

ROAR

Magazine of the Peugeot Association of Canberra



March 2016

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ON THE COVER

Peugeot 205 GTi rally car... just like the one you could buy later in the year. See article starting on Page 15.

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,

The weather looked threatening, with dark storm clouds looming to the south, so it was with some trepidation that I loaded up the 508 with BBQ goodies and headed for Lennox Gardens behind the Hyatt Hotel. Having promised club members that the club would provide food and drink for an autumn BBQ, I certainly had to be there, if only to pull up stumps when the rain came.

However, the Peugeot gods were on our side and while skies remained overcast, not a drop of rain fell. Thus it was that the autumn BBQ went off without a hitch, as 10 of us enjoyed a relaxed couple of hours, with good food and wine.

There was a time when public BBQ's in Canberra parks required coins in the slot to make them work – but they often didn't work. These days the BBQ's are free to use and also relatively trouble free. However, it pays to take a scouring

pad to clean the hot plate before and after use – mostly the hot plates are clean and ready to go, but not always.

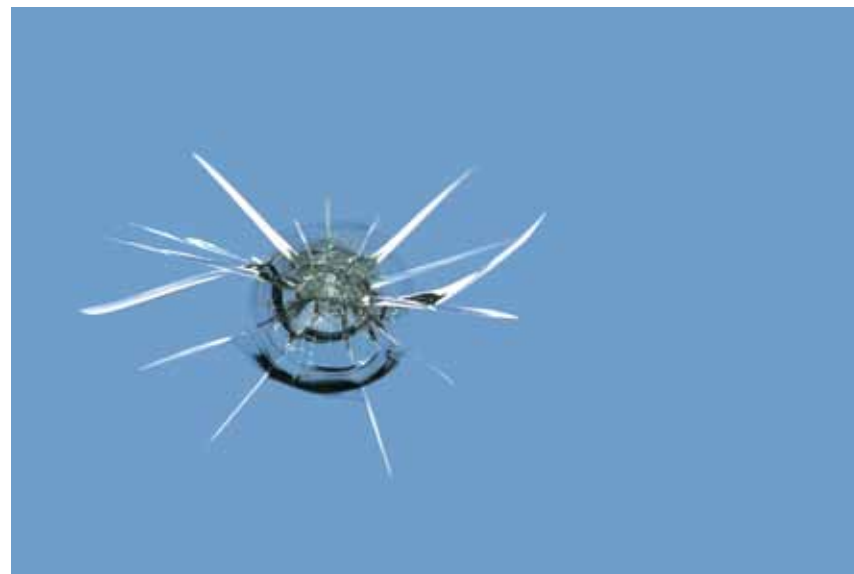
A few days before the BBQ, Sue and I spent a weekend at Malua Bay, just south of Batemans Bay. The drive down and back was less than enjoyable with major roadworks in progress, particularly along the Mongarlowe River.

I slowed to the indicated speed limit and was immediately tail-gated. Oncoming traffic was invariably above the speed limit and, at one point, a speeding 4WD produced a spray of gravel across my bonnet and windscreen. I watched, seemingly in slow motion, as the individual pieces of gravel approached, dreading that my windscreen would be cracked – it didn't crack, but the largest piece of gravel pitted the glass and others inflicted minor paint chips on the bonnet.

After 6 months of careful driving (and careful parking), this was the first noticeable damage to the 508, so I was very annoyed, to the point of uttering an audible obscenity. Just as well I couldn't confront the other driver – I probably would have got my face punched in!

Average fuel consumption was 5.4 litres/100 km on the way down to the coast and 5.9 overall. Having done just over 10,000 km in the 508, there may be further improvement in fuel economy as the car gets fully 'run in'. I remember getting as low as 4.5 litres/100 km on the run to Sydney in my previous 508, though the Hume Highway is a bit kinder than the Kings Highway when it comes to fuel economy.

The next club meeting will be held at the Raiders Weston Club, at 8 pm on Tuesday 22 March, with dinner and drinks from 7 pm. I look forward to seeing some of you there. After that it is only a few more weeks until the Peugeot Pageant in Oberon,



over the weekend of 8 and 9 of April. There will be a full pageant report in the April issue of RoAR.

Keep on Pugging,

Brad Pillans

P.S. Congratulations to our magazine editor, Peter Rees, on his latest book, Inside the Vault: The History and Art of Australian Coinage. The book was released in February to mark 50 years since the change-over to decimal currency on 14 February 1966.

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CLASSIFIEDS

FOR SALE

407 Peugeot 2004 SV Sports sedan



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

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

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

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

Peter (FLASH) Flanagan
0418 110 078, 6238 1880



CLASSIFIEDS

FOR SALE

203 Peugeot 1949

203 Peugeot 1949. Fully restored to original condition, some years ago, and still looks good (see photo at right). Six volt battery system. Factory sun-roof. Windscreen sun-visor and roof-rack (both as new). Old tyres could do with replacing, but otherwise a very nice car and always popular at car displays. Currently on NSW historic plates. \$7,500 ono. Brad Pillans 0427 662 112.




PARTS

203, 403, 404, 504 parts

Peugeot parts for 203, 403, 404 and 504. Too many to list, call to see what is available. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.



CLUB EVENTS 2016

- 
- 22 March 2016** PAC Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club is at 1 Liardet St, Weston.
- 25-28 March 2016** Easter
- 26 March 2016** Sprite and Midget National Rally Concours - Goulburn Historic Waterworks
- 8-11 April 2016** Peugeot Pageant - Oberon.
- 26 April 2016** PAC Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club is at 1 Liardet St, Weston.
- 15 May 2016** Shannons Wheels 2016 - 10am to 2pm, Lawns of Old Parliament House, Canberra.

FRENCH CAR DRIVES 2016

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

24 April 2016 - Bungendore, afternoon tea and walking tour of this historic village June 26: Gunning, lunch at Merino café

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

Calendar

SHANNONS WHEELS 2016

Shannons Wheels 2016

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

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

Hosted by BMW Owner's Club of ACT

Sponsored by Shannons Insurance

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

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

AROUND Oz – 2016

NSW club member Bruce Knowling and his wife are organising a relaxing tour of Australia over 68 days in 2016. The convoy will leave on Thursday 14 April from Blaxland and finish on 20 June, travelling in a clockwise direction. Bruce is accepting expressions of interest, contact him on 02 4739 8372 or via email: brucek@jista.com.au



Cyclists after Pageant beds

Organisers faced an accommodation crisis at the approach of the deadline for discounts to the Peugeot Pageant at Oberon.

The NSW club, which is hosting this year's national gathering, has long held bookings for all rooms at two motels in the central highlands township.

The Big Trout was almost booked out at press time, but the Titiana motel, still with rooms to spare, asked if a group of rooms could be released to take in a party of cyclists that is visiting the same weekend.

No-one wants a motel owner to lose business but the question was whether there would be enough Pageant bookings to fill those beds if the cyclists were told politely to get off their bikes and try somewhere else.

However, some Puggers planning to join the pageant have booked at the Highlands Motor Inn in Oberon. The pageant fee increased from \$190 a head to \$205 on 20 February.

Graeme Cosier said the motels had asked that Pageant guests did not try to check in before their rooms were ready at 2pm. "If you arrive in at Oberon in the morning, there are plenty of places where you could get coffee or lunch before booking in,"

he told the NSW club committee.

Peugeotphiles from the eastern states and Canberra are taking part. The Pageant is down on Victorian entries this year because some regulars have indicated they plan to attend the RACV Classic Showcase at Flemington on the Sunday, a clash that was not anticipated.

The pageant is being held two weeks after Easter, from Friday, 8 April to Monday 11 April.

The format follow the annual pattern: Dinner on the Friday, concours on Saturday morning, a motorkhana and driving skills event on Saturday afternoon, and an observation run on Sunday morning with lunch at a huge private garden. Free time in the afternoon can be used to inspect the 4.04-hectare garden and water garden, or see some of the many other interesting museums (military, district and heritage railway), a private tractor collection, etc. in or around town.

After the presentation dinner will be on Sunday night the event will conclude with breakfast on Monday morning. All meals will be included from Friday dinner to Monday breakfast.

The Titania Motel (3 1/2 star and with free Wi Fi) has queen and single rooms for \$125 a night for two (or smaller double rooms for \$109 per night) for room only. Talk to Denise for prices of other room configurations which include queen and single with

kitchenette; queen and 3 singles; 2 bedrooms self-contained with 2 separate toilets; a 1 bedroom self-contained unit; and a 3 bedroom cottage. Most have air cond. Ph 02 6336 1377 or 1800 462 376 (Denise) and mention the Peugeot Pageant for the special rates.

Otherwise, try the Highlands Motor Inn (3 1/2 star) – Ph 02 6336 1866, or the Jenolan Caravan Park (in Oberon) which has sites and cabins – Ph 02 6336 0344.

Please note: The Pageant registration fee includes all meals, including hot breakfasts.

The Pugilist



Adieu to double bubble

Peter Wilson

It's au revoir to niche models as Peugeot Australia runs out its last stock of 40 RCZ sports coupés with a \$14,000 drop in price to \$44,990 drive-away. That will bring Australian sales of the distinctive halo model that put new zip into the brand to almost 1,000 coupés since it was introduced here in mid-2010, promptly after its European release.

Production of the RCZ finished in Austria in September last year as a casualty of the Peugeot group's refocused product strategy that aims to chop the company range from 45 to 26 models by 2022.

Group chief Carlos Tavares has decreed that sports models are less important to the profitability of the business than having viable mainstream models, hence the importance of sporty derivatives of mainstream cars such as the 308 GTi pair released in Australia in mid-February.

Designed by Boris Reinmöller, the sleek, double-bubble roofed two-plus-two coupé was revealed as the 308 RCZ concept car at the Frankfurt auto show in 2007 and received such a positive response that Peugeot put it into production.

That was tricky. The RCZ was built on the PF2 platform used then on the 307, 308 and C4, and had mechanicals from the Peugeot parts store but did not suit the French assembly lines because to keep faith with the original design it had to retain its custom panels and its Zagato inspired roof.

That led to Magna Steyr taking over its assembly at its factory in Graz, Austria where it puts together 200,000 cars a year, including contracts for the Mercedes SLS AMG and G class, the Chrysler 300C and the Mini Countryman.

The RCZ was shown at Frankfurt in 2009,

and then launched in April 2010 to considerable acclaim and a clutch of awards. Autocar said the RCZ made its slightly dearer rival, the Audi TT, look dull to drive and aged.

A club member in a V8 spotted an RCZ on the Sydney M7 in July 2010 ahead of its national release and could not catch the nimble diesel rocket. It took a while to catch on among buyers, but sales hit 48 in October 2010 and the year finished at 152 units.

The RCZ had its best sales with 304 in 2011, its first full year, then dropped to 163 in 2012, and moved 157 in 2013, 108 in 2014 and 70 in 2015.



In 2013 Peugeot Sport ran a pair of hot RCZs in the Bathurst 12-Hour race that surprised with their agility over the mountain. Meanwhile, in Italy modified RCZs were competing in a one-make race for the Peugeot RCZ Racing Cup.

A mid-cycle facelift introduced a revised front end and more technology. In 2014 the track-tuned RCZ R, with larger brakes, lower and stiffer suspension, was introduced. It also made a big screen debut in the Will Smith/Margot Robbie comedy Focus. But as far as product placement went, the hot coupé showed its paces much better when Amber Heard as a glamorous spy controller whipped it through Paris traffic in the Kevin Costner thriller Three Days to Kill.

Peugeot also came up with an RCZ Hybrid4 concept that had all-wheel drive, diesel at the front and electric motor at the rear. Then, with Peugeot's losses amounting to €7 billion in seven years, new boss Carlos Tavares refocused the business with his Back in the Race plan and said despite his personal enthusiasm for it, the RCZ had to go.

He told UK Car magazine 80 per cent of Peugeot's business was with just four cars – 208, 308, 2008 and 3008, end of story.

Having too many models simply diluted the resources and power of the company. He kept a few other models "to avoid

suicides", he said. In the UK, RCZ sales were about 1,500 a year compared with 30,000 208s.

French registrations fell from 1,817 in 2014 to 1,516 last year while 208s grew to 90,367. According to Jato, European sales peaked at 15,343 in 2011 and totalled 54,429 by last December.

The Australian run-out deal includes the turbo 1.6-litre petrol model with either six-speed manual or auto, or the 2.0-litre turbo-diesel with a six-speed manual, but excludes the RCZ-R, which offers style plus sporting performance.

For performance, Peugeot buyers now have the additional choice of the 184kW 308 GTi 250 at \$44,990 RRP and the track-ready 200kW 308 GTi 270 for \$49,990, both with 330Nm torque and built on the more recent EMP2 platform.

Even if Peugeot doesn't sell big numbers in the Golf GTi-dominated segment, its 308 GTi is important for the brand's image. The car compares well with its power against the Golf (162kW/350Nm) that dominates the segment with the appeal of its semi-auto manual to lazy shifters, the Megane RS (205kW/360Nm) and Focus (184/360Nm) and the Pug is much lighter than the others.

Peugeot has been refreshing its range with new or updated models steadily but after improved figures for the first half of 2015, the numbers have been down since July.

Official figures for January registrations showed Peugeot recovered from its end-of-year

slump to a total of 313 units, 93 down on the 406 of January 2015.

Against the industry trend to higher SUV sales, Peugeot buyers tended to favour the new versions of hatches and wagons to the crossovers. SUV buyers favour cheaper Asian rivals such as the Mitsubishi ASX. However, new dealers have joined the Blue Box network and this should help in coming months.

Nationally, sales rose 2.7 per cent on January 2015 to 84,373 vehicles, with the biggest surge in New South Wales. SUV sales continued their rise and business buyers were busy.

Toyota was the top selling brand with 14.8 per cent of the January market, despite its worst January in 13 years; Mazda next with 11.9 per cent, Hyundai with 8.3 per cent, Holden with 8.1 per cent and Nissan with 6.6 per cent.

The Mazda3 was the most popular vehicle (3,722 registrations), outselling the Toyota Corolla (2,758), the Ford Ranger (2,418) the Toyota Hilux (2,341) and Hyundai's new Tucson SUV (2,065).

Holden's Colorado ute (1,691) outsold its plunging Commodore (1,242 - possibly the worst since 1978) and Ford's Falcon slumped (235).

The Pugilist.

Roving around the Riverina

Neville Summerill proposed a trip around the Riverina that incorporated the Henty Field Machinery Day in September last year. As it turned out, Neville had a great trip.

I left Bombala bound for Tumut (my over night stop) in old faithful 100 Dollar Bill — my trusty Peugeot 505 — so as to get an early start for Henty Field Day the next day.

I managed Holbrook for breakfast, then a short drive to Henty Field Day. After parking the car it was an hour and half just to get to the entry gates, yet thankfully there were portable toilets situated along the queue up.

The main hold up was the slow processing of EFTPOS, a big mistake on the part of organisers. The site has grown so much since my last visit, now the largest Field Day in the Southern Hemisphere, but does not have a big area.

It's much changed now as the layout has been altered and makes it harder to find your way around.

This year there didn't seem to be so many cheap Chinese quad bikes and cheap

tractors, only a fraction of what was there last year. It seems you flood the market then disappear.

This year there was much larger machinery, like boom sprays — some up to over 30m wide and very big tractors. There also seemed to be more tool stands and food outlets. I briefly met up with Ean McMaster who will join me tomorrow, at his daughter's Can Am bike stand, along with Carol who joined us on the Cameron Corner trip last year.

How things have changed over the last 20 years. These days one tractor and boom spray and air seeder would replace maybe 10 to 15 units and as many operators, so savings would be enormous, as 20 years ago the ground was tilled, harrowed and sown with small seeders.

There were huge crowds this year and many more children and young people. Communities from around the district ran most of the food outlets and they raised much-needed cash for their future projects.

Leaving Henty after I filled up the car with the cheapest petrol for a long time (119 cents a litre! Fuel pricing is unclear to me) I travelled west through Pleasant Hills to Lockhart then on to Narrandera overnight.

The country was looking great with canola and wheat crops so full of head — one of the best years on records some say. The Camelia Motel is one I recommend if you intend to stay here and I had a long walk around the town be-



fore seeking dinner and bed.

It was a nice morning outside and my breakfast was to be scrambled eggs on toast with a couple of bits of bacon, but what came was seven rashers: a huge meal, but a good start to the day. I decided to have a look at the museum and the Tiger Moth plane there and I met up with Ean to start the trip.

At a wrecking yard on the way out of town I spotted tinware for a Massey Ferguson 88 tractor — noted for future reference. It was about here I mentioned I was on the lookout for a Peugeot 505 steering rack to put in my SR so as to get rid of the power steering, which I consider not necessary on any car as it makes the feel too vague. Anyway, Ean reckoned there might be one on the 505 out at the farm at Hillston.

It was interesting to hear Ean give me

his experiences of his flying days. I wish that I had a recorder to record these old fellows talk of the past, as this was one of many times.

A visit to Tabouldi's Bakery cum Cafe in Griffith (another must if in that town) yielded great ice cream and salad rolls and it was interesting to sit out the front of the café, as Ean knew everybody who came past even though he lived at Hillston before retiring.

We left Griffith heading out to Goolgowi en route to Ean's farm west of here. After many twists and turns we arrived at the farm. Sure enough a steering rack, so we proceeded to remove it with a minimum of spanners. By rolling around in the red dirt and burrs we managed to get it to part company eventually.

As Ean lived out here all his working life, he can relate everything that has gone on in the Merriwagga district and he's was very interesting guide as we finally arrived in Hillston to secure our cabin for three nights.

While the landlord (manager) was getting it ready we visited his 80-year-old brother. This was the second time the recorder would have been used. We reminisced about times with old trucks and what they did with them, wouldn't the Transport Inspectors have thought they were in heaven if they'd found out! Some of the things were very dangerous but in those days all

work was, it was the days when men were men.

After we returned back the cabin, I asked Ean "Why don't you write a book on your life as a farmer — it would be a best seller." His reply was "I can't till my brother dies, because he would say it's not true."

It was here we had a third member turn up — Cal Makin in his blue Peugeot 403 Wagon, who camped in the back, the park quickly filling with big 4WDs and big vans.

Dinner was the RSL club, now a new experience for me: Mongolian Beef served on a very hot cast iron plate. It was hot in more ways than one, but was good.

It was an interesting day to see all the machinery on the farm, the big new Caterpillar rubber tracked tractor and huge machines, the amount of older gear still there, the 20 odd silos, the big fuel tank (I think Bruce said it takes about \$33,000 to fill it) and the great pile of empty poison drums stacked there.

Next morning we went on a conducted tour with Ean, along what is called The River Road. He was driving his Peugeot 404 ute (the one he usually takes) and I with Cal in the 403. Out along the Lachlan River was all irrigation once, till the powers to be stopped a lot by cutting the water supply quota.

Out past the biggest orange orchard in the Southern Hemisphere, potatoes, cherry orchards and olives. It was once a food bowl, but not now as most of the water has to run into the sea in South Australia via the Murray River. We

come to the Hillston-Cobar Road at the bridge

Somewhere here is Willandra Creek, which once ran through Mungo National Park and was supposed to have been the Lachlan River thousands of years ago — somehow it changed course to its present one.

We tried to drive up to the big Range but it was too rough, so we gave that one away and returned to Hillston, past the wheat farms that the McMasters owned when he was growing up and only a short distance across to Taylors.

We had lunch at the Hillston Bakery then we took my car to head out past the cotton gin on the Roto Road. There is some lovely farming country out here with more almonds and potatoes and even some sort of pine tree.

Roto was once quite a large WW2 training base with a railway line — quite a lively spot back then. It's still is a large holding and if we do another trip out here Ean would be our perfect guide.

Hillston is a very old, interesting place with many sporting venues, a lake which can only be filled when there are big rains, some good walking tracks and has a great atmosphere. It still has a Commonwealth Bank, a Youth Hostel has just been opened, has four motels, three hotels and a good caravan park.

We went up to watch the train being loaded with wheat at the railway station. The line is only used for this purpose now, but it's still a belter way to shift the grain than trucks.

On Show Day at Hillston I was told that Allen may not be able to get here from Canberra as Pat his wife had a fall. The show is so much different to our Bombala Show for a town about the same size. The art, photos, schoolwork, cakes and vegetables were only a small fraction of what we have at ours, and there were only four sheep, no cattle and very few horses — mostly Pony Club types and hacking.

There was a large dog show though and while watching the Show Girl competition I heard a voice over my shoulder: “How you going, old fellow?” There was Allen Taylor, who we came out to meet up with and see his old property. He looks well for 90.

As we had seen all there was to be seen we secured a table for a sit down and coffee and sandwich with Allen and his grandsons and son-in-law. Again I wished I had that recorder when Ean and Allen started on the old times. Ean would say: “Do you remember the time with the hydraulic hose burst all over our white cricket clothes”, then Allen telling how it happened.

It was so great to hear them larrikins from the past. Now Allen wrote a book on his life at Queens Park. At 75 when he retired he must have been a little bored and decided to learn to use a computer so as to write his book. This book, called My Life On Queens Park is one of the best books I have ever read.

It was not an early night as Ean and Cal wanted to watch football. It's not my cup of tea but why some people get so stirred up over it, I don't know. Finally got to bed and in the morning we ventured out to Allen's old place. What a homely old place, I thought, as soon as we arrived.

Allen started to show us the improvements he made over the years. Now Allen is one of the old school and an avid inventor, clever and thoughtful.

Next to the workshop, he showed where each machine was situated and if he needed a special part he just made it. Since I read his book I've always wanted to see where he prepared the Peugeot 403 car in which he and Wilf Murrall won the 1956 Ampol Trial. Around Australia in the wettest year on record, the reason they won is that Allen's water proofed all the electrical components: starter, generator, spark plugs and distributor with Bostik, like our present day Silicone. He also fitted a heater, headlight washers and baffles in an effort to keep water out of the engine. All these extras were not available on cars till much later. His work had paid off and by the time they reached Alice Springs they were well in front, as they had no problems with the very wet conditions outback.

Allen, a very modest man, says it was the extraordinary ability of the driver Wilf who won the trial.

What a lovely property he had. The new owner Karl treats him as family and each year

they have a reunion back at the old house. We then went to Karl's home which used to be Allen's brother's place — an oasis, with all the big tractors and machinery and I think he said he has 13,000 hectares of wheat in this year. That's a lot of wheat.

As we left Allen and his family, he said “You are invited to my 100th birthday when it arrives out here in 10 years time”. It was so good to catch up to hear the oldies reminiscing of old times.

Before my next trip I am going to buy some sort of recorder, to capture history.

We travel on to Merriwagga for lunch and a big car show, which we participated in, behind the Black Stump Hotel. The bar here is chin height so that in the olden days a horseman did not have to dismount to get his refreshments — a bit like a Macca's drive through.

The hotel got its name from when a drover came home to find his wife had been burnt. He said she was like a black stump. True or false? Who knows.

At around one o'clock we decided to head home. Our trip had finished and it had been a wonderful one too. I was home by 9pm (670km), not too bad for an old Pugger Bugger in a \$100 car.

The Pugilist

The greatest – legendary Peugeot Group B rally car for sale

Andrew Golseth 19 February 2016

Hot hatchbacks are something of an automotive cult, and deservedly so. They're practical, hilariously fun to drive, and priced competitively for the common enthusiast—well, most are affordable.

They're the epitome of the “one-car-to-do-it-all” package. Today, almost every serious automaker fields a contender, from Audi's S1 to the Volkswagen Golf R.

The recipe has evolved for decades,



Ari Vatanen en-route to victory in the 1985 Monte Carlo Rally. Courtesy of McKlein

but has remained largely the same. These new hatchbacks are great value and, I believe, the best new car option the market has to offer.

But as the saying goes, “remember where you came from,” so without further ado, I present to you one of the hottest hatches of all: the Group B 1984 Peugeot 205 Turbo 16 Evolution. And one is for sale.

In 1984, the first GTi version of the Peugeot 205 was released. Reviews praised the GTi for its nimble handling, clean but sporty appearance, and its moderate but punchy ~104

horsepower.

Arriving late to the scene, the Jean Todt-led Peugeot Sport team was determined to jump into Group B. Obviously, a stock GTi wasn't quite on par with the gravel slinging snail-fed AWD little monsters in WRC, so some slight modifications were summoned.

Group B entry requirements called for 200 homologation production vehicles. Peugeot sent a couple hundred 205 three-door shells to production firm Heu-

liez, who hacked the metal to accommodate the transverse mid-mounted 16-valve turbo-charged iron-block four-cylinder and all-wheel-drivetrain.

The widened track called for an aggressive widebody, and the usual Group B accouterments were added. A big wing and accompanying aero bits, beefed-up suspension, roll cage, and massive flares are what you can see, but its advanced suspension, braking, electronic, and drivetrain systems are really



Ari Vatanen and Terry Harryman celebrating victory at the 1985 Monte Carlo Rally. Courtesy of McKlein

what gave the car its competitive edge.

The Peugeot Talbot Sport team completed the build for the 1985 World Rally Championship season...and set about winning six of the eleven events that very year—talk about getting up to speed!

At the 53rd Monte Carlo Rally—the season's opening stint—Peugeot entered three Turbo 16 cars for the 850-kilometer (530 miles) race. Chassis C11 was piloted by Ari Vatanen, who was into first place by the end of the first stage.

The team dominated the Monte Carlo

Rally with all three Peugeots finishing within the top five, claiming victory on 21 of the 33 stages. The rest of the season went very much the same way.

Unfortunately, in the third championship round hosted in Portugal, suspension failure interrupted Vatanen's success, ending his streak of wins.

After the Portuguese rally, chassis C11 was retired from WRC duty, but Vatanen continued to use the car as his recce machine in the Tour de Corse, Acropolis events, and finally as a recce car in

Rallye Sanremo for driver Burno Saby.

Group B was one of the most hotly-contested and one of the most daring motorsports to date. With extremely technical courses acting as a playground the world's most competitive drivers, cars, teams, and technology, the dangers of the sport eventually crippled its future.

After several accidents injuring, and killing, both spectators and drivers, the FIA dissolved the class. By the end of the "Golden Era," Peugeot—a late participant in the sport—left Group B with both the Drivers' and Manufacturers' World Rally Championship titles, and this

little 205 here was a key player in the time of unparalleled rivalry that pushed manufacturers, engineers, and drivers to the stratosphere.

History – Official Peugeot Talbot Sport WRC Team racecar

– Helped earn Peugeot the Drivers' and Manufacturers' World Rally Championship titles

– Victories at 1000 Lakes Rally, Rallye Sanremo, Lombard RAC Rally, Rallye Automobile de Monte Carlo, and Internaional Swedish Rally.

Specifications ~350 hp, DOHC turbocharged iron-block four-cylinder, 5-speed close ratio transmission, all-wheel-drivetrain, optional "tarmac" or "gravel" suspension setups, front and rear disc brakes. Wheelbase: 95.2 inches.

Vehicle information

Serial no.: C11

Valuation

Auction house: RM Sotheby's

Estimate: (No Reserve)

Price realised: TBD; Auction on 14 May.

Photographs courtesy of RM Sotheby's.

PSA Peugeot Citroën publishes real-world fuel economy figures for three diesel-powered models

March 2016

PSA Peugeot Citroën has nothing to hide when it comes to fulfilling its transparency commitments to customers – even when the results show fuel economy up to 36 per cent poorer.

Recently, the company published real-world fuel consumption data for its cars, which it claims makes it the first carmaker to adopt such an approach.

The move was in response to the ongoing Volkswagen “dieselgate” scandal, which has eroded consumers’ trust in official figures for fuel consumption and emissions.

The results were obtained from a test procedure that PSA Peugeot Citroën established together with two non-governmental organisations – Transport & Environment (T&E) and France Nature Environment (FNE). Bureau Veritas audited the results.

The three vehicles tested were the Peugeot 308, Citroën C4 Grand Picasso and DS3, with all three being powered by a 1.6 litre BlueHDi 120 diesel engine with a six-speed manual transmission.

Testing of the vehicles were done under a protocol developed with the NGO Transport & Environment. This includes running the vehicles on public roads near Paris (25.5 km urban, 39.7 km extra-urban, and 31.1 km motorway) and under real-life driving conditions.

Therefore, passenger and luggage loads, roads gradients, and the use of air-conditioning systems, all play a role in obtaining the fuel consumption data. Based on the European



Union’s Real Driving Emissions (RDE) project, the protocol measures fuel consumption by



means of a portable emissions measurement system (PEMS) installed on the vehicle (as seen in the photos).

According to PSA Peugeot Citroen, the measurements obtained from testing are comparable to those made by customers (obtained from independent customer surveys). Therefore, the company concludes that the testing procedure is representative of a typical driver.

The fuel consumption results under the protocol for the vehicles are as follows: Peugeot 308 (5.0 l/100 km), Citroën C4 Grand Picasso (5.6 l/100 km) and DS3 (4.9 l/100 km).

Meanwhile, the consumption measured via customer surveys are: Peugeot 308 (5.0/5.1 l/100km), Citroën C4 Grand Picasso (5.5/5.7 l/100 km) and DS3 (5.1/5.3 l/100 km).

Referring to the brochures of the models listed here, the Peugeot 308 has a claimed fuel consumption (mix of urban and extra urban) of 3.2 l/100 km. Meanwhile, the



Citroën C4 Grand Picasso claims to do 3.6 l/100 km, while the DS3 brochure states the hatchback does 3.6 l/100 km.

CarsUK saw it as a big step in the right direction to restore car buyers' faith in the claims of carmakers, but was disappointed to see PSA hadn't included CO2 data (although you can extrapolate CO2 emissions from the MPG), and nor had they given NOx and Particulate figures. But it was a step in the right direction.

[Paultan.org/Cars UK](http://Paultan.org/Cars_UK)

Kai Bruesewitz announced as Sime Darby's Peugeot, Citroën DS chief

23 February 2016
Tim Nicholson

Sime Darby Motors has announced that former Mini Australia boss Kai Bruesewitz will take on the role of general manager of the Peugeot, Citroën and DS brands in Australia.

The surprise appointment comes after a protracted recruitment process following the departure of John Startari in October last year who resigned to concentrate on his own automotive consulting business.

Mr Bruesewitz took the reins

of Mini Australia in January 2012, overseeing sales growth of about 50 per cent as the niche BMW-owned British brand recorded 3,342 units in 2015 – the first time it had passed the 3000 sales mark.

Speaking about his appointment as general manager of Sime Darby's French brands, Mr Bruesewitz said there was opportunity to leverage the history of the three marques and push for further sales growth in Australia.

"Since moving to Australia in 2012, I've come to understand one of the most competitive and dynamic markets in the world and I'm very excited to join both Sime Darby and the PSA stable at such a formative time," he said.

"With such a rich history in Australia, Peugeot, Citroën and DS have a real opportunity to rekindle the passion and excitement of the brands, and with vehicles such as the Peugeot 308 GTi, Citroën Cactus, plus the rollout of the DS brand, there are exciting times ahead."

Sime Darby Motors Australia and New



Zealand managing director Pat McKenna said Mr Bruesewitz was joining the company at an exciting time.

“Kai’s experience across Australasian and international markets, along with his business acumen and marketing expertise, will be critical as the PSA stable of brands embark on the next phase of growth – supported by new products,” he said.

“Kai joins us at a time of product renewal and greater collaboration between our Australian and New Zealand operations; we are very excited about his appointment to the position.”

As previously reported, Mr Bruesewitz was set to head back to his native Germany following his departure from Mini to take on a new role within the BMW Group. However, GoAuto understands that his fondness for Australia was a key factor behind the subsequent decision to remain here with his family rather than head back to Europe.

Mr Bruesewitz started his career with the BMW Group in Germany through a trainee program in 1999, subsequently holding a number of Mini and BMW area manager positions around Europe and in Australia.

From 2002 to 2006, Mr Bruesewitz was the Mini area manager for Northern Germany, before being appointed BMW’s area manager in south-west Germany until late 2008 when he took on more responsibility as the BMW and Mini area sales manager role for Europe.

Mr Bruesewitz faces some challenges in his new role heading up the three French brands in Australia, notably the transition of DS from being a line of cars under the Citroën banner to a premium brand in its own right.

PSA Peugeot Citroën announced its plan in 2013 to split the DS brand off and reposition it as the company’s top-tier brand, leaving Peugeot as its mid-level offering and Citroën as the entry point.

Former Sime Darby general manager John Startari told GoAuto that the split will take time in Australia, with DS having its own corner of Citroën dealerships in the short to medium term, rather than following the strategy used in China where there are separate DS dealerships.

Peugeot sales were down nine per cent last year, with the brand posting exactly 4,000 new registrations according to VFACTS figures, while Citroën’s 1106 sales represented a 15.4 per cent decline over 2014.

Mr Startari last year predicted double-digit growth for Citroën in Australia on the back of new products such as the Grand C4 Picasso people-mover that arrived in early 2014, and the unique C4 Cactus crossover that lobs in Australia next month.

For the Peugeot brand, it hit a high in 2007, with more than 8,000 sales, and while last year’s haul was half that number, executives have predicted more growth thanks to an increased dealer footprint, driveaway pricing on some models and renewed product lines, including the well-received 308 range that is easily the brand’s best seller.

ACT vehicle inspection program

The ACT has a continuing vehicle inspection program, which includes random on-road and car park vehicle inspections.

In 2014/15, ACT vehicle inspectors completed 51,230 on-road vehicle inspections resulting in 2,016 defects being issued or 3.92% of total inspections.

The RTA says the most common faults identified as part of these inspections related to wheels and tyres.

Vehicle inspections are also required for vehicles being registered from interstate, to clear a defect notice, on transfer of registration for light vehicles over 6 years of age, for heavy vehicles (every 2 years) and for taxis and hire cars (annually).

Annual inspections were previously required in the ACT, but were phased out as there was no evidence to demonstrate that an annual inspection regime delivered greater vehicle safety outcomes than a random inspection regime.

Periodic inspection arrangements can only provide assurance of the roadworthiness of a vehicle on the day of inspection. Random inspection arrangements encourage owners and drivers to maintain their vehicle in a roadworthy condition throughout the year.

The RTA says the low defect rate would suggest that current inspection arrangements are working.



ROOSTER-TAILING your way up the twisting dirt road in the Pikes Peak Hill Climb is like consecutively threading a thousand needles with the sun, and your own sweat, in your eyes. And all the skill in the world counts for nothing if your cotton's fluffy at the front end. At Pikes Peak, you see,

The car which Valanen chose to drive was a modified Peugeot 405.

In a world where there are more and more ordinary cars masquerading as highly-sophisticated performance cars, the 405 you see on the road tends to be a sensible, sensitive alternative.

By design, its loudest statement is

Peugeot is about driving. Peugeot is driving's best kept secret.

Drive one and you notice that, yes, other cars are a little fluffy at the front end. Even very expensive European cars that everyone thought epitomized engineering excellence.

This is not to deride those cars,

Exceptionally well-balanced car
seeks like-minded driver.

just one miscalculation and the gravel becomes gravity.

Competitor Ari Vatanen had two clear goals: Avoid that 32 feet per second per second short cut to the bottom of the mountain. And finish at the top in less time than anyone else. His strong conviction was that, in any car other than a Peugeot, these two goals would be mutually-masochistically-exclusive.

He did it. Surviving and - just as important to him - arriving faster than anyone at this sacred place. This 14,110ft summit of hill climbing.

understatement. As such, it's a tribute to the restrained elegance of Pininfarina.

It's not for pretenders, it's not for the pretentious, it's not for attention seekers, it's not for badge displayers; it's for, well, balanced individuals.

Those few who know about Peugeot, really know, say that the marque is the ne plus ultra of motoring-motoring's best kept secret.

But then they are quick to agree that even that misses the point, because Peugeot is Not About Motoring.

It is the antidote to motoring.

it is just to point out that Peugeot is very, very serious about drivability.

Driving is the passion of Peugeot. Driving is what has driven the world's second-oldest car maker, since those very early days.

The uncanny ability of the 405 to go Precisely Where You Point It, with a precision that seems to pre-empt decision itself, is testimony to what Peugeot has learnt building cars over the past 100 years. Testimony to devoting even more time designing the chassis alone, than most rush-to-the-market

manufacturers spend designing their entire range.

Perhaps this explains why so many who discover Peugeot stay welded to the marque. Why most new Peugeots are bought by long-time Peugeot owners.

Individuals immune to gloss and floss, and whistles and bells, and all that

thanks to its long wheelbase and the computer-aided interior design.

The quintessential driver's car is ironically the quintessential passenger's car... a comforting thought.

So, then. Are you a Peugeot person? (Mind you, not everyone is.)

Well, do you drive with both hands

as surely as one of those octopus rides at the fairground, or would your stomach go a little woozy?

Do you, in short, like driving?

Rhetorical questions, of course, because you have read this... and it is, of all things, an ad. But an ad as much about driving as it is about Peugeot.



sells under-engineered cars to under-demanding motorists. Or, worse, over-priced cars to those who feel driven, compulsively, to over compensate.

Peugeot owners are simply driven to drive. And drive.

Were the 405 just a serviceable body on this classic chassis, it would be a Peugeot of Peugeots.

But this is a complete car, voted European Car of the Year by 54 of 57 judges on its release in 1988, with the widest margin of points ever.

Inside it is remarkably roomy

on the wheel? Or are you a little finger-motorist? Do you believe that a car is more for deep personal pleasure than shallow public display?

Could you appreciate the satisfaction of a car that carves an arc



PEUGEOT 405. FROM \$32,800*



Only a Peugeot's a Peugeot.

So please, do take the next step. Telephone or call in to a Peugeot showroom and arrange a test drive.

You will not be subjected to a car-yard experience because those who sell Peugeots are Peugeot enthusiasts first, car salespeople second. Instead, you will get a pleasant introduction to the 405 of your choice.

From the generously-appointed, fuel-injected 405 SRI, available with either manual or automatic transmission, up to the inspiringly-sporty DOHC, 16-valve M116.

Gearbox tech

Which sort of automatic gearbox is best? There are now so many different types of automatic gearbox that it can be difficult to know which to choose. Here we explain the differences. Most modern cars are available as autos, but different types of gearbox have different strengths and weaknesses.

Alex Robbins

Choosing what sort of gearbox to have in your car used to be simple. If you wanted to change gear yourself, you went for a manual, and if you didn't, you went for an automatic. These days though, things are rather more complicated. True, manual gearboxes are much as they ever were — you get a clutch pedal and a gear lever, and away you go. However, it's a different matter when it comes to automatics, with several varieties available.

So to help you tell your dual-clutch from your CVT, we've put together a handy guide that'll help you work out which auto gearbox is the one for you.

Traditional automatic

Traditional automatic gearboxes are still available in many models. Common examples include the eight-speeder found in most BMWs, Jaguars and Land Rovers, and the nine-speeder which will soon be available in many more cars. These use

something called a torque convertor, which does the same job as a clutch, but operates using the resistance of hydraulic fluid to transmit drive from the engine to the gearbox, and then on to the wheels. As a result, gear changes can be made without the driver having to lift off the accelerator.

A computer usually decides when to change gear, although most traditional automatics also have a manual mode that allows the driver to decide. Thanks to the hydraulic interface, modern automatics usually change gear smoothly.

The technology is also proven, as gearboxes of this type have been around since Peugeot introduced them in the 1930s, however a traditional automatic gearbox will tend to change gear more slowly than a dual clutch gearbox, and it'll usually make the car less fuel efficient. Also known as: Torque converter automatic; ZF 8HP; ZF 9HP; Tiptronic.

Dual-clutch automatic

A dual-clutch automatic gearbox has, as its name suggests, two clutches, though don't imagine that there are two clutch pedals in the car — the whole thing is operated electronically and controlled by computers. One clutch controls odd-numbered gears, and the other controls even-numbered gears. As you accelerate, the gearbox lines up the next and previous gears on the clutch that isn't in use, ready for any eventuality — whether you slow down or continue to accelerate.

Then, when a gear change is needed it simply switches from one clutch to the other. The result is a very fast gear change — most dual-clutch systems are able to change gear even more quickly than a human can with a manual gearbox. What's more, some dual-clutch systems are more fuel efficient than the manual alternative.

The problem comes when pulling away, where there can be a slight delay as the first clutch engages, and this can also make for slightly jerky progress when you're manoeuvring.



Tricky shifter: one of Peugeot's robotised or automated manual 'boxes.

ving at low speeds – for example, when parallel parking. It's worth noting, too, that dual-clutch systems are rather complex, and the earliest are still only around ten years old, so their long-term reliability is not yet proven.

Also known as: Twin-clutch automatic; DSG; PDK; M-DCT; Powershift

Automated Manual

With the rise of dual-clutch systems, automated manual gearboxes are becoming rarer, but they're still out there. To all intents and purposes, an automated manual is exactly what it says on the tin – a regular manual gearbox with a normal mechanical clutch, but one that's operated entirely electronically; there's no clutch pedal.

When one of these gearboxes changes gear, the car automatically disengages drive, switches to the desired gear, and then re-engages drive – all without you doing a thing.

It sounds like a perfect solution, especially as it's usually more efficient than a traditional automatic set-up, but it has two major downsides: speed and smoothness. The problem is, the system has to carry out all those functions in the right order and relatively slowly, so as not to cause discomfort to passengers.

Despite this, most up-changes cause the car to lurch disconcertingly. You can

smooth things out a bit by lifting off the accelerator just before the gear change, but even then traditional automatics and dual-clutch automatics are smoother.

Also known as: Robotised manual; clutchless manual; semi-automatic gearbox; ASG;



EGC; EGS, Selespeed, Sensodrive, ETG

Continuously Variable Transmission (CVT)

(CVT) A continuously variable transmission doesn't have cogs in it, like most gearboxes. Instead, it uses two pairs of metal cones, each arranged pointy end to pointy end. One set of cones is attached to the engine, and the other is attached to the wheels. A belt is then suspended between these pairs of cones. As the cones move toward and away from each other, usually controlled by a computer in modern systems, the angle of the belt between the pairs of cones changes, thus altering the gearing. It sounds bizarre, but it's very efficient, because instead of needing fixed ratios, the gearing can be adjusted almost infinitely. This means the engine can be kept at its most efficient speed while the car accelerates, and it also means that there are no gear changes, which makes progress seamless. The one major downside is that a CVT gearbox can make the car irritatingly noisy under acceleration, because the sound of the engine stays at a constant pitch, rather than rising and falling as it would with a more conventional gearbox. Also known as: Belt-and-pulley; E-CVT; Multitronic.

From Telegraph Cars, UK.

Peugeot and Citroën considering return to North America

15 March 2016

PSA Peugeot Citroën has announced it is currently analysing the prospects of returning to North America.

Speaking to German publication Automobilwoche, PSA Peugeot Citroën CEO Carlos Tavares said the French automotive conglomerate is seeking international growth now that the company is profitable once again.

The first two markets considered by PSA are Iran and North America, but we will have to wait until 5 April for more info.

That is when PSA will detail its international growth strategy set to follow the successful “Back in the Race” restructuring program. It was in 1974 when Citroën sold its last car in United States while Peugeot pulled out of the market in 1991.

Carlos Tavares admitted that it is going to be tricky to enter the US market since PSA currently doesn't have a dealership network over there and it also does not have a factory.

Importing cars from one of PSA's existing factories would obviously jack up the costs with logistics and ultimately the price tag would have to increase, thus making the US-bound Citroëns and Peugeots less competitive.

As for PSA's luxury brand DS, it's currently available only in Europe and China, but the plan is to turn it into a global marque and eventually

launch it in United States.

DS brand chief Yves Bonnefont says the next step now that the restructuring program is completed is to consider a US launch, adding that it's a “natural candidate” for PSA's stateside comeback.

Automobilwoche via autonews.com



PSA CEO optimistic about Chinese auto market

15 March 2016

The CEO of European auto giant PSA Peugeot Citroën believed the strategic cooperation with Dongfeng Motor would ensure their business success, and the Chinese market will remain their top priority in the future.

Last year, PSA has achieved a net profit of over €1.2 billion (\$US1.3 billion). The company realized all the aims of its recovery plan “Back in the Race” two years ahead of its plan.

Carlos Tavares, CEO of PSA Peugeot Citroën, told Xinhua here in a recent interview that during the process of the company’s revival, the capital injection of 800 million euros (\$US890 million) from Dongfeng to PSA has allowed them to restore their profitability and have time to implement the plan “Back in the Race” in early 2014.

PSA obviously reduced its losses in 2014, and managed to come back in the CAC40 stock index in the following year, Tavares pointed out.

In addition, the cooperation between PSA and Dongfeng is not limited to the financial sector. From marketing, production to research and development, the two companies “work together in the Chinese market

and in Southeast Asia to carry out projects,” said Tavares.

The CEO termed the relations between the two firms as “very healthy.” “It is very win-win relationship. We’ve known each other for over 20 years, so there is trust between the two companies. We can join forces to carry out projects together,” said Tavares.

When being asked whether the partnership with Dongfeng, accompanied by the sharing of technology, will threaten the technological leading position of PSA in the auto sector, Tavares replied: “Exactly the opposite.”

He noted the partnership with Dongfeng is favourable for PSA to maintain its leading position.

By sharing technology with Dongfeng, “I’ll reduce my costs and investment, I can more easily introduce new technology into the Chinese market, and my products can become more competitive,” he explained.

“There is no limit to our strategic collaboration now, and we have confidence that the cooperation will go further,” Tavares said.

Also in the interview, Tavares expressed his full confidence in the prospect of the Chinese market.

“I have no concerns about Chinese auto market,” because China’s motorisation

is still far below that of the world, and the size of China’s automobile market enables it to bring “great potential” for the automakers, said Tavares.

In 2015, PSA sold more than 730,000 vehicles in China, which was just below its sales in Europe.

“The Chinese market will remain the No. 1 priority for us in the future,” noted Tavares. In the next six years, PSA will introduce at least 20 new products into the Chinese market, the CEO said, adding that the group will also work together with Dongfeng to seize market opportunities in Southeast Asia.

Xinhua



Peugeot efficiency recognised at Fleet News Awards

14 March 2016

The Peugeot 208 was named 'Best Small Car' at the Fleet News Awards, while the manufacturer was also acknowledged for its environmental credentials with a Highly Commended in the 'Green Fleet Manufacturer of the Year' category.

Martin Gurney, director, fleet and used vehicles, Peugeot Citroën Automobiles UK, said: "Peugeot has for a long time now been a leading player in low emissions activity, what with its efficient product ranges with the lowest average CO₂, its standardising of Diesel Particulate Filters and now with standard-fit Selective Catalyst Reduction

technology and the recently re-invigorated 208 with the lowest CO₂ of all non-hybrid cars, makes it a natural choice to be the Fleet News Best Small car."

Fleet News



Peugeot 205 GTi

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PREVIEW

**Peugeot Association of Canberra
Minutes of the General Meeting
23 February 2016 at the Weston Club ACT**

Persons Present

Brad Pillans President
Richard Morgan
Neil Birch
Glen Bryden
Greg Francis
Allan Lance

Apologies

Ross Stephens
Neil Sperring

Introduction

1. The meeting opened at 8:10pm, following dinner in the Weston Club Bistro.

Previous meeting

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

Matters arising from the Minutes of the previous meeting

3. None

Financial report

4. The audited accounts for the 2014/15 financial year were presented and approved. Moved Glen Bryden, 2nd Greg Francis; carried unanimously.

Glen advised the meeting that there is \$12,117.19 cash at bank.

Secretary's report

5. Inward Correspondence
a. Other club magazines

6. Outward Correspondence
a. Nil

Council of ACT Motor Clubs (CACTMC) report

7. Greg Francis, Neil Sperring and Ross Stephens were unable to attend the last council meeting. A council business plan has been circulated to members

General business

8. Main Points of General Business were as follows:

a. Shannons Wheels display will be held on Sunday 15 May 2016, on the lawns of Old Parliament House. The event is being organized by the BMW Car Club.

b. NSW Concessional Rego scheme – opportunity to trial 60 day rego

c. Kembla Grange Motor Life Museum – Richard Morgan suggested this might be worth a visit, perhaps as a French Car Drive. Brad will contact Lisa Molvig.

d. Autumn BBQ to be held at 5.30 pm on Thursday 10th March in Lennox Gardens; club will provide food and drink for all club members attending

e. The possibility of an amalgamated ACT French Car Club was raised. Brad to contact the Renault Owners Car Club.

Close

9. There being no further business, the Meeting closed at 8.53pm. The next meeting will be held on 22 March 2016.

