

ROAR

Magazine of the Peugeot Association of Canberra

Merry Christmas and Happy New Year from PAC

November 2017

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On the cover A Peugeot 207 SW taxi waiting for passengers outside the Duomo di Milano. (Photo 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,

Canberra French Car Day was held on Saturday 4 November, at Telopea Park School fête. We had a good turnout, on a sunny spring afternoon, with 32 cars (14 Renaults, 12 Pugs and 6 Citroens) and 3 bikes on display. It was great to welcome a few interstate participants, too.

The 205GTi of Greg Francis was voted best Peugeot, and was also voted best overall car, beating some stiff competition that included Wayne Millar's rather special Citroën SM (which boasts a Maserati engine). Thanks to Barry McAdie and Lisa Molvig from the Renault Club for organising and running the display and to Shannons for sponsoring the event.

While admiring the display cars at French Car Day, I did a quick survey on Michelin tyres

– easily the most common brand on the day. The Michelins on my 508 came with the car when I bought it new and were manufactured in France. However, I soon discovered that French-made Michelins were the exception rather than the rule on the cars that I looked at – other countries of manufacture included Thailand, Italy and Hungary (sorry, I forget the others, but there were at least 2 other countries represented).

Who knows what make of tyre may have been on the 203 ute that my sister spotted at Le Jardin de Berchigranges at Granges sur Vologne in the Vosges region of north east France. The 203 was quietly resting in this famous garden that has been developed over 20 years by a dedicated couple, Monique and Thierry (see photo on next page and Page 6). My sister and her husband visited the garden as part of a small tour group, led by well-known local (to Canberra) chef, Christophe Gregoire, and his wife Josephine, who run Le Très Bon restaurant in Bungendore. Christophe grew up in the Vosges region and he and Josephine run annual tours to that area. Participants would be guaranteed to eat and drink well!

As well as the Vosges, my sister also spent a few days in Paris, and even visited the Peugeot showroom on the Avenues des Champs Élysées. Another highlight of Paris was Le Procope Restaurant in Saint Germain. The restaurant was opened in 1686 and claims to be the oldest restaurant in continuous operation in Paris. Legend has it, that Napoleon dined there but was unable to pay his bill so they kept his hat! (shown at right). Now, if only I could borrow that hat for our annual Battle of Waterloo event...

Last month's club meeting was our AGM, with a new committee of mostly familiar faces being elected. I would like to thank the outgoing committee for their work in running the club over the past year, and also welcome the new committee members to their respective roles for the coming year.

This month's club meeting will be held at the Raiders Weston Club at 8 pm on Tuesday 26 August, with dinner and drinks, as usual, from 7 pm. This

will be the last club meeting for the year, so I encourage all members to come along.

The final club event for the year will be the traditional combined French car clubs Christmas BBQ at 6 pm on Sunday 3 December. As usual, the venue is the very pleasant picnic area in Macdormott Place, Belconnen, on the western shore of Lake Ginninderra. BYO food and beverages, but the club will also provide a bit of extra Christmas cheer.

Keep on Pugging,

Brad Pillans

Brad Pillans





2018 COMMITTEE

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Ross Stephens
Jim Taylor

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Neil Sperring
Greg Francis
Ross Stephens



CLUB EVENTS 2017

28 November 2017

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

3 December 2017

Sunday. Evening Christmas BBQ by Lake Ginninderra. BYO food and drink, starts at 6pm on the western side of the lake. Picnic area on Macdermott Pl, Belconnen, off Joynton Smith Drive.

CLUB EVENTS 2018

Easter 2018

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



When: Sunday 3 December 2017

Where: Queanbeyan Park

Time: 10.00am to 3.00pm

Entry: Gold Coin to RISE ABOVE, Capital Region Cancer Relief

Cancer Support Group Eden/ Monaro

2017 celebrates the 42th anniversary of Terribly British Day which makes it one of the oldest car events in the Capital Region.

Terribly British Day is co-organised by the Triumph Car Club of the ACT, Southern Tablelands Heritage Automotive Restorers Club (STHARC), the Rolls Royce Club Australia (NSW Branch) and the British Marque clubs in Canberra and region and is supported by NRMA Veteran, Vintage and Classic Insurance, and Shannons Insurance.

For Further information contact Horst Kirchner at: horstkirchner@grapevine.com.au



Council of ACT Motor Clubs

Shannons Wheels 2018

The annual Shannons Wheels charity vehicle display in 2018 will commemorate the 50th Anniversary of the Canberra Antique and Classic Motor Club.

The vehicle display of more than 800 veteran, vintage, classic, historic cars, commercials and special interest vehicles will be held at the Queanbeyan **Showground on Sunday 4 March from 10.00am to 3.00pm**. Entry by gold coin donation.

Shannons Wheels is the Council of ACT Motor Club's annual charity fund-raising day and brings together vehicles from most of the 75-plus clubs affiliated to the council, and from regional car clubs. This year's event will be organised by the Canberra Antique and Classic Motor Club which was founded in 1968.

Technical Aid to the Disabled (TADACT) will be the beneficiary of monies collected during the day. TADACT make and modify equipment for people of all ages with disabilities, and also older people.

Further information from the 2018 Wheels Coordinator Brett Goyne, Roger Amos or Graham Gittins.

Contact:

- Graham Gittins 0419 249 109 gittins@inet.net.au
- Brett Goyne 0423 089 429 or brett.goyne@grapevine.com.au, or
- Roger Amos 0400 542512 or amosr@grapevine.com.au



Peugeot Easter Pageant Boonah 2018

Hosted by the Peugeot Club of Queensland Inc.

Expressions of interest

- MEET ALL YOUR PEUGEOT PALS IN SUNNY QUEENSLAND!
- GREAT DRIVING ROADS
- LAKES, DAMS , MOUNTAINS AND VALLEYS.
- FLOWERS AND FARMS.
- A GREAT VENUE WHERE ALL ACTIVITIES ARE ON SITE.
- APPROX 1 HOUR SOUTH OF BRISBANE.
- MAKE A HOLIDAY OF IT—GOLD COAST HINTERLAND A WONDERFUL PLACE FOR A HOLIDAY.

The Peugeot club of Queensland Inc has invited all other Peugeot clubs and their members to the Pageant in 2018 at the Outlook complex at Boonah in south-east Queensland, about 80 km from Brisbane and the Gold Coast.

This was the successful venue for the 2014 Pageant, back by popular demand.

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

The Outlook complex chosen for the Pageant will accommodate all participants and will cater for all meals and events except the navigation run.

Accommodation set in a tranquil bush environment will consist of private rooms with single beds (most replaced 2016 & 2017) and multiple bathrooms and well-equipped kitchens with fridges, utensils, tea making facilities, a lounge with TV, deck and barbecue.

Also available are laundries with washing machine and dryer and iron, and car washing facilities, and secure parking is available.

There is also the possibility of you staying at The Outlook on the Thursday and Monday evenings as well, so you are not travelling on Good Friday and Easter Monday.

We trust that you will join us at The Outlook in

Boonah in 2018 for the Queensland Peugeot Pageant.

Updates, forms and links to Scenic Rim tourist options will be at provided at our club web site www.peugeotclubqld.org.au throughout 2017, the Registration Form was posted on the web 24 October, and all plans should also be posted before 1 November.

Direct Contact: 2018peugeotpageant@peugeotclubqld.org.au

Calendar



PEUGEOT PAGEANT 2018

BOONAH QLD

Friday 29 March to Monday 31 March 2018

REGISTRATION, FEES AND PAYMENTS

Registration includes all meals from Friday afternoon Tea through to Monday Breakfast and any Pageant activities included in the weekend.

- Full Pageant including Accommodation at the Outlook ☐ \$350.00 per person X ☐ \$.....
- Full Pageant excluding Accommodation (booking own Motel) \$250.00 per person X ☐ \$.....
- Additional night at The Outlook Thursday \$ 45.00 per person per night X ☐ \$.....
- Additional night at The Outlook Monday \$ 45.00 per person per night X ☐ \$.....
- We will be accepting deposits of 50% until the 15/01/2018
- Final payment is required by the 14/03/2018.

1. Payment may be paid by either:

(a) Cheque made payable to Peugeot Club of QLD Inc,

or

(b) Direct deposit to the PCQ bank account BSB 484-799, account number 160 683 825

Please identify your transaction with your name and the words "pageant 2018"

2. Amount paid \$_____ date _____ METHOD ☐ Direct Deposit ☐ Cheque enclosed ☐
3. Post this form to Peugeot Club of Qld Inc PO Box 404, Everton Park QLD 4053 or scan and email to 2018peugeotpageant@peugeotclubqld.org.au
2. Cancellation: If you cancel after March 14 2018, a charge of \$100 per registration will apply to recover costs incurred.
3. For any enquiries you can email 2018peugeotpageant@peugeotclubqld.org.au or phone Carol or Vern on (07) 3354 2646 or send text message to 0422 924 980

The Fine Print: At the Peugeot Easter Pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent care is to be applied by participants. No responsibility is implied nor accepted by the organisers.

Name(s): _____

Please tick if Interested in participating in

Driver Skills Test ☐ LEVEL A ☐ LEVEL B ☐ BOTH ☐

Address: _____

Rocker Cover Racing: ☐

Please list any dietary Requirements: or special needs

State: _____ Postcode: _____

Email: _____

I have looked at The Outlook Unit Plans and would like to be in

Phone: _____ Mobile: _____

Unit _____ Room _____ or

What club will I represent at the Pageant: _____

What Model Peugeot will I be driving: _____

If you have your own accomodation please indicate where:

What year: _____

Registration number: _____

Other Information you wish to tell us :

Signature: _____

CLASSIFIEDS

For Sale

Peugeot 404 sedan 1970

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

Peugeot 406 1999

406 1999 Sedan Auto VF38BXFZP80880198, Rego expires 20-10-17, Needs new key barrel. Starting with wire. Good Condition. Full service history 300,000km owned since 2004. \$500 Harden NSW. Michael Baldry 0407551270.

Peugeot 504 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

Peugeot 307 2004

307 2004, 5-speed diesel, 227,000 km, white, 5 months rego. Runs well, but air-con not working. \$1500 ono. Caitlin Rees, 0409 789 344.

Citroën Traction Avant

Citroën Traction Avant, 1948. After much deliberation, I am quitting my classic cars and moving, so Monsieur is available, selling by expressions of interest. Please contact me via this email if you are interested. Rob Howell, Murrumbateman.

<rob@jeircreekwines.com.au>

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398



CLASSIFIEDS

For Sale

Parts

Peugeot 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.

Marchal 7-inch spot lamps

Pair of Marchal 7-inch spot lamps. 10 DE 709 Starlux. Reflectors are showing some corrosion. Dent in the top surface of one light unit. \$100. Contact Chris Forsey 0413 996 481 or lynwood327@gmail.com.



Peugeot 504 headlight

One early P504 trapezoidal headlight, good reflector and glass. Make an offer. Contact Lisa Molvig, reno1338@hotmail.com.

Wrecking

Peugeot 405 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

Peugeot 203A

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

Peugeot 404

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

Swap

Peugeot 504 Familiale

Keen to swap a 504 Familiale for a 403 in restorable condition. July '82 504 Familiale (one of the last), plus 3 (riveted) wheel rims with tyres; complete set of very good condition interior in blue velour trim (same as in the July '82 Familiale), and from a white 504, complete front-end panels, bonnet and windscreen. Michael Cortis 0400 413 077

Canberra affected by Peugeot dealership changes

Lion tamer cracks the whip

Peter Wilson

Inchcape Australia's plan for combined Peugeot and Citroën dealerships – aimed to make them more viable economically in the long term – goes into action on December 1.

However, it will be not quite to its chief Nick Senior's plan, with some sites not ready for one of the biggest car-buying months of the year.

To get volumes up steadily, Melbourne representation has been trimmed to three dealerships, including Inchcape-owned Trivett City on the former Bayford Peugeot site, Regan Motors – exclusively Peugeot since 1950 – at Balwyn and Bayside European at Cheltenham.

The casualties are Richmond Peugeot at Richmond, Booran Euro in Dandenong and Werribee Peugeot at Hoopers Crossing.

Sydney has been split between its big two, Peter Warren Automotive at Warwick Farm and its Northshore Peugeot at Artarmon, and Trivett with Trivett Parramatta revived on the prized Church Street strip and Trivett Peugeot & Citroën to return to the O'Riordan Street auto alley in Alexandria in February if the showroom is ready.

That means a temporary gap in the

city, east and shire, a huge area where a few years ago four Peugeot dealerships thrived. Still, official servicing will continue at Zetland until Trivett is ready.

Sinclair Peugeot at Kingswood has been reprieved because the Penrith area on the city's western fringe has the appeal of high income, multiple car families.

But at Continental Motors in Roselands the Citroën Centre sign had to be taken down after the family business had survived 10 importers while it sold and looked after cars with a Chevron for 50 years. "It's business," Continental's Greg Bunting acknowledged.

In Canberra, a multi-brand group has set up Rolfe Peugeot & Citroën in Phillip to replace Peugeot of Canberra, which had the brand for

25 years.

In Perth, the local Peugeot club reported great confusion because both dealers were packing up and rumours were rife about Nissan Duncan taking over. The dust has now cleared with the anointing of Perth City Peugeot and Citroën at Victoria Park to look after both north and south Perth.

Adelaide had already changed while the Brisbane and regional networks remain intact.

On the NSW South Coast a sales vacancy exists at Wollongong.

As the Perth editor indicated, changes can be confusing and disruptive, a test of consumer loyalties. It was a public relations disaster when Sime Darby shut down Parramatta and its customers had to seek a distant work-



shop for servicing.

A car is important to the customer, particularly one who chose a Peugeot or Citroën over the big ten brands, and so is continuity in servicing.

Automotive News quoted Peter Welch of the North American Dealers Association warning recently: “Cars are like guns politically. You don’t want to be fooling with somebody’s cars. You are taking away their freedom of mobility.”

It’s apt for both political and corporate operators.

A lot of changes have been made in recent years. In Sydney’s city and east, my nearest Peugeot dealer has been within walking distance, up to 17km away and now is across the Bridge.

It’s end-of-year bargain time with special offers from rival brands.

Peugeot began in late November with a four-day demonstrator sale, matching discounts with warranties stretched to six years to get stock moving. On one dealer website an Allure and Active 2017 3008 with only 10km were advertised, perhaps after demonstrating the colours.

While I have been writing, a 3008 ad appeared on a cable drama channel, a welcome change from the regular BMW fare.

Addressing a club meeting in 2001, Inchcape’s then Peugeot PR James Cleary noted that expensive as it was, TV advertising always bought a lift in sales. It is welcome to see Peugeot investing again in this strategy and other promotion.

However, the facelift 308 has wheeled onto the market without the fanfare of a mo-

toring writers’ launch to point out it now has the “thinking car” gizmos of the new 3008. Perhaps Peugeot will do something soon.

As the national industry works up to another record year, Peugeot registrations have improved, in September gaining an amazing 160 per cent on 2016 to 534 units and in October up a still impressive 50 per cent to 251.

Once again, the 3008 took top honours with 140 registrations. In two comparisons, it has outdone the class leading Mazda CX-5.

The national SUV market was up 1.6 per cent on the previous October with small and medium categories showing healthy increases, according to industry statistics. Market share was 38.5 per cent.

Small car demand rose by 9.7 per cent for 19.2 per cent of the market while overall passenger car sales fell 3.8 per cent with a 28 per cent share of the market.



“Light commercials soared 18.5 per cent on the back of strong market demand for the 4x4 chassis models (up by a remarkable 25.2 per cent),” the VFACTS report said.

The Hyundai new generation i30 topped the sales chart at 3,983 units. Despite talk of extremely low margins it was from the \$22,990 driveaway price, not old i30 runout deals, Car Advice noted.

The Toyota HiLux was ahead of the Corolla, Ford Ranger, the pre-Opel Commodore and CX-5.

Toyota – up 9 per cent – to 17,836 units claimed 18.6 per cent of the market, well ahead of Hyundai (8,800), Mazda (8,054), Holden (improving to 7,726), Ford (down to 5,785). Inchcape’s Subaru could celebrate a 12.7 per cent gain to 4,255).

PEUGEOT AUTHORISED DEALER NETWORK

Dealership	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Rolfe Peugeot & Citroën	Sales Showroom & Parts Service	152 Melrose Drive 152 Melrose Drive	PHILLIP PHILLIP	ACT 2606 ACT 2606	02 6282 8000 02 6232 5625
NEW SOUTH WALES					
North Shore Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON ARTARMON	NSW 2064 NSW 2064	02 9413 3355 02 9906 1388
Sydney City Peugeot	Service and Parts	811 Elizabeth Street	ZETLAND	NSW 2017	02 9315 9688
Sinclair Peugeot	Sales Showroom Service & Parts	121 Great Western Highway 117-121 Great Western Highway	KINGSWOOD KINGSWOOD	NSW 2747 NSW 2747	02 4749 1330 02 4721 9100
Trivett Parramatta	Service Unit Sales Showroom Service Unit	Unit 1/11 Sovereign Place 42-46 Church Street Unit 2, 1 River Road	WINDSOR PARRAMATTA PARRAMATTA	NSW 2756 NSW 2150 NSW 2150	02 4587 7111 02 8892 8111 02 8892 8112
Peter Warren Automotive	Parts	Unit 11, Cumberland Green, 2-8 South St.	RYDALMERE	NSW 2116	02 8832 8832
Baker Motors	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Brian Hilton Peugeot	Sales Showroom, Service & Parts	490 Young Street	ALBURY	NSW 2640	02 6041 8400
Coles Car Sales	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4349 8800
Gateway Peugeot	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Riverina European	Service & Parts	44 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Allan Mackay Autos	Sales Showroom, Service & Parts	41 Hammond Avenue	WAGGA WAGGA	NSW 2650	02 6923 1100
John Patrick Prestige Cars	Sales Showroom	241-245 Argyle Street	MOSVALE	NSW 2577	02 4869 1100
Pacific Euro Sales	Service & Parts	31 Garrett Street	MOSVALE	NSW 2577	02 4868 1011
Tamworth City Prestige	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
	Sales Showroom & Service	1-5 Jewry Street	TAMWORTH	NSW 2340	02 6767 3777
	Service Unit	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
VICTORIA					
Bayside European	Sales Showroom Service Unit	1285 Nepean Highway 1234 Glenhuntly Road	CHELTENHAM GLEN HUNTLY	VIC 3192 VIC 3163	03 9239 6888 03 9571 6909
Regan Motors	Sales Showroom Service Unit	295 Whitehorse Road 77 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 03 9882 1388
Trivett City Peugeot	Parts Sales Showroom	92 Auburn Road 406 Victoria Street	HAWTHORN NORTH MELBOURNE	VIC 3122 VIC 3051	03 9815 0082 03 9541 4444
Bedgood's Motor Group	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Booran Euro	Sales Showroom, Service & Parts	265-285 Learmonth Road	WENDOUREE	VIC 3355	03 5339 3111
Gippsland Motor Group	Sales Showroom, Service	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
Rex Gorell Geelong	Parts	11 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
	Sales Showroom, Service & Parts	18 Saskia Way	MORWELL	VIC 3840	03 5172 1100
	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
McPherson Motors	Service & Parts	481 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Verribee Peugeot	Service Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
	Sales Showroom, Service & Parts	22 Morris Road	HOPPERS CROSSING	VIC 3029	03 9974 3799
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom, Service & Parts	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Auto Centre Townsville	Sales Showroom, Service & Parts	56-58 Charters Towers Road	TOWNSVILLE	QLD 4810	07 4724 2424
West-Star Motors	Sales Showroom, Service & Parts	151-155 James & Hume Street	TOOWOOMBA	QLD 4350	07 4639 0111
Motaco Group	Sales Showroom, Service & Parts	199 Lyons Street	CAIRNS	QLD 4870	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
West Car Sales	Service & Parts	Cose Street	SOUTHPORT	QLD 4215	07 5561 6182
	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
SOUTH AUSTRALIA					
Jarvis Peugeot	Sales Showroom Service & Parts	29 Main North Road 190 Portrush Road	MENINDIE TRINITY GARDENS	SA 5081 SA 5067	1800 15 55 86 1300 13 77 44
TASMANIA					
Buckley Motors	Sales Showroom Service & Parts	266 York Street 71-41 St John Street	LAUNCESTON LAUNCESTON	TAS 7250 TAS 7250	03 6332 2800 03 6332 2800
Performance Motors	Sales Showroom Service & Parts	281-301 Argyle Street 6 Patrick Street	HOBART HOBART	TAS 7000 TAS 7000	03 6210 7000 03 6210 7000
WESTERN AUSTRALIA					
Perth City Peugeot & Citroën	Sales Showroom Service & Parts	468 Albany Highway 501 Albany Highway	VICTORIA PARK VICTORIA PARK	WA 6100 WA 6100	08 9202 0000 08 9202 0000

1 December 2017



Huawei, Groupe PSA forge car partnership

16 November 2017

Domestic giant Huawei Technologies Co has announced a long-term partnership with Groupe PSA, the Paris-based conglomerate that owns Peugeot, Citroën and other auto manufacturers, to collaborate in the connected car sector, the Xinhua News Agency reported on Thursday.

The cooperation is aimed

at providing innovative mobility services and solutions to customers, according to a post on Huawei's website.

The Connected Vehicle Modular Platform developed by Groupe PSA will be deployed globally on top of Huawei's Cloud Family public cloud, helping to connect hundreds of millions of vehicles and different industries, said the post.

"I believe that by working with partners, Groupe PSA will be able to turn their mobility services into a new benchmark of the global automobile industry, and ultimately become a global leader," Eric Xu, Huawei's Rotating CEO, was quoted as saying in the post.

Global Times
China



Peugeot power for next-gen Holdens

Restructured ranges promise common platforms, engines for PSA and Gm.

David McCowen
10 November 2017

Bienvenue au nouveau Holden.

Australia's own car company looks set to adopt a French accent under plans to revamp Opel and Vauxhall, the former GM brands that are key suppliers to Holden's local range.

Holden relies on European cousins Opel and Vauxhall to supply crucial models such as the Astra hatch and next-generation Commodore, cars that will soon be based on French designs produced by the likes of Peugeot and Citroën.

While the GM models will adopt French tech, PSA says all new Opel and Vauxhall vehicles will be engineered in Rüsselsheim, to "guarantee German engineering quality and affordable innovations".

The German tech centre will also be responsible for research and development work surrounding fuel cell powertrains and other projects including autonomous driving technology.

PSA also plans to have a hybrid option for every body style in its lineup by

2022, opening the door to a wide range of electric models for Holden, which will continue to source models such as the Colorado ute and upcoming Acadia SUV from GM's North American, Thai and South Korean manufacturing centres.

Lohscheller says "aligning architecture and powertrain families will substantially reduce development and production complexity, thus allowing scale effects and synergies, contributing to overall profitability".

He said Opel and Vauxhall need drastic

changes.

"The situation at Opel Vauxhall is very difficult after many years of losses," he said.

"The status quo is not an option."

PSA aims to complete the restructure without pressing for factory closures or forced redundancies at GM's European facilities.

Drive



Time Capsule 404

Robert Pavlov

In April 2013, we had just finished a three year nut and bolt restoration of my dad's 1970 404, originally purchased brand new with 11 km on the clock in Paris, France.

Myself and my team (under the skillful

guidance of Allan Horsley) were bitterly disappointed in our first major attempt and failure to seize the Car of the Show prize at the 2013 RACV Classic Showcase.

Even though the same vehicle won Car of the Show at Flemington Racecourse the following year, at that time I was still looking on the internet to see if I could possibly find a comparable, if not better, 404 worldwide. If only to learn from other people's experience, as to how to

perfect a 404 restoration.

To my surprise and absolute amazement, one night at 2.00 am, after having finished a long day at work, I saw the car advertised on bringatrailer.com - a very good source for classic and vintage cars and at the time to my delight, most of those were European barn finds.

As a bigger shock that came upon me when I clicked on ebay bidding section, it was all unfolding there and then in front of my eyes with only 2 hours to go! As I would always remember this piece of history now, there were already 22 bids standing quite high for an old Peugeot 404, even well preserved for its vintage. I was wondering how a fully restored (with modern technology and materials) 404 would stand & compare next to an unrestored, unmolested, 100% original car preserved as what was described "in pristine condition".

I had my childhood memories of the materials and level of finish that Peugeot would have mass produced for their 2,800,000 404s worldwide. However I became increasingly curious and impatient to see an original car through my now mature aged eyes. That night, I went to an extreme length and even called the owner in New Jersey, Pennsylvania, to ensure the car was as good as described and the photos were in fact pretty authentic (not photo-shopped) and a good indication of car's condition.





Fred, a used-car dealer acting on behalf of the original owner's estate, turned out to be very honest and decent in his subsequent dealings with us. The original owner, an American migrant of French descent, had always dreamt of buying a 404. Apparently for him purchasing a brand new 404 was the realization of the American dream. By memory, at the end there was in excess of 35 bids, however, I won the car.

Without any additional photos other than the ones used for the advertisement, I took a chance and exported the car in a single 20ft container in order to minimise any

collateral damage rather than using a larger 40 ft shared vehicle shipping container.

gently overhauled mechanically by Colin Hague from "Westgear" – that is, engine, clutch, brakes, fuel & brake lines.

The car's acrylic and fragile ageing paint was extremely carefully cut, polished and touched up by Anthony Iatrou from "Trou Performance and Panels" with a full inside and outside detailing performed by David Griffiths from "Ultraglaze".

When the car arrived in Australia, it honestly looked like it had been idle since 1970. It was the ultimate, consummate example of untouched original.

For safety purposes it was

The original 1965 Michelin X165-380 tyres that were still on the car were replaced with Michelin 165HR15XAS delivered to us from "Stuckey Tyre Service", who was just appointed as Michelin Vintage tyre range exclusive distributor.

The car still has its original window and door rubbers, stainless steel, interior upholstery and carpets. Spare wheel, tyre and jack have never been used. The car's original tools were also never used and come in their factory cardboard box. To be honest, even though I grew up with first hand experience in French built 404s, up to that moment, I had never seen such a vehicle. Obviously, in order to promote their brand on US soil amidst fierce competition with local car industry, Peugeot went to an extra mile and threw in a few extra



options as standard equipment of their cars. Built in France to USA specifications, that vehicle had all-factory options fitted: thermostable brakes, electromagnetic radiator fan, metal sunroof, AM radio with factory antenna, two-tone horn for city and country driving, cigarette lighter, front lap seatbelts, grand Lux hubcaps and chrome exhaust tip.

Unfortunately however, there were nil surprises in the power train department (which would have been nice). Still standard Solex 34, carbured 1618cc, petrol engine, mated to a 4 speed manual, C3 gearbox.

The interior is absolutely spectacular and still looks brand-new. The original two-tone marble cream and butterscotch seats and door panels in leatherette were covered with factory installed protective plastic until very recently, as was the original charcoal coloured carpet.

The dash in particular is a beautiful piece of design, its simple instrumentation and venting is set in white and highlighted underneath by a cabin-width panel in contrasting butterscotch. All instruments are working as intended. The big plastic steering wheel looks too clean to touch with bare hands. This stunning 52 year old masterpiece, presented in perfect cosmetic and mechanical condition, looks and runs like a brand new car.

Torque



Robert Pavlov's immaculate 404 won the Car Preservation Award for the best preserved car of the 2017 Motorclassica held at the Royal Exhibition Buildings at Carlton in late October.

All-Electric versions of the Opel Corsa & Peugeot 208 coming

James Ayre
22 November 2017

The next generations of the Opel Corsa and the Peugeot 208 will apparently be offered as all-electrics (in addition to the standard options), with the two models sharing the same platform thanks to the recent acquisition of Opel by Peugeot.

The plans were revealed as part of the unveiling of Opel's new plans to electrify all of its passenger car models by 2024.

"Having full access to Groupe PSA technologies, Opel/Vauxhall will become a European CO2 leader. By 2024, all European passenger car lines will be electrified — offering a pure battery electric propulsion or plug-in hybrid version alongside efficient internal combustion engines," Opel wrote. "By 2020, Opel/Vauxhall will have 4 electrified carlines on the market, including the Grandland X PHEV and the next generation Corsa as a fully electric vehicle."

You'll note there that all of Opel's "electrified" vehicles will apparently be either all-electrics (EVs) or plug-in hybrids (PHEVs), rather than plugless conventional hybrids — which is a nice change of pace from Volkswagen's, Ford's, Volvo's, Daim-

ler's, and BMW's version of "electrified."

Push EVs provides more: "While the plan of the PSA Group seems modest regarding electric cars, there are positive things. I like the fact that they are focusing in practical electric cars that can be very successful, especially in Europe. Electric superminis like the electric versions of the next generation Opel Corsa and Peugeot 208 are expected to arrive in 2019 and have good chances to succeed in the European electric car market. However in 2019 they'll face the competition of new electric superminis such as the second generation Renault Zoe, the Volkswagen ID (e-Golf's successor) and hopefully the Nissan Micra EV.

"The 50 kWh battery will put the Opel Corsa EV and Peugeot 208 EV right in the middle of the current Renault Zoe and the Chevrolet Bolt EV/Opel Ampera-e. It should be enough for a 500 km range in NEDC, or around 350 km in the real world. While range seems acceptable, we still don't know the other important factor, the price."

Something that's interesting to note here is that there are signs that PSA Group is now preparing to re-enter the US market after a number of decades of absence. Don't be too surprised if PSA Group does end up releasing an all-electric Opel Corsa or Peugeot 208 in the US before



the end of the decade. This would be a logical and perhaps easy opening that would be additive to their revenue rather than cannibalistic.

Clean Technica

Can an Ambassador become a Peugeot 208 GTi?

Inspired by this 206 from 'The Sculptor' ad, we're planning our maddest build to date

Jack Rix
2 November 2017

You're probably staring at this beaten up, tatty old Peugeot 206 and wondering why it's tweaking a memory somewhere in the back of your brain. Try imagine it with a stirring Indian soundtrack. Still no? It is the star of quite possibly the greatest TV advert ever, and today we're driving it.

But first, a refresher. The advert in question, 'The Sculptor', filmed in Jaipur, India and released in 2003, stars a gentleman who sees a 206 ad in the paper and falls in love. But without sufficient funds to buy one, he sets about driving his Hindustan Ambassador into a wall, getting an elephant to sit on it and welding through the night to produce his very own approximation of the 206, which he proceeds to parade around in feeling mighty pleased with himself indeed.

That car is the one you see before you. Not a modified Ambassador of course, but a 206 that was pulled from the production line, stripped and beaten to within an



inch of its life – let's call it artistic license. It might look ready for the scrapheap, but in fact it has little over 100km on the clock and drives exactly how you'd expect a low-mileage diesel 206 to drive... albeit with a few NVH issues.

In a moment of pure poetry, earlier this year Peugeot actually purchased the ailing Ambassador brand, which got our cogs turning. To celebrate this acquisition, could we do what the advert's producers didn't dare and turn an actual Ambassador into the 206's modern equivalent, the 208? For added excitement we then upped the ante and decided to make it a 208 GTi,





allowing us to deploy a dodgy two-tone Coupe Franche paint job.

Sounds easy, right? Replace the wheels, weld a new roof on, stick on a 208 grille and some lights. Well, no actually, this has turned into a proper engineering chal-

lenge. You'll notice that the Ambassador's three-box shape doesn't really tally with the 208's modern supermini silhouette. This means the whole back end needs chopping off, then there's the wind-screen, which

is far too upright, and the front end which is far too bluff, and the arches which are far too square.

Fortunately some extremely clever chaps in Pune, India have taken on the challenge. Armed only with actual 208 GTi head-lights, wheels, taillights, a grille and badges we've sourced from France and sent out there, they are going to convert an Ambassador into a modern hot hatch... in appearance at least.

So here's the deal: we'll be documenting the build as it happens, then heading out there early in the new year to help put the finishing touches to the car, meet the team and take it for its first road test. Excited? We can't wait.

Top Gear





Keith Bridge exhibited his Peugeot-powered racing car at Yass in October, where it won Best Race Car of the Day. And the car is not for sale.

Significant moves towards reliable fuel data

3 October 2017

The procedure for recording the polluting and climate-changing impact of a new car once it gets on the road has become more accurate, with the entry into force of two new emissions tests that replace the discredited NEDC test.

The milestone comes as a new award-winning test protocol by Peugeot-Citroën with T&E and two other partners promises even greater accuracy in the future.

Over the past decade, the way that government agencies measure the emissions from new cars has become increasingly discredited. The discrepancy between readings taken in laboratories under the NEDC test and real-world emissions was initially thought to be around 15-20%, but recently the laboratory results have been shown to underestimate real-world emissions by around 40%.

Since 1 September, the NEDC has been replaced by the RDE (Real Driving Emissions) test for NOx emitted from diesel engines and particulate matter from petrol engines. The RDE test measures emissions in real-world driving conditions using a portable emissions monitoring system. Also on

1 September, the World Light-Duty Test Protocol (WLTP) came into effect – this measures CO2 emissions from cars and vans. It is a considerable improvement on the NEDC test, but is still a laboratory procedure which T&E believes measures emissions 23% lower than they are in reality.

T&E's clean vehicles director Greg Archer said: 'There are two central issues here. Firstly, if the EU is setting emissions reduction targets, we have to know that the official data for new vehicle emissions is really being delivered on average, on the road. If not, the car industry will deliver their targets by cheating the new test.

Secondly, car companies and government agencies are misleading car buyers by underestimating how much they will have to pay to drive their cars. That's why accurate data is essential, and the cheating we have seen is such a scandal.'

In a separate development, the French car maker PSA (Peugeot-Cit-

roën), the French NGO FNE, T&E and the certification agency Bureau Veritas have published the results of an 18-month observation of 60 vehicles over 430 road tests covering more than 40,000km. The initiative has led to a detailed report on real-world fuel consumption, and a test protocol that can be used for other vehicles.

Among the report's findings are that the average car consumes 1.74 litres more fuel per 100km driven than type approval figures suggest (5.8 litres as opposed to 4.06). This means the underreporting of real-world emissions in official published data is 43%, and



also means a motorist who drives 10,000km a year in an average car will have to buy 174 litres a year more than the carmaker claims, which by current fuel prices costs about €250 a year.

Archer added: 'These results show there are realistic and reliable ways of ending the emissions cheating scandal. The fact that a leading carmaker was willing to work with two NGOs and a certification agency shows a willingness among part of the automotive industry to fight the emissions problem and work towards getting real data. It also shows that the new RDE and WLTP tests, while an improvement on what was used before, are only part of the solution – those tests need to be further improved, and the imminent EU decisions on how and who approves cars for sale will be crucial to ensuring the system of approvals is independent and rigorously enforced.'

The test protocol has won one of the leading environmental prizes in Europe, the 'Ecobest' award. The award presented by Autobest, a federation of motoring media which gives the 'Best Car Buy of the Year' award. The Autobest awards include Ecobest, a prize aimed at recognising green

actions, programmes and technologies in the automotive world. The jury is made up of motoring journalists from 31 European countries.

Despite its success T&E is concerned that the European Commission is unwilling to develop a real-world emissions test as part of the new car CO2 regulation. The approach was endorsed by an independent committee but Com-

mission officials are reluctant to take forward the work needed to implement the new test. Archer added: 'Having undertaken independent scientific advice to look at this issue that confirmed a real-world test is the best way forward, the Commission must now act on this.'

Transport & Environment



You'll never believe how much this 104-year-old Peugeot has sold for - it's a world record

13 November 2017

A 104-YEAR-old Peugeot dubbed the “father of all race cars” and reported extensively in the September 2017 edition of RoAR, has sold for a world record US\$7.26-million (A\$9,526,572).

Peugeot is best known for building affordable family cars, but the 1913 two-seat L45 model is one of the most important cars in motorsport history. It was built at a time the France was at the centre of the car industry, boasting more serious manufacturers than the rest of the world combined.

Peugeot was behind a number of rapid machines which would compete in Grand Prix races and competitions in the USA. The L45 car was fitted with a revolutionary 4.5-litre, 112bhp engine - a design which rivals immediately copied.

It was capable of a top speed in excess of 100mph - making it quicker and more powerful than a current-day Peugeot 108.

The open-top race car was auctioned by Bonhams over the weekend as part of its Bothwell Collection sale. The final price is

around 350 TIMES the price of an average new Peugeot and four times more than any Peugeot has ever sold for publicly.

Rupert Banner, vice president of motoring at Bonhams, said: “We are delighted with the outcome.

“We’re grateful for the confidence placed in us by the Bothwell family trustees and pleased to see the strength in the market.”

When World War One broke out, the Peugeot L45 was shipped to the USA where it was raced at Indianapolis. It came third at Indy in 1916 and is the only survivor of four Peugeot L45 racing cars

American farmer and car enthusiast Lindley Bothwell bought the Peugeot in 1949 and it has remained in his family collection ever since. In 2003 and 2011, it was driven up the hill at the Goodwood Festival of Speed in West Sussex.

In a statement, Bonhams said: “Tremendously historic and full of provenance, the significance of this race car cannot be overstated, particularly when one considers

that it was this engine that inspired Ettore Bugatti, Miller, Offenhauser and a host of others.

“This innovative French automobile has been called by many the father of all race cars. From the onset, bidding was brisk and never faltered. Finally, the winning bid was made by a private American collector for \$7.26-million – a new world auction record for the marque.

“It is one of the most original and pure racing cars of this era we have ever had the pleasure of offering.”

Express



The Bothwell Peugeot

In a dual overhead camshaft engine, the cams operate on inclined valve stems directly or through interposed cam followers. The intake and exhaust valves are disposed through an intermediate angle that minimizes intake and exhaust flow restrictions. Combustion chamber shape can be tailored to fuel quality, spark plug position and combustion propagation. It is the accepted standard for extracting performance and economy in internal combustion engines. Today virtually every racing engine uses dual overhead camshafts. At the other end of the internal combustion engine spectrum, high efficiency road engines, even hybrids, use them to maximize recovery of the innate energy of hydrocarbon fuels.

All dual overhead camshaft engines trace their origins back to a few Peugeots built a hundred years ago by a trio of racers, Jules Goux, Georges Boillot and Paolo Zucarelli, and their engineer collaborator Ernest Henry for Peugeot. The race cars they built had several variations to comply with changing regulations, but today only two examples of these pioneering cars exist.

This is one of them, while the other has a secure position in a Florida collection. The Lindley Bothwell Peugeot L45 has a clear, unambiguous history of owners, from Peugeot through owners Lutch Brown and



Frank Book, and drivers Ralph Mulford and Arthur H. Klein to Lindley Bothwell. It is the original 4½-liter chassis, numbered “1”, and the original engine, also numbered “1”. In other words, it is the real deal, the genuine article, with no gaps in its hundred-year history. It has never fallen into disrepair nor been ignored.

RACING IN FRANCE

The center of the automobile industry in the early 20th century was France. It had more serious automobile manufacturers than the rest of the world combined. Its technology was the most advanced, its engineers the most educated, its factories the best equipped, its road network the finest in the world, and the first automobile races, held on city-to-city routes over open roads, were held in France.

In 1906, The Automobile Club de France

(ACF) succeeded the Gordon Bennett Trophy with the first Grand Prix. Held on a triangular circuit near Le Mans, it was won by Ferenc Szisz on a 13 liter 90hp Renault AK. 1907 was dominated by Felice Nazzaro driving another monster, a 16.3 liter 130hp FIAT. Engine size restrictions were introduced by general agreement in 1908, and now it was Christian Lautenschlager on a 13.5 liter 135hp Mercedes who won the ACF Grand Prix on a new triangular circuit based in Dieppe.

After a two year hiatus, the ACF GP was renewed for 1911 on the Dieppe course where Louis Wagner's 14.1 liter FIAT was outclassed in the two-day event by a newcomer barely half its size. Georges Boillot drove a revolutionary 7.6 liter Peugeot, the first of the “Charlatans” dual overhead camshaft revelations.





It was a turning point in automobile history, especially as teammates Jules Goux won the Grand Prix de France and Paolo Zuccarelli was victorious in the Sarthe Cup.

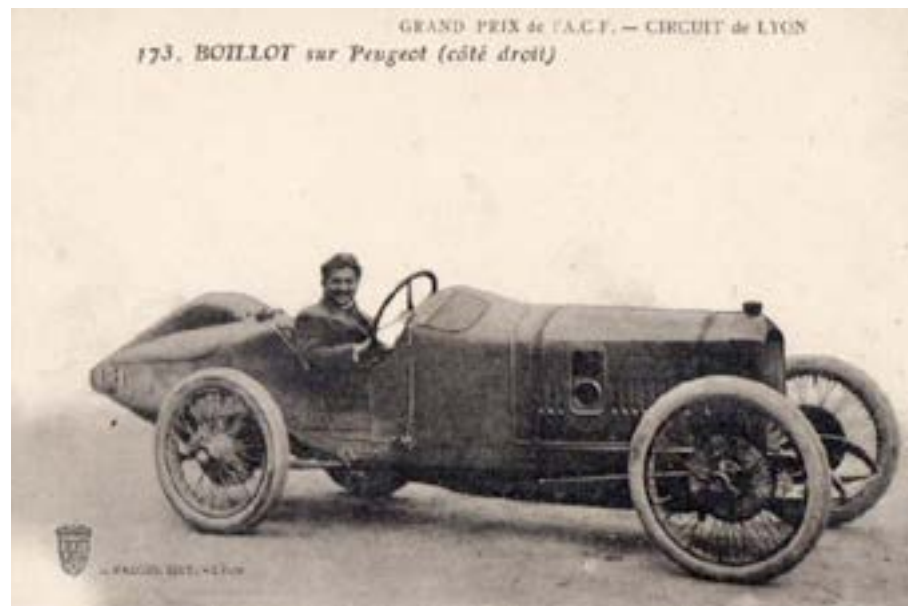
“THE CHARLATANS” PEUGEOT

The origins of the L76 Peugeot have been shrouded by the passage of time. Some attribute the design to Swiss engineer Ernest Henry. Others believe it was Paolo Zuccarelli, who had worked with Mark Birkigt at Hispano-Suiza. No matter: it was a collaboration among Boillot, Goux, Zuccarelli and Henry that achieved a historic breakthrough.

In The Classic Twin-Cam Engine, historian Griffith Borgeson speculated on the early history as the collaborators convinced Robert Peugeot to fund the development of their radical design in a separate workshop apart from Peugeot’s engineering and design office, recently reunited with its cousins at Lion Peugeot. The Peugeot

establishment scoffed at the group working by themselves at Suresnes and referred to them derogatorily as “The Charlatans”.

The L76 Peugeot four set the automobile world on its ear, a car that Lawrence Pomeroy called “of startling technical novelty”. A conventional but lightweight chassis had shaft drive, a 4-speed gearbox and the L76 engine. A four-cylinder, it had a single piece cast iron cylinder block with integral cylinder head bolted to a horizontally split alloy crankcase and an aluminum wet sump. The crankshaft was supported by five plain main bearings and was offset from the centerline of the cylinders, an arrangement thought at the time to reduce side loads on the pistons. The offset crank is characterized by clearance channels cast into the cylinder block on the intake side.



It was the valve gear that caused the world to take note. The dual overhead camshafts were contained in separate aluminum sleeves, supported off the head by the timing gear cover and pairs of pylons. The main valve springs were placed between the cam sleeves and the head, their exposed location aiding cooling and minimizing oil seepage from the pressure lubricated camshafts to the cylinder head valve guides. There were four valves per cylinder each with its own stirrup-type cam follower that both opened and closed the valve, effectively a spring-augmented desmodromic system. Camshaft drive was by a vertical shaft and bevel gears.

The valve stems were angled to create a pent-roof combustion chamber and minimize changes in direction of the intake and exhaust gasses with two intake ports each serving a pair of cylinders and four large rectangular exhaust ports. Later Peugeots would benefit from experience with the L76 and continuously improve in both specific output and reliability.

A smaller L56 Peugeot was built in response to the ACF’s fuel consumption limitation in 1913 and it was even more advanced than the L76. The L56 did away with plain main bearings, in fact it did away with two of the five bearings and went to ball bearings, single row at the front and the center

positions and double row at the rear of the counterbalanced 2-piece crankshaft. The crankcase was a single piece alloy barrel with the center ball bearing supported in its full circumference by a bronze web that was inserted into a heated crankcase which then contracted to an interference fit. Lubrication was now – and probably its first appearance ever – by a dry sump system. The camshafts now were driven by a chain of spur gears in a compact housing at the front of the engine. The stirrup cam followers of the L76 were replaced by L-shaped followers between the cam and the valve stem. Highly unusually for the times the intake valves were larger than the exhausts, another prescient development that continues to the present day. This became the definitive form of The “Charlatans” four-cylinder engine.

The 1914 ACF Grand Prix was held



on a new circuit near Lyons, 20 laps of a 37.6km circuit on July 4, a few weeks before the start of the First World War. The ACF had again changed the rules, limiting displacement to 4.5 liters. Peugeot's entry was, accordingly, a team of three L45 cars with a spare. The engines were essentially the same as the L56 with reduced displacement, but there were improvements to the chassis including four-wheel brakes and new Rudge centerlock wheels with winged securing nuts. The latter are thought to have been a Georges Boillot innovation, that could be removed and attached more quickly with a hammer. The Peugeots' bodies were modified with long, tapered tails carrying two spare wheels and tires vertically under a hump. The team was led by Georges Boillot backed up by Jules Goux and Victor Rigal replacing Paolo Zuccarelli who had died in a practice crash a year before.

The four-wheel brakes were effective and the quick change wheel nuts proved to be of immense value as Peugeot's tires were not up to the sustained high speed running and cornering.

Their competition was a five-car team of Mercedes with single overhead camshaft four-cylinder engines, a team of experienced, dedicated drivers and the kind

of organization for which Mercedes was justly famous. Nearly every marque in the Grand Prix now had overhead camshaft engines, some single but others double in the Peugeot pattern.

An epic battle ensued as Mercedes' driver Max Sailer drove ferociously in an attempt to wear out the determined Boillot dogging his heels. When Sailer's thrashing of the Mercedes sent a connecting rod sailing, Boillot moved into the lead, pursued by a horde of Mercedes and the Delage (an artful reimagining of The Charlatans' Peugeot) of Leon Duray.

Boillot led the middle half of the race, despite changing tires at twice the rate of the Mercedes of Christian Lautenschlager who was steadily eating into Boillot's lead. He eventually passed Boillot on the penultimate lap and the Peugeot star succumbed to a dropped valve (or a broken rear axle, depending upon the source) before reaching the finish. Mercedes finished 1-2-3 with Jules Goux fourth and Rigal seventh in the remaining Peugeots.

The 1914 ACF Grand Prix at Lyon is generally considered to be the most exciting race of its era and Georges Boillot's performance an epic of skill and determination. Shortly after, war broke out, effectively ending racing in Europe “for the duration.”

The Peugeot L45s, though, had further glory in their futures.



PEUGEOTS AT INDIANAPOLIS

In 1913, Peugeot sent a two-car team to Indianapolis for the 500 mile Sweepstakes, at the time far and away the richest race in the world with a guaranteed purse of \$50,000 and \$20,000 for the winner. The L76-based Peugeot Indy cars were reduced in bore and stroke to 449 cubic inches to meet the Speedway's 450 cubic inch displacement limit.

Paolo Zuccarelli dropped out after only 18 laps when a main bearing failed, but Jules Goux, relying on advice and coaching from American veteran Johnny Aitken and six splits of champagne provided by fans from the Alliance Française, drove a per-

fectly calculated race. He took home not only the first-place money but also the trophies for leading at 200, 300 and 400 miles. It was a clean sweep, and the American racing community noticed.

The Peugeots returned in 1914 with a pair of L56s for Boillot and Goux. Arthur Duray brought a privately owned L3, the revised 3-liter Coupe de l'Auto competitor.

Boillot set the fastest time in pre-race qualifying, turning in a 10-lap average of 99.85mph. Goux was only a few ticks of the watch behind with the second fastest average, 98.13mph while Duray averaged 90mph. The Euro-

pean racing community had sniffed the aroma of money from middle America and attended in force: Delage, Sunbeam, Isotta-Fraschini, Bugatti and Excelsior.

At the finish, the top four places were taken by French entries with Rene Thomas in a Delage taking home the big prize followed by Arthur Duray's 3-liter Peugeot, Albert Guyot's Delage and Goux's Peugeot L56. Boillot's Peugeot crashed on lap 141 while running third and threatening for the lead.

AND A DIVERSION

In January 1915 Bob Burman destroyed the engine of his Peugeot L56 in a race at Point Loma

(San Diego), California. Peugeot declined on account of the war to provide a replacement. Burman turned to Harry Miller in Los Angeles, then the ranking genius in racing engine carburetion, not only to repair the bits and pieces of his shattered Peugeot but to configure it to the new 300 cubic inch limitation.

In the process of doing the almost-impossible – delivering a competitive 300 cubic inch engine to Burman in time for Indianapolis – Miller and Fred Offenhauser succeeded also in examining the innermost workings of the Peugeot L56. A 50-year history of Miller, Offenhauser and Meyer-Drake dual overhead camshaft engines followed.

The onset of hostilities in Europe also presented a problem for Carl Fisher and the Indianapolis management, some of it their own doing with the reduced 300 cubic inch displacement limit. The race, however, proved to be compelling. Ralph DePalma in a Mercedes and Dario Resta in a Peugeot waged an exciting seesaw battle from the 80th lap until, with 165 miles to go, Resta encountered a steering problem and backed off to preserve second place. DePalma continued only to launch a connecting rod through the crankcase with three laps to go. Far in the lead, DePalma slowed, finishing the race three and a half minutes ahead of Resta while running on three cylinders and no oil.

Continuing war in Europe and escalating war production opportunities in the U.S. drastically reduced the potential entry for the 1916 Indianapolis 500. Promoter Carl Fisher rose to the challenge by canvassing Europe

for available competitive cars, but could come up only with two Peugeot L45s. One of them probably was the 1914 Lyon Grand Prix spare.

Desperate for more entries, Fisher engaged the Premier Motor Car Company, only recently reorganized from bankruptcy, to build three Peugeot duplicates.

The 1916 Indianapolis Sweepstakes reduced the race distance to 300 miles. Three Peugeot L45s were entered. One, ostensibly entered by the “Peugeot Auto Racing Co.”, was driven by star Dario Resta. Another was entered by the “Indianapolis Speedway Team Co.” for Johnny Aitken, Jules Goux’s 1913 Indianapolis coach, along with the Premier replicas racing as Peugeots. A third was privately entered by driver Ralph Mulford.

Mulford’s car is understood to have been owned by Lutcher Brown, a timber baron, who on September 11, 1915 is recorded in ‘The St. Louis Lumberman’, as leaving for New York ‘to prepare his new Peugeot racing car for entry in the Sheepshead Bay races on October 2nd.’, for which he had paid the considerably sum of \$10,000. Mulford was slated to drive then, with Jimmie Stakes as mechanic.

Which car was which? The 1914 Peugeot Lyon Grand Prix spare is visually distinguished from its three counterparts by one subtle detail: hood side louvers that are shorter than the other three cars. A photo of Mulford’s car a Sheepshead Bay and perusal of the official Indianapolis race entry photos shows that his 1916 Indianapolis Peugeot L45 has the same short hood side

louvers and was almost certainly the 1914 Lyon Grand Prix Peugeot spare team car. Mulford brought it home third overall behind Resta’s Peugeot and Wilbur D’Alene’s Duesenberg.

In March 1917, Ralph De Palma stated in that year at Indianapolis he would campaign the Peugeot which he had just bought from Lutcher Brown. There was to be no race that year after all, but this seems to be the point at which it passed from Brown to De Palma’s backer Frank P. Book, one of a trio of brothers who were wealthy Detroit Property entrepreneurs and are today immortalised by the Book Tower and Buildings in that city. Book had previously funded De Palma’s purchase of the 1914 Grand Prix de Lyon Mercedes, which had run at Indy in ‘16.

Racing at the Speedway ceased upon the United States’ entry into the war but was resumed quickly in 1919. Georges Boillot had been killed in a dogfight over Europe, and Johnny Aitken had died in the 1918 influenza epidemic but Carl Fisher invited Jules Goux to return to the Speedway in 1919 to take charge of preparing the Speedway’s Peugeots and their clones, the Premiers, and to drive one of the Speedway’s Peugeots. Goux personally entered another Peugeot of 2½ liters for Georges Boillot’s younger brother, André. Goux lost the engine in his Peugeot in practice on the final day of qualifying and rushed to fit one of the Premier-built Peugeot clone engines, taking to the track in the final minutes of the last session and posting a 95mph lap to qualify 22nd after only a single warmup lap. The quick engine change shows how accurately Premier had replicated The Charlatans L45 in nearly every detail.

Contemporary press reports confirm that for 1919 Frank Book was keen on a service-

man driving his car, and handed the drive to Art Klein, an Indy veteran and now Lieutenant who was fresh from Issodun in France, where he had charge of the largest group of Liberty engined planes in foreign service. Klein would sport the blue and maize colors of the Detroit Automobile Club, and the Peugeot would also wear a DAC badge on its radiator grill. Book had hedged his bets with a second entry, a ‘Detroit Special’, built by the De Palma Manufacturing company which he also funded.

In the race – held on Saturday May 31 to avoid conflict with the first Decoration Day commemoration following the carnage in Europe – the early pace was set by Ralph DePalma in his Packard V12, followed respectfully by Earl Cooper’s Stutz, Howdy Wilcox in one of the Speedway’s Peugeots and René Thomas’s Ballot.

DePalma pitted for repairs on lap 103 and was replaced as leader by Wilcox in the Peugeot, a position he would hold until the finish where he was followed by Eddie Hearn’s Stutz and Jules Goux in the Peugeot/Premier, adding further laurels to the Peugeot Lyon GP cars’ successful record. Sadly, Art Klein in this Peugeot had to retire in 19th place after breaking an oil line on lap 72.

Klein raced the Peugeot again during 1919 in the Elgin, Illinois Road Race August 23, in Uniontown, New Jersey on September 1, at the September Sheepshead Bay board track (finishing 4th), on the Cincinnati 2-mile board track October 12 (finishing second to Joe Boyer’s Frontenac), ending the Championship season in 11th place.

It is believed that after Indy, Book sent a

team of three cars west and that the Peugeot was once again seen in action at Beverly Hills in 1920 on the 1¼ mile Beverly Hills board track. After this the Klein would pilot a Frontenac.

Both international and Indianapolis regulations changed for 1920, again reducing displacement to 3-liters. The Charlatans leader Georges Boillot and Paolo Zuccarelli had died. Ernest Henry was with Rene Thomas at Ballot where he designed a brilliant dual overhead camshaft straight eight. Only Jules Goux remained loyally at Peugeot where his family had been employed for generations. Peugeot came up with an even more wild idea, a 3-camshaft, 5-valve per cylinder 3-liter four. It was a disappointment.

For a while the L45 was mothballed only to reemerge in 1923 the hands of another Detroit tycoon, Joe Boyer, in the AAA dirt championship. There in a select series of four races over the summer months, at Toledo, Ohio, Danville, Quincy, and Chicago, Illinois, the Peugeot contested against the 'usual suspects' - two Frontenacs, with shared drives by Resta, Chevrolet and Wilcox, De Palma's Double Overhead Cam 183, and Leon Duray's Miller 183. Ralph de Palma took the laurels, with Boyer second in that championship, the Peugeot still wearing race no. 29.

It is thought that throughout this period Frank Book remained the owner of the car, and that after Boyer's death later that year, Klein took over ownership of the Peugeot. Sources differ on this aspect, but Klein was certainly known to have been very close to and well liked by the Book family, and Both-

well notes are quite clear that their acquisition was made from Klein, rather than Book.

Art Klein kept the Peugeot for years and eventually became head of transportation for Warner Brothers Studios in Burbank. Slowly, as so often happens with race cars, the other Peugeots – and there was no small assortment of them in the U.S. – disappeared until Art Klein's became the sole survivor of the 4½-liter L45.

Lindley Bothwell's collection, already one of the best in the country, had marvelous cars, but there in the San Fernando Valley just a few miles from the Bothwell Ranch resided in nearly pristine originality the absolute paragon of early race car design.

Because, after all, what is to be done with a thirty year-old race car? Lindley Bothwell knew, as he would soon show.

It is believed that he repeatedly asked Art Klein to let him add the 1916 Indianapolis 500 Peugeot to the growing Bothwell Collection. Art repeatedly demurred.

In the late 40s, a fire at the Bothwell Ranch consumed many of the carefully collected, preserved and maintained cars in the Bothwell Collection, and this event is believed to have softened Art Klein's resolve. He eventually agreed to sell his Peugeot to Bothwell for \$2,500 on February 11th, 1949, an important step for-

ward to start rebuilding the collection.

Although it has been known since then as the Dario Resta 1916 Indianapolis winner, it is in fact – as shown by the photographic evidence – the 1914 ACF Lyon GP spare driven to third place by Ralph Mulford at Indy in 1916 and raced by Klein at Indy in 1919.

Its survival in original and largely untouched condition, with its original chassis, engine and body, is nearly miraculous. Examining it is to be transported back in time with construction and bodywork details completed at Peugeot in Suresnes in 1914. The tapered tail has two covers, a smooth one used at most U.S. races and the original Lyon GP tail with the hump for two vertically stored spare wheels and tires, found in a loft of the Both-





well Ranch buildings by Lindley Bothwell's grandnephew John Bothwell and reunited with the car.

It is one of only two surviving Charlatans Peugeots, and the only one with Grand Prix history.

After receiving it in early 1949, Lindley Bothwell registered it with the AAA Competition Board, prepared it and took it to Indianapolis where he put it on the track and lapped the Brickyard at 103.24 mph, decisively quicker than the experienced Johnny Aitken's 96.7 mph fastest qualifying speed



in another Peugeot in 1916.

The engine was rebuilt since 2000 and demonstrated its performance in the Goodwood Festival of Speed hillclimb twice, in 2003 and again in 2011. It was an unjudged special exhibit at Pebble Beach in 2014.

It is still capable of over 100mph performance, but more than that, it is a singular example of the pioneering vision of The "Charlatans": Georges Boillot, Jules Goux, Paolo Zuccarelli and their gifted collaborator Ernest Henry who conceived the dual overhead camshaft engine.

Henry Ford's Model T put the world on



wheels but twenty years after its introduction none of its technical characteristics were reflected in the popular automobiles of the day. The Model T was by 1927 an anachronism.

Not so the Peugeot/Mulford/Klein/Bothwell Peugeot L45, which based a lineage that still exists today in everything from Formula 1 to economy hybrids.

'Dream Team' ready to line up for 2018 Dakar Rally

12 November 2017

Having just concluded its seventh and final test session in Morocco, Team Peugeot Total – which locked out the top three places on this year's Dakar Rally in January – is 'ready and eager' to tackle next year's South American classic from January 6–20.

Stephane Peterhansel/Jean Paul Cottet, Sebastien Loeb/Daniel Elena, Carlos

Sainz/Lucas Cruz and Cyril Despres/David Castéra will all take the start with a brand-new racing lion: the Peugeot 3008DKR Maxi.

Ahead of them lie 10,000 kilometres of competition on the most difficult endurance odyssey in the world, through Peru, Bolivia and Argentina. The route will take competitors through sand dunes, mountain passes and deserts via 15 stages of stunning scenery and extremes of weather.

While the Peugeot team's crews remain unchanged for 2018, their cars have undergone some important modifications to maximise performance, and hence the new name: Peugeot

3008DKR Maxi.

The standard architecture, based on the road-going Peugeot 3008 SUV that won the 2017 European Car of the Year award, stays the same: two driven wheels powered by a 3.0-litre twin turbo engine. Most noticeably, the track has been widened by 10 centimetres on each side to improve stability, while improvements have also been made to the suspension, enhancing driveability.

Bruno Famin, Peugeot Sport Director explains: "The modifications we have made resulting in the 3008DKR Maxi have proved to be effective up to now, but the Dakar remains a question mark, thanks to the sheer variety of terrain and challenges to overcome, while the recent Rallye du Maroc reminded us once again that our rivals are extremely strong".

All four crews have tested the new car extensively, completing more than 18,000 kilometres during sessions in Morocco, Portugal and France.

Between them, the Peugeot crews have amassed an unprecedented total of 19 Dakar victories on bikes and cars plus an astonishing 148 stage wins on the event, making this the most successful Dakar line-up of all time.

"We are delighted to retain our 'dream team' of crews next Dakar," added Famin. "It offers us a perfect combination of performance and experience. As this will be the last Dakar for Peugeot, we would like to finish our amazing campaign on a high note. But as I always say, you can't count on anything in advance. The most difficult thing, after winning, is to do it again."

Last year's winner, Peterhansel is thrilled to be facing the test again: "To win the



Dakar again last year was a fantastic feeling – I felt so liberated! It's one of the best memories of my career, after such an intense but respectful fight with Sebastien.

"The problem is that the more you win, the more you want to keep on doing it! This year it will be even more special, with the 40th edition and my 29th participation. Who knows if it's going to be my last one or not, that is still to be seen.

"For me, the Dakar is really a question of balance, like a ritual that goes on all year. You recharge your batteries, you prepare yourself physically and mentally, the tension builds in September, that gives way to pure excitement in December when you just want to get out there and do some kilometres, then, when you finally arrive, you're flat-out from the off.

"It's something really special for me to be able to drive through these amazing

landscapes at full speed in such an incredible car. The Peugeot 3008DKR Maxi is simply the best car I've ever driven.

"There's all that technology as well as the beauty of the carbon fibre parts that make it up, matched to reliability, performance, and sheer driving pleasure. The goal for all of us at Team Peugeot Total is to make Peugeot win again and end the programme on a high."

Nine-time World Rally champion Loeb is hoping to improve on his second place last year: "I've been happy with my speed when it comes to adapting to this discipline, but I just need to show a bit more consistency and convert it into overall winning results," he said.

"We know that we're right up there, and we've proved it over the course of the year at the Dakar, the Silk Way Rally, and also the Rallye du Maroc. Nonetheless, we've only got a total of six rally raids behind us, which means that we are always going to be lacking in experience

compared to the others.



"The 3008DKR was already a very good car but we're always looking for more performance, and Peugeot Sport's engineers have pushed the limits in developing the new Peugeot 3008DKR Maxi.

"It's a reliable car that can go anywhere and absorb anything: it feels great to drive and gives me a lot of confidence. The car has evolved and myself and Daniel have made progress as well. We're better in every way.

"The Dakar is by nature unpredictable, so we're giving ourselves every advantage we possibly can to try and win it."

Sainz adds: "The expectations and our preparations for the Dakar are the same as always. Since September, we have been 100 per cent focussed on arriving in the best possible physical shape, training for the altitude.

"In recent years, we've always shown the speed to be able to win the Dakar; this time we need just a little more luck. I am certainly convinced by the potential, speed and reliability of the new Peugeot 3008DKR Maxi.

"The evolution of the car has been really going well, since we discussed it right the day after the Dakar in January. The Team Peugeot Total's engineers have done an amazing job and I think the team and the drivers are even happier than last year.

"Everything is ready and prepared, so we're just looking forward to the start in Peru now. The rules have changed, giving four-wheel drive some advantages this year, which obviously doesn't make our lives any easier. But I'm confident that our team is very strong."

Cyprus Mail Online

PSA reveals strategic plans for Vauxhall and Opel

Marc Hauschild

10 November 2017

French carmaker Groupe PSA announced a strategic plan 'PACE!' to restore financial fundamentals and enhance sustainable competitiveness for its brands Vauxhall and Opel.

All PACE! initiatives will contribute to the goals of generating a positive operational free cash flow as well as a recurring operating margin for the auto division of 2% in a first phase by 2020 and of 6% by 2026.

The scheme did not show a specific reference to the UK's Ellesmere and Luton plants, but it is designed with the clear intention to maintain all plants and refrain

from forced redundancies in Europe.

The necessary and sustainable reduction of labour costs shall be reached with thoughtful measures such as innovative working time concepts, voluntary programs or early retirement schemes.

According to the scheme, combining strengths will unleash annual synergies on Groupe PSA level of €1.1bn by 2020 and €1.7bn by 2026. All actions will contribute to a lower financial break-even point for Opel/Vauxhall of 800,000 vehicles, creating a profitable business model whatever the headwinds may be.

Having full access to Groupe PSA technologies, Opel/Vauxhall will become a European CO2 leader. By 2024, all European passenger carlines will be electrified – offering a pure battery electric propulsion or plug-in hybrid version alongside efficient internal combustion engines.

By 2020, Opel/Vauxhall will have four electrified carlines on the market, including the Grandland X PHEV and the next generation Corsa as a fully electric vehicle.

The company will enhance its competitiveness by 2020 e.g. by reducing costs by €700 per car.

Efficiency of marketing expenses will be improved by more than 10%. Overall efficiencies will be increased by reducing complexity across all

functions with a ratio G&A/revenue moving from 5.6% to 4.7% and an objective to bring the company towards industry benchmark in terms of wage cost/revenue ratio.

Opel's CEO Michael Lohscheller said: "PACE! will unleash our full potential. This plan is paramount for the company, to protect our employees against headwinds and turn Opel/Vauxhall into a sustainable, profitable, electrified, and global company.

"Our future will be secured and we will contribute with German excellence to the Groupe PSA development. The implementation has already started with all teams eager to achieve the objectives."

Lohscheller said: "Aligning architecture and powertrain families will substantially reduce development and production complexity, thus allowing scale effects and synergies, contributing to overall profitability."

The Manufacturer

...and what this really means

Graeme Roberts

10 November 2017

The big question this week was what would PSA do with its newly acquired Opel/Vauxhall unit?

On 9 November, came the answer: a business plan that avoids plant closures and aims to put the company on a path to profitability by 2020. No plant closures are planned (for now) and the emphasis is on efficiency



gains to lower breakeven. Groupe PSA chief Carlos Tavares described the situation for loss-making Opel-Vauxhall as 'dramatic' and said it faces headwinds in Europe as it strives to become profitable. However, he said there is a significant opportunity to rescue the company, building on the experience of the turnaround at PSA. "What has been done in the last 50 years did not work," he said. "That is a fact."

Tavares stressed the need for Opel-Vauxhall to lift its performance from within. "There is no intention to micro-manage Opel-Vauxhall," he said. "It is in the hands of the CEO and managing board. Management must manage." He also said that "people are not the problem, people are the solution." So, for now at least, workers at the sole remaining Vauxhall car (Astra) plant at Ellesmere Port in England, and Opel factory workers, can breathe a little easier but for how long?

With the switch from GM to PSA platforms now scheduled to be completed by 2024 (leading to speculation in Australia as to where the next Holden Commodore will come from after the shortest single generation production life for the Opel built one just launching now), it was time for us to consider future product plans for the Opel/Vauxhall models and their new PSA siblings.

A recent trip to Korea gave us a chance to talk future fuels with Kia which remains convinced hydrogen is key. In November 2015, the automaker stated it would launch a fuel cell vehicle. The carmaker is targeting a 2020 launch for mass production of an all-new hydrogen FCEV, featur-

ing its next-gen hydrogen fuel stack technology. Kia says it is working alongside 300 partner companies to develop this technology for global markets. Production of the new Kia FCEV is aimed to be around 1,000 units per year, a figure expected to rise as demand for fuel cell vehicles increases.

While critics doubt whether hydrogen will be efficient or cost-effective for cars compared to other zero-emission, technologies, Sae-Hoon Kim, who is in charge of Kia's fuel cell research, believes that the next generation of FCEVs will be cheaper, more durable and reliable. He told us the cost of FCEVs will tumble as production increases. "We can say that fuel cell technologies are technically ready for the market. There is a lot of potential for the cost of FCEVs to come down but production volumes is a very dominant factor."

An intriguing recall in the US shows how difficult it is for automakers to test for every eventuality. For several years, there have been reports of some models bursting into flames when unattended, attracting media investigation. Turns out the suspected culprit is a positive crankcase valve heater (why it has to be heated I have no idea). Even more complicated, if you read the fine print, is that it's age-related according to BMW and regulatory investigators. It happens in cars two to eight years old. How do you test for that when developing a new model?

The other equally baffling issue is HVAC fan connectors in certain models. Those with tin coated pins corrode, build up resistance, heat up, melt plastic, start smouldering fires. Those that are silver coated don't. Again, how would you test for that if the problem doesn't show up until the cars are several years old?

While driverless cars are being pushed to the public as desirable, are they really? Many of us like driving cars, most of the time. Albert Biermann, head of Vehicle Test and High Performance Development for Hyundai and Kia Motors, told us there will always be a need for fun to drive cars.

Just Auto

65 Cars from Citroën's Historic Collection Are up for Sale

Citroën keeps around 400 cars in its collection, ranging from the pre-war machinery to one-off prototypes and motorsport vehicles. Now, due to the planned relocation of La Conservatoire, the company is selling some 65 of those rare wonders, together with historic photos and other memorabilia.

Citroën says its mainly offering cars of which it has multiple examples, with prices ranging from \$1200-\$25,000. Next to the vintage stuff, the list also includes modern show cars, like the ones from Sbarro, and multiple DS models. You can even grab one of the original C4 Cactus design studies.

The downsizing is necessitated by the Citroën collection's impending relocation from the Aulnay-sous-Bois Conservatoire, housed on the site of Citroën's old factory, which got shut down in 2012.

As the brand celebrates its centenary next year, most of the collection will move

into the recently refurbished L'Aventure Peugeot Citroën DS in Sochaux, the home of PSA parent company Peugeot. The rest will be placed in temporary storage elsewhere in order to be used for the celebrations.

All of these cars will be offered via the online auction house Leclerc-Maison de Ventes. Telephone bids are accepted, while the online auction will go live from 2 pm on the 10th of December, for 24 hours only. There will also be a special preview exhibition on 9 December at the Conservatoire, in case you happen to be in France.

R & T



1980 Citroën Xena



1981 Citroën Iltis



1997 Berlingo Grand Angle Sbarro

Updated 2018 Peugeot 308 arrives

8 November 2017

Joel Helmes

After a worrying slowdown in local Peugeot sales through the earlier part of 2017 the French brand appears to be back on the front foot.

Sales in October were up more than 50% on their October 2016 total, and the new Peugeot 3008 SUV range appears to have hit the ground running in our market.

Now comes an update for 2018 for Peugeot's just as important small car – the Peugeot 308.

Confirmed today by Peugeot, the update brings new looks at the front, including the arrival of LED headlights, while the rear changes are headlined by the distinctive 'three-claw' taillights and a new bumper design.

There's also a new paint colour landing – Pyrite Beige.

On the inside, Peugeot has added in an updated infotainment system with improved 'Mirror Screen' connectivity and 3D connected navigation.

While buyers of the mid-spec and top-spec versions of the 2018 Peugeot 308 gain a lane departure warning system, a driver attention warning system, road sign recogni-

tion, blind spot monitoring, park assist, and auto high-beam.

The updated 2018 Peugeot 308 range is priced from \$26,990.

Behindthewheel.com.au



A future where Pugs can fly

Spot the brand: If you squint at the close-up of the Spinner's rear in this orange-filtered scene you can make out the name and see the size of the rear wheel and its retraction arms.

Peter Wilson

The sequel to the 1982 cult sci-fi movie Blade Runner has a lovely surprise – the flying police car that the hero pilots around the grim noir grunge of Los Angeles of 2049 is a Peugeot.

No-one, not even the die-hard Blade fans, expected that and the branding of the "Spinner",

as the wingless car is called, has certainly generated a lot of on-line and print discussion. "It's such an odd choice, given that this is an American movie once again set in America ... Peugeots haven't been sold in this country since 1991," wailed a Jalopnic contributor. "It's a brand that has had exactly zero presence in the minds of any Americans except beleaguered 504 diesel wagon owners."

The Spinner is certainly an awesome vehicle for Ryan Gosling's Inspector K to use to chase rogue replicants – robots engineered to seem human – but it's not what might be expected of a future Peugeot.

The styling is a far cry from the firm's latest L750R Hybrid Vision GT supercar concept. After giving up on Pininfarina in favour of inhouse designs when it got the right people, Peugeot has been happy with its French styling and the nice curves associated with a fashion capital.

The Spinner in Blade Runner 2049 is an angular three-wheeled wedge, with a single very fat foot in the rear. Four wheels are more stable than three but this car doesn't have to



move on the ground much. Apart from its retro-American stacked headlights, it looks more like an Italian supercar with its scissor doors and a rear view like a slightly side-squished Lamborghini Countach. It's very subtle branding.

We had to up-zoom a rear shot from the film's trailer to pick out the name on the bootlid. There's another nameplate on the grille and a glimpse on the dash. The Jalopnik website found a die-cast model of the Spinner to photograph details (someone also reported immense joy at seeing a 1960s Beetle with a US-style bumper like his own). The film's release came ahead of Peugeot's return to the US with its mobility app, leading to suggestions it was shrewd product placement.

A few years ago a business site described product placement as a US\$5 billion industry. Since Audrey Hepburn introduced Vespa to the US in Roman Holiday and Dustin Hoffman drove a Alfa Romeo Spider 1600 Duetto in The Graduate in 1966 – the car sold heaps when marketed as the Alfa Graduate – car makers have put up big dollars to have their vehicles used in films.

Audi does it so much it's the movie tart of car brands. It designed a special RSQ concept for the 2035-set I, Robot (in which Will Smith placed his brand of sneakers), and took that look into the Quattro and R8.

Lexus paid US\$5 million in 2002 to place a futuristic car in Spielberg's Minority

Report, which has Tom Cruise as a cop in 2054.

Peugeot stylists designed a crazy 404 limousine for the film Mood Indigo (The Pugilist, November 2016), based on the famous 1947 French novel L'Écume des jours. And our first sighting of the new 308 in 2014 was crossing Paris at super-speeds in the Scarlett Johansson thriller Lucy.

Automobiles Peugeot probably had no input into the Spinner. The car doesn't have its buzz i-Cockpit but there is an LAPD flat display and another monitor. It has a joystick shift for manual control as cops can't be limited to autonomous driving.

The Peugeot was most likely happenstance. The choice was not something trendy and glossy like Tesla. Peugeot got a free ride with the Spinner chatter because the Americans most likely thought they would use an almost forgotten old brand without knowing of the plan to return.

It's been pointed out this is great for Peugeot aspirations in the Chinese market where the film opened last month.

Automobile magazine has credited the Spinner design to acclaimed American futuristic designer Syd Mead, an ex-Ford and Phillips stylist who also provided designs for Star Trek, Alien and Tron. A fan website said the Pug Spinner is closer to what Sydney envisaged for the original film that is set in 2019.

French-Canadian director Denis Villeneuve, who has been praised for lovingly recreating the bleak, gloomy look of the first film, probably got him to tweak it.

A Bloomberg News report in The Australian Financial Review noted many of the brands prominent in street advertisements in the first film – game maker Atari, Pan Am, RCA, Bell telephone and distiller Diageo – have been picked up for 2049. It was a curse for some brands.

Pan Am and Atari have gone, while others have been diminished. But some brands in the Blade Runner 2049 have thrived such as Coke and Peugeot. Sony is particularly well placed as the non-US distributor and contributed US\$90-million of the film's \$US150 million budget. Diageo produced a special Blade Runner 2049 edition of Johnnie Walker Black Label scotch as it's still the Harrison Ford's character's drink.

The Pugilist



What have we here? The chunky Spinner's profile is displayed as Ryan Gosling examines a tree.

**Peugeot Association of Canberra
Minutes of the Annual General Meeting
24 October 2017 at the Weston Club ACT**

Present

Brad Pillans President
Ross Stephens
Jim Taylor
Neil Birch
Ian Brock
Bill McNamee
Colin Handley
Greg Francis
Peter Rees
Mitchell Jamieson-Curran
Maia Parker-Sloan
Glen Bryden

Apologies

Allan Lance
Stephen Lucas
Jenny Lucas
Neil Sperring
Dave Rowell
John Bower

Introduction

1. The meeting opened at 8.15pm, following dinner in the Weston Club Bistro.

Minute of the previous AGM

2. The minutes of the previous AGM held on 25 October 2016 were accepted. Prop: Brad Pillans, 2nd Bill McNamee; Carried unanimously

President's report

3. Brad provided a summary of the Association's activities throughout the past 12 months. In addition to monthly meetings at the Weston Club, events included: French Car Day at the Telopea Park School, the French Car Clubs Christmas BBQ, a successful display at 'Wheels' 2016, fish & chips dinner at Canberra

Yacht Club, and the 'Battle of Waterloo', held in Queanbeyan Park. This last event was very successful, strongly supported by Queanbeyan-Palerang Regional Council.

Brad concluded by thanking the outgoing committee for their efforts on behalf of PAC throughout the year. In particular, he highlighted Bill McNamee for his continued technical support, Mitch Curran for organising the Battle of Waterloo event and magazine editors Peter Rees and Allan Lance.

Financial report

4. The Treasurers Report was held in abeyance until the Auditors report is available and is to be presented at the next General Meeting. Auditor suggests moving accounting to the end of the financial year to create a longer gap to the AGM. Current balance is \$11,893.14.

Election of Office Bearers

5. All committee positions were declared vacant and Neil Birch was appointed Returning Officer for the election of the new committee. The Election Results are detailed in the table overleaf:

Other business

6. The treasurer moved we adopt the financial year to June as our accounting period. Seconded Brad Pillans. Carried unanimously.

The treasurer moved fees to remain the same. Seconded Maia Parker-Sloan. Carried unanimously.

Close

7. The AGM closed at 8.47 pm. The next meeting will be held on Tuesday 28 November 2017.

2017 AGM Election of Office Bearers

Position	Nominee	Nominator	Second	Result
President	Brad Pillans	Mitch Jamieson-Curran	Maia Parker-Sloan	Elected Unopposed
Vice President	Colin Handley	Mitch Jamieson-Curran	Maia Parker-Sloan	Elected Unopposed
Secretary	Greg Francis	Brad Pillans	Ross Stephens	Elected Unopposed
Treasurer	Glen Bryden	Jim Taylor	Greg Francis	Elected Unopposed
Technical Officer	Bill McNamee	Jim Taylor	Brad Pillans	Elected Unopposed
RoaR Editor	Peter Rees	Brad Pillans	Ian Brock	Elected Unopposed
RoaR Production Editor	Allan Lance	Peter Rees	Ross Stephens	Elected Unopposed
Social Secretary	Maia Parker-Sloan	Greg Francis	Mitchell Jamieson-Curran	Elected Unopposed
General Committee				
1	Ross Stephens	Brad Pillans	Colin Handley	Elected Unopposed
2	Neil Birch	Greg Francis	Ian Brock	Elected Unopposed
3	Mitchell Jamieson-Curran	Maia Parker-Sloan	Neil Birch	Elected Unopposed
4	Jim Taylor	Greg Francis	Ross Stephens	To be confirmed
Public Officer	Geraldine Butler	Brad Pillans	Bill McNamee	Appointee
Delegates to the CACTMC				
1	Neil Sperring	Brad Pillans	Ross Stephens	Volunteers
2	Greg Francis	Brad Pillans	Ross Stephens	Volunteers
3	Ross Stephens	Brad Pillans	Greg Francis	Volunteers