

ROAR

Magazine of the Peugeot Association of Canberra



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On the cover This 1935 custom-bodied Peugeot 401 roadster, once owned by the cabaret actress, Mistinguett, won the *Concours d'élégance* at the International Meeting of Peugeots in Bordeaux held in June this year. See story starting on Page 12.

**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,

At our last club meeting, we discussed the program of social events that the club holds each year. Our 'standard' program of events, typically includes Wheels, Peugeot Pageant, French Car Day, Battle of Waterloo, Bastille Day dinner or lunch and Christmas BBQ, plus monthly meetings at the Raiders Weston Club.

This program appears to serve member's needs well. Club members are also invited to participate in French Car Drives, organised by the Renault Owners Car Club, and events organised by other car clubs as appropriate. Nevertheless, the club is always on the lookout for additional events, should club members so wish. For example, the highly successful fish'n'chips dinner

at the Canberra Yacht Club in February this year, looks destined to become a regular fixture in the club calendar.

Speaking of events, it has just been confirmed that French Car Day will be held on Saturday 4 November, at Telopea Park School fête, from 2.30 pm onwards. More on this great event in the October edition of Roar, but put the date in your diaries now!

I recently attended the 2017 Minerals Industry Parliamentary Dinner, held in the Great Hall at Parliament House. Along with more than 400 other guests, I dined with the Prime Minister, Deputy PM, Foreign Minister and a range of other politicians, who clearly recognise the importance of the minerals industry to the Australian economy.

The food and wine were very good, the speeches were not too long, and I was seated with a group of interesting people, so it was an enjoyable night all round. Sitting next to me was Charles Vuillier, from the French Australian Chamber of Commerce, in Melbourne, and our discussion quickly revealed a shared interest in cars. His own club car is an Austin-Healy, but it was his connection to French car royalty that caught my attention – Charles is a grand-nephew of legendary French car designer, Philippe Charbonneaux.

I had heard of Charbonneaux, but hadn't really appreciated the breadth of his design work, which included not only cars, buses, trucks, vans, but also TV's, refrigerators, power boats and a range of home products (clocks, toys, toothbrushes etc). He was also a very accomplished artist and produced a lot of brochures for his various employers. He designed for Renault, Delage, Delahaye, Ford, Bugatti and other automotive makers, but not Peugeot, though he did a few Citroen 'specials (coachwork on Citroen chassis). Do an internet search for more information on Charbonneaux or simply start with this link:

<http://www.curbsideclassic.com/blog/design/cc-biography-philippe-charbonneaux-vive-la-difference/>

Meanwhile, on the home front, Sue and I have just hosted a film crew from the ABC Gardening

Australia program, with a day and a half of filming in our garden likely to produce a 5-minute segment on ABC TV sometime next year. The team consisted of Costa Georgiadis (presenter) and Simon Watt (producer), supported by ABC Canberra sound person (Tamara) and cameraman (Jed). The Peugeot visible in our garage prompted both Costa and Simon to fondly reminisce about 504s in their respective families. Sue baked a cake for morning tea and we sat on our deck, sharing the cake with our resident magpies and lone (but fearless) butcher bird. All good fun...

This month's club meeting will be held at the Raiders Weston Club at 8 pm on Tuesday 26 September, with dinner, as usual, from 7 pm. With lengthening daylight hours and warmer nights on the way, why not come for a pleasant early evening drive and join us for dinner and drinks? Let's call it a Spring Solstice celebration!

Keep on Pugging,

Brad Pillans



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Neil Sperring
Greg Francis
Ross Stephens



CLUB EVENTS 2017

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

October 22: Binalong – visit galleries and cafes in this historic village.

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

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Six Rivers 2017

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

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

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

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

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

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



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

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

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

Your notified expression of interest will entitle you to updates.

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

The Pugilist

Monday 23 October to Saturday 11 November

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

October

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

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

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

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

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

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

29th -30th Mildura & Wentworth Stopover day

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

November

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

Thu 2nd Kinchanga NP Stopover day

Fri 3rd Menindee, Windalle, Wilcannia 190km

Sat 4th Wilcannia, Tilpa, Kallara HS 168km

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

Mon 6th Redbank HS, Bourke, Brewarrina 147km

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

Wed 8th Macquarie Marshes 75km / Stopover day

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

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

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



Peugeot Easter Pageant Boonah 2018

Hosted by the Peugeot Club of Queensland Inc.

Expressions of interest

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

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

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

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

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

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

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

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

Expressions of Interest

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

Name(s):.....

Postal Address:.....

Email Address:.....

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

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

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

☐

I/WE are interested in participating in Rocker Cover Racing

☐

I/We would like to receive Pageant updates by Email

☐

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

CLASSIFIEDS

For Sale

504 Peugeots

504 Peugeots – two for sale in Cooma. Both were manufactured in February 1976. See June 2017 Roar for details. Keen to sell. Price for both cars is \$800 Or \$1500 for both. Ian Hampton, Please ring 0400 528 115

404 sedan 1970

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

406 SV 1998

406 SV 1998, 6-cylinder 3 litre petrol, 5-speed manual. Regularly serviced by Bill McNamee. Runs beautifully. Rego to 30 December 2017. Timing belt renewed at 272,000 km. \$2000 ono. Henry Hilhorst, 0421 677 951 (email: hilhorsthe@grapevine.com.au)



504 Peugeot 1972

504 Peugeot 1972, white. Has been in the same family for 44 years. Only 28,000 miles. Located in Canberra ACT. Not currently running. Free but acquirer must cover cost of removal. See photo in May 2016 Roar. Contact Andrew on 0409 737 248

Rare book

Flash Flanagan has 14 copies of the 72-page novella he wrote for the 30th anniversary of the 1977 London to Sydney. This year is the 40th anniversary of same. \$30 a copy. Contact Flash at: pug203@bigpond.com or 0418 11 00 78.

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

Wanted - reliable old Peugeot for rent for 3 weeks from 10 November to 2nd December

Adam Gerrand - a past club member from over 10 years ago. I am living overseas but will be visiting Canberra 10 November to 2nd December and hoping to borrow an old Peugeot for suburban Canberra driving to visit friends etc? Apartment in Bangkok available for that period in exchange if you are interested, or can pay to rent the car of course. About me - Mid 50's good driving history, familiar with many Peugeot's and have owned 404, 504, 307. Contact valoradam@gmail.com Or text my Thai mobile (50 cents?) +66 97 157 7048

CLASSIFIEDS

For Sale

Parts

206 XR 2003

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

206 GTI engine

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

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.



Wrecking

405 Peugeot STI

405 Peugeot STI 1995 - White – Automatic – Black Leather interior Car has been written off by the insurer – involved in a rear end collision – repairs to bumper and chassis quoted at \$5,500 (Car is valued at \$3,400). Back light bulbs are still in working order (despite right light cover being smashed); and car is still in operation. Please contact me if you would like to purchase the car for parts, or if you are enthusiastic about doing up a damaged 405 STI. \$650 ONO. Stephanie O'Halloran, 0450 478 374. Weston Creek

203A

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

404

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

Swap

Keen to swap a 504 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

In Bordeaux vintage Peugeots show they age well

Flash

There is a romance about Peugeot's history that Australians all too rarely see. That remarkable, and much under-estimated, marque status was on display in June at Bordeaux in France.

The Pugilist reports that Ron Gruber got a telephone call from a friend in the French wine city who reported seeing an amazing procession of old Peugeots. Not the kind of "old" post-war Peugeots that we'd see in Australia but cars dating from the late 1920s to 1990s.

The friend had encountered the exotic collection of cars attending the International Peugeot Meeting in Bordeaux in June this year. The cars included several 201 sedans of different styles, the streamlined 302s, 402s and at least one 202, prized Darl'Mats, both 402 sports and 203 sedan, cabriolets 104, 203, 403, 404 and 306, both family and rallying 404s.

L'Aventure Peugeot said 100 cars and 230 people from 10 countries attended the event it had organised with Peugeot France. VIP guests included Xavier Peugeot and former Peugeot group chief Thierry Peugeot.

UK club magazine editor Alastair Inglis and his wife Myra took their 203 wagon Sacré Bleu that he has driven to Beijing and on the 2003 Redex Rerun. Having experienced extreme heat in Australia, he said



it had been too hot in Bordeaux – 36 degrees on the first day and 32 on the second. "You don't expect that kind of weather in the South of France," he said.

Things got a bit chaotic at times, such as what seemed like a convoy of 150 Peugeots trying to negotiate the traffic lights at every intersection as they drove through Bordeaux.

British Peugeotist editor Alastair Inglis reported that the reception for about 180 Peugeot Passionistas was held in the old stock exchange hall, a huge but elegant marble-floored room. Champagne and wine (from Bordeaux, of

[402 Darl'Mat Sports cabriolet in Bordeaux.](#)

course) flowed freely accompanied by exotic canapés.

From there, the event moved to the seaside resort of Arcachon, on a huge bay on the Atlantic coast. It is renowned for its oyster beds, guarded by the farmers' Tchanque cabins on stilts in the bay, sailing, and sandy beaches bordered by holiday homes.

Inglis wrote: "In the evening we again stop-started our way through the myriad of traffic lights out to the suburbs of metropolitan



Bordeaux to Château du Taillan, a family property managed by five Peugeot sisters. This is a small but very elegant house surrounded by 30 ha. of vineyards in the Haut-Médoc region and only a few kilometres from the centre of Bordeaux. This was the parc fermé for the night as we were all taken back to

A smart 402 cabriolet at the Bordeaux Concours.



A pair of 403 cabriolets showed the flag for the model.

our hotels in a fleet of coaches – a good plan when there is good wine to be savoured.

“The driveway to the château culminated in a large open space decorated with the latest version of every model in the Peugeot GT Line range, all in white. Through-

out the whole event the Peugeot family – Xavier, Thiery and his son and daughter – mingled and were great hosts.”

A *Concours d'élégance* took place in the grounds with the prizes being announced the following day. First was awarded to the 401 Cruzier-bodied Roadster – a unique and elegant car produced in 1935 for the French actress Mistinguett, at one time the highest paid entertainer in the world. Second was

The gracious curves of the long sweeping boots of the 203 coupé and cabriolet at the meet.



A 205 T16 was a contemporary representative of the Peugeot family .



awarded to Daniel Raman for his beautifully restored 203 cabriolet.

The Pugilist and The Peugeotist.



Mapping the road ahead

Peter Wilson

The renaissance of Peugeot in Australia got under way in August with corporate plans being revealed and the first happy customers taking home or to work their all-new 3008 SUVs.

Generally positive media reaction, an extensive TV campaign and the possibility that the first SUV to win the European Car of the Year is something special is bringing the curious and potential customers back into showrooms that have been long in the doldrums.

"We've almost sold all our stock of 3008s," a Sydney dealership was in the happy position to complain adding that a very aware government buyer had taken one.

A NSW country dealer said SUVs are its main sales because of their high ground clearance. For a long time customers walked through the Peugeot showroom on their way next door to a more prominent SUV brand without turning a head. Now they are stopping to assess the new 3008.

Another said no-one had called to see the new 2008 after its launch. Now people are coming in just to see the 3008. It's early days but it is an indication that the new model and the advertised 308 runout sale will help Peugeot delivery figures to pick up

in August after poor June and July results. Sales have slumped in the decade since Peugeot peaked at 8,807 units in 2007 and Citroën, then with Ateco distribution, peaked at 3,803 units.

Last year Sime Darby reported 3,129 for Peugeot and 965 for Citroën and there's been a further decline since with both brands down nearly 50 per cent in the first six months this year.

Since Inchcape Australia took over on June 1, chief executive Nick Senior has acknowledged that Peugeot sales of less than 200 units a month between 38 dealers is not profitable and that has led to defections.



At dealer and media events in the Hunter, he said the job to improve the brands' results would be a huge challenge. "There are going to be no silver bullets. It's going to be a mixture of hard work, investment, innovation, commitment, attitude and above all accountability by everyone; us, PSA and the dealer network," he told motoring journalists at Inchcape's first model launch. "But if we get those ingredients right then I think along the journey we are going to have some successes and also have some fun."

Inchcape has seen Carlos Tavares turn

around dramatically the fortunes of the nearly bankrupt Peugeot group; he set a three-year target to make it happen and then achieved profitability in just two years.

Peugeot's sales have increased, heading to an expected 3.2 million this year, operating margins have gone from -2.8% in 2014 to 6% in 2016 – among the industry's best – and its output has increased emphasis on SUVs in its next model updates.

Mr Senior and the factory have a five-year plan to improve the position of Peugeot and Citroën in Australia. He has noted the remarkably high awareness of Peugeot here and a rich Australian history that should be exploited. After all, Peugeot has been sold here for more than 100 years and, according to the January auto census, it is the No.18 brand in the number of cars on Australian roads – a total of 86,596 vehicles.

The challenge is to translate that brand awareness from wariness into a perception of quality and value for money and to get more buyers to consider the brand. For instance, sales folk encounter the question of whether Peugeot parts are dearer than those of other brands.

The all-new 3008 has arrived as buyer preference for SUVs instead of passenger cars continues to grow, an Australian trend well ahead of Europe and poised to overtake the US. In July Australian car deliveries dropped 5.9% to 35,792 units while SUVs rose 9.4% to 36,979 examples.

New strategy Pride in the product means that Inchcape, in talks with the factory, has decided the 3008 should not be the cheapest in the market. The range will start with a \$39,990 drive-away model because the built-in goodies are better than lower priced rivals. The top-selling Mazda CX-5 may start at \$32,513 but desirable options bump up the price. “We have already taken a deliberate strategy to exclude all base

models from the line-up,” Mr Senior explained at the launch.

“As Australia has moved more and more in the last three years to *premiumisation*, the level of interest in the base model and sales has dropped accordingly. “Under 10 per cent of all sales are base models compared to 23 per cent a few years ago.”

More buyers are considering European premium products, and Inchcape sees Peugeot and Citroën as meeting that criterion, something

that stands out from the Japanese and Korean crowd.

Meanwhile, a clever ad on free-to-air and cable TV emphasises the high-tech nature of the 3008 experience in suggesting its reality is more exciting than any virtual reality. Two other ads can be viewed on the Peugeot website. One has a young fellow experiencing the emotion of motion in a flat-out 3008. The other is quirkier, reminding the 3008 was made in the dust, enjoying the benefits of rally experience. That might get in the blokes, but



what will convince the women? If they are in the showroom they will see great looks, colours and a great interior. Some motor-ing writers see front-wheel drive only as a negative.

Most 3008s will be for urban use and over the past decades FWD Peugeots have been to some amazing places in Australia. In rallies, Peugeot has done better than 4WD rivals. Inchcape plans to do things differently than Sime Darby. The two brands will be operated as one company, Peugeot Citroën Australia, as they are not big enough to be fragmented. The brands and networks will be amalgamated.

Inchcape does not want a Peugeot dealer on one corner and a Citroën dealer in another. More dealers would be selling both brands by the end of 2018 than the present 18 two-branders. This could, for instance, see Sydney's long-established major Citroën dealership, Continental Cars at Rose-lands, take on Peugeot to plug a gap in the Sydney map.

Inchcape is interested in owning and operating dealers to show its long-term commitment and investment in the brands. This could see its Trivett arm take on the brand again and come up with a Parramatta showroom.

A full network review is under way and some of the 65 dealers will be culled to give others improved throughput.

The next new Peugeots will be the updated 308 in September and the seven-seat 5008 SUV in December.

Van opportunity

Neither Inchcape's Peugeot Conces-sionaires Australia nor Sime Darby got to grips with the Peugeot group's light commercial vans, which have been highly successful in Europe. However, Ateco made the Berlingo small van – a model that set the standard for driver comfort in the class 20 years ago – one of its best sellers.

One club member who bought a Berlingo obtained Peugeot Partner badges to dress his van to his taste. Sime Darby introduced vans after long mulling over whether dealers would take them on.

At a Sydney Motor Show Peugeot had a great doorside position but the vans were displayed outside the exhibition hall. Building on Citroën's success with vans, Inchcape will ramp things up, marketing the Berlingo, Dispatch and Relay vans that carry Citroën stripes.

The brand will also sell the all-new C3 light car, the C4 Cactus SUV as a one-spec model with a new petrol 1.2-litre three potter (and real 6sp auto) but no diesel, and the C4 Grand Pi-casso people mover.

With Citroën "we see an opportunity in terms of funkiness, a younger audience for the passenger cars which you can see with the C3 and Cactus, etc", Mr Senior said.

Peugeot and Citroën are the first prior-

ity and any decision on resuming imports of the DS models will be made next year. After disappointing DS sales in Europe the Peugeot group has culled many dealers and sent DS sales people to a high-end Parisian jewellery store for training in selling to wealthy pros-pects.

National sales

The Australian market posted a fourth record month with 92,754 deliveries in July to keep it on track for another record year, ac-cording to official statistics. It was impressive because it followed the industry's best result in June.

SUV deliveries remained strong in July, up 5.6 per cent year-to-date, with increased interest in small and medium SUVs. The SUV leader was the new generation Mazda CX-5 with deliveries up 19.2 per cent to 2,305 com-pared with the previous July.

Toyota dominated (17,931 units) na-tional sales with the Hilux ute leading its four models in the top ten. Mazda was No. 2 (9,528), also boosted by its updated Mazda3. Inchcape's Subaru was up 27.1 per cent to 4,265 thanks to strong demand for its new small Impreza and XV SUV. The Toyota Co-rola (2,308) was the most popular car and the light commercial segment was up slightly (17,016).

The Peugeotist

Opel bears fruit for Peugeot maker PSA in Aisin gearbox talks

Gilles Guillaume and Laurence Frost

PSA Group is in talks to build Aisin's automatic gearboxes at one of its own plants, company sources told Reuters, in what would be an early reward for the Peugeot maker's purchase of Opel.

The combined scale of PSA and Opel has added impetus to negotiations with Aisin, the three sources said, helping to overcome the Japanese company's reservations.

The Opel acquisition announced in March, which valued the General Motors business at €2.2 billion (\$2.44 billion), brings "a larger sales volume and therefore more profitability for an investment", one source said.

PSA currently buys six- and eight-speed Aisin gearboxes made in Japan and China for its Peugeot, Citroën and DS brands. Assembling the six-speed in France would secure a competitive supply, reduce currency risk and help fill its own plants.

For Aisin, 34 percent-owned by Toyota and affiliates, it would establish a first Eu-

ropean production base amid growing demand for automatic gearboxes, which currently equip about one in five PSA cars sold.

Automatics are less popular in Europe than in the United States, but their growth is set to accelerate with tighter emissions rules and demand for electric, hybrid and increasingly automated cars, to which manual gearboxes are unsuited.

PSA and Aisin both declined to comment, but Aisin has previously signalled an openness to partnerships.

"We're absolutely not averse to joint programs with non-Toyota companies," President Yasumori Ihara said in January, the same month that PSA Chief Executive Carlos Tavares told workers at his company's Metz transmissions plant that an unspecified production deal was under consideration.

But the proposal had made little headway until the tie-up with Opel, the sources said. An agreement could now be finalised within months, subject to successful closing of the Opel acquisition later in the year, and PSA managers may discuss the plans with unions in works council meetings next month.

PSA plans to redevelop future Opels with its own technology - as three models already have been under an earlier partnership - boosting purchasing clout and economies of scale.

Bringing production of automatic gearboxes in-house underlines their importance. Under Tavares, PSA has been outsourcing activities including some research and development to

prioritize core profitability and future growth areas.

One option would be for PSA and Aisin to invest jointly in a new production line at a French site.

But PSA-owned production under license is more likely, reflecting the Japanese supplier's wariness over investing, sources said. That could evolve into a joint venture or outright sale once the plan had proved its worth.

Either way, the production investment would pit PSA's Tremery factory near Metz, eastern France, against the northern Valenciennes plant. While Valenciennes has more automatic gearbox expertise, Metz has more spare capacity.

"There's easily enough room on the Metz site," said Christian Lafaye, an official with the Force Ouvrière union. "They can come and install their tooling tomorrow if they want."

Reuters.com



France's PSA working to rebuild China business

Automaker to release upmarket DS brand cars designed for local market

Togo Shiraishi, Nikkei staff writer

17 September 2017

Groupe PSA is accelerating its drive to rebuild its business in China, which has fallen into the doldrums as the major French automaker has been dragged into price-cutting competition.

The company, formerly called PSA Peugeot Citroën, will release a sport utility vehicle to tap into growing demand in China, as part of its efforts for a turnaround in the world's largest automobile market.

The expanding auto market in China is growing more important to PSA from the viewpoint of dispersing risks now that it has increased its presence in Europe due to the recent acquisition of General Motors' German unit Opel Automobile.

In the January to July period of 2017, PSA incurred a 47.4% year-on-year drop in new car sales to 174,500 units in China and Southeast Asia. Sales data in the geographical segment mainly represent new vehicles sold in China.

By brand, Citroën suffered a 61.9% plunge and the premium DS posted a steeper fall of 66.8%.

PSA has tied up with Chinese automakers Dongfeng Motor and Changan Automobile in China. Unit sales of PSA in China decreased 16% in 2016 from the previous year, and the contraction has grown sharper this year.

Announcing PSA's business results at a press conference in July, CEO Carlos Tavares said they are unsatisfactory and pose a major problem for the carmaker.

The poor business showing in China is the result of PSA losing its market share in the country through price-cutting competition.

Demand for automobiles in China, stimulated by tax breaks for small cars, has run its course. According to the China Association of Automobile Manufacturers, new car sales in the January-June period increased 3.8% from a year earlier to 13,354,000 units, logging a gain smaller than the first half of the single-digit range for the first time in two years.

While Chinese automakers are cutting prices under the circumstances, PSA has failed

to reduce costs enough to compete on price.

Some analysts point out that the French automaker is unable to keep up with the competition as it has yet to establish an extensive network of dealerships and other sales out-



lets.

Its weak showing in China is also due to PSA's lagging behind rivals in releasing SUVs and other models popular with local consumers. While Chinese maker Geely Automobile keeps faring well by expanding its lineup of SUVs, PSA's sedans are seen as expensive and cramped.

Nikkei Asian Review

Peugeot going to America again, maybe

PSA Group designing new cars to meet American crash standards

18 September 2017

PSA Group is engineering its next generation of vehicles to meet US regulations as part of its planned return to North America, CEO Carlos Tavares said at the auto show.

“That means that from three years down the road we’ll be able to push the button, if we decide to do so, in terms of product compliance vis-a-vis the US regulations,” he said.

Tavares said PSA already has decided which of its brands — Peugeot, Citroën or upscale DS — will be the first to appear on US roads but isn’t ready to announce the decision.

The automaker says its return will be a 10-year effort, beginning this year with partnerships in car-sharing and mobility services.

Autoweek

Peugeot ‘outraged’ as they deny up to 1.9m vehicles designed to trick emission tests

19 September 2017

Eddie Cunningham

Two years after the Volkswagen scandal broke there is no sign of a let-up in suspicions that other carmakers were at it too.

It’s the motoring issue that won’t go away despite vehement denials of any wrongdoing by several marques.

The latest claims, stringently denied, are that as many as 1.9 million PSA Group (Peugeot, Citroën, DS) vehicles made between 2009 and 2015 may have had engines designed to trick diesel emissions tests.

Coming just days before the major Frankfurt Motor Show, and in Ireland’s case in the lead-up to the Ploughing here, the allegations once again force diesel centre stage for all the wrong reasons.

This time it is the supposed details of a report obtained by *Le Monde* which claims an internal PSA document obtained by investigators includes discussion of the need to “make the ‘defeat device’ aspect less obvious and visible”.

PSA insists there is absolutely nothing fraudulent or illegal about its engine calibrations. “PSA denies any fraud and firmly reaffirms the

pertinence of its technology decisions,” the company said.

The as-yet unpublished report is said to allege that PSA developed a strategy to fit its engines with defeat devices. In the Volkswagen case, these reduced the level of nitrogen oxide emissions during testing and allowed them to rise when cars were being driven under normal circumstances.

It is also alleged that PSA tried to continue doing so in post-2015 manufactured cars but with the defeat devices less noticeable. PSA could face fines of up to €5bn if found to have transgressed.

The Group sold around 5,500 passenger cars on the Irish market last year. It has had a strong reputation for its diesel engines over the years.

One irony of the latest claims is that the Group is one of few to produce ‘real-life’ fuel consumption/emissions tests in recent times.

The *Le Monde* claim is based on a document by French consumer watchdog DGCCRF. The agency has been investigating several car brands sold in France since Volkswagen’s scandal broke in 2015.

But PSA said it is “outraged to learn that information has been provided to third parties whereas Groupe PSA has never had access to the file submitted by the DGCCRF to the public prosecutor’s office, making it impossible for the group to put forward its arguments.”

It also said it complies with all regulations and “its vehicles have never been

equipped with software or systems” allowing it to deceive tests.

Regardless of the outcome in this particular case, it is fair to say we haven't heard the end of the 'diesel issue' by a long way.

The Independent, UK

PSA brands introduce scrappage incentives

8 September 2017

David Wilkins

Peugeot, Citroën and DS Automobiles are all joining the wave of scrappage incentive schemes being offered by manufacturers in the UK market.

Peugeot's scheme offers motorists the opportunity to swap their car or van for a new Peugeot with a discount ranging between £1,750 and £7,000 across the range.

All petrol and diesel-powered passenger cars and vans registered before 31 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.

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.”

Citroën UK's scheme is open to those who have owned a car or van of any make and model for more than 90 days, which was originally registered before 31 December 2010. Owners can trade their old car in and receive a scrappage allowance of between £1,600 and £6,400 (incl. VAT) off the price of selected new petrol or diesel-powered Citroën cars, and between £3,000 and £7,000 (excl. VAT) against the purchase price of selected new Citroën panel vans. To qualify for the Citroën Scrappage Scheme, all new Citroën vehicles must be ordered and registered by 31 December 2017.

The Citroën Scrappage Scheme cannot be used in conjunction with any other existing customer offer. However, retail customers will be able to benefit from dedicated Elect 3 PCP finance at 6.9% APR over 37 or 48 months. The Citroën Scrappage Scheme will be marketed

nationally and will be available at participating Dealers.

Bek Hassan, Citroën UK's Managing Director, said; “The Citroën Scrappage Scheme makes it possible for many owners of older petrol and diesel vehicles to upgrade to a brand new, lower-emissions Citroën car or van.

The benefits extend far beyond the range of engines too, the rate of change in terms of driver aids, on-board comfort and connectivity means that renewing a pre-2011 model and moving up to a new Citroën now represents even greater value-for-money.

This important new initiative is fully in line with Citroën and PSA Group commitments to develop and promote latest-generation, more efficient models for the benefit of our customers and the environment.”

Diesel Car & Eco Car



Saved by a Pug in Dunkirk retreat

Peter Wilson

Queenslander Victor Power, now 98, counts himself as lucky to be among the last of the 338,000 troops evacuated from the beach at Dunkirk as German Panzers closed in 1940.

He was 20 when he and a few mates made it to Dunkirk in a Peugeot, he told the ABC after being a guest at a screening of the 2017 Nolan film Dunkirk.

His British platoon had been ordered to retreat from Brussels to Mons as the Germans advanced and from Mons to get to Dunkirk, Victor said. "We were on the move all the time, fighting all the time," he told the ABC. "I was buggered. I didn't know whether I was coming or going."

About 10km from Dunkirk he broke into a garage and helped himself to the Peugeot that had the keys in the ignition. They made it to the beach where military police ordered him to disable the car so the Germans could not use it. He put a bayonet into the Pug's petrol tank and smashed its distributor.

Then they waited with the thousands of other troops, sitting ducks for the intensive air assault, until they could wade deep into the water to a rowboat for ferrying to

a larger ship. The film shows very few vehicles even though thousands of vehicles, both troop transports and commandeered civilian cars – were abandoned on the beaches and left tightly together after the chaos of the hurried retreat to the ports. Many Peugeots were among the cars disabled or destroyed.

The British force in France was an early mechanised army and lost about 600 tanks, 64,000 vehicles and 20,000 motorcycles either in the retreat or in Dunkirk. Despite a US\$100 million budget the Nolan film had difficulty in portraying the magnitude of the metallic assemblage with period vehicles because so many had been destroyed, scrapped or had rusted out.

The 1964 French film Weekend at Dunkirk had better luck in finding vehicles and destroyed some Peugeots in the filming. Models from a 1930 183 and 201s to 402s and 202s were included. Nolan borrowed its footage to splice into his movie to improve its authentic portrayal of events. Inevitably anachronisms abound.

A postwar Willys Jeep sneaked in, although the US was not in the war in 1940 and its army did not seek a prototype until six weeks after Dunkirk. There are also late machine guns, TV aerials on a few houses, glimpses of port cranes, a Yak masquerading as a Spitfire and a postwar Spanish fighter as a Bf109.

The 1942 MGM film Mrs Miniver, shot in California a month after the US entered the war to show Americans the plight of an ordinary English family, was the first to portray the efforts of the civilian owners of "the little ships" that helped

in the evacuation when Clem Miniver took his craft to Ramsgate and volunteered to cross the channel.

Churchill said the film did more for the war effort than a flotilla of destroyers. This civilian involvement in the evacuation was emphasised again in the 1958 UK film Dunkirk with John Mills. However, an excellent BBC documentary, The Other Side of Dunkirk, available on Youtube, points out most of the 871 ships that took part in the operation were naval manned and notes that 100,000 troops were collected from other French ports.

The little ships helped the war effort in another practical way when it was noted bullets from attacking aircraft were retained in the bituminous floor of decks and led to the development of protective plastic armour and then PPP, a light metal sandwich with a filling of pitch, fine sawdust and lime, used in D-Day landings.

The Pugilist



The wheels indicate this burning 202 is one of the earliest 1938 models.

George's jetset Pug for sale

Peter Wilson

A rare veteran 1903 Peugeot Type 56 from Melbourne generic sweets king George Hetrel is being advertised internationally for sale.

The car is the only one of three survivors of the 16 built in private ownership. The others are in the Peugeot museum and the French national motor museum.

Unless its export is the subject of a heritage ban, the Pug is likely to be another veteran lost to an overseas buyer willing to meet its international price.

The car has been around the world many times. That's pretty good for an ancient Pug, though it's always been by air. If airlines fly horses, why not horseless carriages?

George has taken the tiny Pug to the UK to run in the London-Brighton rally five times where it ran sweetly all 33km and has rallied it locally. It has been displayed in his vintage car museum at Como Gardens, at the foot of the Dandenongs.

Peugeot gave up designs that suggested the horses were missing in 1901 and the Type 56 is conventional in design, with a coal-scuttle bonnet, the finned tubular radiator is above the axle and a large brass

header tank is behind the engine. The four-seat bodywork has a removable rear section with side seats facing each other and a rear "dog cart door".

With the rear section removed it becomes a snappy runabout. The car, tubular chassis 3,096, is powered by a 833cc single-cylinder 6hp engine, No 2874KS, and runs well through its three-speed gearbox. It has a reputation for being a frugal runner.

In 1904, the Type 56 was awarded in France the "criterion of consumption" and the "gold medal of locomotion" with an average consumption of 5.31l/100km. It has Sankey wheels and, superior to a space saver, if a tyre is punctured the spare is simply clamped to the problem wheel.

Little is known of its early history, but the car is right-hand drive and has a "Made in England" and "Friswell" plaque on the body. Friswell was the Peugeot agent for Brit-

ain and the colonies.

A registration discovered when layers of paint were stripped away, SA-72, suggests it was registered in Aberdeen and documents show it was later registered in the UK in April 1921.

George purchased the car in the UK in 1989 from a man who lived close to the Brighton route but never rallied it. George brought the car to Australia and shouted it a ground-up restoration.

The late Gordon Miller said the tale of 88 years of neglect and "butcher" engineering would make anyone very cautious about buying a veteran car.



Type 56: The colour of this Brighton runner was changed during its ground-up restoration.

“In context, however, after perhaps its first 20 years it would have been regarded as an old heap and any indignity to keep it going was probably acceptable,” Gordon said. “At least it wasn’t pushed into a tip or melted down.”

Victorian club members have made several visits to the museum, which also has a 1896 Benz Velo, a 1903 Curved Dash Oldsmobile, a reputed ex-Goering 1936 supercharged 406 Mercedes Benz 540K and a 1927 Type 35C Bugatti that he has raced at Winton.

The gardens, established on the five-hectare property in 1873, were the passion of Pat Hetrel and she hosted an ABC program on them in 2006. It is noted for the first oak planted in Australia and its magnolia and prunus collections. However, the spring open garden weekend on 14-15 October will be the last.

The Pugilist



The Pug that inspired a century of racing cars

One of the most famous of all Peugeots – the 1913 Peugeot 4.5-litre that is regarded as the father of all racing engines – will be sold at auction at the Bothwell Ranch in Woodland Hills, California on November 11.

This car is part of the fabulous early automobile collection of Californian citrus king Lindley Bothwell and is the sole survivor of the L45s that ran in the 1916 Indianapolis 500.

Decades later when Bothwell took the Peugeot back to the Indianapolis Brickyard in 1949 to compete in the Veteran Class, he beat Dario Resta's 85mph lap record at over 103mph — a record that had stood for 30 years.

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 Miller, Offenhauser, Bugatti and a host of others.

Lindley Bothwell, with his wife Ann, was a charter member of the Horseless Carriage Club of America and, by the mid-1950s, the owner of one of the largest private collections of automobiles in the US.

The cars are housed at their property amid orange groves just over the hills from



Hollywood (remember the Jack Nicholson movie Chinatown? Those irrigated groves.)

Auctioneer Bonhams says it's one of the most original and pure racing cars of this era.

Of the 50 automobiles to be auctioned, perhaps best known are the Indianapolis Peugeot, 1908 Prinz Heinrich Benz and 1908 Mercedes Simplex.

The ex-Indianapolis PEUGEOT L45 GRAND PRIX TWO SEATER Chassis no. 1, Engine no. 1. Photo: Bonhams

Bonhams chairman Malcolm Barber said, "Lindley and Ann Bothwell need little introduction. Their contribution to historic motoring is renowned, their cars are legendary and, most important, their enthusiasm all



Nick Senior
share of a

encompassing.

“This is truly a monumental collection and we are extremely flattered to represent it at auction. The phrase ‘once-in-a-lifetime’ is very appropriate.”

In 1908, a Benz won the Prinz Heinrich Tour, a famous German race named after Prince Heinrich of Prussia, an ardent fan of the nascent sport of motor racing.

Benz produced a limited commemorative series of factory racers and called them Prinz Heinrich models. One of 10 created and of fewer surviving, Bothwell’s rare 1908 Benz 105hp Prinz Heinrich was campaigned in period and then used by Bothwell and friends in historic racing events.

The 1908 Mercedes Simplex 60hp, once owned by William K. Vanderbilt, is a landmark Mercedes design that set the model for high performance cars for many years

Other cars in the collection include Austro-Daimler, Buick, Cadillac, Ford, Hudson, National, Packard, and Pope-Hartford.

Bothwell was a fan of horse-drawn streetcars and installed over a mile of track on his property to entertain guests while keeping the streetcars in working condition.

Five of these restored icons, originally from Los Angeles, will be included in the sale.

Bothwell’s vast collection of spares and automobilia amassed over a lifetime of collecting is also for sale.

From Bonhams



Ken Brigden's 403

Ken Brigden died on 27 September 2016 at the age of 81, after a long and distinguished racing career in Peugeots.

Ken retired from racing in 1963, but when Appendix J was revived he was keen to run a 403 again and did so from 1985 until 2010. The car always performed well and Ken always enjoyed the meetings.

These photos of the Brigden 403 through Flash Flanagan and Mike Birks.



Peugeot issues

An important range of issues covered in last month's edition of Roar. If you missed it then, you should read it now

Bill McNamee

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

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

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

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

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

make a buck keeping parts for these models.

I do not recommend buying any models before the 406 and 306 unless you are an enthusiast and able to hunt for parts and work on them yourself.

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

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

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

One of the saddest pieces of advice I have relates to the 407. On the road the 407

is magnificent, particularly the V6 diesel and V6 petrol models. People are surprised how cheap these cars are to buy at the moment but there is a reason. My advice is if you are considering buying a Peugeot with a V6 engine, don't do it, doesn't matter how cheap it is, don't do it. Four cylinder 407s are almost as good and a safe bet.

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

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

To summarise:

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

**Peugeot Association of Canberra
Minutes of the General Meeting
22 August 2017 at the Weston Club ACT**

Persons Present

Brad Pillans President
Neil Birch
Neil Sperring
Greg Francis
Colin Handley
Glen Bryden
Richard Morgan
Dave Rowell

Apologies

Ross Stephens
Bill McNamee
Peter Rees
Steve Lucas
Jenny Lucas
Allan Lance
John Bower
Ian Brock
Jim Taylor

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 Neil Birch, seconded Greg Francis; carried

Matters arising from the Minutes of the previous meeting

3. Nil

Financial report

4. The current bank balance is \$12,375.64.
Insurance premiums for 2017 - 2018 are due.
Estimated cost is around \$600. The meeting approved payment by the treasurer..

Secretary's report

5. Inward correspondence
a. Nil

6. Outward correspondence
a. Nil

Council of ACT Motor Clubs (CACTMC) Report

7. Nominations for committee are open. No nominations for Secretary, Treasurer and Vice-president received as yet.

Finances: \$6400 plus \$10,000 term deposit.

Camp Quality Run on 10th September from Masson to Treasury car park for \$50 per car, proceeds to Camp Quality.

The My Car Club facility is not yet up and running.

The Pie Cart will cost \$2500 to complete a reworking.

Wheels 2018 will probably be at Queanbeyan.

Auto Italia 2018 scheduled for Black Mountain.

German Auto Fest 2017 to Pialligo.

Totally British Day going to Queanbeyan as well.

There will be a new set of by-laws governing CMC subsidies to club events.

General business

8. There has been no update of the club website except for the inclusion of July Roar. The website needs urgent attention.

Social Events: Our traditional, annual social events are French Car Day at Telopea School, Wheels, Battle of Waterloo and a Christmas barbecue. The program was discussed. It was noted that members have limited time due to other commitments and modest expectations re

this matter.

Current events as above and monthly meetings meet most member's demands at the moment but other suggestions such as the highly successful fish'n'chips dinner at the Yacht Club, earlier in the year, are always welcome.

It was proposed that we hold a Saturday Arvo tea'n'bikkies visit to the 'Handley' shed in Queanbeyan. Colin Handley to liaise with Brad Pillans and Stephen Lucas, to determine a suitable date.

Brad reminded the meeting that the PAC will likely be hosting the annual Peugeot Pageant in 2019 (the 2018 pageant is being hosted by the Qld club). Possible venues were briefly discussed, including Yass, Queanbeyan and Braidwood.

Close

9. The Meeting closed at 9.11 pm. The next meeting will be held on Tuesday 26th September 2017.

