

ROAR

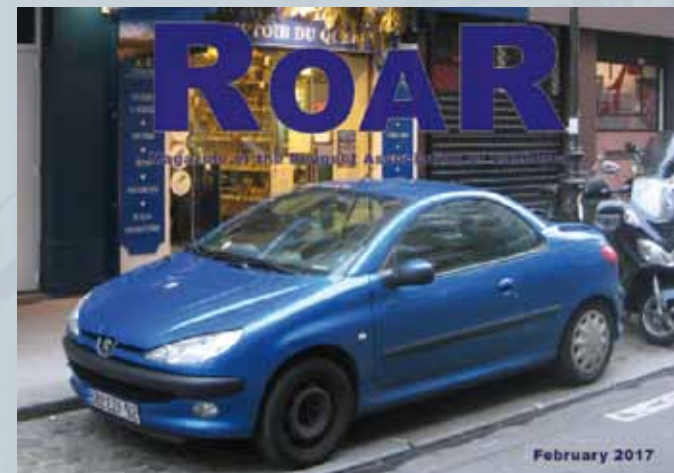
Magazine of the Peugeot Association of Canberra



February 2017

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On the cover A Peugeot 206 CC parked outside the specialist Foie Gras retailer Godard in Paris' 1st Arrondissement. (Allan Lance)

RoAR is the official journal of the
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(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

Welcome back after our extended summer break. I trust that you all had a safe and enjoyable Christmas-New Year holiday.

We began our 2017 social calendar with a very successful fish and chips dinner at the Canberra Yacht Club on Wednesday 15 February. While I did not do a final head-count, about 15 club members took advantage of a club subsidy to enjoy an early evening dinner, by the lake, in perfect summer weather.

The club subsidy was originally going to be \$10/head, but since the fish & chips dinners only cost \$13.50, we decided that the club could foot the whole bill. Many thanks to our new Social Secretary, Stephen Lucas, for organising the event, which bodes well for an excellent social program during the rest of the year. (Stephen is wearing the Boeing T-shirt in the picture – funny,

I must have missed his plane parked outside the yacht club)...

I drank a glass of Sauvignon Blanc with the fish and chips and headed home in good spirits. On reaching the traffic lights on Commonwealth Avenue, I waited for a green light to proceed straight ahead, across Commonwealth Avenue, and into the parliamentary triangle.

As I moved forward, I narrowly avoided a collision with an oncoming vehicle which turned right across my path. I can only assume that the driver thought his green light meant he had complete right of way. There are no green arrows for turning here, so I clearly had right of way. I was rewarded with a single digit salute from the passenger in the other car.

For the first 30 years of my driving life, I owned cars without air conditioning. The pick of the cars, in terms of ventilation were the 404s – the air flow was always strong through the vents, particularly on the face.

During that time, I regularly scoffed at the need for air con, as I continued to open the vents and wind down the windows according to need. However, for the past 15 years, I have been won over to air con and have particularly relished the coolness of the car interior while driving in 40 degree outside temperatures such as Canberra has experienced recently.

Speaking of heat, the 39th Dakar Rally, held in South America during January, was a triumph for Peugeot, with 3008s finishing 1-2-3. Overall winner (in the cars category) was Stéphane Peterhansel (who won last year in a 2008), with Sébastien Loeb 2nd and Cyril Despres 3rd. Carlos Sainz, also driving a 3008, was running strongly early in the rally, but crashed out during the 4th of 12 stages.

The nearly 10,000 km rally was run over 12



days, through 3 countries – Paraguay, Bolivia and Argentina, finishing in Buenos Aires on 14 January. Of 318 starters, some 220 vehicles (around 70%) completed the race.

The 3008 DKR features a 3 litre twin-turbo diesel V6, mounted in the rear of a lightweight carbon fibre chassis. The 3008 DKR is a spin-off from the recently released 3008 SUV, but they are very different beasts – it's not hard to guess which one has the 37 inch tyres and the raised suspension!

Our first club meeting will be held on Tuesday 28 February at 8 pm at the Raiders Club in Weston, with dinner, as usual, from 7 pm. I hope to see some of you there...

Keep on Pugging,

Brad Pillans

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Greg Francis
Ross Stephens

CLUB EVENTS 2017

28 February 2017

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

12 March 2017

Shannons Wheels 2017. Treasury Car Park, Langton Crescent, Parkes. Presented by The Council of ACT Motor Clubs (CACTMC). Entry by gold coin donation in support of Technical Aid to the Disabled.

28 March 2017

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

21-24 April 2017

Peugeot Pageant Merimbula. See details on Pages 7 and 8.

PEUGEOT PAGEANT MERIMBULA 2017

Just a timely reminder that if you haven't yet registered for next year's Pageant and are thinking of coming along, you really need to start planning for it.

As previously advised, The Black Dolphin will be the base for the Pageant. They have agreed to hold rooms for us, providing that interested participant's book and pay for one night's accommodation before the end of October, which I think is very fair. Members who book after October 31 may still be able to get accommodation at the Black Dolphin, but may also need to make other arrangements if it is fully booked.

We have a good number of registrations already but there is always room for more. The Black Dolphin will be the venue for dinner on the Friday night, as well as a full buffet breakfast for Saturday, Sunday and Monday. The Pageant is an ideal event to catch up with fellow Pug Nuts that you don't get to see very often, socialise, tyre kick and whatever else takes your fancy in a beautiful, scenic location.

We have designed a program which should please everyone. It provides social activities and interaction with two Sapphire Coast Car Clubs who are most enthusiastic about contributing to the weekend. There will also be a motorkhana and driving skills tests, for which we have secured an appropriate property close to Merimbula. There will be retail therapy for those not interested in motor sport, as well as some fine food on the plate at night.

If you are interested in attending, I would encourage you to let me know ASAP.

Please email Val Gibson at vsgmjk@bigpond.com to confirm your interest, or if you have any questions.



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



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 Peugeot GL Sedan 1979

504 Peugeot GL Sedan 1979, 5 speed 505 gearbox, rust free, beautiful condition, original chocolate colour, registered to December 2017, working air conditioning, always garaged, immaculate tan velour seats, responsive petrol engine, 298,000 kms BJ99FK \$5,300 ono, Jervis Bay, NSW, p lan 0417 482 372.



CLASSIFIEDS



504 Peugeots



504 Peugeots – two for sale in Cooma. Both were manufactured in February 1976

- Both are Dulux Trak Yellow
- Car 1 is a TI model with Kugelfischer fuel injection
- Car 2 is a GL model
- Both engines run well and the TI engine feels like a cracker
- Car 1 is driveable, brakes need bleeding
- Car 2 has had new clutch master cylinder fitted, was driveable before fitting the new clutch master cylinder
- Car 1 was registered (in the ACT) up to April 2009. The mechanicals feel better in this car but the body has a few more dings and 4 'bubbles' of surface rust. No structural rust.
- Car 2 was registered (in the ACT) up to March 2011. Body is NOT 'conours' and has some minor surface rust. No structural rust.
- One set of manuals available.
- Selling because am non-mechanic, have only one small garage to work in, own a 1951 P203 (enough for now) and have taken up caravanning.
- Keen to sell. Price for both cars is \$800 Or \$1500 for both.

See photos on next page

Ian Hampton, Please ring 0400 528 115

CLASSIFIEDS

504 Peugeots



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

Parts

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.

The proposed PSA – GM deal analysed

Dave Leggett
Just Auto

PSA Peugeot-Citroen's proposed acquisition of GM's Opel/Vauxhall operations is clearly at an advanced stage in the discussions and are reportedly at the point of putting a value on the deal. There's a lot to take into account, though, so don't be too surprised if it drags on.

Naturally, there is plenty of speculation on how the enlarged company may rationalise a bigger production network to take out cost. Vauxhall's UK Ellesmere Port plant that makes the Astra could be vulnerable when you consider that it exports 88% of its output - most of it to Europe - and imports all major parts from the EU. Anything that puts added cost on that cross-border trade is a worry.

However, exchange rate movement since the summer - sterling depreciation versus the euro of over 10% - lifts margins on Astras shipped from the UK to the Eurozone (costs in cheaper pounds, sales in euros). That helps the UK plant. But on the negative side, the gain is partially compensated by the movement of major parts in the other direction which means those costs in pounds will not be as low in euros as the

exchange rate suggests. It is a bit swings and roundabouts. The main problem on exchange rates for GM is imports of other cars to the UK market from eurozone plants. They will be under big margin pressure straight away; there are no compensatory cushions (I doubt GM opted to pay significant sums for sterling-euro currency hedging) and small cars like the Corsa tend to come with razor-slim margins. Raising prices is difficult right now, too (a very competitive UK market). I suspect the import of cars to the UK from eurozone plants is the main source of GM's latest European losses, rather than the operation of UK plants themselves.

The main problem facing those UK manufacturing operations is medium-term in nature: How will post-Brexit trading arrangements (departure set for spring 2019) impact their competitiveness? Trade costs could rise significantly and the ongoing losses in Europe add urgency to the question. This is extremely uncomfortable territory for the UK government, politically. No government wants a major car plant closure on its hands, but the UK government has yet to negotiate how the post-Brexit trading arrangements - or any transition to a trade deal that may take five years or more to conclude - will actually look.

The political priority has been to say that migration has to be controlled and thus far, the UK position appears to be that the UK will therefore leave the European single market. That, at the very least, raises the likelihood of increased



costs - whether tariffs and/or non-tariff costs applying to cross-border shipments of goods.

There are various levers that the UK government may want to explore to compensate firms with plants in the UK so that their net competitive position - in whatever scenarios considered - is not impaired, post-Brexit. PSA chief Carlos Tavares will undoubtedly be interested to hear what the UK prime minister, Theresa May, has to say on that when he meets her (soon). What reassurances can she reasonably offer? She has to be very careful what she says. It's a very delicate area just ahead of the start of the Brexit negotiations next month; Brussels, Berlin and Paris are sure to be keeping a very close eye on this subject.

When PSA does its due diligence though, it should become aware of the underlying competitive position and productivity of all of its plants, all factors taken into account. And GM's latest exchange rate losses in

Europe perhaps illustrate the advantages of having some natural hedging from manufacturing in the UK sterling area.

Whatever happens, the UK car market is a major one in Europe. And the UK plants could, eventually, make other vehicles as part of a larger PSA-owned group that is sharing platforms and engineering with Opel, for bigger scale economies. Electrification opens up a number of strategic possibilities. UK plants and the UK labour market are also relatively flexible, at least. The UK government is certainly in the mood to be supportive.

It may be some time before the new larger company settles on its European manufacturing structure. How will its highly integrated European supply chain look though, in respect of UK-EU shipments (in both directions) and the rules and costs that will apply from 2019? We just don't know and there is a lot of negotiating to be done



before we have a good indication of where that is heading. Mrs May - and the officials briefing her - will need to be on top of their game when Mr Tavares comes to London. The ball is in Mrs May's court and it will be a tricky one to return. There will be more.

PSA plans to export Opel cars globally after General Motors deal

Michael Stothard in Paris and Peter Campbell in London

23 February 2017

PSA plans to use the Opel car brand to expand its business globally, the head of the French automobile maker said on Thursday, in a move that could potentially pit the company against General Motors in the US market.

The manufacturer behind the Peugeot and Citroën brands said this month it was in talks to buy GM's loss-making European operations, including Germany's Opel and Vauxhall in the UK, and a deal could be unveiled as soon as next week.

PSA chief executive Carlos Tavares said on Thursday Opel "needs help", adding a company that reports losses for a decade and burns €1bn of cash a year is "not going to last forever".

"We can bring a solution," he said, as PSA reported a near doubling of profit for 2016 and proposed its first dividend payment since 2011. Net income rose 92 per cent to €1.73bn last year, as revenue fell 1 per cent to €54bn.

At constant exchange rates, revenue at PSA's automotive division rose 3 per cent in 2016, and it boasted a record operating profit margin of 6 per cent last year, up from 5 per cent in 2015.

PSA is proposing a dividend of €0.48 per share. The results highlighted the pace of the turnaround at the company, just three years after heavy losses forced PSA into a state-led bailout.

A successful takeover of GM's European operations would turn PSA into the region's second-largest carmaker. Mr Tavares said the



Carlos Tavares

deal would create “a European car champion, resulting from the combination of a German brand and a French brand, and without forgetting the contribution of our friends at Vauxhall in the UK”.

He added there were “many markets” in the world where potential customers only consider German brands “because of the halo effect of the German premium brands”. The GM deal would give PSA the chance to sell Opel cars to new customers who previously would have snubbed Peugeot or Citroën vehicles, he said.

GM only sells Opel cars in Europe, but Mr Tavares told a press conference: “It’s absolutely possible to develop exports and sell Opel cars outside of western Europe.”

He did not comment on the possibility of selling Opel cars in the US, but this is a market that PSA has vowed to break back into with one of its brands. Opel in the US would compete with Buick, a brand owned by GM that uses near-identical styling.

Mr Tavares, who has been talking to political leaders to assuage concerns over possible job losses and plant closures should PSA buy GM’s European operations, said Opel would remain “a German brand” with its current management team.

“The turnround at Opel will be built by the Opel executives, the Opel people,” he added. Mr Tavares stressed he had made “no guarantees” to governments or trade

unions apart from one, which was to respect existing job promises.

Analysts and investors expect a PSA takeover of GM’s European operations to lead to job losses as Mr Tavares, a renowned cost-cutter, seeks to restore the business to profit. Opel last made a profit in 1999, and has racked up losses of more than €8bn since 2010.

PSA has meanwhile made a bid to buy Proton, the Malaysian owner of Lotus, the UK sports car maker, pitching it against Chinese rival Geely, which is also interested in the British company.

In Thursday morning trading, PSA’s shares fell almost 2 per cent to €18.39.

The Financial Times

Trickle or treat with 2008s

Peter Wilson

A trickle of the new-hearted, restyled Peugeot 2008s started reaching dealerships in mid-February and at last the loyal folk who have already ordered them on the strength of overseas reports can check them in the metal or on the road.

It might be a while before they can take delivery of their own because supplies from France are limited. Demand in France for Peugeot’s new generation “real SUVs” has

embarrassed the factories and priority is being given to left-hand-drive production.

Automobiles Peugeot was over the moon with the French January new registrations, with four Pugs in the five top sellers, woo hoo, ousting Renault as the top marque in January by 28,580 to 27,464 – the first time in yonks.

Look at the January chart:

1. Renault Clio 8,714 (1)*
2. Peugeot 208 8,268 (2)
3. Peugeot 2008 5,616 (5)
4. Peugeot 3008* 5,205 (36)
5. Peugeot 308 5,205 (3)

* New model. ** Full year.

Four years since the original 2008 was first sold in France, the new look is winning a place in the sun beside the popular passenger cars. This with just a facelift model.

The all-new 3008 is suddenly a hot model as well. Its previous edition last year sold less than half as many as the 2008. Now it is Peugeot’s No 4 model in Europe and official figures indicate December sales were 77 per cent up on December 2015.

Even Citroën’s knobbly sided new C3 did well in its debut and at No 7 in January was ahead of the Renault Captur, 4,629 to 4,220.

Peugeot’s Australian sales have been ticking along, but in recent months just at

pre-Sime Darby levels, rising from 161 units in December to 218 in January, still below January 2015. Dealers have noted the buzz and interest in the new Peugeot SUVs and are keen to have them to work with as things have been quiet for so long.

Australian SUV sales are almost overtaking passenger car numbers. January VFA CTs figures show a difference of 800 units between them, 34,920 cars to 34,127 SUVs or 41.4 per cent market share to 30.2. However, it's still hold-that-breath time at this end of the world.

The planned late 2016 release of the 2008 was delayed for the summer clearance of back stock and, as noted, at press time limited numbers are reaching dealers. "We got one on Friday," Tracy Stolz, sales manager at Sydney City Peugeot at Zetland, said on the Saturday. She had expected two. She is pleased with the sharper looks, the iCockpit with the now essential connectivity young folk insist upon, the quality of the trim and the improved performance.

Also, Peugeot is backing its quality with a five-year, unlimited km warranty. As she watched a family board the SUV with its shipping number still on the windscreen and head off for a spin around the block, she added: "We've had so many people who have called to see it, we haven't had time to detail it." That didn't matter to the keen



callers and those lucky enough for the treat of a drive reported the compact SUV lived up to their expectations.

Across the Bridge, I learned Northshore Peugeot was expecting its first delivery on the Tuesday. Actual deliveries to customers might have to await the next shipment. It seemed as if there would be more chance of seeing a new 2008 if you waited at Peugeot Automobiles Australia's headquarters at Homebush at start or knock-off time when staff take press cars for a run home to get some km up before their media torture.

"The first 2008 was a good little car, but

the new drive train makes it a beauty," The Pugilist was told. Another setback to Peugeot regaining its mojo here is the delayed local release of the 3008 until the last quarter and the 5008 until next year.

A fire in Belgian supplier Recticel's plant in the Czech Republic caused a hitch in 3008 production at Sochaux and then Peugeot decided to give priority to 3008 output and delay making the all-new SUV 5008.

By the time this magazine is being mailed, it is understood 600 journalists from 30 countries will be taking part in the presentation of this new model in Portugal, and trying

it out in Lisbon and in the Tagus Valley region. Automobiles Peugeot said in January it had 60,000 orders already for the large SUV. However, an HIS Automotive analyst noted demand for the 3008 was huge and it might generate a better profit margin than its big sibling.

Back in Australia, January is a traditionally strong private sales month and private SUV registrations were up 7.7 per cent. National sales of 84,910 units were slightly up on the previous January. The nation's top five best-selling vehicles in January were the Mazda3 (3,473 registrations), Toyota Corolla (2,943), Toyota Hilux (2,702), Ford Ranger (2,622) and Hyundai i30 (2,018). Toyota led the market in January with a 14.8 per cent share, followed by Mazda (11.9), Holden showing a recovery with a big lift in Commodore sales but going



slowly with its Astra from Opel (8.5), Hyundai (7.9) and Ford boosted by the Ranger 4x4 and scandalously low safety-rated Mustang (7.0). Of the other French makes, Renault registered 864 and Citroën 37.

The Pugilist

Peugeot owner PSA sees profits nearly double

23 February 2017

The owner of French carmaker Peugeot has reported a near doubling of profits, as it considers buying General Motors' (GM) Opel and Vauxhall brands.

Net income at PSA Group, which also owns Citroën, jumped 92% last year to 1.73bn euros (£1.47bn).

PSA's possible purchase of GM's European brands has raised fears of job losses at Vauxhall in the UK.

On Wednesday, PSA said it had promised Theresa May it would "develop" the Vauxhall brand if the deal goes ahead. But it offered no further commitments to protect the 4,500 jobs making cars at Ellesmere Port and vans in Luton.

The two firms are expected to sign a statement of intent during the next two weeks. General Motors announced last week it was in discussions over selling its European brands, Opel and Vauxhall, to PSA. That prompted speculation that the French company would cut capacity by closing plants.

Politicians in Germany and the UK have begun lobbying on behalf of their own locations. On Wednesday evening UK Prime Minister Theresa May spoke to PSA chief executive Carlos Tavares on the telephone.

During the call, PSA chief executive Carlos Tavares "expressed his willingness to develop further the iconic Vauxhall brand for the benefit of its faithful customers", PSA said in a statement.

PSA said its operating margin, the level of profit it makes on sales, had risen from 5% in 2015 to 6% in 2016. It is the third year in a row that operating margin, sales and net profit have improved at the group, which flirted with bankruptcy in 2014.

As a result of the company's improved performance, chief financial officer Jean-Baptiste de Chatillon said PSA was in a position to make "profitable investments in the interest of our shareholders". However, he added that the outcome of the talks with GM were not yet certain.

The BBC

Robert East's 403

Colin Handley

This lovely pale blue 1958 403A was purchased by Peter Demagd of Wollongong, at the Kiama auction of Robert East's Peugeots, but he never found the time to finish it off.

Tony Foley who lives in Queensland purchased it some 5 years later, but had no offers from anyone in Queensland to finish off the restoration that Robert East had begun.

His idea was to find someone closer to the 'Gong and drive it home to Brisbane.

Tony had owned two 403s in his early 20s. The rust in one was so bad that a cane farmer, who owned a few 403s near Tony in Bundaberg, ditched the body and swapped the engine into his.

Tony's interest in owning this Peugeot 403 is that it forms part of the history of the Meher Baba Pilgrim-

age Centre on the Sunshine Coast, close to where he lives.

Baba, who died in 1969, was an Indian spiritual master who said he was the Avatar, or God in human form. His legacy includes a handful of centres for information and pilgrimage, as well as an influence on pop-culture artists and the introduction of common expressions such as "Don't Worry, Be Happy."

Baba drove a 403 to Brisbane in 1958, Tony informs us, and the 403 is destined to reside there.

This car is very straight, had a lovely 2-pac paint job, complete new red interior and



new Michelin tyres, but required installing the screens, final assembly of the, dash, interior, sorting the wiring, brakes refurbishing, stainless trim completed, battery, leaky radiator repair, engine mounts etc.

Unfortunately the badges, dash knobs, nuts and bolts trim clips, door rests, engine block drainer and other ancillary bits etc. had disappeared.

With the help of Neville Summerill, Peter Coates, Dave Rowell and Tony Watson we located the bits required.

Tony wanted a roof rack and towbar fitted, but we could not locate a towbar. Probably a good thing.

1-2-3 finish for Peugeot in 2017 Dakar Rally

Viknesh Vijayenthiran

16 January 2017

Peugeot's new 3008 DKR has established itself as the undisputed king of the 2017 Dakar rally.

The rugged machine scored a one-two-three finish in the grueling 5,600-mile trek through Paraguay, Bolivia and Argentina.

On top was the talented Stéphane

Peterhansel who now has 13 Dakar titles to his name, making him the most successful driver in the event's history. His co-driver was Jean Paul Cottret with whom Peterhansel has scored all seven of his car category Dakar titles.

Despite the duo's expertise, the 2017 Dakar was no walk in the park. The event turned out to be a close, drama-packed affair with numerous leader changes and exceptionally small gaps at the order's sharp end from start to finish.

Coming second overall for the second year in a row and posting the highest number of fastest stage times (five from 10) was fellow Frenchman Sébastien Loeb with co-driver Daniel Elena. Their chances of victory took a blow on Day 4, when an engine issue cost them 26 minutes, proving cruelly decisive in the final reckoning.

In third place was Cyril Despres with co-driver David Castera. They also recorded

their first fastest time in the car category and even appeared at the top of the provisional leader board at one point.

The 3008 DKR they all raced features a design derived from the latest 3008 SUV, which has just been launched in markets where the French brand is sold. The 3008 DKR and its road-going cousin are very different vehicles, though.

The 3008 DKR is based around a custom frame with a turbocharged 3.0-litre V-6 diesel engine mounted at the rear and spinning the rear wheels only. You might have noticed the raised suspension and 37-inch



tires too. The vehicle replaced 2006's Dakar winner, the 2008 DKR.

In the bike category, the title went to KTM rider Sam Sunderland. He is the first Briton to win overall in the Dakar on two wheels. He beat fellow KTM rider Matthias Walkner by 32 minutes overall after cruising home to sixth in the final stage.

Motor Authority



Peugeot buys Indian icon

Michael Taylor

14 February 2017

Moribund Ambassador snapped up by the French for a pittance

Peugeot has bought the iconic Indian car-maker Ambassador for less than the cost of maintaining its Dakar team for a month.

In a demonstration of just how steep the fall has been for Ambassador, once the personal transport of choice for the Indian ruling class, the French carmaker paid just US\$12 million for the entire operation.

CK Birla Group, which controlled Ambassador's parent company, Hindustan Motors, sold it late last week after ceasing production of the Ambassador in 2014.

The mainstay in production was based around the Morris Oxford, which predated even the British car industry's own long decline. The plant has not produced a new car in three years.

While Peugeot's parent company, PSA, hasn't decided what it will do with its newfound Indian production capacity, it had already signed a joint venture with the Birla Group to use 100,000 units worth of production capacity in the country by 2020.

The Ambassador remains popular

with tourists and taxi drivers, however India's politicians and senior Government officials now prefer more luxurious, modern SUVs.

PSA, which also owns Citroën and premium brand DS, was one of the first major companies to enter India when it was opened to foreign investment in the 1990s, but it left again in 1997 after a protracted argument with its joint-venture partner.

In the many years since Ambassador was a leading Indian premium car



maker, it was an Indian magnate who saved a core part of the British car industry, with Ronan Tata taking over Jaguar Land Rover in 2008.

Steel magnate Tata was also responsible for India's highest-profile car-making venture, with the low cost Tata Nano hitting the streets in 2008.

Carsales



Q-Car Extraordinaire: the V8 engined 403

Phil Irving
Modern Motor, January 1968

If you come up against a cream-colored Peugeot 403 bearing the Victorian number JMD-558, you need not be surprised if it whistles off into the distance a trifle faster than you expected.

Nor need you imagine your own engine has gone temporarily off song. What you have encountered is not— as the type name implies - a 1500 cc four-cylinder car, but what is certainly the only eight-cylinder Peugeot in Australia and very probably the whole world.

Moreover, it is not just another example of shoe-horning a big American V8 into a chassis of inadequate size. Apart from a few specially constructed components, the car is entirely Peugeot, and one of the most workmanlike conversions you could possibly wish to see.

Even after intensive scrutiny it is hard to believe that the engine was not built and installed at the factory instead of being dreamt up and constructed in Melbourne by owner Jim Hawker.

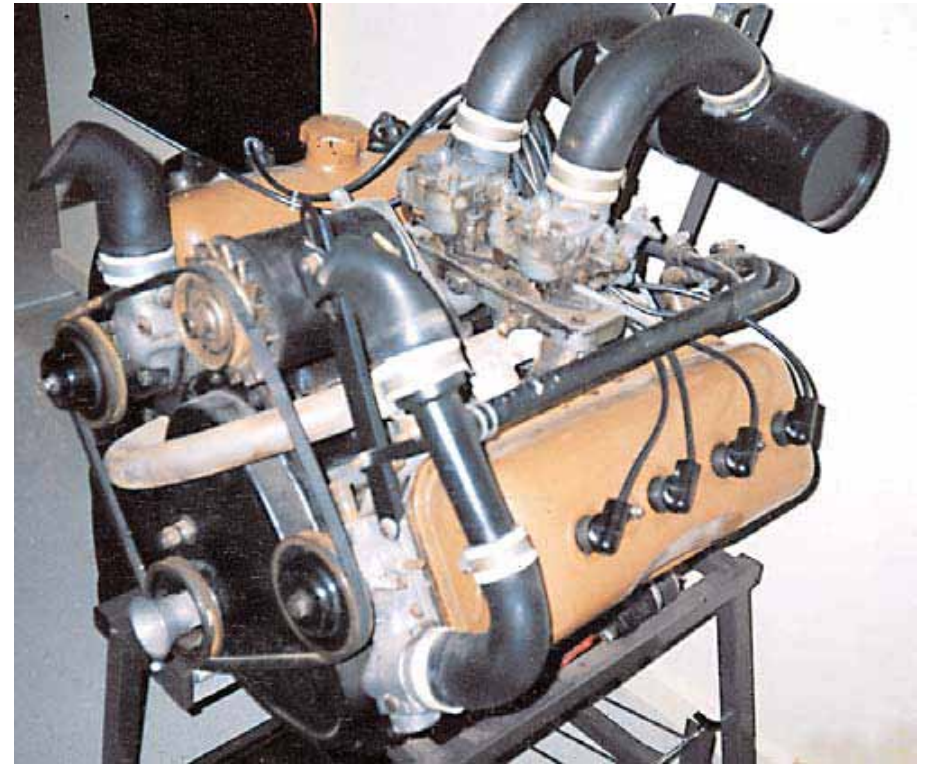
Jim, who is Foundry Superintendent to the Russell Manufacturing Co. (the Repco division which makes pistons), has been knee-deep in engines all his life. In addition

to much experience with racing cars, he was closely associated with building the original Chamberlain tractor and before that, the legendary Chamberlain supercharged two-stroke f.w.d. Beetle.

The idea of building the Peugeot V8 came when the first Repco V8 (for which Jim produced a great number of small aluminium components) was in its gestation period at Russells. One thing which influenced the decision was that the existing steel crankshaft had such wide big-end journals, it appeared quite feasible to run two narrow rods side-by-side on each pin. Also it had bolted-on balance weights which could easily be varied.

Theoretically, a single-plane or “flat” crankshaft attached to eight pistons results in an engine with a secondary vibration acting transversely at twice crankshaft speed, but in practice this seemed to be almost unnoticeable on the racing engine. So there was reason to think it would not be troublesome on a touring engine which was precisely what the new version was intended to be— just a well-mannered touring device.

In fact, as is well-known, the Peugeot is designed as quite a slow-revving engine and the scheme was to retain this feature and get



The V8 engine now resides in a motor museum.

the increased performance just by increase in capacity.

The original 403 engine is of 1500 cc, but it was decided to use a pair of 203 blocks, which are smaller in the bore. The final dimensions are 75 mm bore by 73 mm stroke, giving a total of 2580 cc. Based on the manufacturers' data (for there has been no opportunity to put the unit on a brake) power output is about 90 bhp at 4500 rpm, with maximum torque of 112 lb. ft. occurring quite low at around 2400



The interior of the 403 that was once powered by that unique Peugeot V8 engine.

rpm. The performance of the car confirms that these figures must be pretty close to the mark.

Block

The normal block is a cast-iron component with inserted wet liners and a fairly high

camshaft. Two of these were modified, if that is the word, by chopping off the entire crankcase portion just below the bottom deck of the water jacket and the remnants were attached at 90 deg. to a cast-aluminium crankcase of about the same external size and proportions as those of a kennel intended to accommodate a small Dachshund.

One trifling snag is that the position of the camshaft is such that it is not possible to obtain a completely flat face on the cylinder blocks, as the camshaft housing projects a little way below the main joint face. On the port side block this does not matter, as the camshaft housing is also on the port side and merely overhangs the side of the crankcase, but the starboard side camshaft lies in the V between the cylinders and some snaky work was required to devise an oil-tight joint in two planes.

However, once the blocks are in place, there will never be any need to detach them and the joint can be made permanently with the use of the correct sealant. To attach the blocks, long shouldered studs are employed; these studs bear on the bottom water jacket flanges which are drilled at the same centres as the existing head-bolts (ten per block). In service, each jacket simply acts as a distance piece between head and crankcase and thus carries no working stresses.

Crankcase

The crankcase is a chunky component with a thick web to carry the centre main bearing. Incidentally, this and the sump were the only parts for which drawings were made and Jim not only made the patterns, but cast and machined the things with his own fair hands.

The steel main bearing caps, machined from solid bar, come flush with the sump joint

face and a cross-bolt extends through each cap from side to side of the crankcase, thus ensuring that the latter cannot gape or flex under running stresses, but at the same time there is no possibility of pulling the bearing seats out of round. These bolts can be seen in place in the engine picture which also shows that there was a sticky problem with the oil pump, which is driven from the port camshaft.

Unfortunately, its position was such that the hole required to accommodate the pump spindle housing intersects the joint face at an angle, but this was overcome by machining the spigot register with care and sump bolted together—a rubber O-ring renders the joint oil tight.

Con-rods

The standard con rods are 1.25 inches wide at the big ends and these were narrowed down to fit side by side on the journals with only the outer sides of the bores chamfered in the usual manner. No chamfers on rod or bearing shells are required on the abutting faces and by taking advantage of this and widening the journals a little it was possible to work in shells of .6 inch width as the diameter is 1.77 inches.

The bearing area, though not excessive, is felt to be adequate for the conditions envisaged especially as the shells are the Repco tri-metal type used in FI racing units.

The crankpins are normally bored for lightness and closed by plugs to retain oil; this construction made the job of blocking up the central oil holes and cross-drilling additional holes to suit the new big-end positions quite simple. The main journals, of 1.968 inches diameter, were considered to be quite adequate and were unchanged, but the four existing balance weights were replaced by others of considerably greater mass.

Some guesstimation had to be employed here, but the result has been satisfactory as far as smoothness is concerned. Actually, the main bearing loads due to piston inertia are less in the V8 than in the four-cylinder form, and consequently main-bearing life should be excellent. Apart from moving a lot of weight off the existing rather heavy flywheel, this just about completes the work done on the bottom half.

Induction

Upstairs, use was made of another Peugeot feature to permit installation of two standard Solex down-draught carburetors side-by-side in the V. The 203 induction system is designed rather on the lines of a rabbit burrow, with a tunnel running through the head between the centre cylinders and joining up with a longitudinal gallery which has four off-takes leading to the valves.

The starboard head was left “as is”, but on the port side, the cross-hole was blocked up and a riser added to the gallery coverplate to carry the carburetor on this side. The resulting instal-

lation is very neat and the linkage extremely simple. From the carburetors, twin flexible intake pipes lead to an intake silencer mounted on the bulkhead, from whence a single duct runs to an oil-wetted cleaner just behind the radiator.

The valve gear remains completely standard as do the rocker covers and plug housings, but two new exhaust manifolds were fabricated by welding from steel tube. The port one runs forward and curls around the front of the starboard block, whereas the other manifold is of normal shape; both are aluminized to prevent rusting. The drive to the camshafts is by the normal duplex roller chain, extended to embrace both camshaft sprockets.

The standard manually-adjusted tensioner sprocket is retained but a rubber-faced damper pad is arranged to prevent flap of the long unsupported top run. Naturally, the cover plate at the rear of the drive had to be extended and the chain case altered to suit. Water pumps in each head are driven by a single belt which also turns the central generator, this system ensuring equal cooling to both banks although an additional water outlet had to be added to the port head to eliminate any chance of steam pocketing due to its steep inclination.

Ignition

For ignition, the sparks are provided by a standard eight-cylinder distributor ex-Chevrolet, very accessibly mounted in the same location as the original and driven by the starboard camshaft.

The existing starter is retained, but unfortunately it had to be moved outwards to clear the port camshaft housing, which would have meant an impossibly large ring-gear. Instead the pinion shaft was mounted in its own bearings and connected to the starter by two sprockets and a short roller chain, an installation which works perfectly.

This just about covers the salient features of the engine and it will be noted that except for the narrower big-end shells, any running spares which may be required in the future are all stock items obtainable from any reputable dealer. Thus, long journeys can be undertaken without fear of being stranded miles away from home base. Thanks largely to the allowable reduction of flywheel weight, the complete unit weighs only 27 lb. more than the original, so there was no necessity to alter the front suspension.

Being much wider than the four-cylinder unit, some difficulty was expected in installing the eight-cylinder unit to clear existing components and chassis members. The position was explored in a novel manner by making a three-ply cutout equivalent

to the engine cross-section and sliding this along a bar threaded through the car along the crankshaft axis.

This simple expedient showed that all would be well if this motor was tipped over by 11 deg. to the left and although this is a fairly large angle there are no disadvantages attached to it. Naturally, the carburettor risers were arranged so that these instruments are truly vertical. the practice it is not easy to detect that the engine is inclined at all.

There was no room to accommodate a fan without extensive modifications to the radiator mounting; instead, a larger core was installed to cope with the extra heat to be dissipated. A small electrically-driven fan mounted ahead of the core, where there is plenty of space behind the grille, looks after the cooling at low speeds; at high speeds, no fan is needed anyway.

Rather than cut a new body about, Jim managed to obtain a semi-finished body shell, which was modified where necessary, including the addition of two diagonal stiffeners just below the bonnet line and finally finished by the factory. Hence there are none of the burnt patches or jobs of bronze welding which so frequently disfigure home-built specials.

Transmission

To cope with the double torque, a Peugeot 404 clutch was originally installed but even this was found to be inadequate until heavier springs

were fitted; even so, the pedal pressure is acceptably low. From the clutch, the drive goes to the four-speed gearbox, which at first contained the set giving direct drive on top.

This was found to provide unsuitable ratios in conjunction with the 4.12 final drive and was changed to the earlier pattern, with direct drive in third and a geared-up overdrive giving a step-up of 1.3 to 1, the overall ratio then being 3.17.

Most ordinary town running can be done in direct drive but when conditions permit, the overdrive furnishes a top speed of 115 mph with the power plant turning over at a leisurely 4500 rpm. The car will cruise happily in either overdrive or direct top at 80 mph, but above this speed, for which it was originally designed, wind roar begins to be somewhat obtrusive. Under open road conditions, as for instance on a 5000-mile run to Cairns, and back, the excellent consumption figure of 28 mpg was recorded.

To facilitate gear shifting, the column change has been discarded in favour of a neat central lever located on the gearbox itself. An electric tachometer, sensibly placed almost at eye level on the fascia, tells the driver exactly when this gear-stick has to be manipulated. To sum up, a most praiseworthy effort, reflecting great credit on its designer-builder not only for the original conception, but also for the meticulous attention to detail which has resulted in a workmanlike product.

From discussion on Aussiefrogs, it seems the motor is now located at the museum beside Philip Island Raceway.

Ray Bell wrote:

Racing Car News carried a story about it as well.

Russell Engineering is described in the RCN story as 'the father company of Repco'... in other words, though it was still known as Russell Engineering, it had begun the Repco gathering of manufacturers and was still a part of it.

The car was bought in May 1967 apparently for the purpose of installing the engine, which had been in the gestation some 20 months.

I was in error about one head being back to front, this was not the case and it had an asymmetrical manifold arrangement to cater for this. Obviously it meant that one exhaust manifold was within the vee along with the two Solex carburettors. Those who remember the way the 203 head had the carby on one side and the inlet valves on the other will recognise how it was done.

While a 1964 Chevrolet distributor was used, there is no discussion about any 4-barrel carburettors and I don't see how it could readily be done.

Apparently the engine weighs only

23lbs (whazzat? 10.5kg?) more than the original, the aluminium crankcase obviously accounting for a lot of the weight saving. I can't really believe this figure, however, and the car also had a double thickness radiator to increase the weight.

The camshafts are still in the original position, with one longer chain driving both and a standard 203 adjuster taking up the slack.

Some other facts:

Big end journals are widened by 3mm, rod widths reduced to fit and bearing surface of the big ends is down by 30% on the original.

The distributor is driven by the cam on the RH bank, the oil pump by the camshaft of the LH bank.

The head is fixed by through-bolts that retain the cylinder blocks on the crankcase, main bearings are cross-bolted.

There is no fan on the water pump (no mention in the story of how the water pump functions, or whether there are two or whatever, and photographs don't show it either), a thermo-electric fan is used.

Flywheel was lightened 14.5lbs as it was machined to take the larger 404 clutch.

As I mentioned previously, the C2 gearbox was used. To enhance under-bonnet room a floor change was made up to operate it.

Top speed was 119mph at 5000rpm, perhaps a little more. 6000rpm in the gears gave

38mph, 57mph and 87mph respectively. Ya gotta love the C2 box with a 4.2 diff!

0-30mph was 3.7s (404=5.1)

0-40mph was 6.2s (404=8.5)

0-50mph was 9.2s (404=12.7)

0-60mph was 12.6s (404=17.5)

0-70mph was 19.0s (404=23.0)

Standing quarter mile was 18.5s (404=20.1)

Firing order is 1-4-5-2-7-6-3-8 with cylinders numbers from the front of the crankshaft, LH bank being ahead of the RH bank.

The story, probably the most complete story on the car, but maybe not with the best pictures, was on page 30 of the April 1968 issue of Racing Car News.

It also stated that Peugeot was interested in the project...

For my money, this was a bit of an oddity. The 403 crank, which had its throw lengthened for this engine (but the story annoying doesn't say by how much nor does it give the engine capacity!) was known to fail occasionally and I wouldn't think that the extra torque available here, nor the additional machining of the journals, would have given it any extra strength.

But Hawker was so confident of it that the car's first ever journey (within a short time of completion...) was from Melbourne to

Cairns. And the car had completed 12,000 miles at the time of the RCN story.

Gordon Miller commented on the 403 V8 on 16 February 2003

Amongst Peugeot talk you will have heard of that V8 403. If you have listened carefully to the Peugspeak you will have been perhaps surprised that it was not powered by an American V8 transplant but by a unique engine made from 2 x 203 engines combined onto one crankshaft! The car has gone but the engine still exists.... I have just heard that the car also still exists. Jim Hawker made the engine. The engine is now in a car museum. A letter I have received enclosed a picture of the interior of the 403 the V8 was fitted into, showing the floor gear change and the extra instruments. The car now has a normal 403 engine. Two pieces of Australian Peugeot history that should get together again.





| | |
|--------------|-------------------------|
| Model | Peugeot 2008 1.6i 120CV |
| Engine | 1196cc 16v 120CV |
| Max power | 80kW (109CV) 5750rpm |
| Max torque | 118Nm (16.2kgm) 2750rpm |
| Transmission | 5-speed manual |
| Weight | 1224kg (gross) |
| 0-100km/h | 11.5sec (manual) |
| Price | \$21,190 |
| On road | \$22,190 |

PLUS & MINUS

Plus: Accu is only a five-speeder, and not offered on the diesel

Minus: Roomy inside, lovely old-school French dynamics; 1.2 triple is a sweetie

Peugeot 2008

Unlike the 4008, it's front-drive & Gallic bred

FIRST DRIVE

IT'S SLEETING in the Snowy Mountains and the road patrol are demanding the fittest of chains. Such icy, risk-laden scenarios place the Peugeot 2008 e-HDi driver on the horns of a dilemma. The e-HDi is the only 2008 model with Grip Control, the same, smart, front-drive traction-scrabbling system as big brother 3008. It's an algorithm, albeit a very clever one, which provides just enough confidence for the driver to get into places where help is a long walk away.

Do you throw a casual wave to the road patrolman in the flouro snowsuit, turn the dial on the Grip Control and plough on, risking a trip to the panel beaters and a whopping fine if the two-wheel drive smarts run out of ideas? Or slink back to rent chains like the rest of the ill-prepared non-AWDs?

Before any such challenge arises, it's best to understand that in this growing segment, a jacked-up ride height and plumped-out panel work are generally only a nod to fashion, practicality and style. These are three attributes the 2008 – a close relative of the 208 – has in spades.

The 2008 is a handy 200mm longer and nearly 100mm taller, which makes for a surprisingly roomy cabin space. Three engines – 60kW 1.2-litre three-cylinder and 88kW 1.6-litre four-cylinder petrol, plus a four-cylinder 68kW 1.6-litre turbo-diesel in the HDi premium version. Three trim levels – Active, Allure and Outdoor – flesh out the model range. Sadly, the only auto is a mere four-speeder and isn't offered in combo with the diesel.

None are fireballs in the output department – aside from the diesel, which under load delivers a clattery, yet useful 230Nm – but the light weight of the package allows for brisker progress than expected. One of the most striking elements of the 2008 is its tiny, kart-like steering wheel. Wrap a decent set of man hands (like Sarah Jessica Parker's mitts, for instance) around the standard leather and half the circumference disappears. Weird.

The through-the-wheel instrument view is odd in that it only functions properly when the driver's seat is set at its lowest, yet a prime market for the 2008 is women, most of whom crank up the seat height.

Ride quality is, in newfound Peugeot style, well-sorted, the seats are snug-fit, and the steering response quickens nicely as velocity increases, which is a necessity given the size of the steering wheel.

Since the steady decline of its 308 mainstay (a new one arrives next year), Peugeot desperately needs to kick a winner. The 2008, starting at \$21,990 plus on-roads for the 1.2-litre, is trendy in that off-beat French way. Tardis-like inside, and sharply priced against its rivals. It might just be that product lifeline.

PETER BREWER

Sales-boost pressure

There's something ironic about the fact that one of the current best-selling Peugeots in Australia, the 4008, isn't French at all. It's engineered and built in Japan by Mitsubishi. Having the lion badge on the front may make the owners feel chic, but the overall effect is unconvincing. Australia's slow-burning love affair with Peugeot has been in decline since the heady days of 2007 when the 308 (which comprised around 50 percent of the brand's sales volume) was the flavour among small imported hatchbacks. Peugeot's total sales here have dipped more than a third since that time, so never has so much hinged on the success of the Peugeot 208 and 2008 sub-compact models.

Dashcams standard in upcoming Peugeots

Barry Mouritz

Cars launched by the Peugeot and Citroën brands in the future are set to include an in-built HD dashcam as a standard feature.

The Peugeot group has tied up with the American GPS company Garmin. The new Citroën C3 super-mini already includes a dashcam called ConnectedCAM as standard, but future Citroëns and Peugeots will get a Garmin Intelligent Driving Video Recorder (IDVR).

Garmin's IDVR is installed directly behind the rear-view mirror where it can film footage in high detail and incorporate advance safety

systems such as lane departure and forward collision warnings. The new Peugeot 3008 SUV has an IDVR dashcam.

The IDVR stores recorded footage with details including date, time and speed on a microSD card. The device can save footage automatically if an impact is detected by a particular signal on the unit.

The ConnectedCAM device on the latest Citroën C3 already allows drivers to upload the dashcam footage via an app and share on social media and similar abilities will in all likelihood come with the IDVR device in future Peugeots and Citroëns.

Car Keys



1962 PEUGEOT 404

It conquered the world, but never flourished in the UK – and that's to our detriment

WORDS PAUL STASSINO PHOTOGRAPHY GEORGE WILLIAMS

Over the years I have learned that a fine car requires time for me to acclimatise myself to its ways and means, a rule that definitely applies to one of the earliest British-market Peugeot 404s. In place of the expected H-gate for a four-on-the-column, there's a Z-layout with a dog-leg first gear and reverse located directly above it. Initially the system appears devised by Peugeot to catch me out, but after a few miles it proves a pleasure to use.

After a mere 15 minutes I'm utterly hooked on the 404's almost indefinable air of superiority. One reason is my abiding belief that any car with an ivory-coloured steering wheel automatically achieves levels of chic denied to the automotive hot-potato but, equally importantly, the light rack-and-pinion steering means that manoeuvring the 404 over a typically narrow rural T-junction is a complete pleasure. The only limit to the Peugeot comes from the brakes – the transmission may be a welcome, albeit idiosyncratic, carry-over from the 403 but the drum brakes are a less positive legacy. Front discs weren't fitted to the 404 until 1968, so halting the car even at 30mph calls for a certain amount of forward planning.

But this detail doesn't detract from the 404's charm. The split-bench front seat is welcoming, an adjustable backrest was an unusual fitting in an early Sixties family car and the loudest noises are from the wipers battling the vile weather and the wheezing of the Sofica heater. The level of refinement from the engine is remarkable – *Road & Track* magazine rated the Peugeot the quietest car in the world in terms of wind and road noise – and indeed every aspect of the 404 seems to function as a unified whole. By the end of the day I'm moving the column lever through the Z-gate as smoothly as a Scott Walker ballad as the needle on the strip speedometer progresses effortlessly rightwards.

Peugeot commenced development on the 404 as early as September 1957, a mere two years after the launch of the 403. Power was from a 1.6-litre version of the 403's engine, and the unit was slanted at 45 degrees to keep the bonnet line as low as possible.

The 404 debuted in May 1960 and was produced alongside the 403 until 1966, the range gradually expanding to encompass such engine options as a diesel unit and fuel injection, an estate car and elegant coupé and cabriolet versions. But the keystone of the line-up was the standard saloon and by the mid-Sixties the 404 was truly a world car: from cutting goods across the Ivory Coast to serving as a patrol car of the BSA Police in Rhodesia and from providing essential transport for the haute bourgeoisie in Buenos Aires to populating taxi ranks in Algiers.



Beloved by the motorpress, but import taxes meant the Peugeot's sales figures were never great. Stylish details give it a great deal of charm

One market where the 404 saloon didn't make a major impact was the UK. This was because of heavy import duties, which elevated the Peugeot to the price level of such offerings as the Wolseley 6/110 or Rover 2000, in a market sector where leather and walnut were *de rigueur* rather than the 404's blend of plastics. For 15 years the 404 was sold to those select British motorists who appreciated its 'gum-booted refinement' – to quote *Motor* magazine's perfect 1968 description of the Peugeot's appeal – who were thrilled by its outright victories in the East Africa Safari in 1966, 1967 and 1968, and didn't mind their neighbours believing that their new car was a Morris Oxford.

Perhaps the 404's appeal, gum-booted or otherwise, is best explained by comparing it with the Oxford. The resemblance between the BMC 1.5-litre 'Farina' range and the 404 is inevitable given the involvement of Pinin Farina in the coachwork, but it also masks the essential differences between the Peugeot and its nearest UK-built competitor in world markets. Driving a Morris Oxford Series VI always reminds me that it never claimed to be anything more than a solid plodder beloved of country cabbies, while even my brief taste of the Peugeot hinted at its multi-faceted appeal – as a rally victor, a sizeable family saloon and a car capable of tackling the worst of Africa's roads. As for my attempting to emulate the 404's ability to speed through narrow hedges with complete assurance in an Oxford – let's just say this is fairly unlikely to happen.

The 404's successor, the 504, was launched in 1968 but French 404 production would not cease until 1975. Overseas models continued to be built for several years, the last one leaving Peugeot's Kenya plant in 1991.

In the UK, proud owners such as Nick Jones are immune to their Peugeot being confused with a BMC 'Farina', as they have the pride of knowing that they drive an icon of post-war French affluence and one of the best mass-produced cars of its day. It is a car that was a delight to encounter and a misery to relinquish. As *Motor* put it in 1969: 'It still sets remarkably high standards in some departments and is deficient in none.'

Thanks to owner Nick Jones, Ian Kirkwood, Club Peugeot UK (www.clubpeugeotuk.org) and everyone at Southdowns Gliding Club (www.southdownsgliding.co.uk)

1962 PEUGEOT 404

• Engine 1618cc 54 DHP with Solex 340/CSA carburettor • Power 62hp @ 5600rpm • Torque 16.9 ft lb @ 2500rpm • Suspension Front: independent coil springs with MacPherson struts. Rear: live axle with coil springs and a Panhard rod • Steering Rack and pinion • Brakes Discs front and rear • Transmission Four-speed manual • Length 144.6in • Height 49.5in • Width 59.7in • Weight 2250lb • 0-62mph 12.4sec • Performance Top speed 84mph, 0-62mph 13.5sec • Economy 28mpg • Price new £1285 (ex. 5d) • Value now £1000 • Years made 1960-1966 (unpublished) • Numbers made 1,657,548 (France) • Numbers surviving 3300 (46 per cent 404 variants)



Refined Pug certainly not a Morris Oxford



1.6-litre engine has origins in 403 model



Comfortable interior coaxes the driver



Prefarina styling was adapted across a variety of body styles

**Peugeot Association of Canberra
Minutes of the General Meeting
22 November 2016 at the Weston Club ACT**

Persons Present

Brad Pillans President
Ross Stephens Secretary
John Bower
Glen Bryden
Jim Taylor
Steve Lucas
Neil Sperring
Greg Francis
Col Handley

Apologies

Allan Lance
Neil Birch
Bill MacNamee
Jenny Lucas
Robyn Green
Maia Parker-Sloan
Mitch Jamieson-Curran
Peter Rees
Ian Brock

Introduction

1. The meeting opened at 8:15 pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were read and accepted as amended. The amendments as follows: - Under the heading Inward Correspondence, Paragraph 9; to read; 'PLI Insurer's Email requesting the sum of \$655.00'. Not \$16.50 as minuted. . Prop; Ross, Seconded; Col Handley; Carried.

Matters arising from the Minutes of the previous meeting

3. Brad was pleased to report that following the AGM, John Bower is happy to continue as VP. In addition, Brad welcomed the new Committee sitting for the first time.

Financial report

4. The Treasurer Reported that there is \$11,634.84 Cash at Bank.

Secretary's report

5. Inward correspondence
 - a. Public Liability Insurance - Letter of confirmation
6. Outward correspondence
 - a. Nil

Council of ACT Motor Clubs (CACTMC) Report

7. Main points from the CACTMC 17 November 16 General Meeting were as follows:

- a. The 'Charity' of choice for Wheels Car Display in 2017 is TADACT.
- b. The Treasurer reported a Bank Balance of \$17,131.
- c. Reminder to Club Registrars to keep member's CRS vehicle records up to date and that any changes to the vehicle by the owners require a re-inspection and certification by the club. This came about because of the appearance of vehicles at car displays on CRS, with modifications that were not in keeping with the age of the vehicle.
- d. Wings and Wheels proposal is out of contention at Canberra Airport until 2018. However a proposal to participate in a display with HARS at Albion Park in 2017, with a possible Rally/Observation Trial from Canberra is under consideration for October 2017.
- e. The final meeting for 2016 will be held on 15 December 16.

General business

8. Main Points of General Business as follows:

- a. The Christmas Combined French Car Clubs BBQ to be held at McDermott Place Lake Ginninderra on Sunday 4 December 16 at 6 pm. Contact Steven Lucas for details – Stephen.Lucas@Y7mail.com
- b. A 2017 Welcome BBQ is proposed for Wednesday 8 February 17, to be subsidized by PAC funds. Ar-

rangements to be confirmed in the new year.

c. The Alliance Française Open Day was attended by Col and Greg with their vehicles.

d. On the above note, the Secretary to look into having PAC displaying the Peugeot Marque at the Bastille Day celebrations at the French Embassy.

e. Significant progress has been seen on the matter of combining individual car clubs representing French cars in the ACT, into one club encompassing all Marques.

i. The meeting was advised that the President of the Renault Car Club of Canberra, Barrie McAdie, has requested to open discussion on merging the clubs.

ii. The proposal is expected to be given favourable consideration by the membership. As a result of discussion by the meeting;

• PAC is open to the possibility of merging with the Renault Car Club to form an 'All French Car Club' representing all French Marques.

f. The matter of the PAC Web Master being overseas for much of 2017 was discussed, as a result, Neil Sperring to discuss the implications with Bill McNamee and advise the next meeting.

• Neil for action.

g. Availability of soft copies of NSW/VIC Club Magazines – ongoing with some participation, but more expected.

• Brad to discuss with interstate clubs.

Close

9. There being no further business, the Meeting closed at 9:15pm. The next meeting will be held on Tuesday 28 February 2017.