

the pugilist

November 2014



Magazine of the
Peugeot Car Club
of NSW Inc

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Exalt update



CJ Hubbard

PEUGEOT HAS UPDATED its Exalt concept car for the 2014 Paris motor show. Compared to the version that appeared at the Beijing motor show in April, the revised Peugeot Exalt features a new colour scheme, new materials – and an electric scooter in the boot.

To recap, the Exalt is a large saloon that follows on from the Onyx concept of 2012. It's powered by a hybrid powertrain that combines

The cover

Peugeots are the view in this sight-seeing extravaganza on top of Mt Canobolas during the Oh3 Weekend.

Photo: Graeme Cosier

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the 199kW 1.6 THP turbo petrol from the RCZ R with a 50kW electric motor to give a total power output of 249kW. As with other Peugeot hybrids, the Exalt is four-wheel drive.

What's new about the Peugeot Exalt concept for Paris 2014, then?

As before most of the outside is finished in bare steel, but at the rear the replica "shark skin" material that was red is now grey – reducing the primate's backside appearance (as we previously put it).

The metal is supposed to represent the pared-back nature of the design, while the cod shark skin (sorry) is said to be highly aerodynamic, helping to reduce drag.

On the inside the Ebony wood from the Chinese debut has been replaced by a new version of the "Newspaper Wood" from the Onyx. Made from compressed recycled newspaper, this eco-friendly material has been sourced from financial papers this time, giving it a slightly sickly salmon pink hue.

Other unusual interior materials include wool-based "chine" fabric on the doors, headlining and dashboard, 3D-printed speaker grilles and basalt fibre employed as a natural alternative to

carbon fibre for the sills, smelted from basalt stone. The leather on the seats is chemical free, and embraces flaws for a unique look, rather than increasing waste in the process of avoiding them.

What about this boot-bound scooter?

The biggest surprise for the Exalt's Paris reprise is in the boot, however. Pop the tailgate, which uses an unusual pantograph mechanism to maximise the opening without requiring lots of external space, wait for the electrically operated "hobby flap" to unfold, and beneath the luggage bay's floor you'll find a fold-up electric scooter, called the HYbrid-kick.

Any other unusual tech secrets on the Exalt?

Peugeot is very keen on its i-Cockpit interior design still, present in the Exalt's small steering wheel and high-set digital instruments. A pair of touchscreens fold out of the dashboard to take care of infotainment needs, while the "Pure Blue" air conditioning system releases anti-bacterial agents whenever the car is parked to keep the cabin germ free. Right.

Less far-fetched are the seven driver-programmable toggle switches for secondary controls, positioned either side of the steering wheel to give single button access to key functions.

Amongst these is the black light illumination option for the headlights, providing increased visibility of white lines and other road markings at dawn or dusk.

— from carmagazine.co.uk



Ross Berghofer

Hello, fellow club members.

The November meeting will be at Shannons at Artarmon to view cars that have been listed for the upcoming Sydney Shannons auction.

The December club meeting will be at Five Dock, when the guest speaker, Peter Gallagher, from Spinning Wheel Tyres will demonstrate some interesting issues with tyres. He will stay for Christmas supper to answer your questions.

Thanks go to Peugeot Australia for hosting a preview of the new 308 that was held at the Homebush headquarters of the company. Some 60 people attended from 6:30 pm to view the yet to be launched 308.

Two cars were on display – a hatch and a wagon. The cars were magnificent, with lots of new safety features over the superceded models. Check them out when they appear on the dealer's lots, and make sure to tell your friends about them. Peugeot Australia kindly offered refreshments afterwards.

The 2015 president's breakfast run will be on 22 February. I am considering some venues in western Sydney, so please keep this morning and day free to catch up with fellow Peugeotists then.

As I foreshadowed in last month's report, the committee proposes streamlining the audit requirements of our club's constitution. Under the Associations Incorporation Act, our club is regarded as a Tier 2 club and as such is not required by legislation to prepare audited financial statement to the annual general meeting. But accurate financial statements have to be presented to the annual general meeting.

Accordingly, your committee will propose that an audit sub-committee be created to act as an internal auditor. This process will save the club some \$250 per year in auditors' fees. Your committee has every intention of providing an audit independent of the incumbent treasurer.

Financial statements must be lodged with the Department of Fair Trading, with a lodgement fee, after they have been presented to the annual general meeting.

At the same time, your committee proposes two other operational changes to the constitu-

tion. One will make a provision for an assistant historic registrar. The other will clarify the status of junior members to be considered as full members of the club, with voting rights.

Our club's current constitution may be

found at www.peugeotclub.asn.au/docs/ConPCCOct04.pdf

And H platers, always have your club magazine with you on club outings, to prove to anyone who asks that you're on an approved club outing.

Notice of Special General Meeting

to be held on Wednesday 4 March 2015, commencing from 8:00pm at the Veteran Car Club Hall, 134 Queens Road, Five Dock.

The business of the special general meeting will be:

1) Rescind section 16(d) that contains a reference to an audit by a chartered accountant, and replace it with an audit sub-committee, with wording as follows:

16 (d) Audit Sub-Committee (ASC) Charter

Election of and membership

The Audit Sub-Committee will be elected at the annual general meeting after the filling of positions of the Club Committee.

The ASC will consist of two members one of whom may be a Committee member and the other must be a financial Club member, neither of whom shall be the current treasurer of the Peugeot Car Club of NSW Inc.

Responsibilities

Ensure that effective system of accounting and internal control exists to manage financial accounts. This requires that the general ledger be kept up to date in a proper and timely manner. To make the Club Committee aware of any matters that might have an impact on the financial condition of the Club. To approve lost or missing receipts

expenditure after having satisfied itself of the validity of same.

Recommend the appointment of an external auditor if deemed necessary.

Financial Compliance and Reporting

Prepare an annual report of Club's financial status in time for the annual general meeting.

Ensure that Club accounts are prepared in such a manner as to meet the requirements of the Department of Fair Trading or other such relevant authority. If required by legislation, the Club Committee may appoint an external auditor. Such auditor is to be either a member of the Institute of Chartered Accountants or of the CPA Australia, holding a current practicing certificate.

Meetings

The ASC will meet at least twice a year. Proceedings of the meetings will be recorded in minutes. The minutes will be submitted to the Club Committee meetings.

2) Add a new Paragraph 13.2 (j)

This to be a new sentence with the words "an assistant historic registrar when necessary"

3) Clarify Paragraph 44 (a)

After "full members" add the words "including junior members aged 12 to 17 years inclusive."

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Are you getting club emails?

Simon Craig

Lots of events email reminders to club members with Gmail accounts are bouncing lately.

Gmail users should check their spam folder to see if emails from the editor are being treated harshly.

A good way to help ensure this is not happening (even for non-Gmail users) is to include editor@peugeotclub.asn.au in your list of Contacts or address book.

Geoff McHardy is the membership secretary and you could send him an email or call him and let him know what your current email address details are.

You can send Geoff an email at: renewals@peugeotclub.asn.au or call him on 02 4576 3506.

End of year dinner

29 November

Simon Craig

THIS YEAR'S VENUE for the end of year dinner sees us returning to the Stonebar at Meadowbank, where last year's dinner was held.

A popular venue, Stonebar has a great outlook on the Parramatta River.

The menu caters for seafood and non-seafood lovers alike.

A dizzying selection of meals are available and, with only 30 places booked, you may have to get in quick as this was a very popular function last year.

Stonebar Brasserie is located in Meadowbank, at the end of Bowden St, directly opposite the Sydney Ferries wharf.

Price has been finalised at \$45/pp.

Anne Cosier will be collecting funds and if you would like to book a spot at this event, you'll need to pay upfront, as deposits are not being taken.

We'd love to see you there.



OASIS

Tue, 11 November

Reg Short

The next OASIS run will be to Roughly House, a stately home at 656A Old Northern Road, Dural.

It will be the second Tuesday, owing to the Melbourne Cup being on the 4 November.

Morning tea there and a tour of the house will cost \$6.00. We'll meet at McDonald's at 3 Showground Road, Castle Hill at 9:30am for a 10am departure to the House.

After the inspection, at around noon, we'll depart for the Castle Hill RSL club for lunch at the courtyard café. The club is at 77 Castle Street, Castle Hill.

The 2 December OASIS Christmas lunch will be at the Nepean Rowing Club. Details will be provided later.

Any enquiries to Reg Short on his mobile: 0409 773 371.

November Club meeting at Shannons showroom

Simon Craig

5 November



SHARE THE PASSION

THE NOVEMBER Meeting (not the October meeting as has been previous years) will be held at the Shannons Showroom in St Leonards—so members can view the cars that will be in the Shannons Late Spring November Auction, from 7pm-ish.

The lots up for auction include some fascinating vehicles, like a Lancia Lambda — a 1920s car which keen readers of the Pugilist will know pipped the Peugeot 201 in having independent front suspension. Refer to David Bean's article in Feb 2008.

Other cars include an Austin Atlantic, an Alvis Speed Twenty, a Jensen Healey roadster and a 1949 MG TC Roadster.

If it's anything like previous years it will be an interesting mix of cars.

The Shannons Showroom is at 65 Reserve Rd, St Leonards. For those that have not been before,

the carpark entrance is on the left, just past the roundabout with Frederick St on Reserve Rd. If you find yourself at the entrance to Royal North Shore Hospital, you've just missed the driveway.

This is always a good night so we're looking forward to seeing a good turnout.

Robert Rigg

French car owners now have a once a month very informal tyre kicking gathering.

We meet on the third Sunday of the month at the Newington Reserve business car park, at the northwestern corner of Holker Street and Slough Avenue, Silverwater.

Regional, interstate "froggers" along with all age groups and sexes are welcome. No commitments and no memberships are required.

This tyre kicking should continue through until all tyre kicking, parts exchanging, information gathering and sharing, boot sales, spruiking, skiting and general talk is complete.

Attendees may arrive and leave at any time at their leisure, Anything formal, along with any hooning shall be frowned upon.

The venue is central for most, is a sizable off-street parking area with a well maintained lawn area that should not be parked out, has

Tyre kickers welcome



Inaugural tyre-kickers day on 16 March.

amounts of shade, toilets and under cover awnings if it rains,

You may also wish to arrive by ferry (3km), a very pleasant style of transport.

Topics discussed have been wide and varied, with many different cars available to look at.

On some occasions, our more modern pugs have even been plugged into laptops with diagnostic software — and long running issues have been sorted out.

Many issues still remain to be discussed.

16 November

Club diary

Sat, 1 November

ACT All French Car Day, Telopea Park School

Wed, 5 November

Club Meeting, Shannons St Leonards

Tue, 11 November

OASIS Run to Roughly House, Dural.

Wed, 12 November

Committee Meeting, Ryde Eastwood L Club, 8pm

Sun, 16 November

Tyre kicking Day, Newington.

Sat, 29 November

End of year dinner, Stonebar, Merrylands

Tue, 2 December

OASIS Run. Lunch at Nepean Rowing Club.

Wed, 3 December

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

Wed, 10 December

Committee Meeting, Ryde Eastwood L Club, 8pm

Sun, 21 December

Tyre kicking Day, Newington.

Guru knew his old Pugs

Peter Wilson

IT WAS AN EXCITING day in the club history when freshened up old Peugeots from around the country and abroad lined up in the Sydney Showground on 2003 to retrace the route of the 1953 Redex Rerun.

As each car moved forward for Peugeot Automobiles Australia chief Rob Dommerson to flag it away, John Cummins on the microphone said something about the car and team.

“Cummo” was great at that sort of thing. He commentated at race meetings at Oran Park, Warwick Farm and nearly all historic races in NSW and Victoria. He was passionate about the old fast cars and was a CAMS eligibility officer for Groups J, K and L.

In June 2003, he joined Redex journos Tom Farrell and John Jones at a club meeting in July 2003 to talk about their Redex experiences. An employee of Chamberlain tractors, he had been “Tail end Charlie”, towing to safety the many casualties of the trials.

“I didn’t see a bed between Perth and Sydney on my first rally,” he told members.

After his death aged 84 on July 12, 2014, CAMS paid tribute to “a guru of historic racing in Australia” and quoted Paul Watson’s description of him as “a terror of the racing circuits in the 1940s, 1950s and 1960s”.

Motor racing was in his blood, but Peugeots were in his heart. John was a part-owner in the Sydney Speed Shop in Crows Nest, where they sold floor shifts and modified manifolds for Peugeot 203s and 403s up to the 1960s.

Paul Watson said John drove Bob Holden’s race 203 several times. “It was set up properly, it was pretty quick and handled well,” an 83-year-old John told Paul. He described it as beautiful on the old Albert Park track, where you could “drift for half the circuit”.

John was also friends with another Peugeot pedaller, Ian Mountain, who was killed in a race at Bathurst in January 1954 and he drove back to Melbourne Ian’s 203, towing the wrecked IKM



John Cummins at the mic (with some surviving Redex originals) at the 2003 Redex Rerun at Sydney Showground.

Peugeot Special on its trailer behind, Paul said.

John was expert in modifying many cars of old but when it came to a retirement project, he chose Peugeot.

I met him when he was stripping the mechanicals from a rusted-out 504 Ti about 15 years ago for his Peugeot 404 sports ute.

Next time he was sanding for painting its freshly extended cab at Portelli’s.

The ute project wasn’t hurried. It spent two years with his auto electrician mate and went from mate’s workshop to mate’s workshop for several years until it was finished.

Then, because of his generous nature, he sold the ute through The Pugilist to Ean McMaster to help his daughter through a financial emergency.

John’s first car was a DFP. That’s a Doriot, Flandrin & Parant from France, built by former Peugeot workers.

The cars he raced included a Bugatti Type

35 that he fitted with a hot Holden grey motor. When he got something faster he sold the Bugatti to a more patient fellow who fitted the original engine and gained a very valuable collectible.

His mates mocked him about that but he was so easy going he did not flinch. This Peugeot hero was original.

John with some of his memorabilia in 2012




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Costs and dates will be available next month.

Register your interest
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www.interlude-tours.com

Fuego boasts a Peugeot

John and Robyn Gambrill, the latest club members to don the ultra-cosy red jackets of Antarctic explorers, found a Peugeot surprise at the bottom of the world.

They came across a Peugeot 408 in Ushuaia, when they flew into the Tierra del Fuego city the Argentinians call the southernmost in the world to join their cruise ship to check the Southern Ocean.

It's a model that hasn't made Europe or Australia. The 408 – a 308 with a roomy rear seat and a boot – is produced in Buenos Aires and China, and there is a right-hand-drive assembly plant in Malaysia that had hopes of supplying down under.

Perhaps because of its location this car could be called a Peugeot Fuego.

John, who gave an interesting photo presentation of his magnificent iceberg and wildlife shots at the October club meeting, also came across other Peugeots, Renaults and Fiats in Ushuaia.



T-boning Peter's wife's Megane.

After the Renault was written off, Peter did the right thing and acquired a low km Peugeot 406 in great order to make up for the loss in the family's French fleet.

Our French visitor from last summer, Les Amis du Lions president Guy Masonteil, reported that he stopped work on his club's magazine because he was busy preparing its stand for an annual show at Le Bourget in October in conjunction with Les Amis Darl'Mat.

They showed a Darl'Mat and a 1930 Peugeot P111 350cc motor cycle.

The Darl'Mat club helped Lautent Corneé with his new book, "Darl'Mat, Peugeot Exception (published by Forestay, €44 a copy), and its president, Philippe Boulay, signed first copies of it.

Guy said the Lions will exhibition a Peugeot 201D at Epoq'Auto in Lyon this month. This is a racy 1935 two-door version of the popular model that got a facelift of a raked radiator plus the sloping back of the early "aerodynamiques".

Expert in habitat

Victorian Steve Odell's Peugeot Expert has passed the roo test. This is what his Expert looked like before and after he hit a 160 cm tall Roo, hard, at about 40 km/h.

"The roo was sent on flying lessons across the road onto the nature strip," Steve reported on Facebook. "They do make some like they used to do, apparently."

Punching its weight

When South African club member Leo Kritzinger supplied some delightful Peugeot 404 photographs we emailed a copy of The Pugilist as a thank you.

He liked the magazine (particularly as his club



no longer has one) but his comments were in Afrikaans: "Baie professioneel aangebied, Net die tydskrif se naam ('n pugilist is mos 'n professionele bokser) slaan my ietwat dronk (woordspeling is doelbewus!)."

We reached for Google Translate and had a chuckle:

"Very professionally presented, only the magazine's name (a pugilist's an professional boxer)



hit me a little pissed (pun is intentional!).

"I understand that the 'pug' section of one of the brand of the car thinking, but that's a weak relationship. Even the pronunciation of 'peu' in Peugeot (like puh in purpose), and the 'pu' in pugilist (as Pew) disagree."

What would he say about the number plate in our official rear cover advertisement?

Pictures: Geoff Webber, John Gambrill, Steve Odell, Guy Masonteil



Top hat day for yellow cab

Richard and Kay Marken displayed their yellow 504 Cabriolet with its new hard top in the Noosa Beach Car Classic and received a third in the European Sports Car category.

Geoff Webber, whose restored DS was the sole Citroën on display, thought that award was quite an achievement amongst the high end company the event attracted.

Richard spent most of the day near and around his engine bay, and recounted his engineering projects to the many admirers of his spectacular Pug.

Talking point

A young woman who was chatting on her hands-free phone while driving along Peter Boorman's quiet street in Leichhardt veered off course into some parked cars and ended

The Peugeot Car Club of New South Wales Inc – now 41 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. This year's in Boonah, QLD, with next year's event to be held in Yass and run by the Peugeot Association of Canberra

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 (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 concessional rate of \$30 kicks in.**

The Pugilist

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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. 7pm on Thursday, 27 November.

Historic registered vehicles welcome.

Who are ya gonna call?

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ross.berghofer@gmail.com

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• General inquiries Anne Cosier, 9456 1697

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308 makes a comeback



Peter Wilson

LET'S GIVE A CHEER FOR the Peugeot 308. Not yet for the all-new, second generation T9 308 that was rolled into salerooms and onto forecourts late last month, but for the first generation T7 that has been in runout mode for much of the year.

In the September quarter the T7 became Peugeot's most popular model again, outselling the Peugeot 4008 crossover for the first time since last year.

With the price discounted up to \$5,000 and offers of zero interest finance, the runout T7s became a steady seller at a time of subdued buyer interest in the marque.

The 300 T7 registrations for the quarter were a big improvement on the 354 for the first half, making it 654 units for the year-to-date and two more than the 2013 full-year result.

The previous three-oh series models were Peugeot's volume models.

At last year's count, there were still 8,513 Peugeot 306s on Australian roads.

Australia went gangbusters about the 307, particularly when it was out on its own with thrifty diesels. With sales of 4,558 in its best year, the 307 remains Australia's most popular Peugeot, with 22,930 on the road last year.

The 307 had quality issues, particularly with the early Coms control units, until orders came from the very top for the factory to upgrade bought-in components.

The 308 was built on the 307 floor plan and bigger, longer and better than its predecessor.

In 2008 Peugeot Automobiles Australia offered the 307 and 308 side-by-side and sold 1,288 307s and 3,072 308s.

Although the 308 never achieved that first year response again, an estimated 13,000 examples of the model are on Australian roads.

Competition from the SUV sector and the rise and rise of Renault dented its recent sales.

Gaining in popularity this year, the Megane achieved 380 registrations in the September quar-

ter and a year-to-date of 1,538.

Enter the T9 308 on a new lighter platform and the European Car of the Year gong as Automobiles Peugeot locks in its X08 numbering system.

Peugeot Australia hasn't got the advertising horsepower for big promotion. It took journalists to Paris to drive the car and held the club reveal to encourage favourable word of mouth reports.

Managing director John Startari said the 308 television campaign would be concentrated on Foxtel.

"I hope we will sell all of our stock," he said at the club reveal night.

Peugeot is trying to draw a wider and younger demographic than previously to get it out of the wilderness.

The 4008, with 224 registrations, remained the leading Peugeot with a year-to-September figure of 965 units, and was close to overtaking the full-year result of 2013 of 971 units. That means it should top 1,000 sales before year-end, a result no Peugeot model achieved in 2013.

Its success is a curiosity of this market. After all, it is a variant of Mitsubishi's ASX with Parisian tailoring and tweaked driving. The ASX – recently updated – is available more widely and, at volumes with haggle room, cheaper than the 4008. The ASX achieved 7,046 registrations to September compared with the 4008's 965.

The third of these triplets, the Citroën C4 Air Cross, has found nothing like the 4008's local sweet spot. Thirteen were registered in the September quarter and 282 units year-to-date.

This is the only country where the 4008 is the leading Peugeot model. It was not sold in France or the UK. It may get the chop in 2016.

Like the 4007 before it, the 4008 has provided dealers with a stylish SUV to give them a role in the global SUV boom. It is priced less than the 3008 and Renault's bigger but more basic Koleos.

Interest in the Peugeot 208 has been fallen. After registrations of 59, 47, 89 and 88 in the first four months of the year, the number fell to 45 in September to bring the year-to-date to 644.

That is the number of Renault's best-selling and considerably cheaper Clios registered in the third quarter. Renault has put plates on 1,744 of them to date this year.

Peugeot's luck held out in the busy subcompact SUV stakes with the 2008 averaging 57 units a month in the last quarter. So far 390 have been registered.

In this segment the Holden Trax scored 4,499 registrations to date, the Ford Eco Sport 1,532, the Suzuki S-Cross 1,331, with Hyundai planning to field an ix25.

Sales of small SUVs flattened recently, but the dearer units are still doing well and leaching small car sales.

The bureaucratic needs of Australian Design Rules have helped delay the hottest new rival, Renault's Captur, a model that has gone wild in Europe and South Korea. Strong demand in overseas markets meant the re-engineering to fit a top tether for child seats has held up its production and homologation for sale here.

Just as Peugeot stepped up output to meet orders for 2008s, the model that has played the biggest role in its 7 per cent sales gain in Europe, Renault has boosted its Spanish Captur factory output from 150,000 a year to 250,000.

Peugeot matched its August performance with 305 registrations in September to bring its year-to-date to 3,249. Sales were 385 in September 2013.

Renault, expanding its representation in Sydney, achieved 834 registrations and a year-to-date of 4,665.

Citroën also matched its August result with 115 in September, bringing its year-to-date to 884.

The national market showed a 2.5 per cent increase in September with 94,978 new vehicle registrations, but business purchases were down and the luxury brands continued to do better than most of the others.

The Federal Chamber of Automotive Industries noted that 14.6 per cent more SUVs sold in the month than in September 2013.

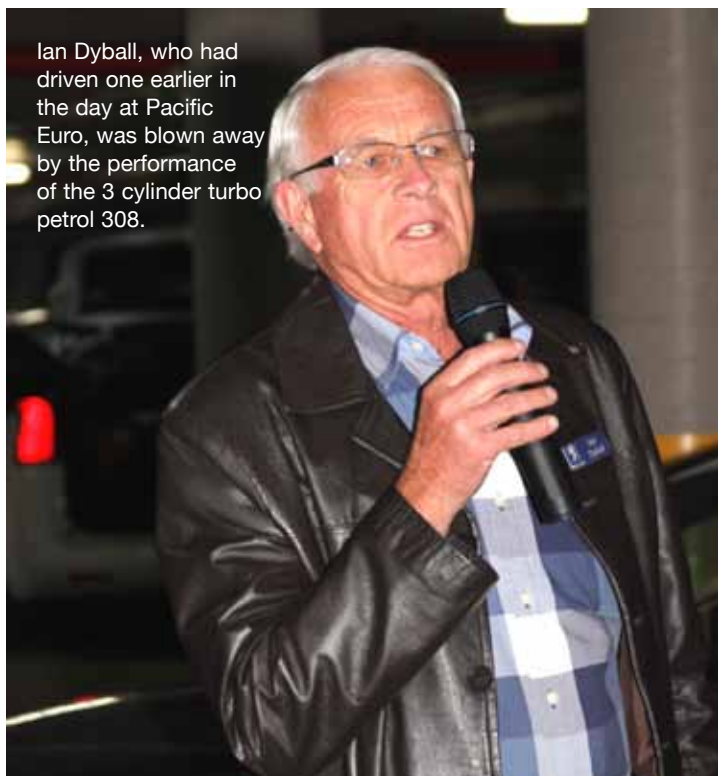
Ian enjoys the magic again



Peter Wilson

WE EXPECTED THE folk from Peugeot Automobiles Australia to talk enthusiastically when the wraps came off the all-new 308 at the club's special Reveal night.

The surprise was the uninhibited endorsement of the car from the first club member to actually drive one.



Ian Dyball, who had driven one earlier in the day at Pacific Euro, was blown away by the performance of the 3 cylinder turbo petrol 308.

"The car is an absolute delight," Ian Dyball told the gathering of about 60 people.

Ian claimed to have felt a twitch of his Peugeot's steering when he approached a Peugeot dealership on his way from Taree with wife Judy to attend the event at the PAA headquarters at Homebush West.

He called with hopes of trying a 3008 HDi, but that model was too hard to access so it was suggested he test drive the new Peugeot at the front.

Minutes later he was driving on the freeway an all-new 308 that had been registered the previous day. He drove gently, he said, because it had only 72km on the clock, but he did take it 105 km/h.

Ian said he had been disappointed with the early 308 Touring. "It didn't feel like a Peugeot," he said.

The retired engineer, who kicked off his Peugeot history with a 404 in the 1960s, has owned most models between 203 and 308.

How was the

new car? "Wonderful," he said in answer to his question. "I loved the supple steering, the seats, the small steering wheel ... It was beautiful."

Ian knew the car was a petrol model and was most surprised to be told after his drive it had the new Puretech 96 kW 1.2-litre, three-cylinder turbo engine, not the 1.6-litre that he had thought was under the bonnet; it was smooth in acceleration and certainly wasn't underpowered, he said.

When the engine turned off at his first stop, he realised it had the fuel saving and pollution-beating stop-start technology. The engine fired up as soon as he was ready to go.

"My advice is to drive it and see for yourself," he advised. "It goes beautifully. It's got that Peugeot magic back."

Managing director John Startari and national marketing manager Dimitri Andreatidis were delighted with Ian's impromptu remarks and drew laughter when they confirmed that Ian was not on their payroll.

They said Australian journalists who had driven the car in Europe had agreed that Peugeot had come up with the goods this time.

It was an old story: No-one realises how good a Peugeot is until he or she drives one and agrees with the company's mantra of old, "Engineered to be enjoyed".

Peugeot and Sime Darby's other operations are based at the front of the last surviving building of the former Ford factory, where the Laser was assembled until it closed in 1994 when later models were imported from Japan.

It's a motor trade neighbourhood with a GT Café next door, Kia headquarters nearby and others around it.

Members were greeted with a new 308 brochure and a model car, and taken downstairs to

the basement garage, an Aladdin's cave of gleaming new Peugeots, with two under Lion symbol wraps in the foreground.

It didn't take long for the sleek new 308 hatch and touring to be revealed and product manager Glenn Reid to run through the huge list of its special features.

We were shown the top spec Allure model that has the most bells and whistles, including the sparkling LED eyebrows on the headlights and lion claws in the tail lights.

This 308 release will be progressive, he said – three models with different trim levels and features plus seven colours and the two engines for now. Eventually there will be other engines and 11 models, including the 308 GT launched at the Paris Salon.

Club members with their wives, partners and friends responded readily to the invitation to check the car for themselves. They made themselves at home, trying the seats in the roomy cabin, gripping the small steering wheel and



Paul Pracy and Steve Palocz discuss the finer points of the new 2.0 litre 110kW BlueHDi in the 308 Touring.



eyeing the high position of the instruments and the array of controls in what Peugeot describes as the i-cockpit.

Bonnets and tailgates were opened to find the engines and their plumbing mostly hidden by sound-absorbing covers, and to discover if there was a spare tucked in a boot well.

Noting the positive response to the reveal evening, Dimitri announced that more new models were on the way and that club members would be invited to further preview nights.

Clubber Paul Geraghty engaged Peugeot Australia's Dimitri Andreatidis on a wide-ranging group of topics, with Club editor Simon Craig looking on.

Product Manager Glenn Reid introduced club members to the new 308 range by revealing the Allure spec 308 hatch and Touring.



Grinding out pepper mills again

Mathieu Rosemain

THE HEIRS OF PEUGEOT'S founder are returning to the business of making pepper grinders -- among the first of the family's 19th century industrial activities -- in their latest move to diversify away from auto manufacturing.

Etablissements Peugeot Freres, which, with other family holdings, owns about 14% of the 118-year-old French carmaker, on 16 June, took back control of PSP Peugeot SAS, a medium-sized private company that has made pepper grinders since the 1840s.

Peugeot's entry into pepper grinders probably had something to do with the rise of French cuisine.

Before the 1800s, cooking food was a messy and somewhat strange business. Royal cooks had the habit of roasting entire animals and covering them with thick sauces. Foods were always made in layers, sometimes with alternating sweet, salty and bitter tastes.

The French revolutionised all that by intro-

ducing delicacy and the "sincerity of taste". Just like today, dishes in small portions would be served fresh, so they probably needed a pepper grinder in every household.

The company, which employs about 150 people in the town Quingey (population 1,361) in eastern France, filed for bankruptcy in 2012.

"The company and its employees couldn't have dreamt of a better outcome," chief executive officer Philippe Rapacz said in a telephone interview. "It's part of the family's history, their cradle. The products bear their name and the Peugeots made pepper grinders even before making autos."

The Peugeots began diversifying their assets in 2000 under Robert Peugeot, head of the family's FFP listed holding. The holding took control of the grinder business about a month after



the company, Europe's second-largest automaker after Volkswagen AG, completed a €3 billion capital increase that cut the family stake to 14.1% from 25.5% and ended control of the automaker by the descendants of founder Armand Peugeot.

The share sale provoked intense debate among family members, with leading cousins Robert and Thierry Peugeot clashing on the need for it.

With €27 million of total revenue in 2013, PSP Peugeot can hardly compare with its distant related company, the carmaker Peugeot, which generated €54.1 billion in sales last year.

PSP's new chairman, Jean-Philippe Peugeot, approved Rapacz's turnaround plan that he presented in July. *Les Echos* reported the deal earlier. The company targets medium and upscale customers and will focus only on producing pepper grinders, dropping tooling which was losing money.

The company plans to invest €1.5 million over the next three to four years and targets a total sales volume of 2.5 million pepper grinders in "four to five years" from about 2 million in 2013, Rapacz said. It notably won the tender competition that Air France/KLM had launched to supply the business and first class of the airline's French unit by November.

— from Bloomberg.



New floss on the mills

The Peugeot Design Lab has produced two concept salt and pepper mills that represent a turn-around in approach.

The mills are used horizontally instead of in the traditional vertical position so that the user can measure the exact amount of salt and pepper.

The mills are made of wood and aluminium with a distinctive ceramic base.

The design lab also has a new, updated version of the wall-mounted coffee grinder that was a traditional fixture in French cafés.

The front handle can be used to grind the beans by hand. For a more speedy solution, simply press the button for an electric motor to take over.

The upper part of the metal and wood

grinder displays the coffee beans while also indicating the fill level.

A concept herb grinder has been designed to grind all types of fresh herbs. At once functional and stylish, this compact grinder features a timeless and practical design. Operated by a handle connected to the cutting mechanism, this mill makes it possible to place freshly ground herbs directly inside the grinder.

In the Peugeot tradition, each milling mechanism has milling and channelling grooves cut into the metal. The channelling grooves are designed to line up the peppercorns with the grinding grooves to crack the corns before the fine grinding process.

The mechanism is casehardened steel to hold up to a lifetime of heavy use.



Simon Craig

Peugeot's l'Aventure Peugeot Museum is selling of a few of its surplus vehicles. There are a few WRC mock-up vehicles, some of which have been on display at various Motor Shows in Australia over the years, but also some regular models from its past.

Unfortunately, a few of them have sold already, such as the 505 GTD and the DMAH, but the others are still available.

Philippe CORNEBOIS (philippe.cornebois@mpsa.com) is the contact person at the Museum if you are interested in these vehicles.

This is one of Peugeot's original 206 WRC show cars, built on the basis of the original 206 WRC car of 1998.

It's a 1998 model running Peugeot's TU3JP engine — a 1364cc engine pumping out a stonking 55kW through a 5sp manual box. It's described as well presented and has 45km on the clock. It's yours for €25,000



104 coupe (July 1974 build) in original condition with 70,000km on the clock. €500 and it's yours.



203 C8 (October 1954) €1,500, 4563 km on the clock.



J7 van (1972). This was once used as a firetruck and is ripe for restoration, with 30 500km on the clock. €2,000

2001 model 206 WRC show car model built to highlight the new Evolution model of the 206 WRC version, introduced in April 2001. This was on display at the 2003 Sydney Motor Show.

This car is all show and no go, running the 1124cc TU1 engine (not seen in Australia) putting out a mind-blowing 44kW and mated to a 5sp manual box. It has a total of 6km on the clock but when things get hot in there, it has air conditioning.

It's also yours for €25,000.



505 GTD (February 1987). Good, original working condition and with 173,000km. €2,000

DMAH (November 1947) Very good condition, completely original with a working engine and 41,000km on the odometer. The DMA was a model produced during WWII and continued afterwards (1941-1948) until funds were available to produce new models. The H stands for this late model's hydraulic brakes. €2,500



New lease on life

Mike Tippett

MY WIFE AND I HAD been planning a trip to Europe since the fall of 2013, and after some consideration, we once again decided that we would need a car to get around to the places we wanted to visit. We had used Renault's purchase/repurchase plan 6 times before and once – in 1995 – we had used a beautiful 405 wagon painted in Bleu de Sèvres. This time I wanted something more interesting, a sporty car because we would not have any of our adult offspring with us. So I decided to go for a Peugeot RCZ, for 23 days. Living in Canada, where any new French car is forbidden fruit, this would be my only chance to have an RCZ.

Collecting the car

There was a warning at Charles de Gaulle-Roissy at the TT car pickup counter on July 15 that there had been a number of severe hailstorms over the previous week and that many new cars in the TT program had been damaged by hail — and that, although an attempt had been made to make any damage right, there was a chance that any car being delivered may have damage to it upon delivery. Ugh.

For a car that relies as much as any multi-hun-

dred grand exotic upon its dramatic curves and lines as the Peugeot RCZ, this was potentially bad news. While worrying about this, I filled out the ownership/delivery paperwork in the tiny office and the worker went off to find the RCZ that had been registered in my name among the hundred or so other Peugeots in the lot. I was concerned that he'd come back with something like a 5008 or even a large 508, assuming the RCZ had been trashed in the storms. Perish the thought. Worse still, a dented 5008. Welcome to dystopia.

After what seemed like a long time trying to find our car — it was too low among the 2008s, 3008s and 5008s for me to see it properly from my vantage point — a dark grey metallic RCZ with brushed aluminium roof arches gently swanned into view as the driver brought it to us. It is SO much better looking in person than in photos. The worker backed it up to the office and handed me the keys after switching the navigation system to English (thoughtful of him!). I had bought an English owner's manual from my friend Reiner Plass in Germany months before we left Canada, so I would be ready to drive it and use the navigation system once we got there.

Happily, the car was in perfect condition, untouched by the storms. We found that it had

first been registered in my name on July 8th, a mere week before our arrival.

Wearing the typically red number plates of a car delivered to a non-EC resident, ours was DH-785-LN, a number it will continue to bear for its entire lifetime, once it is sold to a French person (but on plates with black digits on a white background). The VIN: VF34J5FV8EP003536.

The RCZ is just a total stunner, it's hard to sum up how much I love its design. This car is a head turner even in Europe, 5 years after its launch. We discovered that later during our travels in France, Switzerland, Italy and Spain, with the car drawing much attention in traffic. A modern classic with retro touches about it, Karmann Ghia-like. As a hardcore Pininfarina fan, I used to think the 406 Coupé was the epitome of modern Peugeot design, but it looks just bland and uninspiring next to something so extroverted as the RCZ. The curves of the RCZ's roof arches, rear window, fender lines and everything else... are just 100% spectacular. It looked far too nice to drive. Really!

He left us to it, probably wondering how we would get five big suitcases into the sports car.

The origin of this car is very humble. It was produced as a show car based upon the platform of the (IMO ugly) then-new first generation 308. First shown as the 308 RC Z (with a space between RC and Z) in Frankfurt in September



2007, it had an immediate impact and many people practically begged Peugeot to make it. The show car had a lot of carbon fibre in it, and the double bubble rear window was made of polycarbonate. Some clever people at PSA gave it the go-ahead for production and two years later I was delighted to see and sit in the series version at Frankfurt in 2009. I wish I could have bought one then and there. Between show car and production model, some changes were made, but these were very subtle and in some cases beneficial. For example, the rear window on the production car is in glass (it must be a rather expensive part) and has heating elements like any other car, the carbon fibre has largely been replaced by aluminium, and an electric rear spoiler had to be added to ensure adequate stability in corners (i.e. avoiding lift-off oversteer) around and above 160 km/h. But these changes did nothing to spoil the car and it remains a style icon even five years after its introduction. The manufacturing of the RCZ was contracted out to the Canadian company Magna-Steyr in Graz Austria and they do assemble and paint them very well.

Ready to Go

With two full sized Samsonite Oyster suitcases, one other quite large Samsonite hard case and two large-ish carry on bags, we had to fold down the rear seats in order to get it all in, but it then fit easily with room to spare. I slid into the driver's seat as did my wife Sandy into hers, and we adjusted them to our liking (very comfortable!), I adjusted the electric mirrors and steering wheel reach and rake, and in a jet lagged haze of 26 hours with no sleep, we set off towards the Autoroute A-1.

Rather than heading straight into Paris at 2pm and trying to stay awake, we headed north on the A-1 towards Lille. Stopping twice for double espressos on the Autoroute, I was able to admire the lines while drinking the stimulant. It's a beauty all right, perhaps not in a classical sense but in the way the whole car hangs together as a brilliant design.

Driving on an Autoroute at a steady indicated 135 km/h on cruise control is hardly the stuff of pure driving enjoyment but I could immediately appreciate the excellent steering (does anyone do steering as well as Peugeot? I think not), the great (smooth clutch action), the good (a smooth and relatively comfortable ride despite the huge wheels) and the not quite so good (a loose fit on the driver's side window seal led to a little extra wind noise at those speeds). Also, the short throw shifter was – as I expected – slightly balky when the car was delivered with 7 km on the clock, but it loosened up nicely over the following 5400 km.

If this were my car for good, the driver's door seal would have to be changed under the warranty adjustment period. Or perhaps it wasn't quite mounted in the right way. The seating position is low enough that reaching some of the ticket machines on the toll Autoroutes was a bit of a stretch.

We visited the World War I battle site at Vimy Ridge and the Canadian memorial and then drove back into Paris for the evening. Our hotel that night was on a canal next to La Villette, and we got a parking spot on the street right below our room. The next day we drove to Metz by a combination of D-roads and Autoroute, and stayed with old family friends for a couple of days.

Driving

Visibility from the low seating position is excellent for forward motoring (I am 190 cm tall),



but the car is quite wide and gauging that width is a bit of a challenge in the narrow European parking lots, underground parking garages (that seem to be designed for smarts) and some village streets. In reverse, the parking sensors really are needed and so it's a good thing that they are standard equipment.

The navigation system is excellent too, although the instruction to "bear left" at an Autoroute exit (i.e. stay on the Autoroute and don't take the exit) was hard to get used to at first. Also, the "bear left" instruction was usually only coming into play where two Autoroutes crossed, but occasionally it would say this for a normal exit. Aside from this minor complaint, finding any destination – in this case our friends' home near Metz – was a snap and because Sandy isn't all that fond of reading maps in a car because she can get carsick, it was a much-appreciated feature.

The car is well balanced between comfort and roadholding. The level of lateral force available from the wide Continental tires was astounding, and they were even very forgiving in the wet, on two rare days when it rained a bit. The prevailing balance in a fast corner is neutral, with a hint of lift-off oversteer being available to tighten the line when needed and also a bit of light understeer on the tightest of hairpin bends when really hammering on.

Despite the simple rear suspension with pseudo trailing arms and a torsion beam connecting them, it was well damped and springing was good too, with only the odd bit of thump transmission between sides at the rear on large deformations. I have read that the ride and handling of the Peugeot Sport fettled RCZ-R models are even better.

After Metz, we spent two days in Strasbourg with Reiner and his wife Heike and then drove through Switzerland (where we stayed overnight at Lugano and met a Swiss Club 404 member) and the next day onto Milano-Malpensa airport in Italy.

The RCZ was left at the Milano-Malpensa Ibis hotel underground parking lot for four days while we were in Santorini. Santorini is fantastic by the

way, having been to Greece twice before, this is the best bit we've discovered so far. The Nissan Micra rental we had there was a stark contrast to the RCZ. When we flew back and reunited with our faithful RCZ, we headed to the Côte d'Azur for five days.

Without the Torsen differential of the R version, you might think that traction could be a problem but it most certainly was not, at least with the engine our car had. The torque from just above idle speed was very impressive and it was very easy to shoot up to quite illegal speeds on the Autoroute in short order, when leaving a toll booth or on an entrance slip road. Officially the car does 0-100 km/h (62.1 MPH) in 8 seconds – which felt about right according to my butt dyno despite a heavy load in the car – and the top end is reportedly 220 km/h or 140 MPH. I was unwilling to risk car confiscation on the heavily monitored Autoroute so I did not do a top speed run, but I did bring it up to 180 in order to beat a bit of a high speed traffic clot that was forming once, and it was just a little blip of the throttle that basically did it.

The brakes are very good, even though they're not the exotic-looking massive 380 mm discs on the R version, and despite some very intensive and fast twisty mountain road driving, they were always faithful, possessed of good feel, initial bite and power at the limit. I keep talking about the R version...it would have been nice to try one of them, but when I stopped at Peugeot Nice to see if they had the 270 HP model as a demo, all they had was the 200 HP version, which is too close to what we already had to make it worth driving. However the sales guy gave me the special R brochure as well as the order list. I suspect that most R versions will be special orders, in France at least.

On the climb up to the Col de Turini, I was of course not faced with winter conditions, even though the temperature at the summit was 12 degrees C cooler than down in Menton on the Mediterranean Sea. However, this is an extremely twisting route with super-tight hairpin corners that tested the car's turning circle. One of the

highlights of that drive was seeing off a modified Honda Civic that came out to play behind us on the corners when I was taking it easier, but its driver was quickly made aware of the limits of his car as we walked off into the distance as the roads got even more twisty. He was using the entire road to try and keep up but I was staying within my lane.

The other principal driving highlight was deviating from Marseille (when we were headed to Spain) up to Mont Ventoux. The climb up the Giant of Provence – it stands at about 1900 metres tall and the climb from the base is over 1800m – is epic, with much higher speed corners than Turini, so it was ultimately a more rewarding drive. The main problem on that road was the slowpokes going up and down, but the RCZ's passing power made short work of them. This car is a real blast in the corners and I can only imagine how much better the R version is, not only in pure speed, but in the suspension settings, damping, springing and revised mounting points. Road testers have remarked how the Peugeot Sport work has transformed the car...EVO rated it at 4.5 stars, the same as the Porsche Cayman. Auto Bild Sportscars tested the R against the Porsche Cayman with 275 HP and the Peugeot won the comparison, was faster on the track and costs 20,000 Euros less.

As I mentioned before, a weak point of this car in the European context is that it is quite wide, which in one Nice parkade and at least one service station at Carpentras caused me to have to make three point turns where normally it would not be required, to avoid grinding up the huge alloy wheels on curbs, or clouting a corner of the bumper on some concrete. At that same service station in Carpentras, when I got out of the loaded car to fuel up, the bottom of the driver's door scraped on a high concrete curb next to the opposite pump! In North America, this would absolutely not be a problem.

Being in the RCZ cockpit was a delight. You could see (and feel if you wanted) the beautiful curve of the roof at the back or the top of the rear window, which is so interesting to look at from outside the car. The seats were amazingly comfortable – much better than 405 seats. My wife Sandy, who was skeptical of this car when we first ordered it because of its sporting nature, said this to me during the trip. They even had embossed Peugeot lions on each backrest. The dashboard and centre console artificial leather covering was beautifully made and fitted, and gives the car a feeling of premium luxury which is unusual in a relatively inexpensive car like this.



Although it was summer, and the split temperature and A/C controls made it possible for each of us to choose our own settings, on each side of the car, Sandy tried out the three stage heaters. (Even I tried it twice). On full power they seemed a bit modest in their output but that could be because there are thermocouples in the cushion and backrests and the car was already quite warm inside. The air conditioning was beyond reproach and cooled the cabin with its massive glass area (mainly the front and rear screens) to a comfortable 19 degrees on a 41 degree day. The electrically folding mirrors were useful on the narrow streets such as in Menton and Paris where the parallel "payant" parking spaces were only wide enough for the car, and not the mirrors!

The longest day's drive we did was from Cardona Spain to Unverre France with a detour at Limoges to the somber Oradour-sur-Glâne, for a total of 1000 km, les mille bornes comme on dit en Français. We arrived at our destination at a very good 404 Club friend's home with no complaints at all despite being middle aged or worse, both with trick backs to boot. That is a testament to the absolute comfort of this Peugeot sports car. While visiting with "Anatole", I offered test drives of the RCZ to him and two other Club 404 members who were also there over the couple of days. All came away mightily impressed after a blast around the country roads near Chartres. A

bonus was that I got to drive a 404 sedan and 404 Coupé Injection again!

Knowing that our time with this wonderful car was coming to an end, I wanted a souvenir. Michel got his perçuseur out and we drilled out the front license plate rivets, then screwed it temporarily back into place for the final drive up to Calais. Once we had arrived at the Calais ferry terminal, with 5403 km on the odometer, the plate was removed in front of the building, which is where the car was returned to Peugeot. The returning agent noticed the plate was missing and asked me in French what had become of it and I told him I had removed it as a souvenir... he said he didn't know what to do about it and then moved onto signing the car back over to Peugeot. Good for us! He got a 5 Euro tip from me after that. The red plates would have been recycled anyway because only non-EC residents can have them – when the car is resold with French plates (same number though) it will have white ones. Since we got back home, that front plate, debugged, has been on our bedroom wall.

Summary

The fuel consumption of the 156 HP RCZ was very good, with an average of 7.3 L/100 km over the 5400 km, including lots of city driving and stop-and-go on Autoroute A-9 on the way to Spain on August 2, the spirited hillclimbs and a normal highway speed of 135 km/h. Driven over here in Canada, it would be in the low 6s, in line with our 1.6 L Ford Fiesta perhaps.

It's a lamentable shame that we had to give the car back. It was really lovely to look at and fun to drive. It was comfortable and the fuel consumption was very good. I knew from the time in September 2009 when I first sat in one that I had to drive it, and nearly five years later, it proved to be even better than I expected. I want an RCZ-R in the worst way. But I can't have one. Mine would be red...oh yeah baby!

Now I have to do some math. I will be 65 years old when the oldest RCZ can be legally imported to Canada as a 15 year old car... or 69 years old when the oldest RCZ-R can be imported. Hmm. Maybe get a first generation car for 5 years then sell it, and move into an R as a 70th birthday present?







Tony O’Kane

PEUGEOT’S ALL-NEW ‘T9’ 2015 308 range has touched down in Australia, entering as a bold and modern player in the crucial small-car market.

Launching from a new low price of \$21,990 - down from \$27,490 in the outgoing range - the 2015 308 will take on the likes of Volkswagen’s Golf and the Mazda3.

Peugeot says the 2015 308 boasts massively improved materials and build quality, while packing more features and standard equipment than before.

On the styling front, the new 308 draws much from Peugeot’s new models, including the smaller 208 hatch and the 2008 crossover.

Among the new 308’s standout design features are the carmaker’s small new chrome-framed grille design and sharpened LED-rich headlights.

The new model also boasts a more angular profile and arrow-like tail-lights.

Coming off the back of taking out the top prize in the 2014 European Car of the Year awards, the 308 could be just what the doctor ordered for Peugeot’s Australian arm.

Models & Powertrains

The T9 308 family starts with the 308 Access hatch manual at \$21,990. It’s the only manual in the range, and can be replaced by a six-speed auto for an extra \$2000.

The Active is next, available only as an auto with the same 96kW/230Nm 1.2 litre turbo-charged three-cylinder engine as the Access.

The Allure grade will be the top-spec model from launch, and is expected to account for the bulk of sales. It’s also the only trim level available with a diesel (for now), and also the only one that can be had in wagon form.

Late in the first quarter of 2015, more models will join the 308 range.

The Allure Premium will be one of them, powered by a 110kW/240Nm 1.6 litre turbo petrol engine, and so will 1.6 litre versions of the Allure hatch and Allure Touring wagon.

The flagship 308 GT will also arrive in the first quarter - in hatch form only - available with a 151kW/285Nm version of the 1.6 litre petrol or a 133kW/400Nm 2.0 litre turbo diesel.

The T9 308’s \$815 million EMP2 platform is Peugeot’s newest modular architecture, and also underpins the Citroen C4 Picasso.

Designed with light weight in mind, the new platform has enabled Peugeot to make the new 308 around 140kg lighter than its predecessor.

It’s slipperier too. A 5cm lower roof height for the hatch, underbody fairings and active air-shutters in the grille help bring the coefficient of drag down from 0.29 to 0.28.

The new 308 Touring wagon is 8cm lower than before, but has a 2cm longer wheelbase and is 8cm longer overall. The hatch also gets a longer wheelbase, but only by 1.2cm.

This all translates into a car that’s sleeker, but more spacious.

Interior space has grown: the hatch can pack up to 398 litres of luggage with the seats up, while the Touring can swallow 588 litres without dropping a seat or removing the cargo blind.

— from *The Motor Report*



Features

Access

- 15-inch steel wheels
- LED daytime running lamps
- electric wing mirrors
- Halogen headlamps
- Manual airconditioning
- Single-disc AM/FM/CD player, six speakers
- Bluetooth phone and audio streaming
- Six airbags, ABS, ESC, EBD, EBA
- Cruise control/speed limiter
- USB audio input

Active (in addition to above)

- 16-inch alloys
- 7-inch colour touchscreen
- Rain sensing wipers, dusk-sensing headlamps
- Auto-dimming rear view mirror
- Auto up/down power windows
- Foglamps
- Reverse parking sensors
- Leather-upholstered steering wheel and parking brake
- Adjustable lumbar support for driver
- Fold-down rear armrest, lidded centre console box

Allure (in addition to above)

- 17-inch alloys (only on diesel and 1.6

petrol)

- Satellite navigation
- LED headlamps
- Front parking sensors
- Electric folding wing mirrors
- Electric parking brake
- Exterior chrome
- Reversing camera (Touring wagon only)

Allure Premium (in addition to above)

- 18-inch alloys
- Radar cruise control, blind spot monitor, anti-collision auto-brake
- Parking assist
- Panoramic glass roof
- On-board music storage hard drive
- Second USB port
- Privacy glass
- Rear view camera
- Front seats with massage function
- Keyless entry and ignition

GT (in addition to above)

- 18-inch alloys
- Dual chrome exhaust tips
- Engine sound amplification
- Red interior stitching
- Specific chassis settings
- Paddle shifters (GT diesel only)
- Alloy pedals and door sills.



308 Active interior



Model	Engine	Price
Available now:		
308 Access Hatch	1.2 petrol manual	\$21,990
308 Access Hatch	1.2 petrol auto	\$23,990
308 Active Hatch	1.2 petrol auto	\$27,340
308 Allure Hatch	1.2 petrol auto	\$30,490
308 Allure Hatch	2.0 diesel auto	\$34,790
308 Allure Touring	2.0 diesel auto	\$37,490
end Q1 2015:		
308 Allure Hatch	1.6 petrol auto	TBC
308 Allure Touring	1.6 petrol auto	TBC
308 Allure Premium Hatch	1.6 petrol auto	TBC
308 GT Hatch	1.6 petrol manual	TBC
308 GT Hatch	2.0 diesel auto	TBC





Team Peugeot-Hansen score first World RX win in 208

TEAM PEUGEOT-HANSEN claimed their maiden FIA World Rallycross Championship victory in the tenth round of the series at Franciacorta, Italy.

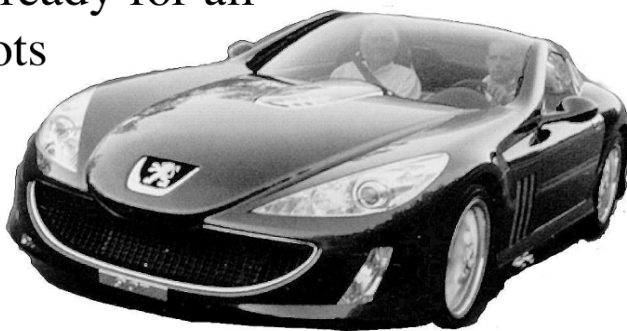
Swedish driver Timmy Hansen was top of the field at the end of the event's four qualification heats.

He won semi-final one and the final in emphatic fashion to score maximum points and the first ever rallycross win for the Peugeot 208WRX.

The result makes it four podium finishes in succession for the team.



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Double FIA European Rallycross Champion Timur Timerzyanov qualified sixth overall at the Intermediate Classification and won semi-final two to join Hansen on the front row for the final.

He was second on lap one behind Hansen, but was slowed by a punctured tyre from early in the race. He finished fourth.

The new circuit at Franciacorta was a big hit with World RX drivers and enthusiastic Italian spectators alike.

Richard Goransson finished second while Petter Solberg finished third. The combined result of the two Peugeot 208WRXs brings Team Peugeot-Hansen within reach of the top of the Teams Championship standings, and are just 13 points behind OlsbergsMSE and Marklund Motorsport with 112 points available from the last two rounds in Turkey and Argentina.

Red Bull Peugeot Hansen Junior Team driver Kevin Hansen finished on the podium in the RX Lites Cup division at the wheel of his 208 Lites to move into second in the championship standings behind fellow Swede Kevin Eriksson.



Timmy Hansen said “It’s so, so fantastic to finally get a win with the the Peugeot 208 this season. We have fought so hard for this and finally we have put it all together over a whole weekend.

“We were consistent in the four heats and set really good lap times. I made a good start in the final and had some big, big pressure at the start but I did some crazy laps got a good gap by the end.

“This is just amazing, it’s not only me winning here it’s the whole team and I’m so proud to have put it all together for Team Peugeot-Hansen.”

Kenneth Hansen, team principal: “We scored the maximum points with Timmy here and Timur scored good points too, so we have really closed the gap in the teams championship.

“It’s a special feeling, mid-season we didn’t expect that to happen. We have really focused on getting the first win this year and have had three races in row where we have performed very well.

“I think the whole team really deserved the victory today. Suddenly we have even more to fight for now there are two events left on new circuits. We need to play the cards right and if we do that I think we can do very well.”

Timur Timerzyanov: “I had a very good semi-final, but in the final I just had bad luck. I did what I could to stay in second on the first lap but it wasn’t possible.”



Timur Timerzyanov battles with Petter Solberg in his DS3.



FIA World Rallycross Championship round eight, Italy: Final Result

1. Timmy Hansen (Team Peugeot-Hansen, Peugeot 208)
2. Richard Goransson (OlsbergsMSE, Ford Fiesta)
3. Petter Solberg (PSRX, Citroen DS3)
4. Timur Timerzyanov (Team Peugeot-Hansen, Peugeot 208)
5. Johan Kristoffersson (VW Dealer Team, VW Polo)
6. Andreas Bakkerud (OlsbergsMSE, Ford Fiesta)

FIA World Rallycross Championship Drivers’ standings (after round 10/12):

1. Petter Solberg (PSRX, Citroen DS3), 235 points
2. Toomas Heikkinen (Marklund Motorsport, VW Polo) 175
3. Reinis Nitiss (OlsbergsMSE, Ford Fiesta) 167
4. Timmy Hansen (Team Peugeot-Hansen, Peugeot 208) 152
5. Timur Timerzyanov (Team Peugeot-Hansen, Peugeot 208) 148
6. Andreas Bakkerud (OlsbergsMSE, Ford Fiesta) 146

FIA World Rallycross Championship Teams standings (after round 10/12):

1. OlsbergsMSE/Ford, 313 points
2. Marklund Motorsport/Volkswagen, 313 points
3. Team Peugeot-Hansen, 300 points
4. PSRX, 227 points
5. Monster Energy World RX Team, 85 points
6. Albatec Racing, 32 points

RCZ is cheap fun

Steve Palocz

ARE YOU THINKING of buying a used Peugeot RCZ or another Peugeot model? Do you want to save yourself \$8,000 to \$10,000?

You should check out the car auctions on the Internet first.

I am not talking about ebay in this article. You can bid online or go in person to bid. The main premium car auctions are through Pickles, Manheim and Graysonline.

I would prefer to bid on site if I was serious about buying a used Peugeot. I also like to see how much other cars sell for at auction. One day I'm going to win lotto so I like to be prepared. It's incredible how much some top of the range Benzs, BMWs and Audis go for.

Anyway back to Peugeot RCZs. Used car dealers sell 2010 and 2011 RCZs from around \$30,000 to \$40,000. At auction the RCZs of the

same year sell from \$23,000 to \$28,000.

The most recent was a 2010 RCZ with 53,000km that sold for \$23,000 on Monday, 15 September at Pickles auctions.

There was a 2011 RCZ with only 16,000km that went for \$25,000 earlier this year, which I thought, was a really good price. The car dealers sell 2011 model RCZs for \$10,000 more — especially with such low km.

What I have also noticed is that many car dealers bid online at these auctions. You may ask how do I know? It's easy. When someone bids online their bidder number is shown for that car. Then you see the same bidder number appear a few more times for other cars — although when I have my lotto win my bidder number may come up a few times also.

Car titles are guaranteed when buying at a recognised car auction (not at ebay) but there is no mechanical warranty.



You'll remember that wonderful Peugeot TV ad in which an Indian lad crashes, squashes, bashes and reshapes his Hindustani Ambassador into a cool Peugeot 206 lookalike.

Perhaps it was inspired by a Peugeot creation out of Africa.

When the Peugeot 404 came out back in the Fin Ages, it was a wonderful design, with a more powerful engine, great handling and a slimmer, lighter look than the plump 403 that it succeeded.

But as hatches began taking to the roads, the three-box finned look became old hat.

Hence this hatchback conversion of a 404 from somewhere in Africa.

It is not known if the owner wanted a fashionable update or if it was a modification of expedience because of rust even worse than on the rear door or because its boot had suffered extreme progressive crumple from a rear-end collision.

The resourceful owner knew there was still life in his Pug and modified it with a new sloping back and rewelded the back and rear quarter to give it new life and to yield further service.



It was just a simple bumper nudge in a crowded car park.

But a young Malaysian woman in a hijab was furious. She stepped out of her new Peugeot 208, screamed at the 58-year-old Chinese that he should pay her and hammered his car with a steering lock.

He said he would pay for any damage but she continued to berate him, unaware spectators would upload video of her rage on YouTube.

The video went viral in Malaysia. The Peugeot was identified as a company car and Siti Fairrah Ashykin Kamaruddin was criticised for her racist behaviour during Ramadan. Police charged her with mischief and criminal intimidation.

Peugeot Club Malaysia on its Facebook page offered to pay "Uncle" Sim Siak Heong for the repairs and recommended the woman attend an anger management course.

— from the Malaysian news agency.

Hatching a new life for a 404



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A fix in the mail

Doug Stanfield

Three bills, a boat magazine and two Pugilists in the mail. You little ripper! Thanks for the magazine that went astray. The Pugilist is a top informative read. I love my monthly car fix.

In my collection of books, I found a write-up by Peter Antill of the 1955 Redex Trial. Would you like it?

I would like to get a copy of Peter Rees's book, Anzac Girls. I have a typed copy of my uncle Bob McDonald's World War I experiences and it's quite moving how he cheated death with the help of a dedicated nurse.

• Peter Rees expressed interest in reading Uncle Bob's letter and offered to autograph the book for Doug if he could take it to the Battle of Waterloo in Canberra.

306 Maxi lives

Ian Fletcher

I AM JUST WRITING this e-mail after speaking with one of your club members (John not sure of last name), at the Newcastle Mattara Car Show. 'John' was very interested in my 1994 Peugeot 306 S16 and invited me to share a picture with you. I have been a Peugeot owner off and on for many, many years. My father owned Peugeots his whole life and as you would expect, I have followed dad's interest.

Very quickly; my Pug needed a re-spray, so after an internet search I based the new paint on the 1994 Panizzi brothers Peugeot 306 Maxi. I am currently a member of the MG Car Club of Newcastle and regularly run Pugsly in the MG Car Club Hillelimb speed trials.

If any of your members happen to be up this way, please come and have a chat I would love to share my Pug with other Pug owners.

fredogdudley@yahoo.com.au



American 504: Dawid Botha, surfing from Stellenbosch, South Africa came across this picture of a pristine late model Peugeot 504 sedan with New York plates in a suburban setting. It has the twin front headlights similar to those on Australian assembled cars, the fat collision regulation US bumpers, additional side blinkers, and a Peugeot guard name plate similar to those on our 403s. The rear 2000 badge is slightly different.

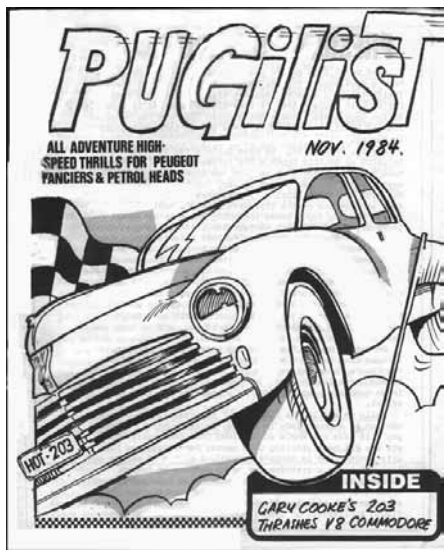


Shopkeepers watch from their doorways as two members of the UN peacekeeping force, rifles slung over their shoulders and in radio touch with their base, patrol a narrow street nearly 60 years ago in this archival photograph that was sent to Jim Brear. We'd say they're in Nicosia in the Green Zone of Cyprus, the buffer between the rival communities of Greek Cypriots and Turkish Cypriots. Their role is to ease communal tension and, of course, to see that no cars are torched or bombed. The clues are the Greek signage on the shops and the Peugeots being right hookers.

Keeping the people and the Peugeots safe



David knees-up in Mi16



Quick on the draw: Editor Warren Brown celebrates Gary Cooke's latest sporting feat on the November 1984 cover.

50 years ago

1974 What a sporting lot! More than 30 club members have competed creditably in six lap dashes, six motorkhanas and one economy run. Len Palin donates a trophy for the best Pug in the next dirt circuit event at Amaroo Park.

Jenny Toyer plans a dinner at Fisher's Ghost steakhouse at Campbelltown. Hosts Tony and Jenny Smith are keen Pugilists.

35 years ago

1979 Camaraderie triumphed when Neil Strugnell's Peugeot 404 died at Young. He phoned secretary Anne Barrett. She made some calls. Clubber Robert Baker garaged the car and arranged for it to be trucked back to Sydney. Others gave Neil and his folks a ride home.

Ralph Clissold wondered why he had to turn on the wipers on a fine day on a motorway. The heavy rain continued until he overtook a busload of boozy footballers.

The Peugeot museum reports that a tired 1938 Peugeot 402 diesel sedan recovered from a farm in the France-Comte region has now been restored in the Garenne factory to pristine condition, complete with its Cotal electro-magnetic gearbox and heater-demister.

30 years ago

1984 Club president Jon Marsh spots a handful of Peugeots on a visit to India. Newest are the consular 504s.

Alan Simpson remembers when he drove a NSW Ambulance Service Peugeot 203 – it was the only ambo that could cope with the awful road to Bundeena.

25 years ago

1989 Taking over as club president, Barry Johnson counted six former presidents at his first meeting. But that's not getting him the two straight doors he needs for his 403B.

Peugeot Concessionaires Australia chief Ray

Bowden reports August 1989 sales of 132 sedans as the best since 1985. It's that TV ad for the new Peugeot 405 that's doing the trick.

20 years ago

1994 The arrival of Bob and Judy Pinkerton from Perth with their restored Peugeot 403 inspires an impromptu talkfest of 403 owners at the Cosier's and a call at the Pym Peugeot museum. The resto with all red leather took 16 months full-time.

A locally made Peugeot TV ad stars a bare bones Peugeot 405. All body panels have been removed to show the works in a revealing way.

Ron Gruber fixes his engine that loses tune, fitting a better dizzie.

15 years ago

1999 Club president Steve Palocz wakes most mornings when his alarm goes at 5.04.

A member's suspicious wife rings the editor. "What is there Peugeot about Tamworth? A collection of cars or something?" she wants to know. Nothing comes to mind. The club has some members there ... but why ask? "Well," she confessed, "Phil has just suggested we go there for a weekend away and I thought I'd better ask first."

It could be the world's fastest Peugeot 203 when finished ... Damien Jenkins reports that his latest project car, being fitted with a supercharged Rotary engine, has progressed to a rolling shell with brakes and mechanicals all fitted.

John Wileyman scores a Weber carburettor at an autojumble in Western Australia and tells wife Sheila of his luck. "Get rid of the smelly thing – the old gas barbie is good enough," she insists.

10 years ago

2004 Ean McMaster and Andrew Halsey went in Ean's smart extended cab Pug 404 sports ute. Tony took his Pug 404 ute. Ray Vorhauer brought his recently restored Pug 202 ute from Melbourne. They made a rare sight together at the Deni ute muster.

Five years ago

2009 David Bean finds the only solution to the heavy clutch in his Mi16 – that no-one else has trouble with – is to get a knee replacement.

What's up with Don Bailey's pronunciation? He recalls arranging to take his newly-met wife-to-be Janet on a drive in his new car



Conditions: Steve Palocz finds this 404 that has been locked up in a garage for 24 years and can take it to his mum's place after he fixes her TV aerial.

and when he arrived she exclaimed: "It's not a Porsche, it's a Peugeot."

Digging up an old 404 road test, Paul Watson notes the unambiguous enthusiasm of Peugeot write-ups in the 1950s and 1960s, "which shows how far ahead of the pack Peugeots were in those days".

After five years of owning their 203, Ian and Margaret Dyball learned its history at the 2009 Oh3 Weekend in the Hunter from registrar Rob Oakman who knows it well – that is, after Rob worked out its original colour.

Hunter worms: Jim Kearns gets a good response to his concept of an Oh3 gathering close to home that reduces the travel demands on old Pugs and old Puggers.



Big Bang Theory

Neil Beddoe

After a nice long drive in the 306 Cabrio earlier in the year, I pulled into first the supermarket and then at the yacht club here in Cowes. At the first stop everything seemed fine and dandy, however at the second there was evidence of a sharp bang coming from under the hood. An inspection showed the engine running smoothly and the bang, not dissimilar to that of a hammer, ie. quite metallic and sharp, in sync with engine revs.

What to do? Firstly leave it for a time and see what progressed. On start five minutes later the situation was no different, so proceed home, high gear very low revs and investigate further. No help, situation as previous.

A few enquiries led to no clarity, the key factor was the smooth running of the N5 twin overhead cam 16 valve engine. A few runs at idle to operating temperature did not solve the problem although on a couple of occasions the noise went away for some time, returning a little later. The possibility of a stuck or blocked hydraulic lifter was worth a try, so after warming up the engine again and adding some flushing oil, the oil was dropped out and a thin grade oil together with a lifter cleaner was installed. Result, status quo.

After further enquiries the cabrio was pushed onto a trailer and conveyed to Alpine Affair. No clear thoughts initially so all was left with Colin and Paul. Perplexed, Paul took it for a short run to clarify the situation, including a few stints at higher revs. Noise no longer evident. Proceed to the next requirement and replace the timing belt.

A check run after this procedure showed the noise had returned. A camera inspection inside, through the spark plug holes, showed evidence of something being in cylinder two, but no apparent damage. Resolution, remove the head and investigate fully.

What was evident from earlier was that the head had been off and now a check showed new valves and guides, obviously done prior to my purchase. Clue to perhaps a broken timing belt, kilometres on the car at purchase was around 117 k. Further examination showed slight depressions in both the edges of the piston head (dished) and the rim of the head (hemispherical and crossflow) similar to that were like what might be left by an inch long piece of spaghetti. Must have been harder, so what? A note here is that with an alloy

head and block the gasket between them is fairly thin.

Where could something like that have come from? Obvious choice was the induction manifold but a close inspection showed nothing. The exhaust?? Here was evidence of a poor job of fitting some aftermarket catalytic converter and pipework between the oxygen sensor and the upper part of the engine pipe just below the manifold and the inserted cat. The pipework was of two sections, both smaller diameter than the original and the upper section the narrowest at a formed bend. On close inspection inside with a torch one could see a dag of tig welding wire protruding inside the pipe and rough welding around.

This section of pipe operates at very warm temperatures. A possible explanation could have been that a short piece of this wire could have broken off, as in a fatigue situation, in the higher temperatures of a prolonged run and got drawn back by the venturi effect caused by the narrowed engine pipe section on deceleration. No evidence of a piece of wire could be found in the engine, on the face of the valves or seats (both not damaged) or within the catalytic converter.

Solution, another OEM engine pipe and reinstate engine to normal.

Now all running fine and no culprit found.

Thanks Alpine Affair.

— from *Torque*.



For sale

203C, 1956. Black, red upholstery, good overall condition, as was when it finished the 2006 Ampol Rerun. Reg CJC203 (approximately 3 mth reg to run), \$11,000 ono, Chris Cronan, Horsely Park, 02 9620 2043.

203C 1955 engine number 2203C9497 VIN 1758218 last reg HKY022 1998. Rust removal, panel work, midnight blue respray 2012. Brakes redone 2012. Seats good (red) extensive motor rebuild. Always garaged. No RWC. Good tyres. Deceased estate, unfinished project. Photos available. Violet Town, Vic, \$8000. Ring Charlie Brydon (Executor), 0418 597 627

403 sedan, 1960. With original 75,4566 miles. Original interior in great condition. Paintwork in good condition. Owned since 1996. On historical NSW club plates 27133H.

Always garaged. \$9,500 ono. Phone Jon and Bev Molvig 02 4998 6152, located near Cessnock NSW.

404 sedan, 1962. We have to sell our beautiful and carefully preserved 1962 Peugeot 404 due to space considerations, etc. Mechanically sound and mostly original, this was one of the first of this icon model sold in South Australia. It comes with a range of spare parts, memorabilia and other items that we can discuss. Phone Daryl (South Australia) on 0427 606 113 or email dkwarman@adam.com.au for further details.

405 SRi, 1994, Gold paint, 2.0 litre petrol, automatic, 288,000km and 12 months rego. ACF94J. Only around 10,000km since the timing belt was replaced, rebuilt engine and in immaculate condition. \$3,500. Xabier, 0449 045 273

504, Jan 1979. Exc con - not course but really good original

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

THE DEADLINE FOR NEXT MAG IS TUESDAY, 18 NOVEMBER, 2014. 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.

condition. White in colour - very shiny but roof could do with a repaint. Full, detailed service history from new. 357,000km and uses and leaks no oil. The car drives as well as it did 300,000km ago, with the same fuel consumption. Interior is near perfect with updated 1980 model matching colour corduroy seats. Dash top and steering wheel as good as they get in cars this old. There is one minor split in one interior door pull but the rest are perfect. The car is currently rust free but has had work done in the past. Recent work includes new water pump, new hoses

and belts, all ignition parts including coil, radiator flush and new gas rear shocks. It also has the very rare and excellent trapezoidal biode headlights in perfect condition, properly tuned Weber carb, and the Cheviot Classic black mags with good Michelin tyres. Lots of spares include radiator, full set of original steel wheels and nuts (with u/s tyres) and heaps of bits and pieces, including the paint for the roof. Registered until September 2015. \$3,000 ono. Neil, Southern Sydney 0402 052 858, 02 9524 8092, nrstrugnell@gmail.com

Letter to the Editor

Dear Sir,
I'm a french Peugeot enthusiast, I'm member of l'Aventure Peugeot (Paris) and I own two old Peugeot cars, a 1989 505V6 5 speeds and a 306 Convertible.

I collect Peugeot brochures and literature all over the world. Peugeot Literature enthusiasts are welcome to me. I can exchange french Peugeot brochures with them. I saw your email in your magazine "The Pugilist" that I have in my collection.

My objective is to have an experience in a foreign country. I come from Somme and I live near Villers-Bretonneux, a very famous town you know as far as WW1 concerned.

Before I worked in local sightseeing, as "Heritage Attendant" in Crécy-en-Ponthieu. I was in charge of a Museum devoted to its local history (Battle of

100 years) and its famous Battle of Crecy (1346) between English and French.

I wish to know Australian culture, to work and I would like to know if somebody of the Australian Peugeot Club could accept me for limited period (3 to 6 month for example), for a work and to help me for an accommodation.

I accept work such as gardening, book seller (in bookshop) receptionist officer. I'm a Peugeot enthusiast and my wish is to invite after, these gues in France, why not, during the centenary of Battle of Somme 1916-2016. I think it could be a great experience for both.

Promotion, pugnacity, connoisseur are my assets, I would like to share my assets with you, between an Australian and French Peugeotophile.

I'm open for all experience and for an interview at your convenience.

I let you some photos of my Pugs.
Yours Sincerely

Etienne Goulant
egoulant@yahoo.fr





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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
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
Muir's European	Sales Showroom, Service & Parts	205 Parramatta Road	HABERFIELD	NSW 2045	02 9798 8888
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
Paradise Garage	Service Unit	25-27 Dunning Avenue	ROSEBERY	NSW 2018	02 9313 7866
Tamworth City Prestige	Sales Showroom & Service	1-5 Jewry Street	TAMWORTH	NSW 2340	02 6766 5008
	Service Unit	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
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
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhuntly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
Bendigo Motor Group	Service Unit	140-150 High Street	BENDIGO	VIC 3550	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6244
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Taylor Motors	Service Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
Brisbane City Peugeot	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
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
West-Star Motors	Sales Showroom	James & Hume Street	TOOWOOMBA	QLD 4350	07 4639 0111
	Service & Parts	Thompson Lane	TOOWOOMBA	QLD 4350	07 4639 0111
Motoco Group	Sales Showroom, Service & Parts	199 Lyons Street	CAIRNS	QLD 4870	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
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					
Performance Automobiles	Sales Showroom, Service & Parts	281-301 Argyle Street	HOBART	TAS 7000	03 6210 7000
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

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