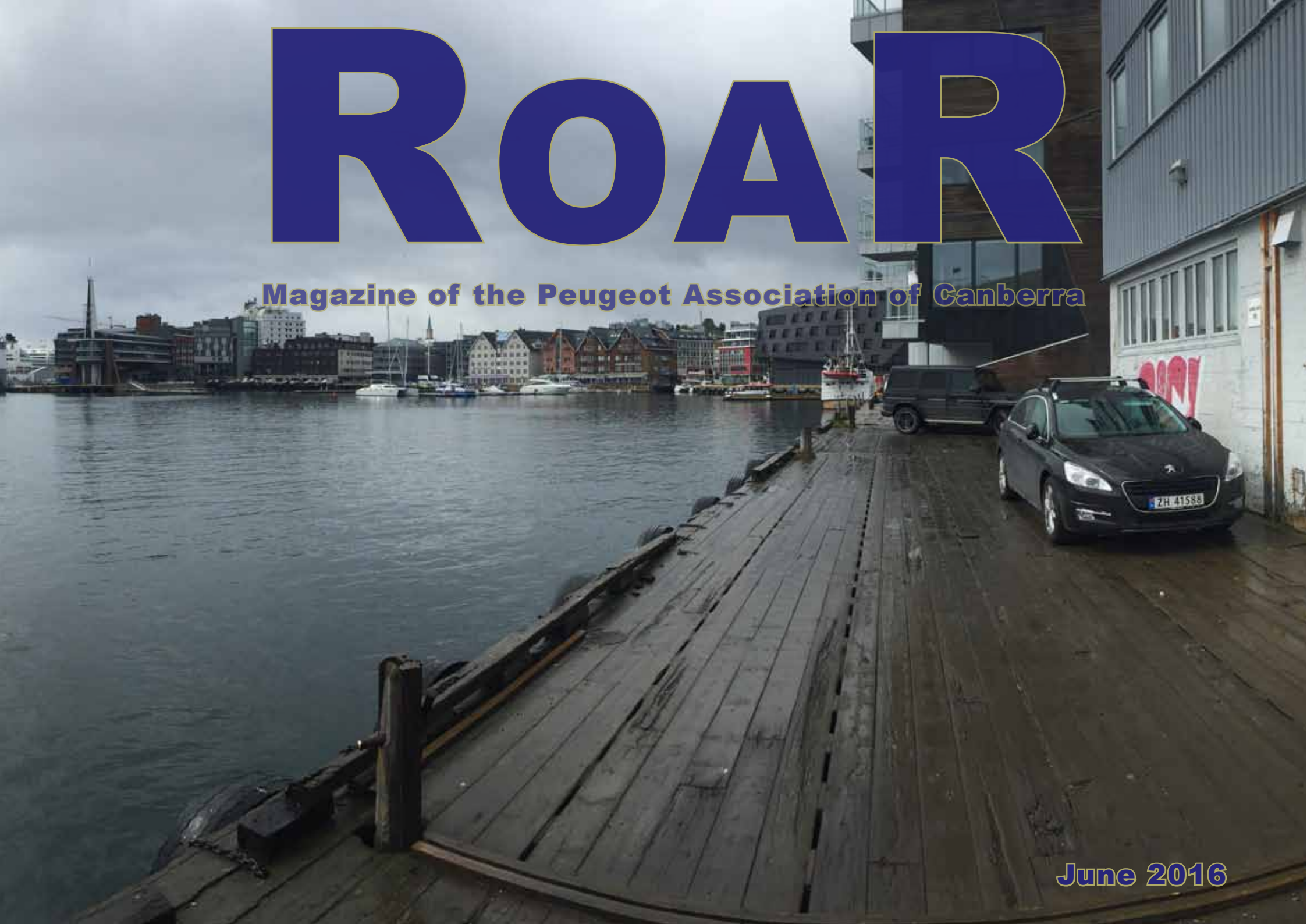


ROAR

Magazine of the Peugeot Association of Canberra



June 2016

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ON THE COVER

A Peugeot 508 wagon parked on the wharf at Tromsø, Norway. (Allan Lance)

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,

Good news: This year's winter solstice (shortest day of the year) has passed – it was on 21 June – so the days are getting longer (though not necessarily warmer). Unusually, the solstice also coincided with a full moon, which doesn't happen very often – the last time was in 1967, the year my 404 was made, and the next time will be 2062 when my 404 will be nearly 100 years old.

Bad news: the weather gods did not smile on us for the annual Battle of Waterloo which was due to be held on Sunday 19 June. The forecast was for heavy rain, so the organisers reluctantly decided to postpone the event until later in the year. I doubt that the original Battle of Waterloo would have been postponed because of adverse weather!

One of the tasks that I have to undertake, as Club Registrar, at this time of year, is an annual

audit of all H-plated (historic) vehicles in the club – or at least those registered in the ACT. The concessional registration scheme (CRS) allows owners of veteran (pre-1919), vintage (1919-1930) and historic (1931-1986) vehicles to register their vehicles for a greatly reduced fee – subject to certain strict conditions of usage. The scheme is jointly administered by the ACT Road Transport Authority and the Council of ACT Motor Clubs, to whom the club pays an annual affiliation fee.

As of June 2016, the PAC has 12 members' cars registered as historic vehicles (more than 30 years old), ranging from a 1953 203 to a 1985 505 GTi (the Pillans family 1949 203 is registered in NSW and is therefore not part of the ACT CRS).

To register a car as part of the CRS, I undertake an annual vehicle inspection and sign a CRS form which must be provided, by the owner, to the RTA, when the vehicle is re-registered. My inspection includes assessment of any modifications to the car, its general condition and a check of the vehicle logbook which must be kept as part of the CRS scheme.

The spirit of the CRS is to provide a way for older vehicles, which are used on a limited basis by their owners, to be kept roadworthy and to be driven to approved club events, without incurring exorbitant registration fees. As well as club events, CRS vehicles can be taken on "occasional test runs" of up to 40 km radius, with the generally accepted definition of "occasional" being no more than once or twice a month. There is also a limit of 3,000 km per year, which can be checked against the vehicle log book.

I suspect that there may be more PAC members who could take advantage of the CRS. Please contact me if you wish to consider registering one or more of your vehicles as part of the scheme. Many 505s and 205s are now more than 30 years old. There are already two 505s in the CRS and I look forward to seeing a 205 join the ranks sometime soon.

Our next club meeting will be held at the Raiders Weston Club on Tuesday 28 June, at 8 pm,

with dinner and drinks from 7 pm. Unfortunately, I will be in Adelaide next week, but that should not deter people from attending - the bistro serves good food and drinks at reasonable prices and, as always, you can enjoy the company of an enthusiastic group of Peugeotophiles.

In July, we will celebrate Bastille Day at a time and place to be confirmed.

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

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

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.

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia

PSA Group announces new range of 11 electric vehicles

20 June 2016

PSA Group will launch 11 electric Citroën, Peugeot and DS vehicles in Europe within the next five years.

Four of these will be pure-electric models, with a range of up to 280 miles, with the remainder plug-in petrol-electric hybrids, which will be able to travel up to 37 miles on battery power alone.

The electric vehicle (EV) plans were detailed by PSA Group following an announcement that it is going to reduce the number of vehicle platforms it uses from six to two – both capable of running petrol, diesel and electrified powertrains.

PSA chairman of the managing board Carlos Tavares said: “We will use efficient modular platform (EMP2) for the top-of-the-range C- and D-segment cars and common modular platform (CMP) for B- and entry-level C-segment models.

“EMP2 will receive the plug-in hybrid technology, which will give the best of two worlds.

“You will have a 60km (37 miles) pure EV mode and because it’s a combination of

electric power and internal combustion engine you have the ability for a lot more travel.

“Fuel consumption will, on average, be a 40% drop in real-world conditions compared to petrol.”

The CMP-based models will be pure-electric. DS will be the first brand to receive the technology in 2019, with the launch of one plug-in hybrid and one fully-electric model.

By the end of 2021, there will be a total of four fully-electric and seven plug-in hybrids available across the three brands.

PSA Group analysis showed these powertrains were the most suitable for future transport

needs and will phase out its diesel-electric hybrid powertrains when the new models are introduced.

Tavares added: “Our product strategy has been built to ensure that every year, in each region, we deliver one new Peugeot, one new Citroën and one new DS model.”

Pure-electric powertrain

The pure-electric cars will feature a 50kWh battery pack using lithium-ion technology, which weighs 300kg, and this will power a 115hp electric motor to give a range of up to 280 miles.



PSA Group will offer two charging solutions: ultra-fast charging which recharges 80% of the battery in 30 minutes – a range of up to 7.5 miles per minute of charging – and home charging via a 7kW onboard charger which will give a range of up to 62 miles in 90 minutes, or a full charge in eight hours.

Plug-in hybrid vehicles

Two-wheel drive plug-in hybrids will pair a petrol engine delivering 150hp to 200hp with a 107hp electric motor, while four-wheel drive versions will use a further 107hp motor to power the rear wheels.

Both versions will use a 12-13kWh battery to provide a battery-only range of up to 37 miles.

They will be available with a four-hour charging system as well as an optional feature for recharging the battery in less than two hours.

Manufacturer News



Peugeot solar energy charging station

Peugeot Design Lab has designed a solar energy charging station for electric vehicles for DRIVECO

The Parasol's design combines ecology and technology with a wooden framework supporting the photovoltaic panels, thus providing protective shade for vehicles while they charge.

This partnership continues PEUGEOT's commitment to "zero emission" mobility, from producer to consumer. The inauguration of the world's first intelligent solar road took place today in Ajaccio.

Peugeot Design Lab staff have completed a project which acknowledges the value of the modernity and ecological vocation of the DRIVECO Parasol.

The open wooden structure which supports 150 sq. m of solar panels acts like a canopy, while the Parasol's splayed bases

harmoniously house the charging terminals and electricity storage batteries. This project required the skills of designers, 3D modellers and experts in colours and materials.

The DRIVECO Parasol is a charging station comprising 88 photovoltaic panels and lithium-ion batteries for the production and storage of solar energy. With this method, electricity can be distributed at any time, even when sunlight levels are low, and is shared among a network of several Parasols, thanks to the intelligent "smart grid" energy management system.

Each Parasol is universal and can charge up to seven cars, scooters or bicycles simultaneously, 24 hours a day, seven days a week, with the charging time depending on the mode selected - rapid or normal.

The partnership between Peugeot Design Lab and DRIVECO reinforces PEUGEOT's commitment to electric mobility with the aim of zero CO2 emissions from the producer through to the consumer. PEUGEOT has been selling a range of electric vehicles to



meet all requirements since 2010: bicycles, private cars with the iOn and commercial vehicles with the electric Partner.

Since April 2015, PEUGEOT has also been offering the Electric Box range which includes a PEUGEOT iOn and an electric bicycle.

Peugeot news



South-east run cancelled

Neville Sumerill has called off the Pugger Bugger's run through the south-east of the state because heavy rain in the area made many of the roads impassible.

Also, the conditions were not the best for the camping that would be required at some stages of the route.

Neville said there were three starters for the trip, which would have taken in roads and places in his part of the state where he had never visited.

He was disappointed at missing out on the planned walk through rugged bush to the spectacular remote Marble Arch south of Braidwood – another good test for the 78-year-old's knee replacements – because the Shoalhaven River was up and would be impossible to cross.

He is looking forward to the Murray trek later in the year. There would be some interesting events to catch on the way, he said.

The next big things: the boss reveals technology and business changes transforming Peugeot Citroën

19 June 2016

Gavin Green

- Interview with PSA boss Carlos Tavares
- Why he thinks Peugeot is better than the Germans
- How DS can become a premium brand success

‘Citröen needs to be different, and of our three brands, has the widest scope for innovation. The C4 Cactus is not a mainstream car. It’s fresh, polarising and rewarded for being different. It’s successful and profitable. Citroën is a smart, humanistic and optimistic brand. I need to let them do what they feel is good. They’re going in the right direction.’

> ‘Peugeot is quite a German brand – well engineered, well manufactured, elegant, not showing off. They are at the upper end of the generalist brands. We shouldn’t forget that Peugeot was born in eastern France – near the German border.’

> ‘We want to make PSA less reliant on Europe and more international. Ironi-

cally, we now see Western Europe growing [last year it was the world’s fastest growing major car market] and China and many other promising ‘developing’ markets such as Brazil underperform or drop. Life is full of surprises... But it doesn’t affect our plans. If we want to be protected from sudden sales shifts the only answer is to ‘go global’ so you can level off the peaks and troughs of individual markets. That is why our direction is to become even more global.’

> ‘With DS Automobiles, we’re trying to bring French luxury to the automotive world – in artistry, style and craftsmanship. We’ll introduce as much technology as we need, but absolute technical innovation is not the angle [unlike the old DS]. DS is already profitable. We’re not pushing volumes because that can hurt residuals and margins and that’s disastrous for premium brands.’

> ‘It’ll take 30 years for DS to be a successful premium brand. That’s how long it took Audi. How do I define success? We currently sell DS’s for 10-12% less than equivalent Audis. Success is partly about matching their transaction prices.’

> ‘If our full year results are as good as our half year results [€571million net profit, or £415million, PSA’s first half year profit since 2011], then I think we’d say

our ‘Back in the Race’ turnaround plan is complete. But life isn’t that easy. So far we’ve had tail winds, like low oil price, favourable currency exchange rates and a surprising rebound in the European market. Maybe that will now change to headwinds.’

> ‘We were slow to get into SUVs and we still have fewer cars than we’d like. But I’m optimistic. New cars are in the pipeline and they’re outstanding. We are catching up fast with SUVs and crossovers. We’ve launched the DS4 Crossback and the Aircross Citroën concept. That problem will be solved.’

> ‘The disadvantage of being a French carmaker is that in the mind of some consumers our technology is behind the Germans.



That is not true. If you look at the ADAC statistics on breakdowns, for example, you'll see how we compare with the Germans, and our rankings are as good, sometimes better. Nobody has a monopoly on discipline and rigour. I'd like to combine the Latin creative mindset with German rigour. On the positive side, we are usually regarded as more artistic and stylish.'

Car

That pay? I'm cheap, says Peugeot chief

Peter Wilson

The Peugeot Group board's decision to double chairman Carlos Tavares's salary to €5.2 million (A\$8.3million) sparked angry debate in France, with finance minister-Michel Sapin calling the raise "harmful".

But the architect of the rapid financial turnaround – he bettered the five-year plan in two years – shrugged it off.

It was a board decision to give him the bonuses, Tavares told Automotive News Europe. Besides, he was relatively cheap.

"There is a global market for CEOs just as there is a market for soccer players and Formula One drivers. I'm paid about

one third to a half as much as my peers."

Tavares heads Europe's second largest auto maker with a key role in the French economy and gave it the kiss of life. So how does he square up with our locals?

Australia's best paid CEO last year was Ken MacKenzie of Amcor, who retired with pay and golden handshake of \$20.92 million, Macquarie group's Ken Nicholas Moore collected \$16.4 million, ore giant Rio Tinto's Sam Walsh pocketed \$11.9 million and ANZ Bank's Mike Smith got a modest \$10.84 million.

The CFDT labour union had a moan about the money but the company said French-based employees will average a €2,000 bonus for their role in the turnaround.

Meanwhile, Tavares in discussing his new Push to Pass strategy, says the new plan – it's scored scoffs from some analysts – is the company's lever to becoming the most efficient car-maker in the world.

So far only a part of the company's potential had been seen, he said.

Fifteen teams had worked for eight months to develop a number of projects to fix the company's weaknesses while still achieving operation excellence and selling great cars.

Automotive News Europe's Luca Ciferri asked why Push to Pass had excluded a sales volume target.

"Volume can be the enemy of value," Tavares said. "It is measured by revenue, by operating margin and by market and product

coverage.

"This industry has made many, many mistakes in recent years by always pushing volume. There is a point at which pushing volume can destroy value.

"At the end of the day, growth is not the goal, it is the reward of a job well done. To me, performance matters more than size."

He acknowledged it is very tough to achieve profitability in the auto industry, "but we know how to run a healthy car company, even if we are not one of the biggest ones.

"The Push to Pass plan is designed to demonstrate that a midsize company like ours can one, grow profitably and two, use its agility to adapt to the chaos we face everywhere," he said.

So where did he see the mission of each of the three brands?

Tavares said he wanted Peugeot to become the best high-end generalist brand.

Citroën is "the people-minded brand, with a 360-degree approach to comfort. We plan to grow its volume by 30 per cent by 2021," he said.

DS is the French avant-garde luxury experience. It will get five new global products in the next five years to reach a six-model range. And, he reminded, the success of a premium brand is not measured in volume but in pricing power.

"We have been enormously disciplined

in pricing,” Tavares said. “What I have told my brand CEOs is very simple: The first thing you need to do is control pricing. It is absolutely strategic. Look, for example, at the agricultural sector. People who produce milk are demonstrating in the streets because they cannot make a living based on the current price they get for their product.

“It’s very simple. If you are unable to get the proper value from the products you sell, you go bust. Is controlling pricing tough? Yes. But it is feasible and we accomplished it.”

Meanwhile, Tavares has been awarded the Issigonis Trophy by Autocar magazine, an industry reference worldwide. The award was granted in recognition of the excellence of the PSA Group’s product and technology plan at global level, and in respect of line-up im-

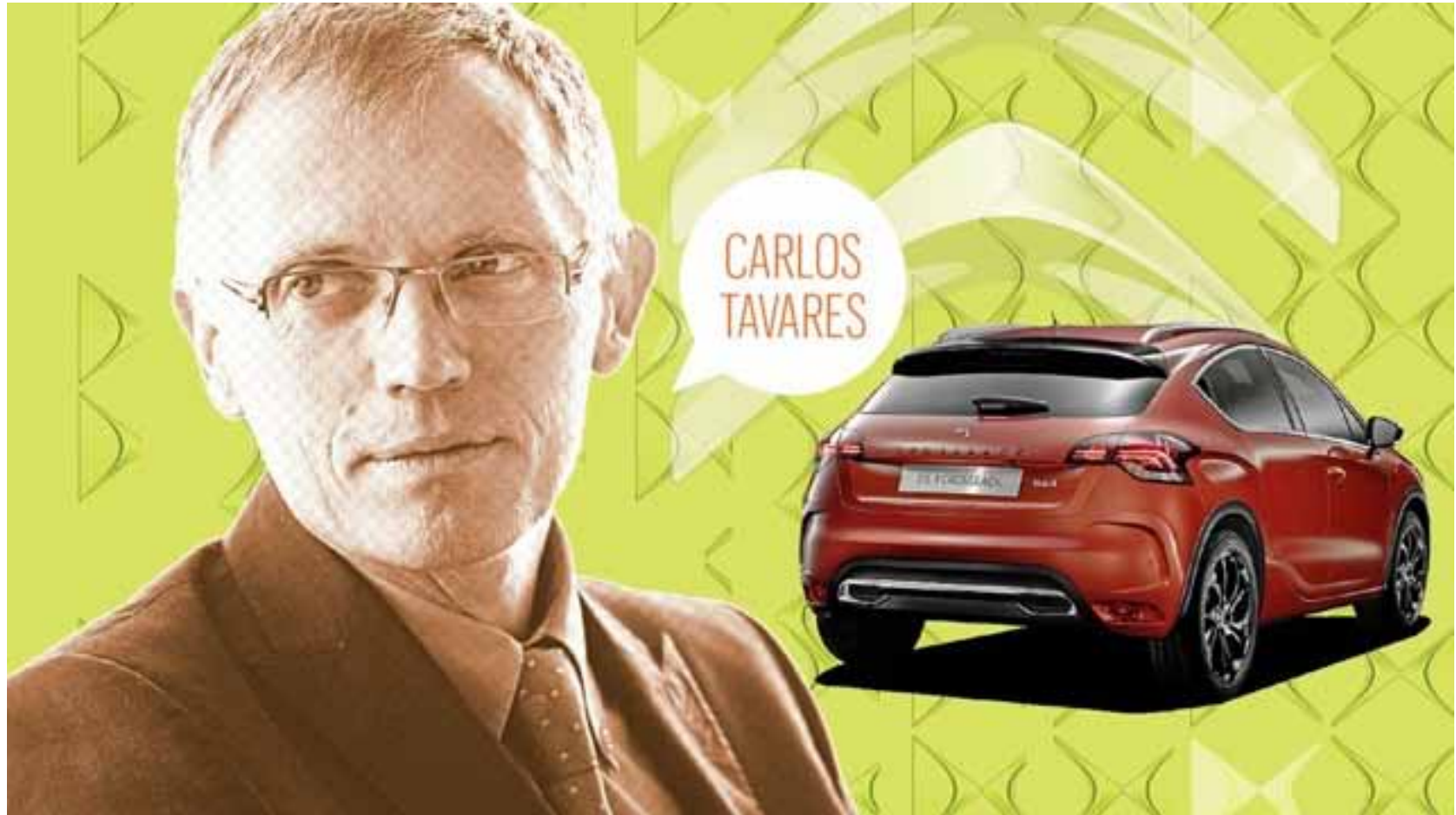
provements made at the Group’s three brands, Peugeot, Citroën and DS.

Previously, on 17 May, Tavares was also named Spanish daily EIMundo’s Man of the Year for his role in the PSA Group’s financial recovery.

The Issigonis Trophy is named after Sir

Alec Issigonis, creator of one of the most iconic British cars of all time, the Mini.

- with ANE and agencies



PSA Group signs the final contract with its Iranian partner

Sorin Petcu
22 June 2016

Following the preliminary agreement announced at the beginning of the year, Peugeot-Citroën sealed the deal with Iran Khodro this week.

The first European tour of Iranian President Hassan Rouhani concluded in January with a business deal for Peugeot Citroën, as it announced it has reached a preliminary agreement for a 50:50 venture with Iran Khodro, its long-time partner in the pre-sanction period and the biggest automaker in the country.

Both companies have now said they finally signed the final joint venture deal that would lead to a €400-million investment over the next five years in manufacturing and R&D operations for revamping the 50 years old factory near Teheran.

The French automaker plans to locally launch the Peugeot 208 hatchback, 2008 crossover and 301 sedan, with the first vehicles expected to roll off the production line there in the second half of 2017.

Peugeot withdrew from the Iranian market in 2012 as a result of sanctions over the country's nuclear program, which at that time also extended to the automotive industry.

Before the forced exit, the French automaker sold 473,000 units in 2011, making it the biggest-selling European carmaker at that time, on a market that peaked at 1.6 million vehicles. It should regain this level within 2 years, reaching 2 million units on an annual basis by 2022, PSA estimated.

Iran's auto market has once again become a very luring sector for the global automakers and many of them have announced their plans for a reentry.

INAUTONEWS



How to keep up with the Porsches.

By any standards the Porsche 911 is a classic drivers' car.

It has had a profound and lasting effect on everyone fortunate enough, and rich enough, to experience one first hand.

As a design, the water-cooled front wheel drive Peugeot 205 GTI has little in common with the air-cooled, rear engined Porsche 911.



Yet, in the end result, they're both sheer unadulterated pleasure to drive.

And while the Porsche does have an edge in performance, the most important difference between the two cars is the price.

The Peugeot is infinitely more attainable.

You can buy one for \$29,500.* Or, if you're quick, lease one for as little as \$499* a month.

Nothing else anywhere near that price will provide the same on-going pleasure as a 205 GTI. Point to point it's near unbeatable.

In the 1987 and 1988 Paris/

Dakar Rallies, the 205 was unbeatable. The 205 was also World Rally Champion in 1985 and 1986.

It's already a classic. With a European sporting heritage there for all to see. And enjoy.

Most of all enjoy.

Driving the Peugeot 205 GTI is pure pleasure. It complements your driving skills. Heightens your awareness. Stimulates your senses.

It moved Car Australia to observe that: "Any of our hot hatches, no matter how good, pales into almost total insignificance when placed alongside the Peugeot 205 GTI.

"So brilliant is the Peugeot, it

stands destined to become the new benchmark in its class."

Even so, until you drive the Peugeot 205 GTI you will never fully appreciate just how good it is.

What a pace-setter it is.

How much pure pleasure it is to drive.

For further information on the 205 GTI phone (STD free) 008 252 022. Sydney 908 0822.

KEEP UP WITH THE PORSCHEs FOR JUST \$499* A MONTH.

Right now you can lease a 205 GTI for just \$499* a month. About what you'd pay for a Japanese 'also-ran'. It's amazing value. See your local dealer to arrange a drive soon. At this price they're going to go fast.

The Peugeot 205 GTI. Pure driving pleasure.

*The recommended retail price of \$29,500 as at 1st March, 1988, includes options, pre-delivery charges and other on-road costs. The lease rate is based on the R.R.P. and is calculated over a 48 month term with a 60000 km limit. Excludes some state, F.I.D., statutory dealer charges, options and is available to approved customers only. This offer applies to a strictly limited number of cars.

Peugeot is distributed by JRA Limited.

For the name of your nearest Peugeot Dealer, please 908 0822 in Sydney, outside Sydney (STD Free) 008 252 022.

Peugeot Motor Company Ltd. (UK) Ltd.

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 in 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 market's first 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.

Undeniably, 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 1885. After a brief flutter with steam, 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 cm³, 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 IF5, torque-tube location of the rear axle, and final drive by underslung worm gear.

Although the Sochaux factory — less than 60 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 supple, 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 wet-sleeve engine, and an aerodynamically efficient body shape. There were major evolutionary developments, however. The 203's integrally constructed four-door 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 1938 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 45/215 Holden, yet at 900 kg weighed almost 105 kg less. This helped the 1290 cm³ 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 Idress drove a 203 to write his 1951 book, *Across The Mullerbar*. 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.

GRAHAM HOWARD

154 WHEELS

PSA Group produces millionth EURO 6 diesel

5 May 2016

The millionth Euro 6 BlueHDi diesel engine rolled off the assembly line at Trémery, in the Moselle region of France this week.

Two different sized Euro 6 BlueHDi diesel engines are manufactured at Trémery: 1.6 (100 hp and 120 hp) and 2.0l (150 hp and 180 hp). BlueHDi technology, which was gradually rolled out across the PSA Group's vehicles from September 2013 ahead of the introduction of the Euro 6 standard in September 2014, is now used on all Peugeot, Citroën and DS brand Euro 6 diesel models.

In Australia, the Euro 6 BlueHDi diesel drivetrain is available in the following models:

- Peugeot 308 hatch and touring
- Peugeot 508 GT
- Citroën Grand Picasso
- DS 4 Crossback
- DS 5

BlueHDi technology continuously limits diesel engine pollutant emissions using three emissions control mechanisms fitted in the exhaust line: an oxidation catalyst, an additive-technology particulate filter to eliminate particulates in mass and number, and

Selective Catalytic Reduction (SCR) technology, which is positioned upstream of the particulate filter to significantly reduce the nitrogen oxides (NOx) released by the engine.

BlueHDi technology is the subject of around 100 patents filed by PSA Group.

The site currently manufactures 7,000 diesel engines a day, of which 5,000 are 1.6l engines (815,000 units manufactured since its launch in 2014) and 2,000 are 2.0l engines (185,000 units manufactured since September 2013).

General manager for Peugeot, Citroën and DS Australia, Kai Bruesewitz said that the achievement is a demonstration of PSA Group's commitment to emissions reductions. "Across all of its marques, PSA offers some of the most powerful and efficient drivetrains for motorists," said Bruesewitz.

"With over 125 years of drivetrain development and engineering experience this is our opportunity to leverage PSA Group's lead in development and rollout of powerful and efficient

drivetrain technology" said Bruesewitz.

Commenting on the achievement, Christian Chappelle, PSA Group Vice-President, Powertrain and Chassis Engineering, said. "After pioneering the use of the particulate filter in 2000 and being the first carmaker to use SCR technology on all its vehicles, this milestone of one million BlueHDi engines – the most effective pollutant emissions reduction solution in the market – confirms PSA Group's commitment to offering its customers sustainable and clean mobility solutions."



Peugeot family considers raising stake

12 June 2016

France's Peugeot family is ready to consider raising its stake in PSA Group, the carmaker it controlled until a government-backed bailout in 2014, former chairman, Thierry Peugeot, and other members of the founding clan said.

"We can make the effort," Thierry Peugeot told the Les Echos business daily. "We should move decisively; there are a lot of us who think the same way."

The French state and China's Dongfeng Motor each took 14% stakes in PSA in a €3 billion capital increase in 2014, diluting the Peugeots' holding to the same level and ending family control of the carmaker as it teetered close to bankruptcy.

Two years into the company's ebullient recovery under new PSA chief executive, Carlos Tavares, the government is now considering the sale of all or part of its stake, officials say.

However, Thierry's cousin Robert Peugeot, who heads the main family holding company, sounded a more prudent note in the joint interview while maintaining that the family was "open" to making a new investment.

"We don't have unlimited resources," he told Les Echos in a rare group interview.

Thierry Peugeot was forced off PSA's board after voicing public dissent over the French government gaining a stake in the automaker. He wanted PSA to raise money by selling shares on the market.

Financial Tribune
First Iranian English Economic Daily



A sound head - Robert Peugeot (r).

The story of two 508s: 508 Allure and the 508 GT

Now I have this Mate, let's just say his name is Geoff for this little story, who received an offer for his 508 Allure that was a little hard to just brush off. But we must first go back a little in time to set the scene.

Geoff had asked if I knew where he might acquire an RCZ and I put him in touch with 'Young Gerald' at Australia's best Peugeot dealership in Nambour. It transpired that the RCZ was no longer available and there were not even any hiding in the Peugeot Australia labyrinth. It was at this time that the Pageant at Oberon intervened at which (or maybe just after) Geoff had a "sort of offer" for his Allure that was then discussed at length within his household and then discussed further with said Young Gerald. And so it transpired that said 'Young Gerald' would take carriage of this offer for Geoff's 508 Allure and Geoff would purchase a 508 GT from said 'Young Gerald' and Geoff asked if I would like to drive up to Nambour with him so he could pick up his 508 GT.

So I set off from home at 8.00am on a Wednesday and drove over to Geoff's place at Harden, transferred all my 'stuff' into his 508 Allure and he and I and all his stuff as

well set out for Nambour in QLD. On the way we stopped at Marulan so that Peugeot PR and Communications people could interview and film Geoff and his 508 Allure. If you look at the www.peugeot.com.au in the not too distant future you will probably see the interview and his 508 Allure and other people talking about their Peugeots and driving them. (Hopefully someone will find the link and let us all know where it is.)

If you haven't been on a trip in a 508 Allure then your life is poorer for it. The 508 Allure travelled comfortably, never put a foot

wrong and responded to everything that was thrown at it on the journey. We went up the coast and contended with road works, more road works, changes of road surfaces, idiot drivers, traffic, speed cameras, innumerable road signs, differing speed restrictions and more road works; really a disgraceful road to call Australia's number 1 highway. Despite all this, the journey was a relaxing and enjoyable journey from Harden to Nambour with a mate I have known for over 40 years (his Dad used to service my MK IV Jag, then my MK V Jag



and finally my E-type back in the late '60s before I found out about real motorcars and driving – doesn't that sound pretentious). I could not fault the 508 Allure and think it is Peugeot getting back to the days of good touring cars like the 404 and more-so the 504 and even the 505 used to be.

The car ran faultlessly, was comfortable and, being diesel, returned 5.1 l/100km for the over 1,200km trip. We stopped at Kempsey for a snooze on the way and after visiting an old girlfriend of mine in Nerang we arrived at Cullens, the dealership of said 'Young Gerald', mid-morning Thursday. This is when Geoff first cast eyes on his new white 508 GT in the showroom.

Said 'Young Gerald' and all the staff at Cullens welcomed us almost royally, just as they do all their customers, and said 'Young Gerald' and Geoff then set about overcoming the mountain of paperwork and 'phone calls that are involved in the hand-over of the 508 Allure and purchase of the 508 GT. Around 2.30pm the 508 GT was Geoff's and we transferred all my stuff and all Geoff's stuff from the Allure into the GT and we headed off deciding we would go down the Newell Highway or down the 'middle' of NSW and not have to put up with Australia's (so-called) Highway Number 1.

The thought had entered our heads on the drive up that after about 50kms Geoff would be cursing and lamenting the loss of

his 508 Allure. The Allure was 18 or so months old, had travelled just short of 80,000kms and there was nothing wrong with it. We'd had a comfortable drive up and had arrived refreshed and not washed out after the trip. But after leaving Nambour and travelling on the hot mix roads to Beerwah and getting onto the Woodville Road out of Beerwah the road surfaces deteriorated a bit, became a bit more interesting to drive on and all thoughts of being disappointed in the 508

GT were dispelled.

The trip back was interesting. We stopped for a snooze in Warwick, surprised by the 19 year-old or so young bloke at the motel who came out for a look at the new Peugeot. His Mum and Dad had had Peugeot 504s, 505s and all sorts of '3s and '4s. He and his brother learnt to drive in a 208GTi and quote ".....had trashed it !!!....." (I did say he was young) but he thought the 508 GT was the



duck's guts and we were right to stop and not drive through the night trying to dodge all the wild life.

The 508 GT surprised both of us. It had more poise, turned in sharper and seemed to have a better presence on the road. It is fitted with 19" rims and really low profile tyres but was not harsh, did not jar in pot-holes and was not noisy. Peugeot has really sorted spring and damper rates on the 508 GT and it shows. Though both the 508 Allure and 508 GT are extremely quiet on the highway the 508 GT is a noticeable step above. This does not detract from the 508 Allure but makes the 508 GT just that much better. This was best demonstrated when Geoff gave the 508 GT the "business" to get past several caravans and B-doubles; the speed increased rather quickly and the radio decided that it should turn the volume up as it did, probably because it is programmed to read more speed more volume. However with more speed it was necessary to turn the volume down on the radio because it was too loud.

Geoff's 508 GT is fitted with the softer leather seats,

heads up display (adjustable for height and brightness), self-dipping headlights and much more. It has sat-nav, blue tooth, memory seats and as I said much more. In fact the memory on the seats adjusts the seat, mirrors and heads up display when you change from one setting to another. The extra neddies that Peugeot have dialled in make it a startling performer. It runs easily and quickly to whatever speed you are game to drive it at. When you turn the cruise

control back on after disengaging it the return to cruising speeds is much gentler than what happens in the Allure and it reaches the desired cruising speed effortlessly and without noticeably fussing about gear changes etc..

We discovered all sorts of things as we went along but the thing that impressed us most was the self-dipping headlights. They work instantaneously if someone is coming toward you or even if you catch up to someone,

they even dip when you drive into street-lit areas and we reckon there is a little monkey or person who peers through a little hole in the rear vision mirror and flicks a toggle switch when he sees lights coming). Imagine the thought and complexity in putting everything inside the rear vision mirror so that it works to dim and then put the lights back up when the car has passed or you have passed the car in front.

There is nothing wrong with the 508 Allure on the road but the 508 GT is a remarkable car on the road; both are



composed in corners, the steering is positive and feels good but the GT just takes it to the next level. It is responsive, easy to drive; it responds to a bit of verve if that is the way you want to drive. I feel it is streets ahead of many cars that cost much, much more.

I must admit that I wondered if the 508 GT was worth the extra \$12,000 that they are asking above the price of a 508 Allure; I would now say definitely yes! Can I say that Peugeot, in the 508 GT, have made a true touring Peugeot again! The 508 Allure is truly an extraordinary touring car but the GT is almost exceptional. Peugeot have set a high bench mark for future models with what they have produced with the 508 Allure and the 508 GT.

Would I buy a diesel as the 508 GT is a diesel? No, I don't think so as I still think that if you want to drive a diesel then buy a truck (but gee it is tempting after the ride from Harden to Nambour and back in the 508 Allure and the 508 GT).

FLASH

PS Just in case you were wondering we were back in Harden just after 8.00pm on Friday and I was home in Bungendore just after 10.00pm.

New Peugeot 3008 revealed

24 May 2016

Peugeot has unveiled its new compact 3008 SUV in an attempt to claw some market share away from its popular Japanese rivals.

The French brand has stretched its new-generation 3008, lengthening its wheelbase and overall dimensions to create a more spacious cabin. Features include:

- First Peugeot SUV based on all-new EMP2 platform
- All-new design, on-board technology and award winning drivetrains
- Vehicle features electric scooter with docking station in boot
- Due for Australian introduction 2017.

The new look interior is highlighted by the adoption of the car maker's new i-Cockpit technology. The new 3008 will ditch the conventional analogue instrument cluster and replace it with a 12.3-inch digital interface, similar to that first seen the Audi TT.

It will also be come with Apple CarPlay and Android Auto, which is accessible through an eight-inch touchscreen in the centre console.

Peugeot has also brought back more physical controls to the centre console for functions such as air-conditioning – one of the major complaints around its minimalist layout in current vehicles such as the 308.

A range of new thrifty engines will power the new 3008 including 1.2-litre and 1.6-litre petrol units, and 1.6-litre and 2.0-litre diesel options. The new Euro6 engines coupled with widespread use of high-strength steel to reduce weight will greatly improve fuel economy.

Peugeot is also offering a range of safety equipment in its new SUV including auto braking, anti-collision warning, lane departure warning, driver warning function, auto high beam, blind spot monitoring, park assist and adaptive cruise control.

The new Peugeot 3008 will make its official public debut at the 2016 Paris motor show in September.

Full Australian specifications and pricing will be available closer to the car's local launch in the first half of 2017.

Drive.com



Peugeot sentimental at Indianapolis 500

2 June 2016

Last weekend's Indianapolis 500 caught Peugeot in a sentimental mood as 100 years ago it was in the middle of a winning run at the famous race.

To celebrate a trio of motorsport victories in the early years of the famous speedway from 1913 to 1919, Peugeot has created the L500 R Hybrid, (pictured at right), "a futuristic interpretation of the Indy spirit".

The L500 R is powered by a 300kW plug-in hybrid driveline featuring a petrol engine plus electric motors front and rear. With its sleek lines and light weight of just 1000kg, it can reach 100km/h in 2.5 seconds and takes just 19 seconds to cover 1km from standstill. The single-seat cabin has hologram displays and a "virtual co-pilot" can get involved by using a virtual reality headset.

The colour scheme is inspired by the L45 racer driven by Dario Resta, which won in 1916. By then Peugeots were regarded as the best cars in the world.

One of the L45's predecessors, the L76, was the first racer to reach 190km/h. The L76 was the first car in the world to use a four-cylinder engine with four valves per cylinder plus a dual overhead camshaft.

Last Sunday's race was won by debutant

Alexander Rossi in a Honda-powered car.

The Australian and agencies



100th Indy 500

A champagne finish

With the running this month of the 100th Indianapolis 500 race and Peugeot's plan to make a modest return to the US market, it's a good excuse for to raise a glass and toast the family company's role in the 1913 race that put the event on the oval brick speedway track on the international map and revolutionised racing engine design. And Peugeot went on to win again in 1916.

Peter Wilson reports.

As the clouds of war gathered in Europe in 1913, Carl Fisher, a co-founder of the newish Indianapolis Speedway that opened in a rural setting in 1910, decided to invite European entries to add to glamour and raise the status of its 500-mile race.

Since the first Vanderbilt Cup in 1904 several foreign manufacturers had made an annual trip to the US to demonstrate their superior products to an expanding market. The venerable firm of Peugeot had always declined the overtures, but after persuasion that the Speedway organisers were not gangsters the company decided to send a team of stellar drivers Jules Goux and Paul Zuccarelli with two race cars sporting sensational new engines.

Goux and Zuccarelli were engineer-drivers from L'Equipe Boillot, a team of four known as the Charlatans that Robert



Peugeot had contracted to develop a series of race cars independently from the factory engineers. Driver Georges Boillot and brilliant engineer-designer Ernst Henry were the others.

Their new L76 four-cylinder engine of 7.6 litres was full of major improvements generally thought in motoring circles to be recent. It had a complex single-piece iron casting with fixed cylinder head, four valves per cylinder controlled by two overhead camshafts, hemispherical combustion chambers, a crankshaft mounted on rollers with five bearings, a dry sump pressure lubrication system and a Claudel barrel-valve carburettor.

The dohc hemi-like head design, that has become everyday in the past few decades of motoring, gave a major improvement in efficiency to the slow-revving engines of the period. The first version won practically all the races in

which it entered. Despite minor problems in the 1,530-km Grand Prix de l'AFC of 1912, Boillot beat the thundering Fiats with their four-cylinder 14.137-litre airship engines by 12 minutes.

One of the L76s was fitted with a very narrow body and on March 10, 1913 Goux drove it to set a new flying start, half-mile record at Brooklands at 109.897 mph, something that was great race publicity. Charles Faroux, the dean of French motoring journalism, was impressed with their

mastery of technique and published the basic technical description of the engine in La View Automobile with line drawings.

This became the historic documentation on the L76 and appeared in translation in the US The Automobile in September 1912. Faroux accompanied the team to the Speedway and acted as their guide, guardian and interpreter. Their cars' bore and long stroke of 110 x 200 had been modified to 108 x 201 to meet the new Indianapolis capacity limit of 7.365 litres.

In practice the French drivers found their lap times slower than expected and tyre wear dangerously rapid on the 4-km banked turn brick oval circuit. Veteran National brand driver Johnny Aitken, who was behind Joe

Dawson's win in 1912 and could speak French, advised them on how to overcome the problem. He became their pit and strategy manager.

Joining the French and American competitors in the race were three Isottas from Italy, England's Sunbeam, a Mercedes-Knight and two American-owned Mercedes. The favourite in the betting was "Wild" Bob Burman in his American Keeton racer that had a new Duesenberg engine. He was regarded as America's new speed king with a string of wins and had smashed Barney Oldfield's world land speed record with 141.732 mph at Daytona Beach.

The race was held in intense heat and Aitken knew that would increase tyre wear and advised the French drivers to run a calculated "cool" race. Goux, accompanied by mechanic Emil Begin, took the lead in the fifth lap. When he pitted on the 15th lap with a shredded tyre and changed two tyres, he surprised the Americans in asking for some wine. Members of the French Alliance at the track had bottles of chilled Champagne ready for him at his next stop.

Zucarelli wound up on the sidelines with a main bearing failing on the 18th lap. Goux wanted to let his car go and complained at every pit stop he could have made better times. Aitken was firm and once Goux took the lead at the 140th mile contended there was no use in revving out

the Peugeot. A wire service report said Goux drove a perfect race and adapted readily to the conditions, refusing to be drawn into pockets and courageously giving vent to sensational speeds.

He changed eight tyres during the race, losing little time in the pits. The cars broke all speedway records for their class up to 250 miles but after that the many pit stops began to reduce average times. Goux was never headed even though the international contest became more intense from the 400-mile point. Anderson in the Stutz pushed

him hard until the 287th lap when his magneto shaft broke with less than 20 miles to go and cost him the second prize. Goux carried the colours of France to victory for the \$20,000 prize with a time of 6hr 31 min 43.46 sec and an average of 76.59 mph.

He didn't beat Joe Dawson's 78.7mph average of the previous year as he had no



Jules Goux with his mechanic Emil Begin posing for the cameras after the end of the race.

need to use his speed. The hot day and many tyre changes made the race about 10 minutes slower than 1912. Goux also got another \$20,000 in prizes for 200, 300 and 400 miles and was the first winner without a relief driver.

Stewart Wishart and Ralph De Palma defended the US in a Mercer, finishing second 6min 7sec behind for a \$10,000 prize. Charles Merz had a daring third finish in a Stutz and thrilled the crowd of 90,000 by driving the last lap with his car on fire. In front of the stand, mechanic Harry Martin climbed on to the bonnet, unbuckled the straps and beat at the flames with bare hands.

Frenchman Albert Guyot was fourth in the Sunbeam. Burman ran a hard-luck race. His Keeton caught fire in the 55th lap and he had to change carburetors. This delay and many pit stops meant the car finished 20 laps behind.

Mulford lost his chance of third when his Mercedes ran out of petrol in the back straight and his mechanic had to sprint a mile across the track for supplies. He was seventh. Four of the eight foreign cars received prizes. The Isottas did not finish. This race had no fatal accidents – a lot of drivers died in early racing – although Jack Tower in a Duesenberg-engined Mason broke his leg when his car overturned from a tyre blowout. After this race, the main front page report in many American newspapers of May 31, the Indy 500 began to upstage the Vanderbilt Cup in prestige.



Peugeot returned to the US with improved racers, coming second in 1914 and won in both 1916 and 1919, though the field included replica Peugeots the Speedway had commissioned from the Premier Motor Corporation of Indiana and other racers fielded engines with their take on the Henry design. But that is another story.

The legend about the success swelled through the years with tales of Goux drinking as many as six bottles of Champagne. Even this year the Indianapolis Star spoke of “flying Jules quaffing a bottle of wine to cool down at his pit stops.” The Speedway banned alcohol for drivers the next year. However, in reviewing the refreshment situation, the Jalopnik website notes that Speedway historian Donald Davidson

Goux—the 1913 500 winner.

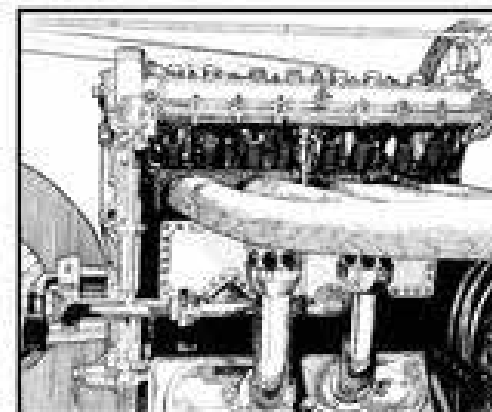
agreed the driver and mechanic drank Champagne for hydration in the hot conditions. They drank a bottle between them on the second stop, but they were half-pint small bottles, a quarter of the size of the standard 750mm bottles and certainly not magnums.

“The three other occasions merely consisted of either just a swallow or two, or perhaps mere use of the Champagne as a form of mouthwash,” Davidson decided. Nevertheless, the flying Jules is credited with the famous quote: “Without the good wine, I would not have won.”

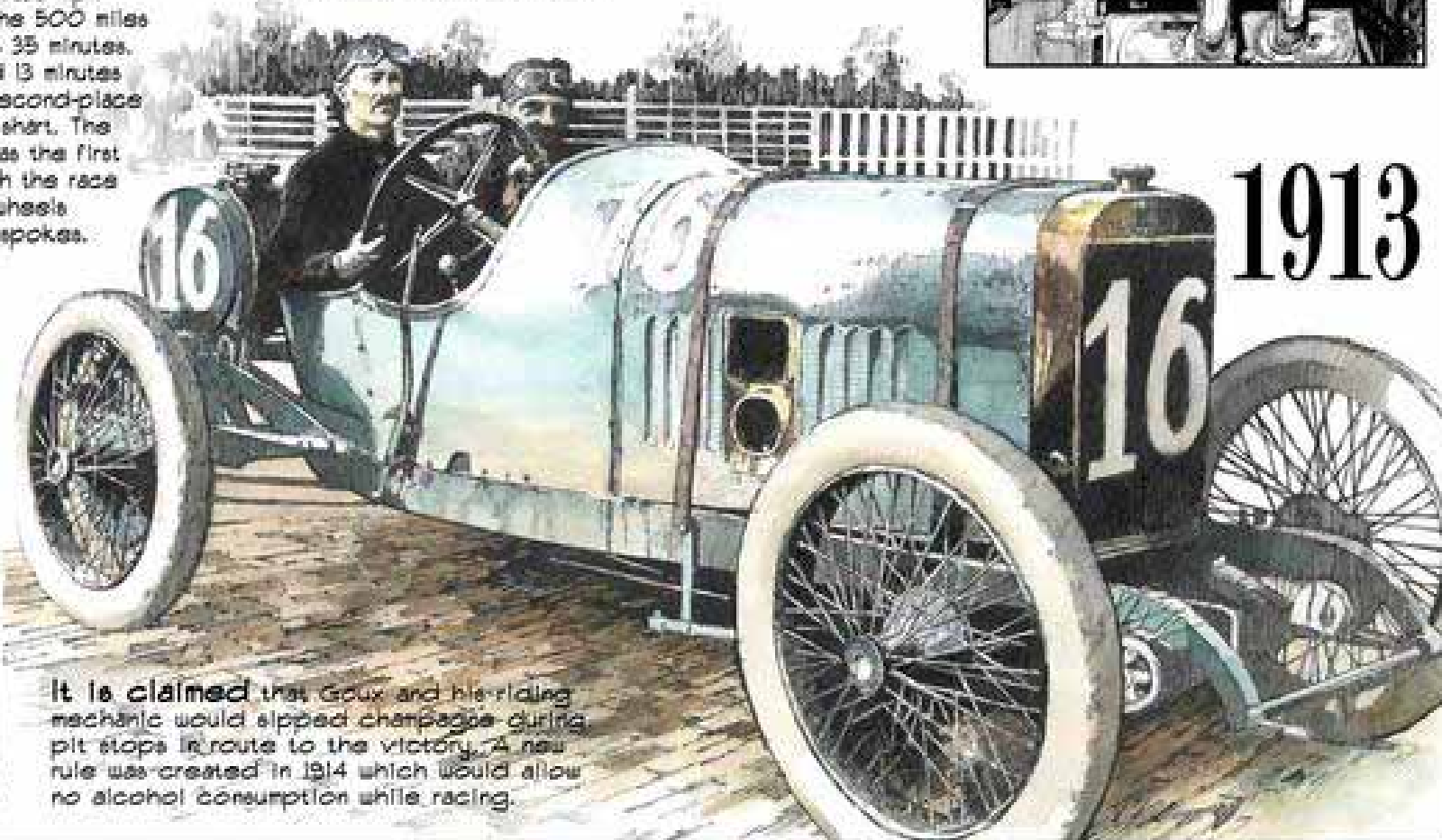
Jules Goux, The Frenchman, claimed victory Lane in the third Indianapolis 500 becoming the first European to win the American classic. He was the first to go the entire 500 miles without a co-driver. Goux average 75.933 mph covering the 500 miles in six hours 35 minutes. He finished 13 minutes ahead of second-place Spencer Wishart. The Peugeot was the first car to finish the race using wire wheels instead of spokes.

PEUGEOT

The L76 was first car to come equipped with double overhead cams and four valves per cylinder motor. It was designed specifically for racing. It featured a single piece block, light alloy pistons, and rocker-less valves. Even with this technology the Peugeot actually performed only slightly better than its contemporaries.



It is claimed that Goux and his riding mechanic would slipped champagne during pit stops en route to the victory. A new rule was created in 1914 which would allow no alcohol consumption while racing.



1913

1916

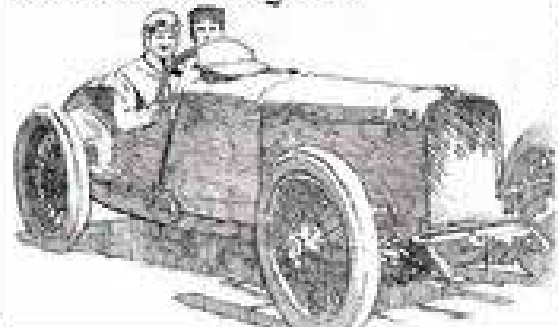
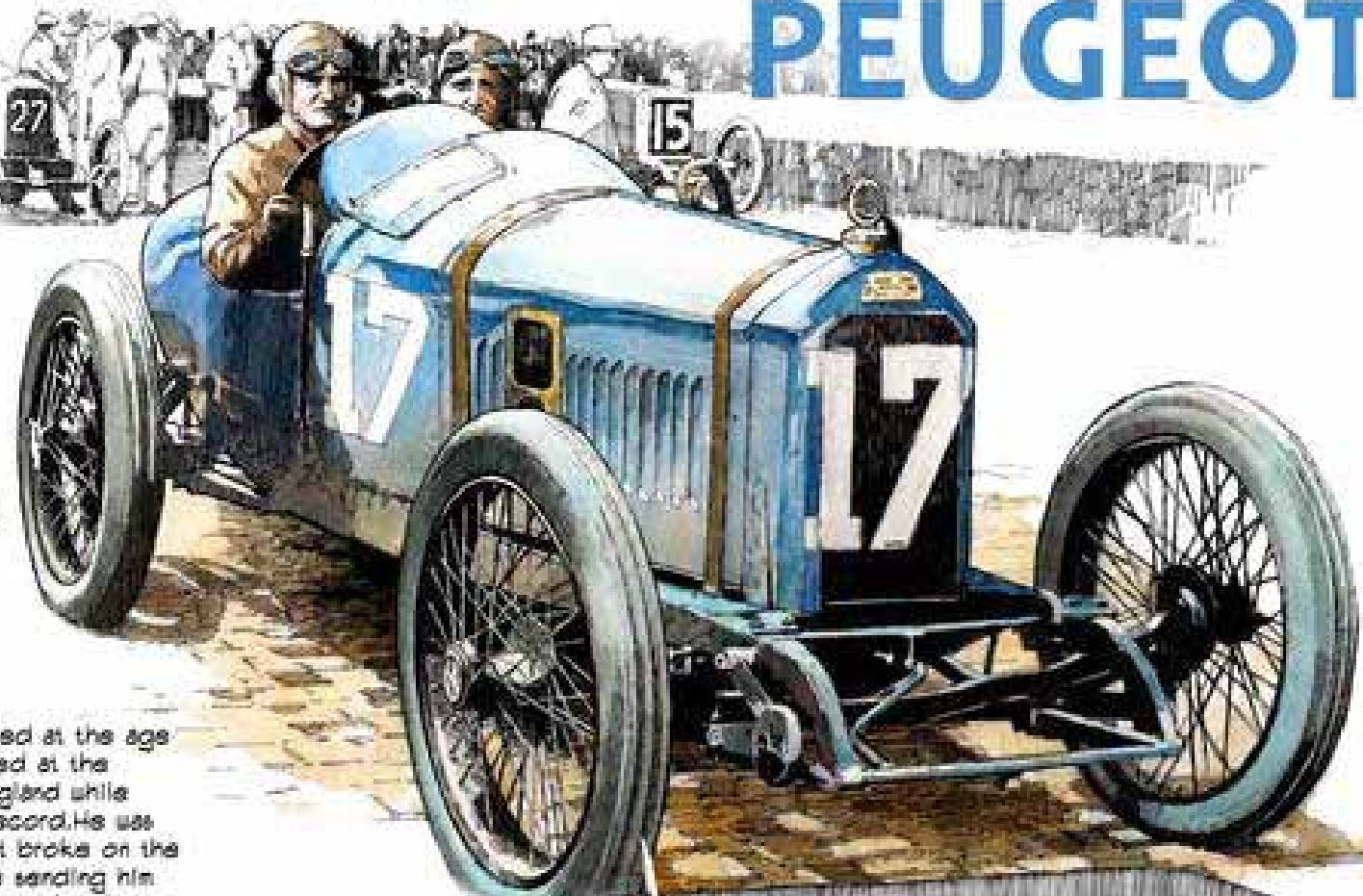
Dario Resta would win the 1916 Indy 500. This race had the smallest starting field and the fewest spectators of any Indy 500. Resta dominated the race in a similar model Peugeot to the one he had driven the year before and would win again in 1919. This was the last Indy 500 run until after WWII.

Management changed the race to 300 miles to try and make it more appealing to race fans. Despite the altered distance the race is still considered part of the lineage of the Memorial Day Classic.

In 1924 Dario Resta was killed at the age of 42 when his race car crashed at the Brooklands race course in England while trying for a new land speed record. He was driving a Sunbeam when a belt broke on the 2nd lap and punctured his tire sending him out of control. He crashed through a fence and then his car caught fire.

WWI was raging in Europe. In little over a year the man, Eddie Rickenbacker, who lead the first nine laps of the 1916 Indy 500 would be flying a Spad fighter plane in France. He would shoot down 26 German airplanes and win the Medal of Honor. He would later become the owner of the Indianapolis Motor Speedway.

PEUGEOT



Ford Fiesta XR2i vs Peugeot 205 GTi

The Fiesta XR2i and Peugeot's 205 GTi were at the top of their game back in 1989, but how did they compare to each other?

Matt Burt
23 June 2016

Over two generations, the Ford Fiesta XR2 captured a healthy slice of the fast hatch market between full-blown GTis and 'warm' models such as the Citroën AX GT.

For the follow-up XR2i, however, the sporty hatch gained fuel injection as well as a price tag of almost £10,000 – about £1200 more than the XR2. Suddenly the fast Fiesta was positioned against the Renault 5 GT Turbo, Peugeot 205 GTi and Volkswagen Golf GTi.

Under its bonnet was a new version of the CVH 1.6-litre engine, a development of the unit found in the Escort XR3i, with a power output of 110bhp giving it a 14bhp advantage over the outgoing XR2. Backing it up was 102lb ft at 2800rpm.

Those figures placed the £9995 hot Ford mid-way up the performance ladder, about a rung down from the most accomplished contender, the 115bhp, £9835

Peugeot 205 GTi 1.6. It was that six-year-old model, in many respects still the pacesetter, that Autocar lined up as a rival for a comparison test on Dartmoor.

"The XR2i has certainly got what it takes to stay with the 205 in any bar-room contest and comfortably shadows the French car on the road," wrote our testers. "The 205 holds a 5bhp power advantage, the Ford a 4lb ft torque advantage. These are small margins but accurate pointers to how the pair feel in practice: the XR2i is more energetic low down, the 205 crisper high up.

"On the road, the Fiesta is far from out-classed. Its low-end torque actually makes for more effortless progress, as it allows the driver the luxury of foregoing the occasional down-change and revelling in the bubbly, Alfa-esque exhaust note the engine produces as it hauls up to peak torque at 2800rpm.

"But as the pace goes up, the enjoyment of using the CVH engine goes down. At 4000rpm, when the Peugeot's XU engine is hitting its stride, the Ford's motor becomes harsh and thrashy. And while the 205 spins eagerly to its redline, the Fiesta driver is deciding whether to endure the din beyond 5000rpm."

When it came to handling, the 205 GTi ran rings around the Ford. "The XR2i's troubles begin with its

steering. Ford gives it a low ratio – 4.25 turns lock to lock – but the steering is still heavy at parking speeds and demands energetic twirling on fast, twisting roads. It is a compromise that doesn't work.

"The 205 isn't dogged by such indecision; its steering is hard work at low speeds but high-speed precision is superb. It is not particularly fast-gearred at 3.75 turns across locks, but turn-in is razor sharp and the chassis' fine balance virtually eliminates under-steer, so all movement at the steering wheel is resolved at the front wheels.

"Quite simply, the 205's chassis does what a driver asks of it; the Fiesta's can't muster a definitive response."

The two cars were similar in terms of



ride, both being “firm around town but acceptably smooth across country and on the motorway”. With the testers raving about the 205’s “blindingly fast” gear change compared with the XR2i’s “smooth but long-winded” action, the comparison stacked up in the French car’s favour. “The XR2i has enough grip, though too much power is wasted in wheel spin at times, and its overall balance is safe. What the Ford ultimately lacks compared with the Peugeot, and most other GTis, is clarity of purpose and the ability to entertain.”

Autocar



DESERT LIONS

Peugeot picked the sandy wastes of Egypt to launch its 605. Paul Gover dodged camels and elderly Fiat to bring this preview of the car which should reach our shores later this year in V6 form.

I like Poo-je, they good car," Ahmed laughed as he whipped his scrawny nag into first place in the after-dinner coach-and-horses derby through the grubby streets of Aswan. "Not bad like Fee-at. Pale," he spat as we cantered past an elderly dented Fiat with a flat tyre.

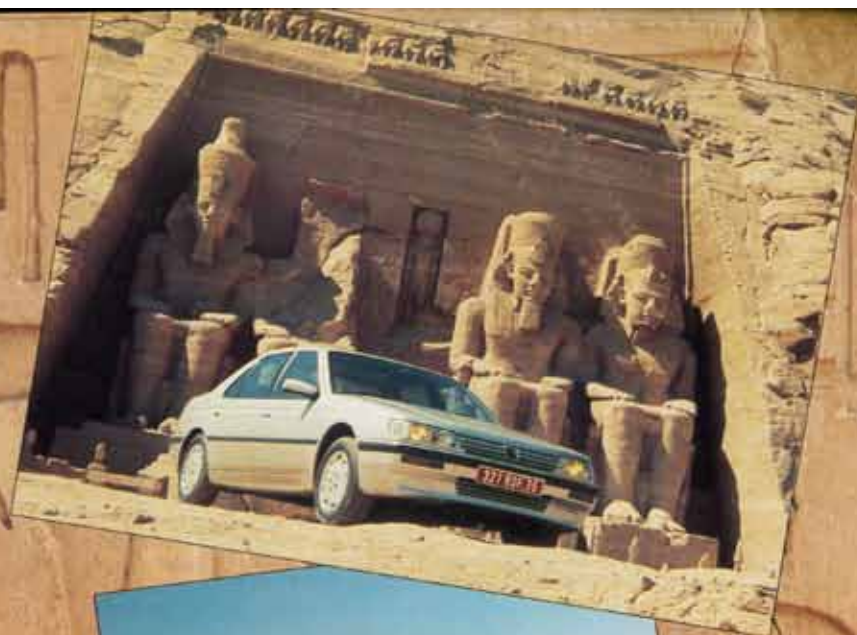
Ahmed and his world-weary rig were the perfect time-warp transportation from the colonial grandeur of the Pullman Hotel back to the modern floating extravagance of the Nile Ritz. The Pullman is the very same hotel chosen as the backdrop for Peter Ustinov's sleuthing in the Agatha Christie whodunnit, "Death on the Nile", and the Ritz is one of many floating palaces plying the tourist trade along Egypt's lifeblood.

"Baksheesh, baksheesh," Ahmed hissed over his shoulder as he reigned-in at the steps to the Ritz, indicating the traditional Egyptian claim for some back-handed pounds. But was it for his place in the coach-and-horses taxi dash or his enthusiastic support of Peugeot?

Probably for his prowess with the whip and reins, we decided, as Ahmed described in broken French-list his own elderly Peugeot 504 and its superb record in the countryside around Aswan. It may have been ideal for him, but hardly a paid advertisement for Peugeot.

605
IN EGYPT

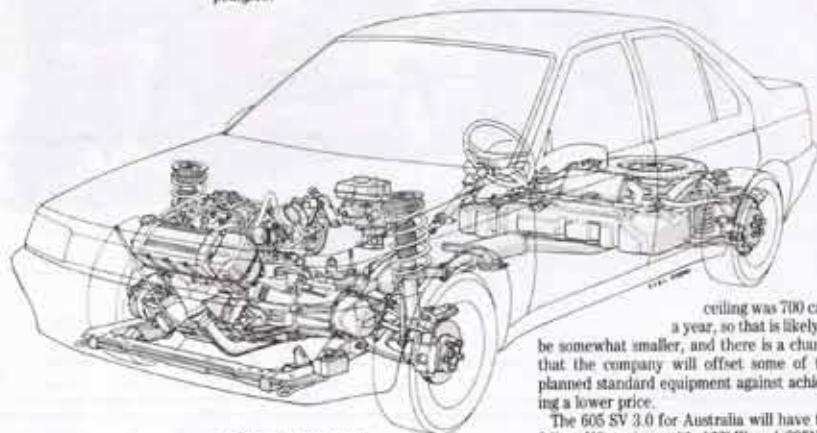
72 CAR AUSTRALIA MAY



DESERT LIONS

But, then again, Peugeot is still the Lion of the Desert and a colonial power which has survived long after the sunset of the British Empire and the end of the succeeding French and Russian influence. You only have to look at the results of major desert rally raids over the past couple of years to see that the French manufacturer is unmatched in competition over the world's least-hospitable terrain.

Even more than the victories of the 205 Turbo 16 and the sensational 405 Turbo 16, which have torn through the desert like a runaway Khamsin, it is the old-world Peugeots which prove the company's African pedigree.



"Egypt is not unlike the outback, although perhaps with rather more donkeys."

Take a drive from Luxor on the Nile,

heading South to Aswan and then Abu Simbel along the fertile ancient plain, and you find Peugeots, Peugeots, Peugeots. Most of them are 504 Familiale taxis, but there are also 203s, 404s and 504s — in every configuration from stripped utilities to station wagons — carrying the Peugeot lion on their nose as proudly as anything Rommel or Montgomery used in the battle for North Africa.

They were all kindred spirits of a kind — not to mention slow-moving chicanes and an on-going opportunity for a major automotive disaster — when a fleet of pristine new Peugeot 605s invaded the countryside down the Nile highway.

It was no accident that Peugeot chose Egypt to show the 605 to the world's press, despite the obvious contradiction between a high-tech luxury express and one of the world's bottom-drawer countries: there are effectively no speed limits, the roads would test any car's brakes and suspension, and the weather is fine and warm when Europe is cold and wet.

For Australia, the correlation was clear too: Egypt is not unlike the outback,

although perhaps with rather more donkeys.

The 605 will definitely be added to the top of the Peugeot range in Australia, as it has been throughout the rest of the company's major markets, although plans became rather muddled in the turbulence around the Federal election. This caused JRA to miss the production "window" for the Australian 605s in June, and also upset the original marketing and cost plans because of the likelihood of the increase in luxury tax.

So now the only definite plans are that the car will be on sale in Australia very late in 1990, and that it will sell somewhere in the \$65,000 to \$75,000 range. JRA's original sales

ceiling was 700 cars a year, so that is likely to

be somewhat smaller, and there is a chance that the company will offset some of the planned standard equipment against achieving a lower price.

The 605 SV 3.0 for Australia will have the 3-litre V6 engine, with 123kW and 235Nm, and a four-speed automatic transmission.

It will definitely face a tough battle in a very competitive market sector, against rivals as diverse as Volvo 760, Alfa 164, Saab 9000 and Rover Vitesse, but it is a world car which has been developed to meet any challenge.

It was developed as Peugeot's top-of-the-range model, above the 405 and 205 series, and was launched at last year's Frankfurt Motor Show. Although there are similarities in size and style with Citroën's XM, last year's European Car of the Year, they only share a common gearbox and engine.

The 605 is a three-box sedan with front-wheel-drive which is built at Peugeot's Sochaux plant in France, which has been substantially upgraded and converted to just-in-time planning for its upgraded role. Despite the age of the facility the 605 area is state-of-the-art, with extensive use of robots and a worker-friendly layout.

The Sochaux upgrade is part of a plan to achieve Mercedes-style quality levels on the 605, which is vital to Peugeot's plans to have a genuine presence in the medium-luxury sector.



Right-out in the desert: the 605's good for well over 200km/h.



"Although there are similarities in size and style with Citroën's XM, they only share a common engine and gearbox."

605
IN EGYPT

DESERT LIONS

605

IN EGYPT

The car itself is not a breakthrough vehicle, but shows Peugeot's meticulous attention to detail and robust and thorough engineering.

The drag co-efficient is 0.30 and the car's dimensions are quite similar to the Alfa 161, with an overall length of 4723mm and overall width of 1799mm. It is independently sprung at all four corners — with pseudo MacPherson struts with wishbones at the front and wishbones at the rear — and it also has a "reactive" adjustment system fitted to some models, although it may not come to Australia. There are also four-wheel disc brakes, probably with ABS for the local market.

Peugeot has undertaken a staggered introduction for the 605, and chose Egypt for the world launch of the latest models in the range. It included the top-line 24-valve V6 version and the automatic, as well as a diesel, but for Australians the only interest was the 3.0 automatic.

The transmission is a four-speed lock-up torque converter and — judging from the poor and variable shift quality in the five-speed cars — Australia will do well from a gearbox which shifts smoothly and responds well to the driver's needs.

Peugeot claims a standing 400-metre time of 17.0 seconds and 0-100km/h in 9.9 seconds, which we could not verify in Egypt,

but the speedometer cranked well into the 200km/h range on a top-speed run.

Otherwise, the Egyptian driving showed that the car is very well equipped and seems extremely well built. The panel fit was good and the car was tight and quiet, as you would expect.

Standard equipment levels have not been decided for Australia, but the ABS,



automatic air conditioning and leather seats fitted to various 605s all seemed extremely worthwhile and the power steering, electric windows and central locking were necessary accessories for the 605's market sector.

Dynamically, the car felt quite like a scaled-up 405; however, the V6 engine offers far more performance than a basic 405 and the 605 misses the super-sporty suspension of the 405 Mi16.

What emerges is a car which could handle the worst of Australian roads, with Peugeot's famed long-travel suspension, with handling which still encourages the driver to enjoy a journey.

It is always tough — and dangerous — to draw conclusions from an overseas experience but Egyptian roads are sufficiently similar to Australia, apart from the donkeys et al, to assume that the 605 will do well here.

For Peugeot it is an important car, but the 605 has been well developed to help the company step up a class from its existing model lineup. In Australia it won't be a mainstream player, but will still be a significant and worthwhile addition which will make things even tougher in the luxury market.

CAR

MODEL	Peugeot 605	Front track	1527mm
BODY	Sedan	Rear track	1527mm
SEATING CAPACITY	Five		
WARRANTY	N/A	SUSPENSION:	
BASE PRICE	N/A	Front	MacPherson struts
OPTIONS FITTED	N/A	Rear	independent, lower arms, coil, dampers
PRICE AS TESTED	N/A		
ENGINE:		STEERING:	
Location	Front	Type	Rack and pinion
Cylinders	24	Turning circle	11m
Capacity	2473cc	Turns lock to lock	3.3
Bore/stroke	82x72mm		
Block	Cast iron	BRAKES:	
Head	Alloy	Front	Ventilated discs
Valve actuation	SOHC	Rear	Discs
Injection	Multi-point fuel injection		
Compression ratio	9.3:1	WHEELS:	
Power	123kW at 5600rpm	Material	Alloy
Torque	225Nm at 3600rpm	Summit width	569
Specific output	41.3kW per litre		
Power/weight ratio	11.8kg per kW	TYRES:	
TRANSMISSION:		Multi-type	N/A
Gearing	Four-speed automatic	Diameter/width	N/A
Sliding wheels	Front	PERFORMANCE:	
0-100	9.9s	WEATHER	N/A
0-100	9.9s	DOOMETER READING	N/A
0-100	9.9s		
0-100	9.9s	STANDINGS START: (assumed)	
0-100	9.9s	0-100km/h	10.2
0-100	9.9s	400 metres	17.5

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CAR AUSTRALIA MAY 77

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 0622 in Sydney or 068 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.

Wheeler Motors & Co. (Pty) Ltd.

**Peugeot Association of Canberra
Minutes of the General Meeting
24 May 2016 at the Weston Club ACT**

Persons Present

Brad Pillans President
Ross Stephens Secretary
Neil Sperring
Neil Birch
Ian Brock
Col Handley
Glen Bryden

Apologies

John Bower
Greg Francis
Allan Lance
Bill MacNamee

Visitors

Mitch
Maia

Introduction

1. The meeting opened at 8:12pm, following dinner in the Weston Club Bistro. Brad welcomed the prospective members Mitch and Maia.

Previous meeting

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

Matters arising from the Minutes of the previous meeting

3. Nil.

Financial report

4. The Treasurer's Report was presented by Glen who advised that there is \$11,703.57 Cash at Bank at the time of the meeting with \$60 CACTMC Affiliation Fees due.

Secretary's report

5. Inward Correspondence

a. Letter from the Raider's Club requesting confirmation of the meeting room requirement and status of PAC as a not for profit organization, for next FY. For the record, as PAC is provided the meeting room free of charge, members are requested to take out Raiders Club Membership as a gesture of Acknowledgement at the Princely sum of \$7 for 5 years membership.

b. Club Magazines

c. Letter from the Office of Regulatory Services (ORS) in response to the lodgment of the annual return.

d. New Member application from Mr. Parblo Shacon.

6. Outward Correspondence

a. Nil

Council of ACT Motor Clubs (CACTMC) report

7. a. Main points from the CACTMC general meeting were as follows:

i. Wheels Report – Held on the Treasury car park, a last minute venue change which proved advantageous. NCA were appreciative and have suggested additional road closures to improve the event in the future were possible.

ii. MG Car Club Proposal, CACTMC to form a sub-committee for consideration of constitutional and functional changes to be voted on at AGM in 2017.

iii. The Australian Council of Motor Clubs (ACMC) a body formed in NSW to represent the interests of car owners who do not fall under the umbrella of the Australian Historical Motoring Federation (AHMF). Was joined by CACTMC on a trial basis. There are

issues with the running of the organization – Late notice of Meetings, lack of Minutes and Agenda for instance that does not auger well for the longevity of the organization. CACTMC will see out the current membership year but is not intending to renew.

iv. Club Affiliation Fees due in June.

General business

8. Main Points of General Business were as follows:

i. Brad welcomed Mitch and Maia to the meeting.

ii. Nothing further to report on the proposal to amalgamate the French Car Clubs in the ACT.

iii. Battle of Waterloo to be held in Weston Park Yarralumla on Sun 19 June.

iv. The action from the previous meeting with respect to the availability of electronic copies club magazines from Vic and NSW to be circulated electronically to the PAC Membership – ongoing.

Close

9. There being no further business, the meeting closed at 8:37pm. The next meeting will be held on Tuesday 28 June '16.