

ROAR



Magazine of the Peugeot Association of Canberra

September 2016

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On the cover Tony Watson's 203 and several Citroëns on the Deep Space Tracking Station (Battle of Waterloo) battlefield. (Brad Pillans)

**RoAR is the official journal of the
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(PAC)**

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

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

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Greetings all,

The rescheduled Battle of Waterloo event was finally held on Sunday 4 September, but not without some last minute twists and turns. With wet spring weather following on from a very wet winter we almost had to postpone the event again.

On the afternoon of Thursday 1 September, Barry McAdie (President, Renault Owners Club) and I did an inspection of the proposed Weston Park site, with an ACT government representative. The grassy area, allocated for BOW was soft and we needed to be certain that cars would not chop up the grass, resulting in an expensive repair bill. With further heavy rain forecast, on the following day Barry made the decision to abandon Weston Park and move the event to a hard-surface site – but where could we go at such short notice?

The carpark at The Canberra Deep Space Communication Complex (CDSCC) at Tidbinbilla

turned out to be an inspired last minute choice. The rain magically cleared and participants enjoyed a sparkling, sunny spring day against the scenic backdrop of mountains and framed by a selection of large radio dishes up to 70m in diameter.

CDSCC is one of three NASA-Deep Space Network stations around the world, the others being located at Goldstone in California and near Madrid, in Spain. The Canberra station was originally opened in 1965 and is managed for NASA by CSIRO. In 1965, it helped receive the first close-up pictures of Mars, taken by the Mariner 4 spacecraft. Since then it has been involved in hundreds of space missions, including the Apollo missions to the Moon, the Skylab Space Station and early Space Shuttle flights. More recently it has been involved in more Mars missions including the Curiosity and Opportunity rovers that have revealed stunning new images and information about the surface of the red planet – sorry, no little green men have yet been detected.

Anyway, back to the Battle of Waterloo. Sadly the British forces had the superior numbers on the day, with the final count being (I think) 32 Brits to 29 Frogs. It was close! In fact, according to Barry McAdie, that makes it a tie over all the BOWs that we have held – 6 wins apiece and 1 draw. My thanks to Barry, who once again shouldered much of the responsibility for organising the event, and also to our sponsors, Shannons. Next year PAC members, Maia Parker-Sloan and Mitch Jamieson-Curran, have offered to organise the event, with possible venues already being assessed.



Our next club meeting will be held at 8 pm on Tuesday 27 September at the Raiders Weston Club, with dinner and drinks, as usual, from 7 pm.

And, finally, another reminder about next year's Peugeot Pageant –expressions of interest are invited for the 2017 Peugeot Pageant, which is being organised by the Peugeot Car Club of Victoria. The pageant will be held in Merimbula on the NSW south coast from Friday 21 to Monday 24 April 2017.

Keep on Pugging,

Brad Pillans

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Greg Francis
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CLASSIFIEDS

FOR SALE

203 Peugeot 1949

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



504 Peugeot 1972

504 Peugeot 1972, white. Has been in the same family for 44 years. Only 28,000 miles. Located in Canberra ACT. Not currently running. Free but acquirer must cover cost of removal. See photo in May 2016 Roar. Contact Andrew on 0409 737 248

Parts

403 roof rack

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

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

CLASSIFIEDS

Wrecking

405 Peugeot STI

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

203A

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

404

404 available at Burra, suitable for spares. Make an offer. Contact Ron Scattergood, 0458 045 589.

CLUB EVENTS 2016

- 27 September 2016** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston.
- 25 October 2016** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston.
- 22 November 2016** Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club at 1 Liardet St, Weston.

COOMA MOTORSPORTS IN OCTOBER AND NOVEMBER 2016

GIRDER FORK (MOTORBIKE) RALLY

Date: Saturday-Sunday 15-16 October 2016

Location: Based from Cooma Car Club Clubhouse, 11 Bolaro Street, Cooma NSW

Long running annual event, exclusive to pre-1950 girder fork motorbikes and their riders. Great runs over scenic sealed roads of the Cooma Monaro area and foothills of the Snowy Mountains. Event is renowned for its social aspect including an excellent morning tea, lunch and dinner at the Car Club Clubhouse on Saturday night.

JUNIOR DRIVER DEVELOPMENT/MOTORKHANA DAY

Date: Sunday 23 October 2016

Location: 'Longhouse', 28 Polo Flat Road, 11 Bolaro Street, Cooma NSW

Club Motorkhana/Training Day conducted in conjunction with CAMS. Event is Day One of CMHACs 2016 Junior Development Program. Eligible participants will be juniors (14 to 17) years who have not previously held a CAMS licence, and are interested in learning car control in a controlled and safe environment with a possible view to entering motorsport at a grass roots level. Participants will first learn some practical car maintenance in a classroom prior to hands on experience (vehicle familiarization) on one of the club cars. This will be followed by a motorkhana event, where participants will learn some car control and get to experience how a car reacts at low speeds.

Participants may supply their own vehicles, which are required to meet basic safety standards, or may use one of the several club cars that will be made available.

The second event (of the Junior Development Program) will be a Hillclimb at Mt Gladstone in Cooma on the morning of Saturday November 26th where participants will experience car control at higher speeds in a safe controlled environment with an instructor in the car with them until they feel confident enough to have a solo run.

Entry fee for both events is \$30, for which attendees will receive a CAMS L2SJ licence, allowing them to enter any similar events in the following 12 months.

More detail, Entry Forms and Supplementary Regulations are available at: <http://www.coomacarclub.com.au/junior-development/>

SOUTHERN CROSS GOLD ANNIVERSARY CAR RALLY

Date: Friday 11 November 2016

Location: Cooma Car Club Clubhouse, 11 Bolaro Street, Cooma NSW

Forty to sixty historical rally cars will be at the Cooma Car Clubhouse on Friday morning from 7am on the 11th November for the Gold Anniversary Southern Cross Rally. The drivers and cars will be at the Clubhouse for breakfast from 7am to 8:30am before travelling north along Shannons Flat Road for a timed special stage, then on to Canberra.

The Southern Cross Rally, was Australia's first truly International rally, attracting top factory teams and the world's best rally drivers, and was run from 1966 to 1980. The Gold Anniversary Rally will be a Touring Road Event, which will include a variety of timed competitive events each day. The Rally is intended for both past participants and those who missed the opportunity to compete when the event was run. Entry to the event has been generally limited to road legal 2WD non-turbo models, with other entries accepted at the discretion of the organisers taking into account the historical significance of the car or crew.

After Canberra, the rally will proceed to Sydney, on to Port Macquarie and will finish in Coffs Harbour on the 19th November, which will coincide with the running of Rally Australia, the final round of the 2016 FIA World Rally Championship.

COOMA MOTORSPORTS IN OCTOBER AND NOVEMBER 2016

SURF TO SUMMIT CAR RALLY

Date: Saturday-Sunday 12-13 November 2016

Location: Based from Cooma Car Club Clubhouse, 11 Bolaro Street, Cooma NSW

Bi-annual Snowy Mountains Touring Classic on great sealed roads of the Monaro, Far South Coast and the Snowy Mountains. Open to Classic 30 years plus or replica cars. Day one is a tour from Cooma to the Far South Coast and return. Day two is a drive into the Snowy Mountains and return. Entry includes morning tea and lunch on both days, Saturday night dinner at Cooma Car Club clubhouse and National Park Entry fee.

MOUNT GLADSTONE HILL CLIMB

Date: Saturday-Sunday 26-27 November 2016 (same weekend as Snowy Mountains 1000 on 26 November)

Location: Mount Gladstone Road, 4 km west of Cooma, NSW

Day 1, Saturday 26 November will have three components:

Morning • untimed runs with instructor for Junior (Under 18) drivers • 'Come and try' timed runs for competitors 16+ who have not previously had any motorsport experience and would like to have a go in controlled conditions with an instructor if required. At reduced cost of \$25 plus the cost of a single event CAMS Level 2S licence (\$62) which can be obtained on the day as required.
Afternoon • Timed runs for Classic cars (30 years and older).

Day 2 will be a regular hill climb with anticipated entries from participants from Saturday's Snowy Mountains 1000. The event will be open to vehicles ranging from road registerable Type 1-2 2WD production vehicles up to Type 3 AWD vehicles, also Type 4 production based 2WD vehicles (sports sedans). On the day, there will be a minimum of 4 x 1 km runs for each competitor. The hill climb will be conducted under CAMS rules and regulations, and competitors must hold a CAMS Level 2 Speed Event Licence.

Entries for the Sunday hill climb will open in October, parties interested in either Saturday and/or Sunday can send an email to hillclimb@coomacarclub.com.au and you will be put on the mailing list.

FRENCH CAR DRIVES 2016

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

4 December 2016 - Christmas BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com.

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia



PEUGEOT PAGEANT MERIMBULA 2017

Hosted by the Peugeot Car Club of Victoria Inc.

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

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

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

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

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

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



PEUGEOT PAGEANT MERIMBULA 2017

Accommodation

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

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

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

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

Expression of Interest (please complete and send this form)

Name(s).....

Postal Address:.....

Email Address:.....

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

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

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

NO accommodation will be included with the final pageant registration.

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

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



Peugeot-Citroën in talks to buy Lotus

British sports car brand and owner Proton could be set to change hands.

27 September 2016
Stephen Ottley

British sports car brand Lotus could be about to turn French.

Malaysian corporation DRB-Hicom is reportedly looking to sell both Lotus and its Proton brand that remain only fringe players in the automotive industry. There are no shortage of interested buyers with French PSA Group (owners of Peugeot-Citroën), Renault and Suzuki all reportedly interested in taking over the two brands.

“Peugeot confirms it is responding to a request for proposals initiated by Proton and its shareholder DRB-Hicom,” a spokesman for the company told Reuters.

The news of the potential sale comes just a few months after Lotus confirmed an all-new Elise is due to arrive in 2020 and the brand is on track to make a profit for the first time in 20 years.

A deal with PSA Group will give the French firm the opportunity to expand into sports cars at the same time Renault gets

ready to revive its Alpine brand. The addition of Proton would also open new opportunities in Asia and at the lower end of the market currently not covered by Peugeot or Citroën.

A Renault takeover would be opportune given its plans for Alpine and could potentially allow the brand to share platforms across the two sports car brands. Alpine is due to re-launch with a two-seat sports car aimed at the Porsche Cayman and Alfa Romeo 4C.

Lotus has had a tumultuous recent past highlighted by former CEO Dany Bahar’s bold attempt to re-position the brand as a rival to

Ferrari and Porsche with six all-new models between 2010 and 2015. That plan turned out to be short-lived and Proton took more direct control over the brand and has focused on updated the existing Elise, Exige and Evora models.

Earlier in 2016 Lotus Cars Australia distribution was taken over by Sydney-based Simply Sports Cars, one of the brand’s largest dealerships.

Drive, Fairfax Media



Peugeot reveals 3008 DKR challenger

Laura Thomson 18 September 2016

Peugeot has pulled the wraps off its latest, and most extreme, Dakar challenger yet.

The 3008 DKR is based on the French carmaker's all new SUV of the same name, which is due to make its debut next month at the Paris Motor Show.

The previous DKR – based on the smaller 2008 model – saw Team Peugeot Total and Red Bull storm to success in both the Dakar and Silk Way Rallies this year.

Now, the evolved car aims to continue this winning streak, while remaining true to Peugeot's two-wheel drive philosophy.

For it to be able to conquer the high-speed, high-altitude Dakar Rally, the 3008 DKR has undergone extensive development work. This took place in Velizy, France, over the eight months since the 2016 event finished in Rosario, Argentina.

Mechanical strength and engine management have been the focus of extensive revision, in order to improve the model's reliability.

Meanwhile, the car's 3.0-litre V6 twin-turbo diesel engine has been improved to provide greater torque at low revs, and

further development has gone into the suspension geometry and dampers.

Finally, air conditioning in the car has seen a revamp, which will allow crews to better perform in the intense heat, which can hit 40 degrees during some of the arid desert stages.

"The new 3008 symbolises the next step," said team director Bruno Famin. "Our goal with

this car was to take the weaker points of the existing car and make them stronger, while capitalising on all the existing strengths to improve them still further."

Aol.



Peugeot reveals 3008 DKR challenger



Lion pride takes a blow

Peter Wilson

That was a shame about the national census.

Not the shambles of the latest effort from the Australian Bureau of Statistics run on discounted funding that might fall short of its target for an accurate national snapshot.

I mean the bureau's other important snapshot taken on January 31 when it trawled through state and territory records of vehicle registrations to determine what is on the road these days.

As we know, from the increased traffic congestion and delays, the number of vehicles continues to rise – the national fleet grew by 2.1 per cent to 18.4 million between 2015 and 2016, the numbers bureau reported.

Except for Peugeots. For the first time the number of registered Peugeots has fallen while longtime French rival Renault is experiencing the best growth of the top 30 brands to keep expanding its numbers.

The Peugeot count on January 31, 2015 was 89,204, but this January it fell 0.7 per cent to 88,583 and it has moved from the No. 17 position in national brand ranking it has held for several years to No 18, being overtaken by Lexus with its 7.9 per cent growth.

The Renault sales surge continued and its 16.9 per cent growth took the count of diamond nose badges to 44,883 and its ranking jumped from No. 24 to No. 21.

While the market is a jungle, at least the Lion is still king of the French beasts in the car fleet – Peugeot numbers are still well ahead of those of Renault.

It wasn't always that way. The 1955 auto census, the earliest available on line, shows 11,646 Renaults and 9,176 Peugeots. The Pug count was 7,474 cars, 942 wagons, 405 panel vans, 639 utes and one lorry. It included 113 pre-war Lions.

Because Peugeot has exported to Australia continuously since the 1946 revival of imports and stayed when Renault took off during the French bomb test protests, it increased its fleet with its diesel sales boom in the past decade.

But it has a greater spread of older models on the road and the number of golden oldies disappearing from circulation is overtaking the sales of new Pugs.

In 2010, Peugeot had almost triple the number of cars on plates compared with Renault, 80,597 v. 23,999.

However, between 2011 and 2016, Re-

nault has had a population growth of 81.3 per cent (from its lower base) compared with Peugeot's 6.7 per cent.

The depletion of the Lion population is likely to continue this year as new car sales have not improved as hoped.

The industry had a hangover month in July after the end-of-financial-year sales boom and national registrations of 91,331 new vehicles were down 1.1 per cent on the previous July.

With a 13 per cent slump in national private sales to just 41,594, with smaller vehicles particularly hit, Peugeot finished July with another 277 cars on new plates, down 11 per cent on July 2015.

For the year to July, Peugeot registrations fell to 2,226 compared to 2,738 in the same period in 2015. With 3,288 new car registrations in the 12 months, it meant another 3,909 Peugeots went off the road.

Peugeot Automobiles Australia wants to claw back numbers and general manager Kai Bruesewitz indicated in August a significant refocus and refresh of the brand is under way, with the all-new 3008 – to be more SUV than before – spearheading the four 2017 model changes (see story below).

Rego stats expert Matt Gasnier noted that light commercial vehicles are the sole present engine of growth – will the refocus mean Peugeot is

Peugeot v. Renault in Australia

	1955	2011	2015	2016	15/16 change	Place 2015	Place 2016
Peugeot	9,176	83,051	89,204	88,583	-0.7	No. 17	No. 18
Renault	11,646	24,750	38,395	44,883	16.9	No. 24	No. 20

Source: Australian Bureau of Statistics motor vehicle census

bringing back its vans?

Other marques to lose ground in the census were Holden, still No 2 to Toyota's 2.7 million but down 7.4 per cent in 12 months to 1.9 million; Ford down 5.4 per cent to 1.35 million at No. 3; Mitsubishi down 2.1 per cent to 835,968; and Saab, now buried as a brand and to appear again as an electric 9-3 badged as NEVS, fell 10.3 per cent to 24,209 still on Aussie roads.

Mazda (up 6.6 per cent), Hyundai (5.9) and Kia (8.8) continue to expand their numbers.

The census showed diesel numbers grew to 20.9 per cent of the national fleet and the average age of vehicles remained unchanged at 10.1 years, Tasmania scoring the oldest.

Mirroring a growing grey-haired population, camper vans showed the biggest increase in numbers.

Microdata that would show more information about Peugeots in the auto census was due for release as we went to press so we checked other sources to compile tables for an overall view, a snapshot dated June 30 2015.

It is not the full picture because models old and new – 203 to RCZ – are not included.

New South Wales may buy more and have the most vehicles in the census (4.13 million to Victoria's 3.67 million) but our

figures show the most Peugeots are in Victoria. Only the 206 and 4008 in NSW outnumber the Victorians.

The most popular Peugeot model is still the 307, of which 22,175 were still on plates. But between the bean counters, the COM2000 and the AL4 auto boxes many of the early ones had problems and in the past three years 959 T5s (2001-2005) have gone off the road.

The 308 T7 is second in numbers with

13,920 on the road. It has had competition from Peugeot's SUVs.

In third place is the 206, now between eight and 17 years old, with 12,646 still in service, though 1,670 have disappeared since 2012.

The 306s are also long in the tooth, but 6,762 remain legal and many are good for quite a few years yet.

The Pugilist

Where the Peugeots were in June 30, 2015

Model	Years	NSW	Vic	Qld	SA	WA	Tas	ACT	Aust 15	Aust 12
306 N3	94-97	465	701	265	182		158		1,912	3,654
306 N5	97-02	1,390	1,797	727	291	272	232	124	4,840	6,261
405 D70	93-98	332	399	239	a				1,283	2,158
406 D8	96-99	272	516	195	102				1,271	1,818
206	99-08	4,267	3,783	2,171	775	943	339	342	12,646	14,316
406 D9	99-05	535	674	303	119				1,853	2,123
307 T5	01-05	4,504	4,771	2,343	839	824	607	358	14,262	15,221
407	04-11	1,664	2,258	1,077	273	361	163	141	5,939	
307 T6	05-09	2,263	2,778	1,353	414	557	300	240	7,913	8,165
207	07-14	2,883	2,908	1,407	462	842	186	224	8,897	7,907
4007	07-14	567	511	432		128			1,777	
308 T7	07-14	4,109	5,069	2,357	552	331	1,139	346	13,920	11,497
3008	10+	450	599	229		111			1,491	
508	10+	665	854	436		228			2,361	
208	12+	665	802	297		156			1,131	
4008	12+	750	251	473		251			2,651	

This table is latest we could compile efficiently and is based on June 30 2015 registration records of the most popular models. Blanks indicate where no state or territory figure was available because numbers were less than 100. The last column indicates the June 2012 totals.

New Peugeot 5008 turns on the style as large SUV

Lewis Kingston

7 September 2016

Do not adjust your set: this is, despite its radically different looks, the new second-generation Peugeot 5008.

Gone is the staid-looking seven-seat MPV of old, and in its place sits this seven-seat SUV. It features a host of modern tech, including Peugeot's new i-Cockpit, and is set to be offered with a range of petrol and diesel engines.

The all-new 5008 will be on display at the Paris Motor Show later this September, ahead of going on sale in the UK in early 2017.

That's a pretty dramatic change of look...

It would almost be impossible to tell that, badge aside, this was in any way related to the old 5008. Peugeot says that the styling is designed to convey 'power and respect,' although you may well think something different when it's bearing down on you in your rear-view mirror. That said, it's a very smart-looking SUV.

Inside, you'll find seven seats. The second row features three standalone folding seats, while the rearmost row consists of two separate folding seats that are remov-

able. An optional front folding passenger seat is available, should you need to lug around really long loads, and the cabin is claimed to be very practical.

Another interior highlight is the new i-Cockpit system. It's basically Peugeot's take on Audi's Virtual Cockpit, and features an 8in touchscreen and a slick 12.3in digital instrument cluster.

What equipment will be available on the new Peugeot 5008?

You'll be able to opt for numerous high-end luxuries, including a panoramic glass roof,

massaging seats and a premium hi-fi system.

The new 5008 will feature a wide range of safety kit, too. Peugeot says the features list will include hill ascent and descent control, automatic emergency braking, lane-keeping assistance and advanced grip control.

Adaptive cruise control, a 360-degree parking camera and other safety-boosting systems will also be offered.

What's underneath?

Peugeot's new EMP2 platform, which makes use of PSA's latest petrol and diesel engines. In the UK, the line-up will consist of the fol-



lowing:

- 1.2L PureTech 130 S&S Six-speed manual, standard (117g/km)
- 1.2L PureTech 130 S&S Six-speed automatic (120g/km)
- 1.6L PureTech 165 S&S Six-speed automatic (133g/km)
- 1.6L BlueHDi 100 S&S Five-speed manual (106g/km)
- 1.6L BlueHDi 120 S&S Six-speed manual, standard (108g/km)
- 1.6L BlueHDi 120 S&S Six-speed automatic (112g/km)
- 2.0L BlueHDi 150 S&S Six-speed manual (118g/km)
- 2.0L BlueHDi 180 S&S Six-speed automatic (124g/km)

All-wheel drive isn't available, however, at the moment – a reputedly clever traction control system serves as some compensation, and a set of winter tyres would probably do the rest.

More sportily styled GT and GT Line versions will also be available, if you fancy



something with a little more visual panache.

Any other neat tricks?

Peugeot's giving buyers the option of specifying their 5008 with an integrated electrically assisted bicycle or scooter. So, if you've parked some way from work, you

can use the e-Bike eF01 or e-Kick to effortlessly complete your journey.

How much will it cost?

You'll likely pay around £24k (\$A41k) for an entry-level 5008, which represents a slight increase over the current version. Expect more details on pricing and UK trim levels closer to the car's launch in early 2017.

Car





PSA plans US car-sharing operation with Bolloré, Tavares says

Laurence Frost and Gilles Guillaume
Reuters

12 September 2016

PSA Group plans to launch car-sharing services in Los Angeles in partnership with Bolloré Group, as the maker of Peugeot, Citroën and DS cars diversifies into mobility services. “We are working with a good number of cities, including LA, to offer car-sharing solutions with Bolloré Group,” PSA CEO Carlos Tavares said.

Rattled by Uber’s success, automakers from General Motors to Daimler are rolling out their own ride-sharing services - while sometimes struggling to explain how they could supplant their traditional manufacturing business if consumers were to abandon ownership in droves.

Paris-based PSA is investing in start-ups and expanding in areas from vehicle leasing to parts distribution as it pursues a recovery plan in the wake of a brush with bankruptcy that led to Tavares’s 2014 appointment. The following year, PSA announced a partnership with Bolloré, which already sup-

plies electric car-sharing services in Paris and other cities and had previously flagged Los Angeles as a potential location.

Tavares said PSA aimed to generate €300 million (\$337 million) in revenue from its new mobility services division by 2021, a goal he acknowledged was challenging yet “absolutely marginal” for a car manufacturer with more than €50 billion in annual sales.

He was speaking on Monday at a seminar organized French by business daily Les Echos. He said PSA had “other discussions in progress.”

In April Tavares told financial analysts that PSA planned to test the automaker’s potential return to the U.S. market with car-sharing and mobility services before possibly expanding to retail sales. PSA’s Peugeot brand pulled out of the U.S. in 1991.

Uber rival

PSA plans to launch a standalone vehicle service to rival Uber within the next three years, the Financial Times reported, citing Tavares. The service may operate under a new brand rather than the Peugeot, Citroën or DS marques currently used by the group, the paper said.

“We would like to envisage that, under a brand name that I don’t even know yet, we will become your life-long mobility partner. “It doesn’t have to be an automotive brand,” the paper quoted Tavares as saying.

Tavares is pushing PSA to invest in new mobility solutions as part of his Push to Pass strategic plan. The automaker announced in June that it was investing in the start-up company TravelerCar that has a peer-to-peer rental system for car owners.

Automotive News Europe contributed to this report

PSA Group demonstrators have travelled more than 60,000 km in autonomous mode in Europe

21 September 2016

Four Citroën C4 Picasso demonstrators equipped with autonomous driving features have already travelled 60,000km in “hands off” mode* on express roads in Europe since testing began in mid-2015.

The priority objectives of these tests is to fine-tune the various operating safety aspects of the systems and detect any potentially hazardous situations in relation to infrastructure and other road users.

Data from the different test environments have helped improve driving algorithms and on-board intelligence to ensure that the Group’s self-driving cars are safe on the road. As a

result, the autonomous driving system has achieved a high level of reliability in all situations.

At the same time, the PSA Group has expanded its work on operating safety with the System-X and Vedecom research institutes. It is also working with the CTAG automotive technology centre of Galicia in Spain to validate interactions between drivers and self-driving cars.

A total of ten self-driving cars developed by the PSA Group are being tested internally or by various Group partners. New requests for authorisation have been filed to broaden the number of trials on the open road and ensure that autonomous vehicles react appropriately in all circumstances.

In the next few weeks, the PSA Group will begin new “eyes off” experiments with non-expert drivers under the supervision of test engineers to assess safety in real-life conditions.

As from 2018, the PSA Group will offer driver-monitored automated driving features and, as from 2020, will introduce completely autonomous driving features enabling the driver to give the car full control.

*There are five levels to which autonomous vehicles can be automated: “hands on”, “hands off”, “eyes off”, “mind off”, and “driverless”.

Peugeot's electric bike at the Paris Motor Show

Peugeot's folding electric, the eF01, will be launched at the Paris Motor Show on 1 October.

The team at Peugeot Design Labs have developed a three-step process taking less than 10 seconds.

As well as the usual riding or fully folded positions, the bike can be put into a third walking position that sees the wheels aligned to allow the bike to be walked with the handle built into the frame – which might come in handy considering the 17-kg (37.5-lb) eF01 is too heavy to be carried for an extended period.

The bike can give riders a boost up to 20 km/h (12.4 mph), with a maximum range of 30 km (18.6 mph) from the lithium-ion battery.

There are disc brakes attached to the 16-inch wheels, and riders can track their journey through a smartphone app.

Charging is handled by a regular wall socket, and there's also an in-car docking station available.

Sales will start in early 2017.

Peugeot Design Labs



3D-printing startup working with Peugeot to rethink the ways cars are made

Luke Dormehl

20 September 2016

We hear a huge amount about automotive revolutions like self-driving cars, but the way that vehicles are manufactured is changing just as much as the way they are being driven.

Case in point, a 3D-printing startup called Divergent 3D, which has just inked a letter of intent with top automaker Peugeot to bring its technology to the factory floor. Divergent's technology calls for cutting-edge 3D-metal printing, which will aid Peugeot in dramatically reducing the weight of its car bodies, in addition to a plethora of other benefits.

"If you consider the chassis of a standard five-person vehicle, you can look to have a reduction of up to 50 percent of the vehicle [weight]," Kevin Czingier, founder and CEO of Divergent 3D, told Digital Trends. "That's the heaviest part of a vehicle. On top of that, you can also reduce the number of parts by 75 percent and capital investment costs by an order of magnitude.



A chassis made with Divergent 3D's materials and manufacturing technology.

Taken together, this is a total change to the way things are [currently] done."

Divergent's technology allows for traditional time-consuming tooling methods requiring welding and fixturing to be replaced with modular structures built from 3D-printed nodes that connect standardized materials developed for the aerospace industry.

While additive manufacturing has been used throughout the auto industry for small-scale pilot programs focused on individual components, Divergent's method offers a rethink of the way cars are put together. The hoped-for result will be automobiles that are lighter, more structurally safe, cost-efficient, and environmentally responsible.

With billions of dollars of traditional tooling machines already in place in automotive shops

around the world, it may be some time before Divergent 3D's dream is a widespread one but in the short term, it has captured imaginations.

"Our hope and belief is that once we commercialize and validate this technology with the first few OEMs, people will see that the advantages to doing this — economic, innovation and environmental — are so powerful that this becomes the standard way of manufacturing over the next decade," Czingier said.

Digital Trends

Peugeot works with Israeli startup on range-extender tests

Luke Dormehl

20 September 2016

PSA Peugeot Citroën is working with Israeli-based Aquarius Engines on a project involving onboard range extenders, Reuters reports.

Aquarius is making a single-piston, 600-cc range extender that may cure potential Peugeot EV buyers of range anxiety while possibly allowing the company to produce its vehicles for less than what it costs to build a hybrid or plug-in vehicle. Aquarius will be testing several prototypes next year.

Range extenders are a compromise because they allow for the drivetrain to be lighter than full plug-in hybrid systems while similarly boosting fuel economy. General Motors' Chevrolet Volt is the most notable model with a range extender, and BMW makes a version of its i3 EV with a range extender. Karma, the successor company to luxury automaker Fisker, will also resume building cars with range extenders.

PSA will unveil about a dozen new hybrid and plug-in models within the next five

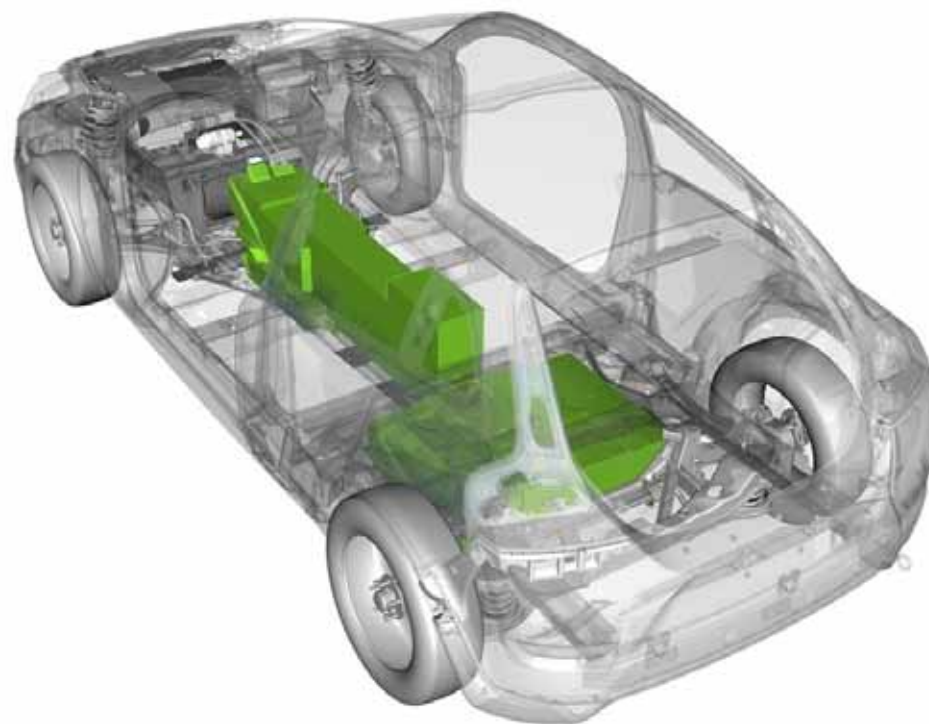
years in order to address stricter fuel-economy and emissions mandates across Europe. Notably, French competitor Renault has developed a two-stroke range extender but hasn't used it on any model, instead going the electric-vehicle route with sister company Nissan.

Peugeot in July released real-world fuel-economy figures for some of its engines. The company tested 28 models across its Peugeot, Citroën, and DS lines, and found that the cars,

when loaded down with luggage and running climate-control systems, get about 40 percent lower fuel economy than advertised.

So while neither Peugeot nor Aquarius is divulging how much the range extenders can reduce fuel use, Peugeot may be looking to recapture some of that "lost" fuel efficiency.

autoblog



The clutch gets worked over electronically

German supplier Schaeffler is counting on the electrification of the clutch to boost the fuel economy and driving comfort of manual transmissions without a significant increase in the cost of the world's most popular gearbox.

Matthias Zink, who is global head of Schaeffler's transmission systems division, told Automotive News that automakers were testing 10 vehicles fitted with the company's e-clutch solutions but declined to name the brands.

Zink said he expects one of Schaeffler's solutions to be in a production vehicle by mid-2018.

The attraction of adding an e-clutch to a manual is that it makes it possible to put the engine into idle mode or to switch it off, allowing the vehicle to coast, which improves fuel economy and reduces emissions.

"Coasting is a sort of stop-start in motion. That means a manual transmission equipped with an electronic clutch could reduce real driving fuel consumption by more than 8 per cent," Zink said.

Schaeffler's entry e-clutch, which the

supplier calls MTPlus, short for manual transmission plus, adds about €100 to the production cost of a traditional manual. Typically that means the car buyer would have to pay €200 to €300 more for the technology.

Since it is electronically controlled, different levels of savings are possible from the MTPlus, Schaeffler said. The most basic, which would involve putting the engine into idle when coasting in the transmission's highest gear, improves fuel economy by 3.1 per cent under so-called real world driving conditions.

Idling the engine when coasting in each gear increases the saving to 4.4 per cent. The best results come when the system switches off the engine when coasting, which improves fuel usage by 8.2 per cent, Zink said.

Schaeffler is also working to eliminate the clutch pedal in next-generation manuals with a solution that it calls Electronic Clutch Management (ECM), which adds sensors to the gear-lever position and gearbox. Fitting a traditional manual with ECM adds from €150 to €200 in production cost.

By comparison, the simplest automatic, an automated manual transmission, costs automakers an estimated

€300 to €400 while car buyer typically pays €700 euros to €900 euros for an AMT.

A dual-clutch transmission costs automakers about €750 and has a starting retail price in Europe of €1,500.

Pedal-less clutches were offered about 20 years ago on models such as the Mercedes-Benz E class, Renault Twingo Easy and Volkswagen Gold Ecomatic, but the added convenience didn't bring any fuel or CO2 savings because the engine was neither idled nor turned off.

Automotive News Europe



PSA, Dongfeng to co-develop new EV platform

Peugeot has launched plans to develop a new car platform and extend the reach of an existing one allowing greater electrification of its range.

The common modular platform (CMP), which was developed in partnership with Chinese automaker Dongfeng, is focused on compact city cars, core sedans and compact SUVs.

The all-electric e-CMP architecture, co-financed by PSA and Dongfeng, will allow the two automakers to offer a new generation of multipurpose electric vehicles with a claimed driving range of up to 450km and fast-charging solutions providing up to 12km of range per minute of charging.

Four electric models will be introduced by 2021, the first of which will reach the market in 2019.

PSA introduced its efficient modular platform (EMP2), dedicated to compact and premium models, in 2013 with the new Citroën C4 Picasso and Peugeot 308 and in 2014 in China. From 2019 onwards, that platform will be used in the deployment of the first plug-in hybrid (PHEV) petrol models, including SUVs and CUVs with high-

performance electric all-wheel drive.

Those models will have a 60km driving range in all-electric mode, a spacious interior offering greater passenger comfort and cargo space and a 40% improvement in fuel efficiency in urban driving compared with non-hybrid models.

The PHEVs will come with a 4-hour charging system as well as an optional feature for recharging the battery in less than two hours.

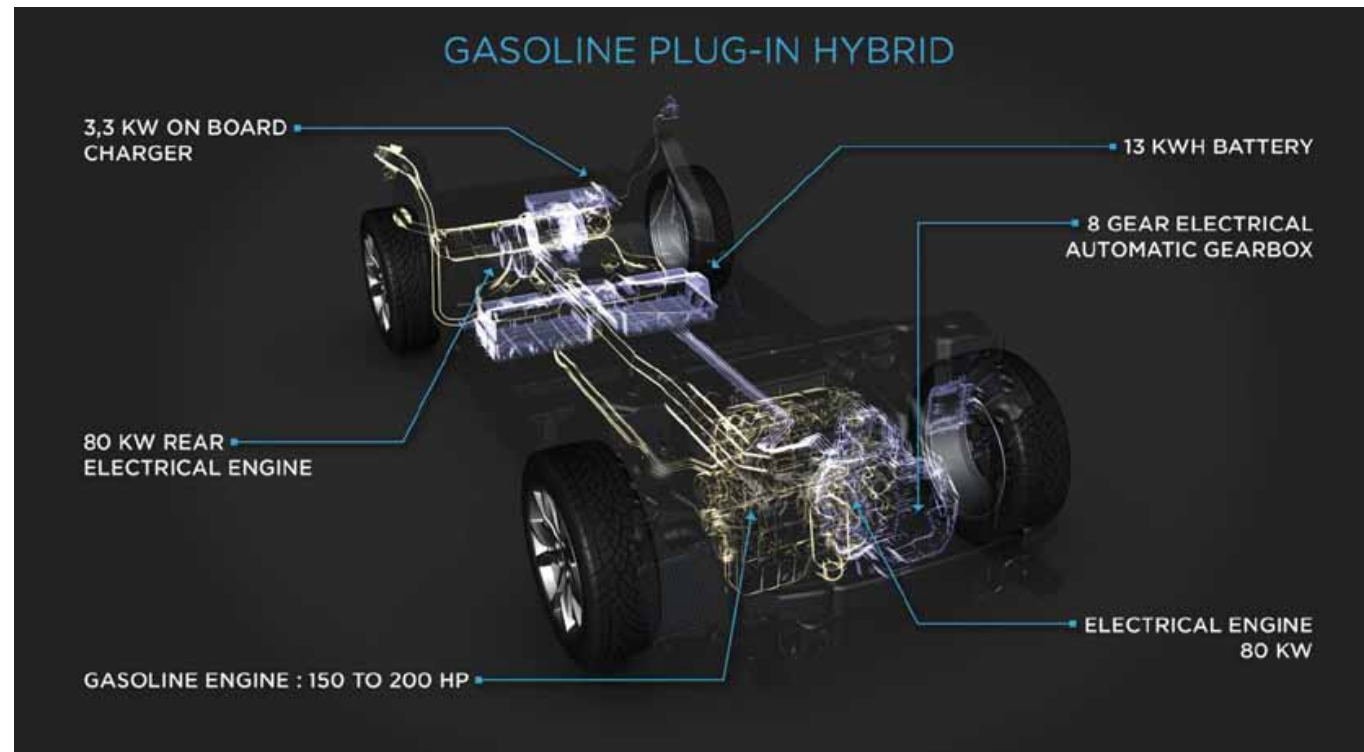
Seven PHEVs will be introduced between 2019 and 2021.

“These next-generation hybrid and electric

technologies will complement our range of internal-combustion engines, thereby enabling PSA Groupe to offer its customers a diversified lineup of technologies that meet all of their mobility needs,” says Gilles Le Borgne, director R&D.

“This innovative strategy clearly demonstrates the Group’s commitment to global, sustainable solutions that will allow us to take on the energy transition challenge.”

Wards Auto



24-HOUR LE MANS 93.

1st, 2nd, 3rd. PEUGEOT 905.

905
PEUGEOT

SCIENCE. NOT FICTION.

Le Mans 93: Peugeot first, Peugeot second, Peugeot third. The second victory in succession. Only the elite among car makers can claim such an exceptional result which leaves no room for doubt: Peugeot has mastered the technology required to beat the Japanese and European giants.

THE THEORY:

The Peugeot 905 represents the triumph of science, a veritable laboratory in which the latest and often the most outrageous developments in automobile technology are tested to produce the optimum balance between foolproof reliability and sheer performance.

In a race requiring about twenty thousand gear changes, engine rpm up to 13,500, some 4,440 bends, over 350 km/h peak speed, day/night driving and astonishing braking power, it takes

engineering of the highest calibre to survive, let alone dominate. Metal alloy technology, carbon and ceramic chemistry, aerodynamic physics, mechanical engineering, information technology... the list of disciplines used to perfect the Peugeot 905 reads like a university curriculum...

THE APPLICATION:

When put to the Le Mans test, the Peugeot 905 proved beyond any doubt what a formidable competitor it is: pole position in qualification and a breathtaking record distance of 5,100 km in 24 hours racing.

Yet it is important to remember the object of it all: the team of engineers who designed the Peugeot 905 is also involved in

other projects: the cars Peugeot has been equally famous for, the cars you drive. So when the Peugeot 905 wins, every Peugeot driver gets the benefits of the victory.



PEUGEOT. THE EXPERIENCE MAKES ALL THE DIFFERENCE.

PEUGEOT

Retrospective



PUG WITH NO PEER

How Peugeot's Redex-winning 203 made good

HARRY C. STUTZ tagged his Stutz prototype the "car that made good in a day" after finishing 11th at the 1911 Indianapolis 500 in its first public appearance. It was a label that could just as effectively have been attached to the 203 Peugeot after its victory in the 1953 Redex "around Australia" trial.

The Redex was by no means the 203's Australian debut. It had been on sale here since 1949, but it was the marque's ritual graduation to popular acceptance. After the 1953 Redex no-one had to explain why they owned one of these distinctly shaped cars with the unpronounceable name.

Undeniably, the 203 was "different". In an Australian market long dominated by the conservative schools of British and American automotive design, everything about this French-made car seemed to follow some alternative system – a well-organised system per-

haps, but sometimes unsettling. For example, the radiator grille, a fixed-in-place identity symbol for any normal car, lifted off a 203 by unwinding one plastic wing nut. It was not only deviant, it was intentional. This was how you checked the batteries, which travelled in the cool air ahead of the engine compartment.

The Peugeot was a car with a long and individual design history. From early 19th century beginnings as a manufacturer of specialised steel products in eastern France, the Peugeot family progressed by way of steel stays, for crinolines, to steel spokes for the new craze of bicycling, to manufacturing complete bicycles by 1895. After a brief fluster with steam, the first internal combustion Peugeot car, powered by a Panhard engine, appeared during 1901.

In those pioneer days of the automobile, when racing was almost obligatory for any

serious manufacturer, Peugeot raced with considerable success. The Grand Prix Peugeot of 1912, with its twin overhead camshaft and four valves per cylinder, was a landmark design. As the market broadened in the 1920s, Peugeot became more populist and the 201 – a 1122 cm³, 17 kW (23 bhp), small four – was introduced in 1929. This was the first Peugeot to use three-figure numerals, with a central zero. By 1932 its companion 401 had a useful form of independent front suspension using a transverse leaf spring and top links. In 1935 the 402 replaced it, echoing the 1934 Chrysler Airflow, but with detailing which reflected the then active European interest in genuine aerodynamics. When the 22 kW (30 bhp) economy model, the 202, appeared in 1936, it combined an aerodynamic body in the 402 style with other established Peugeot features:

Transverse-leaf IFS, torque-tube location of the rear axle, and final drive by underdriving worm gear.

Although the Sochaux factory – less than 80 km from the Rhine – was heavily bombed during World War II, Peugeot claimed to have regained two-thirds of pre-war capacity by the end of 1946, and 202 production resumed until the new 203 was introduced in 1948. Its simple, long-travel suspension and unusual rear axle were direct follow-ons from the pre-war 202 design, as was the use of an alloy-head wet-sleeve engine and an aerodynamically efficient body shape. There were major evolutionary developments, however. The 203's integrally constructed four-seater body was completely re-styled. It no longer looked at all like the 202, although (like the equally new Jowett Javelin) it showed some of the pre-war themes of aerodynamicist Paul Jery in its front mudguard shape, long tapering tail and tiny rear window. The 203's engine now had a most distinctive valve mechanism, very similar to the 1936 Lago-Talbot, which allowed a classic hemispherical combustion chamber and inclined valves while retaining a single block-mounted camshaft.

It was a surprisingly light car for its size. It was only 25 mm shorter in wheelbase (2590 mm/102 inches) and overall length (4340 mm/171 inches) than the 48/215 Holden, yet at 900 kg weighed almost 105 kg less. This helped the 1250 cm³ engine to give reasonable acceleration from only 32 kW (42 bhp), and the 203 had a wonderfully easy cruising gait.

Among knowledgeable drivers, the 203 was accepted long before the 1953 Redex. As early as 1950 John Crouch, who could afford to race a BMW, Alfa Romeo and Delahaye, was racing and rallying a 203. Author Ian Idriess drove a 203 to write his 1951 book *Across The Nullarbor*. It was the 203's ride and reliability that persuaded John Marshall to buy one for business trips into country NSW. The irony was that, although Marshall and Tubman's Redex victory made Peugeot a household name, sales of the 203 – due perhaps to import restrictions and conservative local marketing – never rose much beyond 1500 cars a year.

GRAHAM HOWARD

By the time Peugeot's product planners have finished with the introductions, there will be a greater variety of 306 body styles and models than any car in Peugeot's post-war history.

But only one three door 306 – the sporty S16 – is headed Downunder late next year.

And that's a shame, because the case for the less powerful XSi is strong, especially given an es-

French BETTERS

timated \$5000 price advantage. On paper, the S16's performance edge would seem to make it the obvious enthusiast's choice: top speed 215 km/h, standing 400 metres 16.2 sec, 0-100 km/h 8.4 sec; versus the XSi's 197 km/h, 16.7 sec and 9.2 sec.

Except that on the road the figures become irrelevant. Powered by the same 89 kW, 2.0 litre eight valve engine seen in the 405, the XSi isn't as gutsy as the 112 kW 16 valver under the S16's bonnet, but the performance difference only becomes obvious as the tach needle spins close to the redline. Yes, the S16 will run to a coarse 7000 rpm, when the XSi is breathing hard at 6000. But in terms of mid-range responsiveness and refinement, the eight valver's sweeter.

Both are low-g geared at 32.5 km/h per 1000 rpm in fifth, handy of significance in Australia, but over here it only serves to emphasise that Europe's car makers have fallen behind the better Japanese in terms of engine NVH levels.



PEUGEOT 306 S16

The sporty 306, due here late next year, appealed to PETER ROBINSON despite an engine which lacks a certain *je ne sais quoi*

To improve the 16 valve engine's refinement and reduce peakiness, Peugeot now fits a variable length induction system. Maximum torque of 182 Nm is developed at 3500 rpm, compared with the old 405 M16's 177 Nm at an elevated 5000 rpm. Yet the new engine's potency never matches the expectation generated by a combination of 112 kW and 1160 kg.

After this, it's all good news. The chassis is simply brilliant in its composure and neutrality, the steering fluid, body control precise, the brakes (ABS is stand-

ard) tenacious, while the taut ride has enough suppleness for the S16 to remain comfortable. Peugeot, rare among car makers in producing its own dampers, has always known how to achieve a balance that's in keeping with the character of each model. The 306 is no exception.

And Peugeot finally seems to have realised today's customers demand a quality aura. Here the 306 is clearly ahead of the 205, and probably even the much improved 405.

A set of lovely five spoke alloy wheels, a front bib, sill skirts

and a discreet roof extension above the rear window, plus those longer doors, endow the S16 with a purposeful appearance. Perhaps it's not distinctive enough to be called a coupe, but there will be no mistaking the sporting 306 for the 1.8 litre five door.

Yes, the S16's obviously an evolution of the 205 GTi theme – even down to the prominent C-pillar mounted petrol filler – with the same Pininfarina flair for elegant proportions, if not the originality. It's also easily the best looking 306 so far.

Inga Clendinnen, the rarest kind of figure in Australian intellectual and literary life (and lover of Peugeots...) 1934-2016

Inga Clendinnen was one of Australia's most distinguished historians and she was also a writer with a virtuoso gift for dramatising ideas.

After a notable career as an academic historian culminating in the publication in 1991 of her extraordinary study on the Aztecs, Clendinnen, who contracted life-threatening hepatitis and, as a consequence, had a successful liver transplant, wrote on subjects ranging from Nazi Germany, *Reading the Holocaust* (1998) to Australian Aborigines and Settlers (*Dancing with Strangers* 2003) as well as her startling memoir *Tiger's Eye* (2000), which combines autobiography with flashes of fiction.

But then Inga Clendinnen was the rarest kind of figure in Australian intellectual and literary life, a scholar of the first rank who was also, in tem-

perament and achievement, a dazzling artist.

She was born in Geelong in 1934 after the Depression to a modest family, though her father ran a factory and maintained, she said, friendships with men he had supported and who had supported him in bad times. Her mother was her blacking factory and *Tiger's Eye* is, among other things, a blazing portrait of the lack of affection between the two women which seems, complexly, to have shaped Clendinnen.

She studied history at the University of

Melbourne under Max Crawford, and the girl born Inga Jewell married John Clendinnen when she was 20 because, as she confessed many years later, she got sick of doing it in the back seat of the Peugeot...

The Sydney Morning Herald



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

Persons Present

Brad Pillans (President)
Glen Bryden
Greg Francis
Allan Lance
Colin Handley
Neil Sperring
Neil Birch
John Geremin
Stephen Lucas
Jenny Lucas
Maia Parker-Sloan
Mitchell Jamieson-Curran

Apologies

Ross Stephens
Ian Brock

Introduction

1. The meeting opened at 8:30pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were read and accepted.

Moved: Stephen Lucas, 2nd Brad Pillans; carried unanimously.

Matters arising from the Minutes of the previous meeting

3. Brad has yet to contact the NSW and Vic clubs re. circulating their electronic magazines to PAC members.

Financial report

4. Glen advised the meeting that there is \$13,251.50 cash at bank. Includes \$60 in cheques not yet presented, plus \$51 for Our Car Club credit top up.

Secretary's report

5. Inward Correspondence

Nil.

6. Outward Correspondence

Neil Sperring sent an email to NSW RMS expressing our interest in 60 day trial scheme.

Council of ACT Motor Clubs (CACTMC) report

7. ACT Events policy forwarded to clubs – comments should be forwarded to Vice President.

Registrar advised online renewal for Concessional Registration Scheme is coming - Registrar will fax to RTA.

Discussion of 60 Day Scheme – many clubs interested.

Public relations communique re. improper use of CRC-plated cars for commercial use.

Events: Battle of Waterloo 4 September
German Autofest 18 September
Marques in the Park 30 October
Classic Yass 5 November
Wings, Wheels and Wine Oct/Nov 2017.

General business

8. Main Points of General Business were as follows:

- a. 1. The meeting noted that it was 10 years since Peter Brock tragically died; he drove 404's at one time. A magazine feature was suggested.
- b. Our Car Club facility working well. Cost is 11 cents/ SMS. Will be used as reminder for Battle of Waterloo.
- c. Battle of Waterloo – Sunday 4 September, Weston Park. Maia offered to assist on the gate entry.

Close

9. There being no further business, the Meeting closed at 9.07pm. The next meeting will be held on Tuesday 27 September 2016.