot 405 Mi16s at Bathurst 21 years ago, they could be run flat out pretty well everywhere. Unlike 1992, they were not stuck with a sponsor’s inadequate brakes.

Paul said the race was very exciting and had a wide range of mostly European cars and drivers – 17 nationalities. He noted that the weekend had the Bathurst trademark of spectacular accidents (but no injuries) and lots of DNF (did



Alpine twins: The RCZs take a Mountain corner together.

not finish).

Paul made a weekend of it and he had a ball. On the Friday, when they had practice runs and qualifying runs, he said the crowd was only about 400 people. He could go anywhere.

At lunch time, when the teams were having a break he called into the pits and where the RCZs were jacked up with their wheels off for their springs to be changed.

He was wearing a Peugeot club cap and when the team manager saw it was an Open Sesame; he welcomed Paul with open arms. There were 10 or 12 people from Paris and “they were A1 people”.

Paul was able to inspect the cars, look over the suspension and talk a little with the drivers. He watched as the team was making a simple wheel alignment with limited equipment.

He reported: “The cars were 195 kW+ at 6,500 rpm, 290 Nm at 3,500-5,500 rpm, roll caged, with special seats and belts, safety refuelling, up on their inbuilt jacks, changing front springs, front spoilers and checking special gas reservoir shock absorbers. The brakes had floating rotors and large calipers and centre-locked wheels. Tyres were Michelins, of course. The

computer interface was simply magic.”

In contrast to 1992, the high-tech pit team outnumbered the drivers.

The RCZs sported the new face that is being launched in Europe and will be introduced here in May, 100-litre fuel capacity for this race and aerodynamic mods to the body.

Paul asked a French driver what he thought of the Bathurst circuit. The driver did not have much English but he rolled his eyes and shook his head. He said he would like more practice on the track. The large eyes and grimaces of the others said it all.

However, once it got down to the actual race, the times of these professionals aligned with those of the local drivers.

The three Australian drivers recruited as a job lot from the Brad Jones team at Homebush, near Peugeot Australia headquarters, were good choices.

All had experience in big cars on the circuit, Jason Bright was a Bathurst 1000 winner with a huge following of fans and, importantly, they were used to working together.

Jason, who spotted an albino kangaroo as he arrived, admitted he was surprised that the RCZ was such a fun car to drive.

After wrestling his usual muscular Commodore V8 Supercar, it was a completely different experience for him to be in a front-wheel-drive car with 260 hp and great handling.

Jason had the best qualifying time but that was 20 seconds behind the Mercedes AMG SLS that qualified for pole position.

The Australians loved the way they could corner quickly. “It’s a potent weapon,” one said on the podium.

Andrew Jones said the team’s help and support and knowledge was paramount in the win.

“I would like to thank Peugeot for making it happen within Australia and France. Without support motor racing doesn’t happen and there was plenty of it from both parties,” he said.

“Secondly to Cyrus, Eric and Olivier and the whole team – thanks



The editor has been taking measurements...

Excuse me: RCZ No 20 cornering in the wet on the inside of the Class A Peter Conroy Audi R8 LMS Ultra GT that finished eighth. Peugeot Sport photo.



because there is no forgiveness and the driving in some cars is just appalling," he complained to the Western Advocate.

The Bathurst paper alone excelled in its coverage – it was its big local event – and was on hand when the French team was the first of the fly-ins.

It quoted proudly technical team manager Clement Laute after he had a drive around the circuit and said very diplomatically: "It is a very interesting track, one of the nicest I have seen. There is a track in Germany that compares, although the incline is much steeper here."



Coming round the Mountain: The RCZ chases the Loundes/Luff/Salmon Audi R8 GT and a Ferrari, with a BMW E46 hard on its tail.

for welcoming us and making us comfortable from the outset. Twelve-hour-style racing is very different (to V8s) and they were willing to pass on their knowledge to give us the best result."

They were pleased to finish – some V8 Supercar drivers fell by the wayside, including Craig Lowndes, Warren Luff and Rod Salmon in an Audi R8 LMS.

That is the contrast of the Bathurst 12 Hour. It attracts everything from expensive dream machines – Ferrari, Lamborghini, Audi and Mercedes GTs – to more affordable sports cars. Peugeot Sport was the only true factory team; others just had some support.

The 12 Hour is twice as long as the 1000 in October and still little known in Australia, though because of the European brands, endurance challenge and tricky circuit it has an international buzz and audience.

Hence a Radio Monaco team flew in for the commentary.

There were more entries this year, 49 compared with 27 in 2012, which meant more traffic for the GT cars to work through, and this year's race attracted 22,435 fans, about 3,000 more than in 2012 to its spectacle of speed and smashes.

In comparison, the Bathurst 1000 drew 207,205 fans to the Mountain in October 2012.

Without the home-built Supercar rivalry, little was heard of the 12 Hours. No television coverage, no cable TV, no results in the Sydney papers on Monday. But if you were in the know and were up with convergence, there was streamed video coverage from the 12 Hour website as well as pictures on Facebook sites and messages on Twitter.

While the event became something of a high-class demolition derby, it is starting to rank alongside the Nürburgring and Spa 24 classics and the fan chat indicated the streaming had both a local and an international audience.

SBS TV showed three hours of highlights a week later but it concentrated on the leaders and the A class action, replayed the mishaps and had moments of the RCZs in the pits during driver change.

<could end here>

The Ferrari that was a favourite to win dropped out after its second bingle with a

slow car and previous winner John Bowe complained long and loud about the slow cars and drivers who were out of their depth.

"Slow traffic is always an issue, but on this track it's more of an issue

How they went

Practice 1

	Class	Laps	Fastest Lap
1 Car 9 Audi R8 LMS Ultra GT	A class	17 laps	2:09.8768
17 Car 20 Peugeot RCZ	l1 class	14 laps	2:28.6166
31 Car 21 Peugeot RCZ	l1class	6 laps	2:32.3953
36 Car 60 Lotus Elise	l1 class	13 laps	2:36.6435

Practice 2

1 Car 6 Audi R8 LMS Ultra GT	A class	17 laps	2:09.3050
30 Car 21 Peugeot RCZ	l1 class	8 laps	2:30.6474
31 Car 60 Lotus Elise	l1 class	15 laps	2:31.1308
32 Car 20 Peugeot RCZ	l1 class	13 laps	2:31.4472

Practice 3

1 Car 88 Ferrari F458	A class	18 laps	2:08.5414
32 Car 20 Peugeot RCZ	l1 class	14 laps	2:30.8072
36 Car 60 Lotus Elise	l1 class	8 laps	2:32.2217
38 Car 21 Peugeot RCZ	l1 class	16 laps	2:33.3274

Qualifying 1

1 Car 63 Mercedes SLS AMG GT3	A class	10 laps	2:06.2730
30 Car 20 Peugeot RCZ	l1 class	9 laps	2:26.5056
33 Car 21 Peugeot RCZ	l1 class	9 laps	2:27.6536
38 Car 60 Lotus Elise	l1 class	8 laps	2:33.7484

Qualifying 2

1 Car 33 Ferrari F458 GT3	A class	7 laps	2:07.7947
26 Car 60 Lotus Elise	l1 class	7 laps	2:28.0710
32 Car 20 Peugeot RCZ	l1 class	8 laps	2:31.6720
35 Car 21 Peugeot RCZ	l1 class	10 laps	2:33.2119

12 Hour Race

1 Car 36 Mercedes SLS AMG GT3	A class	268 laps	2:07.7291
16 Car 20 Peugeot RCZ	l1 class	233 laps	2:30.6149
23 Car 21 Peugeot RCZ	l1 class	214 laps	2:29.0012



RCZ Peugeot Sport – technical data

Engine

Type	1.6 litres, EP6CDTm
Power	260hp at 6,500rpm
Torque	290Nm between 3,500 and 5,500rpm
Turbo	Borg Warner P154 (restrictor diameter: 38mm)
Exhaust	Diameter: 70mm
Fuel tank	Additional fuel tank (total capacity: 100 litres)

Transmission

Gearbox	Sadev ST82-14, Six forward speeds, paddle shift sequential gearbox
Differential	Limited slip differential

Electronics

ECU	SRT MM + data logging
Display	Colour

Dimensions

Length / width	4,290mm (excluding rear wing) / 1,840mm
Wheelbase	2,590mm
Front / rear track	1,770mm / 1,740mm
Minimum weight	Approximately 1,080kg

Chassis

Type	Body shell with welded roll cage
Front suspension	MacPherson-type with anti-roll bar
Rear suspension	Trailing arms and flexible beam
Front/rear dampers	Three-way adjustable dampers (low- and high-speed compression, rebound) and adjustable hydraulic stops
Adjustability	Camber / toe / ride height / rear wing angle (five positions)
Jack	Three integrated pneumatic hoists

Brakes/steering

Front brakes	355mmx 28mm ventilated discs and six-piston callipers
Rear brakes	290mmx12mm solid discs with single piston callipers
Steering	Rack and pinion with hydraulic power steering



We've been sitting comfortably as our estate piles on the miles

Otis Clay

THERE ARE FEW better ways to unwind at the end of a long day than by climbing behind the wheel of our Peugeot 508 SW. Thanks to its comfortable seats, hushed cabin and supple ride driving the big estate is like settling down into my favourite armchair for the evening.

The 508's calming effects come as a welcome relief after my two previous runarounds: the racy Renault Megane Sport Tourer and stiffly suspended Skoda Yeti. Both cars were great to drive, but neither left me as refreshed as the Peugeot after my 100-mile commute from Bournemouth in Dorset to our central London offices.

Yet it's not just the 508's ability to waft effortlessly down the motorway that's helping lower my stress levels. For starters, the vast 512-litre boot swallows all of my camera equipment, tripods and car cleaning gear with room to spare – unlike some other cars, where my kit often spills on to the rear seat. This means that with the retractable load cover in place I can leave the Peugeot safe in the knowledge that my belongings are protected from prying eyes.

I'm also enjoying the 140bhp 2.0-litre diesel engine's effortless performance. In terms of standing start acceleration the 508 is merely average, but its in-gear pace is much stronger, allowing the car to breeze past slower traffic. Better still, despite its considerable size, the SW has returned a respectable 40.1mpg at the pumps. And while the major controls aren't

exactly brimming with feedback, there's plenty of poise and grip through corners.

Sadly, just as I'm really getting to know the Peugeot, it's set to leave our fleet. In its 12 months at Auto Express, the car has impressed as a stylish, spacious, refined and family friendly estate. Yet it's not been without fault.

Worst of all have been the numerous electrical niggles. In the hands of previous keeper Graham Hope, the 508 struggled to start on a number of occasions, and often couldn't detect the keyless ignition fob, even when it was in the cabin. It also went through a phase of refusing to lock when you hit the button on the keyfob. Most obvious of all, though, was the digital readout for the time and date, which kept reverting to 2007.

Yet despite these faults, the Peugeot never left us stranded at the side of the road. In fact, if it wasn't for the electrical glitches it would easily stand comparison to more upmarket cars for quality. The brand has worked hard to banish its reputation for flaky build, and overall the SW feels solidly put together, while the cabin is packed with soft-touch materials and classy design details.

And at £25,125, the SW now includes sat-nav as standard and undercuts an equivalent Audi A4 Avant by over £2,000 –

although our car has shed nearly £10,000 of its value in a year, which is around £5,000 more than the A4 over the same period.

If the financial worries get too much, I can always calm myself down by taking a drive in the Peugeot. In fact, I'd better do it now before I wave goodbye to the car for the final time.

– from AutoExpress UK



Retromobile 2013



While the 205 was in charge, there were 203 Darl'mats to be seen as well.



Focus on joie de vivre 205s

Retromobiles, the French vintage and classic car show held every February, this year celebrated 30 years of the Peugeot 205.

The show's press release suggested the 205 is largely in bangerdom but it seemed rather late in tipping it as a future classic.

"I call it a 'no filter' car, with direct feeling controls," François-Xavier Basse, the editor of *Youngtimers* magazine, which is devoted to the cars of 1970-90, told the *New York Times*.

Like millions of French youth, his first car was a 205.

"Even today, it's very modern," he said. "It was the first exciting car from Peugeot in the period," replacing the stodgy 104.

The 205, designed in 1983, competed with the Renault 5.

The *Times* acknowledged the French have created legendary econoboxes infused with a little joie de vivre and reported swarms of smooth-riding Peugeot 205s and Renault 5s still zip along France's village lanes and cobblestone streets.

The Renault 5 had its day at Retromobile

last year, 2012 being its 40th anniversary

Peugeot nailed it with the 205: The company sold 5.3 million of them over 15 years, including the pocket-rocket 205 GTi and a ferocious turbocharged rear-engine version that won the fabled Group B rally championship in 1985.

Appropriately, for a car that can be had now for about US\$1,300, one of the base-model 205s on display had a coin-size rust hole near the rear window, the *Times* noted.

The full flowering of French ingenuity was on display and Retromobile, now in its 38th year at the Paris Expo centre, attracted over five days something like 75,000 visitors.

A treat for train spotters was a reconstruction of the first French steam locomotive, Mark Seguin's 1829 puffer with a revolutionary high performance tubular boiler.

Other featured vehicles were the 50-year-old Porsche 911, the amazing propeller-driven Hélica cars of 1913, two forgotten Prince Heinrich Benz, the Citroën DS of 1955 and the Shelby Cobra at 60.

The star of the high-end auction fare was a 1936 Talbot-Lago T150C that soldiered on to race at Le Mans four times until 1949, that sold for \$1,461,900.

Earlier, a 1936 402 Eclipse was listed, but

was apparently withdrawn before the auction got underway.

Pictures: Guy Nolleau



François Dubois, permanent secretary of l'Aventure Peugeot, with Guy Nolleau.

Peugeot 905 LeMans racer



Last month I brought you a little story about the 405 Coupé. In the same auction, Peugeot was also selling one of its 905 LeMans cars — chassis no. EV13, with a “buyer’s range” of €700,000 – €1,200,000. But don’t worry - it was offered with no reserve!

Simon Craig

In its continuing quest to claw back some money from all the red ink of 2011/12, Peugeot reached deep into the archives and put some priceless gear up for sale. Perhaps the 405 Coupé was not your thing? You could have driven away in a 1992/3 podium-winning Peugeot 905B Evolution LeMans car. Details are as follows:

- Not registered, competition vehicle
- Chassis EV13

- No reserve
- 1992 World Champion
- Pole position in 1992 Le Mans 24 Hour race (believed finished 3rd)
- Believed finished 3rd in 1993 Le Mans 24 Hour Race

Firstly, here is a little car history from Jean-Marc Teissèdre

The Lion’s Claw

If Peugeot’s sporting image is closely linked to rallying, the marque also has a full involve-

ment in endurance events, in particular at Le Mans. Recent 908 HDi victories testify to this. During the 1990s, however, another, equally prestigious Peugeot found glory in endurance racing.

The 905 brought the manufacturer from Sochaux two victories at the Le Mans 24 Hour race and the FIA World Championship title. It is one of these cars, EV13, that is of interest here.

On 23 November 1988, Jean Boillot, CEO for Peugeot Automobiles, and Jean Todt, director of racing, finalised an endurance project that would be managed by André de Cortanze, technical director of Peugeot Talbot Sport, supported by Gérard Welter, Xavier Delfosse, Jean-Claude Vaucard and Jean-Pierre Boudy.

Other well-known partners were involved in this adventure, notably aircraft manufacturer Dassault, whose Elfini software was used. Their knowledge of composite materials was also valuable.

The laboratory car, EV11, was presented at Magny Cours on 4 July 1990, when Jean Todt also revealed the names of the drivers who would have the honour of driving the 905. The Finn, Keke Rosberg, 1982 F1 world champion, was accompanied by Jean-Pierre Jabouille.

1990, the first roar:

After a year of learning (Montréal, Mexico), Philippe Alliot, Yannick Dalmas and Mauro Baldi joined the group with Tim Wright (chassis) and Robert Choulet (aerodynamics). In total, 120 people were assigned to work on the project

1991 : The Lion shows its claws to Jaguar and Mercedes

The 905s clocked up as many victories (Suzuka, Magny Cours, Mexico) as world champion Ross Brawn’s Jaguar XJRs. EV13 was used as a reserve car and benefitted from

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EV13: Ready and waiting for the hammer to fall.

all the evolutions: at Le Mans, it is assigned to Rosberg-Dalmas.

1992: Consecration: world champion.

After a disastrous start at Monza, Dalmas-Warwick won at Silverstone.

Three cars were entered for the Le Mans 24 Hour race. Chasing pole position, Todt chose the reserve cars, and put Alliot in EV13 set up in "sprint" specification. He qualified on pole with a superb time of 3' 21" 209 in front of Dalmas 3' 22" 512.

If Dalmas made the logical decision to revert to his race car for the 24 Hour race, certain information suggests that Alliot and his team mates Jabouille and Baldi planned to keep their "sprint" model for the race. There is no official information to contradict this...

In torrential rain, the two front-runners expected to establish a lead at the start.

However, they were quickly caught and then overtaken by a Mazda driven masterfully by Volker Weidler.

The Japanese car stayed in the lead for nearly an hour, when Alain Ferté, startled by spray from the Toyota of Lees, collided with him.

On the 24th lap, Dalmas-Warwick-Blundell installed themselves at the front and sailed on to a victory that only the change of an electronic gearbox ever put in doubt.

In the early hours of the morning Alliot went into the gravel at the Nissan chicane, and lost his righthand door. A little later, he went off again at Arnage.

The two incidents were caused by a problem with the power steering and a jammed throttle.

The distance between the two 905s extended from two to six laps.

Profiting from the situation, the Toyota of Raphanel-Sekiya-Acheson slipped into second place. The no.2 car recovered position for a while, but then another excursion off the circuit, this time with Baldi at the wheel, followed by a broken universal joint, relegated the team to third place.

Importantly, however, the Dalmas-Warwick-Blundell team won. For the first time in the history of the 24 Hours, a V10 triumphed.

With this objective under their belt, Peugeot continued with their chase for the title: a double victory at Donington and wins at Suzuka and Magny Cours established the lion as world champion.

1993: one race, a triple win!

For the third consecutive year, Philippe Alliot put a Peugeot at the front of the grid, recording an exceptional time of 3'24"94. In trying to do

advance, Jean-Pierre Jabouille, who promptly finished the session in a 905 bearing the number 2R. This was chassis EV13.

The spotlight was then on the mechanics who had a long day ahead of them repairing the damage to no. 2.

There is some evidence to suggest that the size of the task was too great for the time left, and that it was chassis EV 13 which took its place, as no. 2, for the start of the race.

Lined up on the grid, no-one bothered to check the identity of the car on pole position.

The rules stated that if it was the car seen out in practice carrying no.2R, it should have started from the back...

Ideally placed, no.2 took up the lead immediately, and kept it until 19.05 when an oil leak slowed its progress. When it took to the track again, it was sixteenth after 9 laps.

This was good news for the Toyotas who temporarily took the lead. However, the 905s, no.1 and no.3, gained the upper hand once more from 23.00.

A loose exhaust, a light and a driveshaft joint to change, put Brabham-Bouchut-Helary a lap ahead of Dalmas-Boutsen-Fabi.

For its part, the third 905, no.2, which had no further dramas, took third position at the end of the 21st hour.

With no-one

even better, he went off on the new section. The impact was hard and caused serious damage.

The only one authorised by the ACO to drive the reserve car was the person designated in

left to threaten this, Jean Todt fixed these positions. It didn't matter which order the three were in.

At the finish, one lap separated the first two cars and the 5,100 km covered at 213.358 km/h by Brabham-Bouchut-Helary constituted a new record for the 13.6 km course.

Having achieved its objectives, Peugeot could now plan new sporting endeavours. And in any case, times were changing. Jean Todt left to join a Ferrari team that was a long way from its former glory, and Toyota employed André de Cortanze to develop the GT One.

The aerodynamics engineer Tim Wright signed with Jordan and Paolo Catone stayed at Le Mans to design the future Courage.

As a final twist to the story, he rediscovered Peugeot Sport in 2005, taking responsibility for the 908 project!

Race history Peugeot 905 EV13

- 1991 Suzuka (n°5T), Monza (n°6T), Silverstone (n°5T), Le Mans (n°5T), Nürburgring (T car sans numéro), Magny Cours (n°5T), Mexico (T car sans numéro), Autopolis (n°5)
- 1992 Silverstone (T car sans numéro), Le Mans (n°2T)

Auction Results

The car was auctioned on 7 July, 2012 at the LeMans circuit, along with a whole host of other machinery.

When the hammer went down, the car was worth €654,723, meaning it came in second on the list behind a 1966 Ferrari 275 GTC, which went for €1,540,200 and roughly double the price paid for 1938 Peugeot 402 Darl'mat Roadster at €321,667



Pigeon Pair: The 908 HDi FAP lined up with 1993-winning 905

Specifications	1993 Le Mans (n°2R)
Manufacturer	Peugeot
First race	1990
Category	Group C1
Engine	80° 3,499 cc (214 cu in) V10, 40 valves
Output	650 PS (478 kW; 641 hp) @ 12,500 rpm (905B produced approximately 715 hp (533 kW; 725 PS))
Chassis	Carbon fibre Monocoque
Length	4.80 metres (189.0 in)
Width	1.96 metres (77.2 in)
Height	1.04 metres (40.9 in)
Weight	780 kg (1,720 lb)
Tyres	Michelin 32x63x17 & 34x70x18

Latvia ERC joy for Ketomaa



Craig Breen still scoring podiums with the soon to be replaced 207 Super 2000

Jari Ketomaa made history when he won the first FIA European Rally Championship event to take place in Latvia last month/

The Finn's success on Rally Liepāja-Ventspils followed three days of thrilling high-speed competition on ice and snow-coated roads between the two Baltic cities.

While Ketomaa excelled alongside Kimi Räikkönen's former co-driver Kaj Lindström in a Ford Fiesta RRC, there were standout performances too from Peugeot 207 Super 2000-driving Irishman Craig Breen, who finished second, and third-placed François Delecour.

The Frenchman secured the final podium place in another Peugeot after a close battle

with Russian Alexey Lukyanuk.

Lukyanuk, who was leading the ERC Production Car Cup, was 1.7s behind Delecour with two stages left when a brush with a snow-bank damaged his car's oil cooler and forced him to retire. However, Lukyanuk won't be leaving Latvia empty-handed after he was chosen as the recipient of the Colin McRae ERC Flat Out Trophy, while multiple Baltic and Lithuanian champion Vytautas Švedas inherited the showroom category laurels in a similar Mitsubishi Lancer Evolution X.

French Rally veteran François Delecour says he felt for his rival Alexey Lukyanuk when the Russian dropped out of their battle for third

on Sunday afternoon.

Delecour and Lukyanuk were in a close fight for third place when Lukyanuk hit trouble on the penultimate stage and retired with damage to his car's oil cooler following a brush with a snow bank.

With Lukyanuk out, Delecour was able to cruise to the finish and his first podium in this year's FIA European Rally Championship in his Visit Romania-backed Peugeot 207 Super 2000.

"Unfortunately it is part of the job and it happens so many times with many drivers," said Delecour. "I know he has done a very good performance but anyway it's rallying and it's very often like that. We have proved we are still competitive and not too far from [Craig] Breen after many beautiful stages. And the points are important for the championship and the rest of the year."

Delecour's performance in Latvia puts him up to third place in the drivers' standings.

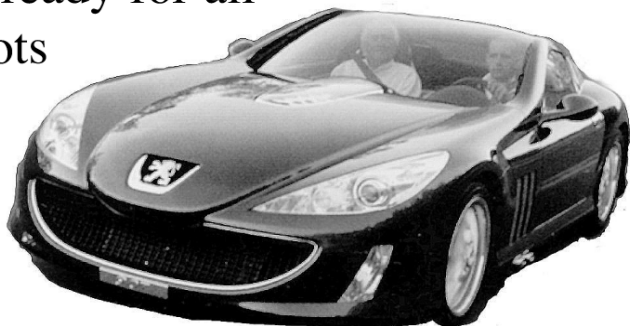
There was also success for Finland in the ERC 2WD Championship with Risto Immonen claiming victory in a Citroën C2 R2 Max after long-term leader Stéphane Lefebvre dropped down to second on the final morning when a gearbox issue slowed his Peugeot 208 R2.

Nevertheless it was a hugely impressive showing by the young Frenchman, who had never competed on snow or ice.

Ketomaa had trailed Breen over the opening five stages but moved in front on stage six when the additional top-end speed of his turbocharged engine told on the super-fast roads. Breen remained in contention until stage 12 when a minor electrical glitch cost him precious time and prompted him to settle for a strong second place.

"I'm really happy with this result after two

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years of bad luck,” said Ketomaa, who moves to the top of the ERC drivers’ standings following his triumph. “We didn’t want to take any risks and knew that we would settle into a rhythm after the first day. The feeling was really good and the conditions on the rally were extreme with very high speeds and lots of frozen gravel. But we never stopped believing in the work we could do and the team has done a great job.”

Despite losing out on top spot, Breen was more than satisfied with second on his first of eight planned ERC appearances with the Peugeot Rally Academy-Saintéloc team. “I’m overwhelmed to even have been in contention for victory,” he said. “I came here to finish on the podium and that’s exactly what I’ve done. I wasn’t pushing over the top, the wins will come this season.”

For rallying legend Delecour, his decision to run with a short-ratio gearbox masked his ultimate pace while there were also a few dramatic moments including a high-speed trip through a field and a scare on Friday night when he completed much of stage three with his door flying open.

Reigning ERC 2WD champion Jan Černý celebrated his first outright European championship stage win with the fastest time on the closing spectator stage in Ventspils to secure fourth overall in his family-run ŠKODA Fabia Super 2000. Raimonds Kisiels charged through the order to claim fifth and the honour of being



François Delecour has still got the touch with a rally car.

2: Young stars impress. Craig Breen’s pace has never been in doubt, but the now 23-year-old Irishman (he celebrated his birthday on the second day of the rally) once again impressed by leading for five stages on his ERC debut. Then there was Stéphane Lefebvre who’d never driven on snow and ice before but still set the pace in the ERC 2WD Championship before a mechanical fault dropped the 20-year-old to second.

3: Heroic performance. They don’t come much more heroic than Alexey Lukyanuk, who punched above his weight onboard a standard-specification Mitsubishi Lancer, running as high as third overall only to retire two stages from home when he damaged his car’s oil

on snow and ice by leading the ERC 2WD Championship second before eventually settling for second in his Peugeot 208 R2.

Afterwards, Peugeot Sport head Bruno Famin was full of praise for his two young drivers who form part of the Peugeot Rally Academy.

“This weekend’s result is a great start for the Peugeot Rally Academy,” said Famin. “Our two youngsters showed real speed and posted some first class stage times, not to mention their excellent consistency. Despite suffering a deficit in terms of top speed, the Peugeot 207 S2000 continues to be a formidably competitive challenger and the benchmark in its class. That was demonstrated not only by Craig but also by François Delecour who joined him on the podium. Craig showed what an incredibly combative driver he is and I was also impressed by the speed with which Stéphane adapted to conditions which, along with the European championship, were completely new to him. He produced a very strong performance in the 208 R2.”

Explained: Craig Breen’s heated boots

Want to know what’s strapped to Craig Breen’s rally boots? Well to keep his feet warm and functioning during Rally Liepāja-Ventspils, Breen resorted to a pair of battery-powered boot warmers.

With ambient temperatures often failing to exceed minus degrees centigrade in Latvia and with only a fan heater directed at the windscreen for company, it can get cold in rally cars, as Breen explained.

“I got them in Sweden last year,” said Breen, who finished second on the FIA European Rally Championship round in a Peugeot Rally Academy-Saintéloc 207 Super 2000. “There’s an element that goes from the top of the boot into the sole and the battery is there to heat it up. It’s good for the feet and toes and there are two settings on the side to adjust how the hot it gets although the hotter the heat the quicker you use up the batteries.”

Breen explained that it’s rare for co-drivers to use boot warmers: “They use bigger boots so can wear thicker socks. The boots drivers wear are much thinner so you can feel the pedals and move your feet around the foot well. That’s why you need the warmers, to keep nice and snug.”



the top Latvian finisher in his MINI John Cooper Works RRC, which he was using in competition for the first time on the back of a 40-kilometre pre-event test.

Marco Tempestini headed the Napoca Rally Academy challenge in 20th with Zbyněk Baller reaching the finish in a Eurosol Honda Civic. However, there was disappointment for ERC 2WD title leader Hannes Danzinger, who retired his Renault Clio R3 with water pump failure on Sunday’s first stage

Five things we loved about Rally Liepāja-Ventspils

1: Delecour delights. As if we needed reminding, François Delecour is a rallying legend. On Friday’s third stage he proved why when he completed much of the run with his driver’s door open after the locking mechanism broke prior to the stage start. It wasn’t such a problem on left-handers but every time the 50-year-old turned right he had to resort to driving one-handed in an attempt to hold the door shut. Incredibly he was second quickest.

cooler striking a snow bank.

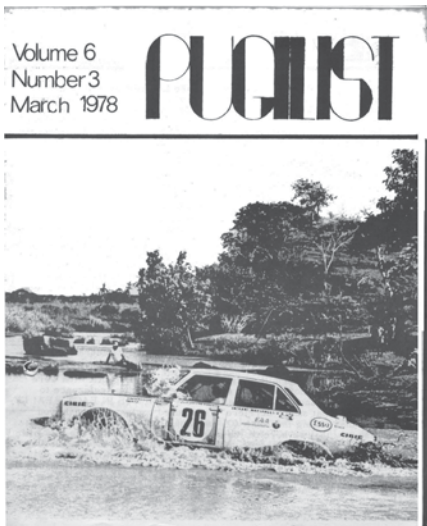
4: Friendly welcome, great organisation. Wherever you went on Rally Liepāja-Ventspils you could always expect a friendly welcome. The organisation and attention to detail was also first class.

5: ERC stars go for a jump. Organisers devised a route containing some truly stunning roads which proved to be a driver’s dream. For the final stage, they come up with something for the fans, a stage based around an artificial ski slope in Ventspils located within easy access of the city centre.

Breen and Lefebvre impress the boss in Latvia

Impressing the boss is never an easy thing to do but Craig Breen and Stéphane Lefebvre did just that on Rally Liepāja-Ventspils last week.

Breen finished second overall on the FIA European Rally Championship qualifier in Latvia with six stage wins to his credit at the wheel of a Peugeot 207 Super 2000, while Lefebvre (pictured) shone on his first rally



Breaking news: The March 1978 issue has photos of the month's Peugeot 504's African Safari win.

40 years ago

1973 Forty club members with their 12 Peugeots at their first social gathering were a worry for the ferryman when they insisted that no cars other than Peugeots be allowed on board for their crossing at Wisemans Ferry.

All stunning females urged to attend a meeting to form a Bastille Ball committee.

35 years ago

1978 After Garry and Barbara Wallace put up with 75 boozy members in their home for the Christmas party, 26 members and partners spent eight hours on a Harbour cruise.

Sporting secretary Paul Brownlow and editor Greg Churm offer oil filters at \$3 to \$5, lights, water pumps, hoses, globes, clutch parts all cheaper than Renault.

Technical advice is on upgrading 203, 403 and 504 headlights, the tip for the last being trapezoid kits. For auxiliary lights, the Bosch SL5, endorsed by most semi-trailer drivers, gets the nod for touring.

30 years ago

1983 Forty Peugeots competed in the anniversary concours, including a well-used 203 described by its owner as "original in every detail, including the oil". Robyn Duffy's 403 wagon, with high scores in authenticity, was the outright winner.

Ian Robinson is sporting champion after a long tussle in 1982 events with his "grease twin", Laci Koszta.

25 years ago

1988 Wally Best and Steve Palocz plan a 604 Day at Lake Parramatta.

Peter Fogg lacks a steamroller so he spent an

afternoon running his Peugeot 504 back and forth to consolidate the roadbase on his new driveway.

Chris Deligny, catching the 24 Hour Touring Car Race at Spa, notes few Pugs in the car park and none in the race, but it was like old home week with drivers including Bob Holden, Brock, Moffat, Grice and Harvey.

20 years ago

1993 Club historian Jon Marsh notes the booze does not flow at club gatherings as it once did.

President John Geremin recalls when he had a 404 while working in traffic research in the late 1960s. Significantly, three of the 15 cars parked outside work were Peugeots.

Laurent Perrier fizz rep Patrick Vanson has rebuilt an early 504 from the south of France for the London-Sydney 25th anniversary rerun, sourcing a new bell housing from Chullora and new suspension and 3.5-turn steering rack from Noumea.

15 years ago

1998 Shhh, don't tell the crims about the Federal Police's new surveillance Pug. The 405 diesel doesn't look like a police car and has a fab driving range, which means fewer fuel stops when tailing a suspect.

Childish. Loved it. Politically incorrect. Embarrassing. All comments on former Baywatch lass Donna D'Erricco, our Miss Peugeot in the February Pugilist. Another editor said he wished he had the courage to run that.

10 years ago

2003 John Wileyman's friend Alex warns against holding a valve cap in your mouth when checking your tyre pressure. "Take a moment to think of how many dogs have cocked their leg on that wheel," he warns.

A collector from Tom Price offers to buy the now obsolete club plates when they are returned to the club.

A handful of club members inspect the rare vintage French cars in Sid Muirhead's workshop. After checking a fabulous Delage D8 engine on a workbench awaiting a newly machined camshaft, Steve Palocz said the straight eight had an awful lot of valves for



Kiwi dragster: A well-worked over 1967 Peugeot 404 engine with Ti head, Holley double pumps and a 50lb boost home-made supercharger has powered this flyer to an 8.9 second quarter mile and made V8 guys cry. It was a highlight of an Auckland club display in 2008.



tappet setting.

Phil Challinor remembers his dad stopping at Inverell in 1953 to see the gleaming new Peugeot 203 ambulances – a fleet of 31 served the district. The ambulance drivers came out to see Phil's dad's car – their first sighting of a 203 sedan.

Five years ago

2008 Routes have been checked for the inaugural 505 Tough Day.

Don Pearson has found a quick way to warm up his 204 – towing a caravan up a hill.

The Club motorkhana guru Robert Rigg was an instructor at the Renault skidpan day. Nigel Nash was wondering if he should fit a hydraulic handbrake to his 404 to cut his times.

Flash Flanagan's Peugeot 175 is back in France after 85 years, being enjoyed by collector Robert Planes. Only two and a Wollongong project survive from the 330 that were made.



Puggy weekend: Cars turning up for a tenth anniversary celebration in 1983 after a convivial dinner at the Haberfield Rowing Club where 11 members received 10 Year badges.



Oh for the cashless (club) society

THERE IS THE ODD time that club treasurer Con Engel doesn't want to know about money.

Not when he is presented with a bundle of a grand's worth of cash.

He reckons it spoils his banking experience.

He wondered if he had done something to offend Anne Cosier, who had been collecting deposits and payments for the club's 40th anniversary dinner for three months.

She had been putting the payments aside in a safe place.

So Con, who had prepared a fat club cheque for the venue's costs, received a total of \$1,383.85 in members' dinner dues.

But he was surprised when he got it in the form of \$310 in cheques and \$1,073.85 in notes and coins.

"After waiting in a queue for 20 minutes at

NAB Strathfield, the teller would not accept the coins (over a kilo in weight) unless it was sorted into each denomination and placed in separate plastic bags," Con reported.

"So I was given empty bags and went to a desk to sort and pack the coins. Then I was allowed to re-join the queue and have the deposit accepted. All in all, a process that took only (just over) 35 minutes."

He pleaded with Anne not to hoard money again for so long.

Con is a patient soul with a great sense of humour. After reporting on the state of the club kitty at the February general meeting, when a certain ski lodge was hot politically, he declared: "I can say that I have not accepted any hospitality from Eddie Obeid."

Everyone enjoyed that.



Cargo Jet.

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The new Peugeot Intercooled Turbo Wagon really can bring you the best of both worlds.
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Nicholas lightens up with windows

NICHOLAS PETERS LEFT the February club meeting much happier than when he arrived.

He had been down in the dumps because when he was away from home for a week, someone had smashed the windows of a recently acquired Peugeot 505 that he had parked in the street.

Nicholas tried Steve Palocz but he didn't have any 505 glass.

However, Steve suggested some other members to try in case they had some glass in their stashes.

At the meeting, Nicholas was delighted when Morrie Barrett said he had a set of four doors available.

Steve said it is now hard to get 505 parts. In fact, he said, there are now more 404 parts available in Australia.

He has found a new source in France with a big back catalogue of Peugeot spares from 202 to 604. He has been able to get some 604 parts that he has not seen for 20 years, he said.

Meanwhile, some bouncer stole president Ross Berghofer's car cover off his 505 wagon when he left it in the street. "It was only a few months old," he told the meeting.

Pug remodeller gets weaving



A Nigerian craftsman has given his Peugeot pick-up a distinctive African look by weaving cane completely over its body.

Obaniyi Adeoye Ojo, who has been in the cane furniture business since 1998, told the Ibadan Sunday Tribune that he decided to customise his Pug as "something unique to promote Nigerian culture" three years ago.

The new appearance made no difference to the performance of his Peugeot, he said.

Canes was very versatile and could be used for house structure and design, thatched roofs, chairs, hampers, boxes and many other things. He said he could turn his hand to make anything with cane.

Ken's 30 years with club

The committee has extended condolences to Ken McInnes, who recently moved from Casino to Tyndale, over the recent death of his wife, who was suffering from dementia.

We learnt of his loss when Ken, who is 81 years old, wrote to badge registrar Jon Marsh to express his appreciation for his club 30 year badge.

"Current 406 auto turbo diesel sedan purchased new in 2001 is a great car, having done only 60,000 km," he wrote.

"Still has original brake pads, muffler and hoses, and has never blown a light bulb. Only replacement part has been a failed indicator stalk.

"Coles Car Sales at Lismore have looked after all our Peugeots beautifully.

"I wish all members and the club the very best for the future."



For sale

203 ute, 1954, blue, low mileage, (20,000miles) currently on NSW Historic reg, good condition, timber tray & sides, \$14,000ono, Neville, Bombala, 6458 7208

205 CTi convertible, automatic, reg BM41AI. Car is in very good condition throughout reg is due in July 2013. As seen in December magazine page 24, car can be seen in Five Dock or southern Sydney \$12,500. Mark Donnelly, 0412 832 574

304 Cabriolet. This vehicle was owned by my son (now deceased), and has been parked in a shed since approx 1994. It was driven into the shed, and was roadworthy at that time. Location is within 100 km of Adelaide SA. No reg. Serial number: 3725006, Speedo says 86800 (miles I presume). Condition: This appears to be an ex-UK vehicle, so the inherent rust is present. Both floors are rusted out, but boot floor appears OK. Rust in bonnet leading edge, and boot lid edge. Rust in the normal Peugeot places. Grill has some damage, RH indicator light is cracked. The hood is intact, and in quite good condition, but would probably be fairly brittle by now. All interior rugs, trims etc are present, but dirty. OK for patterns. A half-tonneau is included. Spare is still stowed under rear. Parts missing: Ignition key (this may be secreted on the vehicle somewhere, but I have not found it). 2xhubcaps, petrol cap, rear bumper, battery. \$10,000ono Alan Lamkin, 0408 816 760 or akl@adam.com.au

406, 1998, auto, unreg, red, auto needs fixing, car is movable, 193,000km, good body & interior, \$1,000ono, Neville, Bombala,

6458 7208

406 Coupé, 1998 V6 auto. Lugano Green. Excellent condition, near new brakes and Michelin tyres. Aug rego. Beautiful and desirable car. Reluctant sale. \$10,900. Keith Bridge, Nowra, NSW. 02 4421 2824, 0427 212 824

504 1981 silver 327000km. Rego till June. Fitted with 505 motor and 5 sp box. Webber carb, mag wheels. Goes well, buying another. \$1500 ono. John S, Basin View (near Nowra), 02 4443 4012, loisjohn@bigpond.com

504 1980. Manual, metallic choc brown. Amazing interior, alloys, good suspension, motor, gearbox, needs little body work \$2200 ono, Costa 0409 849 156 or 02 6684 9156

504 1974 man. Track yellow, alloys, good running order, reco rear brake callipers, little work for rego, \$1800ono, Costa 0409 849 156 or 02 6684 9156

504 1978 auto. Mid blue, good interior, very little rust, great potential needs drivers side front door, bonnet. \$650 ono, Costa 0409 849 156 or 02 6689156

504 Diesel Sedan, 1982. Runs well. Unregistered, \$1,000 ono. Wesley Broomham, Canowindra NSW, 0428 422 304

505 GTi man. Silver, 14" alloys, complete, going, lots of new fuel inj. bits, goes great, needs some suspension and body work for rego \$600 ono, Costa 0409 849 156 or 02 6684 9156

505 GR Sedan, 1981, ex-Armidale car, basic 505, 300,000+ km, 5 speed manual, needs new inner speedo cable, radio/cassette player does not work, but aerial goes up and down, mint green paintwork on most of body, roof has been painted white (and shows some signs of old hail damage).

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 19 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.

\$1,500ono, couple of spare tyres will be included. John G. 0427 102 060, jgeremin@iprimus.com.au

505 wagon, 1983, 7 seats, ex-Victorian SXB-183 rego. Converted to diesel, speedo reads high. Has rust spots on bodywork, and small dent on bonnet that makes it awkward to open. Not driven for past two years, since I drove it back from Victoria. Needs new battery, couple of spare tyres will be included. Inspection available near Liverpool \$3,000ono, couple of spare tyres will be included. John G. 0427 10 20 60, jgeremin@iprimus.com.au.

505 STi sedan 1981 - manual, copper-gold, resprayed, excellent condition inside and out, beautiful upholstery. Well loved and maintained professionally over last 11 years with all systems in very good condition. P/S, front and rear brakes, clutch, timing belt and A/C systems are all well maintained and serviced recently. Near new rear shocks and 5 very good Michelins. Rego to May 2013. Must go to a good home \$2,800ono, Ron Johnson jgeosci@hinet.net.au 0417 746 085, 02 4861 3155

505GTi, red, good paint, good interior, sunroof, reg to 4/5/13, PUG590 not transferable, \$2,500ono, Neville, Bombala, 6458 7208

505 GTi sedan, 1988, manual. 285,000km. Head recon and new timing belt @ 240K, Michelins done only 10K, new clutch @ 214K. Complete new exhaust with cat converter

5 years ago, plus oxygen sensor, thermostat, fuel pump, heater blower, fuel sender and all new hoses. Towbar, rear venetian. Clarion CD/radio. Reliable daily workhorse showing its age with a few blemishes and broken plastic bits and a couple of irritations (sticking rear calipers and occasionally starter solenoid). Air con cactus. Some extras incl. hard to get items. Noisy gearbox that hasn't changed in 6 years. Spare gearbox thrown in but also noisy. \$2,500. Tony, Padstow, 9771 3817

Parts

Alternator - 100amp. Light up the road with this one or put a boom box in the back of your Peugeot. This alternator is in very good condition. It has an inbuilt regulator so the wiring is very easy. Bearings are good and the rotor spins freely. \$1 per amp or cheaper if you buy all 100amps for \$90. Steve, 0409 504 604

406 mag wheels (four). Includes all wheel bolts. Two wheels half tread left. \$275 for all four. Wreckers want \$80 per wheel. Steve, 0409 504 604

Free

203 lion for bonnet & 203C front emblem badge, Rob Oakman, Claremont Meadows, 9623 2526

404 rear seat back and base. Black vinyl. The seat is in good condition. Steve, 0409 504 604.

406 rear seat folding back and base for a D8 406 (late 1990's model). Grey with pattern velour in very good condition. Steve, 0409 504 604

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Ted & Trevor Day 21 April

The Morris Minor Picnic Club, organiser of the popular OASIS runs, are proposing a drive day on 21 April in memory of Ted deLissa and Trevor Norman, both very active members of their car clubs, who we lost last year.

It's billed as "a mystery run requiring your wits and a picnic lunch to remember Trevor and Ted who we lost last year."

A lot of fun and a must for every club member.

Reg and Gary from the Morris Minor Picnic Club are organising the details..



PEUGEOT
MOTION & EMOTION

PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
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
Dominelli Prestige	Sales Showroom	139 Princes Highway	ARNCLIFFE	NSW 2205	02 9335 9100
	Service Unit	Ann Street	ARNCLIFFE	NSW 2205	02 9335 9220
	Service & Parts	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	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	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	446 Malvern Road	SOUTH YARRA	VIC 3141	03 9341 4444
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	55 Garden Street	SOUTH YARRA	VIC 3141	03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service Unit				07 3253 1440
	Parts Unit				07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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