

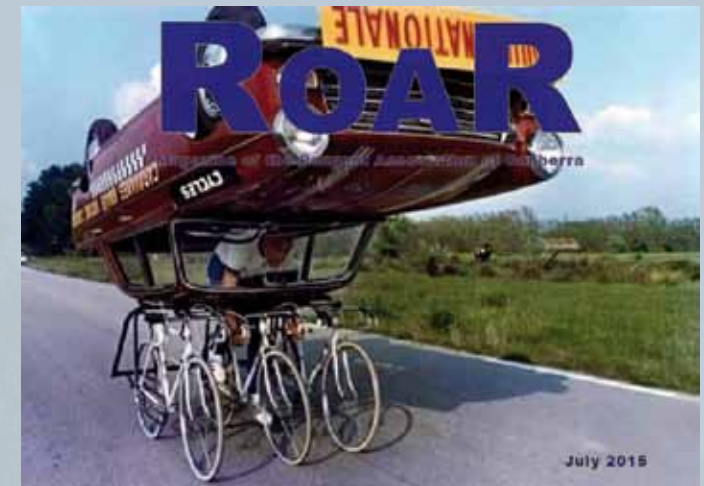
ROAR

Magazine of the Peugeot Association of Canberra



July 2015

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ON THE COVER

Tour de France – hard to imagine without Peugeot's involvement over the decades.

RoAR is the official journal of the
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(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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Greetings all,

I rarely venture into the city centre on a Saturday night, especially on cold wintery nights.

Nevertheless, on Saturday 18 July I did just that, to celebrate Bastille Day at Les Bistronomes French Restaurant in Mort Street.

Street parking is at a premium in the city at any time, but especially on a Saturday night, so I headed for the Canberra Centre multi-story carpark. As I briskly walked to the restaurant I immediately felt out of place in the throng of very young looking Canberrans spilling out of every café and bar. I also felt quite disoriented because the northern end of the city centre has changed dramatically in recent years and nothing seemed familiar, especially after dark.

Needless to say, I pressed on to Les Bistronomes, where I was joined by club members, Greg Francis, Bev and Richard Morgan, Peter

Minson and Lindsay McDonald. Over the next 3 hours our convivial table of 6 enjoyed fine French food and wine, not to mention our own great company! At around \$90/person for a 3 course dinner plus drinks, Les Bistronomes is not cheap, but we all agreed it was worth it.

Not being familiar with the French wines on offer, I sought the advice of the sommelier and was not disappointed – I had chosen an unusual red wine which was a blend of 90% Grenache and 10% Tannat grape varieties. As I made my choice, the sommelier reassured me that if we didn't like the wine we could give it back and the kitchen staff would drink it. That turned out not be necessary – it was a fine wine.

It seems only yesterday that we hosted the annual Peugeot Pageant in Yass, but three months have already passed and advance notices for the 2016 Pageant have now been received. The NSW club will be hosting the 2016 Pageant in Oberon, from Friday 8 to Monday 12 April (two weeks after Easter).

Oberon is a comfortable 3 hour drive from Canberra, via Goulburn, so I hope that there will be strong contingent of ACT club members participating. After all, we need to defend the driving skills trophy that we won this year in Yass! Further details are given later in the magazine.

For those of you who haven't seen it, there is a very entertaining 'Top Gear' video clip on Peugeot available at the following [web link](#).

In the clip, Jeremy Clarkson and James May do a very tongue-in-cheek history of Peugeot, culminating in some hilarious antics in what they describe as 'an utterly dreary 407' (James) and a 'mildly fire-damaged 307CC' (Jeremy).

'Top Gear' has never been a fan of Peugeot, as far as I can tell, and Jeremy continued in the same vein when he concluded: "They were brilliant at making strong cars. They were brilliant at making sporty cars, and for the last decade they have been brilliant at making terrible cars. This really is the perfect car for the world's imperfect drivers". I must

confess that I hardly stopped laughing from beginning to end. The clip has had over 25,000 views.

The next club meeting will be held at the Raiders Weston Club at 8 pm on Tuesday 28 July, with dinner and drinks from 7 pm.

Keep on Pugging.

Brad Pillans

2015 COMMITTEE

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CLASSIFIEDS

FOR SALE

505 Peugeot STI 1984

505 Peugeot STI 1984. Same owner since 1993. 288,000kms. Well maintained. Log book. \$4,000 ono. PEU 505. Ray 02 6352 5826.



504 Peugeot 1974

504 Peugeot 1974, auto sedan, Trak Orange, square port head, good tyres. No rego, best offer. Colin 0414 484 398.

Peugeot 405 1994

Peugeot 405, 1994, red, manual. Near new tyres in great condition, and good battery. Useful for parts. Some mechanical and bodywork issues. Best offer accepted. Please contact me for further information - Elliot, 0416 828 931, Canberra.

407 Peugeot, 2010

407 Peugeot, 2010, 2 litre turbo diesel. White gold; 6 speed auto sedan; full black leather interior with heated front seats; sun roof; retractable side mirrors; front weather shields; 5 alloy wheels; tow bar; tinted windows. One owner, full service record. Excellent condition, 122,000 kms. Just serviced by Bill Macnamee. 5 months rego. \$16,450 ono. Call Peter on 0417 662 870

604 Peugeot

A complete 604, don't know year etc, a bloke left it with me in at Griffith, NSW, about 4 years ago, intending to do a restoration and now says he doesn't want it. Complete but needs rebuilding. Has spare motor and bits in boot. I need the space in my yard ASAP, but I respect cars and don't want it to go to the dump! Just come and take it away for free ASAP or it will be another Peugeot lost to the metal recyclers!

Russell Rowley, ph 02 6962 7552

CLASSIFIEDS

FOR SALE

Peugeot 403

Rare car with original 75, 566 miles. Original interior in great condition. Bare metal respray by BMW expert painters prior to purchase in 1996, and paint still in excellent condition. Owned since 1996. On historical NSW club plates 27133H. Always garaged. Has original sales receipt and warranty from Canada Cycle and Motor Co in 1960. Drive away today, great mechanical condition. Offers over \$8,500. Plus Peugeot 403B for sale, suitable for restoration or parts. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.



PARTS

203, 403, 404, 504 parts

Peugeot parts for 203, 403, 404 and 504. Too many to list, call to see what is available. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.

404 head

404 head (5 bearing, 1970), carefully wrapped up and stored. Reconditioned around the mid-1980s, it has stayed wrapped and cared for 25-30 years. I am after a fair and reasonable price for it. I have an idea what that might be, but I am open to reasonable offers? The freight is at the buyer's expense. Philip, 0418 93 25 26. I am not throwing or giving it away.

404 hubcap

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

CLASSIFIEDS

FOR SALE

203 Peugeot 1949

203 Peugeot 1949. Fully restored to original condition, some years ago, and still looks good (see photo at right). Six volt battery system. Factory sun-roof. Windscreen sun-visor and roof-rack (both as new). Old tyres could do with replacing, but otherwise a very nice car and always popular at car displays. Currently on NSW historic plates. \$7,500 ono. Brad Pillans 0427 662 112.

205 Peugeot CTi

205 Peugeot CTi (see photo at right). 1.9L engine, 5 speed manual BE1 gearbox, no P/S, no A/C. Original interior in good nick. Electric front windows. Manual folding roof. (Needs new roof liner.) Paint is OK overall but RHS is faded and showing signs of age. Has now been registered for 4 years. Looks and drives very well. Located in Western Australia. \$5500 ono. Contact Luca 0403 638 658.



CLASSIFIEDS

FOR SALE

504 Peugeot Coupé

504 Peugeot Coupé. 1979, 2 litre Ti, 4 speed manual, LHD with 125,000 genuine km. Always dry. Unleaded petrol, @ 28.5mpg. VIN 3131468. The car is located in Seymour Victoria and whilst sold without a roadworthy, is in 9/10 excellent condition. \$25,500 ONO. Photos available. Rodney Provan, email rod777@icloud.com ph : 03 5792-1375 or +852 9272-9166.



CLASSIFIEDS

FOR SALE

504 Peugeot Ti

504 Peugeot Ti, manufactured 2/1975, 2 litres, sedan, white, 4 sp manual. Historical ACT (club) registration until Sept. Electric windows. Alloy wheels. Tow bar. New battery. Always garaged. Well maintained. Always serviced by technical officer of ACT club. Drive away today, in great mechanical condition. \$3,150 ono. Please contact me for further information - Robert, 0410 939 149, Canberra, or mail to droom@hotmail.com.

FOR SALE

505 Peugeot STI 1984



505 Peugeot STI 1984. Same owner since 1993. 288,000kms. Well maintained. Log book. \$4000 ono. PEU 505. Ray 02 6352 5826.



CLUB EVENTS 2015

28 July 2015

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

25 August 2015

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



FRENCH CAR DRIVES 2015

Sunday August 23 Crisp Gallery, Gap Range Bowling and afternoon tea at Rollonin Cafe in Bowning.
www.petercrisp.com.au

Sunday October 25 Braidwood Historic Town walking tour, self guided. www.visitbraidwood.com.au/expbwd

Sunday December 6 Christmas BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com.
Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

Rovin' 'Round the Riverina

Neville Summerill invites Peugeot enthusiasts to join him anywhere between the Henty Machinery Field days and Alan Taylor's farm at Hillston. Summerill intends to attend the Henty event that starts on Tuesday 22 September (check it out at hmfd.com.au) and afterwards drive to Hillston to meet Alan Taylor of 403 and 1956 Ampol Trial fame. Members can join him anywhere along the journey, but let him know about it by contacting him on 02 6458 7208.

Here is the itinerary:

23 September: Gundagai to Holbrook and Henty Machine Field Day, arriving mid-afternoon. Later, leave for overnight at Lockhart

24 September: travel via Narranderra, Darlington Point, Griffith to Hillston

25 September: Hillston

26 September: Hillston Show

27 September: With Allen Taylor, winner of the 1956 Ampol Trial, then on to West Wyalong, overnight

28 September: Head for home.

Be prepared to camp out as accommodation will be scarce. This run will celebrate the 403's 60th anniversary. 403 and Allen Taylor go hand in hand. All Pugs are welcome.

PCC NSW Invites enthusiasts to the Oh 3 Weekend 2015 Mudgee 4th-6th September 2015

We will arrive Friday and explore Mudgee town at leisure.

Dinner is available at the Mudgee Club next door.

Saturday morning breakfast at the motel or in town, then visit the markets and shops.

A nice drive on roads 203's love to a mountain picnic for cuppa.

Lunch at winery with BBQ with an outstanding motor bike museum next door.

Afternoon visit other wineries at your leisure.

Dinner at the Brewery Restaurant where you can enjoy a Mudgee Mud beforehand.

Sunday drive to Lue where we visit a multi award olive grove and enjoy a guided tour learning about and sampling extra virgin olive oil.

Short drive to romantic Rylstone for lunch before heading home.

Motel Cost is \$243 for 2 nights for 2 people (excluding breakfast)

Contact: Jim Kearns

(Organiser for details & Brochures etc)

Phone: 0400 494 561

Email: jkearns@bigpond.net.au

Soldiers motel-Ask for Robyn

Phone: 02 6372 4399

Email: soldierm@bigpond.net.au

Pugger Buggers to Cameron Corner, Mark III, 2015

Neville Summerill of the New South Wales club is organising another trip to Cameron Corner – the junction of the New South Wales, Queensland and South Australian borders.

The trip is suitable for two wheel drive vehicles with reasonable ground clearance. The plan is to meet in Dubbo on Friday 7 August and depart the following morning. An itinerary of about 14 days is being developed that will include Tibooburra, Cameron Corner and north-west New South Wales.

Please let Ross Berghofer (0409 504 551) or Neville Summerill (02 6458 7208) know if you are thinking of joining the tour. An approximate itinerary of 10 to 14 days will be from Dubbo to Hebel, Hungerford, Tibooburra, Cameron Corner, Innamincka, Noccundra, Tibooburra, White Cliffs, and finish at Forbes.

'03 to Worm Weekend 2015

With the '03 weekend at Mudgee and the Worm Weekend at Cobram being a week apart in September, Peugeot enthusiasts might be interested in driving from Mudgee to Cobram.

I am not aware if the two events have been linked in this way before, so here is a chance to make history.

If you are interested in being a participant in the convoy let Ross Berghofer know at ross.berghofer@gmail.com so that he can put interested people in touch with each other.

Peugeot Pageant Oberon 2016–Apr 8 to 11

Expression of Interest

The next Peugeot Pageant, which the Peugeot Car Club of NSW is hosting, will be held in NSW at Oberon **from Friday 8 April to Monday 11 April 2016**. This is two weeks after Easter.

Oberon is a cool climate country town of around 2700 people, about 2½ hours west of Sydney, and is 40 minutes SE of Bathurst and 40 minutes SW of Lithgow. There is plenty of spectacular scenery in the area and on offer for our navigation run.

This form is to advise you of the venue, and to enable you to plan ahead to include the next Pageant in your 2016 itinerary. We have two motels fully booked and for those who envisage going to the Pageant, we encourage you to both book your own accommodation and definitely advise us, for catering purposes, of your intention of participating. There is no commitment by returning your Expression of Interest form to actually attend, but we ask that you let us know if you are thinking of attending. **This year due to the size of some of the eating and accommodation venues, we may have to limit numbers to 80 so you will definitely be registered in order of receipt of the Pageant fee and having a motel booking.**

The format will be similar to most other Pageants commencing with dinner on Friday, then concours on Saturday morning, motorkhana and hopefully driving skills events on Saturday afternoon, and observation run on Sunday morning which will end up for lunch at the largest privately owned garden in the southern hemisphere. This will be followed by an afternoon of free time where you will be able to inspect the 10 acre garden and water garden, or see some of the many other interesting museums (military, district and heritage railway), a private tractor collection, etc in or around town. The presentation dinner will be on Sunday night and will conclude with breakfast on Monday morning. All meals will be included from Friday dinner to Monday breakfast (inclusive).

For those who are fortunate enough to have Monday off, we have arranged an inspection of the large Borgs MDF panel factory at Oberon after breakfast which will only be available for a very limited number and will take 1½ to 2 hours.

You need to book your own accommodation at either The Big Trout Motel or Titania Motel (both 3½ star and both have free Wi Fi), which are the two we have fully booked and are only 550m apart.

The main Pageant motel will be **The Big Trout Motel** which will also be the venue for **all** the breakfasts. Most rooms have a queen and 1 single bed in them and are very clean and spacious. These will be \$125 per night for room only for 2. You will have to talk to Maria for prices of other room configurations which include queen and 3 singles; 2 queens, 1 single with a spa; and a 2 bedroom unit with one bathroom. Ph 02 6336 2100 (Maria) and mention the Peugeot Pageant for the special rates.

The **Titania Motel** has queen and single rooms for \$125 per night for 2 (or smaller double rooms for \$109 per night) for room only. You will have to talk to Denise for prices of other room

configurations which include queen and single with kitchenette; queen and 3 singles; 2 bedrooms self-contained with 2 separate toilets; a 1 bedroom self-contained unit; and a 3 bedroom cottage. Most have air cond. Ph 02 6336 1377 or 1800 462 376 (Denise) and mention the Peugeot Pageant for the special rates.

Otherwise, there is the **Highlands Motor Inn** (3½ star) – Ph 02 6336 1866, or the **Jenolan Caravan Park (in Oberon)** which has sites and cabins – Ph 02 6336 0344.

Please note: The Pageant registration fee will include all meals incl breakfasts.

.....cut here and return lower section.....

Peugeot Pageant Oberon 2016 (Apr 8 to 11) – Expression of Interest

Name(s).....

Postal address..... State..... Postcode.....

Email address.....

Phone: Hm Mob 04.....

I will represent thecar club at the Pageant.

I/we are interested in participating in the: motorkhana driving skills tests neither (circle 1 per driver)

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at () Big Trout Motel; () Titania Motel; () Other:

(please nominate).....

I/we are interested in participating in the Borgs factory tour on Mon morn: () N; () Y (number) ...

On completion, either: Email the completed form to pageant@peugeotclub.asn.au;

Or mail to: Anne or Graeme Cosier, 61 Woodcourt Rd, Berowra Heights NSW 2082;

Questions to Graeme or Anne Cosier 02 9456 1697 or 0418 203 195

or email to pageant@peugeotclub.asn.au.

Final registration forms will be available shortly.

Please return the above form ASAP to assist with planning, and book your accommodation if you know you are definitely attending. You will have a better choice of accommodation, the earlier you book it!



Peugeot Australian sales flat

Peugeot registrations have been improved and steady this year, but the Lion brand has changed since its pre-Global Financial Crisis position as the leading French brand. Its growth is modest compared with its factory-distributed rivals with big advertising budgets and it's now another of the Euro crowd.

Mike Costello, from CarAdvice

We have called it the “Year of the Wagon” here at CarAdvice, but perhaps we should rename it the “Year of the Affordable Niche Euro Brand”. One of those interesting patterns beginning to emerge in 2015 now that we have five full months of sales behind us is the sales rise in a quintet of smaller-volume, affordable and left-of-centre Euro brands.

Peugeot, Citroën, Mini, Renault and Skoda have all shown good growth this year on the back of new models, improved after-sales care or sharper pricing — or perhaps a combination of all three.

Peugeot is not up as impressively as its stablemate Citroën, given its tally of 1,922 units this year is only 7.3 per cent higher than last year. But its recent range-wide price cuts should stimulate things.

Where you want to look to is the new 308, a new CarAdvice favourite that is right

up there with the Volkswagen Golf. Registrations of that model are up 162.1 per cent to 705 units year-to-date, thanks to a broadening of power train choices for the new model.

The 208 is also showing steady growth over 2014, with 356 registrations to May. Citroën has grown this year to 559 units — a minuscule fraction of the overall market figure of 452,577 units — but nevertheless up 16.7 per cent on the same period in 2014.

The most growth has come incrementally from the new C4 Picasso MPV (51 sales this year), but there's also good growth from the Berlingo van (up 25.2 per cent to 134), C4 (up 62.9 per cent to 57), just-updated DS3 (up 44.4 per cent to 39) and the C4 Grand Picasso (up 7.8 per cent to 110). No doubt playing a role is Citroën's recent introduction of a six-year warranty that plays second fiddle across the market only to Kia's seven years.

UK-based (but German-funded) Mini, which is up 64.1 per cent this year to 1,339 units — almost as much as Volvo's cars, which are down 25.4 per cent to 1,575.

The all-new third-generation Mini Hatch is obviously the big driver here, given its sales (in tandem with the ultra-niche Clubman which is rolled into the same tally) are up 126.1 per cent to 1,067 units. They can thank the addition of the new Mini five-door last October for that.

Australia's biggest French brand, Renault, keeps on powering to record growth. Sales are up a further 28.1 per cent this year to 4,287

units, making it Australia's 17th top-selling brand. Driving this growth has been the Master van, up 96.4 per cent to 548 units, the Koleos — there are sharp discounts to be had — up 52.87 per cent to 666 units, the Clio (up 22.5 per cent to 1087 units — the top-selling Renault) and the incremental addition of the new Clio-based Captur.

Fleet deals on commercial vans with the likes of Australia Post, a bigger advertising spend, recent dealer expansions and sharp promotional deals such as \$15,990 drive-away for a Clio sure can't be hurting.

Volkswagen's Czech subsidiary Skoda has also rocketed up 36.6 per cent to 1,888 units for the year, with solid growth from the new(ish) Octavia (799 units, up 31.0 per cent) and the Rapid (172 units, up 191.5 per cent), plus incremental gains from the new Octavia Scout (142 units). With the all-new Fabia arriving in July and the new Superb in the first quarter of 2016, expect 2016 to be even bigger for the brand.

The growth of these five small Euros has not been mirrored by all European brands. Alfa Romeo (down 37.3 per cent to 717), Fiat (down 18.3 per cent to 2012), Jaguar (down 16.6 per cent to 376 — though the new XE and XF may turn this around) and Volvo (down 25.4 per cent to 1,575) serve as evidence.

Blue chip Euros Audi (up 16.3 per cent to 9,128), BMW (up 13.1 per cent to 9,788),

Maserati (up a whopping 116.7 per cent to 234 thanks to the new Ghibli with 148 units), Mercedes-Benz (up 18.9 per cent to 14,228) and Porsche (up 58.9 per cent to 1,688 thanks to the Macan with 750 units) are all performing as if with a strong tailwind.

Australia's biggest European-based car brand Volkswagen is also powering along, up 13.4 per cent to 24,927 units.

Torque

Registrations to May

Brand	May	YTD
Volkswagen	5,534	24,927
Mercedes	2,754	14,288
Audi	1,932	9,128
BMW	2,380	9,788
Renault	1,105	4,287
Fiat	468	2,012
Peugeot	305	1,922
Skoda	435	1,888
Porsche	395	1,688
Volvo	252	1,575
Mini	286	1,339
Alfa Romeo	122	717
Citroën	103	559



Dealing with a Peugeot 605 fire

Richard Marken

With winter well and truly here most of us think of the warm glow of a fire to warm us up, the same warm feeling is not so welcome when it's your car that is on fire.

At our last club meeting a member turned up in an unfamiliar work vehicle. When asked if he had a new work vehicle the reply was no, his was being repaired, courtesy of a small fire in the tray.

The second fire was closer to home. Kay was blowing the horn of the 605 as she waited for the garage door to open. As I approached the car Kay frantically got out and shouted about smoke in the car, and sure enough the steering wheel and column were obscured by smoke.

I opened the bonnet and disconnect the battery but by now the wiring was on fire so I grabbed the fire extinguisher that lives in the car's boot, pulled the safety pin and pulled the trigger and nothing happened, it was out of date and out of pressure.

Luckily the boot of the white 605 was not locked and I used a short burst from its extinguisher to quell the flames. I had bought a new one for it only the week before for the Renault Happy Laps. The



Inside of top cover with well-roasted switches and wires.

reason for the 605 fire was the same as the one that occurred almost 10 years ago to the same car: the rotary contact switch for the air bag in the steering wheel had shorted out and cause the wires to overheat and catch fire.

The first time this occurred, there was a puff of smoke and then nothing, the feed wires had burnt through breaking the wires and cutting off the power to the rotary contact.

Top cover not really heat proof.



The car spent two days at an auto electrician without any finding of the fault that caused the smoke, I spent another day and finally, after removing the steering wheel, found the cause of the problem. This time the wires didn't burn through, they just got hotter and subsequently burnt out the steering column covers, a few wires and the wiper switch and light switch, not to mention the rotary contact switch which started it all.

Needless to say I had all the parts in stock to repair and replace all the damaged bits. Cleaning up the

mess from a dry powder fire extinguisher took longer than the repair job. An interesting thing with these 605 airbags is that the series one cars (my Ute) has the airbag module mounted under the seat and power only flows to the airbag via the rotary contact switch when the airbag is deployed.

In the series two cars the airbag module is in the steering wheel and so has power running through the rotary contact switch as soon as the key is turned on. They both use the same rotary switch. I have two more series two cars which are the same age as Kay's 605, and neither of them has caught fire ... yet. Mind you, I have fire extinguishers in all my cars and I am checking the use by dates on them. I have already found three which are overdue for replacement. It's a good idea to have a fire extinguisher in your car. One that works is even better. I have had fire extinguishers in my cars ever



Rotary contact switch in less than pristine condition.

since the 403 engine bay caught fire in the main street of Mackay back in 1984.

Peugeotmania



Peugeot and Citroën gain new heritage division

15 July 2015

PSA Peugeot Citroën will set up a new operation called L'Aventure Peugeot Citroën DS, to look after the company's heritage.

Expanding on what was already in place for Peugeot, the company hopes to offer some support for classic models, and organise special events for enthusiasts.

This move has very much been powered through by Carlos Tavares, the Chairman of the company hired to turn the business around.

Although specific plans have not yet been announced, it's thought that the new association will combine all of Citroën and Peugeot's efforts (L'Aventure Peugeot museum and Citroën Conservatoire being the main two) into one larger joint business – with the long-term goal to develop commercial activities in the heritage sector.

For a company with some iconic classic models, Citroën has in the past shied away from its heritage where others have embraced it.

The likes of Mercedes-Benz, Jaguar, Porsche, BMW and Ferrari among others all offer factory approved support in varying

forms, and it has become clear over the past few years that strong heritage, and support for classic models has become increasingly important and useful.

According to Tavares: 'After a difficult period, PSA is taking charge of its future thanks to our employees' endeavours and the disciplined rollout of the 'Back in the Race' plan.

'A brand's success lies in the strength of its

history, so we must take care of our roots in order to build our future. As an enthusiast for cars of the past, present and future, I am delighted to play a role in this ambitious project.'

Company president, Xavier Peugeot, published the following letter:

Dear members,
I wanted to write to you about the project that



The 309 GTI Goodwood is a highly-prized classic Peugeot

the PSA Group announced today and which directly involves L'Aventure Peugeot.

Our association will experience a new development.

Following a constructive dialogue initiated several weeks ago, the PSA Group wanted to give a boost to the Heritage Group and its brands, now fragmented into four entities: "L'Aventure Peugeot", the Citroën Conservatoire, the CAAPY (Collection of Adventure Automotive in Poissy) and the Endowment Fund for Peugeot's industrial history memory (Hérimoncourt centres archives).

The chosen direction is in appreciation for the work of the brand's fans who have led the association for over 30 years. It was decided not to create a new entity but to rely on the base that represents our association, L'Aventure Peugeot, broadening its scope to the three brands of the PSA Group Peugeot, Citroën and DS.

"L'Aventure Peugeot" becomes "L'Aventure Peugeot Citroën DS", which will define and implement specific and coherent actions with the identity and history of each brand.

I am well aware of the significant change that this represents but I think above all it is a great opportunity for development, especially for spare parts, a field where our joint actions have already begun to bear meaningful results.

Obviously, the combination of these

heritage activities does not affect the special relationship that each of you guard with one of the three brands.

Even if we are already thinking about possible operating synergies for the association, we will continue to take specific actions (events, exhibitions, etc ...) and consistent with the identity and history of each brand, under the names "L'Aventure Peugeot for "Peugeot", Citroën Heritage "for Citroën" and "DS Collection" for DS.

Naturally, this trend will require an amendment of the bylaws to confirm the extension of the scope of association activities and we will arrange for that at a special meeting in the month of September.

I am very happy to continue my term as president of this association. I emphasise the strong commitment of PSA in this new project, with the presence of two directors on the executive committee of the association, in the person of Carlos Tavares, chair-

man of the PSA, and Xavier Chéreau, head of group human resources.

The appointment of these two personalities underlines the interest at the highest levels of the company and the importance of our historic heritage. The PSA Group has also committed to support the association through a multi-year budget.

I welcome this important development that opens up new development prospects, confirms a real ambition, and will allow us to continue the adventure with you.

More than ever, the adventure continues!



The Citroën DS has celebrated its 60th anniversary this year

Joint Japan-France project for used lithium-ion batteries

10 July 2015

PSA Peugeot Citroën has joined with Mitsubishi Motors Corporation (MMC) and Mitsubishi Corporation (MC) to launch a joint demonstration project for using used lithium-ion batteries from electric-powered vehicles.

The project will be executed in partnership with Electricité de France (EDF), Forsee Power, a key provider of energy storage solutions sponsored by EDF, and PSA Peugeot Citroën.

The demonstration project will be inaugurated in September 2015 at Forsee Power's new Headquarters near Paris.

The purpose of the project is to demonstrate efficient and economically feasible energy management practices based on the optimization of electricity storage, charging and generation technology with respect to existing demand.

The System includes the following:

- High voltage (330 volts) Energy Storage System made from Peugeot iOn, Citroën C-Zero and Mitsubishi Motors i-MiEV used automotive battery packs
- Low voltage (48 Volts) Energy Storage System use of new automotive batteries

- Bi-directional battery energy consumption optimization (car to building and building to car)

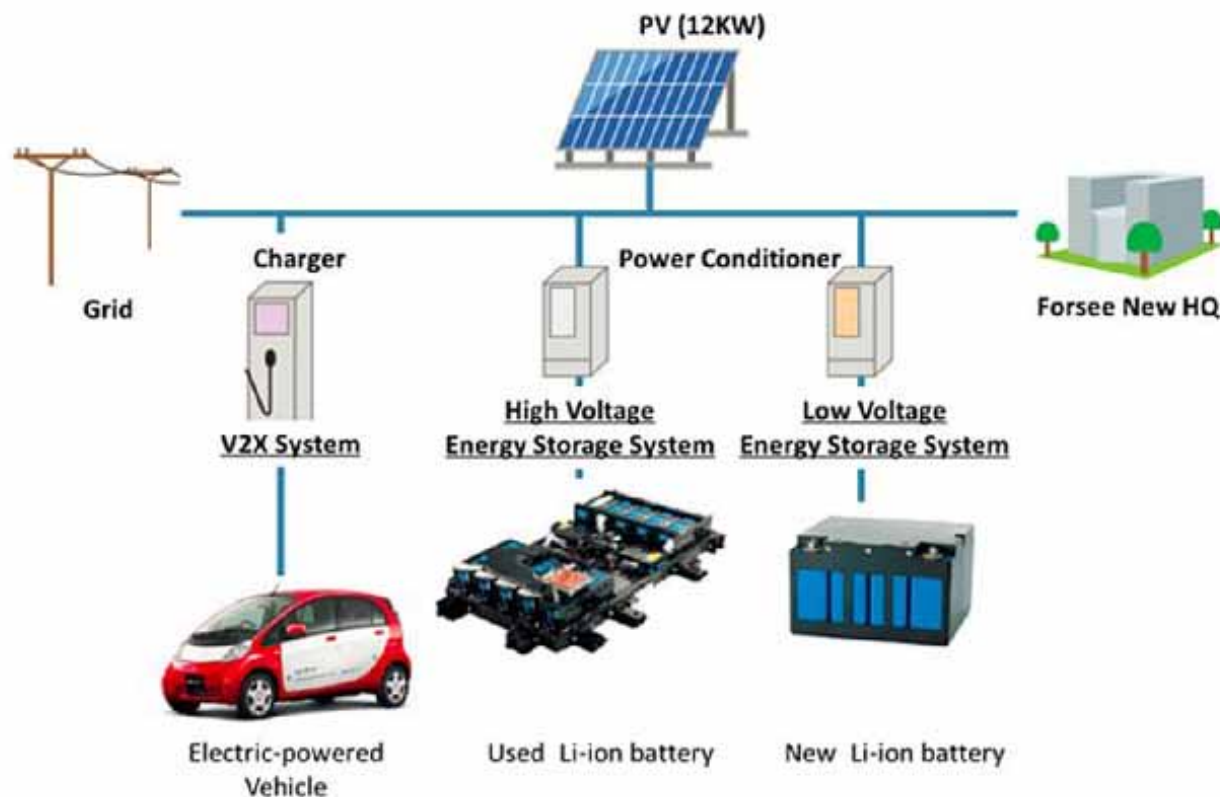
Especially in Japan and France where electric-powered vehicles are becoming popular, the use of used lithium-ion batteries is an important factor towards the realization of a sustainable society.

The related parties aim to establish a realistic and economically viable business model combining track record in electric-powered vehi-

cle sales (MMC, PSA Peugeot Citroën), technical capability in Energy Storage Systems (Forsee Power) and business know-how in the electric power industry (EDF, MC).

The related companies will consider establishing a new business model with energy storage systems using such used batteries in the European market including France.

Justauto



PSA plans to export Iran-made cars after nuclear deal

Bruce Gain
Automotive News Europe
July 24, 2015 06:01 CET

PSA/Peugeot-Citroën aims to export cars it produces in Iran with local partner Iran Khodro, the automaker's boss for the region said, as the French company looks to rebuild its business in the country following the diplomatic agreement last week ending sanctions over Iran's nuclear program.

"We plan to establish local production in order to export cars from our JV [joint venture] factory," PSA head of Middle East and Africa Jean-Christophe Quemard told Automotive News Europe in an e-mail.

PSA stopped supplying complete knockdown (CKD) versions of its aging Peugeot 206 and 405 models to Iran Khodro in 2012 under pressure from then shareholder General Motors, which has since sold its 7 percent stake in PSA. European and U.S. carmakers had to stop doing business in Iran during that time because economic sanctions against the country were extended to the automobile sector.

Now PSA wants to invest in a local factory to produce current-generation models that it will sell inside and outside Iran. A PSA



spokesman declined to reveal the names of the other countries. Currently, Iran Khodro supplies Peugeot vehicles to Azerbaijan, Iraq, Armenia, Uzbekistan, Turkmenistan, Syria and Afghanistan, according to a report by Iranian news network Press TV. That report said PSA and Iran Khodro would establish a 50-50 joint factory that would export 30 percent of its output.

The PSA spokesman said that discussions are in progress with multiple potential Iranian partners, including Saipa, which used to produce Citroën models, but talks are most advanced with Iran Khodro.

Industry watchers say it will likely be several months before the sanctions are

lifted completely. The European Union, for example, has agreed to end sanctions but has not yet said when the change will take place. PSA will also likely only begin to use Iran as an export hub once it has begun to produce volumes to meet strong demand in Iran.

"As a first step, they will probably go back to the structure they had before, i.e. importing CKD kits and assembling them locally," Sascha Gommel, an analyst for Commerzbank, told Automotive News Europe. "Exports would probably only be a second step."

350,000 Peugeots

About 350,000 Peugeot-badged vehicles were registered in Iran last year, according to the French carmaker. The PSA spokesman said Iran Khodro began sourcing parts through intermediaries when the French automaker stopped supplying it CKD kits in 2012. This helped maintain the French brand's near-30 percent share of the Iranian market. The PSA spokesman said that the automaker doesn't profit from the sale of those models and does not include them in its global unit sales total.

Iran has agreed to curb its nuclear program in return for the lifting of international sanctions that have crippled its economy. Quemard told Reuters this week that the deal struck between Iran and Western powers “should clear the way for significant progress in our discussions.”

PSA was the leading foreign player in Iran until sanctions were imposed in 2011. The company will face tougher competition in a market where Chinese rivals have since gained a stronger foothold. Media reports say PSA's French rival, Renault, also aims to revive production of its no-frills Logan sedan, known locally as the Tondar. A Renault spokesman, however, would not disclose the company's plans for the Iranian market when contacted by ANE.

Financial analysts Evercore ISI estimates that the section against Iran cost PSA €120 million in annual earnings and Renault €56 million. The market is “important and potentially lucrative” to both automakers, Evercore ISI automotive analyst Arndt Ellinghorst said in note to investors.

Other Western carmakers including Volkswagen Group and Ford have long been poised for re-entry, industry insiders have said, in anticipation of the recent agreement. Both companies reiterated on Tuesday that they have no current business in Iran.

Reuters contributed to this report

PSA Peugeot Citroën's Mulhouse plant: production of a 3rd new vehicle

7 July 2015

At a special meeting of the Mulhouse plant's Works Council, the Plant Manager, Corinne Spilios, announced that the Mulhouse site had been selected by the Group to manufacture a new vehicle.

Production will begin in 2018 and will extend the DS brand's line-up to six models by 2020.

The plan implemented by the Mulhouse plant to transform and speed up manufacturing performance, backed by a €400 million capital expenditure programme, has made production of a third new model in less than a year possible, following the assignment of two new vehicles to the plant in June 2014.

As part of the plant's upgrade, all Peugeot 2008, Citroën C4 and DS4 vehicles were shifted to single-flow production on 12 June. The newly freed-up production line will be entirely renovated over the next 15 months to integrate the new EMP2 modular platform dedicated to the Group's future C and D segment vehicles.

As part of the New Social Contract, PSA Peugeot Citroën made a commitment to announce the launch

of at least one model in each of its assembly plants in France over the 2014-2016 period. With this third vehicle at Mulhouse and following earlier announcements concerning Sevelnord, Rennes, Sochaux and Poissy, the Group is delivering on its promises and is providing manufacturing visibility for the next decade.

In addition, with more than 971,000 vehicles made in France in 2014 generating a trade surplus of €4.7 billion for France, PSA Peugeot Citroën is on track to meet its commitment of producing one million vehicles in France by 2016.

Commenting on the announcement, Corinne Spilios, said: “I am delighted about the new vehicle assignment because it stands as recognition of the efforts of all the plant's employees. Our site is fully committed to achieving excellence and becoming a plant of the future”.

Peugeot news



PSA draws up China blueprint

Murali Gopalan

23 July 2015

It was among the earliest entrants into India and, ironically enough, the first to call it quits in 1997. PSA Peugeot Citroën then explored a comeback with Tata Motors sometime in 2001 and, more recently, finalised plans to set up a plant in Gujarat.

However, things went completely awry when the company began losing ground in Europe and had to set its house in order. The Gujarat project was scrapped and PSA's top priority was to stay afloat even while the ship was sinking fast.

General Motors picked up a seven per cent stake as part of a revival plan but finally it was left to Chinese automaker, Dongfeng Motors which saved the company. It picked up a 14 per cent stake along with a cash injection from the French Government.

China first

Even while talks continue about an Indian return, it is clear that the French automaker will give top priority to China. This is just not because of the Dongfeng bailout but also as this is the world's largest automobile market in which PSA has been growing rapidly.

It is also the only way the company can grow its business beyond Europe es-

pecially when other growth regions like Brazil and Russia are not in the best of shape. Carlos Tavares, CEO of PSA, is doubtless aware of India's potential but everything will have to wait till China's needs are met.

It was some weeks ago that the company put in place a business plan for China where, apart from Dongfeng, it also has a valuable ally in Changan. From the top management's point of view, it is important to 'unleash PSA China's strengths to tackle the world' which pretty much reinforces the point that this country will be a strategic global hub for the Asia-Pacific region.

PSA will endeavour to transform a growth story into a performance driver for the group which will involve enhancing brand value in China through a global brand positioning. The country will be a pillar of the core model strategy which will also involve R&D synergies through partnerships. Significantly, Chinese vehicles will be developed on global programmes as part of the roadmap.

PSA, in its China field study presentation, has indicated that there are 2,700 people dedicated to R&D in Shanghai, Wuhan and Shenzhen. The areas of research include vehicles, powertrain and connectivity. Reiterating that the Chinese R&D teams are 'operational and highly qualified', PSA refers to the Peugeot 408 sedan, Citroën C3XR, DS5 and DS6 which have been developed in China.

Eventually, the idea is to ensure a substantial global reach from China where 76 per cent of the local range will be common with Europe or other regions by 2022. The first global program, C-CUV, will see five vehicles and four

brands (Peugeot, Citroën, DS and Opel) assembled in China and Europe with Dongfeng, Changan and GM/Opel as allies.

Clearly, PSA is looking at a big global play for China where Dongfeng will be its key partner through the journey. It is likely that the two will look at the ASEAN region to ship out cars from China. If the script works according to plan, more than one assembly operation could possibly be conceived, possibly in Indonesia or Thailand.

All this also shows that Chinese automakers are keen to grow their presence in other markets. SAIC Motor Corp, for instance, had big plans for India along with GM but not much came out of this. It will be interesting to see if Dongfeng will use PSA to contemplate an India entry but the duo seem to confine this to ASEAN for the moment. It will only be after 2020 that a clearer picture for India will emerge.

The Hindu Business Line



PSA PureTech 1.2-litre 3-cylinder drivetrain wins International Engine Award

24 June 2015

PSA Peugeot Citroën received an International Engine of the Year award for its three-cylinder PureTech engines.

The engine family, which underpins the new Peugeot 308 range, was named best in the 1.0-litre to 1.4-litre category. It crowns a successful run for the motor which has already had 100,000 units roll off the production line at the Française de Mécanique plant in Douvrin, France.

The honour was bestowed as part of the 17th annual International Engine of the Year Awards, organised by UK magazine Engine Technology International in Stuttgart, Germany.

Both turbo and non-turbo PureTech 3-cylinder engines boast extremely high levels of performance, yet also cut fuel consumption and CO2 emissions by an average of 18% over the previous generation motor.

Globally, PureTech engines are fitted to the Peugeot 108, 208, 308, 2008, 3008 and 5008, as well as the Citroën C1, C3, C3 Picasso, C4, C4 Cactus and C4 Picasso, the DS 3 and DS 4, and also the Dongfeng Peugeot 308S and 408.

Commenting on the award, Christian

Chapelle, Vice President Powertrain and Chassis Engineering for PSA, said; "With overall average emission of 110.3 grams-per-kilometre PSA leads the European market on the CO2 front. This prestigious prize for our 3-cylinder PureTech engine rewards the Group's engineering expertise in petrol engines. It is wonderful recognition of the technological progress we've made through R&D as part of our ongoing drive to lower fuel consumption."

In Australia, the drivetrain is currently available in the Peugeot 308, but will be rolled out across other model variants in Citroën, DS and Peugeot brands in the future.

John Startari, General Manager for Peugeot, Citroën and DS vehicles in Australia, said the PureTech range of drivetrains will become more widely available across the three marques in the future.

"The PureTech range of engines have become one of the staples of the new 308 range, with over half of all vehicles sold specified with this powerful, yet frugal, drivetrain," said Startari.

"Local response to the drivetrain has been extremely positive, with many customers not even realising the drivetrain is a three-cylinder. In fact, the turbocharged PureTech 1.2-litre is more powerful and economical than some of its key rivals."

"The positive feedback from customers and the industry gives us great faith in the roll-out of this drivetrain to further products in the future," said Startari.

Locally, the PureTech family of drivetrains is scheduled to join the Citroën model line-up

in August with the updated C4 hatch, while Peugeot will introduce the PureTech 1.2-litre drivetrain to the new-look 208 range in the fourth quarter of this year.

The International Engine of the Year Award is one of the automotive industry's most sought-after accolades. It is decided by an international panel of 84 renowned motoring journalists from 34 countries, based on their impressions of driving the latest model cars.

These tests enable them to rank the power plants offering the best driveability, performance and fuel economy, as well as the successful application of advanced engine technology.



Classic car storage facility and accessories opening in Canberra 1 August 2015

Affordable Classics emanated from South Africa and successfully traded in Classic Cars and related accessories. The founding member, Nick Coetzee, has emigrated to Canberra and is looking to resurrect and expand the business model here.

The initial plan is to offer the following services:

1. Executive car storage

Cars will be stored on the floor and storage hoists (when required) in a secure lock-up facility. The cars will all be covered with a quality dust proof car cover and have a trickle charger connected to ensure the battery is maintained at full charge at all times. As part of the service, tyre pressure will be routinely checked and adjusted if required. The cars will be clean and ready to go whenever the owner requires.

We have 456sqm available and will be able to store up to 40 cars in our facility.

There will be a communal hoist available for customers to service their cars on site.

2. Executive Car covers

We are bringing Europe's top brand car cover to Australia. Auto-Pyjama and Auto-

Storm have regularly been voted "Best Product" in comparisons done by leading magazines such as UK's "Classic and Sportscar" magazine. These covers will be used on all cars stored in our facility, and will be available for sale for all vehicle types outside of our facility at competitive pricing.

3. Battery trickle chargers

We have secured an agency for C-Tek battery chargers. These will be for sale to the general enthusiast, but will also be used exclusively on all cars stored in our facility.

4. Autoglym Car care products

We have used and sold these UK derived products successfully in South Africa, and they are regarded as one of the top brands internationally. We will have these products available for sale to our customer base, as well as the general public. Once the business is established, we will consider offering a detailing service to our storage customers at a market related rate.

5. Classic Car sales

Our aim is to provide a platform for the enthusiast to be able to buy and sell their classic cars through us. As with modern cars, buyers are more comfortable with a dealer in

most cases than risking a private sale. We will be buying and selling our own vehicles, but will also facilitate deals on a consignment basis.

Our aim is to establish and operate a one-stop shop for classic car enthusiasts and take the hassle out of owning and operating their pride and joy. Maintaining a classic car on a regular basis will save time and money in the future and preserve the condition and increase the value of these fast appreciating assets.

We believe there is an opportunity to introduce this kind of facility in Canberra and hope that we can enjoy the support of clubs, collectors and enthusiasts alike.

Affordable Classics

Unit 5, 143 Gladstone Street, Fyshwick, 2609
0414 214 776



A Peugeot 203 comes home

Harriet – what a car! She's a 203 that's been around for a long time, mostly in Canberra but with an interlude up north.

Now, she's come home, and been given the loving attention she deserves.

As Flash Flanagan writes of the 203 that his wife, Carolyn, has long owned:

"Carolyn's son Bob has spent the past 8 or 9 months playing with Harriet.

"He has fitted all new brake hoses and bled and adjusted the brakes, rewired everything under the dash, fitted a new CD player, new temperature gauge, rewired through to the rear lights, made under the bonnet tidy by re-running the wiring where necessary and replacing all the grommets in the firewall (except for the one for the steering column as that is just a bit much at the moment), completely fitted out the boot with timber shelves including locating all the tools and jack and handle securely, re-secured the exhaust system correctly and generally given her a good dose of love and attention that she and Carolyn really appreciated.

"He and his kids gave her a wash and a

detail and shit, she looks good!

"Bob brought her home and Harriet is, as I type this, resident in the garage and my 407 is now outside to endure the winter sun and the frosts at night."

A venerable lady returns. *C'est la vie.*



The Peugeot 402

Russell Hall

The 402 and its variants stand out in a long line of interesting Peugeots as exceptional examples of style and engineering innovation.

The years before the war were an exciting and creative period that saw Peugeot at the forefront of world automotive design. The 402 was a very successful and profitable model for Peugeot that allowed the company to gain a quarter of the French market.

The Paris Salon of 1935 saw the debut of the 402. Peugeot was inspired to produce a very modern, eye catching design to compete with the new Citroën Traction Avant introduced in 1934.

The attractive feature of the 402 was its aerodynamic styling. The car was advertised as the Sochaux Rocket. The streamlined Chrysler Airflow was its inspiration but Henri Thomas' design was elegant and better proportioned than the American car.

With sloping front panels and headlights mounted in the waterfall grille the front of the 402 became the easily recognised face of pre-war Peugeots.

The construction of the car was very modern with the exception of the mechani-



cal brakes. The body was a strong welded structure made possible by the new American sheet metal presses at Sochaux.

It was mounted on a bloctube ladder chassis that carried all the mechanicals. This was a large and comfortable body, larger than a 504, that allowed three people to sit abreast in the front seat. It provided comfort and practicality but with style.

There were three windows each side, the door handles were recessed, running boards had disappeared, the two piece wind-screen opened, semaphore indicators were

fitted and an art deco chrome lion was attractively mounted on the rear wheel arch spats.

Inside the car the gear lever on the dashboard kept the front floor clear for passengers. A heater demister was an unusual option and there was even provision for a radio. The independent front suspension was a carry-over from the 401.

On the road the Traction was superior in steering and handling but the 402 rode better and was more reliable. Power was provided by a new 1991cc OHV motor that produced 55bhp and allowed the saloon to reach 115 kph. The standard three speed transmission could be replaced with a four speed Cotal electromagnetic gearbox. A small lever under the steering wheel operated gear changing while a lever on the dashboard





402 Coupé

changed into reverse which gave the same number of speeds as forward.

At the 1935 Salon a 402 fitted with a Fleischel automatic gearbox was displayed. This was the first automatic gearbox in the world and the 402 was the first automatic car, preceding the Americans by three years. It was too expensive for the French market and the automatic 402 was sent to America where some allege the patents were stolen during the war.

The 402 was offered in a longer wheel-



1936 Peugeot 402 Andreau



402 Légère cabriolet

base for a commerciale and a family car. The use of a chassis made it relatively easy to produce different bodies.

A large number of variants of the 402 were offered including vans and light trucks.

In 1936 a scaled down version, the 302, was introduced with a 1758cc motor. This was short lived and replaced with the 402 Légère, or light 402 in 1938.

The 1936 Salon saw a highly streamlined model designed by the aerodynamic engineer Jean Andreau. Promoted as the “car of 1940” this two door model was notable for its sleek styling ending in a large fin at the rear which accommodated two spare wheels for balance. It was intended to fit the new 3.2 litre V8 being developed for the future 802 but the Andreau never progressed beyond production of a few prototypes.

At the 1938 Salon the 402 B was released. The front styling became more raked



but the major changes were to the engine.

Capacity was increased to 2142cc and power was now 63 bhp. Modern Peugeot engine features of wet cylinder liners and an Alpac aluminium cylinder head appeared.

With this motor the 402b Légère with its smaller, lighter body was very fast, with a claimed top speed of 135 kph. Elegant cabriolets and coupes were offered with two or four doors but none was as famous as the Eclipse.

This was Paulin's design of an automatically retracted hardtop operated either by electric motors or manual crank depending on the model. It had been used on the 401 and 601 but the 402 Eclipse was its grandest application.

This was another Peugeot first and preceded American designs by twenty



1938 402 Eclipse

years. Parisian Peugeot dealer Emile Darl'mat commissioned coachbuilder Marcel Pourtout to design and build a sports model based on the 302 and later the 402 Légère chassis.

Georges Paulin created a beautiful design which is the most sought after Peugeot ever built. The 302/402 DS Sport was produced in roadster, cabriolet and coupe form.

Peugeot raced teams at Le Mans in 1937 and in 1938 where they won their class and placed fourth outright. The valve and head design of the 1938 Le Mans car which developed 87 bhp was an early development of the top end used in the 203. In 1938 a 2.3 litre Diesel was an option on the 402. There are differing opinions as to how many were made but some were in service as taxis.

With war looming and shortages of diesel

fuel the French government denied a licence to produce the diesel car. Around this time both the French and Swiss armies used 402's and their variants, including the cabriolet.

Development of the Peugeot large car range ended prematurely with the outbreak of war. Limited numbers of light trucks and cars were produced under German control until mid 1943 but the 402 sedans probably ceased production a year earlier.

Many French vehicles were confiscated by the Germans and the 402 was frequently seen in German service in Russia. Over 172,000 402's and 302's had been produced but many did not survive the war.

It was not put back into production when peace came as the economic situation demanded austerity and economy. As well as being an advanced and distinctive design the 402 was well liked by its owners, so much so that many were kept in service long after the war.

from Torque.

PAC Minutes of General Meeting
23 June 2015
Weston Club, Weston ACT

Persons Present

Brad Pillans President
 Ross Stephens Secretary
 Neil Sperring
 Glen Bryden
 Neil Birch
 Jim Taylor
 Col Handley
 Ian Brock
 Greg Francis

Apologies

John Bower
 Bill McNamee

Introduction

1. The meeting opened at 8:23pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were read and accepted. Prop Brad, 2nd Neil Sperring; Carried unanimously.

Financial report

3. The Treasurer's Report was presented by Glen who advised that there is \$5798.40 cash at bank, with the liability of a cheque made out to the value of \$65.50. Receipts of membership fees to the amount of \$60 and an additional amount of \$90 received for Pageant fees and beret sales.

Secretary's report

4. Inward correspondence
 - a. Club magazines
-
5. Outward correspondence
 - a. Letter to The Weston Club requesting use of meeting room for FY 2015/16.

Council of ACT Motor Clubs (CACTMC)

6.
 - a. Main points from the CACTMC General meetings:
 - i. NCA's potentially negative policy shift toward car displays and other activities in various locations within the Parliamentary Triangle following the last 'Sky fire' event.
 - ii. The ongoing matter of the relevance of Membership of the Australian Historical Motoring Federation (AHMF) to car clubs dedicated to the preservation of vehicles that are not historical but more of a special interest – In the context of a push from particular directions for the CACTMC to come under the umbrella of the SCARC aka "Bush Council" of NSW in addition to/ instead of the AHMF.
 - b. The next CACTMC meeting will be held on Thursday 16 July 2015.

General business

7. The Matter of a venue for the Bastille Day celebrations was decided. Following discussion, the date was set for Sat 18 July 15.

Action 1: Greg Francis to make arrangements for an evening meal at 'Les Bristronomes' Brasserie in Braddon.

8. In light of recent experience, Neil Sperring again raised the potential for the Car Club Records Management program that was presented at the CACTMC as having excellent potential to facilitate records management of PAC and enabling efficient newsletter and magazine distribution.

Action 2: Neil Sperring to raise this matter with Bill McNamee on his return from overseas.

9. Brad mentioned that the Annual Audit of club members with cars on CRS was in progress.

Close

10. There being no further business, the Meeting closed at 9:04pm. The next meeting will be held on 28 July 2015.

