

ROAR

Magazine of the Peugeot Association of Canberra



July 2016

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ON THE COVER

A Peugeot 206 CC wagon parked by the wharf at Drøbak, Norway. You can reach this scenic Oslofjord harbour by local ferry from Oslo (Allan Lance)

RoAR is the official journal of the
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(PAC)

PO Box 711, Civic Square, ACT, 2608.

The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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Greetings all,

Bastille Day 2016 was memorable for all the wrong reasons. The tragic loss of life in Nice dominated world headlines, with more than 80 people killed when a 19 tonne truck (a Renault) was driven through crowds celebrating Bastille Day on the Promenade des Anglais in Nice. Meanwhile, in Canberra, general apathy apparently overwhelmed the PAC committee and our annual Bastille Day get-together did not eventuate.

Yet another Bastille Day disaster occurred in my driveway. As I was reversing out of the garage, I accidentally activated the remote control for the garage tilt door and down it came on the roof of my 508. The door has a resistance sensor of some kind, and it promptly lifted back up again after 'feeling' the roof, but not before the roof was dented and scratched. Needless to say I uttered a few rude words!

My 508 is leased, so I rang the lease company in expectation that the roof damage would be covered under the "Scratches and Dents Repair" package of the lease. No such luck – only small scratches that do not penetrate the duco and small dents up to 10 cm diameter are eligible. My damage failed on both counts.

Next, I took the car to Geoff at Hume Bodyworks, to get an expert opinion (he does a lot of Peugeot work and has previously done excellent repair jobs on two other family cars). Geoff reckons the shallow dent will need to be gently pulled out and the whole roof will need to be resprayed, for a likely cost around \$800 to \$1000. With an excess of \$700 on my comprehensive insurance, I have decided to pay for it myself, knowing that I can choose Geoff as the repairer and I don't have to run around getting quotes for the insurance company.

My 508 is just on 12 months old and has done about 18,000 easy kilometres. I reckon I have done a great job keeping it dent and scratch free (until now) – it was a joint concours winner at the Peugeot Pageant in April. I have even managed to avoid scratching the alloy wheels on gutters and kerbs, unlike my previous 508 which suffered a few kerb scratches because I didn't have a good feel for the side distances when parallel parking.

Other tactics for avoiding dents and scratches have mostly revolved around looking for 'safe' places to park in parking areas. Sometimes this can mean taking a bit more time to find the right spot and then having to walk a bit further because your 'safe' spot is way down the end of the car park, away from all the other cars. Nevertheless, these are things I am prepared to endure to protect my favourite car.

On a more positive note, my wife, Sue, did manage to celebrate Bastille Day in very appropriate style – in Paris, prior to spending a couple of weeks touring the World War 1 battlefields.

Somewhat optimistically, I watched the commemorative ceremony at Fromelles, on TV, hoping to catch a glimpse of her in the crowd (but I

didn't). As well as Fromelles she is visiting other battlefields sites around Ypres and is attending another commemorative ceremony at Pozieres. Sue has also been instructed to photograph any interesting Peugeotots that she sees.

Our next club meeting will be held at 8 pm on Tuesday 26 July at the Raiders Weston Club, with dinner and drinks from 7 pm. I hope to see some of you there...

Keep on Pugging,

Brad Pillans

P.S. My 1949 203 is still for sale and looking for a good home – see details in the For Sale section.

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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. Great and economical open road tourer, in very good original condition, straight and no rust. Has not been used for commuting, always garaged or under cover. I have a record of all maintenance. Oil & filter changes around every 10k. Has towbar and roof racks. Michelin tyres, 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

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

CLUB EVENTS 2016

26 July 2016

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

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

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.

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia



BIG BOYS TOYS EXPO
CANBERRA



SHANNONS INSURANCE

Proudly invite your club to display at the
2016 Big Boys Toys Expo
Exhibition Park in Canberra

20-21 August
10am-5pm

Put your pride and joy on display

Why display?

Promote your club and show off your prize vehicles
People's Choice Competition
24-hour security

All entrants receive a complimentary double pass to the event

Places are limited – get in early to secure your complimentary site!
Conditions apply*



Register your expression of interest today!
Registration cut-off: 6 July 2016

Club Name:			
Contact Name:		Contact Ph.:	
# Vehicles on display:		Will you be having a branded marquee and/or fliers to promote your club?	Yes / No

For more information, contact Big Boys Toys Event Manager Emma Pieper
emma@bigboystoyscanberra.com.au or 0410 544 069

* All displays are outdoors and must be set up for the duration of the Expo. Vehicles can be removed from the site outside of Expo hours only.

www.bigboystoyscanberra.com.au

Peugeot 308 Racing Cup review

Auto Express
11 July, 2016

We blast-off in Peugeot Sport's latest motorsport offering - the new 304bhp track-only 308 Racing Cup

Peugeot Sport's latest customer racing car is spectacularly capable. With over 300bhp, slick tyres and real downforce, it corners hard enough to distort your vision. Pro racers will find it rewarding, while amateurs will enjoy learning to reach the limit of its abilities.

For those who think the Peugeot GTi doesn't quite cut it, the company has another more focused alternative in its range – the track-only 308 Racing Cup.

A successor to the RCZ Racing Cup, which has served as Peugeot Sport's customer motorsport offering for five years, the 308 is a quicker and louder upgrade, and we've been granted exclusive access.

"We start with the standard 308 GTi engine," says Laurent Guyot, the man in charge of Peugeot Sport's customer racing programmes, "then we fit a massive turbo."

The engine internals are unchanged to reduce costs, but the 1.6-litre is still good

for 304bhp and 400Nm of torque – up nearly 50bhp and 100Nm on the RCZ Racing Cup. The transmission is a development of the six-speed Sadev sequential in the RCZ, with steering wheel paddles. A limited-slip diff manages torque between the front wheels.

Elsewhere, all the usual motorsport up-

grades are present, including AP Racing brakes and fully adjustable suspension, a weld-in roll cage, wider tracks with swollen wheel-arches and slick Michelin tyres. The prominent front splitter and jutting rear wing generate as much as 160kg of downforce, while the flat underfloor helps to reduce drag.





onwards, the 308 Racing Cup will be eligible for various global motor-sport series, including the international TCR touring car category, the 24H Series and the Nürburgring-based VLN championship.

Peugeot Sport hopes to sell up to 60 in the first year at 74,900 euros each (before tax), which equates to around £63,900.



tyres, there is masses of grip, plus strong traction, even away from incredibly tight first-gear corners.

And while there's no ABS, the brakes have enormous bite, and never lock up no matter how hard you stamp on the pedal. As it's a racing sequential gearbox, you only need to use the clutch when pulling away or coming to a rest, so you can left-foot brake for even finer control over the car.

The 308 Racing Cup is a supremely capable – if physical – touring car, and extracting its full performance requires huge talent. It's accessible enough, though,

that your average hobbyist racer will have just as much fun. As well as running in a single-make series from 2017

Key specs

Model: Peugeot 308 Racing Cup
 Price: 74,900 euros (excl tax, approx £63,900)
 Engine: 1.6-litre 4cyl turbo
 Power/torque: 304bhp/400Nm
 Transmission: Six-speed sequential, four-wheel drive
 0-62mph: 5.0 seconds (est)
 Top speed: 150mph (est)
 Economy/CO2: N/A
 On sale: Now

Total dry weight is 1,100kg.

Those modifications have given the 308 Racing Cup extraordinary cornering ability. On a warm circuit with sticky slick



Peugeot's three-cylinder Turbo Puretech petrol engine wins major engine award

3 June 2016

At the 18th International Engine of the Year Awards held in Stuttgart, the 1.2 litre three-cylinder Turbo PureTech petrol engine developed by PSA Group was named Engine of the Year in the 1- litre to 1.4-litre category by a panel of international journalists.

The award, received for the second time, is just the latest achievement for the engine model, which is manufactured at the



Française de Mécanique plant in Douvrin, France.

In Australia, the award winning engine is fitted to Peugeot's 208 and 308 models, while the Citroën Cactus and C4 hatch feature the powerful yet frugal powertrain. Expanding the range of new generation PSA Group petrol engines.

Due to the popularity of the three-cylinder petrol engine family, PSA Group has decided to increase

its production capacity to support the energy transition. Nearly 370,000 Turbo PureTech engines have been produced at the Douvrin plant since 2014.

An additional production capacity of turbo petrol engines will be manufactured at the Trémery plant in eastern France, lifting potential annual output to 670,000 engines by 2018.

With 120 patents to its name, the three-cylinder Turbo PureTech petrol engine cuts fuel consumption and CO2 emissions by 18% compared with its four-cylinder petrol predecessor.

The engine holds two fuel economy re-

cords. It claimed its first in Europe in 2014, with a manual transmission vehicle. Its second came in China this year, when an automatic model travelled 1,878 kilometres on a single tank, achieving a record-breaking 2.93 litres per 100 kilometres.

The engine also offers one of the most comfortable driving experiences on the market – even at the lowest speeds – and the best low speed/ power compromise: 130 hp with torque of 230 Nm.

The 1.2 PureTech 110 hp and 1.2 PureTech 130 hp engines are fitted on B and C segment vehicles.

First launched in March 2014 on the Citroën C4 Picasso and the Peugeot 308, the PureTech engine is now fitted on more than 60 different models worldwide, including the new Peugeot 3008 unveiled on 23 May 2016. Commenting on the award, Christian Chapelle, Vice-President, Powertrain and Chassis Engineering, PSA Group, said: "Receiving this award for the second year in a row is a testament to our technological expertise and efforts to optimise our engines and reduce their environmental footprint while at the same time delivering high-quality performance."



A sad reflection on the present reality of life in France.

A journey through one of the world's great motor museums

Neil Dickie

The “Cite De L’Automobile National Museum”, better known as the “Schlumpf Collection” situated at Mulhouse in Alsace, comprises one of the largest single collection of vehicles in the world and the story behind it is as enthralling as the 500 unique vehicles that are on show.



Hans and Fritz Schlumpf



The story begins in 1935 when two brothers, Hans and Fritz Schlumpf set up their own textile company, and purchased a textile mill in Malmerspach in 1940. Around the same time, Fritz purchased a Bugatti Type 35B Grand Prix car with a view to racing it, but this was to start his obsession with acquiring Bugatti's.

During the early post war years as France was rebuilding, the brother's assets continued to grow, with now four textile spinning mills in the Alsace region in their control. Fritz continued to acquire interesting and unusual cars and raced some of them when the opportunity arose. In 1957, at the urging of his mother

the 51 year old Fritz gave up his race driving, and then started on a determined mission to grow his car collection.

The Woollen Mill at Mulhouse was purchased in July 1957 to house the cars, with an adjacent building purchased to create a restoration workshop, initially employing ten specialist tradesmen to work on the cars. By 1960, the brothers had 40 vehicles in their possession and by 1964, had added another 94 Bugatti's to the collection. 30 were purchased in one transaction from a wealthy American collector which included one of the rare Bugatti Royales of which only six were made.

Another 14 Bugatti's were purchased directly from Bugatti after the firm was bought



1930 Bugatti Royale Roadster

out by Hispano-Suiza, and this included Ettore Bugatti's personal 1929 Royale. The Bugatti Royales were an extravagant, large limousine over 6 metres long and powered by a 13 litre 8 cylinder engine pushing out 300 bhp. Top speed was reputed to be 200 kph but with a vehicle weighing nearly 3 tonnes, fuel consumption was about 4.7 mpg (50 l/100 km).

The brothers continued their world-wide search for Bugatti's and by 1967, had acquired 105 of the marque, as well as a large collection of other significant marques and rarities from the early days of motor-

ing in the late 1800s with the total collection now over 400 vehicles. From 1964 Han's and Fritz had increased the dedicated number of craftsman working on car restoration to 40 and each was required to sign a confidentiality agreement to keep their work and the massive collection a secret. At the same time, one of the large wings in their spinning mill in Mulhouse was being renovated to display the vehicles.

The 200,000 square foot display area was designed to be as

opulent as the automobiles to be displayed. Vast areas were prepared with gravel to exhibit the automobiles, while broad tile walkways separated these areas in anticipation of visitors who would one day enter the museum.

Three restaurants were constructed, with seating to accommodate 1,200 people. But the crowning touch—aside from the automobiles—was the 800 gas-style lamps

modelled after the elegant lamps lining the Pont Alexandre III Bridge in Paris.

Unfortunately for the Schlumpf company, the 1970s were hard economic times, especially for the European textile industry with cheaper imports arriving on the market from Asia. Union unrest at the Schlumpf Mills led to general strikes of the workforce in 1968 and again in 1971.

By 1976, Hans and Fritz began to sell off their factories, causing further unrest. They then fled to Switzerland, and in June 1976, the brothers placed their Mills in receivership, and this was followed within months by criminal warrants issued for both brothers' arrests on



Display of exotic sports cars of the 1950s and 1960s



1996 Jordan Peugeot and 1994 McLaren Peugeot
charges of embezzlement.

The French government refused further subsidies and ordered all Schlumpf assets—including the museum—to be seized. Then, on March 7, 1977 a group of 15 workers gained access to the Mulhouse Mill. What they found inside left them speechless. But with wages and tax evasion accusations outstanding, the factory was occupied for the next two years by the textile union and renamed “Workers’ Factory.” To recoup some lost wages, the union opened the museum to the public, with

some 800,000 people viewing the collection in two years.

To save the collection from destruction, break-up or export, the contents were classified in 1978 as a French Historic Monument by Council of State. In 1979, a bankruptcy liquidator ordered the building closed. The total number of cars found in the museum and the workshops at that time totalled 577.

In 1981 the collection, buildings and residual land were sold to the National Automobile Museum Association which opened the museum to the public in 1982. In 1999 “Culturespaces” was contracted to take over and

modernise the museum and its operations and after extensive work, the museum reopened in March 2000 as the largest automobile museum in the world with a current collection of 520 vehicles representing 98 manufacturers.

Unsurprisingly, the Mulhouse museum is a “must do” on any car enthusiasts bucket list, and vastness of the museum is the first thing that strikes you. The Museum is split into three areas – the “Motorcar Masterpieces” featuring the large coach built limousines of the 1920’s and 1930s including the Bugatti Royales, Rolls Royce, Mercedes, Hispano-Suiza, Delage, Delahaye and many other treasures.



Peugeot 206 Rollover simulator



1939 202 and 1937 201

The second and largest area is “The Motorcar Adventure” containing the majority of the collection, with vehicles from the 1800s through to the 1970s. The third area is dedicated to “Motorcar Racing” and contains a priceless group of Grand Prix, Le Mans and Formula One cars from the early 1920s to the current racers.

Although Bugatti’s are the most represented marque on display with over 120

examples, I found 29 Peugeots scattered throughout the museum starting from an 1893 “Type 8” through to a Peugeot 206 which was used as a “roll-over” simulator for the paying public to experience.

The official Peugeot museum at Sochaux owns fewer examples of the very early Peugeots than the Schlumpf collection. Of the Peugeots displayed, 60% were pre-1914. Most of

the Peugeots I was looking at I had never heard of, or had only ever seen photographs of in car books, however it was interesting to see the evolution of the carriage inspired vehicles of the 1900s through to the more distinctive Peugeot designs of the 1930s such as the 201 and 202 and the popular 203, 403 and 404 of the 1950s and ‘60s.

There is a special alliance between the museum and the Peugeot factory in Mulhouse, which opened in 1961, and where the launch of

the Peugeot 205 occurred in 1983. A special area displays some of the robotic equipment in action from the factory, as well as the 10 millionth car manufactured in the factory, a Peugeot 307 built in May 2008.

Some of the final cars you see as you exit include the world’s fastest production car – the 2010 Bugatti Veyron and amongst a display of Bugatti engines, a partly completed restoration / recreation of a 1930 Bugatti Royale Roadster.

I could have spent many more hours looking at the exhibits and reading the descriptions, but our itinerary (and the ladies in our party) demanded that we leave historic Mulhouse and travel onto our next destination. If the “Schlumpf Museum” is on your “bucket list”, make sure you can tick it off the list some day!

If you want to see more images of the extensive collection of rare vehicles in the Schlumpf Museum in Mulhouse, do a Google search. It doesn’t compare to actually going there, but it does give you a taste of what is on display, and is cheaper and quicker!

For a bit more of a story behind the 1964 purchase of the 30 Bugatti’s from the American collector, John Shakespeare (of fishing rod/reel fame), go to:

www.nytimes.com/2010/05/23/automobiles/collectibles/23BUGATTI.html

Peugeotmania

Peugeot-powered CD SP66 Le Mans racer wins FIVA Preservation Award

12 July 2016

The third of 2016's FIVA Preservation Awards has been handed to a significant Le Mans racer at this year's Le Mans Classic event

The Fédération Internationale des Véhicules Anciens (or international federation of historic vehicles) has just crowned the 1966 Peugeot-powered CD SP66 Le Mans racer with the third of this year's Preservation Awards.

This eye-catching French Racing Blue racer pushed the boundaries of aerodynamics when it was entered in the 1966

Le Mans 24 Hours. It was designed by Charles Deutsch and Lucien Romani, and although it changed configuration a few times in period, it's



currently fitted with the most recognisable long-tail rear end – complete with fins.

Despite the fact the car failed to finish Le Mans in 1966 due to mechanical failure, it is well remembered and is currently in the possession of Peugeot's museum, L'Aventure Peugeot Citroën DS. The award was presented on this occasion due to the fact it has been excellently preserved and is largely still in its original state.

It's also an important car due to the fact that the aerodynamic development that went into it later influenced the more successful Matra racers of the late

1970s.

FIVA President Patrick Rollet commented: 'Although the car retired from the 1966 Le Mans race with clutch problems in the 6th hour, it nevertheless has immense historical interest due to its role as a testbed for new aerodynamic technologies.'

This year FIVA is celebrating its 50th anniversary with World Motoring Heritage Year 2016 – a FIVA initiative to which UNESCO has granted its official patronage.

At the end of the year, a special event in Paris on 17 November will bring together all of the winners at UNESCO's headquarters for a final celebration of the work FIVA has done over the last 50 years.

Classic & Performance Car





Charles Deutsch and Rene Bonnet built their first special in 1939 and started building small lightweight but very innovative sportscars in the 1950s.

Their cars were quite a big success but the cars never came to their full potential as the duo split in 1961. In 1963 Charles Deutsch designed a race car for Panhard, dubbed CD, for sportscar races like the famous Le Mans 24 Hours.

The final incarnation of the CD raced in the 1967 Le Mans 24 hours. The CD 66 C was powered by a Peugeot 204 engine modified by Moteur Moderne.

The bodywork was extremely efficient (a drag coefficient of only 0.13 cd) allowing for top speeds of 250 km/h with only 108 bhp on tap. Unfortunately neither of the two cars made it past the twelve hour mark in the 1967 Le Mans race. It was the last Le Mans entry for Panhard.



PSA Peugeot Citroën reveals real-world fuel economy for 30 cars

PSA becomes the first carmaker to reveal real world fuel economy figures alongside the title of least polluting carmaker in Europe

PSA Peugeot Citroën has published real world fuel consumption figures for 30 of its cars, with Citroën, Peugeot and DS models found on average 22mpg less efficient than their claimed figures suggest.

The Group released the real world economy figures for some of its best selling models like the Peugeot 308, Citroën C4 Picasso and the DS 3. On average, real world fuel economy for the 14 different Peugeot models tested

was off by 22.34 mpg from the claimed figures - with cars like the 308 1.6 BlueHDi 120 S&S BVM6 over 30mpg less efficient. The average fuel economy for Citroën and DS models tested were off by 22.77 mpg and 20.87 mpg from the claimed figures.

The decision to publish real world fuel economy figures follows a much-applauded pledge of transparency from the PSA Group. Following last year's emissions and fuel economy scandals, the Group joined forces with environmental organisation Transport & Environment to conduct real world fuel economy tests.

The measurements were made on public roads open to traffic, with 25km (15.5 miles) in urban, 39km (24.23 miles) in rural, and 31km (19.26 miles) on motorways, with passengers



14 Peugeot models	Real world mpg	Claimed mpg	Difference
108 1.2l PureTech 82 BVM5 15" STD tyres	46.30	65.69	19.39
208 1.6l BlueHDi 100 BVM5 16" VLRR tyres	60.10	80.71	20.61
208 1.6l BlueHDi 120 S&S BVM5 16" ULRR tyres	60.10	94.16	34.06
2008 1.6l BlueHDi 100 BVM5 16" VLRR tyres	55.38	76.35	20.97
2008 1.6l BlueHDi 120 S&S BVM6 16" VLRR tyres	54.32	76.35	22.03
2008 1.2l PureTech 82 BVM5 16" VLRR tyres	44.13	57.65	13.52
2008 1.2l PureTech 110 S&S EAT6 16" VLRR tyres	39.79	58.85	19.06
308 1.6l BlueHDi 120 S&S BVM6 16" ULRR tyres	57.65	88.28	30.63
308 1.2l PureTech 130 S&S BVM6 16" VLRR tyres	42.80	61.41	18.61
308 1.2l PureTech 110 S&S BVM5 16" ULRR tyres	44.84	70.62	25.78
3008 1.6l BlueHDi 120 S&S BVM6 17" VLRR tyres	46.31	68.90	22.59
3008 1.2l PureTech 130 S&S BVM6 17" ULRR tyres	37.17	57.65	20.48
508 2.0l BlueHDi 180 S&S EAT6 17" ULRR tyres	44.84	70.62	25.78
PARTNER 1.6l BlueHDi 120 S&S BVM5 15" VLRR tyres	46.31	65.69	19.38
11 Citroën models	Real world mpg	Claimed mpg	Difference
C1 PureTech 82 BVM Feel 15" STD tyres	46.31	65.69	19.38
C3 PureTech 82 BVM Exclusive 16" VLRR tyres	44.84	61.41	16.57
C3 Picasso BlueHDi 100 BVM Confort 16" VLRR tyres	49.56	74.34	24.78
C3 BlueHDi 75 S&S BVM 15" ULRR tyres	57.65	94.16	36.51
C4 Cactus BlueHDi 100 BVM Shine 16" VLRR tyres	55.39	78.47	23.08
C4 Cactus PureTech 110 S&S BVM Shine 16" VLRR tyres	46.31	65.69	19.38
C4 BlueHDi 100 BVM Feel 16" VLRR tyres	55.39	78.47	23.08
C4 Picasso BlueHDi 120 S&S EAT6 Intensive 17" VLRR tyres	43.46	72.43	28.97
Grand C4 Picasso BlueHDi 120 S&S BVM6 Attraction	49.56	70.62	21.06
Grand C4 Picasso PureTech 130 S&S BVM6 Intensive	38.17	56.50	18.32
Berlingo BlueHDi 100 BVM 15" VLRR tyres	46.31	65.69	19.38
3 DS models	Real world mpg	Claimed mpg	Difference
DS 3 BlueHDi 120 S&S BVM6 Sport Chic	56.49	78.47	21.97
DS 3 PureTech 110 S&S BVM So Chic	47.08	65.69	18.61
DS 4 PureTech 110 S&S BVM So Chic	52.31	74.34	22.03
(STD = standard, VLRR = very low rolling resistance, ULRR = ultra low rolling resistance)			

and luggage on board. A portable emissions measurement system (PEMS) - identical to those which will be used in the upcoming Real Driving Emissions tests - was used to record average fuel consumption.

The Group is planning to publish real world figures for a further 20 models by the end of 2016, and looks to launch an online simulator on its websites to enable owners and potential buyers to predict their vehicles' fuel consumption based on driving style and road conditions.

Gilles Le Borgne, Executive Vice President, Research & Development at PSA Peugeot Citroën, said: "The PSA Group has today published real-world consumption data for 30 Peugeot, Citroën and DS models, in line with the commitment to transparency made in October 2015.

"As part of its drive to continuously provide customers with more information, the Group will publish figures for another 20 models by the end of the year and introduce a simulator allowing customers to reduce their fuel consumption depending on driving conditions, thereby lowering their CO2 emissions. In 2017, the PSA Group will move to the next level by extending measurements to pollutant emissions of nitrogen oxides (NOx) in customer driving conditions."

Peugeot has lowest car CO2 emissions in Europe

Another victory for the environmentalists is that the average CO2 emissions for new cars continues to fall across Europe, with average CO2 emissions totalling 119.3g/km for new vehicles, down 3.2 per cent from the previous year.

Position 2015	Make	Average CO2 2015 (g/km)	Average CO2 2014 (g/km)	Change	Position 2014
1	Peugeot	103.5	109.3	-5.8	2
2	Citroën	105.7	110.8	-5.1	3
3	Renault	105.9	108.4	-2.4	1
4	Toyota	107.7	112.5	-4.9	4
5	Nissan	114.3	113.8	0.5	5
6	Skoda	115.4	121.5	-6.2	8
7	Seat	116.8	117.4	-0.6	6
8	MINI	117.0	122.1	-5.1	-
9	Fiat	117.8	117.4	0.3	7
10	VW	117.8	123.4	-5.6	10
11	Ford	118.1	121.8	-3.6	9
12	Dacia	121.9	125.7	-3.8	12
13	Volvo	123.8	126.4	-2.6	13
14	Opel/Vauxhall	126.3	130.3	-3.9	16
15	Audi	127.3	132.4	-5.0	18
16	Mazda	127.4	128.9	-1.4	14
17	Hyundai	127.5	129.8	-2.3	15
18	Kia	127.7	130.9	-3.2	17
19	BMW	128.0	133.0	-5.0	19
20	Mercedes	128.2	133.5	-5.3	20

Peugeot is the new emissions leader, just ahead of Citroën and Renault, with average vehicle CO2 emissions totalling 103.5g/km – an improvement of 5.8g/km from the previous year.

Part of the impressive cuts in emissions comes down to the frugal 1.0-litre 3-cylinder engines found in small cars like the 108. However, it wasn't just the superminis that

were leading the charge, hatchbacks like the 308 also saw average CO2 figures dipping below 100g/km for the first time.

The only carmakers that showed an increase in CO2 figures were Fiat and Nissan. Fiat saw a 0.3g/km rise in fleet CO2 averages between 2014 and 2015, while Nissan reported a 0.5g/km increase.

PSA teams up with a range-extender tech company to improve its EVs

Sorin Petcu
July 15, 2016

PSA Peugeot Citroën said it would try a different technological approach for its future PEHVs, as part of the company's efforts to compete in an increasingly demanding segment.

The French auto Group committed to launch seven plug-in hybrid and four pure-electric models by 2021, an electric effort that is part of automaker's new "Push to Pass" plan.

Therefore, it swiftly needs to focus on R&D to find affordable technologies for battery-powered cars, in order to catch up the lost ground on the electric front and to properly compete with rivals such as Renault-Nissan.

PSA said it was already working on new electric-related techs to provide greater power and range to its future green models by developing better batteries.

The company recently confirmed that it was also looking to another approach by as-

sessing the so-called range extenders with the Israeli start-up Aquarius Engines. "We are evaluating the technology," said PSA Research and Development Director Gilles Le Borgne, cited by Reuters. "Nothing has been decided yet."

Range extenders have started to draw attention thanks to GM's Volt that, instead of using a classical hybrid setup, it relies on a small combustion engine to fire up only to charge the batteries.

Aquarius Engines has been exploring a single-piston generator design based on a valveless 600cc cylinder, producing power from electromagnetic coils with each stroke.

According to simulations by the German engineering firm FEV, it can deliver more than twice the overall energy efficiency of a typical combustion engine. Aquarius said several prototype vehicles using its free-piston generator would be road-tested by the carmaker client early in 2017.



PSA's brands introduce the BlueHDI diesel models in Japan

Aurel Niculescu
July 14, 2016

While the Dieselgate scandal rages on, with Volkswagen still unable to regain the trust of fans and buyers around the world, other automakers have faith in the diesel technology – for example PSA Peugeot Citroën.

The Japanese automotive market is one almost totally biased towards gasoline engines – though diesel models have a larger following there than in America, for example.

But offering a diesel model on the market is kind of an adventure, because of the emissions regulations that are very strict. But PSA Peugeot Citroën seems to have faith in its prowess – especially given the transparency they like to showcase – so a wide range of models from the Peugeot, Citroën and DS Automobiles have opted to deliver BlueHDI options in Japan.

For example Peugeot offers two mills – 1.6 and 2.0 litres, in certain configurations. The 1.6 litre has 120 PS and 300 Nm of torque, available on the 308 Allure hatchback and SW wagon. The 2.0 meanwhile

has 180 PS and 400 Nm, packed on the GT versions of the 308 hatchback, SW and the large 508.

Moving on to Citroën, the engines are also here with the same configurations, but only available for the rather old C4 hatchback. The newly introduced DS Automobiles brand will showcase its diesel worth on the DS4 model, in the powerful 2-litre version – here the regular and off-road oriented versions only get the mill in conjunction with front wheel drive and a 6-speed Aisin automatic gearbox.

Inautonews



Sydney All-French Car Day

Peter Wilson

Numbers were down this year because it looked a dour damp wintry day, but we had a line of five French veterans for the first time. There was a sprinkle of rain early in the morning and it remained overcast for a while. Then the sun came out and some folk were wishing they were wearing shorts.

A member rounded up the biggest 205 GTi line-up we have had for many years and Peugeot Australia's 205 GTi, now spruced up for the press fleet with new paint and powder coated wheels, trumped them for the class concours award.

The car was purchased for the press

launch of the 208 GTi and then looked a little tired in the paintwork after a long time in the WA sun.

The interior is schmick original and the engine in good order.

Even with Peugeot's

global parts resources on tap, they had a few problems getting Australian-specific parts for the model and resorted to 3D printing to replace the aircon control spindle behind the dash.

The plastic valance on the rear beaver says “Peugeot 205” and they are looking for a “Peugeot 205 GTi” one.

The car will be available for press driving.

Anton Okorn’s 504 Ti cabriolet made its debut to much admiration. The project took 11 years and four days from purchase to registration.



Peugeot spirit branches out

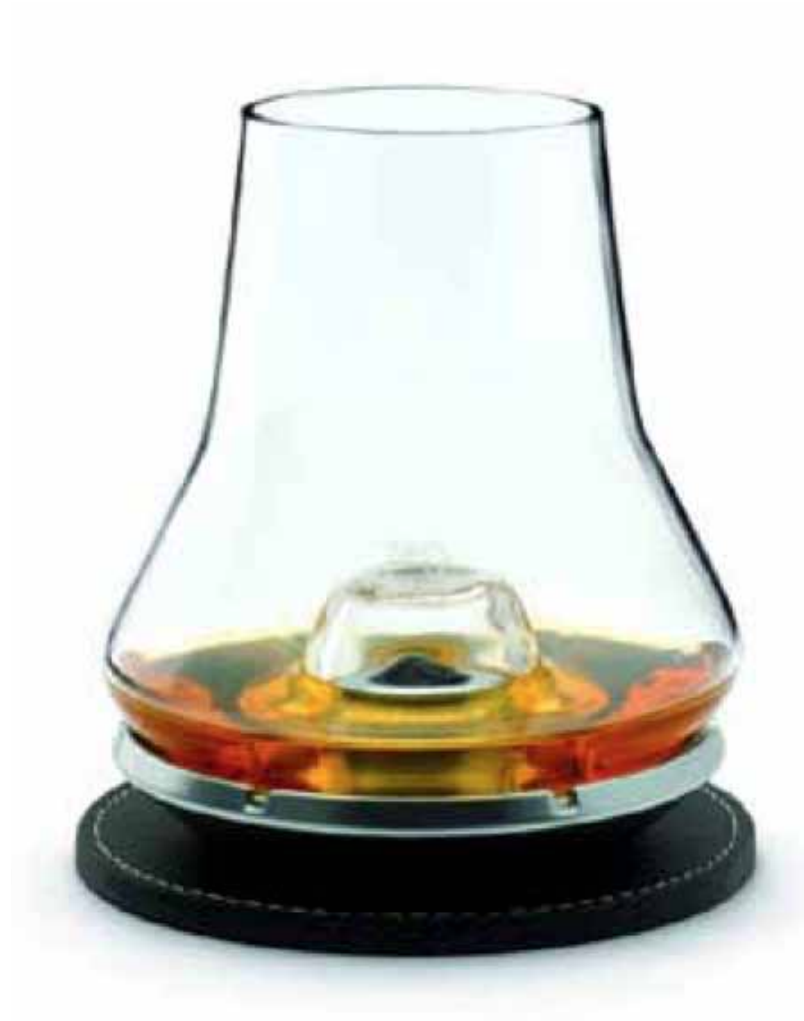
Aurel Niculescu
July 14, 2016

The new Peugeot Whisky Tasting Set – with a uniquely shaped glass, metal chilling base and leatherette coaster – was specially designed to bring out the best in whiskeys and spirits.

The metal base cools the spirit without ice for up to 30 minutes, and the mouth-blown glass is designed for superior nosing and sipping.

For better results, leave the metal base in the freezer for a few hours before use.

Check it out here: <http://goo.gl/LhWf71>





*4989



NEW PEUGEOT 2008
WITH GRIP CONTROL TECHNOLOGY



E X C I T I N G



MODELS VARY BY COUNTRY

205 PEUGEOT

There is a special excitement about driving any Peugeot, and when you consider their origins it's not surprising. Take the 205 for example. It was created by the design team responsible for one of the most dynamic rally cars ever built in Europe, the Peugeot 205 Turbo 16.

It was developed to challenge the toughest international competition, and the results have been nothing short of spectacular. In its first season it scored a hat-trick of outright wins in the Finnish '1000 Lakes' Rally and the San Remo, followed by a

storming success in the British RAC Rally. In its second season it achieved no less than seven outright victories, winning the World Rally Championship which it won again the following year.

The 205 concept has been a runaway success from the start. To date, over three million have been sold worldwide. Positive proof of its quality, performance and reliability.

So when you drive a Peugeot, you own a car from a winning team with the urge to go places.



PEUGEOT
EXCITING • EXCEPTIONAL • EXCLUSIVE

E X Q U I S I T E



EXIA

When you buy a new Peugeot you are investing in 100 years of automotive experience and the Peugeot tradition of being pioneers in progress. Witness the exquisite 'EXIA'.

'EXIA' is not just another 'fantasy' car, a mere styling exercise to be exhibited at motor shows.

On the contrary, it is a working prototype, a genuine example of Peugeot's most technological expertise.

The body is built of modern composite materials for the extremes of lightness and strength. The engine is a twin turbo-

charged 680 DIN hp V6 with fully computerised fuel-injection and ignition. The power is transmitted through a six-speed gearbox and 4-wheel drive.

It has full video instrumentation and a communications centre which includes a personal computer, radio - telephone and navigation system.

What may seem revolutionary today will become a reality in the future, and Peugeot will be there at the forefront.

So when you choose a Peugeot today, you own a car that embodies both traditional quality and high technology.



PEUGEOT
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E X C E P T I O N A L



MODELS VARY BY COUNTRY

405 PEUGEOT

A new Peugeot is the product of 100 years of experience and tradition in pioneering new automotive technology.

The Peugeot 405 is no exception to this. For the past four years Peugeot has dominated the rugged 13,000km Paris-Dakar Rally. The 205 Turbo 16 won in 1987 and 1988, while the rally version of the 405 won in 1989 and again this year, finishing 1st and 2nd. Two years in a row it won the treacherous Pikes Peak Hill Climb in the U.S.A. In fact, over the past two years the 405 has won every event in which it has participated.

But the 405 has been awarded more than just racing laurels. It impressed the most discerning motoring writers as no car has done before, winning the prestigious 'European Car of the Year' award for 1988 by the widest margin ever. In grand style it won the American Motor Press Association's 'Best Imported Car for 1989'. And the 405 Mi 16 was voted 'Best Imported Car for 1989' by Japan's 'Motor Magazine'.

So when you choose a Peugeot, you can enjoy the experience of driving a car that is recognized as a world class automobile.



PEUGEOT
EXCITING • EXCEPTIONAL • EXCLUSIVE

**Peugeot Association of Canberra
Minutes of the General Meeting
28 June 2016 at the Weston Club ACT**

Persons Present

John Bower Vice President
Ross Stephens Secretary
Neil Sperring
Glen Bryden
Bill MacNamee
Allan Lance
Mitch Jamieson-Curran
Maia Parker-Sloan
Lester Martin
Ian Goodacre

Apologies

Greg Francis
Col Handley
Brad Pillans

Introduction

1. The meeting opened at 8:31pm, following an extended dinner in the Weston Club Bistro, with John Bower presiding in lieu of Brad.

Previous meeting

2. The minutes of the previous meeting were read and accepted. Prop; Sec, Seconded Bill McNamee; Carried unanimously.

Matters arising from the Minutes of the previous meeting

- 3.
- a. Awaiting further information on the availability of electronic copies of NSW and Vic Peugeot Club magazines to PAC.
 - b. Ditto WRT the proposal to amalgamate all French Car Clubs in the ACT.

Financial report

4. The Treasurer's Report was presented by Glen who advised that there is \$12,046.08 Cash at Bank at the time of the meeting.

Secretary's report

5. Inward Correspondence
- a. Letter from CAMS (Confederation of Australian Motor Sports) requesting PAC seek affiliation, given the joining fee is \$500, the meeting determined that a Cost Benefit Analysis would need to be conducted prior to further consideration of the offer.
 - b. Email from Brad WRT the BoW revised dates. Following discussion, the meeting decided that the 4 Sep 16 date offered the best prospect.
 - c. CACTMC Forms confirming Affiliation Fees had been paid.

6. Outward Correspondence

- a. Letter to the raiders Club this day advising PAC's not for profit status and detailing the meeting room and dining requirements for FY 16/17

Council of ACT Motor Clubs (CACTMC) report

7. Main points from the CACTMC General Meeting were as follows:
- a. The Australian Council of Motor Clubs (ACMC) trial Membership issues mentioned again.
 - b. Discussion on participation in a 'Wings and Wheels' display at Canberra Airport - ongoing.
 - c. Wheels Display in 2017 to be held on the 12 March.
 - d. 20 Aug 16 – 'Mint Condition' display of selected Holden Cars supporting a Commemorative Coin Issue at The Mint.

General business

8. Main Points of General Business were as follows:

- a. Neil Sperring advised that the annual fee of \$100 for the 'Our Car Club' (Car Club management application), is due in August.
- b. Issues with email distribution had been resolved.
- c. For an additional fee a group SMS notification capability for mobile phones and digital cordless land lines, can be purchased. This would facilitate late notifications of event changes as had occurred with the cancellation of the BoW due to adverse weather affecting the ground surface.

Proposal: Neil to seek further information on costings of the SMS capability, with a view to seeking approval to purchase at the next meeting

d. Mitch advised the meeting that the NSW Club registration system has a facility for 60 day per year of unlimited kilometers. Mitch advised that he will investigate further and advise the outcome at a future meeting.

e. Neil advised the meeting that he would make CACTMC meeting minutes available on line. If anyone wanted them to speak to him. In addition, if anyone has a Hotmail account to check in their SPAM/Junk file for club emails.

Close

9. There being no further business, the Meeting closed at 9:27pm. The next meeting will be held on Tuesday 26 July 2016.