

ROAR

Magazine of the Peugeot Association of Canberra



November 2015

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ON THE COVER

The winning car at French Car Day 2015 - Tony Watson's fully restored 203 wagon (Photo Brad Pillans).

**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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Greetings all,

French Car Day was held at the Telopea Park School fete on Saturday 7 November. There were 21 fine froggy cars on display – 5 Pugs, 2 Citroëns and 14 Renaults – gleaming in the spring sunshine. Many thanks to the Renault Club, particularly Barry McAdie and Lisa Molvig, for organising the event (again) and to Shannon's for their continued sponsorship.

Car numbers were down a bit on previous years, particularly Peugeot and Citroën. I know that some PAC members had other commitments, but FCD in conjunction with the school fete is a great event

and worthy of strong PAC support. Hopefully we can boost our numbers next year!

The pug line-up included a 406 Coupé (Mark Hartley, PCC NSW), 508 sedan (mine), a 306 hatch (Neil Sperring) and a 3008 (John Bower) but I thought that the star of the show was Tony Watson's immaculately restored 1954 203 wagon. Others must have agreed because it won the trophies for Best Peugeot and Best French Car.

After seeing Tony's wagon, I was pleased that I decided to bring my 508, rather than my black 203 sedan – my 203 is a very tidy car, and a past winner of best Pug at French Car Day, but it's not in the same class as Tony's. To be fair, though, my 203 was restored more than 20 years ago, so it's no surprise that Tony's car has the edge.

The mildly entertaining TV series 'Man Made Home', featuring well-known designer/journo/TV presenter Kevin McCloud, also features Kevin's 504 ute, which is a great work-horse for carting all manner

of weird and wonderful recycled objects.

In one of last year's episodes it carried the outer casing of a jet engine, destined to be reborn as a hot-tub outside Kevin's country house (see photo below). In the latest series, the 504 carried an unexploded Russian sea mine that was turned into a BBQ by literally blowing it in half (the mine that is, not the ute), using a ribbon of soft explosive. Kevin's Man Made Home is a bit too rustic for my liking, but he has good taste in cars!

The next club meeting will be held at the Raiders Weston Club on Tuesday 24 November, at 8 pm, with dinner and drinks from 7 pm. This will be the last club meeting for the year, so why not come along for one last get-together before the Christmas break?

Failing that, the final club event for the year is a Christmas BBQ, which will be held at Lake Ginninderra from 6 pm on Sunday 6 December, in conjunction with the Renault Car Club of Canberra. As in previous years, the BBQ will be held in the picnic area on the western side of Lake Ginninderra (Macdermott Place, off Joynton Smith Drive in Belconnen). Bring your own food and beverages and I will provide wine for all PAC members who attend.

As this is the final issue of Roar for 2015, I wish you all a safe and happy Christmas.

Keep on Pugging.

Brad Pillans



2016 COMMITTEE

President and Club

Registrar

Brad Pillans
30 Aspen Rise
Jerrabomberra, NSW, 2619
0427 662 112
brad.pillans@anu.edu.au

Vice President

John Bower
1 Kay Close
Dunlop ACT 2615
02 6258 0027, 0423 118 419
jbbower@bigpond.com

Secretary

Ross Stephens
PO Box 11
Narrabundah ACT 2604
0429 313 090

Treasurer

Glen Bryden
99 Miller St
O'Connor 2602
6249 6835
gbryden@velocitynet.com.au

Technical Officer

Bill McNamee
15 Finlayson Pl
Gilmore 2905
6291 6495, 0419 279 811
fax 6291 4914
mcnamee@amorphous.com.au

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
0409 440 789
peterees@netspeed.com.au

Production Editor

Allan Lance
GPO Box 2677
Canberra ACT 2601
0418 856 504
hca@netspeed.com.au

Social Secretary

Colin Handley
4 Bains Pl
Lyneham 2602
62488442
alpinesigns@ozemail.com.au

General Committee

Neil Birch
Greg Francis
Jim Taylor
Neil Sperring

Public Officer

Geraldine Butler

Delegates to CACTMC

Neil Sperring
Greg Francis
Ross Stephens

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.



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

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.



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. See photos. Rodney Provan, email rod777@icloud.com ph : 03 5792-1375 or +852 9272-9166.



CLASSIFIEDS

FOR SALE

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

WANTED

Early Peugeot 307

Our daughter is fond of the model and owned one until it was recently written off when a driver pulled out of a car park without looking, and collided with her rear passenger side. Since it caused the airbags to deploy the repairs exceeded the value of the car. She is very keen to get another one. Tony Croke 0428 680 690.

ZPJ V6 engine

ZPJ V6 engine from either Peugeot 605, Citroën XM or Renault Leguna, around 1994 – 1996, will take whole car if absolutely necessary, especially if closer to Brisbane! Ph Richard 07 3286 3465 mobile 0409 264 523 (October 2015)

CLUB EVENTS 2015-2016

24 November 2015

PAC 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.

6 December 2015

Christmas BBQ at Lake Ginninderra with Renault Car Club. From 6pm, find us at the picnic area on the western side of Lake Ginninderra (Macdermott PI off Joynton Smith Dr, Belconnen). BYO food and drink. Please contact Lisa on reno1338@hotmail.com.

23 February 2016

PAC 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.

Calendar

FRENCH CAR DRIVES 2015

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

Calendar

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!

Tavares outlines PSA's product, technology offensive

Luca Ciferri
Automotive News Europe
November 3, 2015

PSA/ Peugeot-Citroën had a strong first half but CEO Carlos Tavares is convinced that the good times at the once cash-strapped automaker have only just begun.

Next year Europe's second-largest automaker after Volkswagen will start a product and technology offensive – led by a new family of compact crossovers and its first plug-in hybrids. Tavares believes the company's model and powertrain expansion will help PSA counteract any negative effects from Russia's sales slump and China's slowdown. He shared his views with Automotive News Europe Editor Luca Ciferri.

Meet the Boss

NAME: Carlos Tavares

TITLE: PSA/Peugeot-Citroën CEO

AGE: 57

MAIN CHALLENGE: Offsetting weaker profits from China and losses in Russia with a strong push into the fast-growing crossover market.

Next year PSA will debut four models from its three brands in the fast-growing compact crossover segment. Which model will come first?

In 2016 we will start a product blitz that will last through 2020. We have a huge amount of new product coming out. It won't be only a product offensive, but also a technology offensive, including gasoline plug-in hybrids and second-generation electric powertrains. I'm quite excited because from a product perspective the next few years will be really fun. In terms of crossovers, the concepts we showed are a good indication of the direction and the sequence of the first two products to appear.



The Peugeot Quartz (concept that appeared at the 2014 Paris auto show) is sharper, more rigor-oriented while the Citroën Aircross

(concept unveiled at the 2015 Shanghai auto show) is more comfort- and feel-good oriented. It's a different way to express crossovers and I'm happy that both are very attractive and very different. It will be the same with the one for DS.

China was PSA's biggest growth driver last year and in the first half. What effect will the market's slowdown have on your recovery?

Compared with the Western world, the motorization rate of China, which is below 100 cars per 1,000 people, shows there is still huge room for improvement. As China's growth potential is there, we should not panic because we have a bump in the road or because we have a plateau. We may have some consolidation as well as more competition from the Chinese automakers, but we should not destroy the pricing power of our industry (through discounts and incentives).

Secondly, because we face a plateau and because in the last few years, if not decades, everybody was preparing for growth in China, it is obvious we will find huge potential for cost improvement. We should focus on efficiency, reducing costs, making sure that we protect the margins of our joint ventures in China and that we

use the local supplier base more effectively.

Has discounting intensified in China?

Yes. We could have sold more had we increased discounts, which we didn't. Even though our pricing power in China is not paramount, we try to keep ourselves reasonably steady against the other guys, but some automakers pulled pricing down by panicking and increasing incentives, which I don't think is something that helps anybody.

What are PSA's operating margins at its joint ventures in China?

Our JVs made 7.6 percent in 2014 and our target – which is unchanged – is to get to 10 percent in a couple of years.

PSA, like most automakers, is struggling in Russia. What will it take to end the prolonged slump and when will we start to see a rebound?

There are two problems in Russia. One is that Russia and the EU need to find a compromise that will make everybody reasonably happy because they cannot afford to be in a dispute forever. There is too much at stake for both. The second problem is probably even more challenging: When will the Russian economy start to grow again? Oil and gas prices need to go up, but I don't see how that can happen in the near term.

That being said, we still think that Rus-

sia will rebound and there is potential for profitable growth. Currently, it's a little painful because we have right sized our operations there to a minimal level, and we are losing a small amount of money. But we want to keep our manufacturing activities and network running to be able to benefit from the rebound.

Your initial operating-margin target from your Back in the Race revival plan was 2 percent by 2018, but the company already delivered a 5 percent margin in the first half. Did you under-promise or has the speed of PSA's recovery surprised you?

Different things converged to create this result. When I came to PSA in December 2013 I saw how much potential there was – and how much pressure there already was on the company. At that time, it would have been counterproductive to add more pressure by making bold promises. To be honest, I didn't realize how efficient the company could be in the implementation of a very simple plan, because Back in the Race is a simple plan. Secondly, we benefited from some tailwinds, such as the low oil price that helped on raw material costs, the fact that all the currencies were in the sweet spot (for us) and that at the beginning of the year China was still growing quite nicely.

What message did you give your team after announcing first-half results?

Delivering a 5 percent operating margin in the

first half was very rewarding for everyone at PSA, but we should remain focused because in the second half some tailwinds may become headwinds.

PSA dramatically improved its margins in the first half despite a very modest 0.4 percent increase in unit sales. You have said you want to avoid selling cars for a loss. Does doing this really make such a difference or are there other factors?

The auto industry has some thinking that will need to evolve. The thinking that being bigger is better may have some limitations because we operate in a very chaotic world. We could easily say that the chaos is the norm and chaos is growing. We can ask ourselves: What is best in a very chaotic world, to be efficient and agile or to be big? Being big, of course, has many benefits such as purchasing power and diluting your engineering costs.

That's a plus, but at the same time, being big doesn't exclude you from the need to be efficient and agile. Being not so big is a better starting point to become efficient and agile in the chaotic world we are operating in. I think that efficiency is going to rise on the priority list of automaker CEOs. To be efficient, you have to stop selling cars at a loss. Why would someone still not do this? Perhaps because they are too driven by volume and size rather than by efficiency.

What is your goal at PSA?

Deliver great products to our customers and meet their expectations, making sure that we improve our quality, have the right technology and make our customers happy. As a consequence of this, you may eventually become the biggest, which is fine, but targeting being the biggest has a lot of traps, not only on quality but also on efficiency and agility.

What is the right balance between size and agility?

Frankly, I don't know. Looking at the first-half operating margins at all automakers it is very surprising to see that some big companies don't have a very good ranking. The biggest company (Toyota) has the highest ranking. Some companies are rebounding, like us, and we are far from being the biggest. But, many companies who are bigger in size than us deliver lower profitability.

How did PSA improve its efficiency?

I am always very surprised when financial analysts ask me if we are spending enough in r&d and on capital expenditures or if we are compromising the future for a short-term win. My answer is: In the past two years we didn't cancel programs and products, we just dramatically improved the efficiency of the money spent on r&d or cap-ex. My teammates are not asking me

for more money because they have discovered how to make significant improvements in terms of efficiency despite the limited resources I gave them.

How long will it take to turn DS into a full-fledged premium brand?

Less than 30 years. That's the time Audi needed to become what they are now. It is fair to say that to establish a premium brand takes time. But we have time because DS models already

are quite profitable. The per-unit margins are good. We make sure to keep the price point where it should be and we protect the residual values. We also bring the appropriate features and content to the product. I'm very confident that the attractiveness of the new products will improve sales (which were down by 18 percent in Europe after nine months). We should be very patient and make sure that we do the right things.



PSA wants to “pull out of marketplace confusion” over diesel crisis

Dave Leggett
27 October 2015

In an effort to protect its market position and proprietary diesel technology, PSA Peugeot Citroën says it will publish “real-world” fuel economy figures for its main vehicles as soon as possible, with the process overseen by an independent body.

Jean Baptiste de Chatillon, PSA Peugeot Citroën’s Chief Financial Officer, has told analysts that the company wants to “pull out” of the “confusion that we see in the marketplace about this crisis, especially as we have a leadership position in terms of fuel consumption”.

Speaking in a conference call, he emphasised PSA’s track record of technical solutions to address harmful emissions from

diesel engines.

“Peugeot was the first one to implement the particle filter eleven years before it was mandatory into Euro 5 norm,” he said. “You remember that at the end of 2013 Peugeot was again a front runner with the SCR, the Selective Catalytic Reduction that we decided to implement on all our Euro 6 passenger cars, on all of them in Europe. This technology is nowadays known as the best one and the most efficient to deal with

NOx emission.”

He also said that PSA will take the lead to publish real world fuel economy figures for its vehicles as soon as possible, the process being overseen by an independent body. “And we want in the same spirit adopts technical mergers to anticipate the future of WLTP procedure starting with implementation of the zero electrical energy balance for type approvals,” he said (perplexing the gathered press who suspected problems with the translation).

PSA posted third quarter sales and revenue results yesterday that prompted some concern amongst analysts that the company saw a contraction of sales in Q3. It is also thought that PSA is relatively heavily exposed to the possibility of a general backlash against diesels or a change to regulatory or testing regimes that makes them less attractive in the future, especially in Europe. Many forecasters are predicting a decline for diesel share in Europe in the wake of the Volkswagen diesel emissions scandal.

Just Auto



VW diesel emissions investigation widened to include other brands

Reuters in Frankfurt
Thursday 12 November 2015

German car regulators are expanding their investigation into suspected diesel emissions manipulation beyond Volkswagen to more than 50 models from brands including BMW, Mercedes, Ford, Volvo, Nissan, Peugeot and Jaguar Land Rover.

The Kraftfahrt-Bundesamt (KBA) regulator said on Wednesday it would run tests on models made by 23 German and foreign car brands on suspicion of further manipulation of nitrogen oxides emissions.

KBA said the tests were triggered by Volkswagen's admission it had rigged such tests but also cited "verified indications from third parties regarding unusual pollutants emissions".

"Since the end of September, KBA has been investigating whether further manipulation of emissions, of nitrogen oxides in particular, is taking place in the market," KBA said in a statement.

The watchdog said it has been comparing readings in a test setting with those from portable meters in real-life tests and

two-thirds of the measurements had already been taken.

Germany's transport minister, Alexander Dobrindt, said in a newspaper interview last weekend that diesel vehicles, including those from foreign manufacturers, would be subjected to strict checks.

VW admitted in September to cheating tests for emissions of nitrogen oxides and the scandal widened with the company's revelation last week that it had also understated carbon dioxide emissions.

Diesel car brands being investigated by KBA

BMW:	3
Series, 5 Series	
Mini Daimler Mercedes:	C-Class, CLS, Sprinter, V-Class, Daimler Smart Fortwo
Fiat Chrysler:	Alfa Romeo Guilietta, Panda, Ducato, Jeep Cherokee
Ford:	Focus, C-Max
Geely:	
Volvo V60	
GM Opel:	As-tra, Insignia, Zafira

GM:	Chevrolet Cruze
Honda:	Honda HR-V
Hyundai:	iX35, i20
Jaguar Land Rover:	Land Rover Evoque
Mazda:	Mazda 6
Mitsubishi:	ASX
Nissan:	Navara
Peugeot:	Peugeot 308
Renault:	Dacia, Kadjar
Toyota:	Auris
VW:	Golf, Beetle, Passat, Touran, Touareg, Golf Sportsvan, Polo, Crafter, Amarok; Audi A6, A3; Porsche Macan



Startari resigns from Peugeot, Citroën

Local head of PSA brands John Startari to leave company for consulting work
26 October 2015 GoAuto News

John Startari has resigned from his position as head of Peugeot and Citroën in Australia after three years as general manager and director, and is now preparing to take more than three decades' industry experience into his own automotive consulting business.

Mr Startari, 48, from Kellyville in New South Wales, joined PSA's independent distributor Sime Darby Motors Group in 2012 to oversee the Citroën brand in Australia, after a 15-year stint with Proton Cars Australia.

"I started as an apprentice motor mechanic for Purnell Brothers, and then was very fortunate and in the right place at the right time, and was promoted very quickly to service manager at the age of 24," Mr

Startari told GoAuto.

"I left to go with Proton in homologation and service, and worked through all the various divisions there and was managing director at the age of 30."

His tenure at Proton also included the CEO role of Lotus Cars Australia, which he rated as one of the "most fun" periods of the job.

While he was initially brought into Sime



Darby to manage the company's acquisition of the Citroën franchise from Ateco Automotive, Mr Startari was soon tasked with consolidating Sime Darby's complete automotive portfolio,

including Peugeot, Citroën and the just-launched DS, both here and in New Zealand.

"Obviously I took the business from the people before me who had already put things in play, so I continued those and continued the improvement, and now I can hopefully hand it over to somebody to continue it on," he said.

Mr Startari oversaw a large-scale internal makeover of Sime Darby's automotive business, implanting cost-saving measures across internal processes, streamlining both the Citroën and Peugeot model lines and overseeing a management restructure. "We've made the hard decisions on product now," he said. Citroën's sales grew 10 per cent from 2013 to 2014 – from 1180 to 1307 units – and is currently trading at 4.5 per cent below last year's mark at 900 sales, on the back of a rationalisation of its line-up.

Peugeot, meanwhile, missed its 2013 mark of 4413 vehicles by just 19 units in 2014. Sales are currently down 2.4 per cent this year at 3223 units, hampered by the loss of its commercial ve-

hicle lines, which are expected to return in 2016.

"The product coming through is fantastic, and that's what made this decision very, very hard, because I can see what's coming in 2016," he said.

"By 2017 and 2018, I think you're going to see a totally different business – and all of that takes planning in the early stages. I'm really encouraged by, on the Peugeot side, the new 308, 508 and 208, and on the Citroën side it is getting to its roots again, and I think it's going to resonate."

While Mr Startari was coy about his new role, he acknowledged he would initially return to his own automotive consulting business that the married father of three formed prior to starting at Sime Darby.

"I think it's something I've always wanted to do, and the opportunity presented itself three years ago, and I elected to get in on this route," he said. "They say lightning doesn't strike twice, but I was fortunate, and it did, and I thought now's the time to do is because, if I don't, I'll never have the opportunity again."

Even after 30 years in the industry, Mr Startari has not closed the door on a return to a mainline automotive career.

"You can never say never. (The new role) is a big risk for me. It's totally different. I don't know how I'm going to go," he said. "I'm going to back myself, but if it doesn't work out, obviously I'll come back, but hopefully, it does, and I can make a transition to my retirement in that new position."

It is understood that the search for a replacement for Mr Startari – who will assist with the transition process – is well advanced, and an announcement is expected shortly

GoAuto

Fractal concept tech heralds new Peugeot electric vehicle platform

30 October 2015
By Daniel Gardner

Peugeot's radical Fractal concept is confined to the conceptual world at this stage, but the futuristic technology it showcases marks the beginning of more than one EV.



When it broke cover at the Frankfurt motor show earlier this year, the Fractal introduced a range of innovative features, but far from being technological follies, the French car-maker says they will appear in next-generation projects.

Speaking at the Tokyo Motor Show, Peugeot marketing and communication director Guillaume Couzy said the company had multiple

electric vehicles under development.

"We are already developing the new beginnings of a new electric platform," he said. "In our product plan, you will see new Peugeot electric vehicles."

The Fractal has a variety of futuristic systems that address the unique problems created by an electric vehicles' silent operation, and Mr Couzy said the solutions are certainly something that would feature in future production models.

"For sure, it's research for electric cars, and something we are working very strongly with the design people is the sound of electric cars," he said.

Mr Couzy explained that the sound an EV makes is important for both the driver's enjoyment as well as the safety of other road users, but the Fractal was a "laboratory" and would produce marketable systems.

"There is a specific matter with electric cars which is safety, and what kind of noise should it make in order to be safe," said Mr Couzy. "It's a laboratory of ideas because sometimes you have concept cars that are pure style designs."

Mr Couzy was unable to offer a time frame for the arrival of the vehicles or how many would result from the multiple projects.

In Europe and the United Kingdom, Peugeot offers the iOn electric micro car and a full electric version of its Partner small commercial van.

GoAuto

Kangaroo avoidance tech in Canberra tests

(Editor's note: I know, I know, this is about Volvos, but we Canberrans do have to deal with kangaroos more than we would like to.)

UK motorists have to keep a watchful eye out for pheasants, foxes and hedgehogs but over in Australia the moving road obstacles are much larger and more formidable. That's why Volvo is developing a 'kangaroo detection' system to help prevent one of the biggest causes of car collisions on the country's roads.

According to figures released by the Australian National Roads & Motorists Association (NRMA), there are over 20,000 kangaroo strikes on Australian roads each year, causing \$75 million worth of insurance claims. Given the size and weight of the marsupial, there's also a high amount of serious injuries and fatalities caused to car occupants as well as to the animals themselves.

To address the problem Volvo is using a fleet of new XC90 models to trial software specifically to detect and avoid kangaroos. It utilizes Volvo's existing camera and radar tech for collision avoidance, but is adapted for high speed driving. It's not as simple as you might think, however, as Safety Engineer Martin Magnusson explains.

"In Sweden we have done research involving larger, slower moving animals like moose, reindeer and cows which are a serious threat on our roads. Kangaroos are smaller than these animals but their behaviour is more erratic. This is why it's important that we test and calibrate our technology on real kangaroos in their natural environment."

The Volvo kangaroo trials are being conducted in a nature reserve in Canberra, one of the country's hotspots for kangaroo strikes. Once the technology is perfected, expect to see updated Volvo collision avoidance systems

rolled-out globally to help avoid collisions with local wildlife.

Auto Express
Torque.

I'm sure everyone remembers two previous occasions when Volvo unsuccessfully demonstrated its accident avoidance technology. First time it ran into the back of a parked truck, the second into some journalists. Good luck this time Volvo!



A Volvo demonstrating its kangaroo avoidance systems, by running into a tree

On Europe's streets this autumn



A Peugeot 406 in Paris (Peter Rees).

On Europe's streets this autumn



A Peugeot 308 wagon outside Nôtre Dame Cathedral, Rheims (Peter Rees).



A 1938 Peugeot 302 Darl'Mat Sport on display at Peugeot Avenue, Champs Élysée, Paris (Peter Rees).

On Europe's streets this autumn



A beautifully restored Czech Tatra on display in Munich (Peter Rees).



A 1930s MAN diesel bus, Munich (Peter Rees).



One of the many retro vehicles available for touring Prague - if one should so choose! (Peter Rees).

On Europe's streets this autumn



A Peugeot 404 Familiar graces one of the beautiful canals of Amsterdam (Peter Rees).



A Peugeot 405 alongside a cute retro Nissan Figaro, Amsterdam (Peter Rees).



More Peugeots along the Amsterdam canals (Peter Rees).



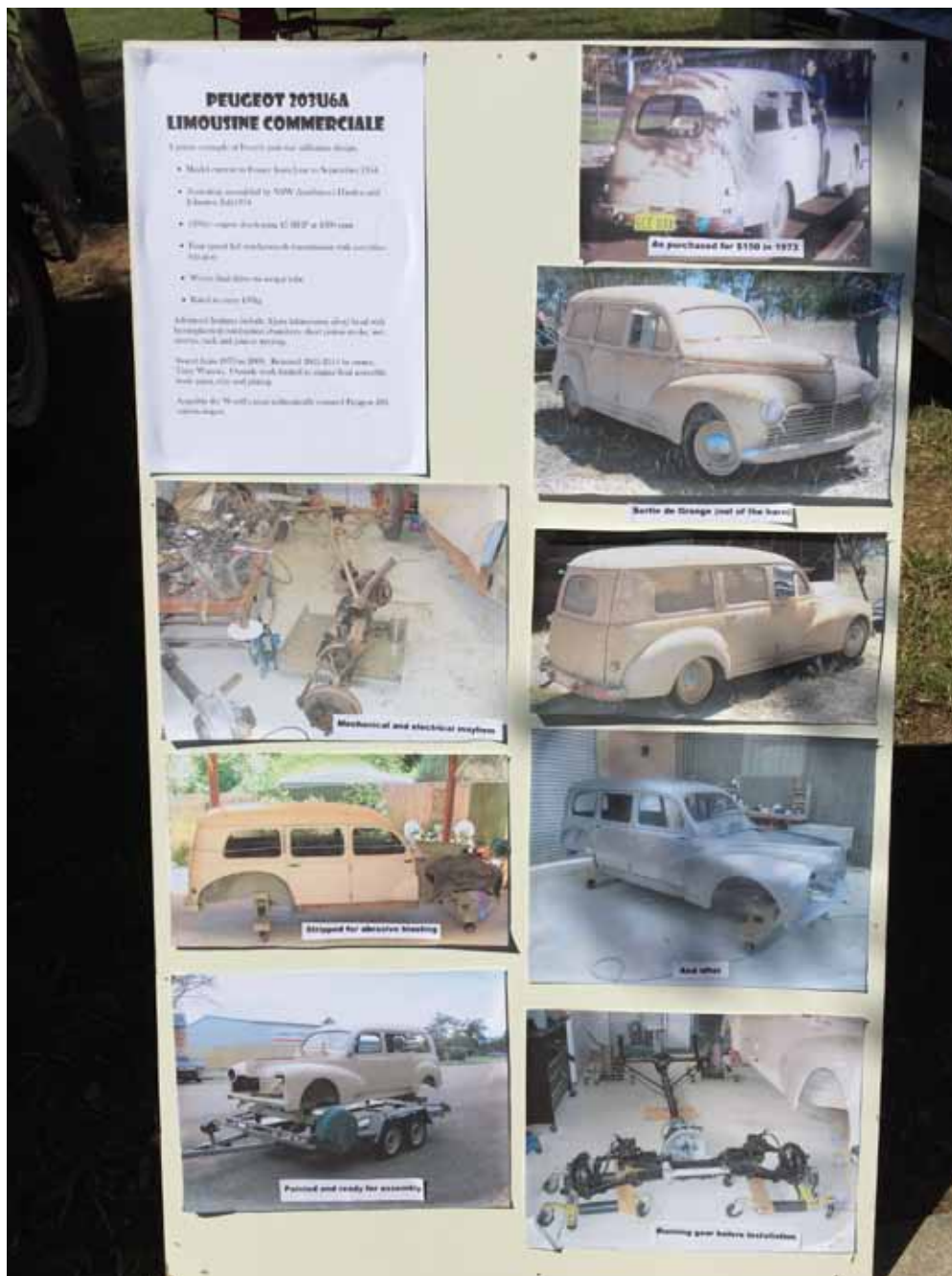
A Peugeot 107, outside Brussels (Peter Rees).



Le 508 at French Car Day 2015 (Neil Sperring)



A look under the bonnet of an award winning 203 at French Car Day 2015 (Neil Sperring).



Le 508 at French Car Day 2015 (Neil Sperring)



French Car Day 2015 - The Peugeot contingent (Neil Sperring).

**Peugeot Association of Canberra
Minutes of the Annual General Meeting
27 October 2015 at the Weston Club ACT**

Persons Present

Brad Pillans	President
John Bower	Vice President
Ross Stephens	Secretary
Neil Sperring	
Neil Birch	
Ian Brock	
Bill MacNamee	
Col Handley	
Greg Francis	

Apologies

Glen Bryden
Fred Enden
John Geremin
Allan Lance
Peter Rees
Jim Taylor
Rob Turner
Bernard Wright

Introduction

1. The meeting opened at 8:27pm, following dinner in the Weston Club Bistro.

Minutes of the previous AGM

2. The minutes of the previous AGM held on 22 Oct 2014 were read to the meeting by Brad Pillans and were accepted. Prop: Greg Francis, 2nd Bill MacNamee; Carried unanimously.

President's report

3. Brad provided a summary of the Association's activities throughout the past 12 months.

a. Highlights included: French Car Day at the Telopea Park School, the French Car Clubs Christmas BBQ, a successful display at 'Wheels' 2014, a highly successful Easter Pageant organised by PAC out of

cycle where the ACT Club finished second overall and had a first in the Motorkhana.

b. In addition, The 'Battle of Waterloo' was held and lost and the Bastille Day commemorative dinner was held at the Les Bistronomes Brasserie in Braddon where a good meal was had.

c. Brad concluded by thanking the outgoing committee for their efforts on behalf of PAC throughout the year.

The proposal that the President's Report be accepted was put by Neil S, seconded by Bill MacNamee; result carried.

Financial report

4. The Treasurer's Report was held in abeyance until the auditors report is available and is to be presented at the next General Meeting.

Election of Office Bearers

5. Election of office bearers – All committee positions were declared vacant and Neil Sperring was appointed Returning Officer for the election of the new committee. The election results are detailed in the Table on the following page.

The AGM closed at 8.50pm.

Minutes of the previous meeting

6. As the Minutes of the Previous General Meeting were not published in RoaR Magazine, Brad Read the minutes to the meeting and Moved that they be accepted; Seconded, Greg Francis, Result: Carried.

General business

7. Council of ACT Motor Clubs (CACTMC) Report

a. Main points from the CACTMC General Meeting:

i. Location and date for 'Wheels' 2016 TBA due to the NCA's new attitude to car displays. Possibility to swap dates with Marques in the Park (November) which is held on non-NCA controlled Land. There is the additional possibility of combining with the Wings and Wheels event at the Canberra Airport.

ii. NSW introduced a 60 day registration scheme on 1 October which complements the CRS system in place, enabling owners to operate their Historic

plated vehicles for a period of 60 days in the year not confined to club activities.

b. The next CACTMC meeting will be held on Thursday 19 November 2015.

Other business

8. Our Car Club Software has been endorsed by Bill MacNamee. A discussion on the merits of the software in enabling a high level of functionality in distributing collating and presenting Club information ensued. Following this, Bill proposed that: RoaR be placed on the Web when published to encourage readers to join PAC. This motion was seconded by Neil Sperring, Result: Carried.
9. In addition, the meeting endorsed the payment of \$100 per year for the licence for Our Car Club Software.
10. Brad reminded the members that the French Car Day at Telopea Park School is to be held on 7 of November starting at 2pm.

Close

11. There being no further business, the Meeting closed at 9:30pm. The next meeting will be held on 24 November 2015.

2015 AGM - Elected Officer Bearers

Position	Nominee	Nominator	Second	Result
President	Brad Pillans	Greg Francis	John Bower	Elected Unopposed
Vice President	John Bower	Neil Birch	Brad Pillans	Elected Unopposed
Secretary	Ross Stephens	Neil Sperring	Greg Francis	Elected Unopposed
Treasurer	Glen Bryden	Brad Pillans	Colin Handley	Elected Unopposed
Technical Officer	Bill McNamee	Neil Birch	Neil Sperring	Elected Unopposed
RoaR Editor	Peter Rees	Brad Pillans	Ian Brock	Elected Unopposed
RoaR Production Editor	Allan Lance	Neil Sperring	Colin Handley	Elected Unopposed
Social Secretary	Colin Handley	John Bower	Ian Brock	Elected Unopposed
General Committee				
1	Greg Francis	Brad Pillans	Ross Stephens	Elected Unopposed
2	Neil Birch	Greg Francis	Ian Brock	Elected Unopposed
3	Neil Sperring	Brad Pillans	John Bower	Elected Unopposed
4	Jim Taylor	Colin Handley	Greg Francis	To Be Confirmed
Public Officer	Geraldine Butler			Appointee
Delegates to the CACTMC				
	Neil Sperring			Volunteers
	Greg Francis			
	Ross Stephens			