

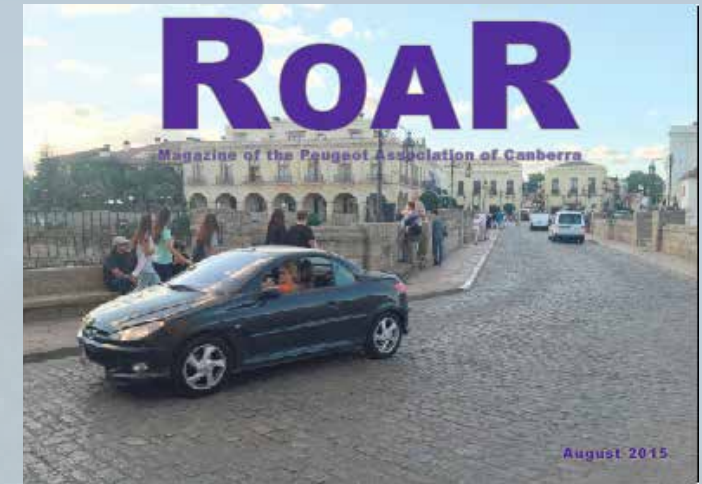
ROAR

Magazine of the Peugeot Association of Canberra



September 2015

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ON THE COVER

A Peugeot 206 CC crosses the Puente Nuevo in Ronda, Galacia, Spain. The bridge, crossing the 120m deep chasm that carries the River Guadalevin was started in 1751 and took 42 years to complete (Photo Allan Lance). This month the magazine is being prepared in an apartment overlooking Plaza Mayor in Madrid.

**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,

There was a time, many years ago, when I thought that a dishwasher was an unnecessary household appliance. However, after I happened to buy a house that had one, I was very quickly converted – what a great invention!

Until this year, I felt much the same about heated car seats, but as with dishwashers, I am now a total convert. The new 508 that I bought in late July, is the first car with heated seats that I have owned, but August was cold enough to convince me of their worth – the gentle warmth, received in the thighs, bum and lower back, is very pleasant indeed.

I have now done just over 2800 km in the 508, including a free service check at 2500 km. Needless to say, the car drives beautifully, and I am very happy with my decision to buy it. Fuel consumption, with a mix of city and country

driving, has averaged 6.5 litres/100 km, but I expect that figure to drop as the car is 'run in'. I really only have a couple of minor quibbles about the car: firstly, I can't get the Bluetooth connection to remember my phone and secondly, I miss the small storage area in the centre console that I had in my earlier 508.

The Bluetooth problem is annoying because I have to reconnect my mobile phone each time I start the car. All right, I have a fairly old phone, but it worked perfectly in my previous 508. I will probably need to seek advice from younger members of the family!

Re. the storage area in the centre console of my previous 508 - it wasn't very big, but it had a roll-top and was perfect for storing coins and other small objects. In the new 508, its place is taken up by controls for the Sat Nav screen (which my previous car did not have). The 508 doesn't have much in the way of storage areas, so the loss of such a useful 'drawer' is a bit of a shame.

My wife, Sue, drives a 308 'Sportium', but I get to drive it every now and again because it has a tow bar (and the 508 does not). With a 2 litre diesel engine, and 6 speed auto gearbox, it's a perfect



towing vehicle for our box trailer, which I regularly use to take garden waste for recycling, and to bring home landscaping supplies such as topsoil, gravel, mulch and treated pine sleepers, to name a few. When towing the trailer, I consistently note a difference in driver behaviour – other drivers are much more keen, almost desperate, to pass me, despite the fact that the 308 is equally zippy whether towing the trailer or not. Have other club members experienced 'trailer rage' or am I just imagining it?

Recently, I drove out to a farm, near Bungendore, in the 308. The farmer promptly described the 308 as a small twin cab. The name has stuck and we now refer to our 308 as the 'twin cab' – quite a bit smaller than a classic twin cab ute, and not 4WD, but much more pleasurable to drive.

It turned out that the farmer had owned a 504 many years ago and has good memories of the Peugeot marque, though not good enough to make him want a new one, I suspect. With its high ground clearance and rugged go-anywhere construction, the 504 would have been quite at home on a local farm, as well as perfectly suited to being driven to church on Sundays.

I look forward to seeing some of you at the next club meeting, which will be held at 8 pm on Tuesday 22 September at the Raiders Weston Club, with dinner and drinks from 7 pm.

Keep on Pugging.

Brad Pillans

Brad Pillans

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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.

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

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 Molveig 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.

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. See photo at right.



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.



CLUB EVENTS 2015

- 22 September 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 October 2015** French Car Drive: Braidwood Historic Town walking tour, self guided. <http://www.visitbraidwood.com.au/expbwd>.
- 27 October 2015** PAC Annual General Meeting meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston..
- 7 November 2015** Telopea Park School, *La Grade Fete* French car display, from 2.30 pm.
- 6 December 2015** Christmas BBQ at Lake Ginninderra with Renault Car Club.

FRENCH CAR DRIVES 2015

Sunday October 25
expbwd

Braidwood Historic Town walking tour, self guided. www.visitbraidwood.com.au/

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!



PSA Peugeot Citroën clears the way for possible carmaker alliance

Andy Sharman in Frankfurt
16 September 2015

PSA Peugeot Citroën is clearing the way for possible tie-ups with other carmakers or even partnerships with new entrants from Silicon Valley, says the chief executive of the French group.

Carlos Tavares is steering a revival at Peugeot, which looked doomed as recently as 18 months ago when the then loss-making group accepted a €3 billion capital injection from Chinese carmaker Dongfeng and the French government.

But in July, Peugeot offered concrete evidence of its self-styled “back in the race” turnaround, posting a 5 per cent automotive operating margin at its results for the first half of 2015 — a relatively high number for a mass market carmaker and a feat one analyst said was tantamount to “mapping the human genome as a pinnacle of human endeavour”.

The speed of the turnaround brings into view the potential for Peugeot to consider new partners as it looks to achieve greater economies of scale and secure

its long-term future — as Sergio Marchionne, chief executive of Fiat Chrysler Automobiles, separately carries out a high-profile campaign to bring about consolidation in the car industry.

“If the results that were presented in July for the first half of 2015 had been the full-year results, we would have declared that ‘back in the race’ was over,” says Mr Tavares, in an interview with the Financial Times.

Speaking on the sidelines of the Frankfurt motor show, he says the company would wait until its full-year results next February to see whether it had managed to maintain a healthy

balance sheet, as well as positive free cash flow and profitability at its automotive division.

Assuming these goals are achieved, it would then look at potential partnerships with other carmakers. “From there, we are back in control of our destiny, and therefore all the options are open,” he says.

“There is no specific scenario that we would push back. It just has to be evaluated from the best interests of our shareholders, our employees, our stakeholders... and then we’ll make a very objective decision.”

Mr Tavares declines to say whether he has recently discussed the idea of Peugeot merging with Fiat Chrysler.

Peugeot already has a joint venture with Fiat Chrysler, building vans, as well as other alliances with General Motors, Ford and Toyota.

Mr Marchionne has made plain his preference for a merger with GM because of synergies between the Detroit carmaker’s products and Fiat Chrysler’s Jeep and Ram truck brands.

But he has so far been spurned by Mary Barra, the chief executive of GM, who has yet to talk to him on the matter despite Mr Marchionne setting out an informal merger proposal to the company in March.

That has led analysts to



believe that the next best option for Fiat Chrysler could be Peugeot, because of the companies' potential global scale. "We are convinced [a Fiat Chrysler/Peugeot] merger is the most sensible option for both [manufacturers]," said Edoardo Spina, an analyst at Exane BNP Paribas, in a report last month.

Mr Tavares is clear on the benefits of consolidation, which can bring carmakers greater purchasing power with suppliers on components, and help spread engineering costs over a greater number of vehicles. Peugeot sold about 2.9m units in 2014, which is relatively small for a volume manufacturer.

But he wants to maintain the aggressive focus on reducing fixed costs that helped fire the turn-round in the first half of the year. Peugeot was also boosted by a recovering western European car mar-

ket — where sales are up 8.6 per cent per cent in the first eight months of the year — and the positive effects of a weak euro.

Such benign conditions cannot be relied on forever. Carmakers face rising costs to meet carbon dioxide emissions regulations and develop new technologies, while adapting to chang-

ing attitudes to car ownership and uncertain global sales trends. This may impact the industry "brutally", says Mr Tavares.

Potentially the biggest disruption could come from new rivals emerging from Silicon Valley, including Google, which is working on a self-driving car, and Apple, which is thought to have ambitions in the sector. That could benefit agile, smaller companies such as Peugeot, insists Mr Tavares.

"If [tech companies] want to have something related to mobility, they will conclude naturally that it's better to partner with somebody," he says. "So we are open for a partnership with one of those companies."

He suggests this could involve Peugeot building cars for the tech companies — but quickly adds that such an arrangement would only work if the French group maintained its relationship with the end customer.

"You don't [want to] become the manufacturer of something that is just the packaging," he says. "Perhaps because I'm naive, I don't see why we could not find a win-win situation even on that matter."

The Financial Times



Peugeot Citroën to tackle perceived reliability issues

Alborz Fallah
18 September 2015

The Peugeot-Citroën group (PSA) believes that its upcoming range of products and a much stronger focus on customer care will see it shed the often negative perception of French car reliability.

Speaking to CarAdvice at the Frankfurt motor show yesterday, Citroën head of product, Xavier Peugeot (a member of the Peugeot family), said that quality should underpin every product coming from the French group.

“You can’t build credible product if its not based on a robust basis and this robust basis is definitely quality.” Peugeot told CarAdvice when asked if the group had any concrete plans to improve actual and perceived reliability.

“I think we will have the benefit of the PSA improvement of all the strong messages and experience from Carlos Travis (PSA CEO), to optimise all the PSA processes and therefore the basis of our products, should it be

Citroen or other brands of the group. It will be at a higher level and will enable us to connect our brand message to them. I feel confident about it.”

From a local perspective, the brand’s distributor in Australia, Sime Darby, says it has made customer care a core focus since taking over from Ateco automotive in 2013.

“Customer care also goes hand in hand with perception [of reliability]. We are putting a

lot of focus and effort on customer care, how we deal with our customers and how they relate with our dealers and taking care of any issues when they do arise.” The brand’s public relations & communications manager, Tyson Bowen, told CarAdvice.

“So in the time that we have taken over it has been a solid focus. An unhappy customer tells many, a happy customer doesn’t tell so many, so if we can look after those people and really make them feel like their purchase has been validated, it’s half the struggle.”

Australia is the only market in the world that offers an unlimited kilometre six-year warranty on a new Citroën, double the duration of what the brand offers in its home market.

Nonetheless, the extended warranty, which came in to effect in March 2014, appears to have not had as significant an impact as the brand may have hoped, with Citroën sales for the first eight months of 2015 just five units ahead of the same period in 2014.

CarAdvice



Back to 205 GTi pricing

Peter Wilson

The final countdown for the first generation Peugeot 208 supermini is about to turn into a bargain hunter's dream with a spectacular price cut on the last GTi models.

Peugeot Automobiles Australia is offering the last hot hatches "at the 1987 205 GTi price of \$29,550" to clear the showrooms in grand style. "You get a lot more bang for your buck these days," Peugeot's public relations manager, Tyson Bowen, said.

The 205 GTi offered 88kW, five speeds and a choice of either air or power steering, compared with 147kW, better brakes, six speeds and loads more extras of the 208 GTi.

When The Pugilist checked mid-month, there were still enough unsold 208 GTis for a choice of colour at different locations and a couple of GTi 30 Anniversary models still to find homes.

However, the humbler 208 variants were becoming harder to find but a few Allure autos show up on line. A rush on 208s in June, as buyers took advantage of end-of-financial-year specials, cleared some dealers of their 208 stocks. Although 115 208s were registered in June – the best re-

sult for the model in two years – it was not a complete clear out. The sales momentum slowed down considerably in July but at the end of the month another 41 208s had gained new owners.

The A9 208 began life in the new Slovenian factory in 2011 and was shown in the Geneva Motor Show in March 2012, heralding a return to form in the company's baby car design. Since the arrival in Australia of French-built models in October 2012, a total of 2,757 208s have been sold here to the end of July.

The 208 did not sell as well as the 207, which in turn did not match the numbers of the cute 206, mainly because hotter competition from new European rivals, a dated four-speed auto and a switch in demand to the new breed of small SUVs.

Along with cosmetic changes the important improvement in the updated 208 is a six-speed auto. Amazingly, there is still not a firm date for the launch of the second generation 208. "All we can say is that it is



peugeot.se

NYA PEUGEOT 208
LET YOUR BODY DRIVE

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FÖR NYA PEUGEOT 208 fr. 124.900 kr

En ny generation av klassisk körglädje. Nya Peugeot 208 väcker känslor. Den ser inte ut som andra, den agerar inte som andra och – framför allt – den känns inte som andra. Det handlar om en helt ny generation småbil som för samman bil och förare på ett helt nytt sätt. Kort sagt, Let Your Body Drive!

5 års NYBILS GARANTI

Peugeot nybilsgaranti innebär 5 års eller 100 000 km (beroende på vilket som inträffar först). Den omfattar skador på karosseri och motor. Den omfattar inte skador på tillbehör, färg, skador på utrustning eller skador som uppstår till följd av felaktig användning eller andra orsaker som till exempel brand, stöld, vattenskada, naturkatastrofer eller andra skador som inte är av teknisk art. För fullständiga villkor se www.peugeot.se/nybilsgaranti.

NYA PEUGEOT 208

PEUGEOT
MOTION & EMOTION

in the fourth quarter,” Tyson said, revealing that the Australian order for the new model has not even been built yet. “We’re still waiting on a production slot from France.”

He indicated that the factory would allocate a build slot according to the nature of its other orders and what it is geared up to produce in a particular week. It could be in a run of right-hand drive 208s. Another factor was the special requirements for Australia cars – the Australian design rule specifications that need some components not used in other markets.

The folk at Homebush have a rough idea of when the first shipment will come but realise the long supply chain means there could be delays in logistics.

“If you order a new Peugeot with a particular colour and trim, it could take three months to arrive or it could take as long as four months,” Tyson explained.

After the cars are built, there could be delays with the train to the port, a wait for the next car carrier leaving Europe for down under, bad weather on the voyage and possible hold-ups at Customs or in pre-delivery detailing.

Peugeot had a busy month in June with 504 registrations. July was ultra quiet, the slowest of the year, with 312 registrations, three units down on the previous July.

One motoring website suggested there was nowhere apart from Australia and Monaco where Porsche (388 registrations)

outsold Peugeot. However, with 2,712 registrations Peugeot was still ahead of the 2014 tally to July.

Of the Europeans, Volkswagen was at No 8 on the national chart with 4,908 registrations, Mercedes was at 10 with 3,052, BMW 2,011 at 13 behind Kia (2,725), Renault at 18 was up 32 per cent to clear the grand again with 1,101, Volvo at 21 returned to form with 432, Skoda at 22 improved with 425, Peugeot was at 24, Fiat at 25 was slower with 289, Mini was 26 with 270, Alfa Romeo was 27 with 153 and Citroën was struggling again at 32 with 83.

Citroën Australia has pulled some new rabbits out of the hat to boost its slow C4 sales on the back of a best wagon design award – overhead third row air con for the seven-seat Grand C4 Picasso and six years’ or 90,000km free servicing for the five-seat C4 Picasso added to the six-year warranties.

The July national vehicle market was a record – 2.7 per cent up on July 2014 with 92,308 registrations. The swing to SUVs continued, particularly among private buyers.

The month’s SUV figures were 13 per cent up on the previous July and accounted for 35 per cent of the market. But small passenger cars topped the pops with Toyota’s Corolla (3,573) outranking the Mazda3 (2,825) and the Hyundai i30 (2,750).

That is a shrinking category – Corolla figures are down 6 per cent and Mazda3 17.4 per cent on the previous July. Toyota continued as the market leader (16,840 registrations),

followed by Mazda (9,356), Hyundai (8,511), Holden (7,895) and Ford (5,797).

The Pugilist



It's now 5,009 404s on register

Peter Wilson

Australia has the seventh largest number of listed surviving Peugeot 404s, with 145 vehicles on the international 404 registry.

Most of the 5,009 404s detailed are in France where there are 2,494 listed. Serial numbers, body types and photos are included.

Then follow 986 Sweden (986). Germany (217), US (205), Netherlands (188) and Canada (185). After Australia, Switzerland (89) and Belgium (83) come in ahead of New Zealand (tenth with 75).

Canadian Mike Tippet started the 404 register in January 2009, and kicked it off with 732 404 sedans, wagons and pickups, plus 1,197 404C models, from Le Club 404's database.



"Since then I have been scrambling around through for sale ads, contacting other clubs, contacting licensing authorities and using the registry website to add to this list," Mike said in his latest update.

"The reason is to get an idea of how many of these cars, particularly the 404C models, still exist. Of that model, we have 1,977 cars registered of the 17,223 that were made. That's not too shabby – 11.5 per cent." We checked the

latest 404s to join the club. Veronica Quinteros's 404 is there but not Andrew McIntosh's and Phil Speers's 1966 404 so we gave the details to Mike.

Australia is a good hunting ground for him because he

found some states let you look up a VIN if you have the registration. Where are the other 404s? Italy 41, Great Britain 32, Spain 26, South Africa 25, Norway 20, Argentina and Austria 18, Portugal 17, Kenya 16, Greece 15, Finland 14, Denmark and Luxembourg eight, Tunisia seven, New Caledonia six, Hungary five, Serbia, Romania. Uruguay, Madagascar and Morocco four, Algeria, Ethiopia and Chile 3, Colombia, Iran, Ireland. Israel, Macedonia, Mexico, Slovenia and Sri Lanka two, and Bosnia, Brazil, Bulgaria, Cameroun, Costa Rica, French Polynesia, Guatemala, India, Malta, Nicaragua, Papua New Guinea, Pakistan, Paraguay, Poland, Russia, Tanzania, Thailand, Turkey, Turks and Caicos, Venezuela, Zimbabwe one.

A total of 2,885,374 Peugeot 404s were produced from 1960 until 1991, 1,847,568 of them in France.

The registered figures tend to reflect enthusiast interest rather than cars still used as everyday transport and, as in Africa, as bush taxis. However, publication of the list update usually results in more 404s being listed.

When Ikenna Udeagwu saw the figures, he said: "We have a lot of 404s still on Nigerian roads" and offered to help get information about them. www.smrtash.ca/404/search.php

The Pugilist

Adventures with 'Mollie'

Barry Mouritz

My wife Tina saw a small article in our local paper advertising for entrants to the 50th Anniversary of the Redex in 2003. She showed me, and I was eager for us to be part of it.

I remembered seeing the Redex cars travelling through Mt Isa as a young child. We managed to purchase a very good rust-free 403 Wagon from Kalgoorlie. The body had been repainted and the interior reupholstered, but mechanically there was much to be done requiring me to learn a lot about 403 engines.

In 2003 'Mollie' was ready for what was to be the first of many adventures. We participated in the Redex 2003 Rerun which Graham Wallis had organised, all up that trip was 20,000kms including the drive from Perth to Sydney and return. It was a wonderful experience and gave us the taste for more.

Over the next twelve years 'Mollie' has travelled 80,000kms, 8,000kms of these in New Zealand in 2006. Mollie has been part of many of Hank's Adventure's, which is where we have clocked up most of the rest of the kilometres - including Cape York, The Tanami, Gibb River Road, The Great Cen-



tral Highway plus six Nullarbor Crossings to name a few.

For years I have had the idea of driving overland to Europe and with 'Mollie' being such a reliable and capable car on the highway and also on the corrugations, I could see no reason not to take her on yet another adventure. After much discussion

and obviously a lot of planning, this idea came to fruition in April of this year when my brother Mike and myself had her shipped to Kuala Lumpur together with Peter Janus's 504.

After driving through Malaysia, Thailand, Cambodia, Lao, China (including eastern Tibet), Mongolia, Russia, Kazakstan,

Uzbekistan, Turkmenistan, Iran, Turkey, Bulgaria, Serbia, Hungary, Austria, Germany and France, over three and a half months Mollie has clocked up another 25,500kms, both cars arrived in Paris. This involved 18 border crossings, one taking ten minutes & another six hours entering in Russia, plus the car being stripped and X-rayed getting into Bulgaria!

Over all these kilometres 'Mollie' never missed a beat other than a loose connection on the condenser and minor brake problems. She will definitely need a new set of points before her next trip!!

In Chinese Tibet we drove the cars up to 4,700 metres on three occasions, one of these climbs we were in first gear for at least an hour on a rocky road that was supposedly the main highway with trucks travelling in both directions. In Mongolia the main road was so bad that on two consecutive days we drove for 10 hours each day and only managed 250kms each day.

Unfortunately due to some very bad road conditions in parts of Laos, Tibet and most of Mongolia, the front shock absorbers blew their seals, including those of the spares we took. I managed to cushion the front suspension with rolls of rubber truck inner rim sleeves and they have been held in place for the last 10,000kms with cable ties!

In preparing the 403 for the trip I replaced the motor with a new short motor which I obtained from a previous Peugeot Club member in Perth, (Bob MacFarlane)

who had rebuilt the motor in 1972, he had never used it but put it in storage for 40 years. It cost him \$200 to rebuild at the time and he let me have it for the same price.

The head which I had redone with new stellite valves and seats cost a lot more than the motor. The springs were reset with new bushes including the front spring. The shockies were rebuilt a few years previously and I replaced the diff for one with far less kms on. New 8 ply light truck tyres were purchased, a very worthwhile expense as we did not have one puncture. I also had Kerry Torpy recondition the carburettor, which

worked perfectly.

After this latest adventure 'Mollie' will have a well-deserved rest and be garaged in England until next year when we plan to have her shipped to America and then drive across Canada and into Alaska and down the west coast of the USA before returning her back to Australia.

For more information on the recently completed trip – <http://www.overland-toparis.com>



Barry Mouritz and Peter Janus arrive in Paris France after their 31/2 month trek from Perth via Kuala Lumpa, Malaysia. The vehicles are a 1960s Peugeot 403 ("Mollie") and 1981 Peugeot 504.

Armand Peugeot

One hundred years after the death of Armand Peugeot, Henri Auger recalls the great achievements of the British-trained engineer who took his French industrial family into bicycle manufacturing. He is best known as a visionary with a pioneering role in the automobile age, he fostered projects in many fields, including municipal affairs, agricultural experiments and the building of a seaside resort. His occasional stumbles included trying to import wool from Australia.

Henri Auger

Pierre Godefroy Armand Peugeot, known throughout his life as Armand, was born on 18 June, 1849 in Valentigney.

He was the only son of Emile (1815-1874) and grandson of Jean-Pierre II (1768-1852).

It was Jean-Pierre II who, in association with his brother Jean-Frédéric in 1810, turned the family-run Sous Cratet grain mill at Hérimoncourt into a steel foundry and rolling workshop, producing ribbons of thin steel for the manufacture of saw blades and springs for the clock making business.

The company quickly evolved, manufacturing the finished products itself. Jean-Pierre II's sons, Jules and Emile took over the reins, setting up three new factories and continuing to diversify and increase output.

When markets collapsed during the 1848 revolution, the two brothers bought out the other partners and in 1851 created



Armand Peugeot

“Peugeot Frères”, with all members now directly descended from Jean-Pierre II’ bloodline.

Armand’s destiny was mapped out for him. After completing his secondary education in Paris, Armand did not study at Centrale Paris as is often claimed, but left for England, where he trained as an engineer in Leeds, one of the birthplaces of the English metalworking industry.

He also undertook work experience in a company before rejoining the family business

at the end of 1871. He became an associate partner alongside his father, his uncle Jules and Jules’s son Eugène II, five years his senior. On 10 June, 1872 he married [Sophie] Léonie Fallot in Paris.

In 1877 the young cousins took over management of “Peugeot Frères”, Eugène heading general management and Armand the technical department. They shared management of the factories: Hérimoncourt for Eugène, Valentigney and Beaulieu for Armand.

From 1878, the firm’s board of directors renamed it “Fils de Peugeot Frères”. During his time across the Channel Armand also took an interest in all the technical innovations of the time, notably steam engines and velocipedes.

Attracted by this new concept of mobility Armand launched the manufacture of chain-driven bicycles and tricycles at the end of 1885.

From 1886 onwards, he set up dedicated workshops to build velocipedes in Beaulieu, and in 1887 opened his first shop in Paris. In 1892 Armand even sacrificed his own garden to allow more space for the “cycle workshop”!

The range of cycles quickly developed and output, which had already reached 10,000 units in 1890, doubled in 1900.

This visionary also took an early interest in being a “horseless carriages. pioneer” rather than an “inventor”; Armand set himself up as a “future manufacturer”.

Robert Peugeot (1873-1945) wrote in



First with a bonnet: The new Peugeot Type 36 was more like a car with a vertical single-cylinder engine and an inclined steering wheel in place of handlebars, but it retained a chain transmission.

February 1938: "When my uncle, Armand Peugeot, decided to turn over part of his factories to the manufacture of automobiles...he foresaw with remarkable prescience the enormous possibilities of a new mode of transport with which the Peugeot company was going to equip our modern civilisation. Far from wanting to limit sales

wealthy clientele, he foresaw the varied adaptations to all classes of society, to all professions and for all uses."

In May 1879, Armand discovered steam with the "Mancelle", a car made by Amédée Bollée and sons, but was not inclined to launch production of such a machine. The Serpollet instant steam boiler was finally chosen at the

to a small

end of 1888 to power a tricycle built under partnership and later catalogued as the Peugeot-Serpollet "Type 1".

This vehicle was displayed at the Paris Universal Exhibition in 1889. Following the exhibition the Fils de Peugeot Frères received numerous medals for their products and for the many institutions "set up with the aim of improving employee conditions in their factories". Armand also received the Legion of Honour from the Board of Trade and Industry on 28 October, 1889.

In the face of public and press indifference to the steam tricycle, Armand turned to a petrol engine designed by the German Gottlieb Daimler, who had awarded the French manufacturing rights to Ets Panhard & Levasor, producers of wood saws in Paris.

The first petrol-driven Peugeot quadricycles were tested between 1890 and 1891. On 6 and 7 April, 1891 journalists were able to see the first two-seater Peugeot quadricycle (Type 2) at Beaulieu.

Still in 1891, a four-seater evolutionary design (Type 3) was launched. Its "chassis" was made of steel tubes that allowed the circulation of water to cool the engine: a 565 cm³ Daimler V-twin, rear-mounted to avoid inconveniencing passengers.

In September 1891, 206 cyclists entered the first "Paris-Brest-Paris" race organised by the Petit Journal, and the "Type 3" followed the event. Driven by its engineer designer Louis Rigoulot, who was accompanied by mechanic Auguste Doriot, it left Valentigney and arrived in Paris under its own



Armand Peugeot in 1900 in a Type 28 phaeton that can travel at almost 37 kmh

steam, before returning to its birthplace in Franche-Comté. The vehicle covered 2,045 km at an average speed of 14,710 km/h: the achievement was a world first.

After servicing, the quadricycle was delivered on 2 October, 1891 to an industrialist from Alsace, who was the first catalogued buyer of a Peugeot car.

The "Type 3", with 64 units produced from 91 to 94, is clearly the highest-selling

On 5 January, 1892 Armand Peugeot wrote: "the manufacture of cycles is the company's biggest success to date. I am convinced that the automobile is destined for enormous growth. If we are bold and clever enough we will be able to turn Peugeot into one of France's largest industrial concerns!"

The next day he outlined his vision of how self-propelled automobiles should be de-

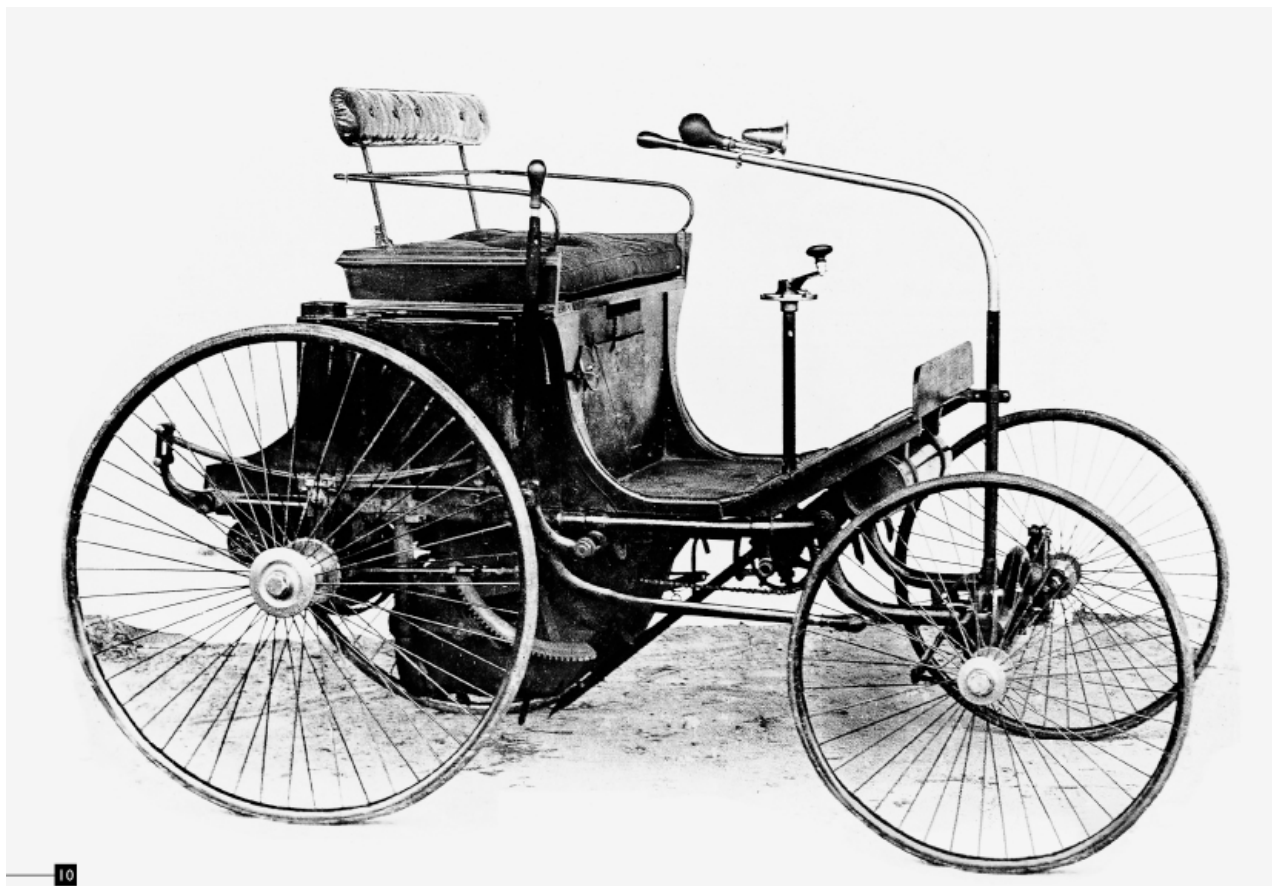
veloped and their production organised to his board of directors.

During the "Horseless Carriage Competition" covering the 126 km from Paris to Rouen organised by the Petit Journal on 22 July, 1894, the six Peugeots entered crossed the finishing line and the Fils de Peugeot Frères shared first prize with Ets Panhard & Levassor. The first prize was awarded to "the car meeting the following requirements: to be safe, easy to handle by drivers and not cost too much to drive."

As it was timed, the world's first "true" race took place between 11 and 13 June, 1895, from Paris to Bordeaux and back to Paris again, a total of 1,200 km. The three Peugeots entered finished in the first four places. Paul Koechlin and his Peugeot Type 7 Phaeton took Armand declared in November: "... for a company like ours, clearly at the forefront of a new movement, it would be an act of folly and unforgiveable weakness to pull back now." Despite this, on 4 December the majority of directors, led by Eugène II, voted to cease car production!

Armand remained convinced of his position and decided to split the company's activities. He raised funds for the creation of "SA des Automobiles Peugeot", registered in Paris on 2 April, 1896. Its capital was opened to public subscription and Armand, who held 43.7 per cent of shares, was nominated president.

An agreement defined terms and non-competition conditions between the two Peugeot entities. Armand would not be



Type 2: The company's first four-wheel car of 1890 and with a Daimler petrol engine built by Emile Levassor. Peugeot in 1900 in a Type 28 phaeton that can travel at almost 37 kmh

allowed to "manufacture, sell or conduct any activities connected to velocipedes, bicycles, tricycles and quadricycles, with or without engines, equipped with velocipede saddles". In return, the cousins agreed not to "manufacture or sell automobiles, specifically any engine-powered vehicle equipped with bodywork and seats".

An act of transfer was established for machine tools and patents and agreement reached over the exchange of staff between the two companies. Armand inaugurated the first "car factory" at Audincourt on 12 April, 1897, and a Type 14 rolled off the production line the very same day, fitted with the first Peugeot-designed engine, a flat twin conceived

by in-house engineer Gratien Michaux. This power train freed Armand Peugeot from making royalty payments to Panhard or Daimler and from meeting the demands of Daimler.

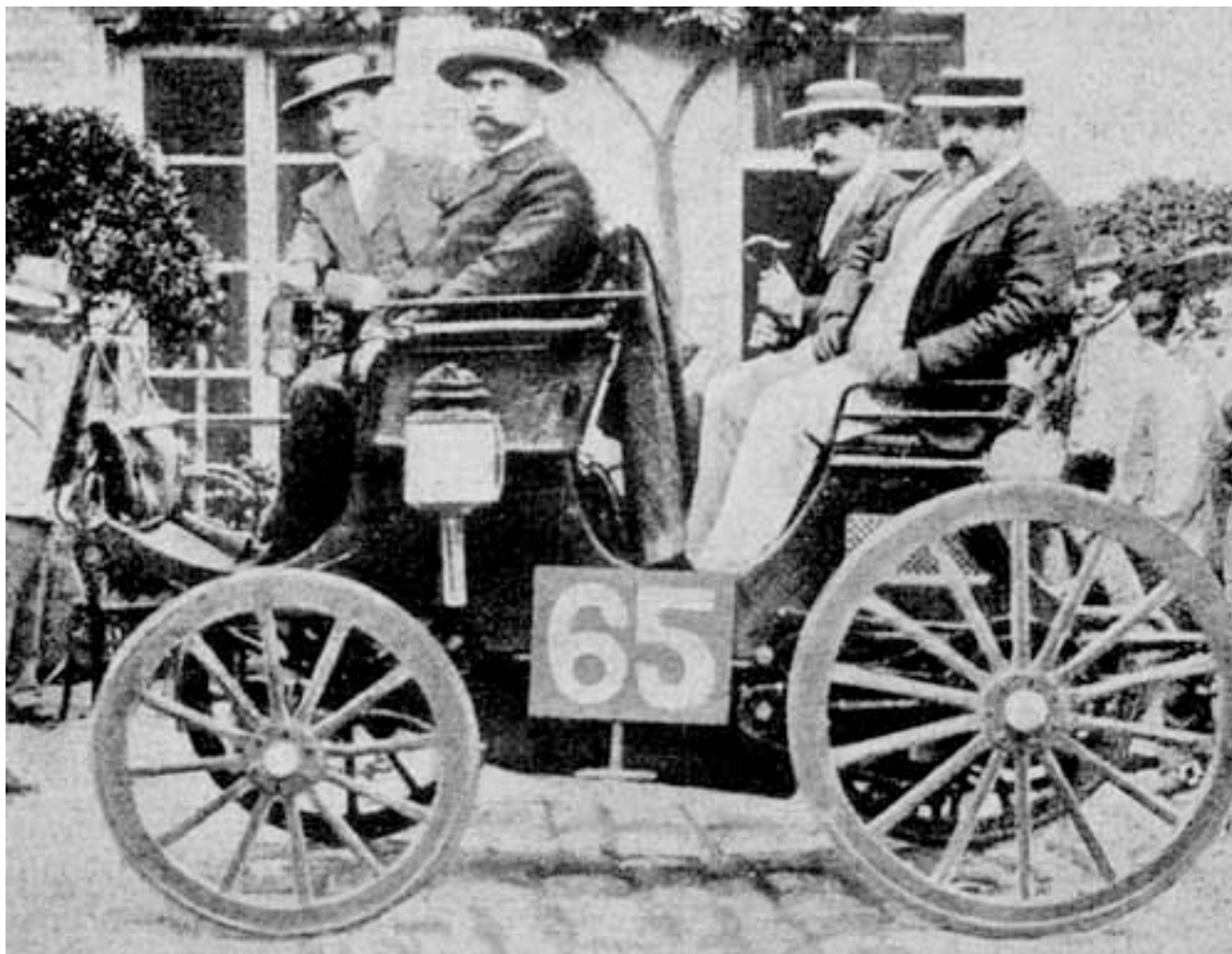
A lack of local labour to produce his cars prompted Armand to set up a second factory in Five-Lille, which became operational at the beginning of 1899 and concentrated on the production of large models. This relocation was the first cultural revolution for the company.

The Union of Automobile Manufacturers was set up in Paris in 1898. Armand Peugeot became its first president, as well as that of the International Union of Automobile Manufacturers.

In the same year, the Automobile Club de France organised the first "International Automobile Exhibition" in Paris. Armand presided over the organising committee, exhibiting 12 versions of his cars: of the 269 exhibitors present he was the only one to offer such a wide range of cars, almost all of which were available with bodywork fitted as standard.

On 7 February, 1900, Armand declared that "one needs to be in Paris to follow the daily progress of our industry": the setting up of a showroom at 83 Boulevard Gouvion-Saint-Cyr followed soon after, and the company's head office was transferred there at the end of the year.

In 1900 alone, Peugeot produced 500 cars. In 1901/1902 the new Peugeot models made a clean break with links to the horse-drawn carriage style. A new technological direction was also taken: the engine moved



A Peugeot Type 5 from the 1894 Paris-Rouen race — Albert Lemaître at the wheel.

to the front under the bonnet, the number of cylinders increased, transmission was now via propshafts rather than chains, worm and peg steering columns were fitted with a steering wheel, shock absorbers ap-

peared...

However, the axing of outdated models, too large a model range and the cost of technological progress weakened the company's financial results. It flirted with bankruptcy and

was forced to implement drastic cuts, including abandoning competition, which was considered too expensive.

With these measures in place the success of the new models and an increase in sales volumes led to a return to profit in 1903.

In 1905 production reached 1,261 cars and a year later Peugeot once again became France's largest car manufacturer with a total output of 2,966 units. In the family firm, the sons of Eugène II, encouraged by Robert (the second), were also tempted to try their hand at automobile manufacture, from 1904.

Still bound by the constraints of the agreements reached in 1896, "these men" as Armand referred to them, finally reached an agreement with him in 1905 to produce light cars under certain conditions.

Convention dictated that these cars should not compete with models Armand was producing. Armand should cease production of his "Bébé" (Type 69), however, a successful small model of which 400 units were produced in 1905 alone.

To delineate the output of the two companies it was agreed that the cars produced by the "Fils de Peugeot Frères" should be sold under the registered trademark "Lion". The first cars were sold in 1906 and quickly achieved both commercial and sporting success.

However, the cost price was undermined by all the licences and patent fees that had to be paid to "SA des Automobiles Peugeot" and, aware of the confusion for customers created by having two "Peugeot"



1897 Type 14 — the first Peugeot with its own engine.

car brands, Robert entertained, from 1908, the idea of a merger with Armand. (In May 1895 Armand had already recommended the merger of the cycle and car activities in his paper “The Car Question”, designating Robert as his successor at the head of this new combine!)

Sense prevailing, the merger resulted on 16 February, 1910 in the creation of “SA des Automobiles et Cycles Peugeot”. Armand was made president and represented the new company professionally, but the responsibility for operational running fell to Robert.

The other activities of the family-run group remained under the wing of “Fils de Peugeot Frères”.

“In 20 years Armand Peugeot had turned a small family-run business from the Franche-

Comté region into a world-beating automobile maker”, concludes historian Jean-Louis Loubet today.

The visionary Armand Peugeot, acting as president of the Union of Automobile Manufacturers, informed the War Ministry in December 1912 that “the automobile is now an integral part of national defence. You can rely on the manufacturers at all times. When the country needs us it will find us ready.”

With a product range extending from light cars to utilitarian vehicles, the new car company was better placed to meet market needs: its production rose from 2,352 units in 1910 to 9,338 units in 1913! It was the year

that Armand decided to retire (aged 66) and to hand over the presidency of the company to Pierre, Eugène II’s eldest son. But it was Robert who remained “at the helm”.

Louis Renault succeeded Armand Peugeot as president of the Union of Automobile Manufacturers in 1913 and of the Motor Show Committee in 1914.

Armand also played an active role in local affairs: Valentigney town councillor from 1881, then mayor from 1888 to 1900. He was responsible for creating a fire brigade, a nursery school, the first telegraph office, tramway and electric street lighting...

From 1882 to 1910 he also served as an active and hard working regional councillor for the district of Audincourt. Armand was also president of the Valentigney Presbyterian Council from 1883 to 1904: it was his decision to build a new temple on land he owned. Refusing any public aid, he contributed financially to the temple’s construction.

A passion for nature and being drawn to new experiences led Armand to create the “Ferme des Buis” at Valentigney in 1893. Of its 100 hectares, 30 were given over to experimenting new methods of farming, unfortunately thwarted by the absence of much hoped-for artesian wells!

A herd of 20 Holstein milk cows were imported from Holland: a cheeky move in the Montbéliard region!

The president of the Republic decorated Armand Peugeot with the Officer’s Cross of the Legion of Honour on behalf of the Ministry of Agriculture. This agricultural experi-

ment made a serious dent in the personal assets of its founder.

A craving for new undertakings brought Armand more bad luck: the import of wool from Argentina and Australia or of bananas from Panama, the chartering of a tuna boat which sank on its second voyage, a stake the Brasseries de la Meuse, or the forming at Boulogne-sur-Seine in 1904 of a company "Armand Peugeot et Tony Huber" to build marine engines...

Often criticised, but nevertheless long-lasting, the building of seaside resort in Brittany is worth mentioning. In 1883 Armand discovered the enchanting site of Morgat in the Finistère region: its tiny sardine fishing port, grottoes and a beautiful beach surrounded by unspoiled heath land.

Captivated by (in his words) "this wild and magnificent countryside", he decided to invest his own money in the purchase of land and to set up a company to build villas and two hotels.

Today this charming holiday destination is described in leaflets by the Crozon peninsula tourist office as "the seaside resort built by industrialist Armand Peugeot".

Armand was not content simply to be the creator of Morgat, he was also responsible for adding engines to its fishing boats, such as "le Comtois", which took tourists on excursions.

Armand and Léonie's only son, Raymond, died in January 1886 aged 13, after an operation to have his tonsils removed led to infection and meningitis. Tragedy struck

again when his sister Elisabeth died at the age of 14 from typhoid fever brought on by eating rotten oysters.

The next three daughters, Madeleine, Germaine and Marie-Anne, all married. None of their husbands worked for Peugeot, however, much to the regret of Armand who, in the absence of a son would have liked to have had a son-in-law to succeed him. Armand has often been described as a freethinker, unpredictable and a risk-taker.

To counter this we can talk of a visionary spirit, intuitiveness, strength in his convictions, altruism, pacifism and affection for those around him, parents, friends and colleagues at every level.

Thus he played a crucial role in putting an end in 1899 to the first strike of the Fils de Peugeot Frères workforce, the family company he had left three years previously.

Used to a paternalism which had worked for him up to then, he deplored the spirit of conflict that was taking root at the end of the century. During a speech given at the Social Museum in Paris in 1895 he declared "management should lead by example – it is one of its duties, but also in its best interests".

Armand Peugeot died at his home in Neuilly on 4 February, 1915, after a short illness. He was buried on 7 February in the Père Lachaise cemetery. On his headstone the epitaph reads "Fear Nothing – Only Believe": perfectly illustrating the life of Armand who "never feared committing himself when he believed in something."

At Armand's funeral, Louis Renault

described his role in the advent of the automobile industry thus: "He didn't just steer his company in this new direction. He led by example, encouraging his competitors to follow him into this unknown territory, having understood that there would be room for everyone in this industrial sector: that creating a spirit of healthy competition would turn our beloved France into the world's market leader... before falling into eternal slumber he was at least able to gauge the enormous progress made by an industry of which he was one of the founders... and could have said in all truth: my life was not in vain."

When Detroit's "Automobile Hall of Fame" honoured the memory of Armand Peugeot in October 1999, he was described as having "left his mark on the history of the automobile on a worldwide scale."

Today, among automobile pioneers, Peugeot is the oldest manufacturer in the world still active with descendants of one of the founders of the company (in 1810) still having an active role in the company and in its capital.

There are questions one could ask: "If Armand had not been born, would Peugeot have ever manufactured automobiles?" or "If Peugeot had never manufactured automobiles, would it still exist today?" It is pointless to dwell too long on these questions as we will never know the answer! There is only one obvious conclusion: thank you, Monsieur Armand!

A Vietnam history story

Story told to Bob Meehan by Noel Hains

Way back in 1968-69, Victor Company, New Zealand infantry were attached to 4 RAR. While on operations near the Courtney Rubber Plantation in the north of Phuoc Tuy Province, South Vietnam, a Forward scout saw something that didn't look right in the thick scrub in front of him.

A section of their finest moved forward to discover an old French Citroën car. As the photos show they dragged it clear of the undergrowth (Please note the number plate and bullet holes).

They repaired and painted it, but were instructed to get rid of it as it was not military issue, so not to be out-done by the authorities, some red and white paint was mixed together, and they painted it pink.

It was then donated to Sister Pam Terry of the RNZNC to be used to drive around Vung Tau. The car was passed on to each of the Aussie and Kiwi nurses over the following years.

Mike Garrett



A Vietnam history story



Anti-theft wheel nuts

Peter Rees

Home renovations always seem to bring unwanted consequences – screws left on the driveway, for example, that tyre treads pick up.

You know the inevitable result.

And so it happened last month that I had to change a flat tyre when suddenly stranded in suburbia. The trouble was that our 308 had anti-theft wheel nuts, one on each wheel.

Three nuts came off the wheel in question OK using the small, Peugeot-supplied brace, but the socket supplied for the anti-theft nut was hopeless.

Fitting a set of new tyres 18 months ago had seen the tyre jockeys who used the rattle gun tighten the anti-theft nut as if it were a normal wheel nut. They had tightened it beyond the point at which the special socket supplied with the car for use with the anti-theft nut could do its job with mere manual force.

Reluctantly, I had to call the NRMA. First, the servicemen used a metre-long bar with the socket. Even with this greater leverage there was no movement. He then connected the van's rattle gun, not sure it would work.

Fortunately, it did. He made the point that this sort of experience is becoming more common, and if it happens on a coun-

try road – as he said he had been called out to do – you're potentially in a bit of trouble.

Anyway, he added, wheel theft is pretty uncommon these days.

My solution was to jettison the anti-theft nuts and buy four basic nuts from Melrose Peugeot for \$11.20 each.

If I ever buy a new car in future I'll be specifying no anti-theft nuts.



Peugeot Fractal concept gets cutting-edge sound tech

Auto Express

1 September 2015

The new Peugeot Fractal concept has been designed to cut road noise and improve in-car audio.

Billed as an “electric urban coupé”, it also represents an all-new design direction set to debut on next year’s revised 3008 crossover, which is already under development.

We were granted early access to the car and the people responsible for its creation – ahead of its Frankfurt show debut.

Casting a sleek, compact profile (think Peugeot 208 and VW Polo), designers were tasked with something completely new for the Fractal – a focus on sound and an “unprecedented attention to acoustics”. Peugeot bosses say the result is a “level of auditory perception that further enriches the driving experience.”

For example, the interior is laden with 3D-printed ‘anechoic protrusions’ – these absorb sound waves to provide crisp, unaltered noise from the specifically designed Focal stereo. In addition, the external door



sills have been shaped using mathematical equations to trap sound before it enters the cabin. As a result, the Fractal should theoretically eliminate all but the worse road and wind noise. The skinny tyres should help, too.

But ‘enriching’ the driving experience isn’t all about a top-end stereo and finely tuned acoustics. The Fractal also debuts new tech-

nology like smartwatch keyless entry and a progressive navigation voice that appears to get closer to the driver as the car approaches junctions. It can also shift from left to right, depending on the car’s proposed direction – and is said to eliminate the familiar problem of drivers switching off from generic nav instructions.

“Nav often becomes background noise,” said Gilles Vidal, Peugeot design director, “We’ve discovered we can use cognitive sound to progressively bring the voice closer, which is ideal for ergonomics.”

Under the bonnet is a 30kWh lithium-ion battery which powers motors on both the front and rear axles for a combined output of 168bhp. Peugeot says the Fractal has a range of up to 280 miles – far surpassing current production models like the Renault Zoe EV and Nissan Leaf. The concept has adjustable suspension, too, which can hunker down on the motorway for optimal efficiency, or rise by 4cm to tackle speed bumps and potholes in town.

The Fractal also previews an advanced version of Peugeot’s iCockpit design. First seen on the current 208, it gets the same small steering wheel and raised dials, but with the latter completely reimagined as a head-up display with a dual-level hologram setup designed to bring key information to the front of the driver’s vision. While we didn’t actually drive the car, it seems to work really well at first glance. There’s also a pair of touch displays on the steering wheel and a tablet on the centre console.

It’s not unfeasible technology either. Vidal wants to see this kind of kit on future Peugeot models “some time next year”. The sound-insulating door panels are probably a

little further off, but the two-tier iCockpit is in the advance stages of testing.

In terms of exterior design, the car you see here isn’t just an exercise in sharp edges and bold features. “We wanted to push creativity without constraints,” said Vidal. “People don’t just buy a car any more. They want mental or psychological experiences.

“For Fractal we used mathematical equations to create shapes, which in turn create brand new aesthetics.” Both the grille and head-

lamps, complete with their double V-shaped ‘eyes’, will transfer to Peugeot’s next production car, likely to be the all-new 3008 due in early 2016. It’ll then be rolled out across the range, from the 208 to SUVs and crossovers.

The removable roof is a little more far-fetched, although a Peugeot 208 CC is possible, especially considering the success of predecessors in the cabriolet market.



**PAC Minutes of General Meeting
25 August 2015
Weston Club, Weston ACT**

Persons Present

Brad Pillans President
Ross Stephens Secretary
Neil Sperring
Glen Bryden
Neil Birch
Ian Brock
Len Vanderhor

Apologies

John Bower
Bill McNamee
Col Handley
Allan Lance
Greg Francis

Introduction

1. The meeting opened at 8:17pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting and decisions therein were accepted. Proposed Neil Birch, 2nd Neil Sperring; Carried unanimously.

Financial report

3. The Treasurers Report was presented by Glen who advised that there is \$11,827.69 Cash at bank of which \$8446.00 is in the Investment Account. An invoice for PLI has been received and the exact amount due will be advised in due course as there has been a change to the provider.

4. Brad proposed that the meeting vote to allow Glen to pay the PLI when it falls due, prior to the next meeting, Seconded Ross, Result Carried.

Secretary's report

5. Inward correspondence
 - a. PLI Invoice.
6. Outward correspondence
 - a. Nil.

Council of ACT Motor Clubs (CACTMC)

7.
 - a. Main point from the CACTMC General Meeting was discussion on the attitude of the NCA towards Car displays on NCA administered land in the ACT – the onerous burden being placed on Car Clubs in terms of meeting new governance and management criteria.
 - b. The next CACTMC meeting will be held on Thursday 17 September 2015.

General business

8. Neil Sperring provided a progress report on the utility of the Our Car Club Software as he and Bill have been populating the data base.

Neil indicated that he would be testing the email functionality next.

Close

9. There being no further business, the Meeting closed at 9:00pm. The next meeting will be held on 22 September 2015.

