

ROAR

Magazine of the Peugeot Association of Canberra



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ON THE COVER

Ari Vatanen piloting the 405 T16 to victory in the Paris - Dakar rally.

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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,

Although I was away at the time, I understand that the annual Wheels exhibition went well, despite an urgent, late venue change because of all the rain that we had received. According to Neil Sperring, the Treasury carpark was an excellent venue to replace what would have been the soggy lawns opposite Old Parliament House. The event attracted about 600 cars and 100 bikes.

The Peugeot contingent was down a bit in numbers from previous years, but still managed to include a good mix of modern and older cars: 208GTi (Ross Stephens), 308 HDi (Neil Sperring), 407 touring (Flash Flanagan), V6 504 sedan (Ian Brock), 403 sedan (Colin Handley), 203 wagon (Tony Watson) and 203 sedan (Dave Rowell). In addition to the Pugs, there were 3 Renaults and 4 Citroens, including a rare Citroën SM with a Maserati V6 engine.

Colin Handley was late getting to Wheels because he went on a rescue mission for Geoff Boyd, after Geoff's 203 broke another clutch at Yass! Geoff's bright yellow 203 would have made for a very colourful lion-up of 203s. Maybe next year, Geoff...

At the other (newer) end of the Pug timescale, my 508 recently had its scheduled 15,000 km service, with the next one due at 30,000 km. As expected, it was uneventful and very efficient service at the Peugeot of Canberra (POC) service centre in Albany Street, Fyshwick. Most club members will be aware that POC was previously known as Melrose Peugeot, but having vacated Melrose Drive in Phillip, the time was clearly ripe for a name change!

When I checked my car in for its service, I was greeted by the new Service Manager, Gilbert Adele. He knew my name already, and I wondered whether my reputation (whatever it might be) had preceded me.

In a sense it had, as Gilbert almost immediately announced that he had bought my old 508 (2011 model, traded to POC when I purchased another 508 last year). When I mentioned that it was probably a good buy because of the gentle life it had in my hands, Gilbert instantly agreed. Knowing that it belonged to me (PAC President and well-known sedate driver-about-town) was apparently a strong selling point for Gilbert. Let's hope that is the case, or I may not get the royal treatment in the future.

Autumnal weather seems to be lingering longer in Canberra this year and the nights have yet to drop below freezing – we have certainly not had a frost in Jerrabomberra yet.

Back in the 1960s when I first came to Canberra I can remember frosts occurring from about Easter onwards. Not that I'm complaining – a little bit of global warming (and heated seats in my 508) make winter a bit more comfortable.

The point of these meteorological mutterings is to encourage club members to join us for our next club meeting at 8 pm on Tuesday 24 May at the Raiders Weston Club. As usual, dinner and drinks will be from

7 pm onwards. I hope to see some of you there.

Finally, a heads up for our next club event – the annual Battle of Waterloo – featuring French versus British forces at a venue yet to be confirmed, but possibly at Weston Park. Sunday 19 June is the expected date, so let's see if we can overcome the Brits this year, after being soundly defeated the past two years. Hopefully, there will be French reinforcements from Sydney to swing the battle our way.

Keep on Pugging,

Brad Pillans

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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. Lots more details in last month's Roar.

Peter (FLASH) Flanagan
0418 110 078, 6238 1880



Parts

403 roof rack

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

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

CLASSIFIEDS

FOR SALE

203 Peugeot 1949

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



504 Peugeot 1972

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



CLUB EVENTS 2016

24 May 2016

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

16 June 2016

Battle of Waterloo. Weston Park.

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

Calendar

Vale Neville Gare

Colin Handley.

Sadly, a long time member of the Peugeot Association of Canberra, Neville Gare, died on 7 May after a short battle with pneumonia. He was 86.

Neville was an avid Peugeot owner, having bought a white Peugeot 403 new in the 1960s and then a new 404 wagon in 1970.

He taught his four children to drive in the wagon, and later it was fitted out with a tucker box and a bed in which he slept on his many trips to Adelaide, and into the Kosciusko area painting landscapes. He only sold the wagon last year.

Neville was very attached to, and cherished, his dark grey 1959 403. The car – the engine of which was reconditioned by the late Lew Edwards – was Nev's daily driver and well known at his regular haunts. It gave him great pleasure to the end.

Nev was never attracted to more modern Peugeots and joked he might be buried in the 403 when he died!

Neville graduated in science and as a forester. A passionate environmentalist, he had battles with superiors over forest areas he thought should be protected.

His fight for the environment saw him

selected as first superintendent of the Kosciusko State Park in 1959, a job which involved setting up the park and defining its boundaries – with only one vehicle and two rangers!!

He worked vigorously with the local media and community, presenting the park as a natural treasure to be safeguarded, not just valuable drought relief or engineering marvel.

Later, the Kosciusko State Park became a National Park under legislation for which Nev played a part in drafting.

He was a dogged negotiator for the Park in controlling illegal grazing and the Snowy Hydro Scheme, and was often called "God" behind his back. He played local rugby with the best of them, and this helped win him further respect.

Nev went onto the board of the National Parks and Wildlife Service, and was involved in the setting up of Kakadu National Park and the Flinders Ranges National Park.

He also lived for a while in New Guinea, advising on the setting up of their National Park.

After retiring, he worked with Greening Australia

Neville had a good sense of humour, was a great raconteur and a baritone in the Rugby Choir

and local church choir.

At his funeral, held at the Wesley Uniting Church in Barton, Greening Australia handed out tree seeds to be planted in his honour.

Nev had completed a book to be published after his death. It will be interesting reading!!

The PAC sends its condolences to his wife, Joan, and his family.



Ari Vatanen: interview with the motorsport legend

Antony Ingram
18 May, 2016

Motorsport legend Ari Vatanen talks about his time with Peugeot Sport, rallying's heritage and its future

Few are better qualified to discuss the merits of Peugeot's rallying heritage than Ari Vatanen. Back in the eighties, he contributed five wins to the 205 T16's World Rally Championship legacy, and while he failed to secure an overall WRC title with the French firm, he went on to clean up in the Dakar with four wins in the 405 T16.

He also helped commit one of the greatest-ever on-board clips to celluloid in Climb Dance during his victorious run in the legendary Pikes Peak hillclimb in Colorado in 1986.

Erudite, affable and quick-witted – and with a diplomatic nous that saw him elected to the European Parliament in 1999 – Ari is also ideally placed to comment on the current state of the WRC. Here's what the flying Finn had to say when we met.

Ari on... The Peugeot 205 T16

"A top rally car has to be like a good wine –

a great all-rounder. It can't have any significant weaknesses. A lot of power can't make up for poor handling. Everything must be in balance, and that's what the 205 T16 really was. It was confidence-inspiring; that's something you can't measure.

"One example: if you have, say, 5km of snow and 30km of tarmac on a stage at Monaco, you'd normally take tarmac tyres. But in the Peugeot I'd select wide winter tyres. Not as fast as slicks, but you could touch snow or ice on the road and stay flat-out. On dry tyres, you're afraid of damp patches or hidden ice. As I said, the Peugeot was confidence-inspiring; you could make a conservative tyre choice and then drive like a mad man, absolutely committed to the stage."

Ari on... The move to Group B

"It was an incredible difference. When I first saw the Audi Quattro at Portugal in 1981, I told everyone we might as well go home.

It was obvious that four-wheel drive was the way to make a really fast rally car.

"But the greatest difference was going from four-wheel to two-wheel drive. After my accident in 1987, I drove at the Thousand Lakes rally in a rear-wheel-drive Ford Sierra RS Cosworth – the Texaco car. At first I thought there was something wrong with the transmission; the wheels were spinning, there was lots of noise, but we weren't moving! Two-wheel drive was so inefficient compared with Group B cars.

"I didn't really have to adapt my style,





either; the cars were so well balanced, they were easy to drive. You'd left-foot brake, get it turning, floor it, and you're smiling inside the car. People think you're a magician. If only they knew how easy it was!"



Ari on... Pikes Peak

"The 405 was easy to drive, too, and the four-wheel steering didn't really affect the way you drove. It was certainly a lot more agile; in fast corners, the rear wheels turned in the same direction as the fronts for stability, and they went in the opposite direction at lower speeds.

"The challenge of Pikes Peak is absolutely still there today. Okay, it's not as spectacular on tarmac, and the cars don't get as sideways. But there's still no run-off. If something goes wrong, you'll fly a long way."

Ari on... Dakar

"Dakar today isn't really Dakar. It's more like a regular rally than it used to be in the African days. But there are still plenty of unmade roads and it's always unpredictable, so you need totally different suspension to the WRC. That's why Peugeot built its car to buggy rules; you get big wheel travel, lots of ground clearance, huge tyres. It's a really fast off-road car.

Auto Express



The future of Peugeot Sport with boss Bruno Famin

Richard Ingram
18 May, 2016

In a revealing interview, Peugeot Sport boss Bruno Famin reflects on how far it has come, and what the future holds

Peugeot Sport's headquarters in the Parisian suburb of Vélizy are unremarkable to behold. Only if you know what goes on behind its gates, as Bruno Famin does, would you be quite so happy to sit in a stuffy office, to be quizzed on the brand's future.

As director of Peugeot Sport, Famin is intimately familiar with cars such as the 208 and 308 Gti, as well as more extreme projects like the 500bhp 308 R Hybrid concept and the Dakar-winning 2008 DKR. It's these cars, as well as the ethos behind Peugeot Sport, that we're here to discuss.

Bruno Famin, Peugeot Sport director: Q and A

Q: What is the philosophy of Peugeot Sport? What are your priorities?

A: "The priority for us is to add value to the brand. Since 1981, Peugeot Sport has been



at the heart of the brand's strategy. We are back now at the origin of what was supposed to be Peugeot Sport. We are here to help improve the image of the Peugeot brand."

Q: What are the key drivers for Peugeot Sport?

A: "All our cars are built with the know-how from Peugeot Sport. They undergo the same testing

as the standard cars, and there is no waiver in quality. The tests on the engines are exactly the same. There is no deviation."

Q: What's the process behind the development of a race car, and more recently a road car?

A: "First you have to check the regulations,

the feasibility, the competitors – to see how you could do before being given the green light. Then you start the pure design phase. We have no facilities here to make parts. When the design is done, we check it, we test it, we put it on the dyno.”

Q: What proportion of parts from, say, the 208 GTi by Peugeot Sport make it into the 208 rally car?

A: “A tiny proportion. We start with the same basic shell; that’s the rules. We start with the standard engine – but with quite a lot of progression, of course. All the pistons, connecting rods, camshafts and inlets are modified, there’s a new turbo. The exhaust is specific.

“Then we modify the body-shell to include the roll cage and make it stiffer. After that, the transmission is specific, the suspension is specific, the electronics are specific.”

Q: So Peugeot Sport is more than brand-building?

A: “All our customer activities are financially balanced. We spend money developing new products, in promoting

our races, as well as on subsidiaries around the world to develop their own motorsport programme. We are doing this in many countries. We need to promote the products, to promote the image of our brand. We are also generating added value for the brand. In the middle of the pure competition cars, we have this new range of products ‘by Peugeot Sport’. These are standard cars sold through our dealers, but developed

and produced by Peugeot Sport.”

Q: How far do you think the Peugeot Sport brand can go?

A: “For the time being, there is no limit. For now it is quite new. We have to develop ‘by Peugeot Sport’ versions systematically and economically. We have to make sure we have a good figure, to justify the cars.”

Q: Was the success of the 205 GTi ever a frustration? Do you feel as if you’re chasing the success of the 205?

A: “What is sure is that the context is totally different. At the time of the 205, you had three cars in that sector. The volumes were very different and the competition was very different. Now there are 45 or 50 competitors in the European market. It is much



Bruno Famin with the 308 R Hybrid at the 2015 Shanghai Motor Show.

more difficult. But for sure, the 208 adds something from the 205. It's a modern version."

Q: What do the next five years hold for Peugeot Sport?

A: "We shall still proceed along the same lines. We'll still be adding sportiness, especially in the cars' handling. We will be developing that. We will not follow the standard models, we'll be ahead of the standard cars. "With the 208 FE in 2013, we wanted to show that we're able to develop a very low-emission car. Using Le Mans technology, we brought all our know-how in hybrid and combustion-engine technology, as well as aerodynamics and lightweight technologies, to bring everything together to make a 208 with very low emissions but with the performance of a GTi. We can be very responsible, and very sustainable, but always have the fun that's associated with Peugeot cars.

"We are thinking about what we'll do over the next five or six years. The new 208 or 308? We already know what we'll do with these cars. We have a plan and we know where we are going. The RCZ R was not planned at all. We made that with all the people available. Now, in three or four years, things have changed completely. We are fully integrated into the plan and strategy of PSA."

Q: Is electrification the perfect solution for future drivetrains?

A: "We made a very big demonstration of that with the 308 R HYbrid. Electrification is a very good way of adding significant power while also making the most of recovered energy. Systems such as that allow for four-wheel drive, too."

Q: What about a performance diesel?

A: "We have no plan to do that for the time being. I think electrification is much more suited to Peugeot Sport than diesel power. We are much more on the electrification strategy than diesel."

Auto Express

New Peugeot 208 due in 2018 with crisp new look

11 May 2016

The Peugeot will showcase all of its future small-car technology with the next-generation Peugeot 208 supermini, which will usher in an all-new chassis and fresh engines when it makes its debut in 2018.

The existing 208 was facelifted in 2015, but the brand knows rival Citroen is lining up a new C3 for this summer, with new versions of the Volkswagen Polo and Ford Fiesta also

expected in 2017.

Peugeot's stated goal is to become "the best high-end generalist brand" – more premium than Citroen but less luxury-focused than DS – so the 208's styling will become more sophisticated.

As our exclusive images show, the 208 will replace its existing curves with crisper, straighter lines and Peugeot's latest family face, with neatly incorporated LED daytime running lights. It will continue to be offered in three and five-door form.

The overall profile of the new generation will be close to that of its larger brother, the 308, although the 208's overall length will stay at four metres. The front and rear overhangs should be shorter, though, thanks to a longer wheelbase, which should balance out to increase head and legroom inside.

That extra length will come from the switch to an all-new chassis. Unlike the forthcoming Citroen C3, which will stay on PSA's existing PF1 supermini platform, the 208 will get a fresh set of components. Called EMP1, the new platform is being developed jointly by the French company's engineers and technicians from PSA's Chinese manufacturing partner, Dongfeng.

As with EMP2, which brought significant weight savings to the 308, EMP1 should help the 208 to shed kilos and improve efficiency – it could be up to 100kg lighter, although some



of that gain is likely to be ploughed back into a plusher interior.

The engine line-up will bring new generations of PSA's BlueHDi diesel and PureTech petrol motors. The petrols are expected to be three-cylinder turbos, with power ranging from around 70bhp up to nearly 150bhp for the 1.2-litre version. There will also be a new 1.6 THP petrol in the 208 GTi, offering around 220bhp.

The diesel range will get an even bigger shake-up, as PSA follows the VW Group's lead in downsizing its 1.6-litre engines to 1.5 litres. Expect power outputs to

remain broadly the same, at between 75bhp and 120bhp, but CO2 emissions to fall to less than 75g/km on eco-focused editions.

Inside, Peugeot will further refine its controversial i-Cockpit set-up, while the central infotainment system will be upgraded for quicker responses. Greater smartphone connectivity and other multimedia features will be offered.

French sources suggest that the new 208 could make its public debut at the Geneva Motor Show in spring 2018.

Auto Express

All in the Familiale: Buying a 1964 Peugeot 404

How one American Peugeot fan went above and beyond for another

Jamie Kitman
May 5, 2016

As I write, there is a 1964 Peugeot 404 Familiale seven-seat station wagon sticking out like a sore thumb in the barren parking lot of a shipping depot somewhere near Livingston, Montana.

One day soon, a big truck will arrive to haul the thing—its original white paint, original three-row, red vinyl interior, 40,000 genuine kilometers, and all—across the country to New York. To me, if that's not already obvious.

To me, but still an ocean away from France where it was built and then sold to someone in the diplomatic service back in 1964, before being taken to Canada and put away, still wearing its original plates, for a long, long slumber. I'm betting mine is the only 404 wagon getting trailered across North America, though let us know if you see or hear otherwise. This is surely the only one that began its journey north of Calgary in Red Deer, Alberta. And therein lies a story.



Peugeot of North America is a closed Facebook group currently claiming a membership of 382 persons, with a not insignificant Canadian cohort. (Join us, eh?) I fell in with the group when helping son Ike find his '92 505 wagon.

One night around midnight I noticed a posting on the PNA page alerting members to

a Kijiji ad (Canada's answer to Craigslist) for this absolute unicorn. I've loved 404s since childhood, especially the funky bus wagons, and this one's originality, almost-unheard-of absence of rust, and the price of \$5,000 Canadian—around \$3,500 U.S.—caused me to jump out of bed to work the phones and interwebs to buy the car sight unseen.



The unsustainability of the collector-car price bubble scares me, so it's comforting that a lack of capital makes the "\$3,500 and under" category the heart of my old-car investment strategy.

Did I mention this bargain voiture only ran with a handheld gasoline supply? And that its brakes didn't necessarily work? And that it was in Red Deer, wherever that was?

These things drifted through my thoughts as I climbed back into bed after elatedly joining the Famiglia family. I didn't realize how central they would become

to my dilemma, which went like this: Cross-border shipping was prohibitively expensive, close to \$4,000. However, if I could get the car to Livingston, Montana, a mere 580 miles away, it would cost less than a grand.

As I pondered this potentially time-consuming and costly predicament, an Albertan member of the group fatefully stepped forward. There are good Samaritans and there are great ones, and into this latter category falls Hugh Logie.

Hugh offered unbidden to trailer the car for me to Montana with equipment he could borrow from his place of business—the airport, where



he's a flight instructor. But first he would have to drive to Red Deer, 265 miles from his home in Medicine Hat. He wouldn't accept payment for his efforts, other than reimbursement for his gasoline.

I then learned from the shippers in Montana that the 404 absolutely had to run and stop before arriving, and that it wouldn't be loaded if either function was lacking, meaning it would sit until it did both.

So Hugh decided the only thing to do was to drag it back home to Medicine Hat to fix, which he did, restoring braking facility and troubleshooting the fuel system while rebuilding the carburetor, all at no charge. He then

towed the car the 421 miles to Livingston and dropped it there before driving another 421 miles and enduring another border crossing the following day.

Understand that Hugh Logie is a gainfully employed 41-year-old with a wife, children, and a busy job. But he is a dedicated Peugeot fan. In the name of preserving the marque and furthering its appreciation, he volunteered to spend many days and several evenings working on a car belonging to someone he'd never met. And he took additional days out of his life to drive more than 1,360 miles, during which time he nearly asphyxiated himself while napping in his borrowed diesel truck with a leaky exhaust he didn't know about.

All so I might get my 404 wagon home cheaply. The guy is a saint and a potent reminder how sometimes old-car people are the nicest people, like family, only nicer and even nuttier.

Automobile

Photos courtesy Hugh Logie



PSA Peugeot Citroen and Dongfeng Motor to jointly build a platform for electric cars

Sorin Petcu
May 13, 2016

The French auto group and its Chinese partner said they would develop together a platform to spawn several electric models starting with 2019.

The collaboration between PSA Peugeot Citroen and China's Dongfeng Motor have extended further last year, when both companies announced their joint strategy to develop a new, small-car platform for

expanding their lineup and boosting sales in Asia and China.

The automakers now plan to use that Common Modular Platform (CMP) and to modify it so that it can be used for all-electric, B and C



segment vehicles for the Peugeot, Citroen, DS and Dongfeng brands from 2019.

"The future e-CMP platform is a key milestone in our partnership with Dongfeng," Carlos Tavares, Chairman of PSA, said. "It will speed up the worldwide development of both of our

groups, while helping us to reach the strict carbon objective set for 2020".

The announcement was made during the presentation of Dongfeng Peugeot Citroen Automobile venture's new "5A+" medium-term plan, which aims "to move into the top 3 ranking in the industry by 2018 and becoming No.1 in 2020", to generate 100 billion

yuan (15.36 billion dollars) in revenue by 2020 and to “ensure profitable, sustainable growth underpinned by productivity gains of 30 percent by 2020.”

The Chinese automaker is not only the French carmaker’s local partner in the world’s largest auto market, but also one of the major investors in the Group, as PSA Peugeot Citroen had to be rescued from bankruptcy a couple of years back by the French government and Dongfeng, each buying a 14 percent stake in the company.

Inautonews

New Peugeot i-Cockpit

Mike Stevens & Jarrod Moore

Peugeot has unveiled its next-generation ‘i-Cockpit’ interior, introducing a new evolution of the French brand’s cabin design and infotainment systems.

Revealed in Paris this week to international media including CarAdvice, the new i-Cockpit interior represents a first look at the layout and technology that will appear in Peugeot’s new and recently spied SUV models, among others.

Peugeot’s new interface sees the traditional instrument cluster switched

out for an expansive screen behind the steering wheel. Loaded with animations and a multitude of aesthetic and functional options, the new 12.3-inch display matches Audi’s “Virtual Cockpit” for size, clarity and customisation.

Peugeot’s now familiar compact steering wheel again features, allowing the driver to view the instrument panel display over the rim rather than through the centre. As with the rest of the driver-focussed cabin shown here, the tiny steering wheel boasts a new look, with a tall octagonal horn pad, thick toggle- and button-covered spokes and a meaty sports-style grip.

That screen is joined by a large 8.0-inch touch display mounted atop the dash, offering the usual assortment of entertainment, navigation and connectivity features. Set in a row below the centre display is a series of chromed toggle switches, offering a more traditional means of accessing vehicle settings, media, air conditioning, navigation, phone, and apps – including MirrorLink, Apple CarPlay and Android Auto.

Peugeot says its focus for the new i-Cockpit, from the functions available through to the animated information delivery, was



about “more”. “More quality in its presentation, more technology in its design, better connected, more intuitive, and taking excitement and personalisation even further: it is the embodiment of what future driving cabins will be, and the materialisation of tomorrow’s Peugeot interior,” the company says.

The cabin itself is designed around a driver-centric layout, with the dashtop display, toggle switches and centre console all angled towards the pilot. Although not inaccessible to the passenger, this layout is a familiar reminder used by many brands over the decades that the driver’s pleasure comes first. Peugeot has not confirmed that all of the design features and materials of the roofless concept shown in Paris will transfer directly to its next-generation vehicles, but with a clear production-ready look on show, it appears likely that buyers can expect to be sitting in this i-Cockpit in the near future.

from CarAdvice

Iran revs up for Pug revolution

Alireza Ramezani

Peugeot has become the first foreign company since the 16 Jan implementation of the

Joint Comprehensive Plan of Action to obtain a license from the Iranian government to invest in Iran Khodro Co. (IKCO), the biggest car manufacturer in the country.

Jean-Christophe Quemard, PSA Groupe’s executive vice president for Africa and the middle East, said earlier this month that the next “big step” for the multinational carmaker would be the creation of a joint venture this summer, the French business magazine *Challenges* reported 6 April.

PSA Groupe, a past IKCO partner, has just resumed deliveries of car parts, after a four-year hiatus. Its abrupt 2012 pullout from the Iranian market as nuclear-related sanctions against Iran intensified upset Iranian authorities, as the move greatly harmed the Iranian automotive industry.

IKCO CEO Hashem Yekkeh-Zare said in an interview with the Islamic Consultative Assembly News Agency that to avoid similar such incidents, any foreign company interested in the Iranian market must first make an investment. IKCO and Peugeot have apparently put aside their differences and agreed that each will hold a 50% stake in a €400 million joint venture to produce Peugeot 208, 2008 and 301 models over the next five years, as well as developing their own models, at a new facility in Tehran opening in 2017.

Under the agreement, the Iranians will fill the CEO position in the joint company while the French side will chair the board. The Iranians have required that manufacturing technology be

transferred over the course of a few years, a policy implemented by President Hassan Rouhani’s administration as a prerequisite for any industrial partnership.

Iran hopes this strategy will bring an end to the economic ostracism imposed on it by the West over the past decade. Also under the deal, parts for the new cars will need to be 40% sourced from Iran. Despite Iran’s investment conditions, Peugeot officials have expressed happiness over the recent deal, with Quemard calling it a win-win contract.

Their satisfaction may partly be due to a likely 15% hike in car production by the end of the current Iranian calendar year, until March 20, 2017. If forecasts hold true, Iran will produce more than 1 million vehicles by year-end, although the figure will still be far lower than the record-setting 1.6 million vehicles produced in 2011. IKCO will be responsible for about half of the output.

— from Al-Monitor.com



Peugeot Pageant at Oberon

Dave Rowell

I'd like to thank the Peugeot Club of NSW for the great weekend at Oberon. Susanne and I had wanted to come along for some time, but only found out days before that our work commitments would actually allow us to.

We travelled from Canberra with Colin Handley, Shirley Ferguson, and Phil Torode and Ros, stopping off for lunch at the historic Paragon Café in Goulburn.

On arriving at Oberon, it was great to catch up with Peugeot folk we had met on the 2003 and 2013 Redex reruns, and we enjoyed reminiscing over our experiences from those landmark excursions.

The low point of the weekend was arriving to discover that, having finally escaped from Canberra, certain federal politicians had also decided to visit Oberon. We managed to avoid them!

To me, the funniest episode of the weekend was when the Mayor of Oberon named my ratty old 203 as her personal pick. I was so convinced that such a thing could never happen that I was having a coffee up the road when she announced her award. On hearing the news, I felt a little

embarrassed given that, unlike me, others had clearly put in hundreds of hours and produced cars that were an absolute joy to look at and explore. I must apologise that my eyes are mainly for old Pugs, but I loved Geoff Boyd's canary yellow 203 with so many hi-tech additions, John Brumby's immaculate and highly modified 203, Bob Edwards' 203 with the most amazing internal boot architecture, Colin Handley's unique bread van, and Phil Torode's 403, despite its being adulterated with a 505 donk – but that can be fixed.

Although I missed the excitement, I was told that the Mayor chose my 203 because it has "character" and it certainly has character in spades, because it carries the imprimatur of so many people who have owned it or worked on it over its 57 years. These people include Graham Wallace, Flash Flanagan, Lou Edwards, Bob Edwards, Geoff Boyd, Ian Brock, Cam Edwards, Colin Handley, and many more I hope to discover.

The fact that every single electrical operation is run via a relay is Lou's contribution, the slightly bent chassis was a bit of "character" contributed courtesy of Flash, I think the non-standard rear springs were Graham and the dent on the RH front mudguard is mine. And someone at some point changed it from a green car to a maroon and silver one. The fact that this car is still on the road is a testament to the enthusiasm of members of the Victorian, ACT and NSW Peugeot clubs who have maintained it

over many years.

Many other cars we saw on the weekend have similar stories and the newer cars we saw will grow old in time. There is a lesson in this: it is that cars have a historical dimension and they don't really belong to us, they just pass through our hands. As long as we can maintain vibrant and active car clubs, we can keep that going.

The Pugilist



A rose between two thorns: Dave Rowell (R) and Bob Edwards (L) with Dave's 1959 203 at the Oberon Pageant. Pic by Flash Flanagan.

Economy in the deep end

Peter Wilson

The Peugeot group has thrown some European motoring journalists into a fuel economy testing pool and with their lead-footed driving and need for air-conditioned comfort their results found at the deep end.

The visitors were asked to drive on the company's new 90km real-world test route in Peugeot 308s with 1.2-litre three-cylinder engines and weighty emissions metering apparatus at the rear.

The idea is to show other automakers and EU regulators a viable type of real-world testing that should be adopted to give the industry credibility.

The Volkswagen diesel scandal has blown open all manufacturers' pie-in-the-sky figures on emissions and economy and the Peugeot exercise showed just how far out of official figures could be. Peugeot has been frank that its own tests on this real-world route are less economical than its previous laboratory results, as Simon Craig reported in the April Pugilist.

The press visitors noted the

tyres and bonnets were taped after independent checks and they set off from Peugeot's testing centre in Poissy, which is across the River Seine from the local factory that produces 208s, C3s and DS3s.

The route was a third urban, a third rural and a third motorway. They bumped around through the narrow, traffic-humped streets of the old pretty suburb of Poissy, picked up pace

through fields and returned on a relaxing stretch of motorway.

The press visitors scored an average of 7.6 litres/100km against the new official 4.6l/100km – 40 per cent worse – but R & D chief Gilles Le Borgne put that down to their aggressive driving styles.

He pointed out the extra weight of the car and the equipment would always reduce



A monthly meet at the castle: With Paris, London and other big cities introducing bans on high polluting vehicles, the French Federation of Period Vehicles is seeking exemptions of some kind to allow movement of collectors' old vehicles.

economy from lab tests and emphasised overall the firm's new results are broadly comparable with those owners had posted on independent websites.

Normal drivers cannot usually repeat figures for new cars lab tested under the dated New European Driving Cycle that is in use and until the EU adopts new test protocols, buyers won't be able to compare Peugeot and Citroën test results with other makes.

The London Telegraph suggested real-world tests will always vary because of lack of consistency in the weather, but applauded Peugeot's serious attitude and its brave hospitality. Meanwhile, the UK Department of Transport said its vehicle emissions testing programme had uncovered no evidence of car manufacturers apart from the VW Group fitting cheat devices.

"A representative selection of the UK's top-selling diesel vehicles" showed cars from all manufacturers put out higher NOx on the test track than in the lab. The Peugeot 208 and 3008, Honda CRV, Volvo V40 and Mercedes E250 exceeded the Euro 5 limit in real-world conditions. The EU will switch to "worldwide harmonised light vehicles test procedures" in September next year with lab tests for CO2 and road tests for toxins such as nitrogen oxide.

Professor Ricardo Martinez-Botas, who supervised the UK independent tests,

warned: "Vigilance will be needed to ensure that the gap does not grow again over time, as we know that higher NOx emissions in the real world lead to a substantial health impact to society."

Peugeot advocates testing of both CO2 and NOx emissions on the road with its new protocol. In Canberra, the National Transport Commission reported triumphantly that Australians are buying a record number of fuel-efficient, low emissions cars.

Actually, it's still bugger all. Last year 4.7 per cent of new cars sold were low-emission vehicles (less than 120g CO2 per km), compared to 2.8 per cent in 2014 and 0.6 per cent in 2008. Seventy-two "green" cars are available, but added up to only 52,613 of the 1,155,408 vehicles purchased. Australians are buying cars, SUVs and light commercial vehicles with 43 per cent more CO2 intensity than European buyers' cars.

The commission compiled a 66-page information paper based on EU-type lab test data and with assurances from Volkswagen (432/2015) that its cars sold here don't have the US and European worries. The Toyota Prius was the most popular green car, Nissan did well among the majors and the Peugeot 2008 diesel had an impressive 103g/km best in small SUV class, the report said.

Europe requires range width emissions of 130g/km and this will drop to 95g/km by 2020. Last year Australia's national new car emissions

average was 184g/km, a slow 4g/km improvement on 2014. It's kept high by the decline in light and small car sales and the swing to thirstier SUVs and love of big engines.

In March Peugeot's sales improved, helped by special deals and five-year warranties to clear 2015 model year stock, and the 385 new registrations, though trailing the 405 the previous March, were the best monthly result since last June Demand for 308s increased to 161 units, making 381 for the quarter.

At No. 2, the 4008 had 94 registrations, trailing the Koleos with 115. The price drop for RCZs may have dismayed existing owners but it has doubled monthly sales, with 25 moved in the first quarter. More 508 buyers turned up and 27 big Pugs gained plates in March. Renault, spearheaded by 292 Capturs, gained 806 registrations in March. Citroën had an off month, the 53 in March being half the February result, but put 19 each of its Berlingo vans and C4s on plates.

The national market was slightly down to 194,512 units, with Toyota leader while down 6.5 per cent with 17,849, ahead of Mazda's 10,228. The Hyundai i30 doubled its March 2015 tally to be most popular model with 4,198 units followed by the HiLux on 3,897.

The Pugilist

WHEELS 2016

Pictorial





The Peugeot 304S Coupé: high quality small car with good performance

Only France could produce the Peugeot car. It comes from an old family firm which, though entirely independent, shares technical and testing facilities with the state-owned Renault. In its country of origin, its position is unique, for it is accepted that Peugeots are built to last and are therefore a good investment. A prospective motorist would get the peasant nod if he turned up in a car of this make, whereas a Matra X30 or a Simca Rallye 2 would cause him to be treated as not a driver, perhaps.

Yet, even Peugeot can mislead, and the range of respectable family saloons is complemented by some short-chassis coupes with both hard and soft tops. The subject of the present test is the 304S hard-top coupe, which is based on the 304 saloon but has a twin-choke carburettor and a double exhaust system: it is also no less than 28 cm shorter at the wheelbase, or 11,032 mm if, like me, you still think British.

The 304S has a transversely-mounted engine driving the front wheels and independent suspension all round. The power unit has a light-alloy head and block, with a chain-driven overhead camshaft. The transmission gears are in the sump, as in the Japanese front-drivers, but there is no direct top gear. Compared with Fiat and Simca designs, which have transverse gears alongside the crankshaft instead of underneath it, the overall height of the complete assembly is considerable. This feature dictates the fairly high scuttle line of the coupé body.

The car has wide doors and comfortable front seats, with detachable headrests. The short wheelbase necessitates a compact rear compartment, with seats adequate for children but not for grown-ups; the boot, however, is of a normal saloon proportion. The steering is remarkably generous for front-wheel drive, giving a small turning circle which makes parking easy. Independent suspension all round is provided, with MacPherson struts in front and trailing arms behind.

Instant starting from cold must be followed by rapid release of the choke on road starting. The engine looks remarkably big for its capacity of only 1296cc, which is reflected in its smooth running and mechanical silence. It runs very freely and, though 6332 rpm seemed about the best speed for changing up, the unit was just as happy at 7000 rpm. It picks up smoothly from 40 mph in top gear and is very flexible, but there is no real torque low down and it pays to employ the gearbox.

The fixed maximum speed falls just short of 100 mph, as shown by my being top whack. At 80 mph, the Peugeot cruises very quietly with no sign of effort. At lower speeds, there is an audible whine from the transmission, but this disappears when the revs get into 30 stride.

I have driven a 304 in France with the gearlever on the steering column, which worked beautifully. Unfortunately, the central floor-mounted lever has an unsatisfactory linkage, which rather spoils the pleasure of driving the car. Totally insensitive and frequently buckling altogether on the change from second to third, the gearlever is unworthy of the great name of Peugeot. A sporting coupé needs a quick, light change, especially when the engine glowers in high revs.



The remarkably smooth lines are typical Peugeot.

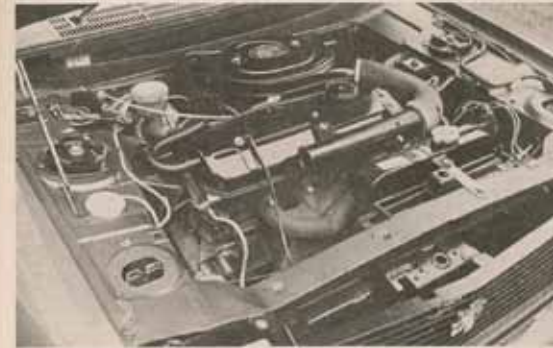
The ride is well above average and there is considerably less understeer than in other front wheel drive vehicles.



AUTOSPORT, DECEMBER 21, 1972

There is some roll on corners but the roll-bars, front and rear, keep it within bounds. The machine is well balanced, with less understeer than is usual with front-wheel drive and the steering is quite light and responsive. The stability in side winds is good and the handling on wet roads breeds considerable confidence. The outstandingly flat ride of some

French cars is not achieved but the standard of comfort is nevertheless well above the average. Tyre roar is well subdued though the suspension can be heard at work on broken surfaces. The braking reaches a high standard, the servo being smooth and proportional in action while the stability is precise-worship in emergency stops on greasy roads.



The transversely-mounted engine is rather large for only 1298 cc.



The coupé has a compact rear compartment but a host of saloon car proportions.

The front seats are extremely comfortable and the overall finish excellent.



AUTOSPORT, DECEMBER 21, 1972

The heating and ventilation system is efficient with rapid demisting from cold. An ingenious deflector, which pulls out from the scuttle to direct the breathing air where it is wanted, may not be particularly elegant but is most effective. It overcomes the usual defect of freezing the driver's hand on the wheel, as the cool air comes from the upper centre of the scuttle. The headlights are ample for the performance of the car and cause no annoyance when dipped.

The standard of engineering is high and the detail work repays close study. An unusually high percentage of the car is the actual manufacturer's, small parts which are normally "thought out" being made in the Peugeot factory. Effective quality control is thus maintained, which is essential for the cars that proudly bear the Lion of Belvoir. The interior is attractive and the car is nicely finished, which one would expect of the rather high price. An open version with a folding hood and optional hard top is also available.

The Peugeot 304 is fast for its moderate engine size and its compact external dimensions make it an excellent town car. On long journeys, its easy-running engine makes light of the miles and one has a feeling that it will never wear out. With the exception of the gearchange, it is an enjoyable car to drive, and this is surely only a matter of attention to the linkage. The 304S coupé is a quality car in miniature, and like it a great disadvantage these days.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Peugeot 304 S finished coupé, price £1329 including VAT.

Engine: Four-cylinder 70 mm x 71 mm (1296 cc), twin carburettors, rated 5.5 hp (40 kW) at 5200 rpm. Compression ratio 9.5:1. 14.5 hp (106 kW) at 5200 rpm. Cast-iron (painted) cylinder block. Steel twin-choke dual-bore carburettor.

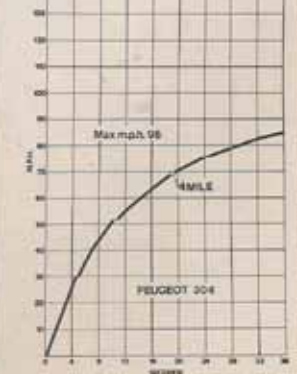
Transmission: Sixteeth gear, 5th gear, 4th gear, 3rd gear, 2nd gear, 1st gear. Gear ratios: 1st gear 3.75:1, 2nd gear 2.35:1, 3rd gear 1.65:1, 4th gear 1.25:1, 5th gear 1.00:1. Reverse gear 3.75:1. Gear ratios: 1st gear 3.75:1, 2nd gear 2.35:1, 3rd gear 1.65:1, 4th gear 1.25:1, 5th gear 1.00:1. Reverse gear 3.75:1.

Chassis: Combined steel body and chassis. Independent front suspension by MacPherson design and lower wishbones with coil springs and shock absorbers. Rear axle with coil springs and shock absorbers. Independent rear suspension by trailing arms, coil springs, and anti-roll bar. Peugeot automatic gearbox, oil cooled. Servo-assisted four-wheel disc power front brakes. Shock absorbers front and rear 100 mm stroke.

Dimensions: Wheelbase 7 ft 7 in. Track (front) 4 ft 2 in. (rear) 4 ft 2 in. Overall length 12 ft 4 in. Overall width 5 ft 6 in. Weight 1160 lb.

Performance: Maximum speed 90 mph. Revs to peak torque 70 rpm. Maximum 52 mph. First 50 mph. Quarter-mile 15.5 s. Acceleration 0-50 mph 4.5 s. 0-60 mph 12 s. 0-80 mph 14.5 s. 0-90 mph 17.5 s. 0-100 mph 21 s.

Fuel consumption: 25 to 31 mpg.



Peugeot 106 Electric

Chris Deligny

An electric car is nothing new — it could even be said to pre-date the petrol powered one. Even a Peugeot electric car is nothing new. The VLV goes back to 1942, but only 300-odd were produced.

Fast forward to 1993, and the 106 (released late 1991) also had an electric version, imaginatively titled the 106 Electrique. It had a whopping 11kw from a Ni-Cad battery driving the front wheels. About 6,400 were sold, according to Dr Wiki. During a trip to France in 2005, Gail and I were visiting the rellies (at their summer house) in the west of France. It was on the other side of Nantes, near Carnac to be precise. We finally arranged a trip to Belle Ile, which is about 14km from the port of Quiberon.

This flat-ish island (more on that later) is about 17km by 9km, and was noted for becoming the home of Australian-born artist John Peter Russell in the late 1800s. This artist rubbed shoulders with van Gogh, Matisse, Monet and Rodin, and introduced the “artist



106. Note the front guard charging port.

village” to the island. We had hired a Peugeot TT car, just a 206 diesel, non-turbo. Economical, but a bit ho-hum. Checking out the ferry fares, it was a case of (from memory) take your own car (paid

by length) at about €70, or go as a foot passenger for about €10 each and hire a car for about €50. Clearly, the maths were the same, and it was not a cheap option 10 years ago.

The deciding factor was the opportunity to hire one of the afore-mentioned 106 Electr-

iques. It was white and 5-door. The controls were simple, and this is from memory as I never thought to take a photo of them: a green button on the centre console to go forward and a red button to go backward, but you did have to stop in between.

Maybe the red was to kill the “engine”, I forget. There was also, mercifully, a battery level indicator, and there was plenty of “instruction” about that, accompanied by much gallic “gesticulation”.

Now the biggest problem was always going to be range. The range we were told was “70km”, and a normal tour of the island was said to be “68km”. We knew from the outset that, for example, it would not be wise to detour to the above artist village, even though it was only about 2km.

Without putting too fine a point on it, the car was a slug. It was like a dodgem. You pressed the green button, there was a click, you put your foot down, there was a whir, and in true Monty Python style, nothing happened. Then it took off.

Reaching maximum torque, but not maximum speed, it hummed along slowly. Perhaps having in the back of my mind not to floor it gave the impression of gutlessness. The words “skin” and “rice pudding” certainly came to mind. It was an unconventional tourer.

You’d think it was easy to drive, set and forget. It was not. Every manoeuvre



Watch out for the red zone.

had to be considered, such as parking, and especially reversing. Just try not to, that’s all. Fortunately, as previously mentioned, the island is largely flat, and could not even be called undulating. But, there were inclines, which needed a conscious effort not to plant it just to get up.

As we toured, the battery level indicator was visibly falling. Even going a few km from one village to the next made an observable difference. Out came the map, calculator, slide rule and abacus.

Toward the end, trying hard to find any positives (no pun intended) such as “we’d rather be on Belle Ile using up our transport



Island hopper: Chris & Gail’s 106 Electric in 1993.

and have to walk back than not be here at all”, we had to cut short (again no pun) our itinerary and all but limp back to the depot, if a car can be said to limp.

It was close. It was touch and go. We did make it back but at, and I mean this literally, walking pace. The indicator was on empty, and the previous whir was now just a distant electrical hum.

I guess that we were lucky to have even that. After a serve of gallic “see I told you so”, we made our way back as foot passengers on the car ferry. Then we got into the above-mentioned 206 diesel non-turbo.

To this day, I remember turning to Gail and saying “I will never complain about the lack of performance of this car again. It feels like a rocket”. Perspective is everything!

The Pugilist



106 electric drive-train.

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

Persons Present

Brad Pillans President
Ross Stephens Secretary
Neil Sperring
Neil Birch
Ian Brock
Col Handley
Allan Lance
Bill MacNamee
Peter Rees
Jim Taylor

Apologies

John Bower
Glen Bryden
Greg Francis

Introduction

1. The meeting opened at 8:10pm, following dinner in the Weston Club Bistro. Brad welcomed the guest speaker Mr Tony Watson.

Previous meeting

2. The minutes of the previous meeting were read and accepted. Prop; Allan Lance, Seconded Ian Brock; Carried unanimously.

Matters arising from the Minutes of the previous meeting

3. To be dealt with in general Business.

Financial report

4. The Treasurers report was presented on behalf of Glen by Col who advised that there is \$11,859.43 cash at bank.

Secretary's report

5. Inward Correspondence
a. To be dealt with in General. Business.

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. A new Car Club Alpha Alpines has been affiliated with CACTMC.

ii. 'Wheels' to be held on 15 May 16 on Treasury Lawns, volunteers for Marshalls requested.

iii. Submission from the MG Car Club with respect to a review of the Constitution and Function of the CACTMC.

iv. Parking Police active at Auto Italia - \$20K worth of fines issued.

General business

8. Main Points of General Business were as follows:

i. **MG Car Club Submission to CACTMC** – The main thrust of the proposal is that the aims and objectives are too general and require a greater focus. Bearing in mind that the Council is the body through which the CRS scheme for historical vehicles is governed on behalf of the ACT Government

The PAC position is that; through the President and Committee, the Delegates to the CACTMC are endorsed to vote to support the intent of the MG Car Club's submission to the CACTMC.

ii. **Mr Graham Gittins (CATCMC PR Officer) proposal for a museum and permanent meeting place for clubs/council** – PAC agrees in principal with the concept but it is not a practical to implement given the likely level of commitment of time and energy and political will required.

iii. **The 2016 Peugeot Pageant report** – Brad provided a summary of the activities as follows:

- Champion Club in order of merit – NSW, QLD and ACT.
- Dave Rowell's 203 was the Mayor's Choice.
- People's Choice - Red 404 Cabriolet.
- A well organised and well run weekend.
- The 2017 Pageant to be hosted by Victoria and held at Merrimula.
- Overall PAC members led by Brad put in a meritorious effort in the motorkhana and concourse events.
- Peugeot Australia is re-establishing links with French car clubs and club activities.

iv. **Matters arising from previous Minutes:**

- **Proposal to amalgamate the French Car clubs of the ACT into one body** - A mixed response was received when Brad raised this matter with representatives of other French car Clubs.
- Renault Club organising a day trip to the Illawarra Motor Museum
- Awaiting Information on the location and timing of the next 'Battle of Waterloo'.
- Access to 'Roar' has been requested by interstate Club(s), ergo
- Interstate Club Magazines- Electronic Copy availability -

Action: Brad to seek permission from Vic and NSW Clubs to circulate their mags electronically to the PAC Membership.

Close

9. There being no further business, the meeting closed at 8:52pm, prior to Tony Watson's presentation on the restoration of his 203 Familial. The next meeting will be held on Tuesday 24 May '16.