

# ROAR

Magazine of the Peugeot Association of Canberra



June 2014



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#### ON THE COVER

A dusty Peugeot 404 on the streets of Beirut, Lebanon (photo Don McCallum).

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:

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

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**G**reetings all,

The weather forecast was so miserable – rain and cold – that a decision was made to postpone the annual Battle of Waterloo event, scheduled for 15 June, to a later date, probably sometime in August. All club members were sent an email to confirm that the event had been postponed, so I hope no-one turned up, in expectation, on the day.

Acting on a rumour that the British side was being equipped with pith helmets, we had decided to fight back with berets. Colin Handley contacted a company who had supplied berets to the club some years back, and we were informed that there were currently only two colours available – camel and hot pink. Colin opted for camel colour, only to be told that their stock of camel-coloured berets had been misplaced, so we settled on 20 hot pink berets @ \$5 each.

If nothing else, 20 lucky French combatants will be kitted out with hot pink berets at the rescheduled event in August. While a French force, spearheaded by “Les Bérêts Roses” isn’t

likely to have the enemy quaking in their pith helmets, we will certainly stand out from the crowd!

Recently, Sue and I drove up to Sydney, to catch up with a few family members. We stayed in a very comfortable hotel, in Victoria Street, just a few hundred metres from Kings Cross Station and enjoyed an excellent Saturday night dinner at a nearby Italian restaurant, on the fringe of the infamous red light district.

Parking was at a premium, when we arrived, so I took the first available parking space on the street and we walked along the road in search of our hotel. As we were looking for street numbers, we briefly loitered outside a rather seedy looking backpackers place (every second building seemed to be a backpackers), then walked another 50m to find our hotel. A woman, who had followed us along the footpath, commented as we went up the hotel steps. “Much better choice”, she said!

We also set a new benchmark for low fuel consumption in our 508 on the Sydney trip: 4.5 litres/100 km on the way up, and 5.2 litres/100 km for the whole trip (635 km, including Sydney city driving).

As announced at last month’s club meeting, the PAC has been asked to host next year’s Easter Pageant. Actually I probably should call it the ‘Peugeot Pageant’, because there are moves afoot to move the event away from Easter, to ease the inevitable accommodation difficulties that invariably plague Easter travel.

At this early stage, we are looking at holding the event on the first weekend after Easter, which would be over the weekend of 11-12 April. Since many attendees are retired or semi-retired and most others can get time off work, the pageant would still follow the usual format – arrive on Friday and depart on Monday.

My first preference is to hold the Pageant in Yass, only 50 km north of Canberra. To that end, I have contacted the Yass tourist information centre to ask for their assistance in scoping the event. Further details will be available next month after the Pageant

Committee has fully assessed the venue options.

As usual our monthly meeting will be held at the Raiders Weston Club, at 8 pm on Tuesday 24 June, with dinner and drinks from 7 pm. As well as the pageant, we will also be discussing arrangements for the annual Bastille Day lunch to be held in mid July.

Keep on Pugging,

Brad Pillans



# 2014 COMMITTEE

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# CLASSIFIEDS

## For Sale

### 203

203, 1949. It is in good running order and registered in NSW. Has been restored and looks in showroom condition. See photos.

The motor is original and runs well I have spent a lot of money on restoring this vehicle. \$16,500ono. John Storey, South Tweed Heads, 0403 059 879.





# CLASSIFIEDS

## FOR SALE

### Peugeot 406

Peugeot 406, 1999, 2 litre auto. Trying to decide whether to pension her off. White, generally in reasonable condition, runs well be it with the occasional AL4 issue. Open to offers if someone needs a car or wants one for parts. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

### Peugeot 405

Peugeot 405 Turbo Diesel, 1995. 220K, alloy bullbar. New injectors, timing belt with tensioners, glow plugs, harmonic balancer and a thermostat and thermo housing on it at 185K some 6 years ago. New alternator and tyres 3 months ago. Returned 1,185km to the tank at 100kph and used no oil on trip from Qld. \$1,500 ONO. Rob Jones, (M) 0477 337 318 Robert.Jones6@riotinto.com

## PARTS

### 206 Octagon mags

206 Octagon mags, 14 x 5.5. 4 serviceable secondhand with 2 useable and 2 worn tyres and 4 brand new in boxes. Jim Taylor, pug303@bigpond.net.au , 0400 111 504.

### 203 and 204 extractors

Ron Gruber in Sydney is taking orders for extractor exhaust systems to suit 203 and 403 Peugeots. He needs orders for 10 sets of each 203 and 403 to get a really good price of \$260 each set.

Anyone wanting to place an order contact him at gruber4@gmail.com

### 404 hubcap

404 hubcap (1 only) for sale for \$25, at Cooma. Contact Noel Carter noelcarter@exemail.com.au

## WANTED

### 306 towbar and roof bars

Towbar and roof bars to suit 1998 model Peugeot 306. Phone Leon on 6248 0873.

### Pre-1980s Peugeot

I have been invited to join an overland trip to Paris next year and I am looking for a pre 1980s LHD Peugeot, a 403 or 404 would be most suitable. A RHD wagon would be my next choice. I can be contacted on 0437 800590 or peter.janus@bigpond.com

# CLUB EVENTS 2014

## Calendar

**24 June**

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

**31 May**

Shannons Canberra Cars 'n' Coffee. Unit 20, 2 Yallourn Street, Fyshwick, ACT, 2609. (Behind the United service station on Canberra Avenue.)

**22 July**

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

**26 August**

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

# FRENCH CAR DRIVES 2014

**22 June** Canowindra, 190km drive from Canberra , to visit Age of Fishes fossil museum. <http://www.ageoffishes.org.au/>

**24 August** local winery visit, any suggestions?

**26 October** Bundanoon Garden Ramble, guided tour of open gardens in Bundanoon area of Southern Highlands

**7 December** BBQ by shores of Lake Ginninderra

Lisa Molvig  
Social Secretary  
Renault Owners Club of Canberra  
Australia

reno1338@hotmail.com  
<http://www.renaultcanberra.asn.au>



## Car events 2014

6 July 2014 | Henry's Winter Wander | Start Mt Ainslie ACT  
30-31 August 2014 | South Coast Nationals | Moruya NSW  
TBC September 2014 | John Grannall Memorial Charity  
Day Car Show | ACT  
TBC September 2014 | German Autofest | Lawns of Old  
Parliament House ACT  
21 September 2014 | Mercedes-Benz Club ACT Concours |  
ACT  
11 October 2014 | Gundaroo Music Festival | Gundaroo  
NSW TBC  
October 2014 | Capital Jam | Kings Park Lake Burley Griffin  
ACT Third Weekend |  
October 2014 | Girder Fork Rally | Cooma NSW  
24-26 October 2014 | National Capri & Classic Small Ford  
Muster | ACT  
1 November 2014 | Classic Yass | NSW TBC  
November 2014 | Canberra French Car Day | ACT TBC  
November 2014 | BMSC Tumut Rally | NSW TBC  
November 2014 | Canberra Swap Meet | ACT TBC  
November 2014 | ACT All HSV Day | Belconnen ACT  
November 2014 | Marques in the Park | Belconnen ACT  
November 2014 | Canberra Ute Car Truck Muster | Hall  
22 November 2014 | Snowy Mountains 1000 | Cooma  
22 November 2014 | Tuggeranong Community Festival  
November 2014 | Queanbeyan Swap Meet, All Ford Day &  
All GM Day | NSW TBC  
November 2014 | Queanbeyan Swap Meet & American Car  
Nationals | NSW TBC

December 2014 | Terribly British Day | Patrick White Lawns  
ACT

Other Events | Australian Swap Meets

2015

4 January 2015 | Summernats Classic & Vintage Show &  
Shine | ACT TBC

January 2015 | VVCMC Rally | ACT TBC

January 2015 | CRAKK Run | ACT TBC

February 2015 | 4WD Spectacular | Queanbeyan NSW TBC

February 2015 | Highlands Steam & Vintage Fair | Oberon  
NSW

## Oh3Weekend 14

### City of Orange 12-14 September 2014

This is a weekend of exploratory relaxation in one of the prettiest of NSW towns.

Arrive Friday afternoon (3 1/2 hours from Eastwood).  
On Saturday we explore Orange and its unique historic homes with morning tea at beautiful Cook Park where you can explore, relax and chat.

We take a short scenic drive to Lake Canobolas for picnic, lunch, walk and relaxation. (There is also a Kiosk/Café beside the lake).

On Sunday we visit the historic town of Millthorpe for lunch and head back home with Panorama Raceway an optional extra.

\$230 for 2 nights for 2 people with 2 continental breakfasts.  
Dinners have been booked at Motel Restaurant (Friday) and RSL (Saturday).

No gravel or dirt roads  
No night driving  
Toilets at all stops  
Bring thermos and esky.  
Bring or buy sausages etc for BBQ lunch on the lake (butcher, fruit, vegs,  
coffee shop 3 minute walk from Motel).  
Motel - Mid City Motor Lodge, 245 Lords Place, Orange  
P : 02 6362 1600  
E: [reservations@midcitymotorlodge.com.au](mailto:reservations@midcitymotorlodge.com.au)  
Organiser / Jim Kearns  
Please contact for further details including a mailed package of brochures for you to pre-trip read and to be inspired.  
P : 0400 494 561 or 9874 2100 (weekdays)  
E : [jkearns@bigpond.net.au](mailto:jkearns@bigpond.net.au)



## Cameron Corner 2014

### Neville Summerill

I'm organising another Peugeot drive to Cameron Corner and would like to know of interest in members attending.

Here is the itinerary and commentary on the event.

This trip will loosely follow the Queensland – New South Wales border, travelling as close to the dog fence as possible.

This is something that has interested me for years, being the longest man-made structure in the world, stretching from Central Queensland to the Nullarbor Plain in South Australia.

There are approximately 20 gates along this part of the fence, which we will pass through. Apart from this we will encounter some great outback driving, with many bush camps.

All this depends on the conditions at the time. If rain has fallen recently, or if the roads will be in bad shape, the trip is off. There is plenty of accommodation at Hay, with plenty to see there also.

Some of the above itinerary may change, so I urge you not to book accommodation as most nights will be camping.

But I do ask you to notify me if you are interested in this trip: a chance to see the wonderful Corner Country of NSW.

I will need to know numbers no later than the end of July 2014. Contact Neville Summerill on 02 6458 7208.



Mon 11 Aug

Day 1 420km 08:30 We start from Grenfell for Forbes, Trundle, Tullamore, Tottenham (centre of NSW) then on to Nyngan overnight.

Day 2 460km Nyngan, Quambone, Carinda, Wallget, Collarenebri, Mungindi overnight.

Day 3 390km Mungindi, Gundaboure, Glendalough Gate, north to the Dirranbandi – Hebel road, Hebel, Goodooga, Brenda Gate, Tolby Gate and Jobs Gate, Ellerslie Station. Overnight bush camp.

Day 4 310km Ellerslie Station, Engonia, Barringum, Wirrawirra, Yantabulla, Hungerford. Overnight.

Day 5 350km Hungerford, Hamilton Gate, south to the Wanaaring – Tibooburra road, west to Mount Wood. Overnight or close to there.

Day 6 330km Mount Wood up to Adelaide Gate, possibly depends on the road, if not to there we will travel on Gum Loop road to Wompah Gate then on to Warri Gate, then on to Tibooburra overnight. Cabins and motels are available here. Quite a nice, friendly town.

Day 7 200km Tibooburra, north to Olive Downs, Toona Gate, Fortville Gate, Cameron Corner. Overnight

Day 8 200km Cameron Corner, Fort Grey, Tibooburra, Milparinka, Theldarpa Station. Overnight

Day 9 340km Theldarpa Station, Hawker Gate, Border Downs, Teilta, Yanco Glen, Broken Hill. Overnight.

Day 10 nominal Rest day. Trip to Silverton and Mundi Mundi and sights of the city. Overnight.

Day 11 350km Broken Hill, to be decided but most likely to Mutawingi, White Cliffs, Wilcannia. Overnight.

Day 12 320km. Wilcannia, Menindee, tour of the lakes, Pooncarie. Overnight.

Day 13 350km Pooncarie, Mungo, Penarie, Oxley, Maude, Hay to finish this trip.

Sun 23 Aug

The Pugilist

## Marulan Track Day

### Timing is everything

**Helen Louran**

Practise your timing for our timed track day at Marulan on Sunday, 31 August by making your expression of interest by 6 July and your entry by 25 August.

As other clubs are invited it's first in, best dressed for what should be another GR8 day on a tight, twisting track in a bushland setting 130 km south of Sydney and 27 km north of Goulburn.

We're seeking about 40 participants, including other clubs, and the cost is \$140. If required a participant licence valid for one year will cost \$40, paid at the Marulan Driver Training Centre on the day.

The HSRCA is hosting the event and most sessions will be timed, except those for in-car instruction.

Drivers will be given a timed practice session and then a qualifying session. Once completed, the driver will nominate a time from that session or be allocated one for the subsequent time trial.



Each session will involve three or more timed laps and may be adjusted on the day as experience is acquired.

The idea of time trials is to keep as close as possible to the nominated time for a given number of laps, i.e., the object is consistency.

Timing transmitters will be issued to drivers. Points will be lost for failing to reach or exceeding the lap time, and the point penalty for exceeding (i.e., going faster) will be twice the penalty for not reaching the lap time.

Several instructors will be available; organisers will seek to accommodate people who would like both instruction and timing by careful programming.

The circuit will be open from 7.30am and the program will kick off at 8am with signing on. A track walk is included in the drivers' briefing at 8.30am.

Cars will be scrutineered. They will need to be in good nick, registered or capable of rego as there are noise restrictions.

You can download the full information form and entry form from [www.hsrca.com](http://www.hsrca.com).

For expressions of interest or any questions please contact me at [pinky-206cc@optusnet.com.au](mailto:pinky-206cc@optusnet.com.au) or call me on 0413 594 792 or (02) 9718 0321.

You can also contact Peter Lubrano, our Peugeot / HSRCA liason man on 0405 991 336 or Richard Cardew, the HSRCA chair of registrars, at [rcardew@primus.com.au](mailto:rcardew@primus.com.au) or on 0405 459 546 or (02) 4384 1546.

More about the track at [mdtc.com.au](http://mdtc.com.au). If the extension is completed in time, it will allow slightly faster entries to the straight.



## Nuts and bolts - 307 problems solved

Ivan Washington

Last year my 307 HDi Touring developed a thump in the body in front of the driver. This thump was evident when the car hit a sharp bump.

Because the same thump was evident when the engine was started or stopped, I suspected an engine mount problem.

The right-hand engine mount consists of an aluminium bracket that bolts on to the cylinder head and extends through a rubber "collar" on the upper part of the mounting (see arrowed part in Picture 1).

This end of the mount is visible after the removal of the plastic cover surrounding the windscreen washer bottle.

Inspection showed that the rubber around the aluminium bracket had split and the bracket had sunk about 10mm and was sitting on a "bump rubber" (shown by the arrow in Picture 2).

I contacted Stephen at European Auto Imports and he found, to the surprise of both of us, that there was nil stock. A check showed that one mount was sold in 2011, two in 2012 and 13 up to April 2013.

This indicated to me that there may be a problem with cars aged five years and older. (My car was five years old, with only

100,000km on the clock.)

A new mount finally arrived from France and was fitted, fixing the problem.

A couple of months later an intermittent non-starting problem surfaced. The engine would crank over properly but would not fire up. This would usually occur in the morning, maybe once a week, (which made me suspect the battery) but also after a 20-minute run into town, (which should have helped the battery).

The car would start on the second or third attempt if left for five minutes or so.

My Peugeot-trained mechanic checked the car with his magic box but this showed no faults. (All these computerised things are a mystery to me.)

I then resorted to old-fashioned mechanicking with a voltmeter across the battery while Shirley cranked the engine.

The digital reading was 7-8 volts. My first thought was, "What a great starter motor to spin the engine so well off 7 volts".

My second thought was, "Maybe the ECU wasn't talking to the injectors off 7 volts". Nine volts has always been considered to be a minimum, with 10 volts desirable. A new battery was installed and the problem went away. So did the 307. I traded it in on a 50,000km 407 from Regans last week.

Torque.



## Peugeot Exalt concept unveiled

Ben Pulman

This is the Peugeot Exalt concept car – another confident sign from Peugeot it's back to building handsome, desirable creations with some innovative tech to back up the fashion-show lines.

### Wow: Peugeot's going after the BMW 3-series!

Not quite: this is only a design study previewing future ideas. The Exalt was shown at the Beijing motor show in April 2014. Still, even though it sits on the same platform as the new 308 and is likewise a five-door hatch, the Exalt is nevertheless an intriguing look at how Peugeot would take on the German sports saloon hierarchy.

### What powers the Peugeot Exalt?

The Exalt follows on from 2012's Onyx, a supercar concept powered by a 600bhp diesel V8 from Peugeot's defunct Le Mans program. There's no race engine this

time around, rather the 267bhp turbo 1.6-litre out of the RCZ R, plus a plug-in hybrid module boasting a 50kW electric motor, for a 335bhp total distributed between all four wheels.

### Looks like Peugeot ran out of paint – again...

Again the Onyx has provided inspiration for the exterior, but while that supercar was half carbon and half copper, the Exalt looks like a primate with a red rump. Peugeot claims the rosy rear's texture (designed to mimic shark skin) helps reduce drag, while the raw steel is a tribute to 1920s French automobiles.



### What about inside the Exalt?

The interior supposedly is a fusion of Chinese and French cultures, with wood sourced from Asian forests, and seats trimmed in fabric that wouldn't look out of place on a cheap suit. The timber transmission tunnel stretches the length of the cabin, and is the ideal canvas for a disgruntled teenager to whittle their name.

### What a pity this isn't the next Peugeot 508 saloon...

Peugeot says the Exalt itself is not for production – it would clearly be mad to make good on something so attractive – but if a few styling ideas, such as the angular feline nose, scalloped doors and overbite bootlid, appear on its next Mondeo rival, this concept will have made a welcome influence. Here's to the future!

### Why is Peugeot unveiling the Exalt in Beijing?

The Chinese debut is no accident. China's its second biggest car maker, Dongfeng, is taking a 14% stake in Peugeot, so the Exalt is aimed at pulling big crowds and whipping up enthusiasm for the French brand among Europe-savvy Chinese buyers.

Car magazine (UK)



## PSA spends €300m to revamp Mulhouse factory

Tony Lewis | 12 June 2014

PSA Peugeot Citroën will spend €300m (US\$405m) between now and 2020 to turn its main Mulhouse factory in eastern France into a flexible, single line production facility.

The announcement was made at a meeting with the plant's works council on Thursday.

Mulhouse will be the first PSA plant in Europe to undergo what the company describes as 'end-to-end modernisation'.

The factory will also launch two new

models based on the EMP2 platform which underpins the Peugeot 308 and Citroën C4 Picasso. The EMP2 platform will eventually form the basis for more than half of all Peugeot-Citroën models.

The company said in a statement that the shift to single flow production will reduce manufacturing costs while ensuring skills are maintained and developed.

Plant manager Corinne Spilios said the investment was a huge challenge for Mulhouse but it would make Mulhouse "one of the best European plants in the C and D segments, with superior quality and competitiveness".

Total annual capacity at Mulhouse will remain at around 200,000 vehicles

Justauto



## PSA CEO Tavares eyes recovery to a more global and leaner PSA

Dave Leggett | 5 June 2014

PSA Peugeot Citroën CEO Carlos Tavares has restated his recovery plan for the company based on a rationalisation of product and a more globally based organisation.

Speaking at Automotive News Europe's Congress, he said he has a high level of confidence in the recovery plan for PSA because of the ability of people in the company. "When you make €6bn of losses in two years, something must be wrong in the way we operate," he said. "People realise they have worked so hard and got those results, which - of course - don't meet expectations."

People realise that things need to change in the business. That creates a fantastic opportunity and environment to turn the company around. I am very confident that will happen."

Tavares said that there are three things for PSA to focus on: fixed costs are too high, net prices are too low and variable cost is too high. "As soon as these three things are fixed, then the company will be in better shape."

He said that the plan is to get the company to positive free cash flow, operating profit margin of 2% for the automotive business

alone (no later than 2018, with the company as a whole at 4-5%) and wipe out the company's debt.

On improving net pricing he said the business plan is to differentiate the company's brands and stop the risk of cannibalisation. DS will become a premium line and is being set up within PSA as a brand in its own right. "We already have three very attractive products for the DS brand and three or four more are in the pipeline.

DS will express sophistication and French glamour, French modernity, French style and way of life. Outside of France, people consider France a luxurious place where quality of life is very high, modernity is very high and culture is very deep and we have a unique opportunity with a fresh brand to express these things. There are not so many car companies that can do this."

Peugeot, Tavares said, is a tech-driven brand with strong engineering and design values while Citroën's appeal centres on 'comfort'. Tavares also sees Citroën as a brand that is suited to new concepts, such as SUVs and crossovers, for flexibility and a value proposition to the customer.

He also said that PSA needs more 'global thinking' in the way it develops its products in order to improve efficiency.

Tavares has already outlined a plan to reduce the number of models produced by the group from 45 to 26 by 2022. "You are fragmenting resources by having too many cars," he said. "You have to have a more global range that addresses markets

and segments and our company needs to have a mindset of a global carmaker rather than a regional carmaker, so that products meet all global needs and are designed and engineered for that from the beginning. We are creating a roadmap to do this, brand by brand."

On internationalisation, Tavares noted that the company is currently making money in China, but losing money in Russia and Latin America. "That is not acceptable," he said. "We must make money everywhere and in all regions."

He also told delegates that PSA must improve its competitive position in Europe and in France. "It's a big challenge, but also an enormous opportunity," he said. "Our French and Spanish plants have to be as good and competitive as other plants around the world. The unions are aligned with the idea that we can do better in Europe."

Justauto



PSA/Peugeot-Citroen CEO Carlos Tavares



## Peugeot sales steady

Peter Wilson

New registrations of Peugeots remained steady in April, close to the January and February totals, according to official figures.

This means that Peugeot is doing better than the national market's steady downhill trend this year.

Australian April new car sales figures fell to a two-year low of 80,710 units, down 5 per cent year-on-year. It was a holiday month but the industry reported fewer passenger cars were sold. Some volume brands were knocked about as consumer confidence faded amid talk of a tough federal budget.

Market leader Toyota was down 2,000 units to 14,930, leading to heavy recent spruiking of its early end-of-financial year sale.

Although Peugeot's April result exceeded those of the previous April, its year-to-date total of 1,390 was down on 2013's 1,595 and 2012's 1,652.

According to first quarter figures, the 4008 has gained in popularity since last year with 338 new registrations. It is certainly doing better than Renault's more basic Koleos (183).

The 4008 has overtaken the 208 as Peugeot's leading model.

The 208 sales of 195 units for the

quarter have been diluted by the arrival of the 2008 crossover.

Small SUVs are the buzz models with sales up 13 per cent in April while other SUV segments were down. The choice of models on the market is widening, the leaders being the Hyundai ix35 and Nissan Dualis.



The 2008 gained 118 sales. Numbers for the 308, 508, 3008, runout 4007 and RCZ were well down on the 2013 first quarter.

It is possible the powerful RCZ-R coupes will go on sale this month. At the time of writing no announcement of its release or price has been made on industry websites.

It is understood the price will be high for this distinctive model with a turbo 1.6-litre petrol engine scorched to produce 199kW, six speed boxes and Torsen diff.

Fifty units were ordered for Australia last year and the first batch delivered has been stashed at Peugeot Automobiles Australia's Homebush headquarters.

Renault, Fiat and Alfa Romeo have been doing well. Renault gained 29 per cent in the first quarter and strong sales across its range included the Clio (532), Megane (582) and the Trafic van (183). Renault had 642 new registrations in April to take No. 19 on the sales chart, four places ahead of Peugeot.

Fiat had 476 sales, Volvo 293, Skoda 161 and Alfa Romeo 217.

Citroën had 80 sales, with the Berlingo van its most popular model.

Australia's most popular new models in April were the Toyota Corolla (3,315), the Mazda3 (3,507), Toyota HiLux (2,574) and Holden Commodore (2,443).

The Pugilist







## **PAC Minutes of General Meeting**

### **8.15pm 27 May 2014**

### **Weston Club, Weston ACT**

#### **Persons Present**

Brad Pillans (Chair)  
 Neil Sperring  
 Glen Bryden  
 Jim Taylor  
 Greg Francis  
 Peter Hamilton  
 Neil Birch

#### **Apologies**

Ross Stephens  
 John Bower  
 Bill McNamee  
 Colin Handley

#### **Introduction**

The meeting was preceded by dinner at the club commencing at 7pm.

#### **Minutes of last meeting**

The minutes of the last meeting were read and approved.

Moved: Jim Taylor, seconded: Brad Pillans

#### **Inward correspondence**

1. Invitation to Shannon's Cars 'n Coffee day, Saturday 31st May.

2. Letter from Raiders Weston Club re. meetings room for next financial year.

#### **Outwards correspondence**

Letter sent to Raiders Weston Club, confirming meetings dates for 2014/15.

#### **Financial position**

Glen Bryden reported that the club has a total of \$11,725.24 in cash and term deposit. A cheque for \$60 is to be sent to CACTMC for affiliation fees.

#### **Council of ACT Motor Clubs**

Neil reported business from the last CACTMC meeting as reported by Ross Stephens by email. Marques in the Park event proposed for 9th November.

#### **General business**

1. The Battle of Waterloo event will be held in King's Park on Sunday 15th June. Intending participants should bring drip trays. The club will investigate buying berets for club participants.

2. There was discussion regarding Historical Vehicles, including club affiliation and rules.

3. Easter Pageant. The PAC has been asked to host the 2015 event. The meeting endorsed the suggestion. A Pageant Subcommittee will be convened by Brad Pillans. The event could be held one week after Easter, to alleviate problems with heavy Easter accommodation bookings. Yass was suggested as a possible venue. Other venues will also be assessed.

#### **Close**

The Meeting closed at 9 pm.