

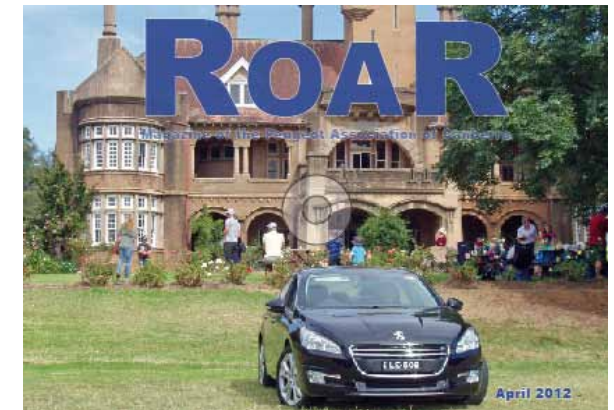
ROAR

Magazine of the Peugeot Association of Canberra



April 2012

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ON THE COVER

Landra Castle, Young, provides a suitable backdrop for Brad Pillans' 508.

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(PAC)

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

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Greetings all,

This years' Easter Pageant, organised by the NSW club, was held in Young, less than 2 hours drive from Canberra. There were 63 registered participants (NSW 42, Vic 14, Qld 4, ACT 2 and WA 1). Disappointingly, Sue and I were the only ACT club members to participate.

The weekend was organised along traditional lines, with three main events – concours (called a Lion Up), motorkhana/driving skills and a navigation trial – with points from each event counting towards the club championship.

We decided to travel in comfort, so we drove up to Young in the 508 on Good Friday and settled into a pleasant, spacious apartment at the Colonial Hotel, just across the road from Pageant HQ which had been established in the Cherry Blossom

Motel.

After picking up our pageant registration pack we had a short walk around town, made a quick visit to the car wash (in preparation for the concours), then we joined the other Pageanteers for dinner at the Services Club.

The Lion Up was held on Saturday morning, at the Young Railway Station, with the mayor of Young choosing the 1954 203 sedan of Keith and Hilma Bridge (NSW) as his favourite car. The people's choice award went to Con Engel's 505 V6 sedan (NSW) and the judges award went to Richard and Kay Marken's 1996 605 sedan (Qld).

After a sausage sizzle lunch, the action moved to the Young Turf Club just out of town, where motorkhana and driving skills events were keenly contested. In the motorkhana, Laurie Kerr (NSW) looked like he wasn't even trying, but still managed to win in his 205 GTi. Geoff Boyd made a guest appearance in a bright blue 404 ute, but even Geoff's skills weren't enough to make the ute competitive against the 205.

I decided against driving the 508 so Boydie kindly allowed me to 'khana his ute. Needless to say I was no quicker than Geoff and the Motorkhana team trophy (won by ACT last year) went to the Victorian club, spearheaded by Murray Knight who finished second in his 404 sedan. Ross Berghofer won the driving skills event for the NSW club.

On Sunday there was an observation run to landra Castle, an imposing country mansion built in the early 1900s, where we enjoyed a picnic lunch in the large gardens. The observation run was won by Simon Craig and team (NSW) with Sue and I finishing equal second.

The rest of the afternoon was free, so we did a bit more looking around Young and surrounds before the presentation dinner at a local restaurant. To my surprise I won "Best Male of the weekend" and then was completely floored when the ACT was announced as the winning club. The scoring was based on an averaging system so that the club with the most participants (NSW) did not automatically win the championship. Queensland

finished 2nd in the championship and NSW was 3rd

On the Monday morning a farewell breakfast was held in the picturesque Chinese Tribute Gardens just outside town and all too soon it was time to head for home.

Winning or not, I would like to congratulate the NSW Club for organising such a terrific Pageant – in particular, Ross Berghofer, Graeme and Anne Cosier, Allan Horsley, Wal Glading and others. The weather was perfect and the relaxed itinerary was just right.

Next year's pageant is being organised by the Victorian Club and will be held in Wodonga. I hope that club members will participate in what should be another memorable Easter weekend.

Meanwhile back In Canberra, our next club meeting will be held on Tuesday 24 April at the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club is a nice venue, so I encourage you to join us.....

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

306

306 1998 hatch, white, 130km, recently serviced, two new tyres. \$3000 ONO. Gemma, 0422 523 274.

405 SRDT 1992

405 SRDT 1992. Runs well (has been serviced by Bill Mac for several years now), rego until August, roof racks, tow ball - but the interior is a bit shabby. Price \$2,000.

Peter Vandermark 0406 377 556
pvandermark@grapevine.com.au

505 1984 Executive Sedan

505 1984 Executive Sedan 295k kms. Blue. Manual 2.2 litre injected. nsw reg. to mid-April. Blue velour seats and interior, very good inside. In good running order. Paint good. Imperial mag wheels with 80% tread. Price \$950. Shane Carson 0407 277 327

505

505 1984 STI Sedan 275k kms. Maroon. Auto 2.2 litre injected, same injection system as in above car. Brown interior, dashboard uncracked. Many extra parts - wheels etc. all included. Body straight, car was running well but is now a parts car only missing a fuel pump. Could be restored or dismantled. No rego. Price \$250.

Both 505s are both located in Moruya. The 2 together \$1000.

Shane Carson 0407 277 327.

CLUB EVENTS 2012

Calendar

24 April

Club meeting. The Weston Club at 1 Liardet St, Weston. As usual, the meeting will start at 8 pm, with dinner from 7 pm. Members are encouraged to join the Weston Club (\$5/year, with discount for multi-year membership), but otherwise can be signed into the club by an existing member.

20 May

Sunday. Southern Highlands, NSW, event: National Motoring Heritage Day. Mittagong Public School.

17 June

Sunday. Battle of Waterloo. Venue still to be confirmed but organisers trying for Rond Terraces in lieu of Patrick White Lawns due to the irrigation inspection charges levied last year. Awaiting NCA approval.

**26 June –
17 July**

4 States Desert Trip. See accompanying itinerary.

14-16 Sept

Oh3Weekend. Nowra. See accompanying story.

PEUGEOT PAGEANT 2012

Pictorial



A frog in the garden at Iandra Castle

PEUGEOT PAGEANT 2012

Pictorial



Brad drove Geoff Boyd's very blue 404 ute in the motorkhana

PEUGEOT PAGEANT 2012

Pictorial



Geoff Boyd gets ready to plant the foot at the start of a motorkhana event

PEUGEOT PAGEANT 2012

Pictorial



Lion up at Young railway station

PEUGEOT PAGEANT 2012

Pictorial



Winners are grinners - Brad & Sue at the Chinese Tribute Gardens

Ross Berghofer presents Brad Pillans with the Club Championship Trophy

PEUGEOT PAGEANT 2012

Pictorial



Con Engels with his prize and his V6 505 - People's Choice winner in the concours

PEUGEOT PAGEANT 2012

Pictorial



Farewell breakfast at the Chinese
Tribute Gardens

PEUGEOT PAGEANT 2012

Pictorial



Ross Berghofer and Graeme Cosier
get ready to flag off the Observation
Run

PEUGEOT PAGEANT 2012

Pictorial



Lining up for the start of the Observation run

PEUGEOT PAGEANT 2012

Pictorial



The mayor of Young (centre) announces his favourite car in the Lion Up - the 1954 203 sedan owned by Keith and Hilma Bridge.

Oh3 Weekend 2012

**September
14th-16th**



203 & 403 Enthusiasts

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

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

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

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

Outback Trips for 2012

Outback 2012 – Vic, SA and NSW – Tuesday 24 April to Wednesday 2 May.

The 4 States Desert Trip – Tuesday 26 June to Tuesday 17 July. Will include Flinders Ranges, Oodnadatta Track, Coober Pedy, Chambers Pillar, Alice Springs, Sandover Hwy, Mt Isa and Birdsville.

Exploring Murray Sunset, Hattah Kulkyne & Little Desert National Parks – Sunday 14 to October to Friday 19 October. We will be based in Ouyen Caravan Park for the 5 days.

All trips are suitable for Peugeot rear-wheel-drive vehicles only.

Contact Hank Verwoert: verwoert@netspace.net.au for further details.



French Car Drives 2012

This is the proposed calendar of events for this year. Any suggestions or modifications welcome.

June 24 - Bowring for afternoon tea at Rollonin Café, and visit Crisp Gallery and Binalong if time permits
http://www.yassvalley.com.au/ac-com_result1/rollonin-cafe/
<http://www.petercrisp.com.au/>

August 26 – Gundaroo - lunch at Gundaroo Colonial Inn (Matt Crowe's wine bar)
http://www.gundaroocolonialinn.com.au/3760/Crowes_Restaurant/

October 28- Captains Flat- brunch at Outsider Cafe

Dec 2- Christmas BBQ, Lake Gininderra



Pugger Buggers Trip 2012

Neville Summerill

Starting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State.

We'll start the trip here as it is very close to where we were going to start, and I thought it would save time and unnecessary travelling to go this way.

As we will be camping, it will not be necessary to book accommodation, as we may do some bush camps at some places.

The route may change due to road conditions. I hope I can go as it will be close to my scheduled knee replacements, however we will work something out if that occurs.

For more information, contact me on 02 6458 7208

Day

Route

Day 1 Turlee Station, Top Hut, Pooncarie, Willaba, Menindee

Day 2 Menindee, Copi Hollow, Balacka, Culpaulin, Wilcannia, Wilga, Budda, Tilpa, Kallarra Station

Day 3 Kallarra Station, Tilpa, Polocara,

Norma Downs, Tongo, Perry, White Cliffs

Day 4 White Cliffs, Williams Peak, Cobham, Milparinka, Tibooburra

Day 5 Tibooburra, Mount Wood, Gorge Loop Rd, Olive Downs, Fort Grey, Cameron Corner

Day 6 Cameron Corner, back track to Fort Grey, Waka, Tibooburra

Day 7 Tibooburra, back track to Milparinka, Thelddarpa, Winnathee, Smithville House, Pine View

Day 8 Pine View, Lynray, Kantappa, Silverton, Broken Hill

Day 9 Broken Hill, Menindee, Big Amp, Hazel Dell, Lochnager, Ivanhoe

Day 10 Ivanhoe, Clare, Hatfield, Penarie, Oxley, Maude, Hay – Finish.

Peugeot sales in Europe

Purchases of new cars in Europe slumped 9 per cent in February, the biggest drop in more than a year, while those in France fell 20 per cent.

Renault was hit hardest, down 23 percent, while the Peugeot and Fiat group sales fell 16.5 per cent, Bloomberg reported.

Worry about the economy is keeping customers out of the showrooms, though the stronger German market did not decline and Volkswagen bucked the trend with a fall of only 2 per cent across sales of its brands. Figures from January show the dismal picture across the Peugeot range.

Compiled by JATO Dynamics from sales data from 29 European countries, excluding vehicles registered as commercial

Through The Pugilist

Model	Jan '12	Jan '11	Unit change	%change
iOn	146	58	+88	+152
107	6,955	8,536	-1,581	-19
206	3,865	10,090	-6,225	-62
207	18,340	21,056	-2,716	-13
308	11,697	13,408	-1,711	-13
407	41	2,011	-1,970	-98
508	8,203	1,986	+6,217	+313
RCZ	936	1,552	-616	-40
3008	8,440	9,617	-1,177	-12
4008	7	—	+7	
5008	4,646	5,899	-1,253	-21
807	355	443	-88	-20
4007	235	390	-155	-40
Bipper	495	852	-357	-42
Partner	2,580	3,303	-723	-22
Expert	349	294	+55	+19
Other	503	170	+333	+196
Totals				
Peugeot	67,793	79,665	-11,872	-15
Citroen	57,294	66,085	-8,791	-13
PSA	125,087	145,750	-20,663	-14
Cadillac	70	52	+18	+35
Chevrolet	16,919	13,515	+3,404	+25
GMC	2	1	+1	+100
Hummer	3	8	-5	-63
Opel/ Vauxhall	58,645	74,088	-15,443	-21
Other	-2	-2	-100	
GM	75,639	87,666	-12,027	-14
VW brand	131,606	132,035	-429	-0

Fancy a racing Peugeot?

A successful Peugeot Le Mans racer from the 1990s will be one of the star attractions when a selection of rare cars go up for auction at the Le Mans Classic event in July.

The 1992 905B model was bought by its current owner directly from the factory back in 1997 and is expected to fetch between €700,000 and €1.2 million as a rare piece of sporting history.

The car was a complete revision of the previous 905, which had struggled in the World Sportscar Championship. With its better aerodynamics, more powerful engine and improved reliability, it achieved a number of one-two finishes in endurance races around the world.

The 905B was retired in 1993 following the downfall of the World Sportscar Championship.

The amazing 1988 WM Peugeot P88 ("WM" for Welter et Meunier), famous for holding the outright maximum speed record on pre-chicane Hunaudières straight of 405 km/h, is one of 38 cars with no reserve from specialist coachbuilder Heuliez. Its estimate is €150,000 to €250,000.

From Classic Driver.



Interview: PSA Chairman Thierry Peugeot

Tony Lewis | 12 April 2012

Working in the family firm sits easily with Thierry Peugeot. But it nearly didn't happen. His great, great, grandfather was against the idea of the company entering the new-fangled car industry 120 years ago; it didn't have a future, he thought. Far better to stick to bicycles, machine tools and salt and pepper grinders.

The family was divided on the issue but those who wanted to be bold and take a step into the new world won the day. The split continued for some years: at the 1910 Paris motor show Peugeot had two booths, one for cars and one for everything else. Unity, or at least commonsense, prevailed thereafter.

It was inevitable that one day Thierry himself would be involved. But he too spent six years away from Peugeot, selling aircraft equipment in the USA among other jobs including a spell in South America. He joined the firm that bears his name in 1988 and today is chairman of the supervisory board, a position he has held since 2002.

That outside experience is important, he believes, and he hopes that his teenage children will do likewise should they follow

into the family business. "There are only about six Peugeot family members among a workforce of 200,000 so we can easily lose ourselves," he says modestly, chatting over dinner during the launch of the 208 in Portugal.

It's a key car for the company, just as other 2 series models have been. The first was the 201, launched during the great depression of the late 1920s and early 30s. Of the modern 2



series, the 205 of 1983 was launched at a time when Peugeot desperately needed a small, best seller. That car went on to sell 5.2m units and transform Peugeot's fortunes.

The 206, launched in 1998, did even better, selling 7.7m and counting. Production will

finally end this year. It still sells well in central Europe and France. The 207 that replaced it did less well. Sales were just 2.3m. The car was "too big and too expensive" as Peugeot executives admit, losing ground to the more svelte Ford Fiesta and VW Polo. New 208 is slimmer, lighter, better looking and should appeal far more to women.

Sales this year are expected to reach 265,000, rising to 550,000 next year by which time it will also be built in Brazil as well as Poissy, the main launch plant, and Mulhouse in France and Slovakia.

The hope is that the 208 will be seen as a premium product and Peugeot admits he is puzzled why France's car makers don't seem able to make a car that the rest of the world sees as premium. "We have premium wine like Bordeaux and luxury goods like LVMH so why not premium cars?" He notes that when Peugeots were sold in the US, they were bought by people who would buy a Volvo if not a BMW. "so they were almost premium then."

But the burning question is the alliance with General Motors. Is it going well?

"PSA is well known in the industry for its ability to work with partners," said Peugeot. He reels off the names of current partners - BMW, Ford, VW, Toyota, Mitsubishi - and repeats the phrase heard so often from his deputies at last month's Geneva motor show: ambitious but pragmatic.

Peugeot points out that parts supplier Faurecia, 57% owned by PSA, does more

business with the VW Group than it does with Peugeot-Citroen and he expects Faurecia to play a prominent role in the alliance.

What clinched it for him was an engineer asked to give his viewpoint to the supervisory board on whether PSA and Opel-Vauxhall engineers would be able to work together. The engineer was very enthusiastic; a deal was done.

Coping with the demands of big families is obviously a Peugeot strength.

Just-auto

Ford, Peugeot-Citroen diesel cooperation reducing

Graeme Roberts | 10 April 2012

Ford and PSA Peugeot Citroen's diesel joint venture has built over 20m engines in two families (1.4-litre to 1.6-litre, and two-litre and above) over the past 12 years but the automakers will now go their separate ways on the larger category.

The two automakers said they had decided to independently develop and manufacture their larger diesel engines (two-litre and above) to meet their future needs as well as new regulations.

The decision has no impact on current

production of existing jointly-developed engines or the derivatives planned for Euro 6 emissions legislation which comes into effect from 2014.

The decision initially affects only commercial vehicles introduced from mid-decade.

PSA recently announced a partnership to share parts and purchasing and said they would cooperate on B and D segment cars as well as a crossover and minivan. They are also expected to expand the agreement to cover a small car for emerging markets as well as larger vehicles and transmissions.

Peugeot has suspended indefinitely plans to build a new compact vehicle at its plant in Madrid and the manufacturing of a dual clutch transmission at Valenciennes, France. The company is delaying this by seven months while it looks at other options with GM.

Just-auto



A honeymoon minus early babies

Peter Wilson looks at what's coming out of the alliance between the Peugeot group and General Motors

A SUPER MINI-CAR for the South American market. A big luxury car for Peugeot's six-oh series. The insiders' tips on the first joint models are coming thick and fast. But Australia will have to wait several years before it will see anything like a 609.

Even a 509 and its Citroën, Vauxhall and Opel equivalents would take four or five years to produce on a joint platform. The Peugeot group's chief executive, Philippe Varin, said the first vehicles on a jointly produced platform would be on the market in 2016, although he would not give specifics. Until then it will be new Peugeots much the same as expected – the 208 this year and the 301, the 308 replacement, next year.

Dual clutch transmissions will be coming up then to help save fuel. Vehicles now in production have to complete their life cycle before the automotive giants can look at replacing them with joint platforms. The partners have ruled out the prospect of Vauxhall/Chevrolet/ Holden 508s or a Peugeot Cruze.

Each organisation will continue to market and sell its vehicles independently and on a competitive basis, they said in the merger announcement on February 29. At this stage the alliance is about GM helping reduce the Peugeot debt with its share purchase and GM sharing Peugeot's bigger buying power in Europe, where GM has been unprofitable for years.

They want early savings from purchasing components and materials and possibly having a huge shared parts bin. Shopping for megavolumes, they will demand the best product for the best price. In mid-March the partners appointed five executives each to oversee the work on joint projects and a start is envisaged before the end of the year. The partners have agreed to focus initially on the D and B segments because their plans for new models in other sizes are well committed in their development and production cycles.

The D segment, also known as the mid-sized segment, includes the Peugeot 508, Citroën C5 and the GM triplets – the Vauxhall and Opel Insignia and US- and Chinabuilt Buick Regal. The Peugeot 508, which made its debut here last year, still has some years before being due for an update and replacement while the C5 is due for an update in 2014 and the Insignia, launched in 2008, is due for replacement in 2016.

The plan is that one partner – most likely GM – will design the next D platform for both, and the cost of development and plant retooling will be spread over a combined 1.6 million cars a year. GM and Peugeot are emulating

the platform sharing policies of rivals such as the Volkswagen group with its VW, Audi and Skoda brands, Renault-Nissan and Fiat-Chrysler.

Economies of scale would reduce the research and development cost of combined projects. Automotive News Europe quotes an analyst's estimates of these as US\$1,280 for each GM vehicle and \$1,040 for the French. Opel sources have indicated in German media that an extension of the present Insignia platform has already been made for a large Saab sedan that did not make it into production. It has been suggested that Automobiles Peugeot could use this to underpin the large sedan gap left when it discontinued the 607.

It has a stylish new design to match – the HX1 concept shown at the Frankfurt Auto Show last year – and the diesel hybrid power available to deliver performance while keeping emission levels low. Peugeot baulked at a 608 because the 607 did not sell well outside France. In Australia, it was a luxurious niche model that won a loyal and enthusiastic following, with sales of 405 units.

Meanwhile, the partners' other announced focus is on the B segment and this is PSA's forte. This subcompact group includes the Peugeot 206, 207 and 208, the Citroën C3 and DS3, the Opel and Vauxhall Corsa and Chevrolet Aveo. "It's clear where both parties' strengths are," Philippe Varin told Reuters. "We can probably bring more on the B segment and GM can bring more on the D segment."

PSA chief financial officer Jean Baptiste de Chatillon predicted the concentration on the D and B segments would give global leadership in the segments as well as strong positions in Europe and Latin America.

The Peugeot 208 began its production cycle in March, with a 2008 crossover to follow at the Paris Auto Show in September and other variants locked in after that. It is a key model – the Peugeot 207 was the brand's best seller with European sales of 245,649 units in 2011, according to JATO Dynamics. Most of the work on the 301 – given that number because the 309 has been used in the 1980s, within market memory – has been done for its debut next year and spy photographs of the car have been published.

The 308 is Peugeot's No. 2 seller in Europe. Priority has been given to a Peugeot project named M3 to develop a no-frills model to be built in Spain for sale in emerging countries. It has been described as classier than Renault's Dacia brand Logan, and mechanically simpler and easier to maintain than European Peugeots.

The sale in Europe of the M3 and its Citroën M4 version has been ruled out. Work is also well underway on refreshing the Peugeot 3008, Peugeot 5008 and Citroën C4 Picasso for

[Bert Shankland, with Chris Rothwell, on the way to victory in the '67 East African Safari Rally.](#)

launches in 2015.

Possible convergence of platforms could begin with the Opel/Vauxhall replacement of the Astra compact in 2016 and that could flow on to the Chevrolet and Holden Cruze.

Another important area of cooperation will be in minivans where GM and Peugeot Citroën dominate the growing small segment with 48 per cent share between them and each has a good chunk of the Renault Scenic-led medium segment. — With input from Automotive News

Europe, Reuters and Bloomberg, etc

End of road for Safari hero

Peter Wilson

Heavy rain, deep river fords and mud took their toll of many rally cars that year after grit and sand got into their engine oil. He'd driven Peugeots in eight East African Safari rallies



and had never encountered such difficult conditions. “We drove in mud for hundreds of miles at a time,” the tall Scotsman said afterwards. “In some places, our car was swimming in over three feet of water.”

He led from the start and, thanks to his driving skill as multiple national rally champion, his sturdy mount and the careful waterproofing of his 404 Injection engine, held that position to win the 1966 Safari. Conditions were at the dry extreme for the 1967 event, with hard baked bumpy surfaces that broke many suspensions and treacherous slippery dust, but he kept his strong Peugeot consistently close to the quicker leaders and survived to inherit the victory. Those wins, with virtually stock showroom cars, established Bert Shankland as a Peugeot hero and his 1967 winning 404 Injection, No 5, is displayed in fully rally trim in the Peugeot Museum.

Bert was then workshop manager for Tanganyika Motors in Dar es Salaam, where Peugeot dominated the market of what became Tanzania. “After his double victory, sales shot up,” the Tanzanian Guardian reported. “For any upcoming Tanzanian – or East African for that matter – to consider himself a modern man to own a top of

the range car in those days, he was supposed to drive a Peugeot.”

For the rest of Bert’s long rallying career, his presence in an event would stimulate a large admiring crowd. However, in the torrential rain of the 1968 Safari, his 404 survived an early bath in a muddy ditch only to throw a rod while leading on tarmac 150 miles from home.

Fortunately, Nick Niwicki, who had driven a 404 to victory in 1963, completed the hat trick for Peugeot. Bert drove Peugeot 504s in later Safaris but his best was second and third. He also drove a 504 in a UK rally. When he retired to Scotland, he kept in touch with his navigator in his early and victorious rallies, Chris Rothwell, and they would

meet once a year to go fishing together. Bert has died in Glasgow at the age of 79 after a long fight with cancer. He is survived by his wife and two sons.

with Mike Tippet and Alastair Inglis Through the Pugilist



Rally reunion: Bert Shankland, left, and Chris Rothwell with their 404 in 1997.

Peugeot keeps patents rolling

PSA Peugeot Citroën has published 1,237 patent applications in 2011, keeping its place as France's Leading Patent Filer for the 5th year in a row.

On 28 March 2012, France's National Intellectual Property Institute (INPI) released the ranking which confirmed the fact that PSA Peugeot Citroën is still France's number one patent filer.

The patents were filed between July 2009 and June 2010 and reflect a dynamic innovation strategy, which help Peugeot and Citroën models move upmarket. By these patents the company hopes to develop increasingly environmentally gentle and safer vehicles, with the help of clean technologies and onboard electronics and connectivity.

The company focuses on emissions control, a good example being the three-cylinder petrol EB engine launched on the Peugeot 208, which is covered by 52 patents pending, of which 17 filed during the development of the cylinder head. The engine was designed so as to reduce engine bulk, making the Peugeot 208's lighter and to hold carbon emissions to just 99g/km for the 1.0-litre version. Safety was not neglected, major strategic innovation programs

focusing on safer vehicles: the AFIL lane departure warning system, intelligent traction control which offers powerful driver support when the weather turns bad, and also an innovation found on the Citroën DS5 that automatically switches between high and low beams depending on the surrounding traffic.

"Maintaining this level of patent activity in the midst of a recession attests to our commitment to preserving a dynamic industrial property policy. We are particularly committed to strengthening our patent policy on a highly selective basis, in order to enhance the impact of the Group intellectual property title portfolio and consolidate the protection of its strategic technologies," said Marc Duval-Destin, Vice President, Research and Advanced Engineering.

PSA Peugeot Citroën

Classic metal: Peugeot 404

27 Feb 2012

John Wright gets misty-eyed about a French stand-out.

While the fabulous Citroën DS was the undisputed star of the 1955 Paris Salon, another significant French car also made its debut there, namely the Peugeot 403.

It is still too early to say whether the 403

or its successor will eventually be judged the more significant, but I'm plumping for the 404, which combined all the impressive characteristics of the 403 with more style and performance, and even better dynamics.

The 404, like its predecessor, was as restrained as the DS was extroverted. But it inhabited Pininfarina's new fashion more gracefully than either the Fiat 1800 or the BMC cars, all of which preceded it to market. In 1960, it may just have been the most elegant mainstream sedan on offer, and it has certainly aged well.

You have to wonder how BMC boss Leonard Lord reacted when he first saw the coolly elegant Peugeot looking so light on its wheels compared with the heavy-set Austin A60 Farina, Morris Oxford, Wolseley 15/60, Riley 4/68 and (God help BMC!) the MG Magnette Mk IV.

The first 404 prototype was completed in September 1957. Sold in Australia from November 1962, it was fully imported and cost \$2900 compared with the EJ Holden Special's \$2220, but it was worth the extra. The 403 had been superior in all important respects, except perhaps towing ability, to the FE Holden, and the EJ's performance was no better than the 1956 model's, although it did handle better. But the EJ still used a three-speed gearbox with no synchro on first, and you had to buy the \$2838 Premier to get bucket seats, which, unlike the Peugeot's, could not be

reclined.

Local assembly commenced in 1965 and the 404's price dropped to \$2550, making it the best value car on the entire market. Road & Track magazine rated the Peugeot 404 the quietest car in the world in terms of wind and road noise.

There were no quarter vent windows and at 70mph (112 km/h), there was only the faintest rustle around the A-pillars and a slight hum from the 1618cc four pulling its tall gearing. The Wright family had a bluey-green 1966 model with 76 horsepower (the original had 72 and the last of the series had 80).

Amazingly, it came from the showroom on cross-ply tyres but a set of Michelin XASs turned it into a full-on sports sedan in search of more power. No car steered better. And while ours didn't win the East African Safari, it shared the glory. Like many excellent cars, the 404 did expect something of the driver. The uninitiated struggled with the dog-leg first gear, with a no-lockout reverse directly above ready to trap the unwary. Arguably, it was another element in the car's considerable charm and I'm not convinced the adoption of a more conventional (if still the opposite of mainstream) pattern, used on the last (disc-braked) examples from 1968, was an improvement.

Praise for the 404 This article appeared in Unique Cars. It was written by John Wright, who lives near Gympie in Queensland. Torque reported that Peugeot adventurer Dennis Barber says John has a wicked sense of humour and likes a drop of red wine. He wrote his PhD on the his-

tory of the Holden.

Through Peugeotmania



Peugeot Association of Canberra Minutes of General Meeting 8.00pm 27 March 2012 Weston Club Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Neil Birch	
Ian Brock	
Colin Handley	
Derek Flannery	
John Geremin	

Apologies

John Bower
Neil Sperring
Glen Bryden
Bill McNamee
Olivier

Introduction

1. The meeting opened at 8:16pm, following dinner in the club bistro at 7pm.

Previous meeting

2. The minutes of the 28 Feb 12 meeting were read and accepted. Prop. Brad, 2nd Col Handley, with the correction to the spelling of John Geremin's surname.

Financial position

3. The Treasurers Report was presented by Col Handley in Glenn's absence. The Bank Balance is in good order at \$10827.66. With one membership subscription, no cheques received and the post office box payment made in this reporting period.

Inwards correspondence

4. The following correspondence was received:

a. Brad presented a Chev Bowtie flyer inviting participation in the John Grannall memorial charity day car show to be held at he Grevillea Park on Sunday 3 June 12 and Henry's winter wander on 1 July 12, a cruise from Mt Ainslie at 10 am.

b. 2012 Heart Kids hill climb on 1 Apr 12.

c. Discount coupons from Battery World Phillip.

d. Email correspondence will be tabled at the next meeting.

Outward correspondence

5. Information on vehicles under historical registration by members of the PAC, requested by the Council of ACT Motor Clubs (CACTMC) has been forwarded.

Wheels display discussion

6. An informal discussion on the 25 March 'Wheels' car display held at the alternative venue, Thoroughbred Park, at short notice. While the displays were more lineal and separated by buildings and fences than at the old Parliament house Lawns, members commented that this site had the advantage of ample toilets and shade trees.

Council of ACT Motor Clubs

7. Ross Stephens and Neil Sperring presented the Delegate's Report of the 15 Mar 12 CACTMC General meeting. The next CACTMC meeting will be held on 19 Apr 12.

PAC BBQ

8. The PAC BBQ hosted by Brad and Sue was attended by John Bower and his son, Bill McNamee and Ross Stephens, a very pleasant evening was had by all.

Other business

9. A number of members reported that had not received their copy of ROAR, Brad to take action on this matter.

10. Brad raised the matter of reinvigorating the 'Clubman' Trophy for the person who participates in the most club activities. This trophy has been dormant for a number of years.

Close

11. The Meeting closed at 8:50 pm. The next PAC meeting will be held on 24 Apr 12.