

ROAR

Magazine of the Peugeot Association of Canberra



August 2017

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On the cover Peugeot on the way to winning the Silk Way Rally. See story on Page 13.

**RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)**

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

Why do Canberra drivers behave so badly when, compared with most other major Australian cities – the roads are good and traffic flows are (by and large) on the low side? Three times in the past two weeks I have been dangerously cut off when merging in light traffic.

In each case I was in front of the other car, travelling at a constant speed, but at the last moment the other driver chose to accelerate and force their way past. On each occasion I had to brake heavily to avoid a collision. In two of the incidents I was driving my 508; on the other occasion I was driving my Landcruiser and towing a trailer. I have commented previously on the seemingly overwhelming need for some drivers to

overtake a trailer. And don't get me started on lane hoppers and tail-gaters!

This week, I received an email from Peugeot Australia marketing, announcing the arrival of the 3008 and inviting me to book a test drive. There's been a fair bit of hype about the 3008, having been chosen as 2017 European Car of the Year – the first SUV ever to win that award – so I popped into Peugeot of Canberra to have a look. I even remembered that the PoC showroom is now located in Collie St, just around the corner from its previous location in Albany St, in Fyshwick, while the service and parts centre remains in Albany St.

On arrival, I was cheerily greeted by Pug salesman, Steve Porter, with the news that early sales of the 3008 were booming, to the point where they only had one left in the showroom. The vehicle was a white 3008 Active, the base model of the range, on sale for just under \$40,000 drive-away. This model comes with a 1.6 litre turbo petrol engine coupled to a 6-speed auto gearbox; no diesel or manual option is offered. In fact, no manual boxes are available on any 3008 that will be sold in Australia – Active, Allure, GT-Line and GT – and only the top of the range GT comes with a diesel engine, with a very reasonable sounding price tag of around \$54,000.

I only sat in the 3008 Active for a few minutes, but a few things immediately struck me. First, the overall finish and level of specifications is excellent, even in this base model. Second, the steering wheel is an odd shape – what I would call a rounded hexagon – and quite small compared with my 508 wheel. I would need to drive the car to know whether I would like the “feel of the wheel” or not! Third, the instrument panel is all digital, and can be customised to suit your driving needs – the display can be varied between what I regard as a standard layout (featuring digital speed and tachometer dials), and minimalist (a simple speed number, for times when that's all you want to know).

Since I drive a 508 Allure, I would be disappointed in a couple of my favourite specs being

absent in the 3008 Active – keyless ignition and electric folding door mirrors. Not to mention heated front seats. Nevertheless, as I said above, the Active specs are pretty good overall – front and rear parking sensors, electric handbrake, automatic lights and wipers etc.

There is even a feature called “traffic sign recognition”, which I think means that the car computer can read speed signs and warn the driver (if necessary) to reduce speed. For drivers like me, who grew up driving cars that gave much better road speed cues to the driver (via road and engine noise) than modern, much better insulated cars, this might be a useful spec. Even though I've been driving 508s for 5 years, I still get tricked by the quietness of the car and regularly underestimate how fast I'm going. Of course I could always do the old fashioned thing and look at the speedo!

Our next club meeting will be held at 8 pm on Tuesday 22 August at the Raiders Club in Weston, with dinner and drinks, as usual, from 7 pm. We have a regular table booking in the club bistro, which serves excellent food at reasonable prices, including discount meals for seniors. Why not come along and join us?

Keep on Pugging,

Brad Pillans

2017 COMMITTEE

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Greg Francis
Ross Stephens



CLUB EVENTS 2017

- 22 August 2017** Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
- 26 September 2017** Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
- 24 October 2017** Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.

CLUB EVENTS 2018

- Easter 2018** Peugeot Club of Queensland will be hosting the 2018 Peugeot Pageant in Queensland at Easter, from 30 March to 2 April. See advance warning note on Page 6.

FRENCH CAR DRIVES 2017

Program of French car drives, 4th Sunday of even months:

- August 27:** Hunter Valley French Car Day
- October 22:** Binalong – visit galleries and cafes in this historic village.
- December 3:** Evening Christmas BBQ by Lake Gininderra.

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>



Annual Hunter Valley FRENCH CAR DAY

**Sunday
27th August**
9am to 5pm

02 6579 1499
www.nightingalewines.com.au

Live Music
French inspired
Food Stalls
Serving
Breakfast and Lunch



Prizes Awarded -
Best Renault, Best Citroen
Best Peugeot, Best Simca
Best Non French, Best Daily Drive
Prized Lemon, Best in Show

Freeraffle
Major Prize
Overnight Stay
and dinner



Find us on
facebook.

Six Rivers 2017

Part of the inspiration for the trip design is to do things that are unusual and more inaccessible to the normal black top, caravan tourist, but not requiring a 4WD.

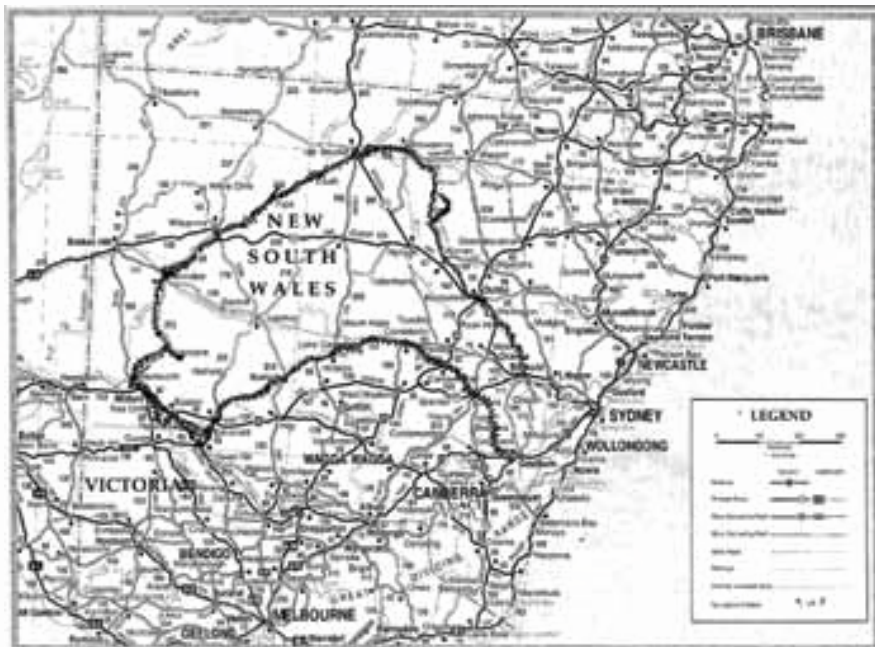
The trip is organised by Christians and there will be times, especially on Sunday mornings, when time will be set aside for those who wish to worship and/or visit local churches.

If you are not able to commit to the whole trip, join us when you can, leave when you must.

Entry fee \$100 to cover Info book etc, payable on confirmation of intention to participate. All accommodation will need to be booked by you. There will be an accommodation booking spreadsheet later.

We expect some to have to camp when the group overflows available accommodation. All meals are to be provided by you. We can expect to eat at pubs and clubs at various times.

On the "stopover days" there will be choices of things to do, including laundry! Check the tourist websites for tours/excursions.



Open to all conventional vehicles, with at least 170mm ground clearance. There may be a few roads that may need to be detoured. Light truck or heavy construction 4WD tyres will be advisable, or an extra spare. Each vehicle should be fitted with a 5W CB radio. Spares such as fan belt, radiator hoses, and at least one full size spare tyre the same as those running on the car.

One lead vehicle will have snatch straps, first aid kit, fire extinguisher, spade, tyre pump, tool kit. "Tail-end Charlie" should have most of this too.

Those considering a camper trailer etc. should note that we will be travelling up to the speed limit on bitumen. Don't bring one if there is any doubt that you are willing to keep up with the group.

Your notified expression of interest will entitle you to updates.

Queries, expressions of interest etc, to Bruce Knowling 02 4739 8372 brucek@jista.com.au

The Pugilist

Monday 23 October to Saturday 11 November

Lachlan, Murrumbidgee, Murray, Darling, Barwon, Macquarie Rivers. Total distance: 3,500km

October

Mon 23rd Goulburn, Breadalbane, Gunning, Wyangala, Cowra 228km

Tue 24th Cowra, Gooloogong, Payten's Bridge, Forbes, Utes, Condoblin 210km

Wed 25th Condoblin, Gun Bend Lk, Booberoi Weir, Lk Cargelligo, Hillston 200km

Thu 26th Hillston, Booligal, Corrong, Oxley, Redbank Weir, Balranald 325km

Fri 27th Balranald Yanga Lk/W Shed, Tooleybuc, Boundary Bend Robinvale 186km

Sat 28th Robinvale, H-Kulkyne NP, Redciffs, Psyche Bend Mildura 164km

29th -30th Mildura & Wentworth Stopover day

Tue 31st Wentworth, (Mungo NP), Pooncarie 318km

November

Wed Nov 1st Pooncarie, Menindee a. 269km b. 122km

Thu 2nd Kinchenga NP Stopover day

Fri 3rd Menindee, Windalle, Wilcannia 190km

Sat 4th Wilcannia, Tilpa, Kallara HS 168km

Sun 5th Kallara HS, Tilpa, Louth, Redbank HS 185km

Mon 6th Redbank HS, Bourke, Brewarrina 147km

Tue 7th Brewarrina, Yarrowin, Billybingbone, Willie Retreat 182km

Wed 8th Macquarie Marshes 75km / Stopover day

Thu 9th Willie Retreat, Warren, Gin Gin, Narromine, Dubbo 257km

Fri 10th Dubbo (Western Plains Zoo?) Stopover day

Sat 11th Dubbo, Wellington, L Burrendong, Stuart Town, Ophir, Bathurst 246km



Peugeot Easter Pageant Boonah 2018

Hosted by the Peugeot Club of Queensland Inc.

Expressions of interest

The next Peugeot Pageant will be held at Boonah in south-east Queensland, from Friday 30th March to Monday 2nd April, 2018.

Boonah is known as the heart of the Scenic Rim, with fertile volcanic valleys and fantastic views. It is a top food production area in Australia with wonderful wineries, majestic dams and numerous National Parks.

The Outlook complex in Boonah has been chosen to host and accommodate our guests after the many positive comments from the Pageant held here in 2014. This early advice is to enable participants to plan their itinerary for 2018, as well as facilitate planning by PCQ Inc as the host club. By returning the Expressions of Interest, there is no commitment to attend but we do ask you to indicate if you are thinking of joining us.

The Pageant Program will basically follow the format of previous pageants. Commencing with dinner on the Friday night, there will be a Concours on the Saturday morning with a Drivers Skills test in the after- noon. Saturday

night after dinner we will have our Rocker Cover Racing competition.

Sunday morning will involve an Observation Run, Lunch and the afternoon will be free time during which you can explore the many attractions Boonah has to offer. These include Wineries, Lavender Farms or you may just want some down time before the Presentation Dinner Sunday night.

The weekend will conclude with breakfast Monday morning. All meals (including breakfast) from Friday night to Monday morning will be inclusive.

For expressions of interest and information please contact 2018peugeot-pageant@peugeotclubqld.org.au

Expressions of Interest

Peugeot Easter Pageant Boonah (Friday March 31st to April 2nd)

Name(s):.....

Postal Address:.....

Email Address:.....

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

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

I/We are interested in participating in the Drivers Skill Test

☐

I/WE are interested in participating in Rocker Cover Racing

☐

I/We would like to receive Pageant updates by Email

☐

Accommodation will be included with the final pageant registration. Motel accommodation is available within 2kms of The Outlook and more information will be available July 2017.

CLASSIFIEDS

For Sale

505 Peugeot 1985

505 Peugeot Turbo Diesel (1985) 450,000 kms, colour blue, still being driven but will be selling it unregistered. Engine No: P147DT105971. \$1250.00.

Huntly & Dawn, Shepparton.

p 03 5831 1630

m 0428 311 630

e hvroland@icloud.com

504 Peugeots

504 Peugeots – two for sale in Cooma. Both were manufactured in February 1976. See June 2017 Roar for details. Keen to sell. Price for both cars is \$800 Or \$1500 for both.

Ian Hampton, Please ring 0400 528 115

404 sedan 1970

404 1970 sedan, Alpine white, on NSW historic plates. Straight, in good condition, buttresses replaced, brakes done recently. Current owner past 10 years. \$3,000 ono. Col Pidgeon near Cowra 02 6342 4706. See photos at right.



CLASSIFIEDS

For Sale

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

407 Peugeot



407 Hdi six speed manual sedan 2007 model, white gold colour. NSW reg BZH61S. Excellent condition dealer serviced since new. Good tyres. Just had new brake pads all round and the particulate filter tank topped up. Good to go for another 200k km. Has done 246k country kms and has always been garaged. Very clean and drives well. Car is in Albury but can drive to Melbourne or Sydney if necessary. Rego runs out in August can supply RWC or 12 months reg at buyers cost. \$4,500. Tony Nott 0414404203

Parts

206 XR 2003

206 XR black 4 door, 2003, all parts cheap, 5 as new tyres, clean blue seats, in Qbn. Colin 0414 484 398.

206 GTI engine

206 GTI engine. Complete with gearbox, A/C compressor, starter motor, does not have inlet manifold or alternator. The engine has done 111,000 km and was purchased for a project that didn't get off the ground. Call Peter on 0416353626 or email pngill@me.com. Free to good home.

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

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.

Swap

Keen to swap a 504 Familliale for a 403 in restorable condition

July '82 504 Familliale (one of the last), plus 3 (riveted) wheel rims with tyres; complete set of very good condition interior in blue velour trim (same as in the July '82 Familliale), and from a white 504, complete front-end panels, bonnet and windscreen. Michael Cortis 0400 413 077

CLASSIFIEDS

Wanted

Peugeot 5CV Type 172 for restoration

Peugeot 5CV Type 172 for restoration. Would prefer 1923-24 narrow chassis wire wheeled version. However, everything considered, including subsequent disc wheeled versions up to 1928 (Types 172BC, 172R and 172M) – see photos.

As points of identification, these cars have semi enclosed punt-type chassis, a tiny fixed head engine of either 667 or 720cc and a three speed gearbox combined with a worm final drive.

A complete and unmolested car would be ideal but again, anything considered, including basket cases and bits. I am an experienced and rather fastidious restorer who needs a new project which will fit into my ever diminishing working space. Needless to say I also have a soft spot for Peugeots, with a recently completed 203 wagon.

All leads gratefully appreciated.

Tony Watson
(02) 62549203 any time



Peugeot issues

Bill McNamee

Tip of the Month: for 307 and 308 wagon owners – Don't allow tyre fitters anywhere near the spare wheel winch mechanism. I have to replace 4 or 5 mechanisms a year directly because of damage done in tyre shops. One member saw a tyre fitter apply a rattle gun to one and totally destroy it in seconds. The tyre shop walked away from the problem and left the owner with a \$200 repair.

Buying a second-hand Peugeot (or Citroën, because they are both products of the same company, PSA)

I get to see many people's ownership experiences with Peugeots and Citroëns. I am often asked for my advice on buying a used Peugeot and what follows is a distillation of the experiences I have witnessed:

Models up to the late '90s are becoming less maintainable and it is hard to find a 'good one' because owners have become reluctant to do maintenance on a car where the value has plummeted to almost zero. The shining exception to this is the 205 GTi which has become a cult car.

Low values for older cars has a knock on effect with parts getting harder to come by. Importers and wreckers can't make a buck keeping parts for these models.

I do not recommend buying any models before the 406 and 306 unless you are

enthusiast and able to hunt for parts and work on them yourself.

From the late '90s Peugeot, like all other car makers, started installing multiple electronic control units (ECUs) and networking them together. As with any new technology there were teething problems and Peugeot only got the technology working properly in the second half of the 2000s. The unreliability of models from this era is well known and consequently their values are also pretty close to zero.

A particular example of this invasion of computers was the introduction of automatic gearboxes with electronic control systems. The all new PSA AL4 and ZF HP20 four speed automatic gearboxes were introduced to Peugeots with the line from the marketing department, "sealed for life and no maintenance required". The electronics worked just fine. There was a problem though because they could fail in as little as 100,000km and were prohibitively expensive to repair. It would have been nice if the marketing department had continued in their spiel, "but that life could be as short as 100,000km and the repair will cost you AU\$6,500". I have seen some recent Peugeots and Citroëns with the AL4 and I do not like the way they are ageing. Steer clear of four speed automatics.

The Aisin Warner six speed gearbox used in the bigger Peugeots since the mid-2000s is a good thing and I would not hesitate to buy a car using this gearbox provided it has had regular oil changes.

One of the saddest pieces of advice I have relates to the 407. On the road the 407 is magnificent, particularly the V6 diesel and V6 petrol models. People are surprised how cheap these cars are to buy at the moment but there is

a reason. My advice is if you are considering buying a Peugeot with a V6 engine, don't do it, doesn't matter how cheap it is, don't do it. Four cylinder 407s are almost as good and a safe bet.

All old cars will have problems and will cost money to maintain. In my view the most reliable engines Peugeot produces are the 2.0 or 2.2 litre 16-valve diesel engines. The 2.0 and 2.2 litre petrol engines are also good. The 1.6 litre 16-valve diesel shared with Ford and the 1.6 litre petrol engines shared with BMW Mini have more than their fair share of niggles though I would still be comfortable owning them.

In my opinion, unreliable electronics and automatic gearboxes have played a major role in trashing the Peugeot brand Australia. Last time I looked, even Renault are outselling Peugeot. Nevertheless, there are excellent ownership experiences to be had if you take the right approach.

To summarise:

- **Buy models after the first half of the 2000s.**
- **No four speed automatic gearboxes.**
- **No V6 engines.**
- **Avoid used car dealers.**
- **Take no notice of ambitious asking prices. The market knows these cars are trouble and price them accordingly. Be bold and brave when making an offer.**
- **Get the car checked by a specialist.**

407 plugs and performance

Flash

I took the 407 (V6 petrol) over to Bill's on Saturday for a service. A minor service but suggested he remove a plug or two and have a look. Bought the wagon with just over 100,000kms on it and have now done 40,000kms but there were no records of when or if the spark plugs had ever been changed or even been looked at.

What Bill found was that 5 of the 6 plugs were not screwed home and the last 8 to 10 threads of the plug were "proud" of the head. The plugs looked like they had been scalded around the hex nut area and up half the porcelain. Cannot be sure if they were fitted like that or had only been done up finger tight and were slowly unwinding themselves.

Neither Bill nor I like using a tap in an alloy head to clean up the threads (and we presumed bottom 8 or 10 threads where the plug had not gone had crud in them too), so Bill cleaned the thread on one of the plugs: top 10 threads were caked in I don't know what, then cut a groove down the cleaned thread and screwed that in and out of each a couple of times like a tap. Put 6 new plugs in and they went in ALL THE WAY without any dramas and were just given a slight nip up and not just left finger tight (don't like over-tightening either so just a little nip with a plug spanner).

The difference in the wagon is remarkable. Gone is the almost sluggish take off (thought it was because it was a wagon as it was much slower than the V6 407 sedan we had before it), the gear changes seem happier and the wagon runs much quieter and goes like a bird.

So, thanks to Bill for finding the problem easily and fixing it with a bit of a fiddle. My advice to anyone with a V6 petrol 407 or whatever is check the plugs in it – you never know what you might find under that coil pack. It might even improve the performance of the car/wagon just like it has with ours.

FLASH

Need some new tyres for your old Peugeot?

Graeme Cosier

Recently we had to get some new 165 SR 15 tyres for our Peugeot 403. Despite the last lot of Michelin XZXs not having worn tread, the side-walls had started to crack due to old age, necessitating new ones.

The last time we purchased these tyres, they were readily available. Now they are available only from Melbourne from Stuckey Tyres at \$300 each plus \$20 cartage a tyre.

On their website you can see what other tyres are available or check on the classic.michelin.com website. A local supplier offered the right size Hancock tyres for about \$100 each. As it was suggested that there may be some problem with balancing these, I decided to pursue the Michelins and try to keep the car as

original as possible.

Longstone Tyres in the UK, quoted £340 plus £150 cartage for four. VAT isn't charged for sales outside of the UK. Five would have been cheaper but we only wanted four. This £490 worked out at \$826.14 plus an international transaction fee on the credit card of \$24.78, giving a total of \$850.92 or \$212.73 a tyre or \$469.08 cheaper than buying locally!

After an initial email to the UK, I was told to just order them online, which I did on a Sunday night. I had a tracking number to follow the progress of the shipment and the tyres arrived to our house the following Friday afternoon via DHL couriers (five days later). All in all, it was a very successful online purchase, and I can certainly recommend Longstone tyres to others.

The Pugilist



Peugeot wins Silk Way Rally

25 July 2017

For the second year in a row, French driver Cyril Despres with the Peugeot team has won the Silk Way rally linking Moscow and Xi'an between July 8 and July 22. The race was a particularly tough ordeal for participants this year, with bad weather leading to the cancellation of the final stage.

A field of 41 vehicles and 21 trucks set out from Moscow on July 8 to cover the 9,000 km and more than 14 stages between Russia and China. The least that can be said is that there was no shortage of action. Over the first 8 days, the Peugeot teams won every stage bar one, when Bryce Menzies snapped up the seventh stage with MINI.

Midway through the race, French champion Sébastien Loeb was out in front with four stage wins over two for Peterhansel and just the one for Cyril Despres. But after a team accident on the ninth stage, Sébastien Loeb was forced to withdraw, meaning that Peugeot were now pinning their hopes on the twosome of Cyril De-

spres and David Castera to win the event.

The Frenchman, a former motorbike racer and five-time winner of the Dakar rally on two wheels, proceeded to pick up a second win at the Silk Way Rally, ahead of compatriot Christian Lavieille. For their part, the team of Stéphane Peterhansel and Jean-Paul Cottret came in fifth, an excellent result despite their accident on the rally's fourth stage. It was also a great race for Bryce Menzies, driving in his first Silk Way Rally and putting in a highly commendable performance.

According to Cyril Despres, it was a mix of consistency and luck that helped him win the race. "Thanks, too, to the engineers at Peugeot Sport and all the mechanics for having put together such a competitive car. I'm looking forward to the start of the Dakar 2018 with the Peugeot DKR Maxi. That's clearly my next objective."





Can a modern car match this?

John Grant

The first Peugeot I owned was a 1955 French-assembled 203C that I bought at 30,000 miles for about £200 after I had been in New Zealand for a year.

I needed it for everyday use and to tow my MGTC on an A-frame to race meetings as it had become too highly tuned to drive on the road.

It proved very reliable. It just kept going and going. It cruised and stopped very well – even when towing – something you could not say about a lot of its contemporaries.

I started trialling it in the winters and my navigator, John Dowling, and I saw most of the back roads in the North Island as we entered reliability trials organised not only by the MG and Auckland Car Clubs but by others in Northland, Hawkes Bay, Manawatu and the South Island.

We ALWAYS finished. However, we were not often in the top ten as there were just the two of us while serious rally competitors had a team of four, a driver, navigator, timekeeper and map-reader.

Keeping on course could be a real problem as the instructions were often designed to mislead. As timing was vital, if you



went off course and had to backtrack, it was very difficult to make up the time, often impossible within the speed limits.

In addition, there were frequently secret checks – on and off the correct route – that would record the passing and time of all entrants.

However, we had a lot of fun and as petrol was only about two bob a gallon in those days it was not even too expensive, particularly as we usually stayed in cabins in camping grounds. We never actually slept in the car, even though that model had seats designed to lay back for that purpose.

After I had owned it for a year, I got the distributors Campbell Motors to bring a special inlet manifold for me from France. The carburettor had twin chokes, one on either side, and that increased the top speed by 10mph – up to 85mph.

The only mechanical failure it suffered was near Te Puke on the way home after a rally. The universal joint blew apart and as that was in the days well before cellphones, we had to knock on a door and ask to use their telephone to ring the AA.

A tow truck came out from Te Puke and towed the car to Maurice Washer Motors while we went back to Auckland by train.

Campbell Motors sent down a new universal which they fitted and I flew down to the Mount and then took the bus to Te

Puke to pick the 203 up. This had been the same weekend as the DC3 crash in the Kaimais and the airline subsequently became very wary of flying in cloud.

Many of the roads we used were not even gravel. Let alone sealed; real mudplugging.

I had thoroughly rust-proofed the car but inevitably the stone chips accumulated, so I got Ivan Cranch to repaint it and change the colour from its original grey to a pale blue – just as I have had done to my present 1955 203C that I acquired in 1992. [Its chassis number is about 100 cars later and it has had several changes, e.g., wider springs].

I sold this first 203 in January 1967 as I was going overseas for a year or two. I took it to the Grey Lynn Testing Station to get the Warrant of Fitness, the inspection certificate required before sale – and a front spring broke at the centre bolt while they were slamming on the brakes.

We pulled the car out of the way and I went into Campbell Motors, bought a new spring of the correct size, took it back to the testing station, and as I always had my toolkit on board, was able to fix it on the spot – and get the new WoF.

The new owner then drove me and my luggage down to the liner Arcadia to see me off back to England, where I planned to pick up a new fuel injected Peugeot 404, on February 10, 1967. A day or two later on board I met Jeanette, who became my wife – but that's another story.

About 15 years later, I was in Wiri on busi-

ness and saw the car. I went into the office and found it still belonged to the guy I had sold it to.

I had increased its mileage from 30,000 to 280,000 miles – without doing any work on the engine.

He was living at Swanson and driving about 36km to work at Wiri every day so it had been round the clock a couple of times more. All he had done to it was one new tyre, and new spark plugs and points in the distributor.

I'd like to see a modern car match that! — from Peugeottex, Auckland.

[John is a long-time committee member of the Auckland Peugeot Club and married to magazine editor Jeanette.]

Royal Mail goes electric with 100 plugin Peugeot vans

Ed Wiseman
27 July 2017

Royal Mail will purchase 100 electric Peugeot vans and install commensurate charging infrastructure across its network, according to an announcement from the organisation today.

The Peugeot Partner L2 Electric vans are fully electric plug-in vehicles, and will be used by delivery offices around the UK for delivering letters and parcels. The order results from Royal Mail's extensive trials with the new model.

Paul Gatti, Royal Mail Fleet Director, said: "Our research has shown that electric vans are an excellent operational fit with our business and we are delighted to be ordering such a large volume to use in our daily operations.

"This is good news for

our customers and the towns and cities which we serve. It also means we are on the front foot for future changes in emissions legislation."

The Peugeot Partner L2 Electric was launched earlier this year. With a lithium-ion battery built into the vehicle below the load floor and a 49kW (67hp) electric motor, this zero-emission vehicle should reduce local pollution on the routes it operates on.

Its 106-mile (170km) range and 552kg payload shouldn't pose too much of a restriction to Royal Mail, either.

"With electric vehicles firmly on the agenda this week, there couldn't be a better time to announce this landmark deal with the Royal Mail", says PSA Group Fleet Director Martin Gurney.



"The order was won after Royal Mail carried out extensive trials with the Partner Electric. It's a tribute to their performance in the trials that Peugeot Electric vans will soon be helping Royal Mail to significantly reduce the environmental impact of its delivery fleet."

This year marks 120 years since Royal Mail began using motorised vehicles to deliver post. It now operates the largest vehicle fleet in the UK, with over 47,000 cars, vans, trucks and lorries.

Royal Mail is understood to be trialling several types of electric vehicle, from small vans such as this Peugeot, all the way up the 26-tonne lorries.

The new electric vans will go into service from December.

Telegraph.co.uk

2017 Peugeot 3008 new car review

French brand's refreshed mid-size SUV comes with a steep asking price

16 August 2017

Peugeot has been a bit invisible in recent years.

Not for want of trying, but the French brand has been hamstrung with a small range of small cars that were supported by a pair of re-badged (and underwhelming) Mitsubishi's for SUVs.

But everything has now changed. It has a new local distributor - the same one that has overseen Subaru's steady growth during the past 20 years - that has already improved the value of its 308 hatch while preparing for a new line-up of soft roaders led by this car, the 3008.

It's the same badge that was previously worn by an odd-looking minivan, but now adorns a machine that is the essence of Peugeot: a classy family car with European pedigree that promises to be enjoyable to drive and affordable to run.

Peugeot is pitching the 3008 as a premium compact SUV against the likes of the

Volkswagen Tiguan and higher-grade variants of the Mazda CX-5, Toyota RAV4 and the like.

Australian buyers get four variants to choose from including the Active, Allure, and GT Line, all of which are powered by a 121kW/240Nm 1.6-litre turbo petrol four-cylinder, while the range-topping GT is driven exclusively by a 133kW/400Nm 2.0-litre turbo diesel. All come with front-wheel drive, which is a little un-

sual for the segment, though all-wheel drive via hybrid assistance will be added at some point in the future.

Pricing starts from \$36,990 plus on-road costs for the 3008 Active, which is higher than most of its rivals entry price but with a long list of standard equipment that includes dual-zone climate control, digital instrument cluster and an 8.0-inch touchscreen with nav, digital radio



and smartphone mirroring. Peugeot Australia says it matches the mid-grade models that prove most popular among Australians.

Step-up to the \$39,490 Allure and you get keyless entry and push-button start, semi-autonomous parking, a felt dash insert and larger 18-inch wheels while the GT Line (\$43,490) brings an interior fragrance package, extended ambient interior lighting, LED headlights and a sports bumper and grille.

Apart from its more powerful turbo diesel engine, the \$49,490 GT adds fake suede seat trim and dash insert, powered driver's seat adjustment with a massage function and 19-inch alloys.

For the first time in modern history the glovebox in a right-hand drive Peugeot is large enough to accommodate the owner's manual. The glovebox still isn't very big, but is at least large enough to hold the books, a pair of sunnies and a few other small items.

The 3008 also has a trick up its sleeve (or rather in its centre console) which looks like a normal console from the outside, but reaches far forward under the gear selector, making it big enough to store iPads, handbags, or big bottles - or any combination of the three at once.

Utility is one side of the coin, but it's the interior style that will really divide opinion. Peugeot has stuck with its 'i-Cockpit' concept meaning a tiny, low-set steering wheel with an instrument cluster that you look at over the wheel, not through it.

Interior buttons are almost a thing of the past with most functions handled by the 8.0-inch touchscreen in the centre of the dash, though sensibly Peugeot has now added a few extra shortcut buttons in a panel below the screen making it easier to jump between functions.

It's still not possible to simply adjust the interior temperature or skip radio stations without cueing up the right menu screen first, but it's much more logical than the system found in the

308 hatch range.

Interior space is a little hit and miss. Up front there's no shortage of room and there's a clever mix of materials and mood lighting to give it a high-end feel. In the rear, passengers aren't given quite the same wealth of headroom. It's okay in standard form, but add the optional panoramic roof and the headlining becomes very close. Legroom is generous, but width isn't - this is a four-seater with an



occasional-use fifth seat - but thankfully visibility through the side glass isn't cut off as it is in so many new SUVs.

At 520 litres, the boot is handily sized, although the loading lip is high. A dual-level boot floor adds a little versatility and the rear seats can be dropped from inside the boot for ease of access. Once again a powered tailgate is an option on Allure, GT Line, and GT where it maybe should have been standard on the top-spec car at least.

As for how it drives, the 3008 is more of an urban soft roader than anything truly adventurous. Having said that, Peugeot has made an optional 'Enhanced Grip Control' system available for the Allure, GT Line, and GT which tailors the stability control to surfaces like snow, mud, or sand at the twist of a knob as well as including Downhill Assist Descent Control.

On a few lightly challenging gravel tracks the system proved that it could make it through mud, down hilly slopes, and through sandy conditions without too much effort, but a lack of extra traction and serious ride height will limit real off-road forays.

In less challenging situations, be it open road cruising or school-run drop-offs, the 3008 proved far more suitable. Peugeot only gave a very brief first drive impression, so until the chance for a more thorough examination arises it's difficult to give a definitive verdict on what the 3008 is really like.

Certainly both petrol and diesel en-

gines seemed to deliver impressive refinement with some of the best engine and road noise suppression in the medium SUV class. Both are smooth and fluent to drive, with the turbo punch of the petrol making it feel confident, if not blistering, with enough torque in reserve for confident overtaking and open road cruising.

The diesel GT on the other hand needs to be pushed a little harder to overcome its turbo lag and tap into its fatter torque curve. But, once on the boil, it has plenty in reserve.

Ride quality seems up to scratch on patchy rural roads; the 18-inch wheels of the Allure and GT Line deliver a more comfortable ride than the larger 19s of the GT but even it isn't too punishing.

Through sweeping bends, the 3008 holds the road with reassuring stability and a properly connected feel, enhanced by the tiny steering wheel that channels a go-kart like driving experience. The extra weight in the front of the diesel GT can be felt at times, but doesn't throw off the otherwise engaging balance.

Only the diesel engine comes with fuel-saving start-stop technology, and it ignites quickly and smoothly.

The six-speed automatic works well with either engine. It's smooth and sensibly configured to keep the engines operating in their optimal zone without labouring or over-revving the way some fellow European competitors can. Thanks to a 'traditional' hydraulic auto there's no jerky low-speed dual-clutch behaviours, or droning CVT whine either.

All in all, the Peugeot 3008 is the car that should make the brand a lot more visible than it has been as it proves that Peugeot can deliver individuality and practicality in one well-resolved package.

2017 Peugeot 3008 Price and Specifications

Price: From \$36,990 (plus on-road costs)

Engine: 1.6-litre four-cylinder turbo petrol

Power: 121kW at 6000rpm

Torque: 240Nm at 1400rpm

Transmission: 6-speed automatic, FWD

Fuel use: 7.0L/100km

Rating: 6.5/10

Fairfax Media

3008 faces the market test

Peter Wilson

The launch of the Peugeot 3008 will spearhead operations for Inchcape Australia, now the company is running local Peugeot and Citroën distribution after an absence of 16 years.

The newly arrived chief executive, Anouk Poelmann, who has wide brand-building experience, will meet dealers and the motoring press, her executive team will be named, and the European Car of the Year will be displayed and driven, the first step in the Great New Product Offensive.

An early production 3008 has been hidden in the garage below Homebush headquarters for some months and plans for an early showing to dealers to help generate word-of-mouth excitement fell victim to the corporate change.

The first full shipment of Australian-spec 3008s landed last month and, as is the custom, Peugeot staff members were lent the cars to put some kms on them before they were at the mercy of the press.

Automobiles Peugeot acknowledges that the restyled new 3008 is its first “real SUV” and it comes on the latest platform, has a lot of light materials and is brimming with standard features and technology.

Sales of the 3008 have taken off in Europe – triple the previous model May to

May 2016 and 68,755 units year-to-May compared with 28,053 in earlier same period.

Fuel prices there mean it is not as popular as the 2008, which sold 87,110 units in the year-to-May (78,937).

Australia has been a much faster adopter of SUVs than Europe where there is greater concern with fuel economy and emission reduction, and SUVs have topped car sales steadily this year with nearly every importer trying to

board the gravy train.

The 3008 is up against some long-established, big-spending competition. It's interesting that fewer viewers watch the SUV TV ads these days.

In June demand for SUVs drove the national market to a record monthly high of 134,171 with sales up 11.7 per cent on the previous June and taking a 38.3 per cent market share.



The biggest growth was in the medium SUV segment, up 32.6 per cent to 5,402 units and with the surprise of the Hyundai Tucson trumping the usual leader Mazda CX5 3,741 to 2,487 with great June deals.

The 3008 is officially in the small SUV segment which is led by the Mitsubishi ASX (2,247 in June), but the press talks of it as a medium size, the hottest segment these days, and it actually has a bigger capacity boot than the CX5.

Nevertheless, the publicity campaign has begun in earnest. No sooner had Jemma White from Trivett's luxury car division been confirmed as the new public relations officer than she flew to Paris to ride herd on a small group of motoring writers while they drove both the 3008 and Peugeot's next SUV off the rank, the 5008.

She responded to an invitation to All French Car Day saying she was overseas and a few days after that the first-drive accounts from her pack began appearing on line, as they do these days.

Tim Robson on carsguide.com.au is the most positive and enthuses about the 3008 standing up to the Tucson, CX5, and VW Tiguan and having a gorgeous interior and being chokker with great kit. It's worth seeing his video as after 500km on French roads, he was pretty impressed.

The stylish new look impressed caradvice.com.au and described as bolder than the more safe, traditional standout Tucson,

CX5 and Tiguan – “avante-garde even”. The interior is “a cut above the rest of the segment in this respect” and “more premium in feel than any Peugeot before it”.

These reviews were a pleasure to read and underlined the reasons some astute motoring journalists chose an SUV above some pretty good cars for the top European title.

However, the tall poppy syndrome kicked in and motoring.com.au asked: “Can Peugeot's European Car of the Year live up to the hype Down Under?” with prose that had me itching to tweak.

After a lot of quibbling, particularly about the two-wheel-drive and grip technology, the writer concedes the 3008 lines up alongside the 308 as one of the best cars Peugeot currently sells and, from an expected \$39,990 drive away, is a stylish break from the top sellers.

Funny, the two-wheel-drive Pugs have just blitzed their four-wheel-drive rivals in another Silk Road rally in the usual terrible conditions.

Peugeot has now begun a runout

sale to clear dealers' 308 stocks ahead of the next model arriving.

In the June end-of-financial-year frenzy, Toyota was way ahead with 24,546 deliveries, up 11 per cent on the previous June, and its Hilux (5,416) was again the most popular vehicle ahead of the Ford Ranger (5,015).

Industry officials credit low interest rates and instant asset write-offs as driving the boom in utes and light commercials.

Small cars still had a place with the Toyota Corolla third in the top ten (3,830), Hyundai i30 sixth (3,471) and Toyota Camry seventh (3,191).



Leonardo da Vinci's car – first known concept for a self-propelled vehicle

Leonardo da Vinci's Car Invention can be seen as a first in several categories. It is the first self-propelled vehicle in history. It is the first programmable machine in history.

Although not strictly a car in our modern sense as it did not have seats for a passenger (although this is a simple modification) it is by all means a very well designed machine. In fact, it is so well designed it is unlikely that it could have been built to Leonardo's specifications for at least a couple of centuries as very detailed machine tooling would be required to build the complex gear systems inside the car.

This automobile was most likely designed for one of Leonardo's wealthy patrons, he was regularly employed to create complex showpieces for his patrons large and exquisite parties, such things would be a way for them to show their wealth to their guests.

Leonardo's Car was spring driven so it had to be wound up before it would move, you can see the spring in the image to right. It was also programmable – pegs were put into small holes to tell the wheels of the car to turn at certain points in time during the journey. This was all controlled internally by complex gearing and cog assemblies.

Based on the spring diameters and instructions on Leonardo design, it is estimated that the machine could move for up to forty metres before needing to be recoiled.

Another fascinating thing about the car invention is that it is also the first known source showing a steering column, it also features a rack & pinion gear system, these are found in the steering assemblies of almost all automobiles made today, including those with power steering.

Recreation of Leonardo da Vinci's Car

In 2004 a team from The Institute and Museum of the History of Science in Florence decided to try and recreate Leonardo da Vinci's Car. They spent several months designing a 3D model of Leonardo's Car based on his designs, once they had that done they CNC

Machined all of the components from the 5 different types of wood Leonardo outlined in his plan.

Eventually after a lot of hard work they succeeded in creating a full scale working model. There is a video they took of the car in action at: www.leonardodavincisinventions.com.

Peugeotmania



Why has PSA bought Opel and Vauxhall?

By Mark Tisshaw
1 August 2017

Cutting costs and boosting profitability – that's the short version of why a deal for PSA and its Peugeot, Citroën and DS brands to buy General Motors' Opel-Vauxhall business has been completed.

It's clearly big news. Last year, Opel-Vauxhall's sales in Europe were around the 1.0 million mark and PSA's at around 1.5m.

By combining the two, you get a group that moves well clear of Renault-Nissan into second place in the European sales charts, behind only the Volkswagen Group (3.6m sales in 2016).

PSA's purchase of Opel-Vauxhall also brings significant economies of scale. The number of vehicle platforms and engines that need to be developed for five brands producing cars competing in the same market segments would be significantly reduced. To that end, PSA has said it will switch over Opel-Vauxhall models to its own platforms as their replacements are launched, and it has taken ownership of GM's factories in which to build them.

Car makers are under more pressure than ever to make huge investments in the future of their businesses, not least around the issues of reducing emissions and tech-

nologies such as autonomous driving. Spreading that investment across more brands for a greater return lessens the risk of that investment in the first place.

Intriguingly, General Motors (GM) has kept hold of one part of its European operation, an R&D facility in Italy that leads diesel engine development. Clearly, GM thinks diesel still has a job to do.

If successful, this deal would solve some long-standing profitability problems for Opel-Vauxhall. Although it is back on track, Opel-Vauxhall often has an air of uncertainty around it. Questions over factories aren't going to go away, even if they are secure in the short and medium term. These issues will need to be confronted. The Vauxhall nameplate does at least look safe, though, with PSA saying it would respect the heritage of the two brands it has acquired.

Led by boss Carlos Tavares, PSA has



returned to profit and is increasing its profit margins all the time. Having an extra 1.0m vehicles a year to add into that formula would be a nice problem to have in accelerating the



recovery. A short-term challenge perhaps, but potentially a lucrative one in the long-term.

It's five years since GM took a 7% stake in PSA, marking the beginning of the collaboration between the two firms. That stake was quickly sold off, but the collaboration continued, and we're now finally seeing the first fruits of it with two new Vauxhall SUVs, the Peugeot 2008-based Crossland X and the Peugeot 3008-based Grandland X.

Who's going to lose out? Well, those two SUVs already show that an overlapping platform strategy could lead to a confused product range, at least in the short term.

Vauxhall already has an SUV of similar size to the Crossland X in the shape of the Mokka X. Now it has to have another spun off

the 2008's platform to boost the profitability of that car's underpinnings.

Products could become homogenised. That would leave fewer choices for buyers. Let's face it: there isn't too much difference these days between a Volkswagen Golf, Skoda Octavia or SEAT Leon when you go beyond the skin-deep stuff, although it hasn't harmed any of the models in the eyes of the consumer. Peugeot, Citroën, DS, Opel and Vauxhall could face a similar problem if the brands aren't positioned clearly enough. This, in particular, is a challenge that Tavares will need to confront.

Clearly, the unions will continue to have something to say about the deal regarding the long-term prospects of multiple factories producing broadly similar cars and they will be seeking further assurances now the fog and rumour around the deal's potential has cleared into one involving pen being put to paper. You suspect something will have to give, and closer to home, Peugeot has history in abandoning its UK manufacturing base.

Such a large investment from PSA could actually unleash Opel-Vauxhall to reach its full potential. Just look at what new ownership has done for Jaguar Land Rover under Tata, and Volvo under Geely. Each was moved from being a smaller cog in the vast Ford empire to a larger one under much more focused ownership, and each has thrived since. Who's to say Opel-Vauxhall, managed by a company down the road rather than on another continent, and there-

fore one that's intrinsically more in tune with the pressures facing a European car maker, can't do the same?

Autocar

Citroën-Peugeot shift gears in Australian market

Phillip King
17 August 2017

Citroën's premium sub-brand DS has been put on ice under the carmaker's new Australian distributor but its light commercial vehicles have huge "untapped potential".

Global auto retail and distribution giant Inchcape assumed control of the PSA franchise, which includes Citroën, DS and Peugeot, mid-year and has outlined its intentions for the group.

Citroën and Peugeot will be merged into one business, with dealers encouraged to offer both brands, overhauling a situation where there are just 18 joint outlets but 47 with only one. "There are too many dealers with too small a throughput," Inchcape chief executive Nick Senior says.

Price reductions will reposition the two as "value for money in the premium segment" and take advantage of buyer lust for luxury wheels with a European badge.

Senior says it's a good time to take charge of PSA after an "amazing" turnaround in its fortunes under Carlos Tavares, who took the reins

three years ago. Both brands have a wave of fresh vehicles focusing on SUVs, with the first, the Peugeot 3008, just going on sale starting from \$36,990. A second, the 5008 seven-seater, arrives early next year.

Senior admits Citroën and Peugeot, which together sold just 4,000 vehicles last year after years in decline, present a challenge but believes Australian buyers have "a huge but latent admiration" for the French badges.

He says a decision on whether to revive DS, launched as a premium division for Citroën in 2010, would be taken next year. The sub-brand has just three models, starting with the DS3 hatchback, but sales have been dismal, with just 75 buyers last year.

In the meantime there's going to be "a huge ramp-up in the focus on light commercial vehicles", with Citroën taking centre stage.

"This is a hugely untapped market," Senior says. "Rather than confusing buyers, all LCVs will be marketed under the Citroën nameplate."

The only LCV available now is the Citroën Berlingo small van, but there are eight models in Europe. The high-margin business is in the spotlight as PSA takes over Opel/Vauxhall, with opportunities for cost savings as the two groups merge development.

The Australian

PSA completes £1.9bn deal with GM to buy Opel and Vauxhall

1 August 2017

The PSA Group's £1.9bn acquisition of Opel and Vauxhall from General Motors is now complete, and the enlarged PSA Group is now the second largest carmaker in Europe with a 17 per cent market share, trailing only the Volkswagen Group.

It brings to an end an 88-year association between the Opel and Vauxhall brands and GM, while new owner PSA has announced its intention to produce a 'performance plan' for its new marques, which will be presented to investors within the next 100 days.

According to newly appointed Opel CEO Michael Lohscheller, the brand has set itself a target of returning to profitability by 2020 under its new ownership. Lohscheller replaces Dr Karl-Thomas Neumann, who sat at the helm at Opel for four years following his appointment in 2013.

The deal means purchasing, R&D costs, and manufacturing can now be totally shared between Opel/Vauxhall and PSA – a game changer compared to previous platform sharing deals that Opel believes could save an estimated £1.5bn a year once economies of scale are fully exploited. The

goal is to generate a positive operational free cash flow by 2020 as well as an operating margin of two per cent by 2020 and six per cent by 2026.

PSA Chairman Carlos Tavares said:

"Opel will remain German, Vauxhall will remain British. They are the perfect fit to our existing portfolio of French brands Peugeot, Citroën and DS Automobiles," adding that the merger is "the birth of a true European champion".

PSA Peugeot Citroën announced on the eve of the Geneva show earlier this year that it has acquired GM's European arm Opel/Vauxhall in a deal worth £1.9 billion.

Speaking exclusively to Auto Express at the show, Dr Neumann said that Opel is further along its path to profitability - and that Vauxhall needs "more attention and a clearer positioning".

"There are many changes in the British market - mainly the move towards premium or luxury brands," he said. "So Vauxhall has to be clearer in what it stands for. But that is something where PSA has the highest interest that we proceed on our path and don't mess around. Some people ask me, 'Will all your cars from



now on look like French cars?' And the answer is no, of course not - because that is the whole thing with this deal. It's British cars or German cars - and it'll stay like this.

"You can see it here at Geneva with the Crossland; it's a true Opel/Vauxhall, not a repainted Peugeot or v. And all parties have the highest interest that it stays as such."

The merger makes PSA the second largest car maker in Europe; with a market share of 17 per cent putting it behind only the VW-Group. Globally, PSA sold 3.5 million cars last year compared with the Opel/Vauxhall brand's 0.8 million.

Vauxhall boss Rory Harvey told Auto Express at the Geneva Motor Show that "the mood is optimistic, but I would say that there are question marks [about the PSA deal]". However, he said he was not able to elaborate on those comments, as negotiations were still

ongoing.

Harvey wouldn't comment on the future of manufacturing in the UK, but did say that "It's a core part of our DNA that we are a British brand with factories here... That's a fundamental part of our selling cars in the UK."

Speaking about a 13 per cent drop in new car registrations last month, Harvey told us that thanks to the devaluation of the pound, Vauxhall will do 20,000 fewer rental sales, 5,000 less motability units this year and there are a couple of strategic fleet accounts that we will not do this year." He did suggest that new SUVs that are coming out this year, all based on PSA platforms, would help boost sales.

General Motors chief executive officer Mary Barra said "We are very pleased that together, GM, our valued colleagues at Opel/Vauxhall and PSA have created a new opportunity to enhance the long-term performance of our respective companies by building on the success of our prior alliance". At a press conference held in March, the GM CEO added that the sale had been a "difficult decision for General Motors" but ultimately the right one.

PSA and Opel/Vauxhall: collaboration and economies of scale

Regarding the relationship of GM and PSA going forward, Barra revealed that the two companies could collaborate on electric vehicle and fuel cell vehicle technology, sharing the investments GM has made in

partnership with Honda.

By 2026 the deal could help PSA make annual savings of £1.47 billion - a proportion of this expected by 2020. Manufacturing, purchasing and R&D are the key areas where costs can be cut. PSA has promised to honour existing job guarantees at Opel and Vauxhall, though, securing jobs at least until 2021.

Vauxhall to remain a "true British brand"

Speaking on the announcement of the deal, Opel CEO Karl-Thomas Neumann said Opel would have broken even in Europe in 2016 if not for Brexit. Regarding Vauxhall, he said that regardless of the deal it would remain a "true British brand".

Carlos Tavares previously met with Opel Vauxhall's European Works Council to discuss job guarantees and labour agreements. In a statement, the PSA Group said: "PSA Group reaffirmed its commitment to respect existing agreements in the European countries."

Tavares has also since met with UK's Unite union boss Len McCluskey. The union boss said: "It was a relatively positive first meeting in which Mr Tavares gave assurances that current production commitments would be met."

However, McCluskey

added that while Tavares "talked in terms of not being here to shut plants", there were still other issues, like pension plans that needed clarifying under the new ownership. Tavares was said to have made similar commitments to the UK's prime minister, Theresa May, whom he had a telephone conversation last week.

Vauxhall jobs under PSA

In the UK, the job guarantees imply that the production of the current Vauxhall Astra at Ellesmere Port would be guaranteed until 2021 and the Vivaro van in Luton would be secure until 2025 - after which the company will decide where to produce the next generation vehicles.



General Motors Europe has nine plants in Europe, but despite reassurances from PSA that all will remain in operation under the French carmaker's ownership, experts still believe that for PSA to make a profit from the acquisition it would have to cut jobs and production in Europe - which they state is at overcapacity.

John Colley, a professor at Warwick Business School said PSA has "little choice but to close the UK Vauxhall plants to make the Opel acquisition work," as the cost of cutting jobs at the German plant would be far higher.

However, not all share such pessimism. Garel Rhys, professor of motor industry economics at Cardiff Business School told Auto Express that Vauxhall's Ellesmere Port and Luton plants are some of the most efficient in Europe, and PSA would surely value this over any uncertainty associated with Brexit, or other geographical factors.

UK's biggest union asks Government to guarantee jobs

The UK's biggest union, Unite, has called for the Government to grant Vauxhall similar post-Brexit assurances it promised Nissan, which prompted the Japanese carmaker to continue production at its Sunderland site, protecting over 7,000 jobs in the process.

Unite boss, Len McCluskey met with Business Secretary Greg Clark and asked the Government to guarantee Vauxhall similar assurances in order to protect jobs

at the two UK plants. McLuskey said: "The important thing for us is to get the Government engaged so that we can defend British jobs." Clark has since met with PSA executives and promised the Government's "unbounded commitment" to protect jobs at Vauxhall.

PSA – the group behind Peugeot, Citroën and DS cars – already has dealings with Opel and is currently supplying the GM brand with components. For instance, the upcoming Vauxhall Grandland X - a new C-segment SUV headlining Vauxhall's SUV boom - will sit on a PSA platform. It'll get the EMP2 architecture underpinning the Peugeot 3008 and 5008 models, and could even be built at Peugeot's factory in Sochaux, France, alongside those two models.

Analysis: who stands to gain what from the PSA/Opel deal?

General Motors and PSA claimed at the press conference announcing the sale that the deal is a 'win-win' for both companies. But how can this be so?

GM's situation is relatively simple: the firm gets shot of a division that has failed to make any money since the turn of the millennium. And it rids itself of uncertainty over how its European set-up could and would work post-Brexit. This, in turn, will allow GM to focus on areas where it can see real opportunities for 'straightforward' growth: its domestic market, the United States, and China.

PSA's reasoning is more complex.

It's hard to see how it will have need of the new structure's 24-odd factories across Europe - not least because Opel's and Vauxhall's plants have had spare capacity for years. But there are potential gains in even greater economies of scale, as PSA stretches components, platforms, engines and transmissions across an even wider range of models.

Perhaps the most significant reason is that the deal could allow PSA to stop being a 'French car company' and start being a European one. Buyers in Germany or eastern Europe who simply refuse to consider even the idea of a French car may soon be offered Opels containing quite a bit of Peugeot or Citroën technology. And if they carry on buying them, then Tavares's gamble could pay off handsomely - especially if he's managed to squeeze out a bit more profit margin on each vehicle in the meantime.

And British customers? Expect some frenzied market research from PSA into whether we're hung-up on the idea of buying a Vauxhall or open to the prospect of having an Opel badge on the fronts of our Astras and Corsas as we move into the middle of the next decade. The new owner is sounding very conciliatory at the moment - but PSA's recent history shows that if it ultimately does judge Vauxhall to be complexity that it doesn't need, it won't think twice to strike a line through it on the balance sheet.



Peugeot 203 Tour de France – back in the days when Peugeots were an integral part of the tour support group. (from Guy Nolleau)

**Peugeot Association of Canberra
Minutes of the General Meeting
25 July 2017 at the Weston Club ACT**

Persons Present

Brad Pillans President
Neil Birch
Neil Sperring
Greg Francis
Colin Handley
Glen Bryden

Apologies

Ross Stephens
Bill McNamee
Peter Rees
Jane Turbayne
Hannu Mannering
Steve Lucas
Jenny Lucas
Allan Lance
Mitch Curran
Ian Brock
Jim Taylor

Introduction

1. The meeting opened at 8:11 pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were circulated and accepted.
Moved Brad Pillans, seconded Greg Francis; carried

Matters arising from the Minutes of the previous meeting

3. Nil

Financial report

4. The current bank balance is \$11,970.64 plus \$255 banked today.

Secretary's report

5. Inward correspondence
a. Nil
6. Outward correspondence
a. Nil

Council of ACT Motor Clubs (CACTMC) Report

7. PAC delegates were unable to attend the July CACTMC meeting

Club affiliation fees have been paid and paperwork submitted

The new RTA facility was opened in Hume today, attended by CACTMC representatives

General business

8. Main Points of General Business as follows:

The PAC website has been updated by Simon Nix; Neil has uploaded the July issue of Roar; Bill and Neil will follow up with Simon for further action, assisted by Mitch Curran

Brad reported that he is no longer able to print the club magazine. Neil will print copies if possible.

Greg Francis raised the possibility of creating a 205 register.

Close

9. The Meeting closed at 8.44pm. The next meeting will be held on Tuesday 22 August 2017.