

the pugilist

April 2025



Magazine of the
Peugeot Car Club
of NSW Inc

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E-208 electric car price leaked

Alex Misoyannis

NEARLY TWO years after confirmation of a local launch, the Peugeot E-208 EV appears to be closing in on Australian showrooms, but it won't come cheap.

Peugeot is ramping up its electric-car plans – months after hitting the brakes – with the delayed arrival of the 2025 Peugeot E-208 city hatch, prices of which have surfaced online.

And it is available in a single GT

The cover

April marks the 70th Anniversary of the Peugeot 403's release on the streets of Paris in 1955.

Photo: Vincennes en Anciennes.

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specification grade priced from \$49,990 plus on-road costs – only \$5000 cheaper than the most affordable Tesla, for a smaller vehicle in the Peugeot with nearly 200km less claimed driving range (331km vs 513km).

Peugeot Australia is yet to confirm the leaked pricing, which has been published on industry database Redbook, a website with pricing data supplied by car manufacturers.

For that money, buyers score a 51kWh battery, outputting 115kW/260Nm to the front axle, while its dimensions place it between the Mini Cooper EV and BYD Dolphin.

Still, the city-sized hatchback will accommodate a 309-litre load with all seats in place, swelling to 779L with the rear seats folded.

Standard equipment includes 17-inch alloy wheels, interior ambient lighting, keyless entry, push-button start, part-Alcantara seat trim, and a digital instrument cluster.

As for safety, Redbook lists lane departure warning, blind-spot monitor,

front and rear parking sensors, and front and rear cameras.

The 208 light hatch was last offered in 2018 when production of the

first-generation model wound down.

The petrol-powered second-generation model was in line for an Australian introduction five years ago, but the French brand's plans shifted and will now offer the nameplate exclusively as an electric car.

Drive has contacted Peugeot Australia to verify the leaked information, and we are still awaiting a response.

— from *Drive.com.au*



Anniversaries and awards

Chris Deligny

SO MANY different things to write about this month.

April is the 70th anniversary of the 403, and it deserves a bit of recognition. Still several years younger than most of your committee, there are still many left on the roads, and in garages, in Australia, particularly in Victoria.

Celebrations include a member-organised outing – which we endorse and encourage – as well as a 403 theme at this month's meeting.

During March there was an EV show in Sydney, which many members attended. With the sheer number of different brands appearing, there is a wide variety of names, mostly common English nouns put together in a way that does not exactly roll off the tongue.

Names matter. Think of the Nissan Tiida, whose sales dropped like a fart in a lift until they changed the name back to Pulsar.

I am just waiting for the time that some marketing department comes up with such gems as White Elephant or Happy Ending, without realising the implications. Think of the Citroën Cactus!

Most car clubs are facing similar issues as each other, as well as many other institutions. Know how many people are learning to play or fix church organs? Not many, I'll give you the drum. Or the bell. Or the pipe.

Issues such as dwindling memberships, aging members, or postage costs. Or all three.

When Australia Post announced that they had more than halved their losses – down to only about \$88m – then two things were inevitable. Both increased cost, and decreased deliveries. This is somewhat mitigated by us sending out the magazine electronically, so you can get to read it before the meeting.

As well as the increased postage, our close friends at the Citroën Club are facing the loss of dealerships, and maybe down the track, places to service them.

It is a real concern that they are taking seriously, with many service places holding up the garlic and making a cross as soon as a Citroën, or any French car for that matter, appears in their driveway.

Repairers won't work on older models, as parts take forever, and the disabled car will just sit in the workshop taking up space. A list of who will work on what is needed, and they are on to it. Could well cross over into our sphere, although at least we have some RWD models.

As you saw from last month's story on our former printer Jeff Gill, we have been hugely fortunate to have had a dedicated and efficient printer for so long, someone who is in the French car community.

Even with the new printer, The Pugilist continues to have snappy printing and an excellent colour cover. It is not widely known that this viewing pleasure comes courtesy of Incheape.

The distributor has been funding with its advertising not only our cover, but that of Torque, magazine of the Peugeot Car Club

of Victoria, since taking on the brand.

Like the way that the fruit tastes better when you pick it from over the neighbour's fence, knowing that the importers actively support our brand gives me even more pleasure to see the cover and read the magazine.

Lastly, it was a complete surprise, and honour, to receive the Peugeot (spelling is still being debated) of the Year award at the March meeting. It was decided in my absence, and left me, for once in my life, speechless.

The trophy is magnificent, and went straight to the poolroom, alongside my 1988 POTY award. Whilst it was a long time between drinks, I would not normally have considered myself even eligible, simply because I chose to be in this position and do this job. Others thought differently.

I said then as I say now – you only get out of the club what you put into it. In my case, that is a lot.

Happy motoring



Are you getting club emails?

Simon Craig

LOTS OF EVENTS email reminders to club members are bouncing lately. Ross Berghofer 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 Ross an email at: renewals@peugeotclub.asn.au or call him on 0409 504 551.

Additionally, adding the address: "editor@peugeotclub.asn.au" to your address book or white list may stop the several rejected emails I get when I send out email reminders every month.

Colliers Automotive Services

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

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

7 James Ruse Drive, Granville, Sydney, NSW 2142

Email: colliersauto@bigpond.com.au

Web: www.colliersauto.com.au



April Club Meeting

APRIL 1955 was the launch month of the 403, with a spectacular display on the Trocadero in Paris.

While the Veteran Car Club Hall in Five Dock does not share the same atmosphere, our 2 April Club Meeting will be a celebration of the 403's 20 April 1955 launch, 70 years ago.

Why not dust off the 403 and bring it along, together with your stories and memories of this fabulous model from Peugeot's past.

The meeting kicks off at 8pm, after informal discussions and catch up in the car park.

Join us at the Veteran Car Club Hall, 134 Queens Rd, Five Dock for the meeting.

Wed, 2 April



OASIS

Tue, 1 Apr

Les Watton

OUR NEXT outing will be to St Ives Showground.

We'll meet from 10:30am at St Ives Showground picnic area number 4 at the rear of the showground.

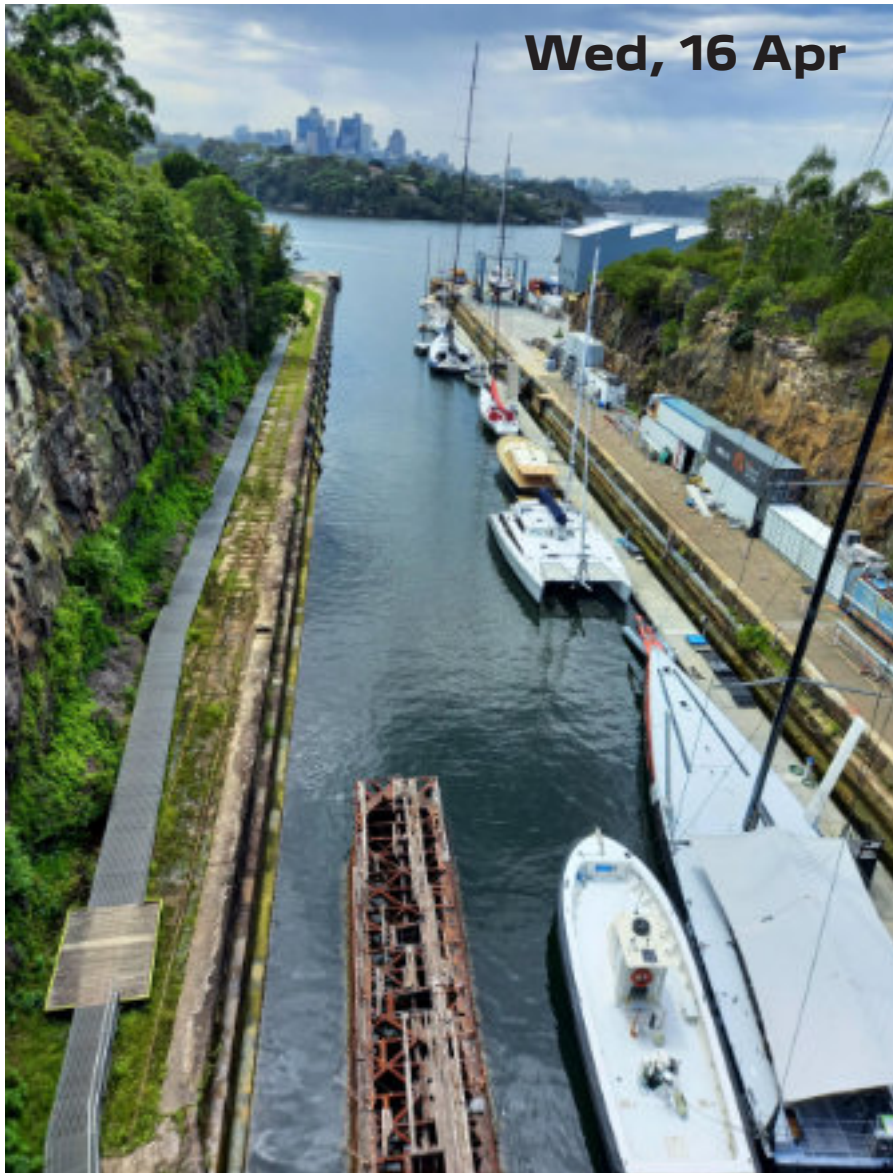
Look for the murals on the amenities block.

Please note the kiosk is not open on Tuesdays.

At 11:30am we will depart for a 12:15pm lunch at the Belrose Hotel, 5 Hews Parade, Belrose.

Next month's venue was yet to be advised at deadline.

For info contact Les Watton on 02 9838 8063 or mumspalace@hotmail.com



Wed, 16 Apr

April coffee meet in the dock

Chris Deligny

WE ARE HEADING to the Ironwood Café, Woolwich Point on Wednesday 16 April.

If you have never been to this historic and scenic part of Sydney, now is as good a time as any.

Situated at 102 Woolwich Rd, it is directly across the road from ample parking, the 120-year-old Woolwich Dock and Parklands, and some magnificent views of the harbour and city skyline.

Take some time to visit nearby Kelly's Bush, which became the site of the world's first Green Ban in the early 1970s.

Wander around the dock, which sits at the bottom of a large cliff, then grab an inside seat with us at the Ironwood Café. With an extensive array of drinks and cakes, it is perfect for a morning tea, or stay for lunch with good servings and reasonable prices.

Let us meet at the usual 10:30. Hope to see you there.

www.ironwoodcoffee.com.au

Club diary

Tue, 1 April
OASIS Run, St Ives to Belrose Hotel.

Wed, 2 April
General Meeting, VCC Hall. 8pm.

Wed, 9 April
Committee Meeting, Ryde Eastwood L Club, 8pm

Wed, 16 April
Coffee run to Ironwood Café, Woolwich

Sun, 27 April
403 Anniversary Day. Vanilla Cream café.

Tue, 6 May
OASIS Run, Lydham Hall, Rockdale. Tbc.

Wed, 7 May
General Meeting, VCC Hall. 8pm. Auction.

Wed, 14 May
Committee Meeting, Ryde Eastwood L Club, 8pm

Wed, 21 May
Club outing to Cockatoo Island.

Please Note:

All upcoming events listed subject to any COVID-19 restrictions and may be subject to change or cancellation.

Pittwater car show

David Cawthorne

THE LARGE Pittwater Motor Enthusiasts Association invites the Peugeot Car Club to both attend and display at their Car and Bike Show at the Pittwater RSL Club carpark on Sunday 27 April.

Gates open for display vehicles in Jubilee Ave at 7:45, with cars to be parked by 8:45.

Display entry is \$15 and must be pre-booked via the form in the link. Vehicles to stay until 1pm.

Spectator entry is from 9am and is by gold coin donation.

Sausage sizzle and coffee available.

To date we have six French car entries and only six hot rods, with 94 cars indicating their attendance. There's plenty of space left for more French cars to come along and display.

Don't forget to book via the link.

<https://www.pittwatermotorclub.org.au/event/northern-beaches-2025-car-bike-show/>

Sun, 27 April

H Plate renewals by post ONLY

Steve Palocz

ALL H PLATE renewals are to be via Australia Post only.

Please have the left hand side of the Historic Vehicle Declaration filled out and supply a current pink slip. Also include a stamped self addressed envelope for the return of documents. **The current postage rate for letters is \$1.50.** If you don't have my postal address contact me via email or phone for details.




Sanction 32-27-F

Presents *And* *Northern Beaches* Hot Rods

Northern Beaches

Classics, Hot Rods & Bike Show 2025

Sunday April 27th 9 - 1pm




Pittwater RSL Carpark
Mona Vale

PUBLIC - Gold Coin Donations to Men's Shed & Ingleside Rural Fire Brigade

Trophies 150 Cars
Music Coffee Cart
Food Raffles

Car entries close 14th April

Info/Entrants: Contact -
PMEA Ross - 0411 241065
NBHRC Colt - 0415 402560

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Trophies 2pm Sunday

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Kids under 15 Free

Contact Ann 0245 765031 or Deb 0245 763452

www.eastkurrajonghall.com

Members, get your new name badges here



Graeme Cosier

IT HAS BEEN some years since we ordered name badges for members or partners.

We are now taking orders for new badges so you can wear them at club meetings and functions.

They are similar to our last lot, being a blue background with white writing and are 75mm x 25mm and with a magnetic attachment so as not to put holes in your clothes.

It has the club name at the top and member name below it as per the picture.

Cost is \$17 per name badge collected from a club meeting or \$19 posted to you.

Payment can be by cheque to Peugeot Car Club of NSW, PO Box 404, Gladesville, NSW, 1675 or EFT to PCC NSW BSB 082-352 A/C 035 838 284 and state your name and "Badge".

Make sure you clearly show your first name and surname as you want it shown on your badge.

If using electronic funds transfer, please email nswclubinfo@peugeotclub.asn.au to advise of your order with the name details required.

Any queries to Anne or Graeme Cosier at 9456 1697 or 0418 203 195 or to the email above.

Auto Brunch at St Ives

NORTH SHORE Sporting Car Club hold a monthly social and buy swap sell meet-up.

In line with the Cars and Coffee theme, NSSCC has secured exclusive access to St Ives showground for these monthly events.

The event is now known as the Donnington Auctions Autobrunch, however the event and details remain the same.

It's open to any car enthusiast.

Come and join other car owners and display your car or just look at those on display. It costs \$5 to show your car,

Bring along your car and/or car parts for sale or if it's more convenient bring a photo/list to stick on the For Sale notice board.

Have a great coffee or early BBQ Breakfast with fellow car enthusiasts!

From 8am to 11am, 1st Sunday of the month.

6 April

Cockatoo Island visit

Brian Jubb

PRIOR TO European settlement, Cockatoo Island was a meeting place for Sydney's First Nations peoples, who know it as Wareamah. From the mid-nineteenth century the island was the site of a convict gaol from 1839 to 1869. Between 1871 and 1911, the island was used for educational institutions for boys and girls. It became a major shipbuilding and repair facility from 1857 to 1992. One of the last ships built there was the Empress of Australia. The last Naval ship built there was the HMAS Success.

The island still has relics from the convict times and from the ship building eras. You can still see the dry docks, buildings and some of the machinery from the ship building era as well as its time as a prison,

including the solitary confinement cells and the barracks.

The tour of the island will include the convict buildings on the top of the island followed by the shipbuilding areas, tunnels, Biloela museum, grain silos, large machinery, and steam cranes.

The tour will take around two hours and finish at the Marina Café for lunch.

I suggest we meet at Cockatoo Island at 10:30am

The Parramatta River ferry departs Circular Quay wharf Number 5 at 10:07am

Good walking shoes, hat and water bottle are required. Admission to the island is free

For enquiries, please contact Brian Jubb on 02 9602 9591

www.cockatooisland.gov.au

Wed, 21 May

The Peugeot Car Club of New South Wales Inc – now 52 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, Five Dock, from 8pm. 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 Peugeot Pageant.

Unfortunately, COVID-19 has put paid to the last few Pageants, but stay tuned for future developments

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.
- Bargain rate conditional registration (club

**Inquiries (02) 9456 1697
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A/C: 03583 8284**

plates) to drive 30-year-plus Peugeots for up to 60 days a year under the conditional registration log book schemes after our registrar’s inspection, available after six months’ membership.

Our alliances

The club, founded in January, 1973, is affiliated with the Motor Sport Australia, 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 \$60 a year, \$31 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, or type in this link:

<https://bit.ly/49oPBF7>

In February, a part year concession rate of \$35 kicks in.

The Pugilist

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simonc@pobox.com

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info@brookvale.kwikkopy.com.au
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- Your input is valued. Email, ring, write or post. Type into your email program or send an .rtf, .txt or .doc file. Please do NOT format as that task is made during pagination. Send text and pictures as separate files. Pix as .jpg files.
- Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Tue, 29 April. Historic registered vehicles welcome.
- Magazine distribution etc Peter Wilson 02 9331 4159 and 0425 240 864
[email: peterw.wilson@bigpond.com](mailto:peterw.wilson@bigpond.com)

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306, 405 Philip Challinor 02 9456 2989
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404, 504, 604 Steve Palocz 0409 504 604
406 Greg Lock Lee 02 9150 9984
504 diesel, Henry Hendriksen 0459 797 798
505 *volunteer required.*
508 Peter Reeves 0452 391 965
605 Chris Deligny 0412 306 504
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Stuck in Park? It's a smart Pug bug

Peter Wilson

EDITOR SIMON Craig had personal experience of a software bug in his new Peugeot 408 PHEV a day after Peugeot Australia sent affected owners an electronic recall notice for 2024 models of the 308, E-308 and 408.

His park brake wouldn't unlock automatically when he was about to drive home from work because it had the idea that the door he had just closed was ajar.

An expert in aeronautical electronics, Simon had no problem in finding a work-around to keep his three-month-old Pug flying. He released the park brake manually and drove home where he checked the car and experienced other symptoms. After a wait, they vanished, an experience like rebooting a frigid computer or a dumb smart TV.

Peugeot Australia said it had recalled 130 vehicles – 64 MY24 408 GT Fastback Plug-in Hybrids, 45 MY24 308 GT hatchbacks, 20 MY24 308 GT wagons and one MY24 E-308 hatch – to deal with the problem.

Stellantis had advised that “as a result of the software issue, it could prevent the doors from locking or unlocking, exterior mirrors from folding or adjusting and the windows from auto reversing,” the company said in response to club inquiries.

Peugeot Australia is lucky that the recall affected such a small number of vehicles – 523 off those models had been registered to February – and that the Peugeot App gives owners an immediate indication so they can respond promptly and arrange a prompt free bug fix at a dealership either before or after the bug affects their Pug.

Recalls were much more involved in the past. Back in 2005, when Peugeots were selling in much greater numbers than these days, the previous distributor had a nightmare recall affecting some 9,000 Peugeot 306s, affecting both N3 and N5 models, including diesels.

That was three years after the last 306 had been sold and included the N5 refreshed model as well as the N3 that Inchcape had been selling since 1994. The problem was replacement of the fuel filler neck connection pipe, about the time that Bentley had a fuel hose recall for its 21st century models.

The distributor had to check with all motor registries and other ways to make sure they found everyone with a 306, even when cars had gone through several owners, and sent a registered letter.

Not all members opt for the Peugeot App, so everyone gets a letter, but as it is so early in the life of the affected Pugs, it won't be such a big chase as most original buyers will have the cars.

With the sophisticated vehicles of today, it's much better that the specialists are required to fix these problems; an improvement on when Henry Ford included a list of remedies for owners to deal with problems with every Ford Model T that he sold.

Peugeot had expected to have its mild hybrid models in the first quarter for a big March campaign. So far, the 3008 is the only hybrid arrival.

The delay seems to be from the factory as Peugeot Australia said the only recent shipping and logistic delays were through Cyclone Alfred affecting Brisbane and Queensland deliveries.

However, in its first press release of 2025, it said the mild hybrid 5008 seven-seat SUV is now available for pre-order from its website. It's \$55,990 for the Allure and \$67,990 for the GT Premium, plus on roads.

The late mild hybrids and the running down of petrol and plug-in stock mean that Peugeot's vans continue to carry the bulk of the sales load. In the six months to February, the three van models outsold the nine passenger models 387 to 237.

The Partner small van, which has only two rivals, is still champ, outselling other Peugeots in most months. Except in February when the Expert's 39 registrations overtook its 28. And a lone Boxer hit the road.

In March, some unsold older vans —

new MY23 models — were being cleared with the extraordinary pricing of those medium-sized SWB Experts at \$46,990 — being less than the Partners and the big Boxers at \$49,990.

Total February registrations remained light, official figures showing the 99 being half those of the previous February. Leading the 29 passenger vehicle sales was the 2008 at 10, the 3008 at seven still to hit its strides with its mild hybrids, the 308 six and 408 four.

New Citroëns are still around with three C3s and one C5 X registered in February.

Renault, also strong on vans, had an electric surprise with 48 sales of the Megane E-Tech beating the Koleos SUV 48 to 36. Renault's month was down 30.7 per cent to 356.

Gloomy sentiment

The national context is subdued consumer demand amid cost-of-living pressures and dramatic falling interest in battery electric vehicles despite a choice now up to 88 models, industry spokesman Tony Weber reported. Australian registrations fell February to 94,993 units, 9.6 per cent down on February 2024.

Private buyers are deserting the showrooms, showing less interest in passenger cars and utes.

For fallen sales this year Peugeot is in the good company of Alfa Romeo, Bentley, BMW, Ferrari, Honda, Hyundai, Isuzu Ute, Jeep (which has dropped the Cherokee), Land Rover, LDV, Lotus, Maserati, MG, Mitsubishi, Nissan, Polestar, Porsche, RAM, Renault, Skoda, Subaru, Suzuki, Tesla (zero in February in line with international slumps), Toyota, Volkswagen and Volvo.

Only one of the 18 truck brands reported increased registrations.

Tony Weber expressed grave concern at the fall in this year's BEV sales — from 15,004 in 2024 to 6,978 — against the huge rise in their availability. Two months into the New Vehicle Efficiency Standard, he attacked federal aspirational BEV targets that didn't match “the realities faced by consumers”.

He didn't mention petrol and diesel sales also fell.

Meanwhile hybrid sales, where Peugeot is heading, climbed 240 per cent this year to 21,182 units.

On the way: The new Peugeot 5008 SUV is the next mild hybrid that can be ordered before release this year.



Help mark the 403 turning 70

Charlie Cutajar

FOR THE PEUGEOT 403 fans, 03 fans and worm drive fans in general, we could not let this important 70th milestone go past without a celebration to recognising it.

The 403 was launched on 20 April 1955 at the Trocadero in Paris with an impressive side-by-side lion-up of 100 403s that disappeared into the distance. The cars were made available to dealers and press to drive away after the launch.

Le Club 403 (France) recreated this lion-up of 403s on the same site near the

Eiffel Tower on 17 April 2005 — marking the 403's 50th year. They had 128 Peugeot 403s with cars that came from all parts of Europe.

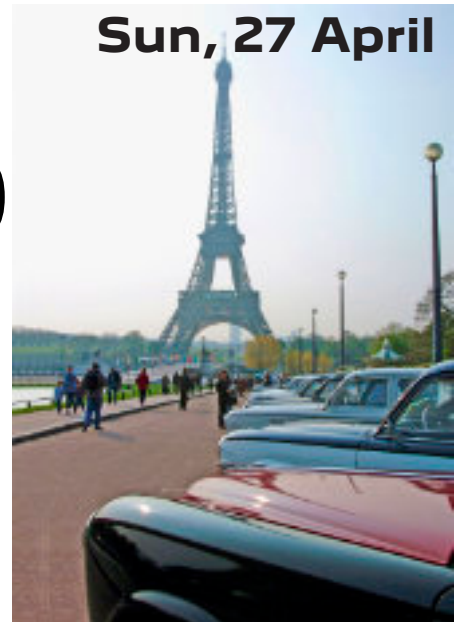
So, where and when is our celebratory gathering at?

Morning tea at the Vanilla Cream Café on 27 April 25 10:00 am, Amaroo Park, 233 Annangrove Road, Annangrove, 2156.

Then a picnic lunch at Cattai National Park, Caddie Road, Cattai 2756.

If the weather is bad from the café, we will arrange to go to lunch at the local clubs or pubs.

For inquiries, Charlie Cutajar 0422 792 389.



Grand display (above): The 128 Peugeot 403s assembled in Paris at the Trocadero to mark the 50th birthday in 2005, including four from Norway and four from the UK. Photo: P. Papier.

Back at the Trocadero: The anniversary lion-up of 403s in April 2005 beneath the statue of General Foch, the Allied commander during World War I. Photo: G. Bazin.



Euro Motorfest 2025

Andrew Gowans

THE MGCC Hunter Region cordially invites the Peugeot Car Club to our premier annual car display, the Euro Motorfest 2025, on Sunday 22nd of June. Our backup date is Sunday 29 June, in the event of poor weather.

Once again Euro Motorfest will be held at Newcastle Foreshore Park in Newcastle East, with gates opening at 8:30am, and raising money for John Hunter Children's Hospital and Variety The Children's Charity.

A full flyer will be released in the near future, once the details are confirmed.



Please feel free to contact me if you have any questions, and I'll release updates as they come to hand. You can also view this event on our website: www.huntermg.com/event/euro-motorfest-2025/

Thank you for your support in previous years.

Sun, 22 June



Precision parking: The club's event was under serious control. Photo: G. Bazin.

Peter Wilson

BACK IN THE early 1960s I mentioned to friends in our Christchurch pub one night that I was planning to drive my two-tone green early Peugeot 403 along the coast to Picton and take the road-rail ferry minus Pug to catch a new show at Wellington's acclaimed theatre restaurant and return the next day.

After all, as part of my work as a sub-editor on the morning paper and looking after its arts pages I liked to keep up with developments in the artistic community. I could have taken a plane, but it was also a good excuse for a drive.

I suddenly gained three enthusiastic passengers who decided they would also enjoy the experience.

It was a pleasant scenic drive in light traffic, for part of the way alongside the railway along the narrow strip where the steep bush clad mountainsides reached almost to the surf splashing on the rocks. Thanks to a modified engine, we covered the 340km in about four hours.

As we approached Picton, a line of cars and trucks heading towards us indicated the

A 403 got me to the show on time

ferry was rolling out its south bound load, so I sped up.

I dropped my friends next to

the ferry boarding gate and looked for somewhere to park.

Before I could run back to join them, the boarding gates closed and the ferry moved off on its three and a half hour trip through the Marlborough Sounds and across Cook Strait.

Woe, the initiator of the trip was left behind.

As I was determined to see the show, I returned to the Pug, drove it the 26km to Blenheim airport and caught the early afternoon DC3 flight to Wellington, and then a taxi to the theatre where they were preparing the opening show.

A few hours later my friends arrived and

were very surprised to see me. They had been discussing at the bar on the ferry how bad they felt about their driver missing the show.

Anyway, we had a great night. We were guests of honour, the food was excellent, the show mischievous and we enjoyed the after party.

The next day my companions caught the ferry while I flew to Blenheim to get the car, collect them from the ferry at Picton and head for home.

I enjoyed my time with the 403. It was from an era when Peugeot built nearly everything about the car except the electricals. It was roomier than my 203, had a similar overdrive top, handled brilliantly, could cruise all day at overdrive top and I gather even standard could see off Holdens.

Then one day I called at the local dealer for a part and was offered a drive in a newish 1963 404 for a couple hours. I bought it.



Pugs on top in test

Simon Craig

ADAC, the German-based automobile club, is Europe's largest automobile club. It is the equivalent of the NRMA in NSW. Recently, they assessed all the current vehicles that were available in 2024 for their economic credentials, and the results were a little surprising.

The rankings include a calculation on how electricity is generated for charging, so probably not that relevant from an Australian perspective, but the results still make for interesting reading.

Essentially, these are the cleanest cars of the year, with ADAC compiling a list of 84 cars, ranked for their environmental nous.

The Peugeot e-208, Peugeot e-308 and Opel e-Corsa rounded out the top three, pipping the Tesla Model 3, with an honourable mention for the e-2008 which also made it into the top 10.

Understandably, electric cars continue to dominate the ADAC Ecotest in 2024. But some combustion engines also remain competitive. The Toyota Prius PHEV (yes, I didn't know they made one either) just made it into the top ten.

According to the German Federal Motor Transport Authority, around 380,600 electric vehicles were registered in Germany in 2024. This represents a significant decline compared to the figures for 2023, when there were around 524,200 units.

The abolition of the state environmental bonus had a clear effect on buyer behaviour, which may be unhelpful, because electric cars are not only steadily improving, as the 2024 ADAC Autotest evaluation showed, they are also once again leading the ADAC's environmental ranking.

The top nine places in the ADAC Ecotest ranking are exclusively occupied by fully electric vehicles, all of which received a five-star rating. The ADAC does not consider electric cars to be zero-emission vehicles, but rather takes into account the CO₂ and pollutant emissions generated during electricity generation. 84 vehicles were measured for their direct and indirect emissions in 2024.

Peugeot and Opel are ahead

Electric cars benefit, among other things, from the steadily increasing share of renewable energy in the electricity mix, but also from lower fuel consumption. Second and third-generation electric cars are demonstrably more energy-efficient than earlier models.

Clearly, there was, or still is, great potential for efficiency here. This is clearly evident in the top-performing vehicles: The first generation of the Peugeot e-208 and the Opel Corsa-e (now the Corsa Electric) achieved average fuel consumption of 18.7 kWh per 100km (Peugeot) and 18.8 kWh per 100km (Opel) in the ADAC Ecotest. With the new drive system—both have the same battery and the same engine—the figures are just 16.0 kWh per 100km and 16.5 kWh per 100km, respectively.

The Peugeot e-208 leads the 2024 Ecotest evaluation with a total score of 105. Its low fuel consumption of 16.0 kWh per 100km (including charging losses) results in just 80 grams of CO₂ per km. The electric Opel Corsa follows closely behind, ranking second with a total score of 103.

Another Pug in second

Another Peugeot tied for second place. The larger e-308 uses the same powertrain as the electric 208, differing only in weight and body shape. The compact model also

performs well, with a fuel consumption of 16.3 kWh and a CO₂ value of 82 grams per km.

Hot on the heels of the Stellantis models is the Tesla Model 3. The Californian mid-size sedan takes fourth place in the ranking, but it's certainly not to be outdone. The Tesla is the largest vehicle in the top group and consumed 17.2 kWh/100 km in the test. Its CO₂ emissions are 86 grams, giving the Model 3 an overall score of 100 points.

A plug-in hybrid among the top 10

With the Prius, Toyota proves how efficient cars with a combustion engine can be when combined with an electric drive: The Japanese car is the only vehicle with a petrol engine to make it into the top ten of the 2024 vehicles tested. There is no other plug-in hybrid that is more economical when driving on electricity alone than the Prius Plug-in, with an average consumption of 17.7 kWh/100km.

And even in combined driving, which is crucial for the Ecotest rating, the Japanese car proves to be exemplary in its economy: If you set off with a fully charged battery, the Prius consumes 11.5 kWh of electricity and 1.7 litres of premium petrol for the first 100km. This is associated with a CO₂ balance of 104 grams per km. A top value. And even if the Prius has long since run out of power, it doesn't become a gas guzzler: the test engineers were able to measure 4.8 litres of petrol consumption with an empty drive battery.

This is what lies behind the ADAC Ecotest

THE ADAC Ecotest focuses on two different components in its measurements:

First, there are pollutants such as carbon monoxide (CO), particulate matter, or nitrogen oxides (NOx). In excessive concentrations, these are harmful to health. Elevated nitrogen oxide levels, for example, have led to driving bans for some diesel vehicles in several German cities.

Secondly, emissions of the greenhouse gas CO₂ are being examined. Carbon dioxide acts as a greenhouse gas in the atmosphere and plays a major role in climate change.

The fewer of both types of emissions released, the more points a vehicle can earn: a maximum of 50 points in the

pollutants category and 60 for CO₂. Additionally, the values are converted into a descriptive star rating: one star is poor, five stars are excellent.

So why do battery-powered cars even have a CO₂ and pollutant emission rating? They don't even have exhausts? This is due to the "well-to-wheel" (WTW) balance used by the ADAC.

What also counts is how much energy (and thus CO₂ and pollutant emissions) was required to produce the fuel – whether electricity, petrol, or gas. And not just the emissions generated directly while driving. Charging your electric car with solar power from your own roof, for example, automatically improves its ecological footprint.

Make	Model	Engine	kWh	Ecotest CO ₂	WTW	Stars	Points CO ₂	Points Pollutants	Points Total
Peugeot	E-208 156	Electric	115	80	★★★★★	57	48	105	
Peugeot	E-308 156	Electric	115	82	★★★★★	56	47	103	
Opel	Corsa Electric	Electric	115	82	★★★★★	56	47	103	
Tesla	Model 3	Electric	208	86	★★★★★	55	45	100	
Opel	Astra Sports Tourer	Electric	115	87	★★★★★	54	45	99	
Peugeot	E-2008	Electric	115	90	★★★★★	53	44	97	
Volkswagen	ID.7 Pro	Electric	210	90	★★★★★	53	44	97	
MG	MG4 Electric	Electric	150	91	★★★★★	53	43	96	
MG	MG4 Ext Range	Electric	180	92	★★★★★	53	43	96	
Toyota	Prius 2.0 PHEV	Hybrid	164	104	★★★★★	49	46	95	

From the Badge Man

Jon Marsh

ONLY FOUR badges have been awarded in the last couple of months, ranging from 20 years to 50 years.

For the information of newer club members, these badges are awarded after

Peugilist of the Year

Ross Berghofer

OUR CLUB IS still in recovery mode after the covid restrictions, but lots of things have been and are happening behind the scenes, administratively, for our club. This includes in no particular order: arranging French Car Day for 2025, assembling the club magazine, preparing the club magazine for printing and its distribution, arranging coffee runs and the November club lunch, identifying another printer for the magazine after the closure of our previous printer of 28 years. Paying club accounts such as printing and hall hire, maintaining the club's membership database. Dealing with the Australian Taxation Office and its requirements. Obtaining mechanisms for electronic payments. Handling concessional vehicle registration. And the list goes on. And on. Year after year. The workload is shared by committee members.

Our club likes to acknowledge the achievements of club members, especially those who are not members of the club committee. But it has to be noted, that there is one committee member who deserves club recognition for service to the club. He is a long-time contributor to the success of our club. Has written numerous articles over the years that appeared in the magazine. He promotes the club at car themed events, even as far away as Paris. And so on. The 2024 Peugilist [sic] of the Year is club president, Christian Deligny.

Consistency award. Another club award is for attending the most club events, that of recent times are mainly coffee meetings. This is awarded for 2024 to Paul and Jenny Barlow who enjoy driving in their 306CC to enjoy the company of other members.

Other awards the club has are mainly sporting oriented and did not attract any nominees for 2024.

Ross Berghofer

WE WELCOME the following to our club and hope to see you at a club event.

Chris Kimlin of Kippax, ACT with a 406 HDi.

Tricia Kavanagh of Sydney with partner with a 205 GTi.

Paul Burges of Northbridge admires his 504.

continuous membership for periods of 10, 20, 30, 40 and 50 years.

The numbers of badges issued since the club was formed in 1973 are 10 year 399, 20 year 185, 30 year 83, 40 year 35 and 50 year 14.

Sarah Vorchheimer of Bondi and Nigel Nash from Berowra Heights have both

notched up 20 years and we congratulate them.

One of the club's characters, Ron Gruber, now living at Chittaway Bay on the Central Coast has been with us for 40 years and stalwart Bruce Hickey out at Bathurst chalks up the big 50.

Well done everyone!

Graeme Cosier awards the POTY to a rarely-speechless Chris Deligny.



Welcome to new members

Jean Adolphe of Bexley with son Wesley. Poli Aspiotis of Glebe, in a 206 GTi.

Angel Moro of Brighton-Le-Sands, driving a 406 coupe.

Michael Richards of Valentine with two 504s.

Mathew Kirkham of Wetherill Park in a 306 Cabriolet.

Lionel Helie of Galston, wizzing around in a 504.

Michael Pfhäl of Bowral enjoying his 405.

David Whitehead of Windradyne, with double pleasure in a 306 and a 508.

Les Payne of Kurrajong has a 504.

Alison Neil of Kellyville enjoys a 206.

Tommy Jenkins of Shalvey, restoring a 307 CC.

We now have 234 members in our club.

Peugeot 404 GTi escargot



Dale Horsley

THIS PROJECT BEGAN when I decided that my poor old ute needed some TLC as cancer was eating her away. Mechanically she was sound, about 10 years ago I fitted 505GTi engine and an LSD. She is my daily driver, so gets used and abused. The car had some rust repairs done to the floors and buttress panels a long time ago, but they were not done very well. The rear of the cab had rusted through along the bottom where it met the tray, and you could no longer jack the car up from the radiator

cross member as it resembled tissue paper. It wasn't pretty.

A quick history on the ute: it was a one owner! Having said that it was purchased by the local timber yard as a work horse, and work it did. The 404 was chosen by the owner because he could fit a 6'x8' tray with no wheel arches. With this he could cart sheets of Masonite and cement sheet, and it was a 1 tonner. It cost him \$2000, \$200 more than a Holden at the time.

With the extent of the rust I thought a donor shell could be obtained in better condition than mine, and that would be the solution. I looked around and eventually found one with Hayden Chapman at Pugwreck. The rear wheels were locked on, it didn't run and had a hit in the LHS front but I didn't care. She was straight, not rust free but what mattered was sound.

Now if you're looking for an article on an original fully restored concourse car, stop reading now! However if you want to see what happens when a bloke who hasn't grown up, has too much time on his

hands thanks to Covid (I'm a chef) and watched too many YouTube videos, like "Home Built by Jeff", "Project Binky", "Skid Factory", please read on and enjoy.

I decided that I was determined to do everything myself at home, how hard could it be? I started by stripping her back to a bare shell. Removed all the panels I could, but left her as a roller. I cut out rust and welded in new steel in the doors, guards, sills and cab. I refabricated the transmission tunnel so I could sneak in a 5 speed gearbox in. I removed the original tray sides and wheel arches so I could fit a custom rear tray like my old ute had. I prepared the chassis for paint and sprayed the inner guards, engine bay and rear chassis with stone guard. I then prepared the cab, doors guards, bonnet sills etc for primer (a lot of work!). Because I'm a child I added flared guards and a bonnet scoop. This thing is going to fly! I primed the whole car then gave it the top coat. I sprayed it with epoxy gloss black. It came up pretty well considering I did it in my shed.

Because I intend to use this ute as my daily driver, I had two main goals. 1: Use parts off common vehicles, if possible; they would be more readily available and improved. 2: Have plenty of creature comforts.

With that in mind, how about electric windows (how hard could it be?). I got myself a VZ Commodore door (\$55 from Pick-a-Part) and away I went. Save to say it didn't bolt in, but I got it to work like a treat.

With that done, it was time to trim the inside. Custom! My door cards and roof lining where unusable, so I made new ones.



I'd seen sewing machines before, and we had a cheap one (how hard could it be?). A few YouTube videos and a couple of trips to Spotlight later I had door cards, rear panel and roof lining. The roof lining I wanted to do like the big rigs have, that chesterfield look (how hard could it be?). I fitted 306 bucket seats & seat belts, installed new seatbelt webbing (red, like an AMG Mercedes!), and a AU Falcon centre console, I couldn't believe how well the console fitted. I fitted an early sedan dash, but deleted the ashtray and fitted two gauges. I fitted a Ford Mondeo interior light that incorporates two map lights, 407 grab handles, a rear view mirror with reversing camera and dash cam, tinted the windows, installed keyless central locking. I have used 505 stalks and ignition barrel on the steering column for lights, indicators and wipers. I fitted a two speed wiper motor and the 505 module so I get intermittent and two wipes with the washers. It's got a tacho, oil pressure and boost gauges, four speaker Bluetooth stereo and reversing sensors.

I then began work on restoring the tray. I thought I would just rip out all the old timber and replace it, but like everything else the frame was scrap. So down to Handy Steel and a heap of RHS later I had a new frame. To keep weight down I used 2mm aluminium checker plate and painted the whole lot in satin black. Because the tray basically just gets U bolted to the chassis rails, I thought a tipper would be cool. Well it just so happens that another mate of mine had an old tipper mechanism off an Isuzu truck he brought years ago at a swap meet. How hard could it be? So I sourced a pair of tipper hinges of eBay for \$140, fired up the mig welder and away I went. I always wanted a timber sided tray like the old 1950-60's American pick-ups had, and another buddy of mine had a heap of old Jarrah floorboards he had for years. So a heap of sash clamps, polyurethane glue, sanding and decking stain later, I had three tailgates. And like those American pick-ups, they all have their "make" in big letters across the back, so I routed in "PEUGEOT". That was fairly nerve wracking as you only get one go, and I'd put a heap of work into the timber. I had made up years ago a "sports bar" from two Nissan Navara ones, so I fitted that, knocked up a tonneau cover with the wife's sewing machine, and the tray was complete.

On to the go fast bits. I rebuilt a 505 Douvrin engine, rings, gaskets, water pump etc, kept all the internals standard, but put a cheeky little turbo on the outside. It's just an eBay one, so is the intercooler. I think they'll be fine for my application. I fitted new sensors on the engine, including a trigger wheel for the crank angle, MAP sensor and deleted the dizzy and installed a Ford Focus (Duratec) coil pack where the dizzy used to be. It is running an Emerald S6 ECU from the UK; these are on a lot of Lotus, Caterham and Duratec. Before you ask why an Emerald, my mate is a guru with them, and more importantly this was second hand and cheap! It will do what I need it to do. I upgraded the injectors to 550cc, the camshaft is standard which I may upgrade



later but baby steps. I thought if I'm upgrading the ponies, better have a look at the brakes. I was already running 504 discs; I didn't think these would be up to the task. Because I'd had the 504 hubs machined to 5

stud (thanks Colin), 604 vented discs bolt straight on, so I raided the Old Man's stash of 604 treasure and found a brand new pair (thanks Dad). Another engineer mate of mine was machining up his own design four





spot billet callipers for Nissan Patrols (I think), so I scored a pair of those. I knocked up a “dog bone”, that’s tech talk for a bit of aluminium to adapt the callipers to the Peugeot bracket. They looked pretty sexy but I soon realised that the good old 404 master wasn’t going to move enough fluid to have a decent pedal. So, another trip to Pick-a-Part, and I found that a VY Commodore one would do nicely. It obviously is a twin system, so would easily have the volume required, I just had to fit it. Now to say it was getting tight in that corner is an understatement, but I got it to fit. I had to remote mount the reservoir higher on the fire wall, and employed a bit of heat shielding, plumbed through a VH44 remote booster (front only). The pedal is now high and hard.

I had to fabricate an exhaust manifold out of steampipe and in such a way it cleared

the VZ master cylinder, then into a four-way collector on the turbo housing. A three inch dump pipe out of the turbo, complete with O2 sensor bung was made. It got a bit busy for the dump pipe to exit the engine bay next to the steering column, so I shot it out through the inner guard, and down under the driver’s floor (more heat shielding), across to the passenger’s side, and straight out the side just in front of the rear wheel.

I have used the standard loom for the most part but have added relays and an



extra fuse box to handle all the extras, fuel pump, fans, ECU etc., including running the high & low beam through relays. I made the engine harness.

We topped up all the fluids, filled the tank, and the moment of truth had arrived. With the injectors disabled some “brake clean” was sprayed down the throttle body and the engine cranked. It fired up straight away then died. This way if the engine is unhappy you can investigate before hooking up the fuel. Thankfully everything was good, well the main stuff was, a few little problems though leaking exhaust (I’m not as good welder as I thought), rocker cover was

oozing out oil (incorrectly fitted gasket). Onto the dyno and my mate Hazza at Trackside Performance Solution grabbed his laptop and proceeded to put a tune in it. Without turbo he got 91hp. We then hooked up the turbo and after blowing off a couple of turbo hoses, we got 190.7 hp @ 8lb boost. At that point the clutch said, “no more!”. Hazza believes there is still a few more ponies that can be reined in, but after seeing my headers glowing cherry red, my heart couldn’t take anymore.

The engine only lasted two weeks and died. Exhaust smoke coming out the breathers everywhere, I did a leak down test to find number 3 cylinder had no compression. Pulled it apart to find broken ring land.

I promptly had new custom billet pistons made 20 thousand oversize and had the liners machined to suit and reassembled. This time it drove approximately two kilometres and went bang! The symptoms pointed to blown head gasket, iced coffee oil, pressurised cooling system. Pulled it apart (again) to find I’d cracked three of the liners. I was running in order of 22 degrees timing at 8lb boost. My thought process was that at the compression event the liner couldn’t cope and cracked at the thinnest point (5mm). I got a dish machined into my pistons in a hope to reduce the compression from 9.8:1 to 8.5:1. I reassembled (again) fired it up, all good with boost pipe disconnected. We re-tuned it backing off the timing on boost to 18 degrees and we were

all sweet. The new tune has reduced the power a bit and my buddy Hazza said it was responding well to timing, but my heart & anxieties could not take anymore. I called it a day. For anyone who hasn't had their car dynoed, it is the most unnerving, stressful experience. It produced 140hp at the wheels with 100Nm torque.

Onto the running gear. The front suspension is 504 sedan, but I may revisit that, the rear is standard, but I've fitted Mazda BT50 shocks and the diff is a 3.9 LSD with upgraded internal springs (thanks again Colin). I've got plenty of room in the rear, so I went with the "big is best" approach and got 15"x10" wheels made. I already had 15"x7" for the front and got the lot powder coated "flame red". Got 203 hubcaps re-chromed and Galaxy R1 Radial G/T tyres 215/60/15 & 275/60/15 for that hot rod look. I sourced a 504 steel sun visor which I modified to fit.

I also found online in Argentina that someone was making front spoilers for US\$120. I sent my cash, thinking this might be a \$250 lesson, but three weeks later it arrived. I made some brackets, a coat of paint and I'm really happy with how it turned out. The stance of the car has a nice front to rear rake, which was what I was looking for.

I really enjoyed the challenges that came with restoring my old ute, and I definitely made a rod for my own back at times, but it was worth it to have a unique 404 ute.

Finally, I'd like to thank Colin Hauge & Anthony Haslam for putting up with all my silly questions and ideas. I couldn't have built it without their knowledge and skills.

— from *Torque*.



VeA Paris



– round two

Chris Deligny

IF 2024 WAS A good year for going to car shows, then 2025 started off even better for me.

I was more than fortunate to arrange a return trip to France, to see the show that I have been mentioning for quite a while – Rétromobile.

Held in Paris in early February, or even from the end of January, it is multiple halls full of every imaginable object connected to

anything automobile — books and magazines, models, artwork, mod shops, second hand bits, leather jackets and driving gloves, tours, auctions, car clubs, you name it.

By design or otherwise, being so close to the start of the month, it falls in the same week as the Vincennes en Anciennes car show, held usually on the first Sunday at the Chateau de Vincennes, on the eastern edge of Paris.

Go to one, go to both.

This month has the story of the VeA, and its outdoor congregation of about 250 cars, on a very crisp morning. The temperature was basically zero degrees, and the water on the ground was crunchy.

However, that does not stop the motor bikes, cabriolets and soft-tops from attending.

The large VeA Club has a website with a photo album from each month, with hundreds of professional images, that I have been following each month. Feels like one is actually there.

I again met the founder, Michel Lemoine, who remembered me from last time, and I was introduced to the above-mentioned photographer, Richard Roggero, a charming man who was pleased to learn that his monthly photo albums are viewed enthusiastically on the other side of the world.

Kicking off at 9am and adding an hour before most get there because of the cold, the couple of hours there from 10 to 12 just flew by. Cars were trickling in the whole time, being directed to the either end, which meant a few walks from one end to the other.

With the walking, and the sun shining the whole time, the temperature raced up to 7 or 8 degrees. Gloves and beanie came off, and even the jacket was unzipped.

It was hard work keeping track of all the Peugeots. There was double from last time,

Firm friends: VeA founder Michel Lemoine is getting used to seeing Chris Deligny on the other side of the globe.



which was the month of May, reported in the September Pugilist. This time I saw a white 205CJ, green 504 cab V6, dark 205XS, green 304 cab, a black and a silver 404, a 404 wagon, a dark 205GTi, a grey 403ute, an orange 504 cab, and a black 403.

For whatever reason, there was about double the number of Citroëns than Peugeots.

This link to the VeA monthly album does not help if you are reading the hard copy version:

<https://www.flickr.com/photos/145215520@N05/54319771724/in/album-72177720323741041>



Photos: Chris Deligny and Richard Roggero.



Jackal much better with the Peugeots

Peter Wilson

IT'S A SHAME the new £100 million TV version of Frederick Forsythe's *The Day of the Jackal* moves the political thriller of a cat and mouse hunt for an assassin into a modern setting, makes the chase mostly British and shifts the main action from France to other European countries.

That means, as I will explain, it's a missed opportunity for Peugeot enthusiasts to see modern French traffic.

Forsythe, author of the 1971 novel, got a nominal payment this time for the use of his name so the new production offers a new story with Eddie Redmayne as the super sniper whose hit on a German politician from a near-impossible range attracts the interest of an MI6 officer with a passion for firearms and she follows his trail as he prepares for a million dollar hit on a rogue tech billionaire.

With a host of new characters, exciting action, great locations, back stories, and additional hit jobs for ten 40- to 60-minute episodes of streaming, it got favourable reviews and award nominations for Redmayne and the show.

It has elements of the novel – the Jackal's meticulous preparation of clever disguises and false identities, his ruthlessness, the built-to-hide custom long-range rifle, the famous melon shoot and the gay hideout.

However, without the French setting it didn't have the attraction of Fred

Zimmerman's acclaimed 1973 thriller that faithfully retold the story set in 1963 France of his Inspector Lubell trying to capture the mysterious Jackal before he assassinates President de Gaulle on behalf of disgruntled army officers.



Viewing that cult film again, I decided the first film has more suspense than the streamer even if it runs more than two hours. After all, the threat to de Gaulle was a pretty big deal and, as in the book, Zimmerman shows how British and French

Funds drive: The Jackal suggested in the film that the plotters raise a \$500,000 fee with bank heists. Here a 203 blocks a targeted armoured van.

authorities were involved in the hunt.

The cabinet met nightly for Lubell's updates on how the hunt for the audacious and mysterious Jackal always kept evading them, though we know a minister's mistress is updating their quarry.

Also, the old film has great Paris traffic scenes that must have taken some organising, including lots of different Peugeots. After a collision between his Alfa and a Peugeot 404 wagon the Jackal takes off in the Pug.

In 1974, *The Day of the Jackal* was the hit of the Peugeot Car Club of NSW's popular movie nights. Paul Watson has told

Getaway car: What better to escape from a robbery scene than in a nimble Peugeot 403?

of 44 members cheering every time a Peugeot showed up in the film. They also later discussed the anomaly of a glimpsed Peugeot 504 in 1963 traffic five years before the model was released.

Never mind, it was a great Night of the Jackal and the Lion.

Like Ian Fleming, Forsythe mentioned car makes in the book and described the fleet of black Citroën DS limousines waiting for ministers to leave a French cabinet meeting. Zimmerman used a similar fleet in his film.

He also had the Jackal hiring a white Alfa Romeo Spider in Milan to enter France from



Suspicion aroused:

The TV Jackal's Spanish wife is walking beside a parked 307 break in Seville when she sights him leaving the airport where he was meant to be catching a flight.

the south.

When the Jackal saw a police fleet heading for the hotel where he had spent a night with a baroness, he stopped on a country road to paint his sports car blue and fit different plates.

The Jackal hid his Spider when tipped the police are searching for it and got a lift to hide with the baroness at her estate. The cad slept with her, killed her and disguised as a pastor took her Renault – in the film a smart Caravelle Coupé – to a station to catch a train to Paris.

The Jackal almost shot de Gaulle at the grand Liberation Day parade, but missed because de Gaulle leaned over to kiss a veteran he had decorated.

In the opening sequence of the TV series, a slightly later white 1980s Alfa Romeo Spider handles a winding road on a Spanish Mediterranean hillside near where the Jackal lives. That's actually the Croatian coast as Croatia stands in for most of the



I'll have these: While lovers wrestle in the woods, Edward Fox as the film Jackal nicks their 203's plates for his Alfa Romeo Spider.

other countries.

The main vehicles involved in action in the series include BMWs, Audis, Mercedes and Jeep Cherokees. Only four Peugeots are

shown – parked, passing or distant.

The TV series is on Foxtel and both the series and film can be rented on Amazon Prime. Car analysis is on imcdb.org.

Not him again: From her window the baroness sees the Jackal arrive at her country estate in the slightly damaged stolen 404.



Raiding party: Inspector Lubell takes a plane, helicopter and a 403 to meet armed police in a Renault Tous Terrains 4x4 on his way to trap the Jackal at a hotel where he thinks he is staying.

'Not what we expected'



Jamie Klein

PEUGEOT ADMITS it had been expecting to show more performance in the opening round of the FIA World Endurance Championship in Qatar based on its speed in the Prologue test, as it ended up with a best finish of ninth place.

The marque's technical director Olivier Janssonie made the remarks after the No. 93 Peugeot 9X8 shared by Paul di Resta, Mikkel Jensen and Jean-Eric Vergne came home almost 90 seconds down on the leaders in the Qatar 1812km.

Loic Duval, Stoffel Vandoorne and Hypercar debutant Malthe Jakobsen finished 12th in the sister car, a lap down, behind the two factory Porsche 963s.

The race marked the first appearance for the 9X8 in its latest iteration, featuring suspension-focused upgrades that were made with the use of an Evo joker.

"The pace was not as good as we expected from what we saw in the Prologue, frankly," Janssonie told *Sportscar365*. "Still, we realize that it's all very close at the minute.

"We couldn't fight with the top cars. We tried to optimize what we could do, and we are not too bad at this kind of game normally, and this was the strong point of our race."

Both 9X8 crews were hit with drive-through penalties during the race, the No. 93 car being handed one for di Resta speeding during a full-course yellow early in the race.

The No. 94 car was penalized with two hours to go after Duval forced the No. 5 Porsche of Michael Christensen off-track during a battle for the final points-paying position.

Asked to comment on the battle that resulted in the penalty, Janssonie reflected: "The performance our car versus Porsche was very close, it's not a big surprise that every position is hard to get here. Overtaking is quite difficult.

"When the cars are that close and you can't overtake, you end up with this type of

situation on-track. You can say it was too harsh or not, but for us it was racing."

Janssonie admitted prior to the race that Qatar was not one of the circuits where he expected the 9X8's new suspension upgrade to have much of an impact.

On whether he expected to see more benefit next time in Imola, he replied: "It's difficult to tell. Last year we had a good race in Imola, a track we didn't know before.

"We will go testing there before the race and see where we are."

Suspension Upgrade Aimed at Improved Aero Performance

Prior to the Qatar race, Janssonie explained the thinking behind the changes made to the front and rear suspension on the 9X8 for the opening race, with WEC rules now requiring Evo joker updates to be made in time for the opening round.

He said that while the upgrade should provide benefits at most circuits, it is specifically target at tracks such as The Circuit of the Americas where Peugeot struggled in 2024.

"It's something we have been testing for a while now," he said. "It's a refinement of the car. It's an optimization of the suspension to try to get the aero to work better on the car. We try to stabilize the platform and get a better effect on the aero.

"We are not changing the aero, but we try and use the aero map of the car a bit better by stabilizing the platform.

"There are some tracks that were particularly poor for us performance-wise, for example Austin, so this kind of track should be better for us with this update."

Janssonie also revealed a change of philosophy for Peugeot in terms of how it makes use of its limited testing allocation of eight days (including two days where two cars can be used), focusing more on event-by-event preparation.

"We had test days left last year, so part of our validation for Le Mans 2025 has been done in December," he explained. "We don't have to do it from the 2025 days. The idea

was to do this very early so that we can focus on the performance development for the season.

"We also tried to do more tests on proper WEC tracks, specific event preparation that we didn't do in 2024. We will go testing at Imola and Spa. We also came here [Qatar] in January, for instance."

Janssonie refused to confirm the number of Evo jokers that Peugeot has used so far, but did confirm that at least one was used over the winter of 2022-23, potentially making the latest revision the third time the marque has played jokers.

He also declined to state whether Peugeot has any of its five jokers remaining.
— *from Sportscar365*

What is a Joker?

Jokers are out of sequence and more urgent updates. Technically if a car is flawless out of the gate they can use it as a strategic upgrade or an evo-lite. Jokers don't get the same scope of changes as an Evo, since they aren't meant to be a whole-car upgrade. They are mainly meant to facilitate major fixes to specific issues that a car might need more urgently than would allow for it to wait for an Evo. In the past they'd kept this at the discretion of the regulators. A team would have to get their fixes approved on a case by case basis, demonstrating that whatever part of the homologated design wasn't working right and BOP couldn't account for it. As a made up example, let's say the transmission case is a fixed homologated design, but the teams find out that for whatever reason, you simply can't fit long enough gearing in it for fast tracks, and the cars are topping out. BOP can't really fix that, and the OEM can't provide a new gearbox without messing with the homologation. They'd have to get a specific waiver. That introduced variability in what the regulators might approve, which can result in unfair decisions. Now, everyone gets the Joker for use in such situations.

Baby steps with a PHEV

— part two

Simon Craig

TAKing ownership of the 408 was initially a steep learning curve in regards to technology. Already well used to the Peugeot App to track journeys on my 308 GTi, the addition of the 408 GT meant I could do a lot more on the app, like track charging, schedule charging times (no good for me as I don't have solar or off peak at home) and schedule preconditioning of the car.

All of these items required my downloading "access" from the Peugeot Connected Services store. These things are free for Australian owners at this point in time, but quite a few of these things are paid or part of a package for our UK and Europe friends.

The car also comes with three years of mapping and speed zone updates, which is also managed via the internet. In fact all the infotainment updates are now done "over the air" (OTA) ala Tesla type setup.

Managing all this is a little complicated and requires linking a phone number to the car for security reasons. This in itself is a three step process and is not really ideal, but there you have it. I can only imagine how difficult it might be to reconnect with the car if I change my phone or phone number.

A week later when turning off the car after a trip my screen politely informed me that a "Performance Improvement" was ready to be installed. It looked like my first OTA update was going to happen. These only appear at the end of a journey, according to the Owner's Manual and can't be done when driving. I'm not really sure what it did, but my Wireless Apple Car Play seemed to behave a lot better afterwards.

Last week the car disgraced itself for the first time. After finishing work I sat in my car and pushed the start button, selected drive and pressed the accelerator, expecting

the car to move off as normal. Unfortunately, all I got was a "beep" and no motion.

There was a distinct lack of messages and no forward motion. I turned the car off and on again (like a good IT helpdesk would tell you to do) but no go. I did notice that the handbrake was not releasing automatically and I reached down and selected it off with my finger (oh the shame!) and we were off.

Once on the road I noticed there was a "door ajar" symbol (when is a door not a door?) but my door was firmly closed and other than the symbol, no bings, bongs or beeps. Strange.

When I got to my carpark at home I put the car in Park and opened and shut every door. The door ajar symbol refused to go away and what's more, the car now refused to budge at all. Selecting D resulted in it immediately selected P and releasing the handbrake like I did at work resulted in a cacophony of safety warnings telling me to immediately set the park brake again.

Nothing I tried would help, so in frustration I tried the Airbus engineer's approach: I locked the car up and walked away. When locking the car, only the passenger mirror would fold in and I concluded that the car was definitely confused.

Never mind, I'll come back to you in ten minutes.

Of course, after 10 minutes the car unlocked and behaved normally (as it has ever since). A typical modern Peugeot, I can hear

some of you saying.

Of course the day before this event I received a notice on the Peugeot app, stating that there was a recall listed in the "My Modernisation Campaigns" section. A security campaign called MUV was required to be installed at a dealership, with door ECU software needing to be updated. No other info was included.

A few days after this, the Recalls website (an Australian Government site) listed this same recall with a lot more information, listing the symptoms that were remarkably similar to what I had experienced.

I've scheduled with a local dealer to have this recall carried out and hopefully that will be the end of it.

Stay tuned for more exciting stories in the next edition!

Quirky I-Toggle: The lower touchscreen buttons can be personalised for whatever fast use items you may want to have on hand. In this case I decided to set the driver's seat massage function. Now it says "Left Seat Massage". Go figure.



Fuming over a back seat



Here comes the flaming bride: Brooke chose this decorated 404 as her bridal car when she married Tim Smith in Grafton in 3000.

50 years ago

1975 Twenty-two members saw Uptown Saturday Night at our latest film night so the social committee has booked seats for The Godfather Part 2 ahead of its Best Picture Oscar not to be confused with Cebie's Super Oscar).

45 years ago

1980 A call for help with a workshop manual and parts from Scott Richardson who has fired up the family's Peugeot 203C that had been retired to a shed after 14 years with gran and mum, and four or five years of paddock and back road racing near Bathurst.

40 years ago

1985 Editor Warren Brown and his dad tracked down a freshly delivered 505 GTi at Rockdale Peugeot, only 13km, still not detailed and plastic wrapped seats. Warren said his 1975 504 LTi seemed crude in comparison after no-pushy salesman Paul Playoust took them on a test run.

35 years ago

1990 Any more takers? A Victorian club rust repair expert is on the way and club president Barry Johnson and 14 other members have booked his services.

How do I stop the black smoke on normal acceleration of my 1988 505 turbo diesel accelerates? asks Geoff Hearn. It's done 11,000km and has the Lucas CAV fuel system. Cars with the Bosch pump don't seem to have the problem.

Gordon Miller reports that after a year the Oh3 Register lists 201 203s and 102 403s. Door rubbers for 203s will be available soon.

30 years ago

1995 A stirring sight when police escorted the parade of some 50 Peugeots and Citroëns along Cessnock's main street, holding up traffic at four lights, for the Hunter French Car Day at Rothbury Estate.

Wal Glading reports the peppy XUD diesel engine found in 306s and 405s is also used in Rover, Citroën, Poland's FSO pick-up, India's Tata ute and the Suzuki Vitara. Peter Portelli serviced one in a council street sweeper.

25 years ago

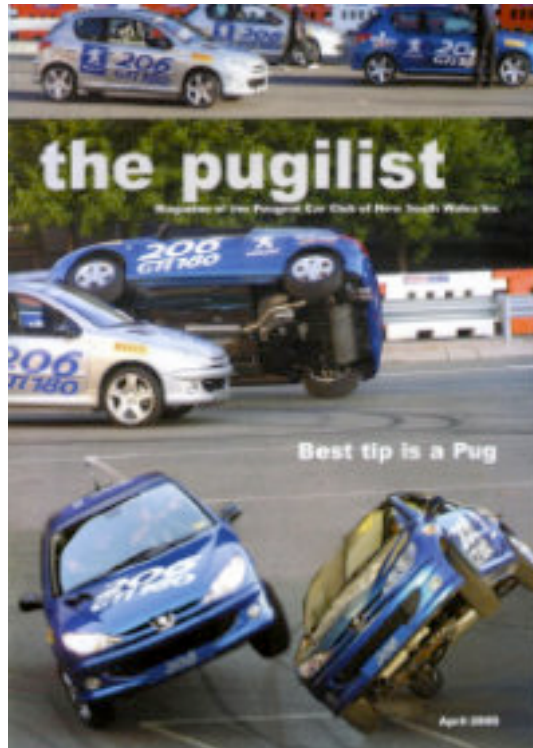
2000 Ralf Rendall's firm gave him a 505 to use while waiting for a Commodore. He surprised his boss by saying he

would stick to the Pug. The boss said he was mad – it was old and parts were expensive. No, Ralf said, parts were cheaper than from Holden.

20 years ago

2005 Brian Jubb spent eight years restoring his Austin A40, most of the time on bodywork, so he's delighted to find another Pininfarina design, a one-owner 1961 403 with an intact body in a shed in Inverell.

Event planner Graham Wallis is scouting for another clubs adventure after Peugeot Automobiles Australia agreed to sponsor an



Circus event: Peugeot brought an English stunt driving team to the 2005 Melbourne Motor Show to demonstrate the excitement possible in driving a 206 GTi180.

anniversary rerun win 2006 of the 1956 Ampol Trial that a Peugeot 403 won.

Dennis Barber tells of an owner in Dubbo

with a loose fuel filler hose accidentally put 20 litres of petrol in her 505 boot and it flowed through gaps to her rear seat well. It took a long time to lose the petrol smell from the foam and seat material.

15 years ago

2010 Members make a thorough inspection of two newly released 407s that Trivett Parramatta brought to the March club meeting.

10 years ago

2015 Don and Janet Bailey surprised everyone at the President's Breakfast when they arrived in a borrowed new Peugeot 308 hatch, the latest European Car of the Year.

Transport giant IPEC again finds in storage and restores the yellow Peugeot 203 ute that began its pioneering door-to-door Melbourne-Adelaide freight service. Its last refreshing was for a 1985 ad campaign.

Five years ago

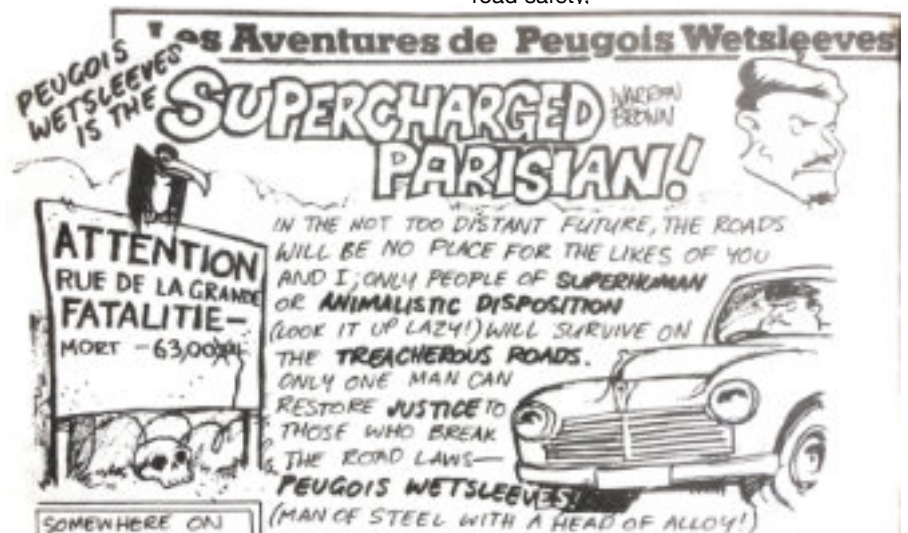
2020 We've cancelled our club meeting for April and Pageant at Bathurst as a health precaution because of the Covid pandemic.

Citroën club president Bruce Elsegood demonstrated how he fitted an external cooling system to his AL4 gearbox to prolong its life and wonders why it wasn't standard for our climate. A tip: don't stay in Drive when idling in traffic as it increases the heat.

Cal and Sue Makin drove their newly refurbished 403 to Phillip Island Festival of Motor Sport and parked with two others and a 203 alongside expensive Bathurst winners in an expo shed. Later they joined a photo shoot on the starting grid to mark 60 years since the 403's class victory in the Armstrong 500.

Is it something about the 404? Reporting on his adventurous trip on the trail of Bourke and Wills, Alastair Inglis tells UK members that roos have hit him three times on outback roads, only when he's in a 404.

Road Warrior: Forget Mad Max. Editor Warren Brown introduces members in 1985 to a dare-devil hero dedicated to road safety.



All French Car Day

Sunday 13 July at
Silverwater Park

Day
2025

From 9 am.

Entry Clyde Street East



DS – 70 years of innovation – 403

All French vehicles welcome
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Subject to weather conditions:

peugeotclub.asn.au or aussiefrogs.com

Chris 0412 306 504 or Ross 0499 708 108

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For Sale

205 GTi, 1990 model. 1.9L, white, in superb condition. If you've been waiting for the best, this is it, a unique opportunity. Highly sought after non-sunroof model with cloth interior. Australian delivered June 1990, complete service history from NEW with all invoices, original Peugeot owner's handbook, service record book, owner's guide and manual, original dealer card in original Peugeot wallet. 172,000km and just serviced. HISTORIC REG 03981J, NOT TRANSFERRABLE, Refurbished wheels,

cold A/C, everything works. First to see will buy. Comes with lots of NOS parts. Offering to Peugeot Club members first before advertising more widely. Very reluctant sale. Serious offers considered, no time wasters/joy riders please, \$42,205ono. David 0413 998 971

307 CC, 2007. Hard top cabriolet. Black with beige leather interior. 5 speed

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, 22 APRIL, 2025. 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.

manual. New timing belt and water pump, major service last month. 60,000km. Service history. Second owner last 9 years, never driven in the wet. Garaged. Exceptional condition. Central Coast, \$14,000ono. Bill 0421 040 918

From ICE to EV

Wal Glading

WHEN IT became cheaper to own a car than a horse, people transitioned to these new mechanical devices. Now, about 120 years later, we face a similar dilemma: When is it sensible to switch from combustion engines to electric vehicles? If you live in or near a city, there's little cause for concern. However, living in a rural area with a relatively low population can make the decision to change over feel daunting, filled with "What ifs." For me, living in the NSW Riverina, the decision has been easy for several reasons.

My 2009 Peugeot 308 HDi, has only

covered 160,000 kilometres. It has been meticulously serviced by Allan Mackay Autos, runs as smoothly as the day I bought it. It's reassuring to know that I can cover 860 to 1,000 kilometres on a single fill-up, which takes only about five minutes at a variety of locations.

I love the growl of the diesel engine as it surges forward on the expressway. However, I would also be thrilled by the symphony of sound from a Lamborghini Miura SV. In contrast, all I would hear from a full electric vehicle (EV) is the sound of silence—no charisma, minimal feedback, and little excitement.

I've had my share of motoring fun with entertaining cars such as the Fiat 1500, Fiat

Abarth 695, Fiat 124, and the unforgettable Fiat X19. Then came the Peugeot 205 GTi, a car that demanded respect and rewarded with astonishing handling. This brings up an important question: Do today's motorists want what we had in the past, or do they simply wish to get from point A to point B? Would they prefer to be driven rather than driving themselves? Is reaching the destination the only enjoyment factor worth considering?

The evolution continues, with an influx of Chinese cars threatening to engulf us in a sea of plastic motoring boredom. It's no use looking back to the stylists and designers of the 1950s to 1980s. The likes of Fioravanti, Giugiaro, Gandini, Lampredi, Janos, and Bertone, all have vanished. Has the magic disappeared too?

The registrations opened during the Rétromobile show.

Every year, members of L'Aventure Peugeot find themselves in a different European country, driving their classic Peugeot car for two or three days. There are generally around a hundred crews coming from a dozen different countries. Rides and tourist visits enliven this meeting between passionate collectors. Since the creation of the association, more than 30 gatherings have taken place.

Visit this link to register:

<https://bit.ly/41Qu5ad>

*The polder is an artificial expanse of land reclaimed from the water. The draining of coastal marshes to make arable land is an ancient phenomenon in Europe, in which the Netherlands was a pioneer since the Middle Ages.

Program:

Friday 20 June afternoon: Reception of participants (Fletcher Hotel-Restaurant Marknesse), Visit of "waterloop bos" (the area where they used to do the studys for waterworks), Evening dinner

Saturday 21 June: Tour, visit to Giethoorn (Venice of the north) by boat, Lunch, Festive dinner

Sunday 22 June: Tour, Lunch

Please note that the IAPM will start on Friday afternoon and end after lunch on Sunday. The precise schedule will be given later.



2025 IAPM in the Netherlands

EVERY YEAR the L'Aventure Peugeot hosts an international gathering of Peugeots, called the IAPM.

The Association Peugeot Hollande, organiser of IAPM 2025, welcomes us from June 20th to 22nd in one of the most beautiful regions of the Netherlands, called

the "lake region", and more precisely in the Polder Noord Oost. The first inhabitants of this part of the Netherlands were called the "Pioneers of the Polder*". This tourist rally will allow us to discover this exceptional heritage, green landscapes and typically Dutch villages. The Dutch club organizing the event, a pioneer in the world of the Peugeot collection in the Netherlands, will celebrate its 50 years of existence on this occasion!

PEUGEOT AUTHORISED DEALER NETWORK

Dealership	Sales Showroom/Service & Parts	Address	Suburb	State P'code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
John McGrath Peugeot	Sales Showroom	Divine Court	PHILLIP	ACT 2606	02 6122 2222
	Service & Parts	174 Melrose Drive	PHILLIP	ACT 2606	02 6122 2222
NEW SOUTH WALES					
Continental Peugeot Professional	Commercial Sales, Service & Parts	1215 Canterbury Road	PUNCHBOWL	NSW 2196	02 9759 1977
Parramatta Peugeot	Sales Showroom	66-68 Church Street	PARRAMATTA	NSW 2150	02 8892 8111
	Service Unit & Parts	Unit 5, 1 River Road West	PARRAMATTA	NSW 2150	02 8892 8112
North Shore Peugeot	Sales Showroom & Parts	355-357 Pacific Hwy/Whiting St	ARTARMON	NSW 2064	02 8892 8188
	Service	34 Herbert Street	ARTARMON	NSW 2064	02 9616 0000
Peter Warren Automotive	Service & Parts	13 Hume Hwy	WARWICK FARM	NSW 2170	02 9828 8040
Peugeot Alexandria Mobile	Test Drives & Sales	www.peugeotalexandria.com.au/mobile-text-drive/			
	Service	www.peugeotalexandria.com.au/service/			
Baber Motors	Sales Showroom, Service & Parts	490 Young Street	ALBURY	NSW 2640	02 6061 8600
Brian Hilton Peugeot	Sales Showroom, Service & Parts	600 Pacific Highway	WYOMING	NSW 2250	02 4349 8800
Gateway Automotive	Commercial Sales, Service & Parts	121 Princes Highway	FAIRY MEADOW	NSW 2519	02 4222 8888
Riverina Euro Centre	Sales Showroom, Service & Parts	41 Hammond Avenue	E. WAGGA WAGGA	NSW 2650	02 6923 1100
Allan Mackay Peugeot	Sales Showroom	243-245 Argyle Street	MOSS VALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSS VALE	NSW 2577	02 4868 1100
Peugeot Newcastle	Sales Showroom, Service & Parts	268 Hannell Street	MARYVILLE	NSW 2293	02 4018 7447
Tamworth Peugeot (Wideland)	Sales Showroom & Service	1-5 Belmore Street	TAMWORTH	NSW 2340	02 6544 1500
VICTORIA					
Bayside European	Sales Showroom	1285 Nepean Highway	CHELtenham	VIC 3192	03 9239 6888
	Service Unit	1234 Glen Huntly Road	GLEN HUNTLY	VIC 3163	03 9239 6888
Barry Bourke Peugeot	Sales Showroom, Service & Parts	255 Princes Highway	BERWICK	VIC 3806	03 9707 2222
Regan Peugeot	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	715 Burwood Road	HAWTHORN EAST	VIC 3122	03 9882 1388
Melbourne City Peugeot	Sales Showroom	406 Victoria Street	N. MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	7/33 Inglis Street	PORT MELBOURNE	VIC 3207	03 9341 4497
Western Peugeot	Sales Showroom, Service & Parts	5 Eucumbene Drive	RAVENHALL	VIC 3023	03 9217 8510
Bedggoods Motor Group	Sales Showroom, Service & Parts	265-285 Learmonth Road	WENDOUREE	VIC 3355	03 5339 3111
Peninsula Peugeot	Sales Showroom, Service & Parts	3 Kookaburra Street	FRANKSTON	VIC 3199	03 8907 1111
Rex Gorall Geelong	Sales Showroom	481 Latrobe Terrace	GEE LONG SOUTH	VIC 3220	03 5244 6244
	Service & Parts	3 Latrobe Boulevard	GEE LONG	VIC 3218	03 5244 6244
QUEENSLAND					
Brisbane Peugeot	Sales Showroom, Service & Parts	2/75 Longland Street	NEWSTEAD	QLD 4006	07 3638 8338
East Coast Peugeot Professional	Commercial Sales, Service & Parts	1169-1175 Beaudesert Road	ACACIA RIDGE	QLD 4110	07 3276 4773
A. Cullen & Son	Sales Showroom & Service	17-29 Lamington Terrace	NAMBOUR	QLD 4560	07 5441 9000
Auto Centre Townsville	Sales Showroom, Service & Parts	56-58 Charters Towers Road	TOWNSVILLE	QLD 4810	07 4724 2424
Carns Cars	Service & Parts	303 Mulgrave Road	CAIRNS	QLD 4870	07 4046 4870
Lawrences Peugeot	Sales Showroom, Service & Parts	327 Richardson Road	KAWANA	QLD 4701	07 4930 5100
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	5 Cafe Street	SOUTHPORT	QLD 4215	07 5361 6161
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BLINDBERG	QLD 4670	07 4152 7355
SOUTH AUSTRALIA					
Jarvis Peugeot	Sales Showroom	29 Main North Road	MEDINDIE	SA 5081	1800 155 5 88
	Service & Parts	190 Portrush Road	TRINITY GARDENS	SA 5068	1300 13 7733
TASMANIA					
Buckby Motors Peugeot	Sales Showroom,	266 York Street	LAUNCESTON	TAS 7250	03 6332 2800
	Service & Parts	71 Gelvin Street	LAUNCESTON	TAS 7250	03 6332 2800
WESTERN AUSTRALIA					
Perth City Peugeot	Sales Showroom, Service & Parts	501 Albany Highway	VICTORIA PARK	WA 6100	08 9262 0000





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*Overseas model shown.