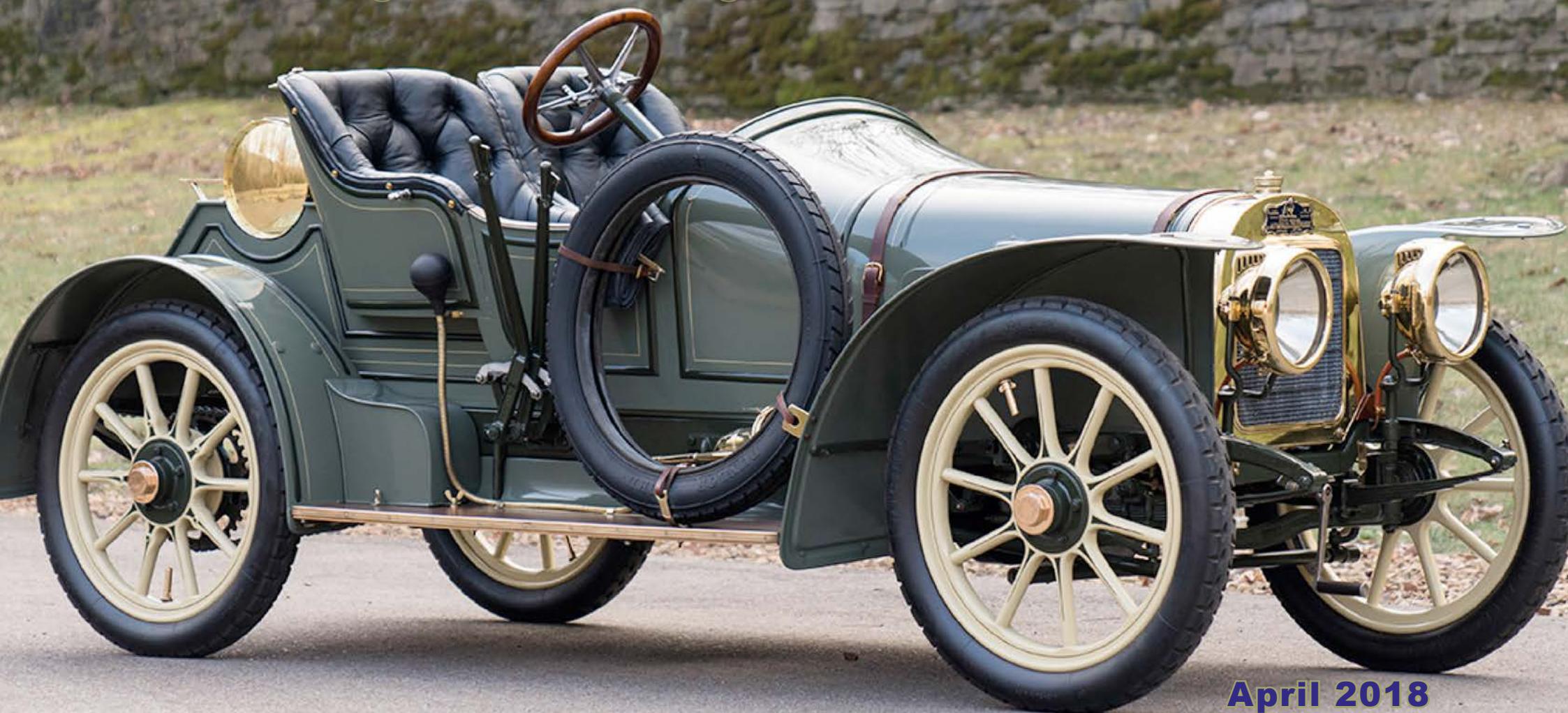


# ROAR

Magazine of the Peugeot Association of Canberra



April 2018



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**On the cover** A Peugeot 1910 PEUGEOT V2Y2. Details of this recent sale are found on page 14.

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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**G**reetings all,

Last month's club meeting at the Southern Cross Yacht Club turned out to be a real winner! The late afternoon weather was just perfect and the free fish 'n chips dinner was enjoyed by a good turn-out of club members.

This month's meeting will see us return to our usual haunt at the Raiders Weston Club on Tuesday 24 April at 8 pm, with dinner and drinks from 7 pm.

Only a small number of club members were able to attend the annual Peugeot Pageant, held at Boonah, in SE Queensland, over the Easter weekend. I hear that Flash Flanagan had two goes at getting to Boonah, after his 407 got stuck in 3rd gear up near Sydney and he had to nurse the car home before hitching a ride with Geoff Boyd in

Geoff's 604. Bob Edwards also made the trip in his 403 van.

Although we were unable to defend our pageant trophy (3rd place last year), Flash, Bob and Boydie did well in pageant events: Bob won Class 1 of the Concours (cars built from 1950 to 1969) with his ever-popular 403 van, and Boydie finished 3rd in Class 2 (1970 to 1989) with his 604 sedan. Boydie also finished a creditable 6th in the hotly contested driving skills event, in which a 604 is far from the ideal car.

The next big club event in Canberra will be the annual Battle of Waterloo, usually held on the Sunday closest to 18 June (the date of the original battle in 1815). That would mean that our preferred date for 2018 is Sunday 17 June, which also conveniently coincides with Queanbeyan Market day (3rd Sunday of each month). Mitchell Jamieson-Curran, who did such a great job last year, will again be coordinating the event, which we hope to hold in Queanbeyan Park. Further details will follow including final confirmation of event location and date.

Finally, I recently received some documents from the Renault Owners Club of Canberra (ROCC), summarising options for the future of their club, which has experienced a significant fall in club members over the past few years. The documents discuss several options, including:

1. Continuing as the ROCC and finding ways to boost membership numbers
2. Dissolving the ROCC
3. Merging with the PAC to create a new French Car Club
4. Becoming a chapter of the NSW Renault

club

5. Joining the Renault Car Club of Victoria
6. Renaming the ROCC to create a new French Car Club
7. Becoming an on-line club

At the April Club meeting I will provide copies of the ROCC documents, with a view to assessing the various options in relation to the PAC. We can then circulate a summary document to all PAC members and invite further comment.

I look forward to seeing some of you at the club meeting on Tuesday.

Keep on Pugging,

Brad Pillans





# 2018 COMMITTEE

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Ross Stephens  
Jim Taylor

### Public Officer

Geraldine Butler

### Delegates to CACTMC

Neil Sperring  
Greg Francis  
Ross Stephens



# CLUB EVENTS 2018

**24 April 2018**

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

**22 May 2018**

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

**26 June 2018**

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

Calendar





# JOIN THE ACTION

## 42<sup>nd</sup> HISTORIC WINTON



**26<sup>th</sup> 27<sup>th</sup> MAY 2018**

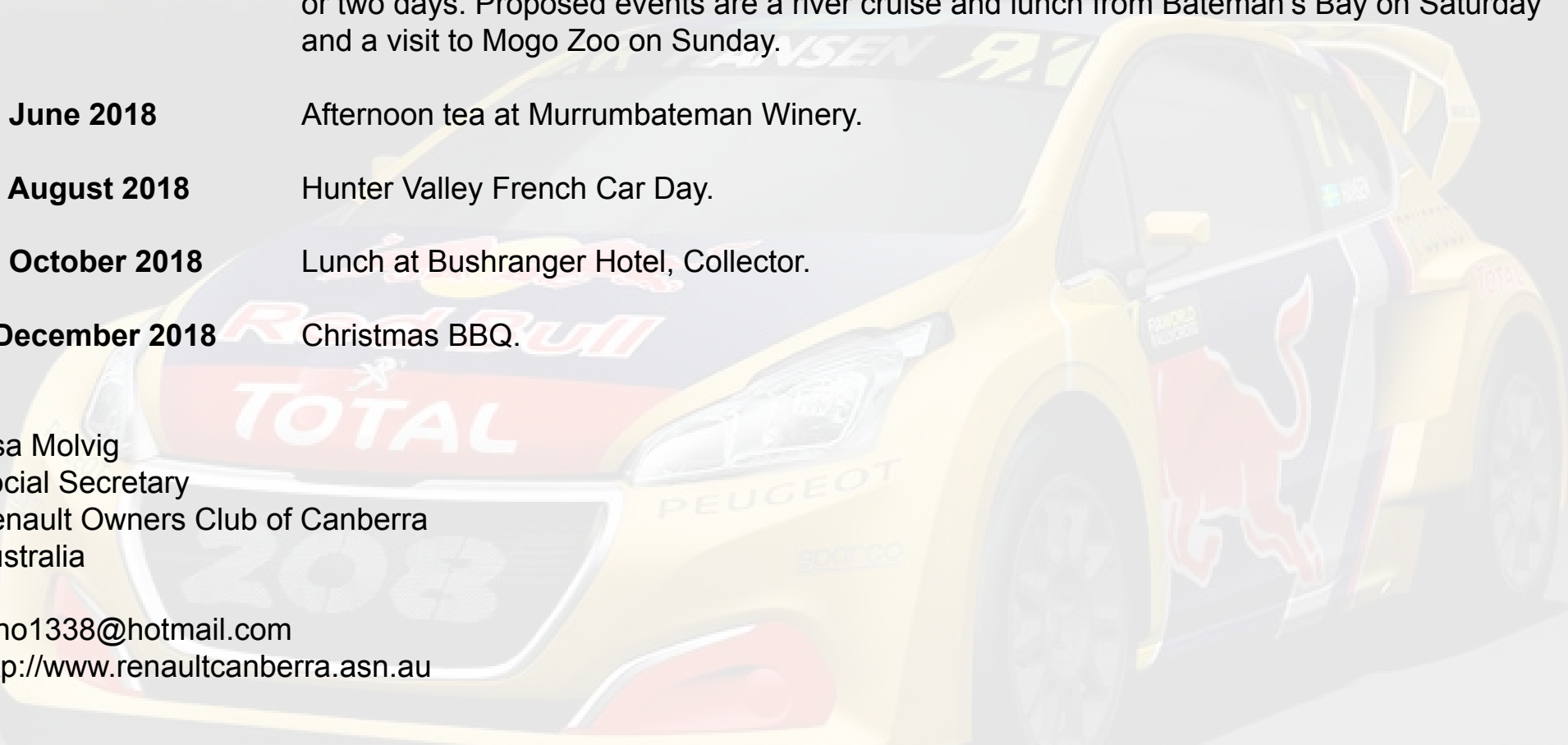
**[www.historicwinton.org](http://www.historicwinton.org)**

Presented by The Austin Seven Club and HMRAV  
Enquiries 03 5428 2689  
Austin Seven Club Inc. AD003290N | Photo: Peter Ellenbogen



# FRENCH CAR DRIVES 2018

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

- 
- 28/29 April 2018** South coast visit hosted by ROCC members George and Pauline Cook. You can visit for one or two days. Proposed events are a river cruise and lunch from Bateman's Bay on Saturday and a visit to Mogo Zoo on Sunday.
- 24 June 2018** Afternoon tea at Murrumbateman Winery.
- 26 August 2018** Hunter Valley French Car Day.
- 28 October 2018** Lunch at Bushranger Hotel, Collector.
- 2 December 2018** Christmas BBQ.

Lisa Molvig  
Social Secretary  
Renault Owners Club of Canberra  
Australia

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

motorsport.com

## Hill Climb and 70 years of Landrover - This Autumn in Cooma

### Mt Gladstone Hill Climb

Date: Sunday May 27, 2018  
Location: Mount Gladstone Road, 4 km west of Cooma, NSW

#### DESCRIPTION

Regular hill climb events, rated by NSW Car Events as "one of the very best Hillclimbs in NSW". The event is open to vehicles ranging from road registerable Type 1-2 2WD production vehicles up to Type 3 AWD vehicles, also Type 4 production based 2WD vehicles (sports sedans). On the day, there will be a minimum of 4 x 1 km runs for each competitor. The hill climb will be conducted under CAMS rules and regulations, and competitors must hold a CAMS Level 2 Speed Event Licence.

Parties interested in the May event can send an email to [hillclimb@coomacarclub.com.au](mailto:hillclimb@coomacarclub.com.au) and you will be put on the mailing list.

#### DETAILS FOR SPECTATORS AND FAMILIES

Times: The hill climbs will run from 9:30 AM to around 4 PM. A courtesy shuttle bus will run all day both days catering for spectators to go up and back to the main spectator area.

For further information about hill climb day, please contact:  
Julian Besestri  
0418 251 465



SHARING PLACES

# AUTUMN FAIR

**SATURDAY MAY 5TH**  
QUEANBEYAN SHOWGROUND

START AT 10AM



UNTIL 3PM

**SAUSAGE SIZZLE & FOOD STALLS**  
**LIVE COUNTRY MUSIC**  
**CAR DISPLAYS**  
**JUMPING CASTLE**  
**KIDS ENTERTAINMENT**  
**MARKET STALLS**

[WWW.SHARINGPLACES.COM.AU](http://WWW.SHARINGPLACES.COM.AU)

[WWW.FACEBOOK.COM/SHARINGPLACESINC](https://WWW.FACEBOOK.COM/SHARINGPLACESINC)



# 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.

### Peugeot 403 1958

403 sedan, 1958, in good going order but poor paint, new brakes, \$2000 ono. Colin, 0414 484 398.

### Peugeot 203A, 1954

203A, 1954, very good condition. 403 motor- rebuilt and balanced with twin carby, 206 GTi front seats, original seats available. Number plate TWO 03A (NSW). 15" wheels with Michelin tyres on car, plus five 16" wheels with Michelin tyres extra. Stainless steel exhaust system. \$10,000. Contact Jon Molvig 02 4998 6152.



### 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 HDi 2004

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



## PAC Peugeot servicing

### Bill and Geraldine's annual excursion

Bill McNamee and Geraldine Butler are back... with travel tales to tell, dogs to walk and Peugeots to fix.

# CLASSIFIEDS

## For Sale

### Parts

#### Peugeot 206 GTi engine

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

#### Peugeot 307 T5 XSE 2002



307 T5 XSE 2002. Hatchback 5dr Man 5sp 2.0i. 126,555 km. My 307 is driveable but has problems. I would prefer to sell for spare parts only. Open to offers. Registered until 21 May 2018 (registration will not be renewed). For further information please contact Leanne Manthorpe [manthorpefamily@optusnet.com.au](mailto:manthorpefamily@optusnet.com.au) 0401 645 483, (02) 62429251.

#### 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](mailto:lynwood327@gmail.com).

#### Peugeot 504 headlight

One early P504 trapezoidal headlight, good reflector and glass. Make an offer. Contact Lisa Molvig, [reno1338@hotmail.com](mailto:reno1338@hotmail.com).

#### Peugeot 504 owners manual

504 Owners manual. Free pickup in Downer. Contact Leon: 0431 979 184.

## Wrecking

### Peugeot 203A

203A, parts or restore - located in Albury NSW, Ross Anderson, [rossjay@iinet.net.au](mailto:rossjay@iinet.net.au) - 0407 473 539.

### Peugeot 404

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

## Swap

### Peugeot 504 Familiale

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

Michael Cortis 0400 413 077

## Wanted

### Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398



## 2018 Pageant at Boonah in SE QLD

When the first expressions of interest were called for the 2018 Pageant being run by the PCC QLD at Boonah, Bob and I put our hands up and started saving so we could afford to go. Bob decided to take Bertha the 403 Van and initially I was going to take Carolyn's 203 sedan. By the time we had to confirm our attendance and pay the required fees it was decided that the 203 would stay for Carolyn to use and I would take the 407 wagon and that we would continue to keep saving.

There was not much thought about what to take as Bob and I had been to one or two Pageants before, so we were packed figuratively speaking, long before we even left. Bob even bought a pull out shade thingy off a caravan and made mounts that bolted into the roof rack mounts (and then didn't put it up while we were there despite carrying the B..... long thing up and back).

Speaking of up and back, Bob left home in Monash on the 25th of March, the Sunday before, and decided to go any way up except through Sydney and to indulge his little passion of "geo-caching". He planned his route making sure that Bertha used very few main roads and the occa-



sional dirt track to make it interesting. Bob's trip home was planned the same way but he short circuited his trip and arrived home a day or two early on the Wednesday after Easter (called missing Kylie and the kids).



Bob's trip was pretty uneventful; lots of sightseeing, several "caches" 'discovered' and recorded and a nice relaxing drive all round. His only problems were, on the way up, a loose gearbox mount, the one at the bell housing, which he fixed in 2 minutes or less with the aid of a 13mm spanner, and on the way back one

of the gear linkages 'fell off' and was put back in place with the odd twist of wire and will be replaced with a good one when he gets a chance.

I left Bungendore in the 407 wagon just after 6.00am on the 28th March, the Wednesday before the Pageant, intending to stay at Kempsey or Coffs Harbour and drift into the Outlook at Boonah latish on the Thursday. However, the 407 wasn't having any of it. It displayed an error message for a "depolution fault", usually indicating a faulty coil pack as I was just driving onto the freeway north of Sydney. There was no miss and it was going well so I ignored it. Just after crossing the bridge over the Hawkesbury River the 407 had a meltdown – it jammed in third gear (from 110kph), displayed a gearbox fault, an ESP fault, a steering fault, a wiper fault and the list went on and on. I was able to pull into the 'rest bay' after the bridge and see if I could see what was going on, which was bugger all. The fault messages all displayed but the 407 never went into limp mode so I put it down to electrical histrionics and trusted that the 407 would drive.

So I started it up, all the faults displayed again and I drove off in third gear at 3,000rpm and 70kph. Unfortunately I could not turn around until I had reached the Gosford turn off so I did that and headed home. Let me tell you I was everybody's favourite on the freeway at 70kph but, you might not believe this, I even passed a few as I went along. I got through

Sydney and decided to stop at the Moss Vale Peugeot dealer to see if they could have a look at it. Thus it was that I drove into Allan MacKay Autos Service yard just before closing time. Give them their due, they were friendly and helpful and cleared all the fault codes but could find no reason for the faults displaying.

The drive out to the highway ... I was coming home because who knows what might happen, showed no dramas so I thought "What the hell" and decided to chance it and drive to the Pageant anyway. Turned north and headed off towards and through Sydney once again and on to Boonah.

This time I got some 200 to 300 kms north of the Gosford turn-off on the Princes Highway when "bang!" it all happened again.

Yours truly pulled over in a truck stop and put it in park and wondered what was going on. Tried to start it – nothing. Wouldn't even come out of park. The best thing to do was have some cheese and bickies and a drink of cordial and a quick bladder break while I cogitated on doing SFA and did just that. After about 10 minutes I turned the key, the 407 started and it came out of park so I thought why not drive it in 'manual' mode and not use drive, cruise control or the fancy suspension setting and see how far we could get.

I arrived in Boonah without any more



problems just after 9.15am on Thursday so, thinking there would be nobody at the Outlook, went and looked up my old girlfriend Jean in Nerang about 60kms closer to the Gold Coast, called in and saw one of our old neighbours at Wonglepong and wandered back to Boonah. Did some shopping in Boonah for there was no meal provided on Thursday night or Friday lunch but



kitchens I could cook in and saw an auto elec-

trician in Boonah right next door to the fruit market.

My tiny little brain decided that the problem had to be a faulty battery and the 407 was experiencing what I had heard described as "coil current theft" where the battery was not providing enough current to run all the peripherals, as the alternator, which has a variable charge rate, provided enough for the coils to fire and maybe could deal with only a couple of other signals and not all that was being asked for. The battery was in the car when we bought it 4 years ago and who knows how old it was before that.

They agreed to look at the 407 and clear all the codes and sent me off over the road for a hot chocolate to get me out of the way. I wandered back just as they were about to look at it. They tested everything and (after I had shown him where the port to plug his 'device' into was) said the battery was perfect and I led the bloke through all the codes that had displayed and he deleted them one by one. I insisted on a new battery and took the old one with me so they didn't feel they had pressured me into getting a new one.

The 407 performed faultlessly during the Pageant, the "concourse" (thanks Neal for cleaning the 407 for me), the observation run and whatever else I did.

Even though numbers were down, only 40 odd people in just over 30 cars, the Pageant was fun. Many were missed but everyone that was friendly. New friends were



made. Old friendships rekindled and (perish the thought) I was also told that many lies were being told about Peugeots and even some about the Peugeot drivers. The food was good and in excess, the handouts were sorted through and the driving events brought a smile to many faces and bewilderment to most navigators on the observation run.

The PAC didn't really excel at the driving events with only Bob to carry the weight of the club on his and Bertha's shoulders. But he did us proud winning his class in the concourse and I believe placing well up in the driving events. Me, I officiated for one of the driving tests and drove Bob around in the 407 on the observation run.

On the Tuesday after the Pageant I drove up to see the Mob at Cullens at Nambour (ably lead by the erstwhile young Gerald) and they plugged into the 407 and ran their default programs through and cleared the faults they found and replaced the brake pedal sensor which wasn't the best. So I left Nambour about lunch time and drove around Brisbane and back through the Mountains to Ballina on the way home, having every intention of seeing a couple of mates on the way back home.

That was the plan, but coming down the hill between Woodenbong and Kyogle and just idling behind a B-double with the driver riding the brakes which were smelling hotter and hotter it went "BANG!" again. All

the faults started to display again but this time it turned the engine off and I had to man-handle it off the road (no power steering) with the flashers going for the trucks, caravans and four wheel drives following. No-one hit me and the only one who stopped was the blokes in the garbage truck but they couldn't do anything as it would not start and again it was locked in 'Park' so they went on their merry way to finish their rounds.

So this time I had cheese and bickies, sul-tanas and a cordial while I again contemplated and could think of nothing. Much the same as I had done before. After a while, 10 minutes or so, I turned the key, the 407 started and I drove off again in "manual" mode.

Drove the 12 kms to Kyogle and filled up and, as it was just on 5pm, decided to drive home.

I arrived home in Bungendore just after 5am on Wednesday without any dramas using the "manual" mode. I didn't get to see anyone I wanted to but Boydie rang me every hour or so for a chat while he waited in line to deliver a load of hotmix – yes you can blame him for all the night work on the roads as he hasn't been working during the day like normal people for a while.

After discussions with various people we have decided that the fuse box under the bonnet might be the cause of all the dramas. A quick call to Bob and yes he did keep the fuse box when he wrecked my old 407 sedan and, with a quick check of the parts catalogues, determined that the part number for the fuse box in the 407 wagon is the same as that from the wrecked

sedan so we will change it this weekend (14/15 April) and hopefully all problems will be sorted.

It is now Monday the 9th and the 407 wagon is going. I disconnected the battery for a while and reconnected it after 24 hours (don't ask or I'll tell you why so long) and it appears everything has reset except for the date, day and time. I have driven it out to Harden to see Boydie and taken Carolyn shopping without any problems appearing.

And the old battery - I gave it to Tim to put in and out of one of his rusty relics so he can move one his 203s or 404s or whatever from one shed to another.

Life is never boring

*FLASH*

## 2018 Pageant Results

### 2018 PAGEANT CONCOURS

#### CONCOURS CLASS 1 POINTS

1950 TO 1969

1 BOB EDWARDS 403 VAN ACT 172

2 MURRAY & VAL KNIGHT 404 SEDAN VIC 151.5

#### CONCOURS CLASS 2

1970 TO 1989 POINTS

1 DAVID BESSON & GAYL McKAY 604 QLD 188

2 CHRIS BENGTON & 205 C QLD 179.5

3 GEOFF BOYD 604 ACT 152

#### CONCOURS CLASS 3

1990 TO 2009 POINTS

1 RICHARD & KAY 605 UTE QLD 197

2 JULIE O'CONNOR & ASH 307Hdi QLD 195

3 TONY SMART 306 QLD 187

#### CONCOURS CLASS 4

2010 TO 2018 POINTS

1 JOHN & ROBYN 308 Hdi NSW 197.5

2 PAUL & ROBYN PRACY 208 NSW 197

3 ANNE & GRAEME COSIER 508 DIESEL WAGON NSW 196

5 JOHN & ROBYN 308 Hdi NSW 197.5

### 2018 PAGEANT DRIVING SKILLS

1 KNIGHT MURRAY VIC 404 sedan 182.88

2 TORODE PHIL VIC 208 Hatch 191.96

3 SIMPSON GRAHAM QLD 405 sedan 192.38

4 BENGTON CHRIS QLD 405 SRDT SW 193.27

5 BAILEY TIM QLD 4007 suv 194.5

6 BOYD GEOFF ACT 604 sedan 201.91

7 MCKAY GAYL QLD 205 Si HATCH 206.39

8 SMART TONY QLD 306 Cab 210.05

9 HARTLEY MARK NSW RCZ R COUPE 228.19

10 EDWARDS BOB ACT 403 VAN 245.79

11 DICKIE NEIL QLD 504 sedan 246.55

12 BESSON DAVID QLD 604 sedan 268.31

13 PEPPER VERN QLD 307 Hatch 273.39

### BEST OVERALL 2018 PAGEANT

1 PHIL TORODE 29

2 CHRIS BENGTON 27

3 GAYL McKAY & MURRAY KNIGHT 22

### NOVELTY EVENTS POINTS

1 TORODE PHIL VIC 208 46

2 COSIER ANNE NSW 508 40

3 HARTLEY MARK NSW RCZ R 39

4 PEPPER VERN QLD 307 38

4 PARK ANDREW NSW 205Si 38

6 SIMPSON GRAHAM QLD 405 37

6 BENGTON CHRIS QLD 405 SRDT 37

8 DICKIE NEIL QLD 504 35

9 PARTRIDGE CAROL QLD 307 34

9 SMART TONY QLD 306 34

11 MCKAY GAYL QLD 0 33

11 BAILEY TIM QLD 4007 33

13 O'CONNOR JULIE QLD 307 Hdi Touring 31

13 COSIER GRAEME NSW 508 31

15 BESSON DAVID QLD 604 29

15 MCCABE PETER NSW 308 29

17 PRACY PAUL NSW 208 27

18 EDWARDS BOB ACT 403 26

### OBSERVATION RUN

1 Andrew Park & Lorraine Mordue NSW 43

2 Margie Bells & Chris Bengton QLD 42

3 Gayl McKay & David Besson QLD 41

4 Phil Torode & Ros King VIC 40

5 Anne & Graeme Cosier NSW 38.5

6 Tony Smart QLD 37.5

6 Vern & Lexie Pepper & Carol Partridge QLD 37.5

6 Murray Knight & Val Gibson VIC 37.5

9 Julie O'Connor, Ash Gunder & Granville Nicholason WA 36.5

10 Tim Bailey & Geoff Boyd QLD 35

11 Neil & Marcia Dickie QLD 34.5

12 John & Robyn Gambrell NSW 32

13 Flash Flannagan & Bob Edwards ACT 31

14 Peter Wilson & Paul Geraghty NSW 23

### PERPETUAL PEUGEOT PAGEANT TROPHIES

STATE POINTS

STATE CLUB CHAMPION QLD 223

SECOND STATE CLUB NSW 130

THIRD STATE CLUB VIC 74

*Peugeotmania*

## Museum makes Peugeot parts available

The Peugeot Museum in Sochaux has always had its own parts department but no one really knew it existed.

Now called L'Aventure Peugeot Citroën DS bringing the organisation into line with the rest of the PSA Group.

The Museum is launching a secure online shop facility on 1 May 2018 for all their parts. Of most interest will be their program of reproducing out of production parts for many models but most importantly for owners of the iconic 205 GTi.

The program will continue to expand over the coming months and years and is very good news for all owners.

The Pugilist



**LOT 39****1910 PEUGEOT V2Y2**

**Estimate: \$140,000 - \$180,000 Sold for \$220,000**

**Car Highlights**

The Only Remaining Chain-Driven Sport Model Known to Exist  
 Recipient of Recent, Meticulous Restoration  
 Accompanied by Tools and Owner's Manual  
 First in Class at 2016 Amelia Island Concours d'Elegance  
 Eligible for Horseless Carriage Club of America Tours

**Technical Specs**

1,702cc L-Head 2-Cylinder Engine  
 Claudel Updraft Carburetor  
 16 HP  
 Dual-Chain Drive  
 3-Speed Manual Gearbox  
 Foot-Actuated Brake on Transmission Half Shafts with Hand Brake on Rear Drums  
 Front and Rear Semi-Elliptical Spring Suspension

**Provenance**

M. Clément, Mexico (acquired on September 8, 1911)  
 Fernando Ariza, Mexico (acquired circa 1960s)  
 Jan Voboril, Topanga, California (acquired in June 2000)  
 Private Collection (acquired in December 2000)  
 John Lothrop, Windham, New Hampshire (acquired in January 2002)  
 Current Owner (acquired from the above)

**Exhibited**

AACA Auburn Central Spring Meet, Auburn, Indiana, May 2013 (First Place, Junior)  
 Amelia Island Concours d'Elegance, Amelia Island, Florida, March 2016 (Best in Class)

**This car**

For a brief period during Peugeot's early years, production was guided by two separate wings of the Peugeot family. Armand Peugeot concentrated on larger automobiles, while cousin Robert focused on low-horsepower production, such as the example offered here. Known as the Lion-Peugeots, these diminutive vehicles delivered surprising performance, sweeping 1st, 2nd, and 3rd positions at the 1910 Targa Florio. French driver Jules Goux garnered three victories during 1910 alone. Often competing in open classes against opponents with much larger displacements, Lion-Peugeots were capable of speeds in excess of 65 mph.

Total V2Y2 production was 515 units, split among 215 shaft-driven and 300 chain-driven examples. Five body styles were offered, ranging from large phaetons and landaulets to the performance-oriented Sport à Chaines, such as this example. The consignor states that when he visited Peugeot headquarters in France in January 2015, he was told by company officials that this was the only known remaining example of the Sport à Chaines. Peugeot S.A. also issued a letter at that time providing the delivery date and the name of this car's first owner.

M. Clément of Mexico took possession of this car on September 8, 1911, and it remained in Mexico into the 1960s, when it was owned by Fernando Ariza. Sometime during the 1990s, Mr. Ariza shipped the car to the US for restoration, but he passed away before work was completed. In June 2000, Jan Voboril of Topanga, California, acquired the Peugeot, and in 2002, it was acquired by John Lothrop, a retired master machinist from Polaroid, once one of America's best-known camera manufacturers. Mr. Lothrop embarked on an 8 1/2-year restoration, benefiting from access to the machine shop of his former employer. Original components were painstakingly restored or used as patterns for accurate reproductions, as was the case with its wheels. The car was finished in two shades of green complemented by straw yellow pinstriping and wheels, with black leather upholstery.

The current owner acquired the car in 2012 and began exhibiting it; the quality of the restoration was validated with a First Place in the Junior category from the 2013 AACA spring event in Auburn, Indiana, and a Best in Class award at the 2016 Amelia Island Concours d'Elegance. Accompanying it are select tools, sales brochures, and an owner's manual.

This Peugeot possesses the rare combination of a high-calibre restoration, largely known ownership history, and the capacity to comfortably accommodate a taller driver. It is well-positioned for sprightly early motoring adventures as well as recognition on the show field as an incredibly rare example of one of the oldest automobile manufacturer's earliest competition efforts.

## Peugeot CEO outlines plan to fight diesel decline

Peter Sigal  
9 April 2018

Peugeot had record global sales last year of more than 2 million units and nearly half of the volume came from Europe, where the PSA Group brand grew by 7 percent in an overall market that rose by 3.3 percent. The man leading the way is Jean-Philippe Imparato, 51, who has overseen the successful launches of the 3008 and 5008 crossovers since being named CEO of the Peugeot brand in September 2016.

Imparato told Automotive News Europe Correspondent Peter Sigal how he plans to maintain Peugeot's momentum despite challenges such as slumping diesel sales in Europe.

### How is Peugeot managing the shift from diesels to electrified models?

This transition is stressful for everyone, but we will cope with it in a simple way. Starting in 2019, each vehicle we launch will have an electrified version, including the new 308.

That means that customers will always protect their residual values when they buy a Peugeot, because it [an electrified



variant] will be part of the brand's core lineup.

Depending on local regulations, depending on your feeling, depending on your business, you will choose the powertrain that fits best.

Paris is not London, London is not Shanghai. Nobody knows how the transition to electrified models will play out, that is why we have to have a global answer.

**You will probably need to sell a certain percentage of low- or zero-emissions vehicles to meet the EU's CO2 targets. If you let the customers choose their drivetrains, however, how can you be sure Peugeot will reach its goal?**

We are not saying we will sell "outlaw" high-emissions engines and will try to compensate by selling "good cop" low-emis-

sions cars. We will be compliant by model family in 2020. That is clear, because I don't want to pay 1 euro in penalties.

It would be absolutely unbearable. Some automakers could choose to lose 30,000 euros per electric vehicle [to cancel out the effects of higher CO2 cars and still meet their target]. We don't want to do that.



For example, we launched the 508 with a 225-hp gasoline engine, which emits 130 grams per kilometer of CO<sub>2</sub>. The diesel has 130 hp and emits 95g/km of CO<sub>2</sub>. Starting next year, we will have plug-in hybrids and zero-emissions vehicles on the platform.

When we forecast our mix per model family we are compliant. We have worked for six years to meet these regulations.

We will do so even if customers choose the powertrain.

**Does that mean for the 508, for example, you will sell low- and zero-emissions vehicles to fleet buyers?**

Yes. I sell 50 percent of my vehicles in the business-to-business channels. We are forecasting

30 percent plug-in hybrid sales for the 508, provided the total cost of ownership [TCO] meets our customers' requirements. The TCO must be in the same tranche when comparing a plug-in hybrid and a diesel, for example. We think that 5 percent to 10 percent of sales will be electric and 20 percent to 30 percent plug-in hybrids. It's totally feasible.

**The new 508 has been very well received, but the market for midsize sedans is declining in Europe. What are your expectations for the model?**

There is one point to remember: the profit margin from D-segment [midsize] mainstream sedans is one of the biggest in the world.

Europe is important, but my strategy is to be successful outside Europe. The



new 508 fits my international strategy. Secondly, having launched five SUVs in the last two years, we told the market that we will come back to the D sedan one day, because it is totally consistent with the driving experience we want to support with Peugeot.

We absolutely had to return to the D-sedan market, but we wanted to give the market something different. We said we would not come back with the traditional answer. This 508 changes everything with a fastback look.

**Peugeot had a successful year in 2017, especially in Europe, where sales increased by 7 percent, in an overall market that rose by 3.3 percent. What were the main reasons?**

The year 2017 was quite positive. We set a record with 2,134,000 cars delivered globally and also set a record for light commercial vehicle sales. The 3008 was named 2017 European Car of The Year. We have also won three Dakar off-road races in a row. How can we explain this? It is a result of a strategy built four years ago. We have a simple and consistent lineup, with the 208-2008, 308-3008 and 508-5008. We have a strategy to move upmarket. The main key performance indicator for me now isn't the number cars we sell, but the mix.

Have a look at the 3008 and 5008 – 70 percent of global sales are the two highest-level trims.

**How will you keep growing in Europe when the market is forecast to be flat?**

I have two targets for Peugeot in Europe this year. The first is that in each country, I want the market share for sales to business fleets to be above our passenger-car market share by two percentage points. With the new 508 and new Rifter [car-derived van], as well as the 2008, 3008 and 5008, I have cards to play in terms of performance in the fleet field. Second, last year we had a really good year in LCVs [light commercial vehicles], but we can target 10 percent more, I would say one point more market share.

As for mix, we have cut the lowest trim, because we consider that the move upmarket for Peugeot is totally justified. The minimum mix expected from each country is 50 percent of the cars will be sold at higher trim levels.

Another point is that 2018 is the third year of our residual value action plan. As we said, our pricing policy has put us at our benchmark level for new car sales. But this is just the first step. We will be working on both on residual value and used car price forecasting for the next three to five years. That is because the best insurance for the customer is not the initial discount on the price of the car. The best insurance is what will the car's value be after three years. I want us to do the same job improving or pricing policy in the

used car market as we did with new car sales.

**How do you improve used car pricing?**

There are several key points. The first is the attractiveness of our new cars. The second is the initial quality of the car: It must feel like a new car after 60,000 kilometers. The third point is that I won't accept "toxic" dealer operations. Excessive discounting is not allowed. The best way to protect residual value is not to kill the value of a new car. The fourth point is how we handle used cars — how we buy them, prepare them and market them. What is our digital ability to offer our stock to our customers? During the period of transition to new powertrains this is a key point. The customers are saying, 'What will my diesel value be in three to four years?' Our answer is, Buy a Peugeot, choose your powertrain, and we will support your residual value.

Automotive News Europe





## Peugeot parent PSA to set up business unit for electric vehicles

5 April 2018

Alexandra Rogers

Groupe PSA, the parent of Peugeot, is to create its own business unit dedicated to the development of electric cars, with the aim of introducing zero-emissions alternatives across its models by 2025.

The new unit will get to work in 2019 and be “responsible for defining and deploying the group’s electric vehicle strategy and rolling out the related products and services,” the company said on its website.

PSA is the latest player in the car space to lend its support to the development of electric vehicles. Tesla’s Model 3 is already a best-seller in the US, while BMW announced at its annual conference that it would pledge £6bn in research and development for electric and automated vehicles.

PSA, which owns Citroën, Opel and Vauxhall brands, said the new business unit would be headed by Alexandre Guignard, who will report to the Citroën CEO Linda Jackson.

Jackson said: “The energy transition is an opportunity that our company has seized

by launching an unprecedented technological offensive made possible by our multi-energy platforms. The challenge for this business unit, which benefits from an experience built up over several years within the group, will be to provide the best vehicles at the best time to satisfy our customers and thereby ensure the best economic conditions for launching Groupe PSA’s electric vehicles into the market.”

This morning the car industry took another hit with the announcement that sales for new cars had slumped by 16 per cent in March.

Demand for diesel was down nearly 40 per cent compared with the same month last year, while alternatively fuelled vehicles (AVFS) were up 5.7 per cent. Demand for petrol was up 0.5 per cent.

Electric vehicles capitalised on this trend, with demand for plug-in hybrids driving growth, up 18.2 per cent for the month.

City A.M.  
UK



Linda Jackson

## Peugeot sales up

Peter Wilson

Peugeot, with 210 deliveries in February, was up 17.3 per cent on the previous February, thanks to the strength of the 3008.

Citroën was awful – down to just 28 deliveries, a 29 per cent fall from the previous February. At least the prospect is better. A new C3 has refreshed the range while a new C4 Cactus, a new Berlingo and other vans, plus the C3 Aircross SUV will help get a worthier share of the sales pie. That pie?

The national market was up 7.8 per cent on the previous February with 95,999 auto sales for a two-month 2018 total of 184,550 units. SUVs dominated with 41.5 per cent of the market, passenger cars had 35.9 per cent and vans and utes 19.5 per cent.

Top dog Toyota led with a 12 per cent rise in sales to 18,281 units, with its Hilux the top seller again – 4,426 sales, 1,000 more than the previous February. Mazda (8,913), Hyundai (8001), Mitsubishi (7142), Honda (4,962) and Nissan (4863) led the others.

Holden struck a new low (4,689) with February Commodore sales halved (737 against 1,566 all local last February) as Opel came aboard. This and a Mercedes dip saw a 46 per cent slump in large passenger cars.

SUVs are rising stars, but utes topped model popularity ... Hilux, then Ford Ranger (4,426), Corolla (3,270), Mazda3 (2,935), Mazda CX-5 (2,191), Hyundai i30 (2,182), Triton (1,894) and RAV4 (1,841).

The Pugilist





## Peugeot reveals WRX cars

Fresh from its success on the Dakar Rally, Team Peugeot Total is now aiming for the top in a brand-new adventure: the FIA World Rallycross Championship.

To celebrate its first year in this spectacular and competitive Sport as a full factory entry, the Peugeot Sport team is preparing a 2018 version of the Peugeot 208 WRX, which has already shown plenty of potential in rallycross since making its competitive debut in 2014.

There will be 3 Team Peugeot Total official drivers on the 12-round World RX this year: the legendary 9-time World Rally Champion Sebastien Loeb, rallycross front-runner Timmy Hansen, and his fearless younger brother Kevin Hansen.

The Swedes both represent the “next generation” — part of the most successful family dynasty in the history of the Sport — and will benefit from Loeb’s driving experience.

A new Peugeot 208 WRX has been prepared for 2018, that will be updated throughout the season, with step by step upgrades. The aim is simple: to score as many points as possible from the beginning of the season in a bid to claim the drivers’ and teams’ championships in future, adding to Peugeot’s illustrious off-road motorsport

history.

While Loeb and Timmy Hansen will get to drive the new-specification 2018 car, Kevin Hansen will stick with an evolution of the 2017 car.

The developments that will be brought to the latest-generation 560-horsepower Peugeot 208 WRX are designed to make it more powerful

and driveable. Not only is it faster and lighter but it’s also easier to drive, with a more reactive feel and better torque.

The Peugeot Sport engineering team has worked intensively on aerodynamics to increase performance, with the car featuring a new wing and a new rear bumper from the start of the year.



Mechanically, apart from engine evolutions, the new car also has revised front suspension, dampers and bigger wheels, as well as a faster gearshift and new roll cage.

The result is a visually striking rallycross challenger designed to go as well as its eye-catching look, but with a strong resemblance to the best-selling Peugeot 208 road car on which it is based.

“This marks the start of an exciting year for us, as the FIA World Rallycross Championship will be Peugeot’s key motor-sport engagement in a factory capacity, with new rivals and a new environment.” says Bruno Famin, Peugeot Sport Director.

“However, even though we have some past knowledge of the Sport through the Peugeot-Hansen team, we have to be realistic, as our competitors are very experienced while we will have to train our team for this new discipline from scratch! Despite this big challenge, we are aiming for some wins this season, then something more in the seasons beyond. We decided to participate in world rallycross because we firmly believe in the future of this Sport: the Sporting format, which is short and intense, is exciting, the audience, younger than in other categories, is still growing, and furthermore we also believe in the electric future of the championship. So, we are preparing for this new generation of powertrain and new generation of fans right now, with the clear aim of promoting our current Peugeot 208 and

its successor.”

Sébastien Loeb said Peugeot coming in as a factory team was exactly what was needed to take things up a level and enable us to fight for the championship. “In the past we were close, but we were just missing a little extra. Now Peugeot’s official engagement can bring us that. We won’t have all the evolutions at the start of the year and that will make it difficult to fight for the championship from the beginning, but you

never know: it all depends on how quickly we can develop. From a driving point of view, rallycross provides probably the most intense experience you can have as a driver. The races are very short, but the sensation is really amazing: the cars are like big WRC cars to drive, with 600 horsepower, so it’s a lot of fun. I’m looking forward to the season.”

The Pugilist





## Car clock of the week: Peugeot 504 Jaeger transistor

Finding a working example of this clock has been tough

MARCH 29, 2018

Quartz-based car clocks, particularly those made by VDO, can be very durable and accurate. Electro-mechanical car clocks tend to be a lot flakier, but I have found a few good ones during my junkyard explorations.

What I really want to find, though, is a working example of the Jaeger transistor clock found in the early-to-mid-1970s Peugeot 504. This has proven very difficult.

I have owned and daily-driven exactly one Peugeot 504, and my love for the pleasant driving experience it provided was counterbalanced by the maddening difficulty of fixing the many small things that broke.

This was the early 1990s, when plenty of 504s could be found in cheap self-service wrecking yards (at least in California, where the 504 sold well), and so I became accustomed to tearing into 504 dashboards in search of various electrical components.

In 2007, around the time I began work on the Junkyard Boogaloo car-parts boom-box, I began hunting interesting car clocks



I pulled this clock in 2007, when it was still possible to find 504s in U-Wrench-It yards.

in junkyards, and the clock I coveted most was the beautiful Jaeger in the 504. The one in my car hadn't worked, of course, but that didn't stop me from yanking the clock out of this '74 in a now-defunct San Francisco Bay Area self-service yard.

Did it work? It did not. Back in 2007, I wasn't bringing a 12-volt battery pack with which to test car clocks before buying.

These clocks used some sort of bewil-

deringly finicky transistor-controlled balance mechanism, so the usual clean-and-oil treatment probably won't wake a DOA example. I have purchased several of these clocks, which means I have a personal Peugeot Jaeger clock junkyard (in a box in my garage) but no working clock yet. I'll keep trying, though the supply of junkyard 504s has dried up nearly completely in recent years.

Murilee Martin





I believe this is a 1974 or 1975 car.



Several of these Jaeger clocks later, I still don't have a good one. I do have a lot of parts, though.



The 504 was a comfortable and luxurious machine, and most examples had clocks.



## What is it about Peugeots?

Peter Wilson

The way forward for Peugeot and Citroën as premium brands was discussed at the 5008 media launch with several reports revealing the results of market research.

“Australians still regard Peugeot as a little bit more posh than volume-selling models from other brands,” road tester Ken Grattan reported. “Inchcape is determined to keep pushing the brand’s semi-prestige image in this country even though Peugeot is considered ‘mainstream’ in its home country.” Hence, he explained, the barebones 5008 option from Europe is not being sold here.

Another road tester remarked that in Europe Peugeot is like Holden here and you find them as taxis. That seemed odd as Germany has Mercedes taxis and Mercedes is the leading prestige brand here; in Sydney most taxis seem to be Toyota hybrids.

Nevertheless, both Peugeot and Citroën were increasing sales here until the global financial crisis. Today Japanese, Thai and South Korean vehicles have the biggest market shares in Australia.

Renault has shown recently a French brand can make it – although down in volume enough for Paris to dump its local dealer. It was No 18

last year.

Peugeot Citroën Australia’s model range is now very competitive but underrated in the market. How sales can continue to gain momentum is something being brain-stormed at Baulkham Hills headquarters, where some Sime Darby staff have joined the new distributor to bring continuity and the management team includes new people with a wide mix of industry experience

with brands other than Peugeot and Citroën now trying to tune up to the French cars experience.

Peugeot Citroën Australia chief Anouk Poelmann told GoAuto’s Terry Martin that a study had identified the key areas that should stand out the Lion brand from others. It came up with five “product truths” for Peugeot and Citroën.



[motorsport.com](http://motorsport.com)

- Excellence and superior quality (from design and engineering through to manufacturing, marketing, sales and after-sales).

- Allure (sharp, distinctive and timeless design).
- Emotion (enhanced experiences achieved through innovative and intuitive cabin design, with an emphasis on technology).

- “Culture of elegance” (a passion for beauty that invokes desire in passers-by).

- Savoir faire (“a state of mind that comes from knowing you have made the right choice and your decision is validated at every touchpoint”). I’m not sure what that will do for the imbalance in the French terms of trade.

As I told a dealer who asked my opinion, it seemed “too corporate” and “talking”, not quite hitting the right note. Importantly, Ms Poelmann said: “We also need to own our own French roots. We are the only brand that can boast an all-French designed, engineered and built product.”

Oops, Citroën’s entire local line-up is built outside France (the C3 in Slovakia, the Berlingo, Cactus and Grand C4 Picasso in Spain), albeit in PSA factories.

The French have had a long involvement with Australia from when early explorers gave French geographic names around the southern coasts and 19th century wool buyers to today when more than 500 French companies have Australian subsidiaries and

heavy investments here. For instance, a French company closed its dirty Hazelwood power plant and a new French solar farm is among suppliers to Canberra.

Champagne, Cognac, French perfumes and fashion are respected as premium products and the Navy has chosen French submarine designs. Similar respect for French cars has been more elusive, particularly since the global financial crisis. Peugeot’s problem has been partly the entry of rival European premium brands into small cars.

Other innovations such as common rail diesels and flip-top cabriolets lost traction when rival me-too options arrived. I have regarded Peugeot as aspirational. For instance, Peugeot supplied a 306XT to the ABC TV series *Something in the Air* as something suitably stylish for actress Ullis Berve as a radio station manager instead of a run-of-the-mill car.

I must confess I bought my first 203 in 1960 without ever seeing a Pug in the metal because I had read it could be hotted up. Having worked high revs from a BMC engine, I was delighted with its more advanced engine design. I traded up to an even hotter 403 because it was bigger and faster. The layback seats were also a plus.

I emerged unscathed the night a milkman’s truck T-boned it thanks to its sturdy safety capsule design. Later I was buying parts for it and was offered a 404 to drive “for two hours”. Whee, I enjoyed it so much that I bought it on the spot and loved its performance. After a test

drive in a 504, it was such a step up that I traded my third 404. It was a pleasure on the highway and on corrugated dirt roads.

I overtook so many Holdens and Fords that I was enjoying being without a company Kingswood. Each subsequent model has been an improvement on the last. Peugeot technology has had respect in Australia and in the motor shows days the Ford and Holden engineers always checked under new models to examine suspension innovations.

Sorry Inchcape, but former local Peugeot chief Shane Priest dismissed the Subaru WRX as “agricultural” in comparison with the 306 GTi-6.

Editor Simon Craig agrees a Peugeot is an aspirational buy. He bought his first, a 306, because of its good looks and great steering and handling. “I liked the way it drove,” he said of the path that led him to a succession of GTi models. Lending his 306 to a friend resulted in yet another 306 buyer.

For many members Peugeot has been a long-term choice from the legendary models of old to the modern high-tech front-wheel drivers.

The Pugilist





70th anniversary of the 203.





PAC at the Yacht Club





Peugeot 104

**Peugeot Association of Canberra  
Minutes of the General Meeting  
27 March 2018  
Canberra Southern Cross Yacht Club ACT**

**Present**

Brad Pillans (President)  
Peter Rees  
Neil Birch  
Sue Longford  
Glen Bryden  
Greg Francis  
Richard Morgan  
Neil Sperring  
Ian Brock  
Ross Stephens  
Maia Parker-Sloan  
Mitchell Jamieson-Curran  
Peter Minson  
Lindsay McDonald  
Scott Taylor  
Jim Taylor  
Sue Pillans

**Apologies**

Bill McNamee  
Allan Lance

**Introduction**

1. The meeting opened at 7.15pm, following dinner in the Canberra Southern Cross Yacht Club.

**Minute of the previous meeting**

2. The minutes of the previous meeting were Accepted unanimously as an accurate record. Moved Jim, seconded Brad

**Matters arising from the Minutes of the Previous Meeting**

3. Nil

**Financial report**

4. The balance in the PAC bank accounts is \$11,714.39 with \$201 recently paid for the PO Box rental

**Correspondence**

5. None

**Council of ACT Motor Clubs (CACTMC) Report**

6. A meeting with two sympathetic ministers (identities not revealed?) re the 60/90 day scheme to be held with the chief minister.  
Seven clubs responded to the working group's recommendations the proposed restructure of the council.  
Financially Report: \$4099 in working account, \$10,020 in term deposit.

Pie Cart: Problems with wiring persist. Did not get to Wheels as it will not start. A suggestion to have a professional repair job done was ignored despite the healthy financial situation.

CRS plates: Clubs were sent a reminder that these plates belong to the government and cannot be sold under any circumstances. Clubs may arrange private swaps.

**General Business**

7. Wheels: A very successful event at an excellent venue. Total of approximately \$6000 raised for charity TADACT. Lots of volunteer help from clubs. Venue (show ground) booked for March 3 next year to coincide with Multicultural Festival again. 60% of Clubs did not notify the number of cars attending. A bus circuit is proposed for next year to link festival, Wheels and parking. More parking to be provided. Cars leaving early remains a problem. A later start time is suggested. The loud speaker system also remains a problem for such a large area.

Queensland Pageant: PAC will be represented by 'Flash' Flanagan and Bob Edwards.

It is our turn to host the Pageant next year. Sub-committee formed.

Certificate of Currency to go on the website.

Jim apologizes for next two meetings and Ross for the next.

Hearty thanks were unanimously expressed to Maia and Mitch for organizing the meeting at such a pleasant venue.

**Close**

8. The Meeting closed at 8 pm. The next club meeting will be held at the Raiders Club in Weston, on 24 April 2018.