

ROAR

Magazine of the Peugeot Association of Canberra



Don't forget the PAC AGM - this Tuesday at 8pm

October 2017

Interactive contents page: Click and go

Contents

- 02 President's Report
- 03 2017 Committee
 - Who's who in PAC
- 04 Calendar
 - Club Events
- 05 Calendar
 - French Car Drives 2017
 - Canberra French Car Day
- 06 Calendar
 - Peugeot Easter Pageant Boonah 2018
- 07 Classifieds
 - For Sale/ Parts/ Wanted/ Wrecking
- 09 News
 - Will you be sharing your Peugeot?
- 11 Technical
 - A fix for the dreaded anti-pollution fault
- 13 News
 - Peugeot factories 'more efficient' than Opel
- 15 Opinion
 - A Flash defence of the V6
- 17 News
 - Peugeot reveals L750 R Hybrid 'virtual concept'
- 18 News
 - Groupe PSA ranked leader of the automotive sector by two major rating agencies
- 19 News
 - Electrification puts the car industry at risk
- 20 News
 - Peugeot to introduce 3008 plug-in "by 2019"
- 22 News
 - Peugeot introduces Guaranteed Future Value program
- 23 News
 - Safer, greener Peugeots available with scrappage discounts of up to £7,000
- 24 Rewind
 - Peugeot 406 - rewind Wednesday
- 28 History
 - Richard Attwood's 415k mile 405
- 30 PAC Meeting Minutes
 - PAC Club Minutes 26 September 2017



On the cover Not just a concept car, but a virtual concept car. What could be more unreal than that! This is the L750 R Hybrid carefully crafted for the Playstation 3 Gran Turismo game. See story on Page 17.

**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>

All copyrights to original articles herein are reserved except for other Peugeot Associations and clubs which must acknowledge the source and author when reproducing them. Individual opinions expressed herein need not necessarily reflect the PAC as a whole.



Greetings all,

Canberra French Car Day will be held on Saturday 4 November, at Telopea Park School fête, from 2.30 pm onwards. Organised by the Renault Owners Club and sponsored by Shannons, French Car Day is one of the major club events of the year. As usual, there will be "all the fun of the fair", with Froggy food stalls and beverages, kid's events and, of course, we hope that there will be lots of great cars on display.

As I have pointed out in previous years, the Telopea fête attracts large crowds and it's usually hard to find a parking space anywhere close – except if you display your car, then free parking is guaranteed right on site. Who knows, you might win a prize if your car turns out to be popular!

Needless to say, I encourage all club members to come along and join in the fun. The school is located on New South Wales Crescent in Barton and display vehicles will have access to the grounds on the south-east side of the school playing fields, off Telopea Park.

My daily drive is a 508 Allure HDi which I purchased new in July 2015 and in just over two years I've done nearly 43,000 km, with a few road trips, but mainly around town. The last 10,000 km has been covered with an average fuel consumption of 6.2 litres/100 km, which included a recent 500 km round-trip to Wollongong at 5.0 litres/100 km – not bad for a touring car. The combination of 6 speed automatic gearbox and diesel engine makes for easy driving, that's for sure.

I have not rotated the tyres on the 508 and I note that the front tyres (Michelins, of course), which have been on the car since new, are almost due to be replaced. They are wearing evenly and I guess my gentle driving style allows me to get a bit more distance out of tyres than some of my friends.

I've heard arguments from both sides of the fence about whether tyre rotation makes sense or not. By not rotating the tyres, the front tyres wear out first, particularly on front-wheel drive cars. Some people say you should have your best tyres on the front, others say they should be on the back. Maybe it's a case of putting the best tyres on the back for a rear-wheel drive car, and on the front for a front-wheel drive car – I really don't know. Perhaps someone can put me straight? Regardless, the upside of non-rotation is that I'm only buying two tyres at any one time, not four!

So how do I rate my 508? Apart from an unresolved niggle with a wiper blade, which hits the right hand pillar, it's been absolutely reliable, superbly comfortable and a pleasure to drive. Not even a puncture! After previously owning another 508 – one of the first sold in Australia back in 2012 – I had no hesitation in buying another one and really can't see myself in any other car right now. I suppose it's a case of 'horses for courses' – each of us is different and the

508 happens to be my horse of choice. Anyway, I will give it a bit of spit and polish and plan to bring it along to French Car Day.

This month's club meeting, which also includes the AGM, will be held at the Raiders Weston Club at 8 pm on Tuesday 26 August, with dinner and drinks, as usual, from 7 pm. Being the AGM, it would be great to see as many club members in attendance as possible.

Keep on Pugging,

Brad Pillans



2017 COMMITTEE

President and Club Registrar

Brad Pillans
30 Aspen Rise
Jerrabomberra, NSW, 2619
0427 662 112
brad.pillans@anu.edu.au

Vice President

John Bower
1 Kay Close
Dunlop ACT 2615
02 6258 0027, 0423 118 419
jbbower@bigpond.com

Secretary

Ross Stephens
PO Box 11
Narrabundah ACT 2604
0429 313 090

Treasurer

Glen Bryden
99 Miller St
O'Connor 2602
6249 6835
gbryden@velocitynet.com.au

Technical Officer

Bill McNamee
15 Finlayson Pl
Gilmore 2905
6291 6495, 0419 279 811
fax 6291 4914
mcnamee@amorphous.com.au

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
0409 440 789
peterees@netspeed.com.au

Production Editor

Allan Lance
GPO Box 2677
Canberra ACT 2601
0418 856 504
hca@netspeed.com.au

Social Secretary

Steve Lucas

General Committee

Neil Birch
Greg Francis
Mitch Jamieson-Curran
Maia Parker-Sloan

Public Officer

Geraldine Butler

Delegates to CACTMC

Neil Sperring
Greg Francis
Ross Stephens

CLUB EVENTS 2017

- 24 October 2017** Annual General Meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
- 4 November 2017** Canberra French Car Day, Telopea Park High School, 2.30 pm to 7 pm. See flyer on the next page.
- 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.

CLUB EVENTS 2018

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

FRENCH CAR DRIVES 2017

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

December 3: Evening Christmas BBQ by Lake Ginninderra.

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

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



CANBERRA FRENCH CAR DAY

TELOPEA PARK HIGH SCHOOL



Live Music, French Inspired Food Stalls, Fun Rides and
LOTS of French cars!!



You can vote for your favourite car or cars on the day!

FRENCH CAR OUTRIGHT



Find us on
Facebook

www.facebook.com/RenaultOwnersClubCanberraassn

RENAULT
PEUGEOT
CITROEN

Club Contacts



Peugeot Association of Canberra

www.peugeotcanberra.com.au

PEUGEOT CLUB CONTACT: Brad Pillans

brad.pillans@anu.edu.au

Renault Owners Club of Canberra

www.facebook.com/RenaultOwnersClubCanberraassn

RENAULT CLUB CONTACT: Barry McAdie

barrydot@hotmail.com.au

Citroen Club of Canberra

CITROEN CLUB CONTACT: Paul James

Ph: 0414541085

paulanthjames@gmail.com



Peugeot Easter Pageant Boonah 2018

Hosted by the Peugeot Club of Queensland Inc.

Expressions of interest

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

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

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

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

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

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

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

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

Expressions of Interest

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

Name(s):.....

Postal Address:.....

Email Address:.....

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

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

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

☐

I/WE are interested in participating in Rocker Cover Racing

☐

I/We would like to receive Pageant updates by Email

☐

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

CLASSIFIEDS

For Sale

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 Sed 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 XR 2003

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

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

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

Will you be sharing your Peugeot?

New environment PSA executive outlines risks and rewards the from leap into mobility services.

Peter Sigal

The head of PSA Group's new mobility unit, Brigitte Courtehoux, is leading the automaker into "a totally new environment."

With products such as its Free2Move car-sharing app, PSA has entered a sector where customer relationships need to be nurtured around the clock. That is something most automakers are just starting to



master.

She outlined what PSA is doing to succeed as a mobility provider in an interview with Automotive News Europe correspondent Peter Sigal.

How is selling mobility services different to selling vehicles?

We are now involved in a totally new environment for us. Mobility services mean a 24/7-customer relationship, with round-the-clock availability and a seamless experience for highly demanding customers. We are also leveraging a radically different customer acquisition channel. Take the example of our Emov car sharing in Madrid—more than 10,000 customers had already enrolled in the service before it had even been launched. As soon as your app is available in the Apple Store or the Google Play Store, the news spreads throughout the Internet. Also, the relationship to the cities is very important because car-sharing services help them manage their citizens' mobility, and it is in their interest to have you grow. It's an ecosystem of its own. Looking at Free2Move [PSA's car-sharing app], it gives you access to multiple mobility service providers. These providers might seem like competitors but they are not. Car sharing is more about creating a market than competing against

Connected car guru

- NAME: Brigitte Courtehoux
- TITLE: PSA Director of Connected Business Services and New Mobilities Unit
- AGE: 46
- MAIN CHALLENGE: Making PSA's fledgling mobility products profitable, especially in midsize and small cities.

one another, at this point. For big cities, the logic behind car sharing is clear.

What about mid size or smaller cities?

We know it will be more difficult to be profitable in mid size cities. We will need the support of local governments, for example, by allocating parking spaces to shared vehicles. Car sharing is also a way for a city to generate revenue out of its car fleet. These cars are driven by city staff during weekdays and can be rented to private customers through a car-sharing platform on weeknights and weekends. We keep in mind that we now work in a collaborative ecosystem, which allows us to share the costs and the revenues.

How does PSA Group justify big investments in mobility when the revenues are a fraction of making, selling and servicing cars?

This is a strategic choice. If autonomous cars arrive, we will need to be in the mobility market to avoid losing our relationship with the customer. We want to provide solutions that customers will need. Having said that, I need to be profitable. In 2021, we will generate €300 million in revenue [as targeted by PSA Group's Push to Pass strategic plan]. Taking all our mobility services into account, we will achieve significant profitability. You have both business-to-business (B2B) and business-to-customer (B2C) initiatives.

Which of your businesses are working the best right now?

I would say B2B, with our connected fleet management system. It streamlines the usage

of 60,000 connected cars and light commercial vehicles for hundreds of client companies. We either are their service provider or work through major partners such as TomTom Telematics, Masternaut or Ocean [a branch of mobile carrier Orange]. Regarding B2C, the Free2Move app has 250,000 customers, but isn't profitable yet. Emov in Madrid will probably be profitable at the end of this year. Our activities also include a profitable branch we call "smart services." Thanks to the built-in connectivity in more than a million cars, we are able to send a contextualised alert to customers when their cars need maintenance. This boosts our customers' reassurance and loyalty to their car brand.

Will this also help dealers?

That is the key point, because if we want to sell connected cars, we need the dealers. It has been a test-and-learn situation. The dealers see the possibility to bring back customers, and the customers see the seamless experience you are able to provide.

How does car sharing relate to the traditional car rental model?

If you take a free-floating car-sharing solution, the usage rate is 15 per cent. When you take a classic rental company, it's more like 70 or 75 per cent, because the model is very easy to understand. You have a deep link between the price and the usage rate: a shared car's average usage time is about 30 minutes and it's very difficult to put the right car in the right place at the right time. But, free-floating car-sharing solutions gen-

erate higher revenues per minute than traditional car rental. PSA took the first steps in starting mobility services in the United States this year, part of a long-term strategy for re-entering the North American market.

How is that going?

The initial revenues are coming in. The first step is to be a kind of parking broker in airports, with our partner TravelCar, and that is going well. The second step will be to say to the customer, "Why don't you rent your car out to another driver while you are away?" We have done well with the first step, now we need to see if the second step will work. We'll also launch our Free2Move app in the U.S. soon.

Why not brand your services as, for instance, Peugeot Car Sharing? Do your customers know that PSA Group is involved?

Because we are targeting new customers. It's a mobility service. The Peugeot, Citroën and DS brands are not important for the customers we are targeting. Those customers are using a car. They don't own a car. If you go with Peugeot, which will always be linked with selling cars, it will be very difficult. It's a question of

answering the needs of the customer in terms of solution, not in terms of product.

Does the prospect of big tech companies such Amazon, Apple and Google entering the mobility field keep you awake at night?

We cannot spend our time being afraid of them. In the future, the value will be in both the car and the software. We have a big asset as a carmaker because creating an autonomous car is not so easy. Let's do things that create a differentiation, and let Google, Amazon and Apple stay in their core business. There will be a deep link between the autonomous cars and the software because of security, and that is why tech companies are working with carmakers. We have our assets and they have theirs, so we will work together.

Automotive News Europe



A fix for the dreaded anti-pollution fault

Merrick Hilton

My 2002 406 HDi manual wagon has generally been free of major faults during its life of 500,000km. Although the vehicle has had regular and attentive maintenance every 10,000km it was not unexpected, given its age, that at some stage it would experience some complex problems.

In the past 15 months the vehicle has been plagued by a persistent anti-pollution fault (APF). The APF initiated “limp mode” operation. In limp mode the vehicle was still drivable. Limp mode prevented the engine spinning past 3,000rpm so a deal of short shifting was required to get it on the move.

Cruise control was also disabled. The fault, initially intermittent, became a permanent one in the latter part of 2016. An increase in fuel consumption was evident and the engine was also “running on” for several seconds after the ignition was turned off.

The vehicle was diagnosed as having a P1138 fault code. The code indicated there was a fault generated somewhere in the fuel/air delivery system. The difficulty was in pinning down the actual component and related sensor that was causing the alert. I became an avid reader of posts in Peugeot forums that described the issue.



It appeared that there are several components and sensors that could prompt an APF. The components are: a small fuel regulator motor that is attached to the high pressure fuel pump; a sensor on the common rail; and the mass airflow (MAF) sensor located immediately behind the air intake filter box.

Forums mentioned the need to check all electrical connections and related wiring connected to the above-mentioned components.

This was done and everything appeared to be in good repair. Some forum posts indicated a variety of fairly complex engine management problems that could be associated with the P1138 code. I tried to keep things simple by

focussing on the major parts involved.

Commencing my search for replacement parts I initially concentrated on the fuel regulator motor and MAF sensor. Australian dealer prices for each were incredible – \$1,200 for a regulator motor and about \$300 for the MAF sensor.

Armed with the correct OEM part numbers I started searching for these parts on the Internet. A genuine regulator motor was sourced from the UK for less than \$200 landed in Australia and a non-genuine MAF sensor from China for about \$40.

The MAF sensor was fitted and appeared to solve the problem for several months. The replacement fuel regulator was also fitted. However, I felt the latter was emitting a strange whine while operating and I was not happy with the noise. The APF problem was not solved and persisted for a few more months. During that time I noted a forum post by a person who appeared to have an intimate knowledge about APFs. The quote was “that in my experience such faults always seem to be related to the operation of the fuel regulator.”

I noticed that there was a fuel regulator repair kit available from the UK. It consisted of a new metal gasket, an “O” ring and split

spacer that replaced parts on the shaft of the regulator motor. It was reasonably priced so I ordered several kits.

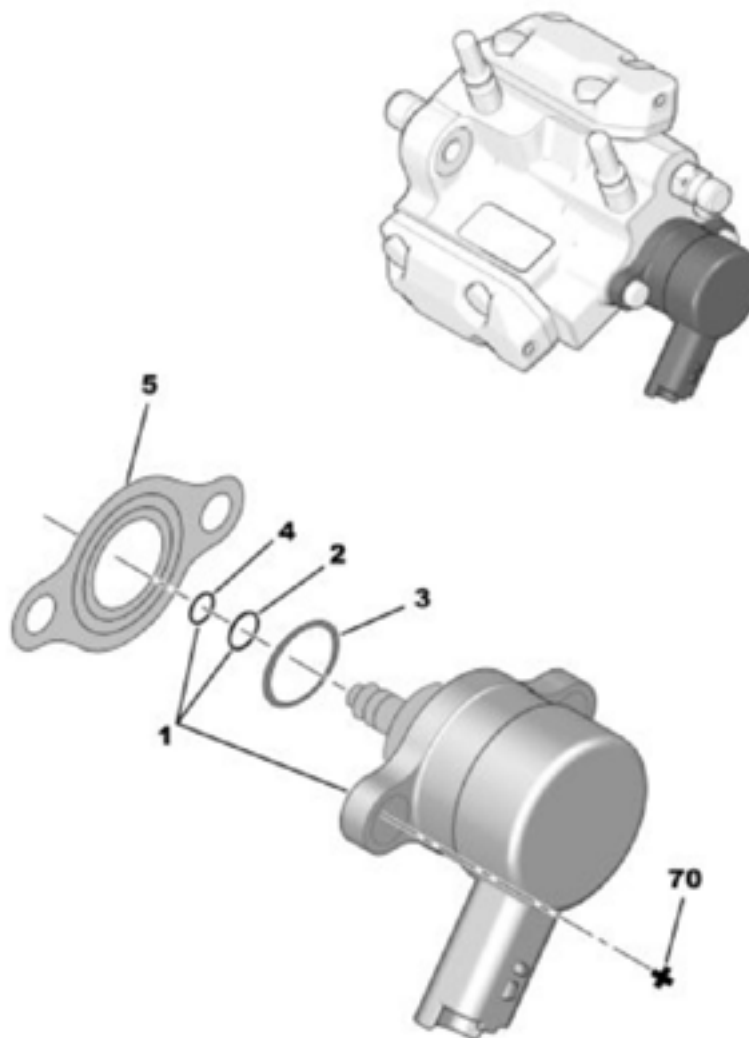
After fitting the repair kit to my old regulator motor and reinstalling it on the high-pressure fuel pump I tentatively started the engine. The change was immediate – the APF was not registered on the dash and the engine was operating normally again.

A lengthy test run indicated that the motor was running like new – the power and the torque of the HDi engine had returned, along with much improved fuel economy. Fuel consumption over the past two months has now returned to 5.2 litres/100 km on the M1 from Morwell to Melbourne.

Looking back at the problem it became obvious that the small “O” ring had worn and allowed excess fuel to enter the common rail, trigger the APF and cause the engine to run on. It was also probable that the MAF sensor required replacement.

Although the problem took some time to sort out it seemed to be a fairly simple solution to the APF in the end.

Torque.



Peugeot factories 'more efficient' than Opel

Peter Sigal

PSA Group factories appear to be more productive than plants operated by the automaker's newly acquired Opel/ Vauxhall business, PSA CEO Carlos Tavares said.

Tavares said he had recently visited Opel plants in Zaragoza, Spain, and Russelsheim, Germany, to benchmark them against Peugeot facilities. "The gaps I have seen so far are quite big," Tavares told reporters at the Frankfurt auto show last week.

"What I have seen so far is Peugeot is more productive and more efficient than the Opel sites," he said. "I also expect to find situations where Opel will be better than Peugeot, so that Peugeot people can learn," Tavares said.

Opel/Vauxhall has six assembly plants in Europe. In addition to Russelsheim and Zaragoza, they are Ellesmere Port and Luton, England; Eisenach, Germany; and Gliwice, Poland. There are also powertrain facilities in Austria, Germany and Hungary. The future of some of those facilities is unclear, because Tavares will need to have shared platforms and drivetrains in his



Tavares stands beside an Opel Grandland X at the Frankfurt show, which is built in Sochaux.

newly enlarged company, with similar vehicles produced in the same factory to maximize synergies and minimize costs.

Lower utilisation Under former owners, General Motors Europe, Opel's factories except Zaragoza had lower utilization rates at its plants last year than PSA's plants, according to an analysis by LMC Automotive.

Of Opel's two largest plants, Zaragoza was at 78 percent while Eisenach was at 65 percent, with Russelsheim at 51 percent. Peugeot's largest factories, in Vigo, Spain, and Sochaux, France, were at 78 percent and 83 percent, respectively. The group's factories in Poissy and

Mulhouse, France, were running at full capacity, LMC Automotive found.

Peugeot and Opel already share some production because of a 2012 agreement between Peugeot and GM to jointly develop four vehicles. The first model, the Opel Crossland X subcompact crossover, was launched in June. It's built by Opel in Zaragoza with the upcoming Citroën C3 Aircross. The second is the Opel Grandland X compact crossover, produced by Peugeot in Sochaux along-

side the Peugeot 3008. It will go on sale in the autumn.

The third is the successor to the Opel Combo light commercial vehicle that will come onto the market next year. The next Opel Corsa subcompact hatchback is being jointly developed and is due in 2019.

Tavares said when the four vehicles are all on the market, they are expected to make up 50 percent of all Opel sales. In Frankfurt, Tavares did not provide any information on the extent of potential job cuts or factory closures at Opel. He said, however, that much of the job cuts had already been completed since Opel's existential crisis in 2009 when GM

almost sold its European business to Canadian car parts manufacturer Magna International only to change its mind at the last minute.

Tavares' comments seemed to suggest that Opel's production plants may escape deep cuts for the time being. However, Opel unions are worried that hundreds of engineering jobs may be at risk.

Tavares said Opel currently employs about 3,000 engineers mainly for projects that are done solely for GM. This does not mean that all these valuable employees are no longer needed, he said. "With Opel, our development capacity has grown by 50 percent. We now have the great opportunity to use this development power."

Tavares praised Opel employees. He characterized the reactions from the teams at the Opel plants as "really healthy" and "very energising." "They say, if they can do it, then we can do it," Tavares said. "It's creating very positive tension."

Efficiency, not volume

In November, Opel CEO Michael Lohscheller will present a turnaround plan for the company, which was losing around \$1 billion annually under General Motors.

Tavares said the Opel plan will be based on the automaker becoming more efficient, not increasing vehicles sales. Opel could not simply grow its way to profitability, he said. "We would like to sell more Opels

but the turnaround plan will not be built on the top line. That would be "extremely dangerous because it makes you vulnerable to overall economic downturns."

Said Tavares: "We will not bet the future of the company on an increase of volumes, but we will demonstrate we can have a lower break-even point than the one we have today." Tavares has often noted that he was able to lower PSA's breakeven point to 1.6 million vehicles in 2015 from 2.6 million in 2013. "I can feel some similarities between the situation at PSA four years ago and the situation at Opel today," he said.

"The conclusion of this is very simple. It's all about efficiency. If we are highly efficient we will be profitable. If we are

profitable we will be sustainable. If we are sustainable nobody has to worry about his job."

Tavares aims to find €1.7 billion in synergies, with the goal of generating a positive operating margin at Opel of 2 percent by 2020 and 6 percent by 2026. Savings will come through efficiencies in shared platforms, research and development and operations.

Automotive News



A Flash defence of the V6

Flash Flanagan

I just can't let Bill's scurrilous comments on Peugeot's V6 engines go unanswered.

From a little tacker who became interested in cars long before girls entered my consciousness I was totally consumed by the V6 Ferrari engines and sometime later actually had a play in a Dino and a Lancia Stratos with the same engine even though girls had entered my consciousness by then.

From those days on I thought that a V6 is a much smoother engine than a four (they rev but it is more noisy than sweet sounding) or an eight (think of the thump a V8 makes as it goes down the road). I admit the V6 in a 604 was a little wanting but as time has gone on and people get to give them the knowledge they have gathered over time even they now sound sweet when wound up.

But when it comes to the V6s I have had, a V6 Xantia, a 406 Coupe, a V6 Sport 407 sedan and a V6 407 Sport wagon, they just spin freely and smoothly, idle without thumping or "hunting" and are a delight to drive. Yes, they have all been petrol as I cannot understand anyone wanting a diesel as diesels belong in trucks. Me, I'd rather drive a car for pleasure.

The engines seem to last forever providing that the servicing has been undertaken as proscribed by Peugeot but I admit the auto gearbox, and in the latter V6s, the solenoid box that controls the gear changes aren't as reliable as the engines. The 4-speed box lasts between 120,000 kms and 190,000 kms and the solenoid change box lasts between 220,000 kms and 260,000 kms (less in a diesel I'm told) and all are almost prohibitively expensive to repair. However if a manual is fitted instead of an automatic box I have heard of a couple that are still going at 400,000 kms to 550,000 kms.

Yes, the V6 petrol has a propensity for

the odd oil leak but they can be managed if you are prepared to put in the time. By time, I mean locate the leak, thoroughly clean the surfaces where the leak is, use (very sparingly) the best gasket goo you can afford, give the goo time to go off a bit and then put the faces together very, very carefully. The leak will stay sealed for a reasonable time if this done properly. But let anyone tell you that 4 and 8 cylinder engines don't develop oil leaks and I will tell you they are lying because I have seen them leak and witnessed it in the odd 203, 403, 404 or 504 and more so in other makes. In older cars and motorbikes

I think that they built them with oil leaks to keep the dust down on the dirt roads.

We recently decided to use my old V6 sedan for spares. Bob pulled the heads off and sent them out to be "serviced" before fitting them to another engine. The people "servicing" the head said they were perfect and could not believe they came off an engine that had done over 260,000 kms. The rest of the internals of the engine looked just as good. Some of the ancillary (plastic) hoses were a bit suss but Bob picked the best to put on the rebuilt/ repaired engine for his wife's



407 V6 Sport wagon.

We had the option to buy a 508, or a 308 when the 407 petrol V6 sedan gearbox failed but could not get a V6 petrol engine in any new Peugeot. As a consequence we found a reasonably low “mileage” petrol V6 wagon and have very satisfactorily done over 40,000 kms in it. Over the “long week-end” I did over 1,500 kms to Nambucca Heads for my brother-in-law’s 60th and it returned between 35 and 36 mpg for the trip at the speed limit.

Carolyn likes the ride and the smoothness of the ride (gear changes, and engine responses) and I find it a good car to drive.

So, I would say, don’t write off a petrol V6 Peugeot without checking it over thoroughly and checking it has been serviced regularly with all the necessary replacement things replaced and then driving it. Something you should do with every car you consider. In a newer V6 petrol Peugeot be prepared for one of the sweetest drives you will have.

FLASH

PS. Bill and I have been having discussions about the merits of the V6 for some time so I know he will only beat me a little bit if he reads this.



Peugeot reveals L750 R Hybrid 'virtual concept'

9 October 2017

The latest instalment in the Gran Turismo series of racing games, Gran Turismo Sport, has been revealed, and included in the roster of real road and racing cars is be a series of Vision 'virtual concepts', created by car manufacturers specifically for the gaming world.

The most recent of these is by Peugeot, and it's called the L750 R Hybrid. It's an evolution of the L500 R Hybrid, which featured in the previous Gran Turismo game on the Playstation 3. And in the virtual world, with no physical constraints like money or packaging to hold it back, Peugeot's been able to run riot with the car's performance.

To that end, it utilises a hybrid powertrain to produce 740bhp – 572bhp from a petrol engine, and 168bhp from the electric motor. The petrol engine will rev to an impressive 10,000 rpm.

Combine that with the hybrid's supposed 825kg kerb weight courtesy of an advanced carbon structure, and the end result should be very fast indeed. Peugeot claims that, in the game, the L750 will sprint from 0-62mph in just 2.4 seconds.

The L750 R Hybrid also features a dual-circuit hydraulic braking system,

with four ventilated carbon brake discs – so it should stop as well as it accelerates. There's also adjustable ride height front and rear to give the best handling for virtual cornering.

It's also a little nod to Peugeot's history, and the 100th anniversary of its Indianapolis 500 win in 1916, with Dario Resta at the wheel. While the looks aren't in any way related, the L750 name is a tribute to his car, the L45.

Gran Turismo Sport launched in the UK on October 18, when the Peugeot became available to play along with other Vision GT cars.

Aol.



Groupe PSA ranked leader of the automotive sector by two major rating agencies

12 October 2017

Peugeot PSA has been included in the Dow Jones Sustainability Index (DJSI) World rankings for 2017.

Only the top 10% of companies in each sector are included in the index which is determined on economic, environmental and social criteria, with a particular focus on creating long-term value for shareholders. PSA's inclusion makes it this year's leader of the automotive sector.

The decision was announced on 11 September 2017, after analysis of more than 2,000 companies, including 36 in the automotive sector.

The analysis was undertaken by RobecoSAM and S & P Dow Jones Services agencies which jointly instruct the DJSI index for the New York Stock Exchange.

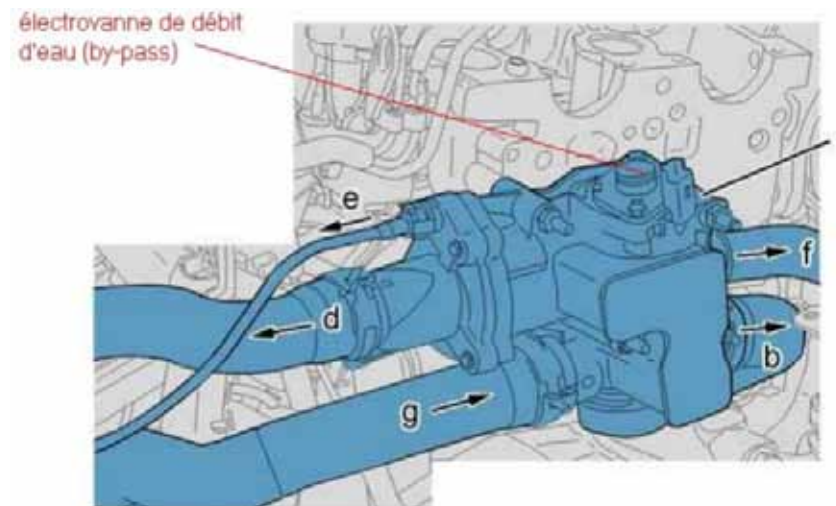
On 6 October 2017, the extra-financial rating agency Vigeo-Eiris also confirmed the Groupe PSA's retention in four Euronext Socially Responsible Investment indices: "World 120" (the 120 most advanced companies at the global level), "Europe 120" (the 120 most advanced European compa-

nies), "Eurozone 120" (the 120 most advanced companies in the Eurozone) and "France 20" (the 20 most advanced French companies).

These indices distinguish companies that achieve the best results in Environment, Social and Governance domains, making Groupe PSA the only car manufacturer maintained in these indices.

Earlier, on 20 September, Forum Ethibel, an association that promotes economic models that strike a balance between economic growth, social equity and preservation of the environment, also confirmed Groupe PSA's inclusion in its "Ethibel Sustainability Index (ESI) Excellence Europe". This is composed of companies that play a leading role in their sector in terms of corporate social responsibility.

On this occasion, Karine Hillaireau, Head of Sustainability for Groupe PSA, said: "This is an extremely positive message, reinforcing the Group's technological choices and strategic orientations. Maintaining our company in these indices is essential as both SRI and mainstream investors include environmental, social and governance criteria in their investment decisions."



Electrification puts the car industry at risk

Andrew English

Carlos Tavares, PSA Group CEO, fired a warning shot across the bows of governments during a speech at the Frankfurt motor show, saying that a total ban on internal combustion engines and the enforced introduction of electric cars could put the industry at risk.

The mercurial Portuguese warned that governments dictating technology will stifle creativity in the motor industry, put finances and jobs in jeopardy - and might also have safety and health issues in the future, which those governments will be responsible for.

"I want to be very clear here," he said, "we are moving from a technology-neutral era into an instruction to go electric. From now on, the scientific responsibility is in the hands of governments. So if, in 20 or 30 years, there are health or safety issues [with electric vehicles], they will be in the hands of governments."

Tavares also thinks that the current, heavily subsidised market for electric cars is a poor basis for dictating their adoption, risking jobs, profitability and therefore the sustainability of the motor industry. "If you

have ministers in Europe who say they will forbid the use of internal combustion engines, then I have to comply and we will have to transform, re-engineer and retrain. But if electrification is not profitable in future, we all have a problem," he said.

"How do we ensure jobs in the motor industry if the cost structure cannot secure future investment?" he said, calling for a broader debate on the subject and cautioning that if governments dictate electric cars which cost more, then the industry will either be smashed or fewer people will be able to afford a car, "which is a

wider social issue".

Tavares backed his assertion that such a blanket electrification laws would restrict innovation by offering up PSA's Hybrid Air system, which is a low-cost, compressed air boost for internal combustion engines. "If we had gone with Hybrid Air, it would be dead by now," he said, "because although it is highly efficient, it is not electric. That's really bad from a citizen's perspective."

The Telegraph



ECO-RALLY.ORG

Peugeot to introduce 3008 plug-in “by 2019”

Product manager Simon Broome confirmed that the 3008, and possibly the 5008, will be electrified in the next couple of years

French manufacturer Peugeot is planning on releasing electrified versions for its SUV line-up, including the 3008.

Product manager Simon Broome, who was speaking at a launch event for the updated 5008, said: “With the 3008, there will be a petrol plug-in hybrid – as far as I am aware, that will be coming in early 2019.

“It would be four-wheel-drive as a result of the electric motor driving the rear wheels, and the petrol engine driving at the front.”

Broome also said the largest model in the Peugeot SUV range, the 5008, could also receive an electrified version. He commented: “With the 3008 and 5008 sharing common components, I’d imagine that it wouldn’t be out of the question.”

The new version of the 3008 went on sale at the start of this year, and has proved to be one of the brand’s more popular models following a complete overhaul from the first generation.

It has since won European Car of the Year 2017 and has been commended for its futuristic i-Cockpit concept and forward-

looking design.

Currently both the 3008 and 5008 are only available with petrol and diesel engines, with Broome confirming that the 1.2-litre petrol engine that has proved popular with 3008 customers should do just as well with the 5008.

Broome added: “We’ve been looking at the 3008 quite closely, as that has been on sale for ten months, so we’ve looking at sales run rate

on that car and we think the 1.2-litre [petrol] engine will be most popular [with the 5008], as it is the sweet spot in the range.”

The 3008 starts from £22,495, while the 5008 has an initial price of £24,495.

Car Keys, UK





The 3008's i-Cockpit concept and interior setup.



Peugeot introduces Guaranteed Future Value program

18 October 2017

Through the GFV program, the car brand will rule out extending its warranty period of three years or 100,000km. Instead, the program encourages owners to upgrade their vehicles more often, without incurring additional costs.

“The South African market is undergoing a shift that is line with international trends where we see customers shifting from vehicle ownership to mobility. Although it is in its infancy here in South Africa we can already see this trend developing and obtaining traction,” said Francisco Gaie, managing director of Peugeot Citroën South Africa.

Peugeot now offers an Assured Future Value (AFV) financial agreement called Motion Finance a product of WesBank.

“In today’s world of mobility, we understand that customers are looking for peace of mind when it comes to financing their vehicles,” said the marketing manager, Dineo Mofokeng.

“With Motion Finance, Peugeot Citroën South Africa guarantees customers the future value of their vehicles.”

Speaking at the launch of the Peugeot 3008 SUV in early August 2017, Gaie, acknowledged the concerns around Peugeot’s ‘trade-in value perceptions’ and gave his assurance that he would do everything possible to alleviate these interpretations. “We believe our GFV program is a step in the right direction and will change the perceptions of Peugeot’s trade-in value,” he said.

To be rolled out on Peugeot 208 Active model

The new program will initially be rolled out on the Peugeot 208 Active model and subsequently be introduced across the range. “We are positive that customers will welcome the introduction of the Guaranteed Future Value program which will encourage them to replace their vehicle at the conclusion of their three-year warranty” Francisco added.

How it works

- Select your Peugeot 208 Active
- Choose a repayment period

(Terms from 24, 36 and 48 months)

- Agree to a maximum mileage (available options 40 000 km to 80 000 km)
- Agree on a deposit, or 0% deposit and monthly payment to suit your budget

At the end of the Motion Finance agreement period you can choose one of three options provided that all conditions of Motion Finance are met:

1. **Renew:** Return your Peugeot as per the guaranteed buy-back program and renew



your Motion Finance agreement on a new Peugeot model of your choice.

2. **Return:** Return your Peugeot on the guaranteed buy-back program and end your Motion Finance contract.

3. **Retain:** Keep your Peugeot and re-finance it at the guaranteed buy-back value. This will not form part of the Motion Finance agreement. You will enter into a traditional finance agreement under new terms and conditions.

Several car manufacturers offer a guaranteed value program, linked to a lease agreement or finance contract. This usually hinges on the car being returned with a complete service history, without major damage and within a pre-determined mileage limit.

At the end of a pre-defined period, most programs allow customers to upgrade their vehicle, or hand it back to the dealership.

Automotive News



Safer, greener Peugeots available with scrappage discounts of up to £7,000

6 October 2017

If you live in the UK, Peugeot is offering to take your old car off the road and help get you into a new car with a substantial trade-in on your old clunker. Trade-ins vary between £1,750 and £7,000 across the range.

All petrol and diesel-powered passenger cars and vans registered before 31st December 2010 are eligible for the scrappage discount, which can be redeemed against any Peugeot from the 108 supermini to the award-winning all-new 3008 SUV and the Boxer Van.

The initiative means motorists will be able to upgrade to vehicles with the latest safety features and preventative technology – such as Peugeot's autonomous Active City Brake system, lane departure warnings, adaptive cruise control and intelligent speed limit recognition.

Summary of Peugeot Scrappage Scheme allowances (Euro 6 petrol and diesel models)

Passenger Cars

Peugeot Model Purchased Scrappage Allowance (Incl. VAT)

108 - £1,750

208 - £2,750

2008 SUV - £2,750

New 308 petrol - £2,750

New 308 diesel - £3,750

All-New 3008 SUV petrol - £2,000

All-New 3008 SUV diesel - £2,500

508 - £6,000

Partner Tepee - £2,500

Commercial Vehicles

Peugeot Model Purchased Scrappage Allowance (Excl. VAT)

Bipper Panel Van - £3,000 +VAT

Partner Panel Van - £5,000 +VAT

Expert Panel Van - £5,500 +VAT

Boxer 330 - £6,000 +VAT

Boxer 333/335/435/440 - £7,000 +VAT

David Peel, Managing Director at Peugeot UK commented: "The announcement of a Peugeot scrappage scheme will put a new car within reach of many motorists driving older cars and we are confident that this enticing offer will help put safer, greener cars on the road.

"Taking into account the exponential growth in safety and connectivity technology that's taken place over the last couple of years, motorists are now in a better position than ever to buy a car that is not only a pleasure to drive and be in, but also protects occupants while on the move.

"Environmentally, Peugeot cars are at the top of the class with award-winning PureTech petrol and BlueHDi diesel engines that use technology to reduce the impact of driving on the planet while offering strong levels of performance and competitive running costs. On this basis, it's a great time to upgrade."

The Peugeot scrappage scheme commenced on 8 September 2017 at Peugeot UK Dealers. Not of much use if you happen to live somewhere else in the world.

Peugeot UK



Peugeot 406 – Rewind Wednesday

It's time to turn back the clock again, as we look at a former What Car? Car of the Year, the Peugeot 406

Alex Robbins

4 October 2017

A former What Car? Car of the Year, the Peugeot 406 illustrates just how much the average family car has changed in the past 10 years.

These days, if you're planning to buy a family car, the chances are you'll be looking at an SUV. Something like a Nissan Qashqai, perhaps, or our current favourite in the class, the Seat Ateca; or maybe something larger, such as the excellent Peugeot 5008.

It was a very different Peugeot, however, that family car buyers could buy 10 years ago. Back then, a large family car usually took the form of a saloon or hatchback of the sort we'd consider to be an executive car today. And, at the time, the 406 was one of the best around.

Peugeot's family saloon cars had something of a humdrum reputation through the 1970s. While competent, comfortable and good to drive, they lacked the transatlantic sparkle of the Ford

Cortina, the raffish air of the Triumph Dolomite or the neat modernity of the Vauxhall Cavalier (They can't be serious?).

But towards the end of the decade, things started to look up. First came the 305, whose comfort and ease of use helped the car win our Car of the Year award in 1979. It was the 1980s that would truly be the making of Peugeot, though, with the 205 repeating the 305's victory in 1984 and the able-but-dowdy 309 joining the range as the company's first family hatchback.

Then, in 1987, Peugeot launched the 405 – a family car that had the air of a junior executive, with its beautifully proportioned styling, fine handling and superb ride comfort. It was an important car for Peugeot, taking the company into direct competition with fleet favourites (albeit uninspiring cars) such as the





Ford Sierra and Vauxhall Cavalier for the first time since the 504 bowed out of production in 1983.

than revolution.

The styling was sharpened up and slicked back, improving on the 405's already smart looks; the suspension was finessed to give a pillow-soft ride and even more direct handling; and a new range of petrol and diesel engines improved both performance and efficiency. Inside, there was a significant boost in both quality and space, too, turning the 406 from a good car into a great one.

It was no surprise, then, that the 406 won its class at the 1996 What Car? Car of the Year Awards. But it also took home the overall Car of the Year crown, seeing off the brilliant new BMW 5 Series, the

It also set the template for Peugeot's large saloon cars for the next 30 years, being available with a choice of saloon or estate body styles, and with class-leading turbo-diesel engines becoming the most popular in the range.

Our 1996 Car of the Year

It was the 405's successor, the 406, though, that was the pinnacle of Peugeot's saloon car heyday, even if it was a case of evolution rather

delightful Fiat Coupé and the fantastic Ford Fiesta – it was that good.

As we said when we announced the winners for 1996:

"Until the 406 came along, picking a winner among its rivals would have hinged on a price advantage here, an engine preference there, or some other detail. But the Peugeot is so clearly superior to everything else in its class – except in top-end performance and rear seat space – that it silenced all objections.

It goes straight to the top of what is currently the most competitive category of all. It's more complete than the new Vauxhall Vectra, which beat the Peugeot into the showrooms, and the Ford Mondeo, Citroën Xantia and Renault Laguna.

We might have expected such a result because there was nothing much wrong with its 405 predecessor. But could the 406 satisfy contemporary demands for increased safety, strength, versatility and refinement? It delivers convincingly on all counts, providing several class-best safety features, good security, a plusher interior and folding rear seats. Rear head room may be tight and the weight has risen, but here the niggles end.

New 16-valve petrol engines and Peugeot's determination to get the suspension right make the 406 an incomparable drive in this class. We said it responds like a big 306, but has the long-distance refinement of a Mercedes, and we have no reason to revise that opinion. It's superb."



What's the Peugeot 406 like today?

Climb inside a 406, and your hind quarters are met with chunky seat cushions upholstered in thick velour of a sort rarely seen now. It's dated, but the effect is still luxurious – more so than you'd expect from fabric upholstery.

True, there isn't as much space as you'd find in one of the 406's modern equivalents, but the only area that really disappoints is rear head room, as we noted back in 1996.

The dashboard also looks its age, although the plastics are dense enough that there's still an air of class about them. And even on the relatively lowly LX-spec car we're driving, there are slivers of fake wood – the ultimate 1990s status symbol.

It's out on the road where the 406 really shines, though. It isn't exactly fair to compare a model more than 20 years old with its contemporaries as things can move on so far in that time; and yet, when you do so, the 406 acquits itself surprisingly well.

Very few modern cars can match it in terms of ride and handling balance, for example. The 406's suspension is incredibly soft, smoothing out every bump and lump with the aid of its chunky, high-profile tyres and giving the impression that you're gliding along on a cushion of air. And yet, the 406 isn't a wallowy old barge; it doesn't lean over in corners and, when you do press on, the sharp, communicative steering and prodigious grip mean it's a hoot to drive. In fact, the way it manages to blend ride comfort and handling is barely believable.

Meanwhile, even the entry-level 1.8-li-



tre engine in the example we're driving is more than enough to power the 406 along with gusto. It's far more flexible than you might expect, meaning pootling around town is never a chore, yet out on the open road, there's more than enough power to undertake motorway journeys with ease.

And you can't fault the level of kit fitted to even the fairly basic LX as standard – you got the choice of either air conditioning or a sunroof, electric front windows and a decent sound system that included controls mounted on the steering column – quite a novelty in its day.

As we found back in 1996, there's very little about the 406 to dislike. All the more reason to lament the rather mediocre Peugeot models that followed it.

How much do they cost now?

Very little. A tidy example with high mile-

age can be had for as little as £300, but you're better off spending a little more, as just £600 is enough to get you a tidy example with reasonable miles.

Post-facelift cars came with more modern toys and can be had for less than £1000; in fact, you probably shouldn't pay any more than £2000 even for the very best 406, all of which makes it feel like quite a bargain.

However, the difficulty you'll have is actually finding one. So low is the 406's value that most are scrapped rather than repaired, as

they incur a hefty bill. As a result, numbers are thinning out daily. Diesel examples – the best-sellers when the 406 was new – are the easiest to find and offer remarkable fuel economy and reasonable reliability, despite their age.

What Car?





Richard Attwood's 415k-mile Peugeot 405

EVO STAFF
17 OCT 2017

The story of the former F1 driver and Le Mans winner and his 415,000-mile estate that just won't die

Iconic F1 driver and Le Mans winner Richard Attwood was known for his exploits on track, winning accolades and immense respect during his years behind the wheel. But the great man has another claim to fame, in certain circles: his 415,000-mile Peugeot 405 Estate that has become something of an icon in its own right.

The amazing aspect of this car was not only its high mileage, but also the fact that it did those miles on its original engine, gearbox and clutch. Initially bought for his wife to use for an antique business she set up in the late 80s, the 405 became Attwood's trademark, standing out among the more serious performance metal owned by his racing colleagues. The car has just been sold once again, purchased by its new owner for the princely sum of £550 and still going strong (ish).

According to its previous owner who posted the 405 on ebay, the car has seen better days, suffering from a seized choke and some bodywork that needs attention.



Intent on maintaining the originality of the car though, he made no changes to its condition from when he originally bought the car from Attwood.

The interior is as Attwood left it too, with an array of baseball caps in the boot and a signed dashboard just to remind you that this is no ordinary 405. We don't know if the new owner intends on making the car roadworthy, but what is for sure is that he owns the most well-known and iconic Peugeot estates ever made.

We had the chance to sit down with Richard a few years ago to talk about his Peugeot

405 Estate, adding to the strange mystique of what is in essence a very average car.

EVO meets Richard Attwood and his 405 Estate:

I bought this car in 1989 brand new, and it's the last new car I bought. It was for my wife, who'd just started an antiques business and needed something big. She had it for about 18 months, then decided to leave the trade. If I had sold the Peugeot I'd have suffered a huge loss, so I just carried on running it. And running it. And running it... It's done over 400,000

miles now, and still has its original engine, gearbox and clutch, much to the amazement of my MOT man.

It's a 1.6-litre petrol. We didn't exactly need performance. It's fast enough for me – my wife would call me one of the slowest drivers on the road! Working as a Porsche driving consultant I was required to get an Advanced Driving Instructor licence, and one of those makes you feel a bit more responsible – there's a lot of things I used to do on the road that I now don't. The Peugeot could probably do 100mph, but I've never tried it. It's basically an under-stressed car, which is probably why it's lasted so long.

I bought it as a basic car. The only extra was metallic paint, and I'm glad I went with that – it doesn't show the dirt and I can go months without cleaning it. The worst feature is its lack of power steering. It's so heavy during parking and you can't dry steer it. When you think of all the little cars now that have power steering fitted as standard, this is quite a big car not to have it.

I've done all the work on it myself; I've never had it serviced. I know the car so well I can almost forecast what's going to go wrong. It had never, ever let me down until Christmas last year, when the distributor went. It nearly had that problem after 348,000 miles, when I preempted it and replaced what was its original distributor. So its second one only lasted another 50,000



miles before it broke! Peugeot don't have these bits any more, and we had to search hard – there was one in London and one in Turkey, and you can guess which one we went for. It means the next time it breaks it'll be the end of the car.

Am I attached to it? I am and I'm not. A newer car would be nicer to drive, but it's just an interesting project to see how long it'll last. When it got to 200,000 miles I thought, "Well that's pretty good." Then for some reason or other it got to 300,000... I hadn't planned to keep it and do this stupid mileage, it's just turned out that way.

Everyone knows me and my car. Apparently people see us on the motorway and put

pictures up on Facebook. I'm not in the electronic age so I don't get to see them! There's been plenty of Mickey-taking by other racers, because many of them drive far racier stuff. They probably think it's staid, but as the miles keep going on I've got something to hit back at them with.

I have another car, a 1990s Audi A8 4.2. I was doing work with Audi when it launched

and I loved it, and promised myself I'd own one. A few years ago my son got me a computer, opened up the internet and said, "Let's find you an A8." You know what sons are like – he wanted me to have a decent car and not this heap of crap!

I swap between the two cars, using the A8 in the summer, but when there's salt on the roads and bad weather I use the 405. When it finally dies the Audi will become my main car. If the Peugeot can so easily do 20 years I hope the Audi will do 40 – I've been telling everybody I've bought my last car."

**Peugeot Association of Canberra
Minutes of the General Meeting
26 September 2017 at the Weston Club ACT**

Present

Brad Pillans (President)
Neil Birch
Greg Francis (Minutes)
Colin Handley
Glen Bryden
Mitchell Jamieson-Curran
Maia Parker-Sloan
Stephen Lucas
Ian Brock
Bernard Wright
Jim Taylor

Apologies

Ross Stephens
Bill McNamee
Peter Rees
Jenny Lucas
Allan Lance
Jane Crotty
Neil Sperring

Introduction

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

Previous meeting

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

Matters arising from the Minutes of the previous meeting

3. Nil

Financial report

4. The current bank balance is \$11,878.64. Insurance premium for 2017 - 2018 has been paid.

Secretary's report

5. Two members, who receive hard copies of the club magazine, have recently paid their subscriptions. Confirmation of insurance payment. ORS notice of approaching end of financial year. Magazines from other clubs.

Council of ACT Motor Clubs (CACTMC) Report

6. No report as no PAC delegates in attendance – one injured, one interstate and one overseas.

General business

7. The Renault Club is preparing a discussion paper re the possible merger with PAC; no further update at this time
Results of Queanbeyan Palerang Regional Council elections have resulted in the election of councillors favourably disposed to car clubs and events, including Councillor Peter Bray and Mayor Tim Overall, both of whom strongly supported the Battle of Waterloo held in Queanbeyan earlier this year. A positive response to holding the Peugeot Pageant there in 2019 has been given. Yass also remains a possible venue for the event.
Stephen and Jenny Lucas were encouraged to maintain their enthusiasm and continue to provide suggestions for social events. The possible visit to "Colin's Shed", in Queanbeyan, to be followed up by Colin and Stephen.
Website: Mitch to speak to Bill re updating.

Close

8. The Meeting closed at 8.47 pm. The next meeting (also the AGM) will be held on Tuesday 24 October 2017. .