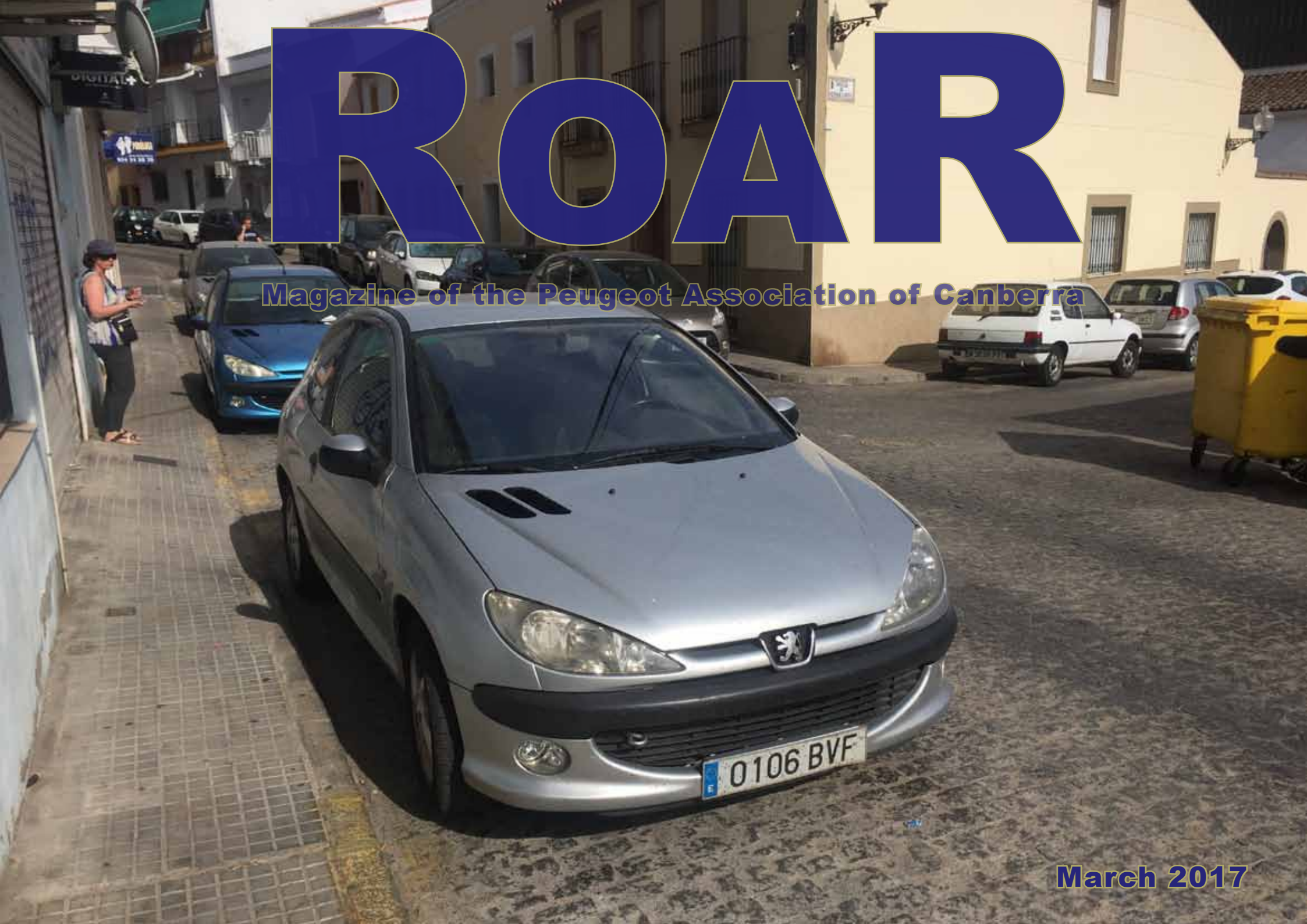


ROAR

Magazine of the Peugeot Association of Canberra



March 2017

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On the cover More Pugs than you could poke a stick at on the streets of Merida, Spain. (Allan Lance)

**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,

The annual Shannon's Wheels display was held on Sunday 12 March in the Treasury carpark near Old Parliament House. The club was well represented with a range of models, from 203 to 508.

The 203 representation was a highlight, with Tony Watson's immaculately restored wagon, Col Handley's panel van and a brace of sedans (Flash Flanagan and Geoff Boyd).

Also lurking, nearby, were a Citroën SM and a Renault Alpine, both classic examples of their respective French marques. There was also a 1905 Peugeot motor bike on display, previously owned by Flash, but now in the hands of another discerning owner. As usual, there was a selection of terrific vehicles on show, representing many car clubs. The warm sunny weather also helped to make it an enjoyable day all round.

On Sunday 5 March, four club members

(Jenny & Steve Lucas, Claudette & Peter Ingham - see photo at right) displayed cars at the Queanbeyan Multicultural Festival. During the event, the club was presented with a book on Queanbeyan, authored and signed by Nichole Overall, wife of former Queanbeyan mayor, Tim Overall.

The next major event on the club calendar, is the Peugeot Pageant in Merimbula, on the weekend of 22-23 April. This year's event, organised by the Peugeot Car Club of Victoria, promises to be another great pageant, with several club members intending to participate.

My wife, Sue, and I will be there, probably with two cars as Sue has a prior engagement on ANZAC Day that will require her to depart early.

However, her 308 Sportium will be put to good use in the motorkhana, before her departure. Neither of us has been to Merimbula for years, so we are looking forward to reacquainting ourselves with a lovely part of the Sapphire Coast. It must also be many years since a Peugeot Pageant was held on the coast.

My 508 has just had its 30,000 km service at the local dealer, Peugeot of Canberra (PoC). It was a routine service, but I also advised them that the driver's side wiper blade was hitting the pillar, particularly on high speed. It turned out to need a new wiper arm as the old one refused to be reset to change the sweep. That entailed another visit a few days later and the wiper problem now appears to be solved.

The day before, the car had stalled when reversing out of my garage – very odd for an automatic, I thought. Then, on restarting, the car was jerky as I slowly completed the reversing procedure. I asked PoC to check this as well, but they could find no fault. The problem has not recurred, and I wonder if I might have got some dirty fuel when I filled up the day before.

Our next club meeting will be held at the Raiders Club in Weston, at 8 pm on Tuesday 28



March, with dinner from 7 pm. I look forward to seeing some of you there. Next month's scheduled meeting date is Tuesday 25 April, which is ANZAC Day and just two days after the Pageant. A decision on whether to hold an April club meeting will be made at the March meeting and all members will be informed.

Keep on Pugging,

Brad Pillans

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Greg Francis
Ross Stephens

CLUB EVENTS 2017

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 Page 6.



The lion-up at Wheels 2017

FRENCH CAR DRIVES 2017

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

- April 23:** Yass railway museum and lunch. Meet at Café Dolcetta at noon, 129 Comur St, Yass. After lunch we will visit the Yass Railway museum, Crago St Yass.
- June 25:** Marulan – historic walking tour of town and lunch at Meridian Café.
- 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 Ginninderra.

Lisa Molvig
Social Secretary
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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.



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

- 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 'concores' 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.

WHEELS 2017

Photos by Brad and "Flash"

Events



WHEELS 2017



WHEELS 2017



WHEELS 2017



Peugeot considers Le Mans return

Jim Holder
20 March 2017

Peugeot could return to the top prototype class of Le Mans racing - but only if race organisers substantially reduce the costs of competing.

Peugeot withdrew from the LMP1 class of the World Endurance Championship in early 2012, at a time when its road car division was making substantial losses. The French manufacturer had competed in the championship for five years, winning Le Mans in 2009 and the Intercontinental Le Mans Cup title in both 2010 and 2011.

Speaking at the recent Geneva Motor Show, Peugeot chief Jean-Philippe Imparato reiterated PSA Group boss Carlos Tavares's assertion that the company was now in a position to return to sports car racing if costs are lowered.

"We have always said we will return if three conditions are met: firstly, we as a company are making money; secondly, we have won the Dakar Rally and thirdly, the cost of competition cannot be over €200m per year," said Imparato. "The first two conditions are now met, the third is not. We are studying a return, but the regulations must be easier on the budget."

Audi withdrew from the championship at the close of the 2016 season, leaving Porsche and Toyota as the two manufacturer entries in the LMP1 category. Organisers are said to view three manufacturer teams as the minimum number for the championship to be sustainable, and are pushing for rule changes to reduce costs and tempt Peugeot in.

Potential changes include modifying the aerodynamic rules, although the continued use of costly hybrid powertrain systems is seen as crucial to making the race cars relevant to road car developments.

In September last year, Tavares said: "There are many ways to limit costs, including the aerodynamic development."

Autocar



PSA launches online tool for cars' real-world fuel consumption

8 March 2017

PSA, the manufacturer of Peugeot, Citroën and DS cars, has published real-world fuel consumption data for 58 of its models that makes it possible to estimate the consumption of more than 1,000 versions of these vehicles.

The measurements were made with a protocol developed together with T&E and its member France Nature Environnement (FNE), and supervised by Bureau Veritas, an independent certification organisation.

The average gap between test and real-world performance for DS models was 42% and that for Peugeot and Citroën 45%, corresponding closely to the results found by T&E in its Mind the Gap report and demonstrating that the real-world test matches the average performance of drivers.

The manufacturer has just become the second biggest in Europe after acquiring Opel-Vauxhall from General Motors. During a briefing to journalists at the Geneva Motor Show, the executive vice president, quality and engineering, for the PSA Group, Gilles le Bourg, confirmed it was PSA's intention to

expand the publication of real-world information to the newly acquired brands.

The Geneva briefing also launched a new online tool to estimate for 1,000 different versions of PSA cars the fuel consumption based on the actual use of the vehicle (number of passengers, load, driving style, etc). The application is available in six countries: France, Germany, UK, Italy, Spain and Switzerland, and there are plans to introduce it in every European country.

T&E's clean vehicles director, Greg Archer, said: 'The partnership with PSA Group shows on-road tests to measure real CO2 emissions are reliable, representative and reproducible. Also that a car company recognises there is consumer demand for robust real-world information.'

'In an era of 'alternative facts' and dishonest manipulations of emissions tests, one company has seen transparency and openness as the way to re-establish trust



with its customers – more carmakers need to follow its lead.'

PSA is the first car-maker to carry out such on-road tests for fuel consumption and CO2 emissions.

Transport and Environment,
Brussels

Government keeping Peugeot stake

23 February 2017

The French government will keep its stake in Peugeot parent company PSA Group, the office of president Francois Hollande has tweeted. The French government currently owns a 13.7 percent stake in Peugeot after it agreed to take part in a recapitalisation investment plan to help the company in 2014.

Founding family Peugeot and Chinese group Dongfeng Motors also own equivalent stakes in the manufacturer.

Reuters



PEUGEOT 404

Put together a trio of Peugeots and you have three cars capable of taking on the toughest track. Meet the enthusiast who believes they've conquered a continent

SAFARI specials

WORDS ADAM DAVIS PHOTOS BRENDON FREEMAN, DANIEL DAVIS

“Each of Hank's three completely rebuilt 404 derivatives has its own story to tell”



Peugeot's reputation as a maker of robust and reliable vehicles was already established by 1960, the year the French car maker's 404 model debuted. Its predecessors, the 403 and smaller 303, were regular winners in sprint and long distance rallies alike, and the 404 was built to a standard that ensured such successes continued.

Styled by Pininfarina, the 404 chassis hosted several bodystyles throughout its 13 years of production in France. Customers could specify a sedan, a wagon, a coupé, a utility, even a convertible. The design was so well admired that several countries

continued to assemble 404s locally after Peugeot had ceased production in France, places with bone-jarring roads that would wear out mechanical components in no time like South Africa, Australia and Argentina.

ROAD RUNNERS

Initially available with a 1.6-litre carburettor engine producing 72bhp, a diesel 1.9-litre followed along with several component upgrades to the petrol engine, most notably in 1965 when the three main bearings were upgraded to five and the power increased to 76bhp. Kugelfischer fuel injection also became available and enabled the 404 to capture three

consecutive Safari rallies in the years from 1966 to 1968.

Earlier, a carb version had won in 1963 in the hands of Nick Norwicki and Paddy Cliff, who won again in 1968. Bert Shankland and Chris Rothwell won the 1966 and 1967 events but their bid for a hat-trick failed when Shankland hit a submerged tree stump. He literally hammered his wheels back in line with a sledgehammer to continue on, only to have the front of the car fall apart many gruelling miles later.

A REAL CAR

Hank Verwoert is a Peugeot enthusiast in general, but a 404

devotee in particular. His wife Jo suggests that Hank has owned around 500 cars in his lifetime, though Hank corrected this claim. "It's probably closer to 300," he said without a hint of sarcasm. His classic resume is impressive, encompassing Mini-Coopers, V8 Falcons, several modified older series Holdens, even a P76 Leyland, a "wonderful car, though you wouldn't know it because of their reputation". Thinking of modern values, he chuckled. "I wish I'd held on to some of them. They would be worth a mint now."

Hank's first experience with Peugeots came in 1963. His father owned a service station and had

taken on a new 404 for fettling. Hank was driving a hotbed-up FX Holden at the time. "My father called me over and said 'Son, this is a real car'. I sat down in it, thought it was comfortable, but it only had four cylinders and was a bit plain looking. I thought nothing more about Peugeots until Dad went overseas and he asked me to look after his 504 while he was away. After driving that around, I was so hooked that when I picked Dad up from the airport, I did it in my own Peugeot!"

PEUGEOT NETWORK

From there, he joined the Peugeot Car Club of Victoria, a group of dedicated enthusiasts from whom he

has learned a lot. The reciprocal assistance, knowledge and passion of the club are clearly evident. Continued availability of most spare parts on our own shores further assists the maintenance of these miraculous machines.

Once Hank retired from his teaching career, he had more time to devote to rebuilding his cars. He uses a 504 as a daily driver, along with the Range Rover he shares with his wife, and keeps a 505 GTI sedan in the garage. The vehicles in this feature, however, are the ones closest to Hank's heart. Each of his three completely rebuilt 404 derivatives has its own story to tell.

TOUGH LOVE
Hank loves the fact that his 404s are genuinely tough and capable cars.



The Lion Roars

Not just a high-speed shopping trolley for yuppies, Peugeot's hot-hatch sure takes some beating

Just like the rampant lion emblem on the grille, this cat doesn't just purr, it growls! The definitive version of the 205 is the bigger engined 1.9-litre, seen here in its penultimate 1992 guise, but nonetheless little changed from the first GTI 1.9 introduced in 1987.

Europe first caught the 205 GTI in 1.6-litre form in 1984 but it wasn't until the release of the upgraded GTI 1.9 in 1987 that importers Jaguar-Rover Australia (JRA) decided to bring the French pocket-rocket to our shores.

In original 1.6-litre form, the GTI was the hot hatch version of Peugeot's best-selling 205, which in Europe at least came with a choice of engines from 1.1-litre to 1.6-litre, or even a 1.9-litre diesel. Not just a commuter vehicle, the limited production 1.6-litre turbo (only a handful were offered for sale in Europe) won the European Rally Championship in 1984-85.

French chic

Design and beauty in cars is so subjective, but it seems that 'character' is

something the European manufacturers are able to build into their cars.

The 205 GTI simply comes chic. The well-rounded curves, steep glass angles front and rear, and the focus on circles and oval shapes in the body lines give it a distinctly Gallic flair.

Most importantly, as a future classic contender, its looks have withstood the test of time like few other modern cars, except perhaps the VW Golf, the quintessential hatch.

Pugilistic intentions

Many writers use boxing lexicon to describe the little Pug, citing its 'aggressive stance' and 'punchy' power delivery, but after a while the tautology becomes unbearable. Peugeot, pugilist, pug; you get the message!

Only problem is, they're right! Having driven the 205 GTI, I can vouch for all the superlatives heaped on this car. Up close it looks purposeful. If not aggressive, the oversized wheels at each corner reminiscent of a racing Cooper S, but softer, more velle.

The Peugeot was clearly designed as a driver's car. Sharing the same engine as Citroën's BX19, the unit in its Australian form had both a lower compression ratio and peak power output compared to the Euro-spec engine, but at 75kW it is still quite respectable for a car weighing only 850kg. This is

enough to propel the 205 from 0-100km/h in under 10 seconds, from rest to 400m in 16.5 seconds and on to its top speed of around 190km/h.

While this is not too fast by modern hot hatch standards, the 205's top speed was restricted by its geared (rather than overdrive) fifth, effectively a close-ratio 5-speed box. Even in the old money, 118mph from less than 2.0-litres is very fast, but the Peugeot's real ability is 'point to point'.

Driving impressions

Contemporary road testers almost all agreed that the 205 GTI was the very best of 1980's hot hatches across country, particularly if large swerve sections were involved!

The 205 simply out-cornered, out-maneuvred, out-handled and with its prodigious mid-range grunt, out-performed everything it was up against. What made this possible was the suspension and handling package, including Macpherson struts up front, trailing arms at the rear, coil-springs all round and the addition of large diameter front and rear anti-roll bars.

Add to this a sporty driving position, the steering wheel set low, almost flat, requiring only 3.8 turns of its pin-sharp rack lock-to-lock, the G-forces held at bay by comfortable hip-hugging bucket seats. Should a cattle

truck, or an errant wombat suddenly appear in the line of fire, the four-wheel disc brakes, ventilated up front, pull the 205 GTI up quickly and precisely, the pedal action progressive, rather than sharp.

Good then?

In 1987 when the first 205 GTI to reach Australia hit the market with non-assisted steering, cloth seats and rear drums (rectified in later years), the \$29,500 ask was top rank, but worth the money if point-to-point performance and Euro-style were your thing. Peter Robinson in *Wheels* magazine pointed out that the best bang for bucks and grip next to the 205 GTI was the Ford Laser Turbo 4WD, which, at \$25,400 was not significantly less than the Peugeot.

Perhaps one of the best descriptions of the 205's capabilities came from the late, legendary, Iwan Kennedy. In *Modern Motor* he wrote that, "the Peugeot 205 GTI is a superb sports machine, a real little filer with stacks of response — just the thing for the enthusiastic driver".

The only consistent complaint was against the early non power-assisted steering which was 'a little heavy', especially when parking, but it was almost too precise at speed where the slightest movement of the wheel resulted in immediate change of direction. Not something a good driver couldn't handle, the natural tendency to under-steer at speed easily controlled on the throttle without recourse to the steer-

PEUGEOT 205 GTI 1.9



ing. Later models received variable-ratio power-steering, which is feather light at parking speeds, loading up nicely under power even at low speeds to give the driver real 'road feel'. Coupled with the upgrade to Euro-spec four-wheel discs in addition to a less garish interior, including leather trim to the sides of the seats, the later versions answer most of the criticisms.

Good now?

Well, what can I say, I'm ranting out of superlatives for this outstanding little hatch. Mind you, I drove the later-spec version with all the bells and whistles, but one thing I didn't like was the gear shift. Road testers appeared to enjoy the shifter when new, describing it as precise and sharp, whereas I found the gears difficult to find, compounded by a rubbery and narrow gate with a longish throw on the lever. Perhaps the selectors require minor adjustment, but I would not rate the 205 GTI's gearbox as easy to use as a Toyota Twin-Cam 16, but then not much is, but the 205's did seem easier towards the end of test, so perhaps familiarity will assist prospective purchasers.

Given that was my only criticism (other than lacking the \$24,990 to take it home), I think the Peugeot 205 GTI has stood the test of time.

The earliest Australian cars are now 10 years old, with high mileage examples down around the \$10,000 mark, while low mileage or good history cars are around the low to mid teens.

This makes them a reasonable alternative as a second car with the pretext of future classic status, and given Peugeot's legendary reliability, a good prospect of longevity and high mileage before major work becomes necessary. Low numbers sold due to their initially high price guarantees rarity.

while enormous numbers in Europe indicate long term availability of spare parts.

Conclusion

If a good quality, smart, relatively inexpensive second car or driver's car with 'modern' reliability is

required, look no further: Remember that the latest cars still have a ways to fall price wise, and they are the better spec version, you might like to wait a while if you're looking to keep one as a drivable investment. The Peugeot 205 GTI 1.9 definitely provides time out for serious fun, and like many an old pugilist, it just keeps coming back for more.

MARK WALKER

PHOTOS: DAVID LIDDLE

Thanks to JRM Australia for the location shots; and to City Automobiles, 891 South Dowling St Waterloo NSW for the one-owner car pictured, which is for sale (02) 9313 8600.

PRICE RANGE

\$10,000 - \$29,000
Depending on age and service history

COLLECT OR CRUSH?

Verdict ****

Key:

***** = buy one
**** = good potential
*** = they might laugh now...
** = wait 10 years
* = are you kidding?





Peugeot Autocycle 1904 - sold recently by Shannons at Auction for \$4000

Like so many pioneering car makers, Peugeot started off building bicycles in 1882, adding a De Dion motor mounted perpendicularly to the rear wheel for the 1898 Paris Exhibition but this remained a prototype.

Peugeot's first motorised production vehicle was actually a tricycle (again with De Dion Bouton mechanical assembly), followed by a quadricycle in 1900. The company launched its first motorcycle in 1901, powered by Swiss made engines by either Zürcher or Lüthi (ZL) and soon began making their own proprietary single-cylinder engines displacing 239cc, allowing for a top speed of around 25-30mph. Known as "Motobicyclettes", these primitive machines featured belt drive and a reinforced bicycle frame, with the engine mounted inside the frame.



Peugeot entered a team of five 3.5hp machines in the 1903 Paris-Madrid race and continued to expand the range, with engines increasing in both output and capacity. The French company pioneered the use of double overhead camshafts and a 500cc twin-cylinder engine appeared in 1914, inspired by the success of the Grand Prix racers and proved hugely successful, winning numerous races after the First World War.

Eight show-stopping details on the Peugeot Instinct concept

James Taylor
27 February 2017

One of the concept car stars of the 2017 Geneva Motor Show is the Peugeot Instinct, an autonomous shooting brake with active aerodynamics, shape-shifting seats and concrete interior trim (yes, really).

We've been inside the concept at Peugeot's Paris design studios for an up-close look in advance of the show – here are the key design highlights to seek out

under the show lights in March.

1) Those seats

The Instinct's shard-like exterior is dramatic, but the concept's focus is its futuristic four-seat interior, nominally designed for the year 2025.

'We started the design on the inside,' Matthias Hossann,



Peugeot's head of concept cars, told CAR. 'Often autonomous concepts have a very big interior, with seats that swivel through 180 degrees, for example. [In the Instinct concept] we kept the interior the size of a typical production car interior. This interior occupies the same amount of space as a 308, roughly, but with a lower roof.'

'Seats that can be turned are unrealistic with a compact



car. [Instead] we invented an "adaptive-fit seat" with a sliding seat base.'

When the car enters one of its autonomous driving modes (more on which shortly), the seats can slide forwards and downwards into a hammock-like reclined position, the better to grab 40 winks or thumb through some reading. We tried sitting in both upright and reclined positions, and the seats manage to support upper body and shoulders effectively even at their most laid-flat.

Sitting in the back, the front seats are designed in such a way as to avoid stealing much legroom when in hammock mode.



'When you're on a plane and someone puts their seat back in front of you, it can be horrible,' says Hossan. 'We want to avoid that.'

2) Left-field materials

'We used materials like you would find in the home,' interior designer Arthur Condert told us. 'Materials that are nice to touch. The seat fabrics are the same as many sofas, and on the doors and on the floor, we used a very thin layer of concrete – it has a nice texture, and becomes warm to the touch.'

The concrete really is a thin veneer, by the way, so doesn't add another tonne to the kerb weight.

The thick knitted carpets on the floor are sourced from Israel, while the 3D 'digital knitting' surfaces on the seats are similar to the type of material you'd see in modern trainers.

'We are exploring using more of these "noble" materials rather than plastics,' Condert told CAR. 'They are more expensive, but we try to use them in an intelligent way.'

3) Holographic instruments

The next step in Peugeot's small wheel/raised instruments 'i-Cockpit' set-up, the three-dimensional holographic instrument screen features deliberately clear, simple graphics.

In manual drive mode it displays vehicle speed,

battery level and so on, while in Autonomous mode it switches to show distance covered so far, and the remaining journey time.

Lower in the driver and passengers' field of vision is a giant widescreen display recessed within the dash.

4) That exterior

The brief was 'to design a highly desirable autonomous car,' Matthias Hossann told us. 'We wanted the exterior to be as smooth and simple as possible.'

The Peugeot Instinct's shooting brake form was partially inspired by the Peugeot 504 Riviera of 1971, he tells us, and the XL grille treatment by the 402 Andreau of 1936. 'The front of car has to inspire this notion of efficiency. We design the 3D-printed grille to look as "full" as possible.'

There's no B-pillar, and the giant doors





open like the pages of a book, as far as 90deg to the body.

5) First look at Peugeot's next-gen head-lights

That cuboid headlamp design is likely to reappear on future production Peugeots.

'One of the elements we want to push in the future is to integrate radars, sensors, lasers into the lights,' says Hossann. That's the black spot you can see in the centre of the lights: 'It's like a pupil,' he says. 'We want people to always when they see a Peugeot, to look it in the eyes.'

6) Focus on self-driving tech

The Instinct's main thrust is that it represents Peugeot's take on the concept of autonomous cars. 'Self-driving cars are the next automotive revolution. Every manufacturer will be offering this technology. The difference will lie in how they go about it,' is Peugeot's official line.

The Instinct is designed with four driving modes, two manual (Drive Boost and Drive Relax – the latter partially assisting the driver) and two robot (Autonomous Soft and Autonomous Sharp – the latter piloting the car as quickly as comfortably possible).

While in either of the Auto modes, the driver can tap the gearlever-like command stalk on the centre console to tell the car to overtake traffic ahead, or switch between modes.

Like many recent autonomous car concepts, the steering wheel retracts into the dash in autonomous mode, but does so in a particularly neat way, folding itself gracefully

flush with its surroundings. Likewise, the throttle pedal retreats further into the footwell in Auto mode.

'The good point [about autonomous driving technology] is you can master your time,' says Hossann. 'You can choose between driving or doing something else – decide to sleep, to eat, to read – amplify your life.'

Cryptically/alarmingly, he adds that in Autonomous Sharp mode, the car can be programmed so that 'Sebastien Loeb can drive you to work everyday. Autonomous mode doesn't mean boring.' Does that mean you can send Seb the bill for the tyres, we wonder?

7) Trick aerodynamics

One of the concept's party pieces is an extending front spoiler that incorporates the entire light guides (those diagonal DRL mandibles), joined by a downforce-aiding connecting strip. Deployed automatically above 90kph, it also helps to tidy airflow around the wheelarches – and looks quite neat in the process.

The crease along the Instinct's flank incorporates a hidden channel guiding airflow to an outlet in the rear wheelarch, helping to reduce drag while also helping the design avoid appearing slab-sided. 'Aerodynamicists hate

sculpted sides – they want flat surfaces,’ Matthias Hossann explains.

8) It's connected to the Internet of Things

Using an open platform developed in collaboration with Samsung, the Instinct's infotainment systems are designed to be connected to smartphones, smartwatches – and also items in the home such as smart TVs (for instance, you could continue watching a film where you left off when you climb into the car), or automatically locking the house doors when you start the engine.

Don't expect this to be the last time you hear about 'IoT' functions on a concept car in 2017...

Peugeot Instinct concept in a nutshell:

- Nominally designed for the year 2025
- Four-seater shooting brake with manual and autonomous driving modes
- Plug-in hybrid petrol-electric
- 4wd drivetrain with 300bhp
- Unorthodox interior materials, including knitted carpets and concrete veneers
- Seats can slide into reclined positions in Auto mode
- 'Internet of Things' connectivity with objects at home
- Square headlight graphics incorporating sensors likely to ap-



pear on future production Peugeots

- Sweeping rear light graphics differentiate between driving modes
- Official debut at 2017 Geneva motor show, before beginning global show tour

Car Magazine, UK

The 504 Riviera concept

Viknesh Vijayenthiran

16 January 2017

At the 1971 Geneva salon, Peugeot showed a very special wagon: the 504 Break Riviera, based on the 504 Coupé.

Sadly, this beautiful and breath-taking estate never made it into production. It would have

been ahead of its time.

Rumours said that there were 3 prototypes, and that only one car has survived and is now hidden in an unknown Spanish collection.

www.garage24.net



Opinion: why PSA's takeover of Opel/Vauxhall is risky

What it is, and what it all means: TG explains the Peugeot-Citroen and GM deal

Paul Horrell
10 March 2017

I spent much of the Geneva show chasing and talking to bosses of PSA (Peugeot, Citroën and DS) and Opel (Opel and Vauxhall) about Global GM's decision to sell Opel, and PSA's decision to buy it. I'm still not confident the takeover will do any of the participants any good. It has risks for PSA. It could be traumatic for Opel Vauxhall. And even GM, the company selling Opel and Vauxhall, might be wounding itself.

What's the deal?

PSA has bought the Opel and Vauxhall brands, their whole range of cars, and a group of plants all across Europe that build cars and powertrains. For that it paid about £1.1bn (\$A1.8bn). Together with bank BNP Paribas, it also bought Opel's bank, which lends people money to buy and lease the cars. That part of the deal earned GM another £800m (\$A1.31bn).

The deal for PSA is all about the benefits of being bigger. Combined current sales

of Opel and Vauxhall to Peugeot and Citroën and DS make the new entity the number two car conglomerate in Europe, behind only the multi-brand Volkswagen combine.

So GM in Detroit has found a way to be rid of its European arm, which has lost money for 15 years. Nothing said, by the way, about bringing back the hopeless Korean Chevys that it withdrew from Europe a couple of years ago.

Why does PSA want Opel and Vauxhall?

It follows the standard industry logic of why car companies merge. All the group's cars will go onto a combined set of platforms and powertrains. This spreads the enormous costs of R&D and production tooling across more vehicles.

It also reduces purchasing costs per vehicle, because the new bigger entity would be buying parts in bigger numbers and could negotiate lower prices.

The VW Group is of course the model for all this. Then the individual brands put on their own skins and interiors and tuning and specs, and sell them through separate dealers.

But PSA and GM are already doing much of that. At the Geneva show (almost unnoticed amid the takeover kerfuffle) Vauxhall and Opel launched the Crossland X.

This is a small but roomy family crossover that shares a platform, powertrains and production line with the next Citroen C3 Picasso. Later this year there will be the Grandland X, which is a re-bodied Peugeot 3008. These co-operations were set-up four years ago when the companies were separate. They didn't need a takeover.

Instead then, first off, PSA CEO Carlos Tavares is talking about savings by bringing expertise into Vauxhall and Opel factories. He points out to me that after he joined PSA, its breakeven point dropped by 1 million cars a year. It was, to be fair, an amazing turnaround.

"We want to help Opel Vauxhall to become stronger. I want to be clear. I do not intend to come to Opel Vauxhall with a pre-



cooked plan,” Tavares told me. “Opel and Vauxhall employees can build their own turnaround plan and if they succeed they will be the winners. We will share our best practices, an open book. Then it’s up to them.”

What’s the risk for PSA?

Two very senior industry observers I spoke to, who wouldn’t be named, said that savings at Opel and Vauxhall won’t be easy, whatever Tavares implies. Vauxhall’s British Ellesmere Port plant and Opel’s Russelsheim operation are actually already very efficient. So big savings will come only after those plants start building cars on common Peugeot-Citroën-DS-Opel-Vauxhall platforms.

Opel and Vauxhall are just launching a new Insignia, built at Russelsheim. The Astra, built at Ellesmere Port, is only a year old. It will be a long time before those can be brought onto new common foundations. So the cost saving argument is a very long-term play for PSA.

In the meantime – say any time over the next six years – if there’s a downturn PSA would have a lot of excess factory capacity, and that’s crippling expensive.

I put this to Tavares. He replied: “If the black scenario was to happen, by having a stronger financial situation you can resist. If you are weak you cannot.” Again he is

insisting PSA manufacturing expertise can make Vauxhall and Opel stronger. But, er, in those circumstances it’d be safer not to have Opel and Vauxhall at all.

Does PSA need all these brands? Actually, do customers?

Having finally managed to put some space between the positions of Peugeot and Citroën, can Tavares find room in people’s minds for Opel and Vauxhall too? Part of it, he says, is about the perceived nationality of the brands. “Some buyers don’t want a French car,” he said. “Some want a German car, just as some want an Asian car. People buy cars from a brand not a group.”

Tavares says Vauxhall and Opel people will be in charge of those brands. There will be common engineering, some done by PSA’s existing engineering base and some by Opel’s in Germany: “We have five brands now, we need a lot of engineers.” He stresses Opels and Vauxhalls should be designed and tuned and sold by Opel and Vauxhall people, using common group base parts and resources.

Is the Ellesmere Port Vauxhall plant safe?

It builds Astras, so that almost certainly makes it safe for the next five years. After that, if the group’s cars are in demand and profitable, then it has a good chance. Speaking of all the plants, Tavares says: “We will help them become more efficient. By becoming more efficient then they can have a better future.”

Tavares also says building here makes Britons keener to buy Vauxhalls. “Local sourc-

ing for local sales is good.”

Does Brexit make a difference?

Perhaps crucially, Tavares adds that if Britain becomes more isolated after Brexit, there’s an extra opportunity for Ellesmere Port. “It’s an opportunity for us to have this plant. If it was a hard Brexit it would be a very good thing to have a UK footprint to supply the UK market when there are significant custom duties all around. We would have to build the supplier base in the UK so we can source in £ and sell in £.”

When rivals Ford, the VW Group, Fiat and Hyundai-Kia don’t have plants here, the PSA-Opel conglomerate could make hay in Britain.



Are there other opportunities for PSA with Opel on board?

There's been a lot of talk about PSA using this to re-enter the US. But it's hard to see specifically how, and Tavares refuses to be drawn. The rules of the deal are that Opel can't compete with GM in the US or China or elsewhere using cars designed under GM. So that rules out selling the Mokka, Insignia, Cascada and Astra as Opels or Vauxhalls overseas. Currently they're sold as Buicks and Holdens.

Opel is only allowed to compete when it replaces them with cars on PSA Group platforms. Opel boss Karl-Thomas Neumann tells me it's too soon to start thinking about this. "It would be a gradual process. But anyway the first job is to be profitable here."

Why is General Motors selling?

You can see why GM in Detroit was busting to sell, even at this comparatively low price. Opel has lost money for years. It was looking to have turned around this year, but the post-Brexit fall in the £ cost it around £500m and it stayed in deficit.

The US oil price is low, so GM in America can manage in the US without economical European-engineered cars.

This move will play well with President Trump's resurgently anti-foreign climate. GM's CEO Mary Barra said as the deal

was announced: "We are reshaping our company through disciplined capital allocation to our higher-return investments in our core automotive business and in new technologies that are enabling us to lead the future of personal mobility." Translation: we're investing in stuff that brings quick profits or is needed for the far future.

Is it good for GM long-term?

GM was all set to sell Opel in 2009 as it came through bankruptcy, as the US Government didn't want to be seen to be propping up European factories. But GM held on, because it needed Opel.

Sure, with today's cheap oil, investing in big pickups will make a quick buck. But what if the oil price spikes? Then GM would need good small cars again. Which it won't have access to, having sold Opel. That's epic short-termism. (Sensibly though, it has kept its diesel technology centre in Turin).

The investment in new technologies is indeed vital, although the deal allows the Ampera-E to be sold as an Opel, so some of that expertise will leach to PSA.

Most of all though, it's pretty much a universal car-industry assumption that for a car-maker to prove itself really capable of making good cars – as opposed to pickups and big SUVs – it has to go toe-to-toe with Europe's best, in Europe.

I fear the days of lazy Detroit crapboxes, the 1990s Chevy Malibus and Oldsmobile Achievas that drove the corporation to bankruptcy, might find a new echo.

By pulling out of Europe, GM paints itself as a can't-do company.

BBC Top Gear



Peugeot family says Opel deal paves way for global expansion

19 March 2017

PSA Group's acquisition of General Motors division Opel gives the French carmaker greater scale to pursue global expansion plans, family shareholder Jean-Philippe Peugeot told German paper *Welt am Sonntag*.

Earlier this month, PSA Group agreed to buy Opel from GM in a deal valuing the business at €2.2 billion (\$A3.12 billion), helping the French firm to become Europe's second largest automaker by sales.

"This will allow the group to conquer the rest of the world step by step. This remains an important goal for PSA," Jean-Philippe Peugeot said in a joint interview together with his cousin Robert Peugeot.

The Peugeot family clan controls 22.19% of PSA Group's voting rights, and 13.68% of the company's capital.

Although there are larger automotive companies measured by absolute annual sales, what counts is that you have at least three million vehicles produced in one core market to get real economies of scale, Robert Peugeot, who is chairman of PSA Group's strategy committee, told the paper.

"All large carmakers have a volume of

three million cars in one important market," Robert Peugeot told *Welt am Sonntag*, explaining that the purchase of Opel will help PSA Group in this respect.

Although the combination of the German and French carmakers increases the group's overall exposure to Europe, the brands remain complementary.

"Opel is strong in markets where PSA is not so strong," Robert Peugeot said, explaining that Opel sells more cars in Germany than Peugeot, DS and Citroën combined, while Vauxhall sells more cars in Great Britain than all of PSA's brands together.

"There is very little cannibalisation between the brands," Robert Peugeot said.

A deal between the French and

the Germans has been under consideration for years, even before 2012 when GM and Peugeot signed a deal to develop some passenger cars together, Robert Peugeot's cousin Jean-Philippe told the paper.

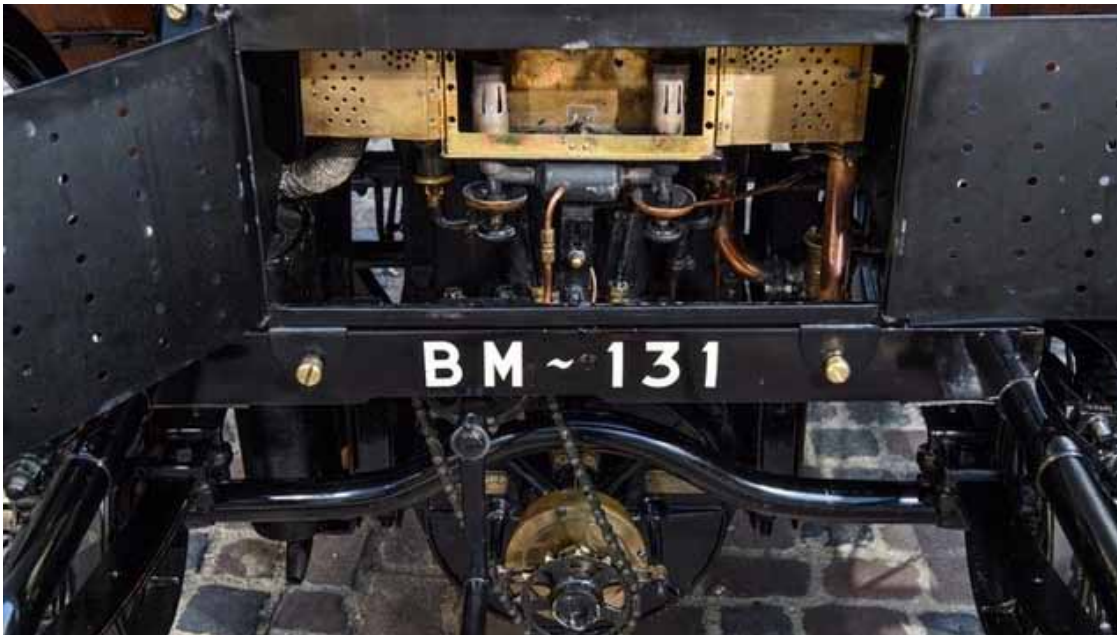
"Our family thought about getting closer to Opel even before the agreement with General Motors," Jean-Philippe Peugeot said, adding that the time wasn't right back then.

Reuters



Robert Peugeot, director of the board of French carmaker PSA Peugeot Citroën, attends a news conference in Paris, March 26, 2014, where he spoke excitedly about the new deal.







INTERNATIONAL MEETING 2017
L' AVENTURE PEUGEOT
IAPM 2017 will take place in France
Peugeot France and l'Aventure Peugeot
Citroën DS will meet you on the
9th, 10th & 11th June in
Bordeaux and the surrounding area

You will soon receive the details of
the event and the list of hotels

Pré-inscriptions et questions:
#IAPM2017 Bordeaux
aventure-peugeot@peugeot.com /
33(0)1 40 66 56 18



308 local updates

Matt Campbell

The 2017 Peugeot 308 range has been cut down from 11 variants to just six as the brand tries to make things a little less complex for buyers – and, presumably, to attract more customers.

The 2017 Peugeot 308 line-up sees the mainstream 1.6-litre turbocharged petrol versions removed, and just one of the GT variants remains.

The luxury-focused Allure Premium hatch and wagon models have been chopped, and the lower-spec 308 GTi 250 has been dumped. The higher-performance 308 GTi 270 remains.

The entry-level Access versions of Peugeot's small car range are gone, with the Active now forming the base for the 308 range. It received a spec update in 2016 that saw a rear-view camera and satellite-navigation added as standard. The simplification of the model range firmly plants the Peugeot small car line-up as a more premium, and as such, higher-priced range.

There is no base model car to compete with the big-name small cars – the Hyundai i30, Toyota Corolla and Mazda 3 can probably rest easy, then. And the dumping of the 1.6-litre turbo four cylinder with 110kW of power and 240Nm of torque means buyers will instead have to be fine



with either a 1.2-litre turbo three-cylinder (with 96kW and 230Nm) or the 2.0-litre turbo diesel (with 110kW/370Nm), depending on the specification.

At the very least, the new three-pot engine offering is more efficient than the existing four cylinder, with fuel use claimed at 5.2 litres per 100 kilometres (the four-cylinder used 6.5l/100km).

The diesel uses 4.1l/100km in the hatch and 4.2l/100km in the sedan.

from CarAdvice

Midrange 308 Active now the cheapest 308 in the Aussie line up.

2017 Peugeot 308 range pricing (plus on road costs)

Active 1.2l petrol auto hatch	\$27,990
Allure 1.2l petrol auto hatch	\$32,990
Allure 2.0l diesel auto hatch	\$36,990
Allure 2.0l diesel auto touring	\$39,490
GT 2.0l diesel auto hatch	\$42,990
GTi 270 1.6l petrol manual hatch	\$49,990

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 pot of hot, 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 motoring press, 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 makes 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 62bhp @ 5600rpm • Torque 105 lb ft @ 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 1441mm • Height 1415mm • Width 1597mm • Weight 2250kg • 0-62mph 12.4sec • Performance Top speed 120mph • 0-62mph 12.4sec • Economy 28mpg • Price new £1285 (ex. 54) • Value now £1000 • Years made 1960-1985 (unpublished) • Numbers made 1,547,548 (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

Persons Present

Brad Pillans President
Sue Pillans
Ross Stephens Secretary
Glen Bryden
Steve Lucas
Jenny Lucas
Neil Sperring
Neil Birch
Greg Francis
Allan Lance
Bill MacNamee
Richard Morgan
John Geremin
Claudette Ingham
Peter Ingham

Apologies

Nil

Introduction

1. The meeting opened at 8:24 pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were read and accepted. Prop; Ross, Seconded; Jenny Lucas; Carried.

Matters arising from the Minutes of the previous meeting

3. See general business.

Financial report

4. The Treasurer reported that in the absence of an updated bank balance there is \$11,634.84 Cash at Bank as reported in the previous meeting with nil expenditure to date but a pending bill for the PO Box.

Secretary's report

5. Inward correspondence
a. Letter from the bank concerning the Term Deposit

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. Main points from the latest CACTMC General Meeting were as follows:
- i. Wheels Car Display will be held on 12 Mar 2017 at the Treasury car park detailed information is available on the CACTMC web site.
- ii. CRS Vehicle Registration is now renewable on line, subject to the club registrar's usual input.

General business

8. Main Points of General Business as follows:

- a. Actions arising from the previous minutes:
- i. Merger with the Renault Club of Canberra to form a 'French Car Club' – ongoing, with further detailed discussion between the clubs foreshadowed.
- ii. Website management in view of the webmaster on extended overseas trip in 2017 – ongoing, Neil S. and Bill working on the matter with a solution tba in due course.
- iii. Availability of electronic copies of interstate club magazines to the wider membership is ongoing.

Social Secretary's report

9. a. Welcome to 2017 event at Snappers Restaurant was well attended. Brad took the opportunity to thank Steve for organising the event.
- b. Steve advised the meeting of a number of events of interest to club members, in addition to the French car 'drives' arranged by the Renault Club and the usual activities attended by PAC. A lively discussion followed with Claudette mentioning a number of activities that may be of interest. Following the discussion, the meeting decided that a way ahead would be

to seek expressions of interest from the membership before making any firm arrangements.

c. In addition to Steve's excellent work, Claudette offered to assist Steve in the development of the social calendar for the club. When put to the vote Claudette's offer was endorsed by a majority of the members present.

d. The club social Calendar being developed is in addition to the normal activities of: Wheels, Peugeot Pageant, Battle of Waterloo, Bastille Day Lunch/ Dinner, French Car day at Telopea Park School fete and the end of year BBQ.

Close

10. There being no further business, the meeting closed at 8:56pm. The next meeting will be held on Tuesday 28 March 2017.

Secretary's Note: For discussion at the next meeting – April 25th Meeting Y/N? – To advise the Raider's club of a meeting room requirement for this date.

