

# ROAR

**Magazine of the Peugeot Association of Canberra**



**April 2016**

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### ON THE COVER

Laurie Kerr at the wheel of his Peugeot 205 GTi in the motorkhana at this year's Peugeot Pageant in Oberon. Photo Phil Torode.

RoAR is the official journal of the  
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(PAC)

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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,

The highlight of the month was undoubtedly the annual Peugeot Pageant, in Oberon, organised by the Peugeot Car Club of NSW. The event, held over the weekend 10/11 April, attracted just over 60 registrants, including several from the ACT club.

Sue and I made the leisurely drive to Oberon, via Goulburn and Taralga, in a bit under 3 hours, arriving about 5.30pm on the Friday afternoon. The road between Taralga and Oberon is above 1200m in many places and regular snow signs are a reminder of how cold it can be in winter – Oberon itself is about 1100m above sea level, making it one of Australia's highest towns.

Like most Pageant participants, we stayed at the Big Trout Motel in Oberon, where the Pageant officially kicked off with an Asian style dinner on Friday night. Guest of honour was Stephen Mockford, National Customer Experience Manager

at Peugeot Australia. Stephen stressed the desire of Peugeot to develop stronger links with the car clubs and we can expect to hear from him when he is next in Canberra. He also brought a new 308 GTi to display at the Pageant.

On Saturday morning, the concours was held in bright sunlight at the Oberon Common, a pleasant park near the centre of town. With more than 30 cars on display, ranging from 203s through to 508s, the judges had a difficult task in choosing a winner. In the end, they chose the immaculate 504 of Andrew Park and Lorraine Mordue (NSW), while Oberon mayor, Kathy Sajowitz, chose the well-travelled silver and maroon 203 owned by Dave Rowell (ACT) as her favourite. Sam Mechkaroff (Vic) won the popular vote by a wide margin for his red 404 cabriolet.

After a picnic lunch in the park, the action switched to motorsports in a nearby paddock. Activities were split into motorkhana events for the go-fast brigade and rather more sedate motorskills events for those interested in precision rather than speed. Ross Berghofer (NSW) won the motorskills events in his 505 wagon, while Phil Torode (Vic) won the motorkhana in a 205 GTi (on loan from Donna and Laurie Kerr). I also competed in the 205 GTi and managed a distant second placing to Phil, having decided that the 508 was nowhere near agile enough for the twists and turns of a motorkhana. Stephen Mockford also tried the 308 GTi in a couple of events, to the great pleasure of onlookers. At the end of a busy day, an enjoyable dinner was held at the Titania Motel.

On Sunday there was a testing observation run over a distance of some 130km, ending with lunch at Mayfield Gardens – a huge private garden with a function centre and water features beside meandering pathways. The run took us through some historic villages, including Rydal, Tarana, Hampton and O'Connell. This is the area where the first road over the Blue Mountains was completed in 1815.

The presentation dinner was held at the



Oberon RSL club, with the mayor once again in attendance. All participants were provided with dinner ties, which were variously worn as neck ties and head scarves. Raffle prizes included three \$300 service vouchers, courtesy of Peugeot Australia. The champion club was NSW (who also won the coveted motorkhana shield), with Qld second and the ACT third. Donna Kerr (NSW) was the top female competitor and I turned out to be the top male competitor.

I thank the NSW club for hosting a thoroughly enjoyable and well-planned pageant. The 2017 Pageant will be hosted by the Victorian Club in Merimbula on the NSW south coast.

Meanwhile back in Canberra, our next club meeting will be held at 8pm on Tuesday 26 April at the Raiders Club in Weston, with dinner and drinks from 7pm. Our special guest will be Tony Watson, who will tell us about his superbly restored 203 (shown above).

Keep on Pugging,

Brad Pillans

Brad Pillans

# 2016 COMMITTEE

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# CLASSIFIEDS

## FOR SALE

### 407 Peugeot 2004 SV Sports sedan

My much admired 10/2004 Peugeot 407 Sport Silver Sedan, 2.9 litre Front Wheel Drive with 6 speed Tiptronic gearbox. Registered in NSW to 12 September 2016. It has spent most of its life on the "open road", no grinding away in day to day traffic jams, and has only travelled 248,000kms. Not the most 'perfect' but still presents and drives well.

Like all Peugeot 407 SV Sport sedans it has a 2.9 litre V6 engine with great features including cruise control, rear parking sensors and seat warmers. The 2004 Peugeot 407 is an excellent choice for your first car or your family car! This 407 has only had two owners never been in a major or minor accident, has all service and maintenance records and has been treated with TLC. It is in reasonable condition inside and out. It looks great and drives beautifully. With sports suspension and a load of other luxury features, (electro chromatic rear view mirrors, auto folding side mirrors, leather heated front seats, dual zone climate control, cooled glove box, electric front seats, etc) this car is great value. These Pugs are very underrated, but they have most luxury features of more expensive European cars for not a lot of \$\$\$. A true bargain, if there ever was one. This is an urgent sale as we have upgraded to a 407 Sports Sedan due to a few health problems and this much loved vehicle is now excess to requirements. Price is open

to negotiation for a serious buyer as we would like to make a quick sale.

Comes with a tow bar. It has 8 airbags to protect you and your family; has alloy wheels, and rear parking sensors. This Peugeot 407 SV Sport Sedan has ABS brakes, 8 speakers and cruise control. It has 248,000 kms on the clock. This car has 5 seats, enough for the whole family. The seats are of course leather as you would expect in such a car. Finally it has rear split folding seats, map/reading lamps and electronic brake force distribution (EBD). This Peugeot 407 SV Sport Touring represents great value at \$2,500.

Peter (FLASH) Flanagan  
0418 110 078, 6238 1880





# 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.



### 504 Peugeot 1972



504 Peugeot 1972, white. Has been in the same family for 44 years. Only 28,000 miles. Located in Canberra ACT. Not currently running. Free but acquirer must cover cost of removal. Contact Andrew on 0409 737 248



# CLUB EVENTS 2016

**26 April 2016**

PAC Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. Tony Watson will give a talk on the restoration of his 203 wagon. The Weston Club is at 1 Liardet St, Weston.

**15 May 2016**

Shannons Wheels 2016 - 10am to 2pm, Lawns of Old Parliament House, Canberra.

**24 May 2016**

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

**28 June 2016**

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

Calendar

# FRENCH CAR DRIVES 2016

**Proposed program of French car drives, 4th Sunday of even month**

**28 August 2016** - Jugiong, lunch at Long Track Pantry

**23 October 2016** - Mt Stromlo, tour of recently restored Directors House. Hopefully Scope Café will have re-opened.

**4 December 2016** - Christmas BBQ at Lake Ginninderra

Please contact Lisa on [reno1338@hotmail.com](mailto:reno1338@hotmail.com).

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia

Calendar



# SHANNONS WHEELS 2016

## Shannons Wheels 2016

**Date** Sunday, 15th May 2016, 10:00am to 2:00pm

**Venue** Lawns of Old Parliament House, Canberra  
A Car Show for all Marques & Models – Vintage, Veteran, Classic & Modern vehicles Promoted by: Council of ACT Motoring Clubs

**Hosted by** BMW Owner's Club of ACT

**Sponsored by** Shannons Insurance

**Details** <http://ACTMotorClubs.org.au>

**Entry Fee** Gold coin donation to charity Exhibitors: please assemble vehicles before 9:30 am Individual car clubs and separate marques will be allocated to sign-posted areas. Marshals will direct cars to their allocated areas, so please observe their direction.



Peugeot Pageant 2016 - old blokes talking about 203s (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016 RESULTS

CONCOURS				
Name/s	Club	Place	Car	Judges' Score
Park, Andrew & Lorraine Mordue	NSW	1	504	87
Pillans, Brad & Sue	ACT	1	508	87*
Pracy, Paul & Robin	NSW	1	208	87*
Gambrill, John & Robyn	NSW	7	407	86
Kerr, Donna	NSW	7	205GTi Classic	86
Bailey, Don & Janet	NSW	10	208 Allure	85*
Chappelow, Ray	NSW	12	208	84*
Wilson, Peter & Carol	QLD	13	508	83*
Edwards, Bob & Flash Flanagan	ACT	15	203	82
Glading, Wal & Pat	NSW	15	308 Hdi	82
Kerr, Laurie	ACT	19	205 Gti	81
McMaster, Ean & Rhonda	NSW	19	308	81*
de Waard, Leon & Kerrie	NSW	22	505	80
Pamount-Reid, Vicki	NSW	24	306	79
Deligny, Chris & Gail	NSW	25	207 GT	78
Mechkaroff, Sam & Jan Green	VIC	25	404 Cab	78
Bailey, Tim	QLD	29	4007	77*
Gleeson, Tom & Veronica Rauwa	QLD	30	508 Active	76*
Piggott, Rod & Karen	NSW	30	504	76
Marken, Richard & Kay	QLD	34	205 GTi	74
Arnot, Tim	NSW	36	505 Sti	73
McCabe, Peter	NSW	36	505	73
Roberts, Peter	CAF SA	36	406 SV	73
Cosier, Graeme & Anne	NSW	39	406 Hdi S/W	72

Boyd, Geoff	NSW	41	203C	71
Hendriksen, Henri & Nicila	NSW	42	404	70
Berghofer, Ross & Sandra	NSW	44	505 S/W	68
Torode, Phil & Ros King	VIC	44	403	68
Bridge, Keith & Hilma	NSW	48	203 Ute	67
Knight, Murray & Val Gibson	VIC	50	404	66
Smith, Peter	NSW	52	306 S16	65
Hartley, Mark	NSW		RCZ R	79*#
* Car less than 5 yrs old so ineligible for outright trophy				
# Non registered Pageant participant				
Popular Vote Winner				
Sam Mechkaroff	VIC	404 Cab	Winner by a large margin	
Mayor's Choice				
Dave Rowell	ACT	203	Silver & Maroon	

# PEUGEOT PAGEANT 2016 RESULTS

OBSERVATION RUN				
Name	Club	Place	Score/50	Car
de Waard, Leon & Kerrie	NSW	1	40.5	505
Wilson, Peter & Carol	QLD	3	38	508
Torode, Phil & Ros King	VIC	5	37.5	403
Cosier, Graeme & Anne	NSW	7	36.5	406 S/W
Pillans, Brad & Sue	ACT	7	36.5	508
Besson, Dave & Gayl McKay	QLD	11	35.5	407
Knight, Murray & Val Gibson	VIC	11	35.5	404
Park, Andrew & Lorraine Mordue	NSW	15	34.5	504
Edwards, Bob & Flash Flanagan	ACT	17	33.5	203
Geremin, John & Anne Jones	NSW/ACT	17	33.5	C5 S/W
Gleeson, Tom & Veronica Rauwa	QLD	21	32.5	508
Deligny, Chris & Gail	NSW	23	32	207
Kerr, Laurie & Donna	ACT	23	32	205 Gti
Marken, Richard & Kay	QLD	27	31.5	205 GTi
Smith, Peter & Vicki Pamount-Reid	NSW	29	31	306
Bailey, Don & Janet	NSW	31	30.5	208
Gambrill, John & Robyn	NSW	31	30.5	407
Glading, Wal & Pat	NSW	31	30.5	308
Moore, Tim & Helen Pearson	NSW	37	30	Nissan X Trail

Pearson, Don & Roslyn	NSW	39	29.5	407
Pracy, Paul & Robin	NSW	39	29.5	208
Mechkaroff, Sam & Jan Green	VIC	43	27.5	404 Cab
Arnot, Tim	NSW	45	26.5	505
Bridge, Keith & Hilma	NSW	45	26.5	203 Ute
Pollock, Kim & Yvonne	QLD	48	25.5	Non Peugeot?
Bailey, Tim & Geoff Boyd	QLD/NSW	50	23.5	203
Piggott, Rod & Karen	NSW	50	23.5	504
Hendriksen, Henri & Nicola	NSW	54	19	404
McMaster, Ean & Rhonda	NSW	56	14.5	308
Roberts, Peter	CAF SA	56	14.5	406
Berghofer, Ross & Sandra	NSW	56	14.5*	505 S/W
* Awarded equal last place for points				



# PEUGEOT PAGEANT 2016 RESULTS

DRIVING SKILLS & GAMES													
	Club	Place	Car										
				No 1	No 2	No 5	No 6	No 1	No 2	No 5	No 6	Tot all Games	Pts
Berghofer, Ross	NSW	1	505 S/W	452	421	23.758	2096	28	22	28	14	92	124
Geremin, John	NSW	2	C5 S/W	603	534	18.558	1082	18	18	30	24	90	122
Moore, Tim	NSW	3	Nissan X Trail	885	393	29.84	519	10	24	24	28	86	120
McKay, Gayl	QLD	4	407	230	290	38.52	2552	30	28	14	10	82	118
Cosier, Graeme	NSW	5	505 S/W	553	609	28.619	2079	22	16	26	16	80	116
Bridge, Keith	NSW	6	203 Ute	1775	318	33.714	841	6	26	20	26	78	114
Park, Andrew	NSW	6	504	599	450	55.599	480	20	20	8	30	78	114
Pracy, Paul	NSW	6	208	514	251	34.034	3672	26	30	18	4	78	114
Hendriksen, Henri	NSW	9	404	540	665	30.768	2374	24	12	22	12	70	108
Wilson, Peter	QLD	10	508	647	0	34.966	1890	16	8	16	20	60	106
Gambrill, John	NSW	11	407	850	645	52.846	1931	14	14	10	18	56	104
McCabe, Peter	NSW	12	405 Mi16	944			1554	8	8	6	22	44	102
Cosier, Anne	NSW	13	406 S/W	877	947	47.168	4241	12	10	12	2	36	100
Gambrill, Robyn	NSW	14	407				2745	6	8	6	8	28	98
Berghofer, Sandra	NSW	15	505 S/W				2764	6	8	6	6	26	96

# PEUGEOT PAGEANT 2016 RESULTS

MOTORKHANA				
Name	Club	Place	Car	
Torode, Phil	VIC	1	205 GTi	
Pillans, Brad	ACT	2	205 GTi	
Piggott, Rpd	NSW	3	504	
Marken, Richard	QLD	4	205 GTi	
Kerr, Laurie	ACT	5	205 GTi	
Mockford, Stephen	NSW	6	308	
Edwards, Bob	ACT	7	203	
Kerr, Donna	NSW	8	306	1st Female
Pamout-Reid, Vicki	NSW	9	306	
Arnot, Tim	NSW	10	505	
Smith, Peter	NSW	11	306	
Rigg, Robert	NSW	12*	RCZ R	
Piggott, Karen	NSW	13	504	
Knight, Murray	VIC	14	404	
Chappelow, Ray	NSW	15	208	
* Non registered Pageant participant				

Best Male			
1st	Brad Pillans	ACT	
Eq 2nd	Paul Pracy	NSW	
Eq 2nd	Andrew Park	NSW	
Best Female			
1st	Donna Kerr	NSW	Also 4th outright
Best State/Club			
1st	NSW		
2nd	QLD		
3rd	ACT		
State Motorkhana Shield			
1st	NSW		
2nd	ACT		
3rd	VIC		

# PEUGEOT PAGEANT 2016

Pictorial



Peugeot Pageant 2016 - President Pillans takes flight, inspired by a Peugeot 203 cabriolet. Madame President Sue keeps her feet firmly on the ground (Photo Phil Torode).



# PEUGEOT PAGEANT 2016



Peugeot Pageant 2016 - trophy winners are grinners - Brad Pillans (left, ACT), Paul Pracy (right, NSW), Peter Wilson (far right, Qld) congratulated by Graeme Cosier) (Photo Phil Torode).

# PEUGEOT PAGEANT 2016



Peugeot Pageant 2016 - the concours line-up at Oberon Common (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016

Pictorial



Peugeot Pageant 2016 - Phil Torode and his 505-powered 403 (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016



Peugeot Pageant 2016 - Peugeot 308 GTi courtesy of Peugeot Australia (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016

Pictorial



Peugeot Pageant 2016 - Phil Torode, Bob Edwards, Flash Flannigan and Richard Marken (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016



Peugeot Pageant 2016 - Geoff Boyd times the RCZ at the Motorkhana (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016

Pictorial



Peugeot Pageant 2016 - Stephen Mockfield in the 308 GTi during the Motorkhana (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016



Peugeot Pageant 2016 - Sam Mechkaroff's 404 cabriolet (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016

Pictorial



Peugeot Pageant 2016 - 203 in Redex Rerun livery (Photo Brad Pillans).



# PEUGEOT PAGEANT 2016

Pictorial



Peugeot Pageant 2016 - Mayor Kathy Sajiwitz, Ross Berghofer and Graeme Cozier.



Peugeot Pageant 2016 - 203 line-up.



Peugeot Pageant 2016 - Mayfield carpark.



Peugeot Pageant 2016 - concours judges confer.

(All photos on this page Brad Pillans)

## Back in the Race

**Amazing – a Peugeot profit**  
**Company has reached its turnaround target years**  
**ahead of expectations.**

Carlos Tavares has achieved a dazzling turnaround in the Peugeot group's fortunes with the carmaker reporting its first full year net profit in five years after it was a basket case that lost more than €8 billion to 2014. In less than two years, the ambitious former Renault executive has achieved his target for 2019-23 of an operating margin of 5 per cent and the group posted a 2015 net profit of €1.2 billion, reversing a €555 million loss in 2014.

**Group recurring operating income more than tripled to €2.7 billion.**

The PSA Peugeot Citroën chief said: "I am delighted with this collective success. It puts our company back in the race and proves its potential."

Industry experts are impressed, shareholders delighted and Airbus has invited him to join its board.

Mr Tavares told the Wall Street Journal that Peugeot's 2015 earnings show that a focus on higher profit margins through cost-cutting can become a viable alternative to his rivals' strategy of expanding production and market share in a never-ending quest for economies of scale.

"The time when people were managing the auto business by volumes is over," Mr. Tavares said. "If you can't sell the value of what you do, you're just fighting on pricing with other people and your throat gets cut."

His focus on cost-cutting, pricing and profit margins stems from Peugeot's limited growth opportunities. Although it is Europe's second-largest car maker, Peugeot doesn't sell any vehicles in the US. Instead its unit sales growth relied on China, Russia and Latin America – emerging markets that went into decline for Peugeot last year.

Peugeot increased global unit sales 1.2 per cent, mainly through strong sales in Europe.

A plant closure, pay freeze and thousands of job cuts -- all started before Mr Tavares -- have boosted productivity. Savings in production and procurement contributed 40 per cent of operating profit gains last year. The company also found savings in selling and administrative expenses.

Bloomberg suggested Peugeot is selling well-designed cars that people want to buy.

Help also came from the strong pound, which boosted the value of UK sales.

Mr Tavares is determined to turn the historic DS brand into a premium carmaker. That will help boost profit per vehicle but will need lots of investment if it hopes to keep pace with the German brands. Sales of DS cars fell 13 per cent last year but Mr Tavares says his priority is margin, not volume.

Having hit its turnaround goals, Peugeot will unveil a new global plan for international growth on April 5.

Included in that plan will be Peugeot's ambitions to make and sell a million cars a year in the Middle East and Africa region—a market that the company says it can dominate.

Earlier this year, Peugeot signed a joint-venture agreement with Iran Khodro to manufacture cars in Iran, with production starting in 2017. Peugeot is planning to sign a deal in Algeria soon to start manufacturing in that country. Last year, the company announced a €557 million investment for a new plant in Morocco.

The company said it hopes to make a million cars in the region by 2025.

Company officials have suggested a return to the US is now on the table although Peugeot doesn't have a manufacturing base there or a dealer network. The DS brand could lead the way followed by Peugeot.

Citroën sold its last car in the US in 1974, and Peugeot in 1991.

PSA maintained a North American presence until 2013, monitoring US safety and emissions standards, and keeping up with Detroit with an eye to a possible return.

Automotive News columnist Richard Truett said the timing might be right because French cars are much improved technically and they are among the most stylish and crea-



tive from Europe.

"In 1991, I tested a new 1991 Peugeot 405 Mi16 for The Orlando Sentinel," he recalled. "That car was a perfect example of why Peugeot had to go back to France and retool.

"The rearview mirror dropped off the windshield on a hot summer day. The ash-tray and the assembly that held it in place fell out of the dash and would not go back in.

"Though the sporty compact sedan ran great and handled well, those kinds of glitches were the death knell for any brand competing against such vehicles as the Nissan Maxima and BMW 318.

With Volkswagen struggling in North America because of diesel emissions violations, this may be the best time for Peugeot to try again," he said. "I can't think of another automaker whose vehicles match up with Volkswagen and Audi more closely than PSA's."

From industry sources and agencies, through The Pugilist.



In the black: Carlos Tavares presents the final results to the assembly at Grand Army.

## Peugeot raided by French emissions investigators

21 April 2016

**P**SA Peugeot Citroën offices have been raided by anti-fraud investigators as part of ongoing investigations on pollutants in the car industry. The firm said its vehicles are emissions compliant.

Meanwhile, UK government testing has found no evidence of car manufacturers apart from the VW group fitting devices to cheat emissions testing.

However, the UK said real world emissions were higher than lab testing conditions for all manufacturers.

Authorities and car manufacturers have been on the alert in the wake of the Volkswagen emissions scandal, which emerged in late September.

Volkswagen (VW) admitted its diesel-engine cars had been fitted with computer software designed to flatter emissions data during tests, and on Thursday said it had reached a US deal to offer "substantial compensation" and car buy-backs.

### Peugeot raid

Peugeot said on Thursday it had been "the subject of a visit and a seizure by France's General Directorate for Competition Policy, Consumer Affairs and Fraud Control (DGCCRF)".

"PSA Group confirms compliance of its vehicles in pollutant emissions in all countries where it operates", it said in a statement.

"Confident in its technologies, PSA Group is fully cooperating with the authorities" the firm added.

In January competitor Renault was subject to police raids on its factories.



### UK findings

Meanwhile, the UK government said its vehicles testing program had uncovered “no evidence of car manufacturers, apart from the VW Group, fitting devices to defeat the approved emissions test program.”

It said tests had been carried out on 56 different vehicle types in Germany and 37 different vehicle types in the UK over a period of six months.

The Department for Transport said it had “tested a representative selection of the UK’s top selling diesel vehicles”.

It said for all of the manufacturers tested, nitrogen oxide (NOx) emissions were higher in real world conditions and on the test track than they were under laboratory conditions, with “results varying significantly between different makes and models.”

For example, testing of nitrogen oxide emissions for car models such as the Honda CRV, the Volvo V40, Mercedes E250, Peugeot 208 and Range Rover Sport found they exceeded the Euro 5 limit of 180mg per kilometre in real world conditions.

BBC



## Euro 6 the way to go

Paul Pracy

The convincing integrity and public transparency of Peugeot's published data on the hot issues of fuel economy and exhaust emissions made me do two things.

One was to buy a new white Peugeot 208 Access. I liked the look of the car when I saw it at the club's reveal night at Peugeot Australia and its performance when I tested it.

This Pug meets the latest Euro 6 emission spec that has been adopted in Europe, the US and Japan.

Then I chased down the status of the present Aussie environmental scene.

Australia implemented Euro 5 practices on emissions in 2003 and a Green Vehicle Guide website was set up, but Ford lobbied to have the star system scrapped as it did not suit Ford's new "eco" models.

With everyone aware of climate change targets and the VW emissions scandal, proposals for Australia are being discussed – our chance to catch up with Euro 6 standards.

Lobbyists and anyone else can have their say before the matter goes to a ministerial forum in June with possible

implementation after next March.

Let's cross our fingers that the standards are improved.

The Australian Automobile Association is concerned Australia cannot check its present emissions regime for cheats and it has commissioned independent emissions testing on EU

lines using Australian vehicles on Australian roads under real-world conditions this year.

From The Pugilist.





## Peugeot boss: SUV boom has limits

Jim Holder  
18 April 2016

The boom in SUV sales may not be as sustained or long-lived as many industry commentators are predicting, according to Peugeot CEO Maxime Picat.

While Picat accepts that the current SUV boom will continue for the foreseeable

future and admits he is planning for Peugeot to launch cars to meet demand, likely including a new 3008 and 5008 over the next 12 months, he believes that there is already a growing niche of customers looking for an alternative type of vehicle.

“Already we are asking what is the next frontier after SUVs?” he said. “We are trying to work on that question, and we have some interesting ideas that we can implement while the SUV boom is strong. We see a significant number of customers who know they don’t want an SUV but who also see saloons and hatches as boring - they want something else, something

more beautiful. I am not going to give you the answer today, but it is an area we are exploring with some energy.”

Picat suggested that the explosion of interest in SUVs is already putting pressure on car makers because “SUVs are inherently less efficient”, which is an issue that will only get worse as sales increase. He also suggested there were fewer opportunities to expand SUV line-ups beyond the core models.

“There are limits of bodystyle,” he said. “I can’t see coupé and convertible versions selling in the way they do on saloons. That is why we think the SUV boom will change faster

than that of the booms we have seen in the past; the potential for diversification of silhouettes is not as big. It doesn’t feel like it today, as we all rush to meet demand, but the SUV era may not be a long one.”

SUVs and crossovers accounted for around 23% of all European car sales in 2015, but closer to 35% of all Australian and US sales. Analysts predict that by 2020 the global mix of SUV and crossover sales could rise to close to 50% of all car sales in the world.

Autocar





## Peugeot promises enhanced interior functionality with its latest design

April 20 2016  
Sam Charlwood

Peugeot has given a glimpse into its future interior design by showing off its next-generation 'i-Cockpit' in Paris overnight.

Following on from the likes of Audi and Mercedes-Benz, the new Peugeot interface swaps traditional analogue dials in the instrument cluster for an expansive display screen loaded with animations and functions linked with the vehicle's infotainment system.

The screen measures 12.3 inches in size, matching Audi's own 'virtual cockpit' display, and is synchronised with a large 8.0-inch touch display mounted atop the dashboard.

Peugeot has used the new design to add more physical buttons for functions such as the air-conditioning – one of the major complaints around its

minimalist layout in current vehicles such as the 308. The car maker has persisted with a compact steering wheel which is said to offer "more agile manoeuvrability and improved driving sensation".

In addition, the new layout also integrates phone-based programs such as Apple CarPlay and Android Auto, and uses voice recognition to send and receive text messages.

The latest Peugeot design, which is expected to become integrated into the next-generation of the French manufacturer's vehicles, is also said to be more driver-centric, with many of the main controls deliberately angled towards the driver's seat.

Drive



## PSA plans new model blitz for Peugeot, Citroën and DS

5 April, 2016  
John McIlroy

**H**ot Hybrids, EVs and a pick-up truck to make up a new car boom that will launch Peugeot, Citroën and DS forward to 2021 PSA boss Carlos Tavares has announced a “major product blitz” for the brands that will see the French marques Peugeot, Citroën and DS introducing 26 new global cars by 2021.

The new company masterplan, dubbed ‘Push to Pass’, also reveals that the firm will launch seven plug-in hybrids and four pure-electric vehicles within the next five years - as well as starting a 10-year program to return to the United States market.

PSA was hit badly during the global recession and today’s announcement marks the end of the process designed to save the company, called ‘Back in the race’. “We have turned the company around sooner than we anticipated,” said PSA’s chairman Tavares. “We have direction, we have a spine and we know where

we’re going. We now have a company that is the master of its own destiny.”

Of PSA’s three brands, it’s Citroën that is likely to get the biggest initial jolt of new product. Tavares confirmed that there will be “at least” 12 new Citroën vehicles by 2021 - and seven of those are due before the end of 2018. DS will launch five new global models by 2021, while Peugeot will wheel out nine new vehicles in the same timeframe. The product plan does include a one-tonne-rated pick-up, as revealed in Auto Express earlier.

Tavares did not confirm which brands would launch the EVs but he said, “The second generation of PSA electric cars [following the C-Zero and Ion) will be here by 2019. And we

will also have an upmarket electric four-wheel-drive vehicle.”

The new-model offensive does not extend to new platforms. Well-placed sources have told Auto Express that all 26 global models - which will mean 121 launches over the next six years once regional variations of the cars are taken into account - will be based on the chassis that currently underpin existing Peugeot, Citroën and DS vehicles. This architecture is also compatible with plug-in hybrid technology and pure-electric set-ups, potentially allowing PSA to build alternatively fuelled versions of cars along the same production lines as their petrol and diesel stablemates.

PSA will also include autonomous tech-





nology as part of its fresh product push. The company expects to introduce a 'traffic jam assist' function by 2018, 'hands-off' autonomy by 2020 and 'eyes-off' functionality by 2021.

### 10-year plan for return to the US market

Tavares also confirmed a long-term, 10-year plan for PSA to return to the North America, saying, "We cannot be a global company until we are there."

Peugeot last sold cars in the US in 1991, while Citroën left the market after 1974. PSA is planning a deliberately slow process to engineer its return; the company will first study American customers' needs by partnering with firms providing mobility solutions, such as car sharing schemes. Then it will try to offer some of its own products to these customers - before finally launching its product line-up for sale, with some local production.

"We are going to take it step by step," said Tavares, "so we don't fail because of pride or arrogance. We cannot escape the fact that our competition there has been in the US for 50 years or more. But also, we know that they are the same competitors that we have beaten in Europe and China, so we have a chance."

Auto Express

## PSA looks for 1m mark in China and SE Asia

Simon Warburton  
7 April 2016

**P**SA Group says it is aiming for the 1m vehicle mark in China and South East Asia as the manufacturer looks to ramp up sales in a major new drive.

"China and South East Asia – we would like to reach 1m vehicles by 2018 – profitability with two joint ventures we have in that region," said PSA Groupe chairman Carlos Tavares at a press conference to highlight the Push to Pass campaign in the French capital.

"There is a battle in the Chinese market at present [but], we have a great opportunity. We are [also] going to start constructing a plant in Asean by 2018."

Moving on to other global regions, Tavares noted Latin America was becoming "more interesting" for the automaker. "Now it is quite profitable, we had better invest with new products and new initiatives," he added. "We are going to keep localised integration up to 85% in 2021."

"Eurasia is quite a challenging region with the Russian market. We are confirming the commitment we made in the Back in the Race plan and really break even in 2017. At the latest, this

division will become profitable next year.

"Improvement of [Russian] localised content up [to] 75% to hedge ourselves against foreign exchange."

The PSA chief cited Africa and the Middle East as a "profitable growth cluster," highlighting the inking of the recent deal with Iran where it is targeting 300,000 sales by 2021, while it is also attempting to set up a plant in Algeria.

"This ambition for international growth is to alleviate...certain markets," added Tavares. "Remember we have 121 regional product launches in the next six years – that figure is quite outstanding."

"We acknowledge LCV customers have very specific needs and we set up a dedicated business unit totally serving our customers."

"To manufacture a 1t pick-up truck, to conquer new areas. Our LCV overseas sales will be multiplied by three."

Justauto



## Loeb to rally with Peugeot

Hal Ridge  
29 Feb 2016

Rallying legend Sebastien Loeb will take on another new challenge with Peugeot this year as he joins the 2016 World Rallycross field on a full-time basis.

Loeb will race a Peugeot 208 WRX for the Peugeot-Hansen squad alongside Swede Timmy Hansen, who finished second in the World RX championship in 2015 to winner Petter Solberg.

"I'm very excited by this opportunity to participate in the full World Rallycross Championship for the first time," said Loeb.

"Over the years I have been fortunate to participate in some truly amazing racing, but rallycross – with the sheer power and the competitiveness of the Peugeot 208 WRX, plus the intense nature of the competition – will be something very special.

"The car and the strategy for this type of racing is completely new to me, so I have a lot to learn, but I hope I can be competitive pretty soon."

The Frenchman has twice competed in rallycross before. He won the rallycross final at X Games 2012 driving a Citroën DS3 built by Hansen Motorsport for Citroën Racing.

He also raced at his home round of the European Rallycross Championship in 2013, where he finished fourth in the first semi-final.

Loeb split with Citroën Racing at the close of 2015, ending his programme in the World Touring Car Championship, in which he has raced in the last two years, both times finishing third overall and winning races in the process.

In January 2016, Loeb made his debut on the Dakar rally with Peugeot Sport in South America. He led until the halfway stage, but ran into problems and finished ninth.

Peugeot-Hansen scored five World RX victories in 2015 and won the teams championship with one event to spare. Team principal Kenneth Hansen said: "Last season we proved that we had the potential to perform in the series with Timmy Hansen and Davy Jeanney.

"By adding Sebastien Loeb to the equation, we will be even stronger. Rallycross is one of the hardest disciplines to dominate, with no room for mistakes. Sebastien has incredible capacity to adapt and I have no doubt that he will be a strong challenger."

Former single-seater racer Timmy Hansen moved to rallycross in 2013. He won his third event as a full-time driver in Hungary in a Citroën DS3, and won with the Peugeot 208 for the first time in Italy in 2014.

Hansen says working with Loeb will be a dream come true: "I've looked up to Sebastien my entire life: I even met him once to get his autograph. So to work with him now is like a dream

come true for me.

"I have a lot to learn still, so to get advice from him will be amazing. And I'm sure he'll also have a lot of specific things to learn from me in rallycross. That's how I hope we can bring the team forward together: pushing new limits and helping each other grow."

The team will also retain 2015 driver Davy Jeanney. Running under the Peugeot Hansen Academy banner, Jeanney will be joined by Kenneth Hansen's youngest son Kevin, who won the RX Lites Cup support category last season and is a former MSA Junior Rallycross Champion in the UK.

From Motorsport.com.





## Three is the magic number for Peugeot

19 April 2016  
Cheryl Livingstone

Once you've laughed off all those jokes about three-wheelers, the Peugeot Metropolis RS 4001 makes an awful lot of sense, especially for city riding.

The appeal of a bike that can't fall over never really gets old and the additional stability of the wider front end means you can load it up with gear in the hefty luggage compartment and not worry about feeling inherently unbalanced.

Peugeot is aiming the Metropolis RS 4001 at city types who currently run on four wheels and are looking to downsize and reduce their commuting costs.

For a scooter, the Peugeot Metropolis RS 4001 is relatively expensive at £6,999 (\$A13,079) on the road.

What you are buying however, is undoubtedly a compromise, trading the comfort and security of a car for the manoeuvrability, agility and lower costs of this city scooter. What's more, the three wheel configuration means you don't require a motorcycle licence to legally ride this machine. It is available in red, grey, black or white.

Rather unexpectedly, the Peugeot Metropolis RS 4001 handles almost exactly like a scooter with one front wheel.

Cynics will doubtless wonder why you should fork out all that money for a clever engineering answer to a question nobody's asking but the Metropolis does offer some key safety advantages.

For a start it's very difficult to wash the front end out on the sort of leaves, diesel or wet manhole covers that are often found in city centres. Either one or the other of the front tyre contact patches always seems to have grip.

Grab the brakes mid-corner and where a normal scooter would have taken to the tarmac, the Metropolis just slows down. The only disconcerting aspect of the Metropolis is that it will only lean so far into a corner. Once you've reached its limit it will lean no more.

Extra rubber at the front also means better braking power and it is claimed a 25% decrease in typical braking distances. Press the 'Self Stand' button and the bike locks upright so it can't fall over.

As much as you expect it to be a dynamic duffer, quite the opposite

emerges. Storage is good too and being a three-wheeler, you are not legally bound to wear a helmet in the UK, though most riders do.

I was certain that the Peugeot Metropolis RS 4001 would prove a temporarily amusing diversion but would fall to pieces under closer examination.

Sometimes it's great to be proved wrong. Although it is expensive and relatively complex, there are real benefits to the three-wheel longer wheelbase and wider track configuration.

I was surprisingly impressed and can see why the Metropolis has been such a huge success for Peugeot.

The Aberdeen Press and Journal



# Retrospective



## PUG WITH NO PEER

How Peugeot's Redex-winning 203 made good

HARRY C. STUTZ tagged his Stutz prototype the "car that made good in a day" after finishing 11th at the 1911 Indianapolis 500 in its first public appearance. It was a label that could just as effectively have been attached to the 203 Peugeot after its victory in the 1953 Redex "around Australia" trial.

The Redex was by no means the 203's Australian debut. It had been on sale here since 1949, but it was the marque's ritual graduation to popular acceptance. After the 1953 Redex no-one had to explain why they owned one of these distinctively shaped cars with the unpronounceable name.

Underneath, the 203 was "different" in an Australian market long dominated by the conservative schools of British and American automotive design, everything about this French-made car seemed to follow some alternative system—a well-organised system per-

haps, but sometimes unsettling. For example, the radiator grille, a fixed-in-place identity symbol for any normal car, lifted off a 203 by unwinding one plastic wing nut. It was not only deviant, it was intentional. This was how you checked the batteries, which travelled in the cool air ahead of the engine compartment.

The Peugeot was a car with a long and individual design history. From early 19th century beginnings as a manufacturer of specialised steel products in eastern France, the Peugeot family progressed by way of steel stays for crinolines to steel spokes for the new craze of bicycling, to manufacturing complete bicycles by 1895. The first internal combustion Peugeot car, powered by a Panhard engine, appeared during 1891.

In those pioneer days of the automobile, when racing was almost obligatory for any

serious manufacturer, Peugeot raced with considerable success. The Grand Prix Peugeot of 1912, with its twin overhead camshaft and four valves per cylinder, was a landmark design. As the market broadened in the 1920s, Peugeot became more populist and the 201—a 1122 cm<sup>3</sup>, 17 kW (23 bhp), small four—was introduced in 1929. This was the first Peugeot to use three-figure numerals with a central zero. By 1932 its companion 401 had a useful form of independent front suspension using a transverse leaf spring and top links. In 1935 the 402 replaced it, echoing the 1934 Chrysler Airflow, but with detailing which reflected the then active European interest in genuine aerodynamics. When the 22 kW (30 bhp) economy model, the 202, appeared in 1938, it combined an aerodynamic body in the 402 style with other established Peugeot features:

transverse-leaf IFS, torque-tube location of the rear axle, and final drive by underslung worm gear.

Although the Sochaux factory—less than 80 km from the Rhine—was heavily bombed during World War II, Peugeot claimed to have regained two-thirds of pre-war capacity by the end of 1946, and 202 production resumed until the new 203 was introduced in 1948. Its simple, long-travel suspension and unusual rear axle were direct follow-ons from the pre-war 202 design, as was the use of an alloy-head well-sleeve engine and an aerodynamically efficient body shape. There were major evolutionary developments, however. The 203's integrally constructed four-seater body was completely re-styled. It no longer looked at all like the 202, although (like the equally new Jowett Javelin) it showed some of the pre-war themes of aerodynamicist Paul Jaray in its front mudguard shape, long tapering tail and tiny rear window. The 203's engine now had a most distinctive valve mechanism, very similar to the 1936 Lago Talbot, which allowed a classic hemispherical combustion chamber and inclined valves while retaining a single block-mounted camshaft.

It was a surprisingly light car for its size. It was only 25 mm shorter in wheelbase (2590 mm/102 inches) and overall length (4340 mm/171 inches) than the 48/215 Holden, yet at 900 kg weighed almost 105 kg less. This helped the 1290 cm<sup>3</sup> engine to give reasonable acceleration from only 32 kW (42 bhp), and the 203 had a wonderfully easy cruising gait.

Among knowledgeable drivers, the 203 was accepted long before the 1953 Redex. As early as 1950 John Crouch, who could afford to race a BMW, Alfa Romeo and Delahaye, was racing and rallying a 203. Author Ian Imler drove a 203 to write his 1951 book *Across The Nullarbor*. It was the 203's ride and reliability that persuaded John Marshall to buy one for business trips into country NSW. The irony was that, although Marshall and Tubman's Redex victory made Peugeot a household name, sales of the 203—due perhaps to import restrictions and conservative local marketing—never rose much beyond 1500 cars a year.

GRANHAM HOWARD



## Peugeot 205 GTi

Australia finally has the car that out GTied the Golf: the real Peugeot 205GTi.

A power boost, rear disc brakes and extra luxury equipment have updated and upgraded the little Peugeot into the car which has been such a hit in Europe in recent years.

The European formula for the 205 GTi was fairly simple but deadly effective: fit a large-capacity, big-horsepower engine to a car a couple of classes smaller than its engine, give it razor-sharp handling and steering and clothe it in an aggressive looking, stubby body.

It may have been a success in Europe, but the original GTi had a terrible identity crisis in Australia. No matter how well it drove, potential buyers would look at it and think "Barina" or "Corolla" and then balk at the \$30,000-plus pricetag. There were other problems too: the 75kW engine wasn't a particularly sporty unit and relied more on low-down torque than a capacity to rev hard. Also, there were drum brakes on the rear wheels, the unassisted steering made parking a mighty chore and levels of standard equipment were lacking. It was a great car to drive but it just couldn't be marketed as well as some of its Japanese-sourced opposition.

Most of those problems have now been redressed by Peugeot. Recalibration of the

1.9-litre engine's electronics to accept high-octane unleaded fuel has resulted in a 20 per cent jump in power, up now to 90kW at 6000rpm.

Fitting power steering presented its own headaches, as Peugeot's engineers said there was no way to have air and power steer in the same cramped engine bay without causing major traumas and potential damage on rough roads.

But a fix was found for the Japanese market, where the combination was essential, and now it's available in Australia.

But wait, there's more. Peugeot has added larger 15-inch alloy wheels shod with 185/55VR15 Michelin tyres and there are also disc brakes on the rear, with an all-black dashboard, leather inserts on the seats and headrests, a "lights on" warning chime inside and the left-hand wing mirror is now a cinematic convex unit.

All this has been achieved without severely affecting the price. It comes in now at

\$33,750, which is not cheap but compares favorably with cars such as Honda's CRX or even the Toyota MR2.

We're pleased to say that all these changes have only enhanced the 205 GTi's already charming character and impeccable road manners. The big four-cylinder engine still pulls hard in the lower rev-ranges (torque peaks at 3000rpm with 152Nm) but now there's a more urgent feel to the performance and an ability to work at higher revs.

Combined with instant throttle response, a fast but vague gear shift and a tactile chassis which transmits every nuance of road feel through to the driver's posterior, it makes for a car which is both fun and devastatingly quick point-to-point. And there are no complaints about the power steering either; loaded with road feel (but minimal torque steer) and responsive to small inputs at any speed, and at last there is no need to take steroids before attempting a parallel park.

Apart from that, there's little to pick the updated 205; just those larger wheels and the interior which retains its quirky bright-red carpet and high seating position. It's a good thing, in fact, that Peugeot has decided not to change the 205 GTi too much.

It retains all the charm that makes it a charismatic hot hatch, only now its more agricultural areas have been cleaned up.

## PREVIEW



## PSA's 300,000th PureTech three-cylinder petrol engine produced

March 24 2016

Teams at Française de Mécanique assembled the site's 300,000th Turbo PureTech three-cylinder petrol engine on 19 March.

Globally, the engine is fitted on the Peugeot 208, 308, 2008 and 3008, the Citroën C3, C4, C4 Cactus and C4 Picasso, and the DS 3 and DS 4.

It cuts fuel consumption and CO2 emissions by an average 18% compared with the naturally aspirated EP engine, already the market's top performer.

The smaller, lighter Turbo PureTech petrol engine offers a remarkable level of driving pleasure and performance for a model in its cylinder class.

In June 2015, it was named Engine of the Year in the 1l to 1.4l category at the International Engine of the Year Awards. The accolade recognises both the technology and the performance of this market-leading powerplant.

Production of the Turbo PureTech engine began in March 2014 at the Française de Mécanique plant and a total of 6,450

units are now manufactured weekly by four teams.

Commenting, Denis Martin, Operational Director Europe, said: "Our PureTech petrol engine is a key factor in the success of the models it is fitted on. Given current trends in the petrol/diesel model mix, the performance of this excellent three-cylinder engine gives PSA a competitive edge that our frontline teams can leverage to win market share."

Peugeot Australia



**Peugeot Association of Canberra  
Minutes of the General Meeting  
22 March 2016 at the Weston Club ACT**

**Persons Present**

Brad Pillans                      President  
Richard Morgan  
Glen Bryden  
Greg Francis  
Ian Brock  
Allan Lance  
Jim Taylor  
Colin Handley  
Bill McNamee  
Neil Sperring

**Apologies**

Ross Stephens

**Introduction**

1. The meeting opened at 8:16pm, following dinner in the Weston Club Bistro.

**Previous meeting**

2. The minutes of the previous meeting were read and accepted. Moved Brad, 2nd Allan Lance; Carried unanimously.

**Matters arising from the Minutes of the previous meeting**

3. Brad has yet to contact the Renault club re the possibility of a combined French Car Club.

**Financial report**

4. Glen advised the meeting that there is \$11,956.19 cash at bank..

**Secretary's report**

5. Inward Correspondence  
a. Other club magazines. The PCCV magazine, Torque, is received digitally. Brad to seek permission of PCCV to distribute Torque, by email, to PAC members.

6. Outward Correspondence  
a, Nil

**Council of ACT Motor Clubs (CACTMC) report**

7. Greg Francis, Neil Sperring and Ross Stephens were unable to attend the last council meeting. Minutes of the February meeting had been received. The Shannons Wheels display will be held on Sunday 15th May, on the lawns of Old Parliament House.

**General business**

8. Main Points of General Business were as follows:

a. The possibility of an amalgamated ACT French Car Club was raised again. Brad to contact the Renault Owners Car Club to initiate preliminary discussion

b. Brad advised the he would be attending the Peugeot Pageant in Oberon; several other PAC members will also be attending.

c. Colin Handley will contact Tony Watson re. a talk on his 203 restoration

**Close**

9. There being no further business, the Meeting closed at 8.46pm. The next meeting will be held on 26 April 2016.