

ROAR

Magazine of the Peugeot Association of Canberra



Season's Greetings to all our members

November 2012

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October 2012, Weston Club,
Weston ACT



ON THE COVER

A 203 with grille that mimics the Buick Roadmasters of the late 1940s.

RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)

PO Box 711, Civic Square, ACT, 2608.

The Peugeot Association of Canberra is now on the
Internet. The PAC home page contains articles and
information from RoAR. Our Internet address is:

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Greetings all,

At last month's club AGM a fairly familiar committee was elected, in fact it's so similar to the outgoing committee that it's hard to spot the difference. Nevertheless I would like to thank the outgoing committee for their work over the past year and wish the new committee every success in the coming year.

French Car Day was held at the Telopea Park School, on Saturday 3 November, coinciding, as usual, with the annual school fete. Nearly 30 cars were displayed, including 8 Pugs, 5 Citroens and 14 Renaults, with trophies for best Renault, best Peugeot, best Citroën, and best overall car. My black 203 took out the Peugeot prize for the third year running, despite stiff competition from Mark Donnachie (down from Sydney in his lovely



red 306 cabriolet). People just seem to like older cars, I guess.

Thanks to Barry McAdie for organising the event and to Shannons for donating the trophies - Barry's Renault Alpine won best overall car, but rest assured, there was no 'insider trading' as this was a people's choice award.

My 508 has clocked up nearly 30,000km since I bought it 14 months ago. On the second day I owned it, I managed to get a puncture on one of the front tyres. The puncture was close to the side-wall (see photo), but it was duly repaired with a plug.

In recent months, the tyre had been losing a few psi every week, so I took the car in to Woden Tyre & Exhaust, who had done the original repair. They redid the repair free of charge, but after a few days the slow leak was back. After another failed attempt, the tyre obviously needed to be replaced (the puncture was just too close to the side wall). The tyre was an 18 inch Michelin (235/45 R18 – I think they also fit Holden

Commodores), and not cheap, but in lieu of the failed repairs WT&E fitted a new one at cost and I came away a happy customer who is now telling the world how good they are.....

Sue and I drove the 508 down the coast to Moruya recently and I duly monitored the fuel economy, recalling that I had managed 4.9 litres/100km to Newcastle earlier in the year. However, the Kings Highway is a different kettle of fish from the Hume/Pacific highways and I could only manage 6.2 litres/100km – not much better than I get around town, but still pretty good for a big car.

Our last two club events for the year are looming – the next club meeting will be held at the Weston Club on Tuesday 27 November, at 8pm, with dinner from 7pm. Then,

at 6 pm on Sunday 2 December, we will finish the year with a French Car clubs BBQ at Lake Ginninderra. Meet at the BBQ area on the western side of the lake, off Joynton Smith Drive into Macdermott Place. BYO food, drink and a chair.

I wish everyone a safe and enjoyable Christmas-New Year break and look forward to seeing you next year, if not before.

Keep on Pugging,

Brad Pillans

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Neil Birch (TBC)

Public Officer

Geraldine Butler

CLASSIFIEDS

FOR SALE

504 coupè

504 COUPE 1970 white, manual, excellent condition, SGG-203 (NSW). \$43,000. Andrew Park 0407450013
lorraine-nm@idl.net.au

405 (photos overleaf)

405 one owner since new. Absolutely original condition and purring like a Peugeot does. Totally reliable and still loved. 7.3 L/100km Uses no oil. 294,000 km. Metallic blue, no fading, always garaged. Paint and fabric protection treatment. Original purchase papers and handbook. Radio security code. Good tyres. Registered in ACT to March 2013, \$2990. Tel. 62920006; jeneric.earl@gmail.com

205 GTi

205 GTi, 1991, 1.9L manual. ~180,000 kms. Graphite grey with red carpet. Runs well. Interior condition excellent, exterior not so much - needs a respray on the roof (but no rust). Serviced by Bill McNamee. \$4,000 Negotiable. Phone: 0408 970 144, Email: andrew.kahn@anu.edu.au

Parts

504 parts

1 x cylinder head
2 x distributor and leads
2 x Solex carburettors (in disrepair)
1 x Bosch alternator
1 x Bosch starter motor
1 x manifold
2 x air-intake filter units
1 x airconditioner motor and peripherals
2 x instrument panels
3 x wheel rims
4 x suspension coil springs
2 x tail-light lens sets
4 x double headlight sets
1 x horn
1 x Peugeot AM radio
6 x hubcaps
lots of wheel nuts
2 x window winders and sundry door furniture
Any offers accepted. Please contact Ewan Maidment, 14 River St., Oaks Estate
Ph. 6297 0120; Mob. 0459 624 886.

404 parts

404 wheel brace, old jack and an old wheel with fairly bald tyre on it. Free. Contact Bernadette Hince
bh@home.netspeed.com.au



CLUB EVENTS 2012

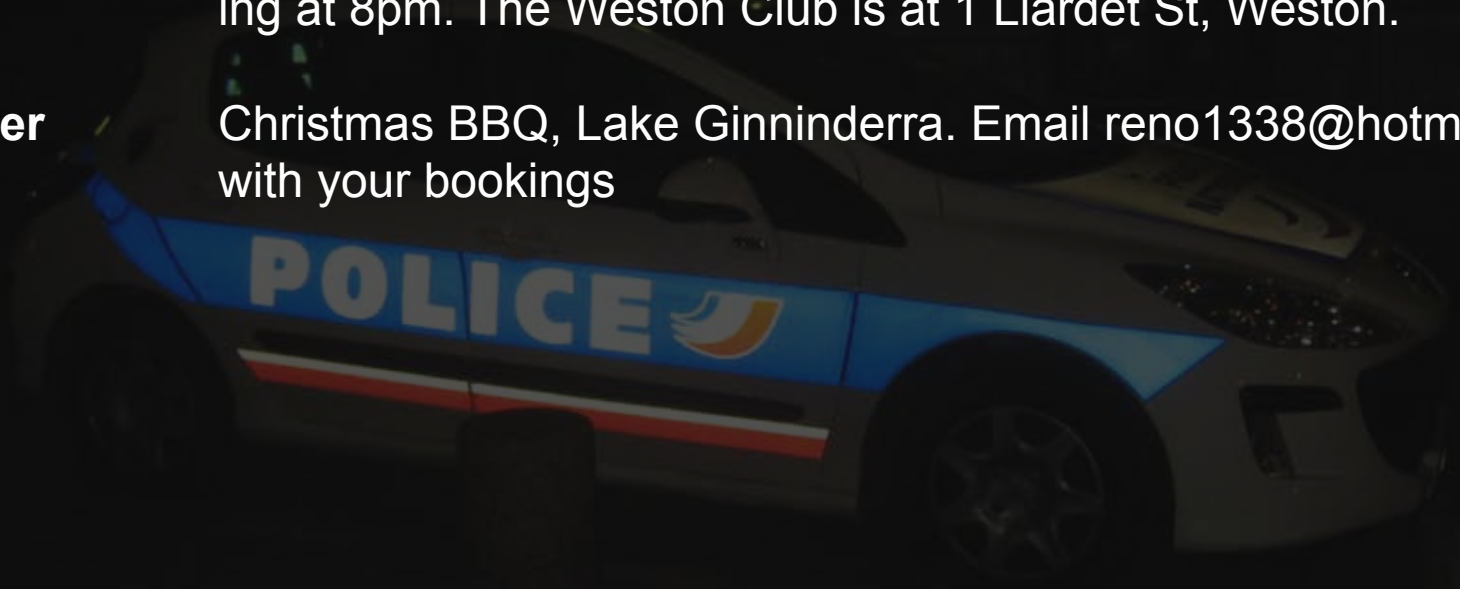
27 November

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

2 December

Christmas BBQ, Lake Ginninderra. Email reno1338@hotmail.com with your bookings

Calendar



Redex Rerun 2013

The 2013 60th Anniversary Redex Rerun will start in Maitland on the 12th of May and take four weeks to travel to Townsville, Darwin, Alice Springs, then back through SA and Vic to Canberra before finishing in Sydney.

The event will be run as a tour of the original route, modified in order to maximise interest for the entrants. There will be some low key competition in the form of Motorkhanas, Economy Runs etc. but these will be standalone events and there will be no scoring for the overall event, the plan being for a relaxed time for all involved.

The event is open to any 203 or 403 and we presently have a good number of 203 owners intending to enter. Other makes of car from the 1950s and later model Peugeot entries will be subject to the approval of the organising committee.

We are concentrating on visiting the smaller towns this time, an easier time for the cars and drivers being out of the traffic and we will get plenty of interest and assistance from the smaller rural communities.

There will be chances every now and again to venture into the more remote areas for those who are keen, but the basic route will be on bitumen the whole way.

Enquiries should be directed to Graham Wallis 0429 939619 or ewal7731@bigpond.net.au

VALE NICK ILIC

Amid a slideshow of photos playing on a screen at Nick Ilic's funeral at Norwood Park last month was a rare Peugeot: a white 305 station wagon.

Nick bought the car from the French Embassy. He got it at a good price when the embassy was renewing its fleet of cars.

Nick, who was born on 5 January 1952, died aged 60 on 16 October after a long battle with cancer.

A Peugeot enthusiast, he owned a 504 when he was the driving force behind the formation of the Peugeot Association of Canberra, becoming its first president when it was formed in July 1979.

He also included ownership of a 604 among his Peugeots, mention of which was made in the eulogies at his funeral.

Not that Nick was exclusively Peugeot – he also owned Alfa Romeos, Volvos and even a Ford Fairlane and Toyota Corolla over the years. Despite these “lapses”, he maintained his love for the Peugeot marque and encouraged people around him to buy Pugs.

Nick was born in Northam in Western Australia after his parents came to Australia from Europe at the end of World War Two.

He came to Canberra in the 1970s and joined the Public Service, from which he retired eight years ago.

He was soon back in the workforce again, however, with Woden Community Services Inc where he took up the position of HR and IT Manager.

Nick had the unenviable task of putting the organisation's HR practice in order, doing it meticulously.

He advocated greater pay equity to all work groups and oversaw the introduction of new technology before retiring again. He regarded the job as the best he had ever had.

The club has placed on record its gratitude to Nick and extended its condolences to his widow, Ingrid, sons Chris and Ben, and the Lamb family.

As Nick used to say, “See ya, see ya.”



Easter Pageant 2013 in Wodonga

The 2013 Peugeot Easter Pageant will be hosted by the Peugeot Car Club of Victoria in the border city of Wodonga. Below are some details regarding the weekend:

Accommodation

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

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

Friday:

- For early arrivals on Friday, we have put together a short drive through the Indigo Valley to historic Chiltern and return.
- A welcome dinner will be provided in the evening.

Saturday:

- Saturday starts with the Concourse/display of cars at the Howlong Golf Club, some 25km from Wodonga.
- Morning tea and lunch will be provided at the Howlong Golf Club
- Saturday afternoon, you have the choice of a motorkhana OR

- An observation run through some historic, northern Victorian towns, passing some of the best vineyards in the area.

- Saturday night's dinner will be located at a restaurant in the centre of town.

Sunday:

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

- Sunday night we have the presentation dinner

Monday:

- The weekend will conclude with the traditional farewell breakfast. Please note: Breakfast on Saturday and Sunday is not provided and is the responsibility of participants.

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

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

Looking forward to seeing you in Wodonga at Easter 2013.



REGISTER NOW FOR THE ANNUAL EASTER PEUGEOT PAGEANT



The 2013 Peugeot Pageant will be hosted by the Peugeot Car Club of Victoria in the border city of Wodonga.

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

SATURDAY

- Saturday starts with the **concours** display of cars at the Howlong Golf Club, some 25km from Wodonga
- **Morning tea and lunch** will be provided at the Howlong Golf Club
- Saturday afternoon: you have the choice of a **motorkhana** OR an **observation run** through some historic, northern Victorian towns, passing some of the best vineyards in the area
- Saturday night's **dinner** will be located at a restaurant in the centre of town

SUNDAY

- An **observation run** heading south and east from Wodonga through some lovely country in the Kiewa and Mitta Mitta Valleys and then travelling along the Victorian shoreline of Lake Hume. This is the main run for the weekend and will include **lunch**
- Sunday night we have the **presentation dinner**

MONDAY

- The weekend will conclude with the traditional **farewell breakfast**

Please note: Breakfast on Saturday and Sunday is not provided and is the responsibility of participants

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

Any questions, don't hesitate to contact

Murray Knight (03) 9728 3096, Allan Horsley (03) 9499 5861 or Tim Farmilo (03) 8711 4050

Looking forward to seeing you in Wodonga at Easter 2013.

REGISTRATION OPEN



Peugeot Pageant

WODONGA, VICTORIA

Easter 2013



Friday 29 March to Monday 1 April 2013



A short and voluntary drive is planned for Friday afternoon. On Saturday the Concours, morning tea and lunch will be held at the Howlong Golf Club followed by a Motorkhana or an interesting drive to some historic northern Victorian towns. On Sunday we will head east into the mountains for a Grand Alpine Tour. Dinners, Lunches and the Farewell Breakfast are included in the Event Fee of \$164 per person.

Activities will be centred on the Stagecoach Motel, Ph. 02 6024 3044 and adjacent Wodonga Caravan and Cabin Park, Melbourne Rd Wodonga, Ph. 02 6024 2598, where special rates have been arranged.

The Event Registrar is Tim Farmilo – email: tfarmilo@optusnet.com.au – Mob: 0411 240 818.

REGISTRATION

Easter Pageant 2013 in Wodonga

Friday 29th March to Monday 1st April

PAYMENT OF \$158 PER PERSON IS DUE BY FOR EARLY BIRD DISCOUNT. AFTER PAYMENT OF \$168 PER PERSON WILL APPLY

Name(s): _____

Signature: _____

Postal Address: _____

_____ State _____ Postcode _____

Email address: _____

Phone: Home () _____ Mobile _____

I will represent the _____ car club at the Pageant.

I expect to be driving a _____ with a registration number _____

I am interested in participating in the motorkhana: yes or no (circle which one applies)

Please list any dietary requirements: _____

If you have already booked your accommodation, can you please indicate if it is at () Stagecoach Motel or () Wodonga Cabin and Caravan Park or other _____

REGISTRATION, FEES AND PAYMENT

Registration is \$158 per person for early bird payment, but will rise to \$168 from February 1, 2013. Registration includes meals on Friday evening, Saturday morning tea, lunch and dinner , Sunday lunch and dinner and Monday breakfast.

(1) Payment may be made by either:

(a) Cheque made payable to Peugeot Car Club of Victoria Inc, or

(b) Direct deposit to the PCCV bank account BSB 033-070, account number 730-763
Please identify your transaction with your name and the words Pageant 2013.

(2) Indicate here how you paid: cheque enclosed ☐ or direct deposit ☐

(3) Post this form after you complete it (with your cheque if you are paying by cheque) to T _____ in Farnilo, PO Box 403, Nunawading, VIC, 3131.

(4) Please send an email message to tfarnilo@optusnet.com.au to let us know that you have registered. This will assist in enabling us to send out updates to you.

(5) Final numbers are required by March 15th 2013 for catering purposes

(6) Cancellation: if you cancel after March 15th 2013, a charge of \$100 per registration will apply to recover costs incurred.

The fine print: At the Peugeot Easter Pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent due care is to be applied by participants. No responsibility is implied nor accepted by the organisers.



FRENCH CAR DAY 2012

Pictorial



FRENCH CAR DAY 2012

Pictorial



FRENCH CAR DAY 2012

Pictorial



FRENCH CAR DAY 2012

Pictorial



VEHICLE CRIME

Peter Wilson

Car thieves have been showing an increased interest in Peugeots recently, with a total of 157 cars stolen in the past year – a 24 per cent rise on the 126 Peugeots taken in 2010/11.

While this is a high increase off a relatively low base, it is steeper than the recent national trend to more vehicle thefts – 48,992 vehicles were stolen in Australia in 2011/12, a 6 per cent rise against the previous year.

The most popular Peugeot target is the 206, with 35 stolen nationally last year,



half of them in New South Wales. Of the 137 Peugeot 206s taken in the past five years, 30 were never seen again.

Australia's all-time best-selling Peugeot – the 307 – is also a favourite with thieves as they nabbed 27 of them last year, more than half in NSW, and primarily for joyriding. Over the past five years, 164 of them have been stolen and 20 were not recovered.

A cheeky thief snatched a Peugeot RCZ for a joy ride last year, but unlike two 607s stolen in the past five years, it was recovered.

Despite the recent spike in thefts, the experts from the National Motor Vehicle Theft Reduction Council, or CarSafe for short, don't regard the 206 or the 307 as having a particularly high theft risk because the number taken is low in relation to the numbers on the road – 14,316 206s and 11,497 307s.

Also, as 21st Century models, they are fitted with the Australian Standard 4601:1999 immobilisers mandated since 2001 and are harder though not impossible to steal. Some have alarms.

It's a far cry from the days when Peugeots had an ignition button instead



of a key or a distinctive gearshift pattern that could make a quick getaway difficult.

As long as you don't invite trouble by leaving your keys in your car or where they can be grabbed, the risk of a Peugeot being stolen is low compared with many other makes and certainly against the Excel X3s and Commodore VTs that joyriders and chop-shoppers target most regularly.

Car Safe rates the risk of Peugeot theft as low in most states. However, as the tables show, it is a tiny bit higher in New South Wales, which boasts most of the illegal car action, and Victoria, which has a slightly smaller share of villains.

It is more likely that you will be murdered than you will see your Peugeot stolen, provided, as mentioned, your keys are safe.

Hot wiring is old hat.

Table 1. Australia - Number of Peugeot passenger/light commercial vehicle profit motivated thefts (unrecovered) and thefts by model and series, 2007/08 to 2011/12

Make/model/series	2007/08		2008/09		2009/10		2010/11		2011/12	
	Number of profit motivated thefts	Number of thefts	Number of profit motivated thefts	Number of thefts	Number of profit motivated thefts	Number of thefts	Number of profit motivated thefts	Number of thefts	Number of profit motivated thefts	Number of thefts
PEUGEOT 205	1	3	1	3	0	1	0	0	0	1
PEUGEOT 206	3	22	7	28	7	24	9	28	8	35
PEUGEOT 207	0	1	0	3	1	7	0	12	0	7
PEUGEOT 306 N3	5	12	4	19	4	9	4	16	6	20
PEUGEOT 306 N5	3	16	2	14	4	14	4	11	5	17
PEUGEOT 307	0	0	0	0	1	1	0	0	1	1
PEUGEOT 307 T5	0	20	4	16	4	12	2	17	8	27
PEUGEOT 307 T6	0	1	0	7	1	7	2	9	1	5
PEUGEOT 308 T7	0	2	0	4	0	8	2	12	1	9
PEUGEOT 405 D60	2	4	1	3	0	2	0	0	1	2
PEUGEOT 405 D70	3	7	2	8	1	7	0	5	3	5
PEUGEOT 406 D8	1	5	1	5	4	11	0	1	1	4
PEUGEOT 406 D9	0	0	2	5	0	0	0	2	2	2
PEUGEOT 407	0	4	1	2	0	1	1	6	2	10
PEUGEOT 504	1	2	1	1	0	0	0	1	1	1
PEUGEOT 505	2	6	1	3	2	4	0	2	0	1
PEUGEOT 604	1	1	0	0	0	0	0	0	0	0
PEUGEOT 607	1	1	0	0	1	1	0	0	0	0
PEUGEOT RCZ	0	0	0	0	0	0	0	0	0	1
PEUGEOT UNKNOWN	5	9	0	8	2	5	1	4	3	9
Total	28	116	27	129	32	114	25	126	43	157

The theft reduction council warns that “a growing number of thefts rely on access to keys or transponders”.

Watch out. The council’s executive director, Ray Carroll, told The Pugilist that homes are being burgled to get car keys. He warned against leaving them in obvious places such as handy to the front door.

Last year 49 per cent of thefts were from residences. The street was once the main source.

Keys can be copied. It is possible for a savvy mechanic from Dodgy Motor Repairs

with access to a particularly desirable car or a valet parking guy to come up with a work-around to later drive it away from its owner’s home.

A Peugeot owner told The Pugilist she had no proof but she felt it no coincidence that her cabriolet was stolen from her home street in the Randwick area soon after she had a minor repair made at an unfamiliar workshop.

My doctor reported the theft of his wife’s Astra convertible from his driveway and bought another. That went a month later.

Car Safe’s low risk category allows for a few thefts as well as the models that have not

been touched. Its 2012 zero theft list included the Lexus ES300 VCV10R, Mercedes-Benz GL320CDI, Renault Scenic J84, Toyota Echo NCP13R, Chevrolet Silverado and Ssangyong Kyron D100; these had just over 1,000 examples on the road.

The only Peugeot model officially at high risk of theft is the early N3 306 in the ACT, NSW and Queensland. It doesn’t have the security features of later Peugeots. Although the number on the road is down to 3,654 across Australia, eight were stolen in 2010/11 and 20 in 2011/12.

While the tables show the risk, the number of Peugeots taken in the past two years and the number of each model registered, they do not distinguish between the type of thefts or indicate recovery rates so we have to rely on general trends.

Thefts have tumbled in the past 10 years. The Institute of Criminology listed 113,389 stolen vehicles in 2001, 80 per cent by joyriders.

Most thefts are still by joyriders but the proportion is down to 65 per cent. They are most likely to nick your car between 4 pm and midnight on a Friday, Saturday or Sunday. The hottest spots are Blacktown in Sydney and Hume in Victoria.

Fortunately for Pug owners, the joyriders’ most popular target is the Hyundai Excel

X3, with more than 1,000 taken. The Korean cars have ousted the old favourites of the Commodore VN and VT. The Camry SV21 is another most likely and in the Northern Territory the Landcruiser is a favourite.

Half of these stolen cars will be recovered within 24 hours. More will be found after seven days. After that, it's a matter of luck. Some may turn up like the classic recent case of a 1967-built Corvette with low miles that wharf inspectors found in a container in Brisbane 10 years after it was stolen and the insurance paid.

A Potts Point member said her Peugeot 504 had been stolen and recovered several times after providing a free ride home



for visitors to Kings Cross.

On the other hand, a bus mechanic who fitted a Peugeot 505 diesel engine to his Commodore recalled the night he heard cursing from outside his home. He saw his car was open and the bonnet popped, and concluded that was the third unsuccessful attempt to steal it.

A third of the past year's car thefts were profit motivated. Big vehicles are the primary targets for criminals involved in rebirthing rackets, in stripping cars for panels and parts or even exporting cars.

The council notes the public perception in Sydney is that thieves want luxury cars.

Not so. Two-thirds of cars taken for profit were more than 10 years old and VT, VX and VS Commodores were the most numerous targets. One car in five was between five and 10 years old. Utes and vans also disappear, with Toyotas most in demand.

While authorities encourage the fitting of immobilisers, 48 per cent of profit thefts last year were of cars with the immobilisers.

The fall in joyrider numbers mean police have had more time to dent the activities of organised gangs in NSW. However, the car rackets are growing, particularly in Queensland,



where motorcycle theft has risen, and in South Australia, where one gang was nabbed getting new V8 engines and gearboxes direct from the Holden factory.

A ban on the reregistration of cars needing structural repairs is aimed at reducing the rebirthing of stolen cars. South Australia has extended the ban to water-immersed or fire-damaged cars.

The trade in stolen separated parts is more difficult to disrupt. Detectives have called at wreckers' yards to check manually the serial numbers of engine stocks.

More sophisticated policing is in store with moves to give more protection to the legitimate parts trade and to tighten insurance repair procedures, but authorities admit any remedy is "challenging".

Some 600,000 vehicles come off Australian roads every year and most end up as scrap with no questions asked.

Despite the awareness of theft-for-scrap

rackets, attempts to introduce end-of-life reporting have failed to get the cooperation of those involved in the vehicle disposal and recycling area. For example, it would be difficult to check the serial numbers on a semi-trailer load of a dozen pancaked cars at the scrap yard gate.

Another loophole for thieves is in the export of vehicle parts where authorities have little idea of what goes on and realise a need for “increased intelligence”.

Club members have been aware for more than a decade of the export of older Peugeots to Syria and Egypt, and more recently to Nigeria. The high Australian dollar has made the trade less profitable but it continues with a web of spotters equipped with car trailers and exporters.

Members have reported the theft of 504s and 505s from the street or from their driveways.

Cattle may be tracked from paddock to overseas plate, but this vehicle trade is unsupervised. The cars are cut up and the containers are shipped off once they have been jammed with parts.

Some people laughed when I said my Peugeot 604 had been stolen. “Who would steal a 604?” they asked.

It disappeared from a busy

street the day I parked it behind a smashed Commodore that had been left later collection. A tow truck driver would not have known about its upgraded engine but he could have fancied my new tyres, or seen 1.4 tonnes of scrap. It was not recovered.

A couple of years later two constables knocked on my door. They returned the keys that they had spotted in the bootlock of my Peugeot 505 SRDT. I was luckier that time.

My present Peugeot is safer these days. It's off the street.



A stolen Peugeot 205 in the city of Oulu in Finland

Peugeot & BMW end their hybrid partnership

Mike Costello

Peugeot confirmed recently that it was no longer collaborating with German luxury car-maker BMW on a venture to develop hybrid vehicle technology.

“This cooperation will not go on, there will be no jointly developed products,” Peugeot head of research and development Guillaume Faury told journalists.

“We’ll continue what we started separately and there will be no joint production site,” he added. BMW said in June that it was reconsidering the joint venture in light of a deal between the French carmaker and US giant General Motors, while Peugeot did not release a statement on the issue then. BMW and Peugeot had already collaborated for over a decade in developing petrol engines when they announced in February 2011 that they would extend their partnership to hybrid technology. They invested 100 million euros (\$129 million dollars) in the venture, but Peugeot’s alliance with GM early this year “changed the joint venture’s conditions,” a BMW spokeswoman had said.

When asked whether Peugeot would now collaborate with General Motors on the hy-

brid technology, Faury said “it’s the sort of thing we’re studying with them.”

From Agence France Presse



In February 2011, Norbert Reithofer (BMW) and Philippe Varin (PSA Peugeot Citroën) announced plans to invest €100 million in a joint-venture project on hybrid technologies, baptised BMW Peugeot Citroën Electrification

Bigger model range ahead

Mike Costello

Peugeot Australia showrooms are set to swell, with the company's local importer gearing up for a roll-out of extra product over the next 18 months including three brand new model lines and the next-generation, more upmarket 308.

In a bid to return to its record 2007 Australian sales levels, the company will add the 5008 people-mover, 408 small sedan and 2008 compact crossover to its existing model range by the end of next year, and cap it off with the all-important new 308 due in the first quarter of 2014.

Alongside this will be a raft of existing model facelifts, including the Partner and Expert vans (end of 2012), RCZ coupe (March 2013), 3008 crossover (end of 2013) and the hotter 194kW RCZ R (special orders commence end of 2013).

March next year will also see the arrival of the highly-anticipated 208 GTi hot hatch, which the company says marks a return to the glory days of the 205, and possibly the luxurious Citroën DS3-rivalling 208 XY.

Peugeot Automobiles Aus-

tralia director Bill Gillespie told GoAuto the company would "do everything we can to bring new models to market and grow our sales" to an annual sales figure of between 8,000 and 9,000 units by 2014. "Certainly you wouldn't bring an all-new 308 to market, and all those other cars, if you didn't think you could get incremental sales," he said.

This figure would return the French company to the heyday of 2007 when it sold a record 8,807 units here, and would arrest a sales slump this year of 5.4 per cent to the end of August –

chiefly a result of falling sales of its ageing 207 and 308 stalwarts.

Mr Gillespie said local dealer profits had increased over the past six months for its 40-strong Australian network, with higher-margin new vehicles like the 508 improving the mix and the addition of capped-price servicing helping with customer retention.

Still, it is not a one-way street, with the new model blitz to be countered by the lack of a replacement of the soon-to-be-discontinued 4007 compact SUV (based on the Mitsubishi



Peugeot's 5008 here in May 2013

Outlander).

Likewise, the new-generation 208 will not spawn a convertible successor to the 207CC, with sales of the hard-topped cabriolet to cease here in 2013.

Peugeot has told its Australian arm that it has halted hot weather development of its diesel-electric Hybrid 4 3008 and 508RXH variants. Mr Gillespie said low-volume hybrid models were not sufficient to simply turn a company “green”, and that Peugeot Australia’s petrol and diesel range was already more efficient than most. “Our overall model range, we run an average of around 160 grams [of CO2 per kilometer] versus everyone else, so we as a range are a lot better [than many],” he said.

Meanwhile, the Partner Electrique

van is set to go on sale in Europe in the second quarter of 2013, and is powered by a 49kW/200Nm electric motor hooked up to a 22.5kWh lithium ion battery. It is said to have a range of 170km and can be charged in six to nine hours from a household socket or as little as 30 minutes for an 80 per cent “fill” on a 125-amp fast charger.

Its possibility for Australia would depend on factors such as its hot weather feasibility, battery life and the infrastructure for electric cars. Mr Gillespie said the company would only consider importing the successor to the 107 city car (not sold in Australia) as a rival for the likes of the Volkswagen Up if it could secure the car for “under \$16,000”, and even then it would remain wary.

The 5008, launched in Europe in

2009, is a seven-seat wagon rival for the Honda Odyssey that will be offered in one specification level and with one turbo-petrol or turbodiesel engine. It shares the same underpinnings as the 3008, RCZ and the Citroën Grand Picasso.

The 408 is a sedan version of the current 308 designed primarily for developing markets and to be imported here from Malaysia as a rival for the Volkswagen Jetta. The single specification, petrol/automatic only model should retail from about \$28,000.

The 2008, which made its debut at the Paris motor show, will enter the rapidly expanding small crossover market against the Holden Trax, Ford EcoSport and possibly the Nissan Juke (which is under consideration for Australia).

— from GoAuto

Peugeot Australia new model roll-out

Oct 2012	208
Nov 2012	Partner and Expert facelift
Mar 2013	RCZ facelift
May 2013	5008
May 2013	208 GTI
Aug 2013	408
Q4 2013	3008 facelift
Q4 2013	RCZ R
Dec/Jan 2014	2008
Q1 2014	308



208 GTI

France guarantees Peugeot debt

By Mathieu Rosemain - 25 October 2012

François Hollande's French government stepped in to rescue PSA Peugeot Citroën by guaranteeing as much as €7 billion in new bonds, in exchange for greater influence over company strategy.

Arnaud Montebourg, the Minister for Industrial Reconstruction has demanded a government representative on the controlling board, worker representation in the strategic planning and a reduction in the 8,000 to be retrenched in France (announced previously by Peugeot as a requirement to remain solvent).

In the financing deal, the state and workers will each receive a seat on the board of directors, and an outside committee will be set up with veto power over any "significant" changes in Peugeot's operations, the French Finance Ministry said today.

Peugeot will also not pay any dividends, repurchase shares or provide management board members with stock options as long as the government guarantee is in place, Peugeot said.

Peugeot needs the French state backing for its banking unit to keep down

borrowing costs and offer customers competitive financing rates. Underscoring the urgency of the funding need, Peugeot predicted today that debt is set to increase 20% more this year than it forecast in July.

"The state will want to see this business run more in the interest of government, rather than in the interest of the shareholders," said Erich Hauser, a Credit Suisse analyst with a neutral rating on the shares. "The rising debt of Peugeot clearly shows that the core things are getting worse."

Shares drop

Peugeot dropped 27 cents to €5.56 at the close of trading in Paris, following the announcement. The stock has plunged 47% this year, valuing the carmaker at €1.97 billion.

Peugeot is also working with lenders to increase the finance arm's credit line by €1 billion and renegotiate some of the terms of an existing €10.5 bil-

lion in credit to secure the funding until 2015, Chief Financial Officer Jean- Baptiste de Chatillon said.

The European Commission may scrutinise the guarantee plan under state aid rules if it gives the company an unfair financial advantage.

French Finance Minister Pierre Moscovici has discussed Peugeot at a meeting with European Union Competition Commissioner Joaquín Almunia.

"We haven't received any formal notification of this issue," Almunia said at an event



in Brussels. “But of course once we will receive information or communication, we will have to create a very careful assessment.”

German objections

The German state of Lower Saxony, Volkswagen’s second- biggest shareholder, said this week it opposes French aid for Peugeot and indicated Germany would ask for a European Commission review.

Debt Increasing

Peugeot said net debt at the end of 2012 will rise to about 3 billion euros, up from its July target of 2.5 billion euros, as the European auto market heads for its biggest drop in 19 years. The carmaker, whose nine-month sales in the region dropped 13 percent, said in July it will eliminate 8,000 jobs and close a factory near Paris. Peugeot has also sold assets and issued 1 billion euros in new shares to raise funds.

“The competitive environment is getting

tougher, with increased pricing pressure and ongoing deterioration in the markets of southern Europe,” Peugeot said.

The French automaker earlier this year entered into a strategic alliance with General Motors Co. (GM) in which GM became the second-biggest stakeholder.

Alliance developments

Peugeot said today it’s making progress with GM on the alliance and the two have selected four vehicle projects to work on together. The carmakers have also agreed on the next steps in their purchasing cooperation. The two aim to sign detailed contracts for the alliance by the end of the year.

The vehicle projects include a small van for GM’s Opel and Vauxhall brands and a compact crossover for the Peugeot nameplate. A small multi-purpose vehicle will be shared between GM’s European brands and the Citroën marque, Peugeot said.

The two carmakers will also cooperate on a fuel-efficient small-car platform for future GM and Peugeot vehicles in Europe and other markets as well as a program for mid-sized cars. The first vehicles from the alliance are due to be introduced by the end of 2016. GM and Peugeot expect that within five years the deal will generate savings of \$2 billion annually.

Through Bloomberg



Film unit seeks old car in Canberra

My company sources vehicles for TV and film productions, we currently have a client needing an older (1970s/80s), rough condition sedan for a TV commercial. Any colour, rougher the better. Maybe something someone is about to restore?

Ideally a European or Japanese model. The car does not need to be registered. The scene is meant to be a barbwire style check point in the Middle East. The car is only a background prop and I don't think it is being driven in the scene. The shoot is in Canberra on Wednesday 5 December. The owner is welcome to stay on set with the car if they like. Of course this is a paid job.

Please let me know if any of your members might have a suitable car they would be interested in putting forward?

Many thanks,

Shan

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Peugeot during WWII

Russell Hall

The story of Peugeot during the Second World War is an interesting one and deals with a difficult period in French history.

In 1939 France was the most highly motorized nation in Europe with two million cars. The occupation of France was of great value to the German army.

German second rank divisions were often poorly equipped and away from the newsreel cameras, horses were widely used for transport of men and supplies. The German artillery was mostly horse drawn.

Large numbers of French cars were confiscated for use by the occupying authorities. Owners were issued with effectively worthless certificates in compensation.

The French manufacturing plants were put into the service of the Reich. The Germans were able to equip their army with French vehicles for the coming invasion of the Soviet Union.

In all, 88 infantry divisions, 3 motorized infantry divisions and 1 panzer division were equipped with French vehicles. French cars and trucks became a common sight on the roads of Russia and earned a poor reputation among their German drivers as they were not made to cope with the mud, dust and freezing conditions they faced.

At the outbreak of war the French government proposed moving the Peugeot



In the year between the fall of France and the invasion of the Soviet Union, German soldiers got to use their captured French cars as their own.

plant at Sochaux further away from the German border but in practice little was done. The fate of Peugeot was sealed in June 1940 when the fortress of Belfort surrendered after a siege of only 12 hours.

The Peugeot factory was put under the control of Volkswagen and was directed by Ferdinand Porsche. He visited Sochaux a number of times and after the war was accused of war crimes by the French Government.

The Peugeot family did not support the



402 destroyed by air attack in Normandy.

fascism of the Vichy government and was known to be sympathetic to the Resistance.

The factory management and work-



These 402s seem to have larger Michelin tyres and an increased ground clearance.

force attempted to do as little as possible but non-co-operation would lead to deportation to the Reich to work under the supervision of the SS. Attempts to build a Focke-Wolfe aircraft at the plant were thwarted.

Between June 1940 and 1944 Peugeot produced light trucks and cars for the Germans. There were two trucks – the DK5 which was usually a Luton Peak two tonne truck with a 402 front and motor and the DMAH, a smaller truck also produced after the war.

Both 202 and 402 cars were also built.



402 cabriolet plus dog.



Harry Ree

In all Peugeot produced 28,000 DMAH and DK5 trucks and 22,000 202 and 402 cars for the Germans.

They also produced a few VLV electric cars for government service. In July 1943 after the Renault plant had been destroyed by the RAF, Britain decided to put the Peugeot plant out of action. On the evening of July 15 at the end of the BBC news, the message was read that Jean-Pierre's chimneys had grown too tall. This was code to the Resistance that a flight of Halifax bombers was already in the air on their way to Sochaux.

Unfortunately due to an error



Peugeots were often used as command vehicles.

the pathfinder dropped his flares on the town not the factory. Although the official communiqué the next day said the weather was clear and the bombing effective, in fact 110 civilians were killed in the town and the damage to the works minimal.

In 1943 Captain Harry Ree, code name Cesar, of the Special Operations Executive, was parachuted into eastern

France to co-ordinate Resistance activities. A school teacher and former conscientious objector, Ree was, like Nancy Wake, one of the larger than life characters of the SOE.

He believed that the bombing of French factories was turning the French population away from the Allied cause, and that industrial production could be stopped by organized sabotage. He moved to Belfort and the Stockbroker resistance network which took in the Peugeot plant.



DK5 retreating through the Russian snow.

Through the Resistance he met the Peugeot personnel manager who arranged a secret meeting with head of the Peugeot family, Jean-Pierre Peugeot. At the meeting Peugeot gave permission for the plant to be sabotaged. He gave Ree a plan of the factory and nominated two foremen who would place the charges.

The explosives were smuggled into the plant and stored under the noses of the Germans. As a diversion, Ree organized a Resistance attack on the plants transformers at the



The surrender of the fortress of Belfort in June 1940 sealed the fate of the Peugeot factory.



time the charges went off.

It was highly successful. Most spectacular was a 25 tonne machine flying perhaps 30 feet into the air. Production was permanently disrupted and in 1944 the Germans largely stripped the plant of its equipment.

Harry Ree was ambushed by a German field patrol and shot four times. He escaped by fleeing across a field, swimming a river and running through a forest. He crossed into Switzerland and got back to



England where he went on to a distinguished career in education.

Jean Pierre Peugeot had to flee to Switzerland in October 1944. Of course he had the rebuilding of the plant and the 203 ahead of him.

Of the tens of thousands of Peugeots in German service, most lay scattered from Stalingrad to Normandy. Few survived.

Through The Pugilist



A Peugeot DMA destroyed in Russia. The DMA was a light truck built by Peugeot between 1941 and 1949. It was the first commercial vehicle from Peugeot to employ a forward control cab, whereby the driver sat right at the front of the vehicle.



Raising the French flag over Belfort, April 1945.



French troops using a 402 for cover during the liberation of Paris.



Jean-Pierre Peugeot after the war.

PAC Minutes of Annual General Meeting 23 October 2012 Weston Club Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Glen Bryden	Treasurer
Neil Burch	
Peter Rees	
Bill McNamee	
Neil Sperring	
Allan Lance	

Apologies

John Bower

Introduction

1. The meeting was opened at 8:16pm by Brad Pillans following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the 25 September meeting were read, there being no matters arising. Moved: Brad Pillans, seconded Bill McNamee – Carried.

President's report

3. Brad Pillans reported that PAC had another successful year with members par-

ticipating in a number of activities including:

Wheels, The Battle of Waterloo and Marques in the Park.

4. In addition, a pleasant Bastille Day lunch at the Très Bon Restaurant in Bungendore attended by no fewer than seven members and guests. The President's attendance at the NSW Easter Pageant, a sole entry from the ACT resulted in his entry winning the Club Trophy..

5. The President noted the change in meeting venue, the support to the PAC and other motoring organisations provided by the Weston Club and the excellent menu and standard of service provided in the club Bistro.

6. The President also wished to place on record the work of Lisa Molvig of the Renault Car Club of the ACT in organising the French Car Club Runs.

7. The President's report concluded with thanks to the outgoing committee members for their work over the past year and he moved the report be accepted, seconded Neil Sperring – carried unanimously.

Financial position

8. The Treasurer's Report was presented by Glen Bryden. The Association is in a sound financial position with \$10,859.24 cash at bank following the payment of the public liability insur-

ance premium since the previous meeting. As the PAC Financial Documents Audit is still in progress the accounts will be ratified at the next meeting.

Glen Bryden moved that the Treasurer's Report be accepted. seconded Neil Birch. - Carried

AGM Election of Office Bearers

9. The President declared all positions vacant and with agreement of the members present was appointed Returning Officer for the election of office bearers of the PAC for 2013.

Nominations for Positions and election results as follows:

President – Brad Pillans. Prop. Neil Sperring seconded Alan Lance – Carried.
Result: Brad Pillans re-elected unopposed to position - President of PAC.

Vice President – John Bower. Prop. Brad Pillans seconded Neil Birch – Carried
Result: John Bower re-elected unopposed to position - Vice President.

Secretary – Ross Stephens. Prop. Brad Pillans seconded Neil Sperring - Carried
Result Ross Stephens re-elected unopposed to position - Secretary

Treasurer – Glen Bryden. Prop. Bill McNamee seconded Alan Lance - Carried

Result Glen Bryden re-elected unopposed to position - Treasurer

Technical Officer – Bill McNamee. Prop Brad Pillans seconded Peter Rees - Carried
Result Bill McNamee re-elected unopposed to position - Technical Officer

Editor ROAR – Peter Rees. Prop Neil Sperring seconded Brad Pillans - Carried
Result Peter Rees re-elected unopposed to position - Editor ROAR

Production Editor – Alan Lance. Prop. Peter Rees seconded Brad Pillans - Carried
Result Alan Lance re-elected unopposed to position – Production Editor

Social Secretary – Col Handley in Col's absence Brad Proposed Neil Sperring seconded Peter Rees – Carried.
Result Neil Sperring elected to position – Social Secretary

Committee – General Positions

10. In the extended absence of Daniel Fowler from general meetings, Brad Proposed Colin Handley (in absentia), subject to his approval, as a General Committee Member, seconded Alan Lance. – Carried - subject to agreement by Col.

Second General Committee position – Neil Birch. Prop Brad Pillans seconded Peter Rees

Result Col Handley and Neil Birch elected as Committee members, subject to final agreement.

Public Officer – Geraldine Butler.

Secretary's Report

11. Inward correspondence: - Wiki cars proposal, Neil Sperring's notifications by Email and Public Liability Insurance Certificate.

12. Outward correspondence - Nil

Council of ACT Motor Clubs (CACTMC) Delegates Report

13. Main points of interest detailed by Neil Sperring:

a. Centenary Event summary

b. Pre-election tactics concerning SIVS

c. Post election strategy to have SIVS implemented by regulation within the existing CRS legislation.

d. Events Information:

- ii. French Car Day Telopea Park School
3 Nov 12
- iii Marques in the Park 18 Nov 12

iv. Wheels 2013 update

General Business

14. Peter Rees proposed that the PAC acknowledge the contribution to the PAC of the recently deceased founding members John Nicholas and Nick Illic by placing on record their contribution and to note with regret their passing. – seconded Ross Stephens - Carried unanimously

15. Neil Sperring proposed a motion to record Simon the Webmaster's 'behind the scenes' contribution to PAC. Seconded Brad Pillans. - Carried

Events

16. French Car Day at Telopea Park on 3 November 2012, invitation extended for all members to attend, if possible.

17. An event at Melrose Motors celebrating the launch of the Peugeot 208 was attended by John Bower, Neil Sperring and Brad Pillans.

Close

18. The Meeting closed at 9:10pm. The next meeting will be held on 27 November 2012.