

# ROAR

Magazine of the Peugeot Association of Canberra



August 2016



Interactive contents page: Click and go

# Contents

02 President's Report

03 2016 Committee  
• Who's who in PAC

04 Classifieds  
• For Sale

06 Calendar  
• Club events 2016

07 Calendar  
• French car drives 2016

08 Calendar  
• Fellow Puggers, FYI. Go for it!

09 Calendar  
• Peugeot Pageant Merimbula 2017

11 News  
• CAMC URGENT Council Communique

12 News  
• Brexit bites back as Peugeot joins Dell in lifting prices

13 News  
• PSA names new Peugeot, China, Europe chiefs  
• Peugeot Citroën and DS - from bailout to premium profits

15 News  
• What has Kodak to do with cars?

17 Restoration news  
• Peter's baby nearly ready

19 News  
• A \$300,000 Peugeot 205?

21 Pictorial  
• Peugeot J7 camping car Holidaycar 1978

22 History  
• Pug trades up...

24 Minutes  
• Peugeot Association of Canberra. Minutes of General Meeting 26 July 2016



**On the cover** A damp Peugeot 308 parked in an Oslo street with Stensparken in the background. (Allan Lance)

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>

All copyrights to original articles herein are reserved except for other Peugeot Associations and clubs which must acknowledge the source and author when reproducing them. Individual opinions expressed herein need not necessarily reflect the PAC as a whole.



Greetings all,

My Bastille Day disaster, as reported in last month's Roar – garage door dents and scratches to the roof of my 508 – is now a thing of the past. Geoff Parkins at Hume Bodyworks has made it as good as new, with a bit of gentle panel work and a full roof respray. There was also more good news when he charged me less than the original repair estimate. OK, so I'm several hundred dollars poorer, but at least I have a pristine 508 again.

I also mentioned another Bastille Day event in last month's magazine – my wife, Sue, was in Paris, staying within walking distance of the Champs Élysées and the Arc de Triomphe. Needless to say, she joined the crowd at the traditional Bastille Day military parade, which included a strong ANZAC contingent this year, coinciding with the centenary of the Battle of the Somme. She also managed to photograph two

classic Pugs – a 404 cabriolet and a 504 cabriolet, whose owners clearly wanted to celebrate Bastille Day in style (see photos this page and page 7).

The Arc de Triomphe has an interesting history. It was originally commissioned by Napoleon in 1806, but he died in exile on St Helena in 1821 and never lived to see it completed. Neither did his architect, Jean Chalgrin who died in 1811.

The Arc was finally completed during the reign of King Louis-Philippe, between 1833 and 1836. It honours those who died for France during the French Revolutionary Wars (1792-1802) and the Napoleonic Wars (1803-1815), with the names of all French victories (and generals) inscribed on its inner and outer surfaces.

The Arc also includes the Tomb of the Unknown Soldier from World War I. In 1840 King Louis Philippe obtained British permission to return Napoleon's remains from St Helena to France. A state funeral was held in December 1840, with a funeral procession from the Arc de Triomphe.

At 50m high and 45m wide, the Arc is huge. Famously, in 1919, three weeks after the Paris victory parade marking the end of World War 1, Charles Godefroy flew a Nieuport biplane through the Arc, with the event captured on newsreel.

Meanwhile back in Canberra, we are looking forward to our own Napoleonic War, with the rescheduled Battle of Waterloo, to be held at Weston Park in Yarralumla on Sunday 4 September, when French and British cars will once again fight it out for battlefield supremacy.

Participants are asked to arrive by 10 am and please bring a drip tray. Club members are encouraged to invite all their French car-owning friends to attend because victory is based on French versus British car numbers. Of course we all know that one French car should be worth much more than one British car but battlefield diplomacy prevails to give the Brits a sporting chance.

Our next club meeting will be held at 8 pm on Tuesday 23 August at the Raiders Weston Club,

with dinner and drinks, as usual, from 7 pm. Battle of Waterloo tactics will doubtless be discussed!

And, finally, expressions of interest are invited for the 2017 Peugeot Pageant, which is being organised by the Peugeot Car Club of Victoria. The pageant will be held in Merimbula on the NSW south coast from Friday 21 to Monday 24 April 2017 – see EOI details later in this issue.

Keep on Pugging,

Brad Pillans





# 2016 COMMITTEE

## President and Club

### Registrar

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

### Vice President

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

### Secretary

Ross Stephens  
PO Box 11  
Narrabundah ACT 2604  
0429 313 090

### Treasurer

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

### Technical Officer

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

### Roar Editor

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

### Production Editor

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

### Social Secretary

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

### General Committee

Neil Birch  
Greg Francis  
Jim Taylor  
Neil Sperring

### Public Officer

Geraldine Butler

### Delegates to CACTMC

Neil Sperring  
Greg Francis  
Ross Stephens

# CLASSIFIEDS

## FOR SALE

### 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. See photo in May 2016 Roar. Contact Andrew on 0409 737 248

### 405 Peugeot SRi, 1994

405 Peugeot SRi, 1994. 2.0l, white manual. One owner since late 1998. NSW Rego to April 2017, VHB 690. Many spares, bits and pieces too numerous to list. 253,500km, regretful sale. Much too good to end up as scrap. \$1,500 ono. Tony, Baulkham Hills, 0419 486 513

### 203A

203A, parts or restore - located in Albury NSW, Ross Anderson, rossjay@iinet.net.au 0407 473 539.

## Parts

### 403 roof rack

403 roof rack, 404 repair manual, collection of old copies of RoaR. Offers Joan Gare 6248 6570.

## Wanted

### Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398



# CLASSIFIEDS

## Wrecking

### 405 Peugeot STI



405 Peugeot STI 1995 - White – Automatic – Black Leather interior. Car has been written off by the insurer – involved in a rear end collision – repairs to bumper and chassis quoted at \$5,500 (Car is valued at \$3,400). Back light bulbs are still in working order (despite right light cover being smashed); and car is still in operation. Please contact me if you would like to purchase the car for parts, or if you are enthusiastic about doing up a damaged 405 STI. \$650 ONO. Stephanie O'Halloran, 0450 478 374. Weston Creek

## Free to a good home

### 306 hatch



306 hatch, 2 litre, 5 speed manual, alloys, towbar, about 200,000 km, no rust, going and registered. Synchro problem between 4th and 5th gears otherwise in good condition. Photo at right. Much loved car, free to good home. Phone Rob, 0406 177 737.



# CLUB EVENTS 2016

**23 August 2016**

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

**4 September 2016**

The re-scheduled annual “battle” between French and British car clubs will be held at Weston Park, Yarralumla, near the miniature railway (see map at right). Enter via the carpark near the miniature railway. Coffee/lunch available via the Mini train café or Oaks Brasserie in Weston Park. Please bring a drip tray to catch any oil your car may leak. From 10 a.m.



**27 September 2016**

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



# FRENCH CAR DRIVES 2016

**23 October 2016** - Mt Stromlo, tour of recently restored Directors House. Hopefully Scope Café will have re-opened. If not, we will go to Duffy shops for coffee at this café, <http://www.niuginiarabica.com.au/>.

**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





## Fellow Puggers, FYI. Go for it!

Anna Slavich

Invitation to participate in the Inaugural Camp Quality Classic Cruise - 11 September 2016 Canberra

We would like to remind your club and your members to be part of the inaugural Camp Quality Classic Cruise, aimed at raising much needed money for kids living with cancer and also to have a wonderful classic car event.

It is open to cars and motorcycles 20 years and older and will be held in Canberra on 11 September 2016. We will be meeting at Mawson Playing fields in Mawson at 8-8:30am departing at 9am and cruising through Canberra to the lawns of Old Parliament House to show off the lovely cars.

Food and refreshments will be available when you arrive at the destination.

The day will wrap up around 2.30pm.

**Registrations are open**, so your members can sign up. The cost of registration is \$50 per vehicle.

All participating vehicles need to reach the \$50 target this can be done through fundraising efforts or by paying themselves, via their everyday hero fundraising page, it's easy via the online Camp Quality portal.

Once you have reached your \$50 target you are encouraged to continue fundraising to try and be the highest fundraiser, who will have the honour of leading the Inaugural Camp Quality Cruise!!

If you do not wish to register for Everyday hero I have attached the registration form and you can deposit the \$50 into our Community Support Account directly that is shown on the form, then email the form back to me.

Everything you need to know, can be found via the following links and attachments, map of the route, date, registration etc.

Facebook:

<https://www.facebook.com/Camp-Quality-Classic-Cruise-1735488846667345/?ref=ts&fref=ts>

Registration via Everyday Hero:

[https://www.campquality.org.au/events/classiccruise?\\_region=act](https://www.campquality.org.au/events/classiccruise?_region=act)

**SUPERHEROES ACT 2016 Classic Cruise**

Proudly Supporting **camp quality.**

**OPEN TO REGISTERED CARS & MOTORCYCLES  
\*\*\* 20 YEARS OR OLDER \*\*\***

**DATE: SUNDAY 11 SEPTEMBER 2016  
TIME: 9AM-2.30PM**

**START: MAWSON PLAYING FIELDS  
(CNR HINDMARSH DRIVE & BEASLEY STREET)**

**FINISH: LAWN OF OLD PARLIAMENT HOUSE**

**ENTRY: MIN \$50 REGO PER VEHICLE  
(INCLUDES DRIVER PACK)**

- ADDITIONAL FUNDRAISING ENCOURAGED TO BID FOR INDIVIDUAL & TEAM POLE POSITIONS
- BBQ & ACTIVITIES AT THE END
- AWESOME SPONSORSHIP OPPORTUNITIES!

**REGISTER HERE**  
[www.campqualityfundraising.org.au/event/classiccruiseforcampquality](https://www.campqualityfundraising.org.au/event/classiccruiseforcampquality)

**FOR MORE INFORMATION CONTACT ANNA SLAVICH**  
EMAIL [ANNA.SLAVICH@TRIPENTCON7.COM.AU](mailto:ANNA.SLAVICH@TRIPENTCON7.COM.AU) PHONE 0403 363 353



## PEUGEOT PAGEANT MERIMBULA 2017

Hosted by the Peugeot Car Club of Victoria Inc.

The next Peugeot Pageant will be held at Merimbula on the Sapphire Coast of NSW from Friday April 21 to Monday April 24, 2017, hosted by the Peugeot Car Club of Victoria Inc. Merimbula has a great climate, fabulous beaches and abundant natural beauty with a population of approximately 18,000 people.

This early advice is to enable participants to plan their itinerary for 2017, as well as facilitate planning by PCCV Inc as the host club. By returning the Expression of Interest, there is no commitment to attend but we do ask you to indicate if you are thinking of joining in.

The Pageant Program will basically follow the format of previous pageants. Commencing with dinner on the Friday night, there will be a concours on Saturday morning with a motorkhana or driving skills test in the afternoon.

Sunday morning will involve an observation run, after which we will have lunch at a venue yet to be determined.

Sunday afternoon will be free time during which you can explore the many attractions Merimbula has to offer including the Aquarium and the Potoroo Palace, perhaps even a 27km drive to visit the Eden Killer whale Museum which is definitely worth a look.

The presentation dinner will be on Sunday night and the weekend will conclude with breakfast on the Monday morning. All meals (including breakfasts) from Friday night to Monday morning will be inclusive.





## PEUGEOT PAGEANT MERIMBULA 2017

### Accommodation

The main Pageant motel will be the Black Dolphin, 2 Arthur Kaine Drive, Merimbula, which will be the venue for all breakfasts. Rooms range from a Standard for \$85, Deluxe for \$100 and Deluxe with a kitchenette for \$115. The contact number is (02) 6495 1500 and speak to Hannah or Werner. The Black Dolphin has 45 rooms and the restaurant can accommodate around 80 people.

The Black Dolphin requires a deposit of one(1) night's accommodation from those attending the event by the end of October.

Other options are the Pelican Motor Inn – (02) 6495 1933 or The Sands - (02) 6495 2107.

Peugeot Pageant Merimbula ( Friday April 21 to Monday April 24 )

### Expression of Interest (please complete and send this form)

Name(s).....

Postal Address:.....

Email Address:.....

Phone: Home:.....Mobile:.....

I will be representing the.....Car Club at the Pageant

I/we are interested in participating in the: Motorkhana/Driving Skills Tests/Neither

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at ( ) Black Dolphin ( ) The Pelican Motor Inn ( ) Other (please nominate). .

On completion either: Email the completed form to [vsgmjk@bigpond.com](mailto:vsgmjk@bigpond.com) Or mail to: Val Gibson or Murray Knight, 13 Sunset Drive, Kilsyth South VIC 3137





Council of ACT Motor Clubs Inc.  
PO Box 963 Dickson ACT 2602

## URGENT Council Communique – August 2016

### Official complaint received from RTA about club members Offering their vehicles for hire

It has been brought to the attention of the Road and Traffic Authority (RTA) in the ACT that car club members are advertising their vehicles for paid hire for school formals and weddings.

Most advertising is through social media.

Unless the vehicle is accredited to be used as a hire vehicle and the driver holds a W classification on their driver's licence it is illegal and an offence under section 75 of the Road Transport (Public Passenger Services) Act 1999 for a person to pretend to be accredited to operate a hire car service for reward.

The RTA have advised that inspectors will be actively attending end of year formals to check unlicensed vehicles participating in end of year school formals. Additionally the Authority will be contacting people who place advertisements on social media websites who are not accredited, but advertising their services.

Such behaviour reflects badly on the car club movement and anyone found to be not abiding by the rules and regulations concerning hire vehicles should be ashamed of themselves and their club should take appropriate action to discipline them.

It is not illegal to use a CRS registered vehicle to take friends and relatives to school formals and weddings provided **no fees are charged**.



## Brexit bites back as Peugeot joins Dell in lifting prices

Ania Nussbaum and Charlotte Ryan  
10 August 2016

British consumers are starting to bear the costs of Brexit, with companies raising prices of everything from cars to carpets to counter a plunge in the pound caused by the U.K.'s vote to leave the European Union.

French carmaker PSA Group lifted prices of its Peugeot, Citroën and DS vehicles by an average of 2 percent on 1 August, a spokeswoman said on Tuesday. The increases make up for part of the pound's 10 percent drop against the euro and its 13 percent fall versus the dollar since the June 23 referendum.

"We took a reasoned measure given the currency fluctuations," the spokeswoman said, confirming an earlier report that its Peugeot 308 hatchback rose by 2.8 percent, or £435 (\$565).

U.K. auto sales fell in June and grew only 0.1 percent in July as uncertainty over Brexit mounted. Parts provider Continental AG expects U.K. sales to fall in the second

half of the year, but it raised prices in the U.K. on 1 August because of the decline in the pound, Chief Financial Officer Wolfgang Schaefer said last week.

PSA imports all the vehicles it sells in the U.K., where it had an 8.5 percent market share last year. Several other European carmakers, including Peugeot's French rival Renault SA, have said they have no plans to lift prices at this stage.

Ian Fletcher, a London-based analyst at IHS Automotive, said "it is pretty much inevitable" that others will follow PSA.

"The U.K. is a very important market for European auto makers," he said in a phone interview. "We're going to see pressure passed on to consumers," because companies are not prepared to cut their profit margins.

Bloomberg



## PSA names new Peugeot, China, Europe chiefs

Bruce Gain  
28 July 2016

**P**SA Group named new chiefs for its Peugeot brand and for its Europe and China regions.

The Peugeot brand will be led by sales specialist Jean-Philippe Imparato. He succeeds Maxime Picat who is promoted to head PSA's European operations.

PSA veteran Denis Martin, 59, will take charge of the automaker's China operations, moving from his post as Europe division boss.

Current China chief Gregoire Olivier will head the automaker's recently created mobility services department.

PSA has been hit by a slowdown in the Chinese market. The automaker's vehicle sales in China fell 19 percent in the first half to 297,000, the company said in a July 12 statement PSA is seeking to cut its China operating costs by 10 percent annually over the next three years, finance chief Jean-Baptiste de Chatillon told analysts on an earnings call on Wednesday.

### Picat promotion

Picat, 42, will replace Olivier, 55, on PSA's management board. Picat has been

CEO of the Peugeot brand since 2012. From 2007 until moving to Peugeot, Picat held top roles with PSA in China.

Imparato, a 20-year PSA veteran, has led the automaker's retail operations for the past three years. Before that his roles included director of quality at PSA's joint venture with Dongfeng Motor in China, head of commercial operations in Europe, managing director of Citroën Italy and director of international operations at Peugeot.

The new organisation structure is primarily to guarantee the roll-out of the automaker's mobility services, boost its performance in China and ensure that the upcoming global launch of 121 products is "perfectly orchestrated" in every region, PSA said in a statement on Thursday.

Automotive News Europe



## Peugeot Citroën and DS - from bailout to premium profits

Hilton Holloway  
27 July 2016

**I**t's not much more than two years since the PSA Group avoided going bust thanks to investment by Chinese car maker Dongfeng and the French government.

But today's financial results show that the car maker is in much better health. The company's automotive division saw its profits leap from £817 million in the first half of 2015 to £1.09 billion in the first half of 2016.

PSA's Faurecia components division also saw profits up in the first half of 2016, from £291m to £411m.

PSA's automotive profit margin hit a highly impressive 6.8%. That's not only creeping towards premium territory but it's also way ahead of Ford and GM's European operations (the former swung marginally into profit last year and latter is hoping to do the same this year), as well as being well ahead of the Volkswagen brand's expected margins of around 2%.

There's also hope for the future, because the PSA Group spent a healthy £789m on research and development



in the first half of this year, so new product development looks relatively healthy.

It wasn't all plain sailing, however. The Chinese market in the first half of the year was a disaster, with sales across the Peugeot, Citroën and DS brands down from 296,500 units from 368,070. The Middle East and Africa territory wasn't great either, down from 100,856 to 87,420.

It was the recovery of the European market that gave the PSA Group's revival its boost. Sales across the EU are finally back above those at the point of the global credit crunch and recession in 2009.

In the first six months of the year, they were up just short of 7% to 1,459,508 units, with PSA seeing double-digit market growth in Italy and Spain.

Across Europe, Peugeot brand sales were up 8% to 601,000 and Citroën up to by 7.2% to 413,620 units. DS crept forward by less than 1% to 40,942 sales.

Global sales of the 208 hatchback went up from over 166,000 to over 190,000 units. The 2008 crossover also saw another rise in sales to 134,000 in the first six months of the year, which means it could well hit the 270,000 mark across the whole year, making this relatively modest machine one of Peugeot's biggest hits.

Sales of Citroën's C3-XR - a kind of C4 hatch-cum-crossover that's only sold in China - jumped 35% to 38,800 units, ac-

counting for just short of a third of all Citroën China sales, which makes you wonder whether Citroën Europe could do with something similar.

Across the globe, however, Peugeot sales were up just 0.5% and Citroën down by 1% between January and June. Despite this, profits jumped significantly. All of which does seem to suggest the company - especially Peugeot - really is managing to sell European cars at higher prices and higher margins.

This is a good thing because DS's march as an alternative premium brand is not going that well. Sales in the first half of 2016 slipped slightly to just 51,900 worldwide.

However, the PSA Group remains a relatively small player globally. Take the latest figures from the Volkswagen Group.

Yes, the VW brand has taken a hit in the wake of 'dieseldate'. VW brand sales were down 1% in a European market that rose nearly 7%, but the whole VW Group was up 3.3% across the Western European market.

And yes, the wider VW Group was down 7.2% in the North American

market in the first six months, but that's not the kind of reaction you'd expect when the company has been pilloried for the best part of a year and has just agreed to pay a \$15bn fine in the US for outrageous evasion of clean air laws.

I suppose that's the advantage of a multi-brand company, though. In the first half of 2016, Audi was up 5.6% globally (953,000 sales), Skoda 4.6% (569,400 sales), Porsche up 3.5% (118,000 sales) and Seat up 0.2% (216,800 sales). Nothing quite succeeds like success.

Autocar



## What has Kodak to do with cars?

Peter Wilson

As soon as Christmas is over, columnists start watching for the first appearance of Easter eggs in supermarkets. It doesn't take long. The early egg syndrome seems to affect Australia's new car market as well and spruiking of end-of-year sales offers begins well ahead of June as the big brands try to jump the gun before competitors begin their campaigns.

Peugeot got off the mark early with sharp pricing on many models and five-year warranties as it moved to run out the RCZs, clear other old stocks and regain volume.

Its March deliveries of 385 units were the best since June last year, almost as good with 365 in April, but fell in May to 234. In June – normally the year's biggest selling month – the 354 new registrations were only enough to rate as the third best month of the year. It was way down on the 504 units in June 2015.

In fact it was the most disappointing June result since Sime Darby took over the distributorship. The six-month tally of 1,989 deliveries was trailing the 2015 first half by 437. However, an encouraging sign was a big increase in 308s on new plates, the 153

being well above this year's monthly average of 128. J

une also saw increased interest in the 2008 with 51 units being double the May result and the best for 12 months. What might turn out to be the final shipment from Japan of 4008s is due soon. Demand for the model is slowing and the 394 units in the first six months is down on the 505 in the same period last year.

The RCZ runout continued but it is harder to find the model on sale and 41 have been cleared in the year to June.

Despite the federal election, the national market boomed and total new registrations were up 2 per cent to make it a record June with 128,569 vehicles. The official VFACTS data shows it was a skewed result because of a relatively large 16 per cent increase in business buying in the first six months and a fall in private buying compared with the previous June.

This year's trend continued of passenger car sales falling as buyers switch to SUVs and to light commercials; twin cabs have made utes more versatile for work and family rides. In the first six months, passenger sales were down 5 per cent, SUVs up 11 per cent and commercials up 10 per cent.

Peugeot Automobiles Australia's Tyson Bowen warned against comparing the Peugeot result with the national trend. "The market increased in segments where Peugeot does not currently have an offering – specifically light commercial vehicles, people movers and sports

cars," he said in an email.

Peugeot is number 24 on the brand chart, ahead of many others, and is not alone in taking a hit. Holden and Volkswagen are down 7 per cent, Renault 19 per cent, Fiat 49 per cent, Citroën 21 per cent, Ferrari 5 per cent and Jeep with its consumer issues 51 per cent.

The Koreans are the winners. Once their new cars were returned to the dealer for loose nuts and bolts to be tightened. Now they have the advantages of better style, quality, astute trade deal pricing, e.g. the i30 at \$19,990 with free auto. Quality? Kia topped the latest US J D Power survey of new car buyer satisfaction while Mercedes was among the dunces.

For the fourth month in succession the Hyundai i30 was Australia's most popular model, with an outstanding 6,432 registrations in June and beating the Toyota HiLux for the year-to-date with a 45 per cent rise to 22,857 units. And that is before its end-of-year runout. Further back in the road were the Corolla, down 6 per cent at 20,857 for the first half, and Mazda3, down 2 per cent at 29,008. Toyota lost market share but remained market leader ahead of Mazda and Hyundai.

Another Chinese brand has turned up. That's a problem with the auto market now. There is just so much choice. So many brands each with a model range and choice galore.



We live in an age of disruption, according to Inside Story social commentator Tim Coleback. Disruption is a phenomenon experienced in many areas of business, politics, news media, sport, the arts, everything, he says. A simple example is TV. Thirty years ago you had a choice of five channels.

Now you've got programmes from TV, cable, catch-up services and streaming sites. Newspaper sales have fallen off. News can be picked up instantly from radio, TV, cable or the net. In politics the two-party duopoly has been challenged. In 1951 397 candidates sought election to 181 federal seats. This year 1,623 candidates challenged for 226 seats and with so much choice the final results were surprising.

The disruption revolution is spreading to many aspects of society. Big changes are afoot in the European auto industry as it moves beyond seeking profits from making, selling and financing vehicles to getting into the mobility business. Not just Peugeot.

Uber is now worth more than mighty General Motors, according to the trade press. Everyone realises a slice of the driving action offers profits. Ford of Europe's Barb Samardzick to Automotive News Europe said that auto makers face dangers like those of Kodak and Polaroid. "They didn't see digital cameras coming. We don't want to be left behind like that."

Ford is testing car sharing in London. The Peugeot group has cited car sharing as a practical way to enter the US market and has some services in European cities. BMW has half a million customers in nine European cities while Daimler claims a million users of 13,000 Smarts in 30 European and North American cities.

Through a Clover Moore initiative the City of Sydney has 30,000 residents – more than 10 per cent of its households – signed up for its car share scheme of 670 small cars and vans. These are indeed disruptive times.

The Pugilist



Powerful trend: A Peugeot iOn charging at a car-share site in Nice. Automakers are trying to get a slice of this travel action.

Model	Jan	Feb	Mar	Apr	May	June	YTD	H1 15
208	60	71	51	89	68	72	411	487
2008	29	40	33	34	25	51	212	178
308	107	113	161	167	67	153	768	867
3008	15	9	11	11	5	6	57	149
RCZ	8	10	8	3	10	2	41	45
4008	73	79	94	44	46	58	394	505
508	21	16	27	17	13	12	106	218
5008	0	0	0	0	0	0	0	39
Partner	0	0	0	0	0	0	0	9
Expert	0	0	0	0	0	0	0	1
Month	313	338	385	365	234	354	1989	2426
2015	406	405	405	401	305	504	2426	

Peugeot Australian deliveries 2016-08-18

## Peter's baby nearly ready

Peter Wilson

A Victorian club member reports that his 1938 Peugeot 202 sedan is “on the home run” for completing restoration and he has hopes of it getting back on the road in a matter of weeks.

As far as we know, Peter Thorogood has possibly the only complete pre-war 202 in Australia. He acquired it from Ray Vorhauer, who in 2004 restored the only surviving 202 ute in the country but found it was better as a show pony than for driving because he was too big a guy to fit comfortably in a cabin built for trim French folk.

As a new project, Ray purchased the 202 sedan from the US, where it was thought to have been in a museum, as a new project. It has a French number plate that indicates it was registered there in 1955.

He had the car painted blue and trimmed, and rebuilt the engine, but there was still a lot of small details to deal with. “As it was taking so long I think he just got fed up with it and pulled the pin,” Peter said. “While that was good luck for me, it also led to many problems as there were several boxes of unlabelled and mysterious parts that I had to find a home for.

“That was when problems such as no

Hans and Fritz Schlumpf



wiring behind the trim, light parts missing, etc. “Luckily I have a very good friend who helps me with this automotive archaeology.

“I purchased a wiring loom from Scotts here in Melbourne and I think it was about \$600 but well worth it as it has only required slight adaption to make it run to the places required.

“The headlight brackets had been made

Pretty baby: Peter Thorogood's Peugeot 202 looks very smart on its stands with its new bright blue paintwork and is awaiting the final touches to get it back on the road.

by Ray's man, but were so inaccurate that the lights could not fit between the radiator and bonnet so currently these are being remade.

“Anyone restoring for money will know it does not make money and for these type of cars is a labour of love (sometimes)!





French plates: The 202 was last registered in France in 1955.

"The Michelin wheels are away for powder coating as the all blue colour was not pretty and the 202s seem to always have had a contrasting colour originally."

Peter said he did not know if any other 202s were left in Australia until Paul Watson told him of some in New South Wales. Early 202s like Peter's have cable brakes. Peter has sourced some parts he has needed from Depanoto, France's famed hoarder of old French car bits that is so helpful to restorers. Their service was fast, but their stocks of NOS and S/H parts for 202s are limited.

He still needs a few bits and his SOS has been forwarded to NSW 202 owners Keith Bridge in Nowra and Michael Ison in Newcastle who have post-war examples



Missing in action: Peter indicates where he needs the wind deflectors.

and to a few others who might be able to help.

Brisbane 202 restorer Tony Smart might have something in his workshop, but Ian Robinson did not salvage any 202 bits from the Peter Portelli parts hoard.

The parts Peter needs are: a light switch that fits the centre of the steering wheel, a LHS rear stone guard, a RHS front stone guard, a red

back light lens, quarter light wind deflectors and three internal door locks.

The 202 was introduced in February 1938 as the economy model with the stream-lined "Fuseau Sochaux" styling. Australian imports of Peugeots from that time were rare and the 1955 auto vehicle census shows only two Peugeots from the late 1930s among the 24 pre-war Pugs still on the road.

Tony Smart has parts from the only other prewar 202.

When Peugeot resumed post-war production of cars in October 1946, Australia welcomed France as a trading partner and 202s were imported in modest numbers with the brakes upgraded to Lockheed hydraulics. The other surviving 202s are all post-war models.

### The Pugilist



Left hooker: Another great interior from Ray Vorhauer's truck trimming factory.

## A \$300,000 Peugeot 205?

Rob Margeit

16 August 2016

You might remember the story about an expensive 205 in the August 2015 RoaR. Well here's another one

Could this car be the most expensive production Peugeot ever? With a sticker price of £175,000 (AUD\$300,000), this 1984 Peugeot 205 T16 presents a compelling case.

One of just 200 homologation specials built in order for the French carmaker to compete in the World Rally Championship, the transverse mid-mounted 1.8-litre turbocharged four-cylinder engine pumped out around 150kW to all four wheels.

With a miserly 12,266kms on the odometer since new, this example was delivered to Peugeot's office in Italy to serve as a press car and has featured in several magazine articles over the years.

In Group B WRC-spec, the 205 T16 conquered all

before it. Under the stewardship of now FIA president Jean Todt, the French won both the 1985 and '86 world drivers' and constructors' championships.

While the outward appearance of the T16 is largely in-line with the styling of its tamer road-going 205 GTi sister – ancestor to today's 208 GTi – the similarity ends there. Wider wheel arches gave the T16 a mean stance on the road, while the whole rear section of the car is lifted up in order to provide access to the engine.

And you can give up any thoughts of riding four-up in the T16, with the rear seats ditched in order to accommodate the rally-bred engine.

Just 200 examples were built, all left-hand drive and all were finished in dark grey – except for the very first production example, VIN P1, which was painted white.

Peugeot's iconic 205 redefined the hot hatch in the mid-1980s and is now undergoing something of a renaissance. Recently, a





silver 1989 GTi with just 12,852kms on the clock sold for a claimed world record price of £30,938 (AUD\$53,000) in the UK.

And now Peugeot Australia has joined the party with its own example of the 1989 205 GTi, a stunning red example that it has painstakingly restored. Recently unveiled as part of the Peugeot Club of New South Wales' All-French Car Day, the red GTi was entered in competition and took out the award for Best 205 GTi.

The car's restoration saw it stripped to bare metal and resprayed. Exterior plastics were refurbished and the alloy wheels sand-

blasted and completely reconditioned and shod with period-correct Michelin tyres.

Peugeot Genuine Parts were used wherever possible in the restoration, which also merged modern technology and artisan skills with 3D printing used to reproduce smaller parts that are no longer available. The steering wheel was completely restored by hand with new leather and even the instrument panel dials were hand-painted as part of the interior restoration.

"Vehicles of this era are now more popular than ever and finding a good example is a challenge. It's part of the reason we decided to

restore an Australian-delivered 205 GTi," said Peugeot Australia's National Marketing and Communications Manager, Dimitri Andreatidis.

"Over the last year our technical and aftersales teams have worked with external parties to see this vehicle returned to its former glory.

"We wanted to ensure we remained faithful to the history of the vehicle so in some places we have left the original paint and patina to reflect its faithful 230,000kms and 27 years of service," he added.

The car will remain in the hands of Peugeot Australia and will be used for marketing and media purposes.

Caradvice







Peugeot J7 camping car Holidaycar 1978





## PUG TRADES UP...

**P**eugeot's nifty 306 Cabriolet is a certainty for Australia. And when it arrives here in mid-1994, the four-seater, 2.0 litre, fully optioned Pug may even sell for less than a Mazda MX-5!

The Cabriolet will be the flagship of the 306 fleet, with base five-door versions likely to start at around \$25,000. Peugeot Concessionaires Australia hopes

to price the 306 immediately above the existing 205, with the Cabriolet priced into the middle of the 405 range.

Negotiations with the Peugeot factory on 306 pricing and specification began immediately after the Frankfurt show, where two Cabriolets were exhibited. PCA's pricing is largely dependent on its advantageous use of the component export

credit scheme, which has already enabled PCA to price the 405 directly against the Japanese.

PCA has saved some credits from its component exports, but intends to use these for the much-delayed 605 luxury car. It is currently negotiating with six Australian component manufacturers to establish a new export program, in order to earn credits for the 306.

## ...VW BARS UP

**V**olkswagen has finally brought the Golf Cabrio up to date. The ancient Mark I model, which Wolfsburg now claims is the world's best selling rag top, has finally been pensioned off in favour of a Golf III based version. Like its predecessor, the Golf III Cabrio is built by Karmann.

Removal of the roof involved developing completely new rear end sheet metal, and substantial structural re-inforcement, all of which adds about

100 kg to the Golf's all up weight. The final result is not nearly as svelte as Peugeot's stunning new 306, but is a huge leap forward from the square-rigged lines of the previous model.

Unlike most of the new wave of Euro-convertibles, Golf III retains a fixed roll bar. Safety is obviously high on VW's list of priorities with this car - while creature comforts such as power windows and an electro-hydraulic automatic roof are consigned to the options list,

standard equipment across the Cabrio range includes dual airbags, anti-lock brakes, and height adjustable seat belts.

European buyers can choose from three engine variants, ranging from 55 kW and 66 kW 1.8 litre fours to a 85 kW 2.0 litre version. The two most powerful engines can be had with an optional four speed automatic transmission. Meanwhile, Wolfsburg is believed to be working on both GTi and VR6 powered models.

## MR2 becomes ...Mr Tame

When launched in 1989, Toyota's 166 kW MR2 Turbo was deemed 'uncontrollable' by the bulk of the world's press, and some Toyota international divisions declined to take on the turbo terror. Since then, Toyota has worked to tame the MR2's handling, with significant suspension improvements being introduced in late 1991. But this month sees the launch of what will surely be the current model's final facelift - and possibly the last of Toyota's affordable, mid-engined sports series.

Toyota has given the latest MR2s even more power. Along with a new front spoiler and tail-lamp set, the atmo 3S-GE 2.0 litre will gain 11 kW to push it to 132 kW, while the turbo (3S-GTE) gets a whopping 15 kW hike to 180 kW...

Countering the fear of the MR2 going out with a bang, Toyota is expected to introduce a driver's airbag and 'sports' ABS system. Look for the facelifted MR2 in Australia early in 1994.



Lillehammer Pug. Pic by Allan Lance.



# IN EUROPE THE NEW PEUGEOT 405 HAS BEEN COMPARED TO BENZ, BMW AND ACCORD.

## IN AUSTRALIA IT COMPARES EVEN BETTER TO BENDS, RPM AND CORNERS.

Recently, Europe's leading automotive writers compared, analysed and judged cars from seventeen European countries.

From England and Sweden to Germany and Italy.

From Ford and Volvo to BMW and Ferrari.

The prize: the highly respected European Car of the Year award.



Which car had the most intelligent design and engineering?

Which car gave the most balanced ride? And which car was the most stylish?

In a record breaking decision, fifty-four of the fifty-seven judges agreed on one car.

The front wheel drive Peugeot 405. 1988 European Car of the Year.

### THE DIFFERENCE BETWEEN CORNERING WITH FRONT WHEEL DRIVE AND NOT CORNERING AT ALL.

Front wheel driven cars generally handle differently to conventional cars under most conditions.

Particularly when cornering.

The Peugeot 405 takes full advantage of front wheel drive because of its exceptionally well-balanced design.



You get a very precise "feel" of the road at all times, which can make for smoother driving.

Example: When cornering, the combined effect of weight distribution and suspension sets the 405 up to let you "move" the apex of the corner closer so the exit point is smoother, quicker.



### A RALLY BRED ENGINE FOR A NEW BREED OF MOTORING.

The 405 is fitted with the same light-alloy block that powered Peugeot to two World Rally Championships.

The package delivers a maximum power of 79.7 kW @ 5500 rpm and a maximum torque of 163 Nm @ 4250 rpm.

Fuel injection and ignition are all kept under the strict control of a Bosch Motronic digital computer, the same used on today's Formula One racing cars.

### THE 405'S INDEPENDENT SUSPENSION WAS TESTED IN DAKAR, MOROCCO AND KENYA. SO IT SHOULD DO QUITE WELL ON THE HUME.

Peugeot have been racing and winning rallies all over the world.

Since 1987, Peugeot have won the world's toughest rally; the Paris-Dakar.

In 1989, we won again, in a 405. (A 405 was also second.)

Winning the Paris-Dakar requires an enormous amount of driving skill and even more engineering skill.

The lessons learnt have been invaluable.

The 405's suspension keeps the body beautifully poised and stable, whatever the road surface.

The rear suspension is an example of clever engineering; using trailing arms and transverse torsion bars, the shock absorbers are mounted almost horizontally.

This configuration not only narrows the chance of road shocks, it conveniently widens the space in the boot.

### POWER STEERING, POWER WINDOWS, POWER MIRRORS AND OTHER NECESSITIES FOR THE 1990s.

Power steering to ease you in and out of peak hour problems.

Power windows to keep you free from city grime with the flick of a finger.

Remote central locking to unlock all doors when your hands are full.

Even the rear view mirrors are remotely operated and heated (just in case you're driving in mist).

A Peugeot seat is legendary. The 405 seat is logical as well. It's a seat you sit in, not on.

It's a seat designed by a team of orthopaedic specialists, engineers and craftsmen.

No matter how tall you are, your seating position gives you an

unobstructed view of all instruments, controls and the road.

Peugeot understood "ergonomics" before it became fashionable and comfort before it became an option.

day in the sun, it can take a car full of 40°C and reduce it to 19°C in seconds.

Your entertainment is pretty advanced too.

Turn on the anti-theft coded



The key to advanced driving is to keep a cool head.

The 405 doesn't just have "air-conditioning". In fact it has a very sophisticated automatic climate control that's simple to set.

And once set, it keeps the temperature exactly as you want it.

Even after you've parked all

high-powered stereo radio/cassette system and you'll hear 6-speaker sound — turning your cockpit into an orchestra pit.

We invite you to compare the Peugeot 405 with the best of Europe, Japan and the world.

We're confident there's no comparison at all.



### PEUGEOT 405. ADVANCED DRIVING.

For further information please call 908 0822 in Sydney or 008 25 2022 STD free outside Sydney. If you'd like a free brochure on the Peugeot 405s, please write to Peugeot Cars, PO Box 59, Liverpool 2170.

©1988 Morris & Gibson, JRAPO31 W9



**Peugeot Association of Canberra  
Minutes of the General Meeting  
26 July 2016 at the Weston Club ACT**

**Persons Present**

Brad Pillans	Vice President
Ross Stephens	Secretary
Neil Sperring	
Neil Birch	
Glen Bryden	
Greg Francis	
Bill MacNamee	
Allan Lance	
Mitch Jamieson-Curran	
Col Handley	
Sandie Kaine	

**Apologies**

John Bower  
Maia Parker-Sloan  
Ian Brock  
Allan Lance

**Introduction**

1. The meeting opened at 8:20pm, following dinner in the Weston Club Bistro. Brad welcomed new member Sandie Kaine and prospective members Steve and Jenny Lucas.

**Previous meeting**

2. The minutes of the previous meeting were read and accepted. Prop; Neil, Seconded Mitch; Carried unanimously.

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

- 3.
- Availability of electronic copies of NSW and Vic Peugeot Club magazines to PAC – Ongoing
  - The proposal to amalgamate all French Car Clubs in the ACT - Ongoing

**Financial report**

4. The Treasurer's report was presented by Glen who advised that there is \$12,061.09 cash at bank.

**Secretary's report**

5. Inward Correspondence
- a. Bank statements and interstate club magazines.
6. Outward Correspondence

- a. 'Battle of Waterloo' reschedule notification

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

7. a. Main points from the CACTMC General Meeting were as follows:
- i. 'Wheels 2017' will be held on 12 March and is being organised by the HSV Club.
  - ii. Discussion on participation in a 'Wings and Wheels' display at Canberra Airport – ongoing.
  - iii. ACT RTA are working on a plan to enable on-line renewal of CRS, this may be operational in the first quarter of 2017.
  - iv. The Draft TOR for the proposed review of the role and function of the CACTMC has been issued to Clubs for comment.

**General business**

8. Main Points of General Business were as follows:
- a. Brad advised the meeting that a 306 2.0 litre hatchback belonging to a Robert Douglas, with 200 thousand Km on the clock and a faulty synchro between 4th and 5th gear, is seeking a good home.
  - b. The matter of the Group SMS notification capability was endorsed by Brad. To that end, Neil S. proposed the motion to expend Club funds to purchase this capability; seconded by Greg Francis, accepted

unanimously.

c. Mitch advised the meeting of the NSW Log Book Scheme which includes a 60 day permit on a trial basis for historic vehicles. In summary, a historic NSW vehicle can use the 60 day scheme if the car club through which the vehicle is registered is registered (for want of a better word) with the NSW RTA. To that end PAC to be 'Registered' with the NSW RTA.

**Close**

9. There being no further business, the Meeting closed at 8.57pm. The next meeting will be held on Tuesday 23 August 2016.