

ROAR

Magazine of the Peugeot Association of Canberra



February 2018

Interactive contents page: Click and go

Contents

02 President's Report

03 2018 Committee

- Who's who in PAC

04 Calendar

- Club Events 2018

05 Calendar

- Shannons Wheels 2018
- 42nd Historic Winton

06 Calendar

- French Car Drives 2018

07 Calendar

- Peugeot Easter Pageant Boonah 2018

09 Calendar

- Hill Climb and 70 years of Landrover this autumn in Cooma

10 Classifieds

- For Sale/ Parts/ Wanted/ Wrecking

12 History

- The greatest Peugeot racing cars

16 News

- Peugeot: Australia more important now

17 News

- Five year/ unlimited kilometre warranty for Peugeot, Citroën models

18 History

- Chantilly doffs a lid to Pourtout

20 History

- Peugeot 202 - 80 years old this year

22 News

- Peugeot 3008 GT review

24 News

- New Peugeot 4008 coupé - SUV set to arrive in 2020

26 News

- Electric 208 for Geneva

27 News

- Dakar Rally 2018: Revenge of 'El Matador'

29 News

- All-new Peugeot 508 is go for Geneva

31 PAC Meeting Minutes

- PAC Club Minutes 28 November 2017



On the cover A Peugeot 207 hiding in the snow at Samoëns, in the French Alps. (Photo Allan Lance).

RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)

PO Box 711, Civic Square, ACT, 2608.

The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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



Greetings all,

Welcome to the first edition of RoAR for 2018. I trust that all club members have had an enjoyable Christmas - New Year break.

After a two-month holiday, the first club activity for the year will be our February club meeting, to be held at 8 pm on Tuesday 27 February at the Raiders Weston Club, with dinner and drinks, as usual, from 7 pm. I look forward to catching up with some of you and hearing your summer news.

Then, on Sunday 4 March, the annual Wheels exhibition will be held at Queanbeyan Showground from 10 am to 3 pm. All club members are invited to display a car. Attendees should plan to arrive well before 10 am and please bring a drip tray. Entry is by gold coin donation,

with proceeds going to Technical Aid to the Disabled.

As a bonus, the Queanbeyan Multicultural Festival is also on that day, so if you get tired of looking at cars (hard to imagine, I know, for some of you), it's only a short walk to the festival.

This is the first time that Wheels has been held across the border, so I am looking forward to seeing how it goes. We already know, from our experience with the Battle of Waterloo event, which we staged in Queanbeyan Park last year, that the council is very keen to host car club events. I am therefore pretty confident that Wheels will find a happy home in Queanbeyan after years of somewhat difficult red tape associated with staging the event in Canberra.

As many of you will know, there have been changes to the Peugeot dealership, in Canberra. With Peugeot (and Citroën) now being distributed in Australia by Inchcape, Rolfe Peugeot on Melrose Drive, in Phillip, is the new home of Peugeot (and Citroën) in Canberra.

I have always thought that the club should have a strong relationship with the local Peugeot dealer, so I recently paid a visit to Rolfe Peugeot to introduce myself. Needless to say, I received a friendly welcome from the sales staff – Djiwo Grenet (Peugeot), Nethanel Farr (Citroën) and Helmut Winklhofer (Sales Manager).



It's early days at the new dealership – they have only been selling new cars for several weeks – but I wanted to let them know about the club and that we looked forward to developing a good club - dealer relationship over the coming years.

The Rolfe Peugeot service department is also up and running and I was encouraged to make myself known to Service Manager, Garth Brown. I will also endeavour to meet the Dealer Principal of Rolfe Peugeot, Greg Newman, in the not too distant future.

Djiwo, who is from Paris, was keen to show me the new 5008, so I took the opportunity to take a photo, which is almost self-explanatory – from left to right, 5008, Nethanel and Djiwo!

As it happens, I was not the first club member to visit Rolfe Peugeot – Colin Handley had preceded me and he was well remembered by staff as the owner of a 203 panel van. That then prompted a short discussion on club-dealer links, including the possibility of someone from Rolfe Peugeot coming to speak at one of our club meetings – an excellent suggestion, I thought, and one which will be followed up shortly.

Finally, a reminder to club members that the annual Peugeot Pageant is being held in Boonah, in southeast Queensland, from Friday 30 March to Monday 2 April (the Easter weekend). It's not too late to register and participate in the pageant and I encourage your participation.

Next year, we will be hosting the Pageant and, after running a great event in Yass in 2015, I'm keen to make 2019 another memorable pageant in our patch. More on that in next month's column...

Keep on Pugging,

Brad Pillans

2018 COMMITTEE

President and Club

Registrar

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

Vice President

Colin Handley
4 Bains Place
Lyneham ACT 2602
0414 484 398

Secretary

Greg Francis

Treasurer

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

Technical Officer

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

Roar Editor

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

Production Editor

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

Social Secretary

Maia Parker-Sloan

General Committee

Neil Birch
Mitchell Jamieson-Curran
Ross Stephens
Jim Taylor

Public Officer

Geraldine Butler

Delegates to CACTMC

Neil Sperring
Greg Francis
Ross Stephens

CLUB EVENTS 2018

27 February 2018

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

4 March 2018

Annual Wheels exhibition at Queanbeyan Showground from 10 am to 3 pm. All club members are invited to display a car. Attendees should plan to arrive before 10 am and **bring a drip tray**. Entry is by gold coin donation, with proceeds going to Technical Aid to the Disabled.

27 March 2018

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

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.



Council of ACT Motor Clubs

Shannons Wheels 2018

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

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

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

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

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

Contact:

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

JOIN THE ACTION

42nd

HISTORIC WINTON

26th 27th MAY 2018

www.historicwinton.org

Presented by The Austin Seven Club and HMRV

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>



Peugeot Easter Pageant Boonah 2018

Hosted by the Peugeot Club of Queensland Inc.

Expressions of interest

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

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

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

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

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

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

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

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

We trust that you will join us at The Outlook in

Boonah in 2018 for the Queensland Peugeot Pageant.

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

Direct Contact: 2018peugeotpageant@peugeotclubqld.org.au

Calendar



PEUGEOT PAGEANT 2018

BOONAH QLD

Friday 29 March to Monday 31 March 2018

REGISTRATION, FEES AND PAYMENTS

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

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

1. Payment may be paid by either:

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

or

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

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

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

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

Name(s): _____

Address: _____

State: _____ Postcode: _____

Email: _____

Phone: _____ Mobile: _____

What club will I represent at the Pageant: _____

What Model Peugeot will I be driving: _____

What year: _____

Registration number: _____

Signature: _____

Please tick if Interested in participating in

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

Rocker Cover Racing: ☐

Please list any dietary Requirements: or special needs

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

Unit _____ Room _____ or

If you have your own accomodation please indicate where:

Other Information you wish to tell us : _____

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 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

70 Years of Landrover (1948 to 2018)

Dates: Thursday March, 29 – Monday April, 2 2018
Location: Based from Cooma Car Club Clubhouse, 11 Bolaro Street, Cooma NSW

DESCRIPTION

A huge Easter event - 900 entries already by end of January 2018.

Activities including self-guided trips, navigation/observation trial, motorkhana on Saturday afternoon, BBQ evening meal + entertainment at Cooma Showground Saturday evening, GRAND PARADE Sunday morning, Gala Dinner & Awards Sunday evening, Farewell breakfast on Monday morning.

Online bookings and all the info www.landrover-70thcooma.com

Contact Cooma Visitors Centre, 0264551743
info@visitcooma.com.au

For more detail and entry forms, see CMHAC website <http://www.coomacarclub.com.au/>
See also Cooma Car Club Facebook Page

For further general information, please contact:
Ian Hampton
Cooma Monaro Historic Automobile Club Inc.
0400 528 115



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 405 SRDT, 1993

405 SRDT, 1993, silver. Good example. Exterior good with no dents or marks, interior very good with front seats covers. Boot mat unmarked. 304,000 km. Five months' rego. Previous owner logged all refuels. All service books, log books, workshop manuals included. \$2,400 ono. One owner until purchase last year. Son buying new car so have too many cars. Hal Moloney, 4966 1763, near Newcastle.



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.

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

PAC Peugeot servicing

Bill and Geraldine's annual excursion

Bill McNamee and Geraldine Butler are on their annual field trip. They will return in mid-April.

In the meantime, Bill can be contacted by email.

CLASSIFIEDS

For Sale

Parts

Peugeot 206 GTi engine

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

Marchal 7-inch spot lamps

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

Peugeot 504 headlight

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

Peugeot 504 owners manual

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



Peugeot 504 roof rack and 404-504? wheels

Peugeot 504 roof rack and two 404(?) wheels free to good home. Alanna email: macleanae@gmail.com



Wrecking

Peugeot 203A

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

Peugeot 404

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

Swap

Peugeot 504 Familiale

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

Michael Cortis 0400 413 077

The greatest Peugeot racing cars

Peugeot has a great reputation for making racing cars, dating all the way back to the dawn of the automotive age.

Autocar

5 February 2018

Peugeot Type 7

Peugeot got off to an early start in the world of motorsport with its Type 7 that won the world's very first timed motor race. That was the 1895 Paris-Bordeaux-Paris Rally and, as well as first place, the company had two other cars in the top four finishers. The Type 7 was helped to victory by using the first inflatable tyres from Michelin.



Peugeot L76

Peugeot built its first L76 Grand Prix car in 1911 and its career took off in 1912 with a win in the French GP. It won the same the race the following year before the company shifted its focus to the USA due to the outbreak of World War One in Europe. In the US, the L76 and its derivatives went on

to lift the winner's trophy at Indianapolis 1913, 1916 and 1919. In that time, power and performance steadily grew from the original L76's 112bhp from its 4.4-litre four-cylinder engine.



Peugeot 402 Darl'Mat

Emile Darl'Mat was the Peugeot dealer in Paris and he had a penchant for low-slung sports cars built on the chassis of more humble models. The 402 Darl'Mat Special Sport was an open-top roadster that competed at Le Mans in 1937-38. During its second attempt at the 24 Hours endurance race, the Darl'Mat came home fifth overall and won the 2.0-litre class.



Peugeot 404

The East African Safari Rally was always reckoned to be the toughest in the world, so the Peugeot 404's record here is mightily impressive. The 1.6-litre family saloon's rugged build helped enormously and resulted in outright victories in 1963 and a hat-trick from 1966 to 1968. There were also class wins in 1962 and 1964, as well as the team prize in 1965. Just as impressive is 11 out of 12 404s entered in the 1967 event finished, taking five out of the top 10 places.



Peugeot 504

One of Hannu Mikkola's less well-known drives was in the Peugeot 504 saloon that he used to win the 1975 Rallye du Maroc, where his co-driver was some fellow called Jean Todt. Ove Andersson also used one to lift the trophy in the Safari Rally the same year. There were also wins for the V6-engined 504 Coupe on the Safari and Rallye Du Maroc in 1976 and 1978 respectively. Never the quickest car, the 504 won because its suspension could soak up terrible roads with ease.



Peugeot 205 T16

Think Peugeot and rallying and most enthusiasts will have a 205 T16 in mind. It arrived in perfect time to dominate the final two years of the Group B era. Its mid-mounted 1.8-litre turbo engine made just 200bhp in road trim, but the rally versions came with 450bhp and as much as 600bhp for the final versions. Sixteen wins in the World Rally Championship and two Paris-Dakar victories sealed the 205 T16's legendary status.



Peugeot 405 T16

Double wins in the Paris-Dakar and Pikes Peak International Hill Climb were what the Peugeot 405 T16 was built for. Yet this car will always be remembered for its starring role alongside Ari Vatanen in the film *Climb Dance* when the Finn set a record time up Pikes Peak. With a powertrain derived from the 205 T16, Vatanen ascended in 10mins 47.22secs.



Peugeot 905

Peugeot Sport was formed in 1981 under the watch of Jean Todt (yes, him again) and when it turned its attention to endurance racing, the 905 was the result. While victory in the World Sportscar Championship was the main goal and was achieved in 1992, the wins at Le Mans were always special to the French outfit. British drivers Derek Warwick and Mark Blundell joined Yannick Dalmas to come home first at La Sarthe in 1992 and the team went on to score a 1-2-3 in the following year's Le Mans.



Peugeot 306 Maxi

The 306 Maxi was born out of a new rally class that allowed Peugeot to make the most of its 306 GTi models. Running in the F2 Kit Car class, the Maxi had widened bodywork to accommodate the broader track and fat tyres. Under the bonnet, a screaming 280bhp normally aspirated 2.0-litre shrieked to 10,000rpm and drove the front wheels. Its finest hour came in the hands of Francois Delecour on the 1998 Tour de Corse where it finished second overall just behind Colin McRae's four-wheel drive Subaru Impreza.



Peugeot 406 Touring Car

The 405 never won a Touring Car race for Peugeot and the 406 looked like going the same way until Laurent Aiello got behind the wheel for the 1997 Super Tourenwagen Cup in Germany. He hustled the car to 11 victories that year to take the 406's only championship in the category. Much of the 406's poor performance in the British BTCC was attributed to the team not sharing data with their European counterparts and missing out on vital performance gains.



Peugeot 206 WRC

Thirteen years after the 205 T16 retired, Peugeot returned to the top flight of rallying with the 206 WRC. The front-engined 2.0-litre engine powered all four wheels and made its debut with Gilles Panizzi at the wheel. He drove the 206 WRC to seven of its 24 World Rally Championship victories, but it was Finn Marcus Gronholm who was most associated with this car. He lifted the Driver's Championship in 2000 and 2002 with the Peugeot and helped the team to a trio of team prizes between those years.



Peugeot 307 WRC

The 307 WRC is notable for being the only convertible to compete in the modern era of World Rally Championship competition. It used the same drivetrain as its successful 206 WRC predecessor, but was plagued by gearbox problems. Wins proved elusive and Marcus Gronholm scored only three first places between 2004 and 2005.



Peugeot 207 S2000

Peugeot Sport came up with the 207 S2000 in 2007 to move into the Intercontinental Rally Challenge and away from the WRC. Success was instant for the all-wheel drive, 2.0-litre car as it won the first of three titles in a row. The final championship win was with Brit Kris Meeke at the wheel, who helped take the 207 S2000 to a final tally of 23 wins in the IRC.



Peugeot 908 HDi FAP

In the past 20 years, Peugeot is the only team to have broken the dominance of the Germans at Le Mans with the 908 HDi FAP. It's 5.5-litre V12 turbodiesel produced 730bhp and 890lb ft of torque, which was enough to see off the Audis at the 2009 24 Hours race. The 908 also took top honours in the 2007 European Le Mans Series with three wins out of six races.



Peugeot 208 T16

Peugeot has considerable form at the Pikes Peak International Hill Climb, so expectations were high for the 208 T16 and driver Sebastien Loeb in 2013. They didn't disappoint. Using the mid-mounted 3.2-litre V6's 875bhp to full effect, Loeb stormed the Colorado course in a best ever 8mins 13.878secs in the Unlimited Class. As well as using the turbocharger from the 908 Le Mans racer, this T16 also borrowed the 908's brakes, suspension and rear wing.



Peugeot 2008 DKR

The lure of the Dakar Rally is always strong for French car companies and Peugeot is no exception. This is why it returned to the world's toughest rally in 2015 with the 2008 DKR. Running on 37-inch tyres and suspension with 460mm of travel, the 2008 is designed to soak up arduous terrain. The 360bhp V6 turbodiesel sends power to the rear wheels only, which makes the car lighter and allows it to alter tyre pressures on the move. This all came together in 2016 with an outright win with Stefane Peterhansel driving.



Peugeot 208 WRX

It might look like its supermini sisters, but the 208 WRX takes just two seconds to get from nought to 60mph. Built for the World Rallycross Championship, it distils all of Peugeot's rally and off-road know-how into a 600bhp, 2.0-litre racer. All-wheel drive provides the grip, while Ohlins suspension deals with variable surfaces. The 2015 Team Championship proved the success of this car.



Peugeot 3008 DKR

This 3008 is not like the one you can buy in showrooms, but then it had to cope with 5400 miles of rock, sand and altitude in the 2017 Dakar Rally. The 3.0-litre V6 turbodiesel is the same engine as in the 2008 DKR but is 20bhp down at 340bhp due to new air restrictor regulations. Power goes to the rear wheels and top speed is 124mph. All of this was enough to earn the 3008 DKR a perfect 1-2-3 finish.



Peugeot: Australia more important now

Stephen Ottley
Drive, Fairfax Media
February 2018

Better cars for local buyers is a high priority for French brand.

Peugeot and Citroën has vowed to deliver more Australian-friendly cars as it attempts to turn around its local sales.

The two brands managed only 3,392 and 735 sales respectively in 2017, but the French brands have changed distributors in 2017 with Subaru importers Inchcape taking over.

Since that time Inchcape has installed a new Australian CEO, Anouk Poelmann, and launched the 3008 and 5008 SUVs.

But Emmanuel Delay, operational director of the India-Pacific region, says there is work to be done to make both brands more appealing to Australian customers. Ensuring Australian models get the right engines and transmissions is a key area of improvement for the French firm.

He used the example of the Citroën C4 Cactus ditching the robotized manual gearbox in favour of a new six-speed automatic.

“We are becoming a more global

company,” Delay said. “I’m not sure we can say today we have reached the ideal point on the scale but we have made quite a bit of progress and definitely product comes number one.

“You mentioned Cactus, I don’t want to get into the history of the product, but at the very beginning Cactus was not meant to be sold outside of Europe. And because of that the priorities were set in a way that was eventually not beneficial for Australia.”

Delay acknowledged the company has been too European focused in the past but said that mentality has changed under a new leadership structure.

“I have a voice in the executive committee of PSA and we meet twice a month and have a round table and everyone can say what they think,” he said. “This is how we basically clean up the issues of the past where regions other than Europe were taken as second [class] citizens.”

For Poelmann she knows there is no easy solution to the brand’s sluggish sales in Australia but has instead embarked upon on a far-reaching overhaul of several areas.

“We want to do better,” Poelmann said. “We want to turn around the business. And there’s not one button you can press and suddenly everything is perfect. So it’s everything; it’s the marketing; it’s the relationship with the dealer; it’s the profitability of the dealer; it’s standing up for a good product.”

The launch of the 5008 this week marks a turning point for Peugeot in Australia, with Poelmann saying it is acting as a relaunch for the brand under the Inchcape direction.

“I like to consistently talk about the French allure, the excellence,” she said. “We have to prove it in everything we are doing. And I think we had a good start with the 3008, but I think it was more from our perspective, it was probably more a product launch than a brand launch. I think what we are trying to do now is to have a product launch and a brand launch.”

Neither Delay nor Poelmann would put a sales target for Peugeot under Inchcape but said steady sales growth was important for the brand.



Five-year/ unlimited-kilometre warranty for Peugeot, Citroën models – excluding LCVs

8 February 2018
Justin Hilliard

Peugeot Citroën Australia (PCA) has made its next move under new importer Inchcape, announcing this week that all Peugeot and Citroën models – excluding light-commercial vehicles – now come standard with a five-year/unlimited-kilometre warranty.

Paired with five years of complimentary roadside assistance, the guarantee replaces the old three-year/100,000km agreement that still pertains to the exempt LCVs.

The new warranty commences immediately and applies retrospectively to all MY18 vehicles already sold while also being completely transferable between owners during the dictated period.

Parent company Groupe PSA underwrites the first three years of the new warranty that comes into effect from the date of first registration, while the last two years are covered by PCA.

While this new warranty matches that of Hyundai and Honda, it falls short of Kia's industry-leading range-wide seven-year/

unlimited-kilometre term.

According to PCA managing director Anouk Poelmann, this move was made to instil confidence in Australian new-vehicle buyers interested in the two French brands.

"When Peugeot and Citroën arrived in Australia – almost 80 and 100 years ago respectively – reliability and durability was the key to the brand's early success, and today that focus has not changed," she said.

"From design to engineering and manufacture, efforts at all levels of the business have focused on quality, durability and reliability, and this new five-year warranty underscores our confidence in the new generation of Peugeot and Citroën product.

"Peugeot and Citroën are some of the oldest and most storied marques in Australia, and we at PCA and Groupe PSA are determined to make the next chapter one full of confidence and growth."

Previously, a long-standing promotional six-year warranty was available on most Citroën models from 2014 until PCA and Inchcape decided to finally end it in November last year.

Similarly, Peugeot once offered its own marketing activation, with a seven-year warranty included with the Australian Open-themed Avantage Editions range sold last month.

Since Inchcape took over local distribution of the Peugeot and Citroën brands from Sime Darby Motors in June 2017, it has attempted to reinvigorate the struggling French stalwarts.

During Inchcape's reign and the establish-

ment of PCA, excess stock has been run out, pricing has been adjusted, the updated small 2008 SUV and 308 hatchback have launched, the next-generation 3008 mid-size and 5008 large SUVs have lobbied, and autonomous emergency braking has been rolled out as standard across nearly every Peugeot model.

These milestones, and this new warranty, are key to Peugeot and Citroën's sales resurgence in the Australian market.

Peugeot sales grew steadily last year, with 3392 units sold to the end of 2017, representing an 8.4 per cent increase over the 3129 deliveries mustered in 2016.

Conversely, Citroën sales took a significant hit last year, with 735 vehicles finding homes throughout the 12-month period, equating to a 23.8 per cent decrease over the 2016 tally of 965 cars.

GoAuto.com.au



Chantilly doffs a lid to Pourtout

Peter Wilson

It's well-known that designer and engineer Georges Paulin developed the Éclipse system of electrically-operated retractable hardtops used on several magnificent late 1930s Peugeot models and updated for Peugeot's CC models since 2000.



Variation: This is the cabriolet version of the Peugeot Darl'mat 302 that the French club Les amis de Darl'mat showed at Chantilly.

A section of this year's Chantilly Arts & Elegance near Paris paid tribute to the master craftsman and coachbuilder, Marcel Pourtout, who realised the designs at the request of Paris car dealer Emile Darl'mat. In addition to the Darl'mat Peugeots based

on the 302 – a roadster similar to the Le Mans racers and a cabriolet – the Chantilly display included a 1935 Lancia Belna with an Éclipse. This prompted some investigation into the work



Paris style: A 1935 Lancia Belna Éclipse predates the Peugeots.

of the three musketeers.

Darl'mat was a Renault mechanic who saved enough from a year in the US as a wealthy businessman's chauffeur/mécanicien to open a dealership in Paris, representing Panhard, Peugeot and La Buire. A practice was for dealers to buy some running chassis directly from car manufacturers and would realise a higher margin on the sale to well-healed clients through getting a coachbuilder to fit a special body. That's where Marcel Pourtout came in. After working for a coach building firm that went out of business, he started his own workshop in

the village of Bourgival, near Paris, in 1925.

By 1928 Carroiserie Pourtout had 19 staff fitting expensive chassis of famous French marques for the rich and famous. The high quality Weymann-type bodies had a light wooden framework similar to aircraft with flexible joints, aluminium inserts and fabric covering for quiet travel. In 1927 Darl'mat commissioned coachwork for a Panhard chassis and in 1928 showed a Pourtout-bodied Peugeot on his stand at the Paris Motor Show, accord-



Darl'mat roadster: This was the most popular Pourtout-built with a 302 chassis and a 402 engine, and three ran in the LeMans in 1937 and 1938.

ing to Gijsbert-Paul Berk in *Veloce Today*.

In 1933 a shy young dentist named Georges Paulin, who did automobile sketches and drawings, showed Pourtout the drawings for his patented Éclipse, inspired by watching a man struggling to erect a convertible top in torrential rain. Pourtout built the first Éclipse coupe on a Hotchkiss chassis, built more on a small batch of Lancia Belna and then some



Salon display: Pourtout bodied the Lancia Belna both as a cabriolet and a coupé.

on Peugeot 301 and 601 chassis. Darl'mat was impressed and ordered two for Peugeot 601s.

French filmmaker Marcel Pagnol showed his at the 1935 Monte Carlo concours and it got wide press coverage when his actress wife Josette Day presented it. Pourtout was the leading French stylist of the era, prioritising fuel efficiency and aerodynamic designs in his work, according to historian Richard Adatto.

Peugeot was also impressed and included Éclipse models in its range. They were not a huge commercial success because of the high price but were very successful in concours.

Darl'mat commissioned three cars with hotbed-up 402 engines on 302 chassis for the 1937 Le Mans 24 Hour race. They

did well and one won its class in 1938. The road version of the Special Sport had a run of 106.



At Le Mans racer: A Darl'mat Special Sport won the 2.0-litre class in 1938.

The most famous Peugeot Éclipse was the factory-built 402 in 1935 with modern aerodynamic styling to match the spectacular retractable hardtop. Later the powered put-away top was dropped in favour of a less complicated manual unit.

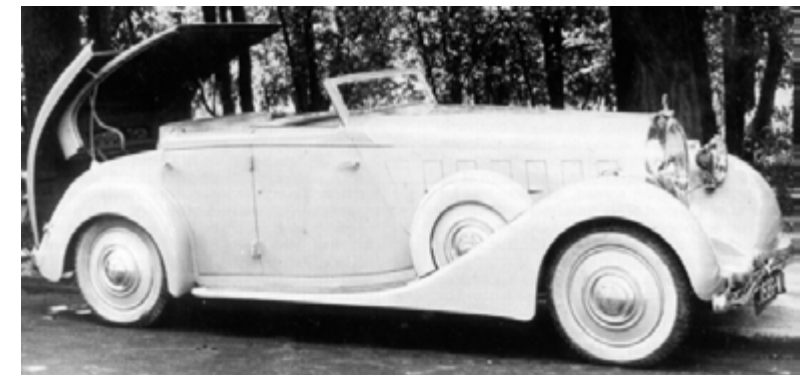
Described in the catalogue as both "coupe transformable électrique" and "cabriolet métallique découvrable", some 580 units of the 402 Éclipse were pro-

duced between 1926 and 1940. One restored Éclipse is in an Australian private collection.

When the war began, Pourtout built ambulances on Chevrolet chassis and he continued work on prestigious bodies from 1947 to 1952. After the war Peugeot concentrated on affordable cars. The folding hardtop reappeared in 1957, but it was across the Atlantic on the 1957 Ford Skyliner.

Don Butler's extensive History of Hudson says American inventor Benjamin Ellerbeck fitted a 1917 Hudson Super Six with the first retractable hardtop in 1922. Old

Motor says his car was shown at a coachwork



First example: Pourtout's 1933 Hotchkiss cabriolet coupe with fold-away Éclipse top.



Disappearing top: Marcel Pourtout and the first Peugeot 302 Éclipse in 1933.

exposition in New York but the top never went into production.

Before the Peugeot 206 CC popularised the modern wave of top up, top down riders a handful of earlier rivals is listed on the retractable.free.fr website. Mitsubishi showed the 3000GT Spyder at the Los Angeles show and produced some 3,000. Mercedes reintroduced the concept in 1996 and produced 308,000. A handful of Rapport Forté appeared at Brands Hatch in the UK with a Jaguar V12 engine and an electric-hydraulic floptop.

Introduced in 1998 as a concept, more than 300,000 Peugeot 206 CCs were produced with a Heuliez-made top.

The Pugilist

Peugeot 202 - 80 years old this year

Chris Deligny

The Peugeot 202 was presented (but not yet for sale) in January 1938. Replacing the successful but dated 201, it took its styling cues from its big sisters, the 302 and 402, which had a tall narrow grille with the headlights mounted behind it.

This did wonders for the aerodynamics, but very little for illumination.

In fact, it was not just a small and economical sedan, but deliberately echoed the shape of the 402, thus becoming a “mini-me” in the eyes of the buying public, which was the desired effect.

It offered an optional sunroof and spare-wheel cover. If you think this cover hid the boot opening, you’d be wrong. There was none, it was only accessible from the inside.

Like the 203 to follow, it had the forward-opening “suicide” front doors.

Size-wise, it was a smallish sedan, and may be called a compact. The sedan’s length, depending upon your source of information, was either 4,070mm or 4,110mm. It was bigger than a mini-car, but smaller than the family sedan. By comparison, a current 208 is 3,960mm long.

Mechanically, it had an OHV 4cyl of

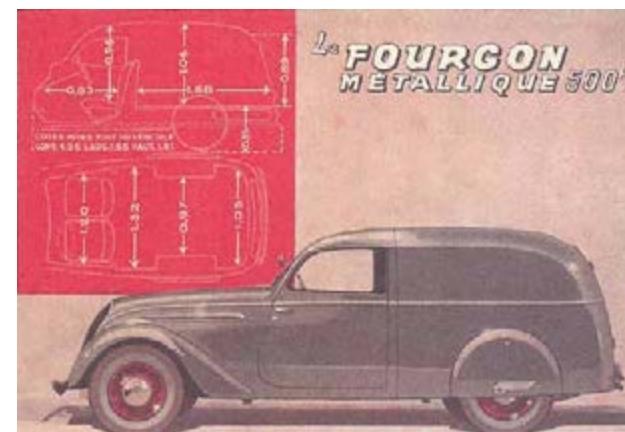
1133cc, which produced 30hp, and was rated at 6CV, which was the most common fiscal rating of the time. With a 3-speed gearbox, and weighing only 790kg, this was enough to propel it to 100km/h, which was quite respectable for the time.

In 4-door sedan only up to October 1938, it then became available as a 4-door découvrable (the long soft top) as well as 2-door cabriolet.

Next month it swapped the torsion bar front suspension for a transverse leaf, as well as Bendix brakes. It was later available as a van, the Fourgon, as well as a ute, known as the Pickup, which sounds like a bit of a line.

The 202 was also made as a familiale, although whether it did have the 3rd row of seats is not clear.

The production of the 202 was interrupted by WW2. After the war, production dribbled in 1945, and was back into full swing at Sochaux a year later.





Due to a shortage of metal at that time, a hatchback, more like a wagon, was made with the sides in wood. Peugeot had used wood extensively before the war, but this one was 50% dearer than the sedan.

That alleged shortage did not stop them from making thousands of other units in full metal though, did it?

This model sold, with various improvements, until 1949, when it was replaced by the 203, which was a fair bit longer at 4,350mm, heavier, more powerful, and in the next fiscal class of 7cv.

History shows that the 202 had two interesting fates awaiting it. Firstly, if you take out the wartime, it had one of Peugeot's shortest life-spans, really only produced for

5 years.

Secondly, the engine was a fairly robust unit, and went on to serve in a diverse range of commercial vehicles, not just in its own variants, but as taxis, and even buses.

And of course Emile Darl'Mat did what he did best, building an aerodynamic coupé and attacking speed records. He got the 12 hours at nearly 145km/h average on the Montlhéry circuit, for the 1100 class.

Production was, again according to your source (no matter how official) as either 14,000 units, or 104,000, or 140,000. Go figure.

The most famous Peugeot 202 in the PCC of NSW (if not all of Australia!) is of course that of Keith Bridge in Nowra. Its chequered history was well detailed in the Pugilist of February 2016.

Although at that time, the car was not yet completed. As anyone who was at last year's All French Car Day can attest, after an estimated 1,700 hours of restoration, the little red car was front and centre.

The previous article left a couple of items unresolved. One was the fuse box, which Keith did find, in the engine bay. Can't have been that difficult to find!

The other was the tail lights, which Keith took great pleasure in telling me were cut from beetroot tins, but still had to be clear-coated



Keith Bridge punts his red 202 around Eastern Creek, passing a 205 in the process.

against rust. The base served as the mounting plate.

Keith does not shy away from the fact that he is older than this model.

Sources: Toutes les Peugeot, Peugeot l'Aventure Automobile (ETAI), Les Peugeot de collection (E/P/A), Peugeot 200 years of excellence and emotion.



The record-breaking Darl'Mat, on display at the Salon de Paris, 1947.

Peugeot 3008 GT she says, he says review

The French brand makes a bold entry into the booming SUV market.

3 January 2018

She: Peugeot is more renowned for hot hatches, such as the iconic 205 GTi, than SUVs. That could change with the second-generation 3008. Compared to the original, it's chalk and cheese and it looks distinctively delectable.

He: Yeah, the previous 3008 was more a compact people mover than an SUV. But this is an all-new model from the brand. Unlike the previous generation of Peugeot SUVs (4007 and 4008) that were little more than dressed up Mitsubishis, this is French to the core. It's based on the same underpinnings as the latest 308 hatch, which means it feels modern, light and dynamic.

We are testing the range-topping 3008 GT, which comes with a turbo diesel engine and is loaded with equipment to help justify its \$49,490 price tag. What do you

think of the presentation, is it suitably high-end?

She: The cabin looks premium, arguably one of the best in its class. The interior is unique, with a nice combination of textures and trims. The use of the fabric blends well with the leather and in true Peugeot style, the French brand has nailed the minimalistic look.

The rear window however is too small, making it hard to see out the back. It's also worth noting the Nappa leather trim in our test car costs an extra \$2,700, while



the panoramic sunroof and electric tailgate are \$2,500, bumping the price to \$55,740. It's getting up there but this top-shelf GT has plenty of gear. On a side note, the massage function on the driver's seat is awesome. There are several options to choose but 'cat claw' is the pick for me.

He: The GT gets 19-inch alloys, faux suede seat trim as standard, keyless entry and ignition, LED headlights, ambient interior lighting, dual-zone climate control, a 31cm digital instrument cluster and an 20cm touchscreen, navigation, digital radio and smartphone mirroring. Plus you get autonomous emergency braking, active cruise, lane keeping assistance, automatic high beams and a 360° camera, so the 3008 GT ticks all the major boxes.

While the rest of the range gets a

1.6-litre turbo petrol engine, the GT gets a unique 2.0-litre turbo diesel engine. It's good for 133kW of power and a punchy 400Nm of torque. What did you think of the driving experience?

She: There's a bit of diesel noise and the ride can feel stiff but it's willing and responsive. It's one of the lighter SUVs, weighing more than 100 kilograms less than the Volkswagen Tiguan and that helps its agility. The six-speed auto feels refined and it's enjoyable driving about town or the freeway. I really like the small flat-bottomed steering wheel and I found it provided good visibility of the i-Cockpit and the road. The 3008 is only available in two-wheel drive, but I don't think that will be a factor for the prospective buyer.

He: The i-Cockpit concept (the small steering wheel and high-set dashboard) is good in theory, and personally I like the compact rim ... but I can understand why it doesn't work for everyone. Finding the ideal seating and steering wheel position can be a little tricky, which makes you wonder why they don't just go with a head-up display.

The digital dashboard though is very similar to what you find in many Volkswagen Group models - from the Tiguan to Lamborghini Huracan - but with unique and stylish Peugeot graphics. It all adds up to a nice compact SUV with an almost premium feel. Has Peugeot done enough to get you



thinking about them as an SUV brand instead of just a hatchback maker?

She: Yep this French delight has won me over. Peugeot's aren't popular but I think the 3008 sets a new standard for high-end mid-size SUVs. It's understandable some may think it's too expensive but it's worthy of being a top contender. What's your verdict on the 3008?

He: Like you say, Peugeot is not a big-selling brand in Australia. And while this GT model is expensive, if you take a step back there's not much to split the 3008 and the likes of the more popular Mazda CX-5 and Tiguan in their respective high-grade trim lines.

I'd certainly have the 3008 on my short-list of small SUVs and I think others should too.

2017 Peugeot 3008 GT price and specifications

Price: From \$49,490 plus on-road costs

Engine: 2.0-litre four-cylinder turbo diesel

Power: 133kW at 3750rpm

Torque: 400Nm at 2000rpm

Transmission: Six-speed automatic, front-wheel drive

Fuel use: 4.8L/100km

Drive

The Sydney Morning Herald

New Peugeot 4008 coupé-SUV set to arrive in 2020

Sleek Peugeot 4008 to join brand's SUV line-up.

2 February 2018

Lawrence Allan

Peugeot is looking to build on the strong success of its 2008, 3008 and 5008 SUVs with a sportier, sleeker fourth model. Likely to be named 4008, it'll offer a more coupe-like design to take on cars such as the Toyota C-HR, and will arrive early in 2020.



The new Peugeot will be inspired by the success premium German brands such as BMW have enjoyed in the coupé-SUV sector and will be based on the existing 3008. As a result, we can expect the '3008 coupe' to have a curvier exterior, with a sloping roofline and reduced side glass area.

It's set to feature a number of unique styling details, including blade-shaped LED running lights, a more aggressive grille and a distinctive single-piece light bar at the rear. The more elegant profile would allow the 4008 to offer an edge over less style-focused mainstream SUVs, while competing with high-end crossovers.

Speaking to Auto Express,

Peugeot CEO Jean-Phillipe Imparato said there would be "other things" to come from its SUV range. "Remember when we said two years ago we would launch five new SUVs in the coming two years? We did it: three in Europe and two more in China," he told us. "It's time to come back to our DNA, and then we will maintain the growth of our SUV range in the future because the market is strong."

Imparato also insisted that all Peugeot models would feature the company's innovative i-Cockpit, with high-set digital instruments and a small steering wheel. The 4008 would therefore adapt the 3008's cabin with a lower,



sportier driving position.

Despite the roof-line, the 4008 is set to be offered in full five-seat form. As with the 3008 and 5008, the car will sit on PSA's latest EMP2 modular platform. However, engineers are aiming to make the 4008 more engaging to drive than its siblings with a unique suspension set-up.

The engine range will kick off with the three-cylinder PureTech turbo petrol engine, plus 1.6 and 2.0-litre four cylinder BlueHDi diesels. The 1.6-litre THP engine from the DS 7 Crossback will also transfer over.

Two plug-in hybrid variants will support the range, too. Both will use the 1.6-litre THP engine, with one using a single front-mounted electric motor to make around 240bhp. The second, likely to be dubbed GT instead of GTi, will feature electric motors on both

axles for four-wheel drive, and could produce up to 300bhp.

Auto Express



Electric 208 for Geneva

Peugeot is gearing for the upcoming Geneva Motor Show in March, where the carmaker is expected to present its all-new electric car – the Peugeot 208.

It will be built using the new eCMP (electric Common Modular Platform) platform — developed with Dongfeng in China — that can handle up to 50 kWh battery packs.

There are no other specific details on the Peugeot 208 specs, but it should become a direct competitor to the Renault ZOE. The 50kW battery packs are expected to give a range of 390-450km on the NEDC (New European Driving Cycle), which means a “real” driving range of around 350km.

Market introduction is expected in the second half of 2019. PSA intends to put on the market four new all-electric and seven plug-in hybrids by 2021, and will electrify all models by 2025.

Here is the list of new plug-in models and expected launch dates:

Model Introduction timeline

Peugeot 5008 (PHEV, EMP2) – 2018
 Citroën C5 AirCross (PHEV, EMP2) – 2018
 Peugeot 208 (BEV, eCMP) – 2019
 DS 7 e-tense (PHEV) – 2019
 Opel Grandland X (PHEV) – 2019
 Peugeot 2008 (BEV, eCMP) – 2019-2020
 DS3 (BEV, eCMP) – 2019-2020
 Opel Corsa (BEV, eCMP) – 2019-2020



Carlos Tavares says the whole Peugeot range will be electric by 2025.

Dakar Rally 2018: Revenge of 'El Matador'

Peugeot retires again with three more victories at the world famous rally
January 24, 2018

Carlos Sainz and Lucas Cruz have been unlucky over the last three Dakars but they bounced back in the strongest possible way. Having driven a masterful rally from the start, the two Spaniards demonstrated both performance and consistency at the wheel of the Peugeot 3008DKR Maxi. They won SS6 and SS7 (out of 14) to take a lead on the marathon stage that they were never to



lose.

The winners of the 2010 Dakar were on the top step of the podium again by reaching Cordoba with a 43:40 minutes advantage over their rivals. This victory underlines their unrelenting investment into Peugeot's rally raid project, having put all their expertise and talent into the set-up of the DKR cars.

"It was a very difficult rally for me," said Sainz after the Rally. "It's probably been the most difficult Dakar that I've ever taken part in, even counting the ones in Africa. The organisers gave us a truly challenging route, with so many incredibly difficult stages. Even the two stages right before the finish were unbelievable and Peru was also very tricky."

"Of course, it's very satisfying for Lucas and me to win such a difficult rally. And the same applies to the whole Peugeot team, which has done a fantastic job throughout the entire programme. The 3008DKR Maxi is probably the best car I have ever driven on rally raids. Thank you to everyone who has supported us in this project, and a big thank you to Peugeot Sport."

Stéphane Peterhansel and Jean-Paul Cottret, the winners of the 2016 and 2017 Dakars with Peugeot, had an action-packed rally



with two unfortunate setbacks. On SS7 (of 14) the crew had to swerve to avoid a quad bike stopped in the middle of the road and destroyed their car's left-rear suspension against a hidden rock.

Then at the start of SS13, the reigning Dakar champions hit a tree, which damaged





their power steering. On both occasions, their team mates Cyril Despres / David Castera helped them fix their car and continue. These mishaps meant that they lost first and then second place in the overall classification. Nonetheless they finished 4th after proving to be the fastest crew of the whole Team Peugeot Total squad, with three stage victories.

"On the whole, it's been a very good week for us," summarized Peterhansel. "The dunes in Peru were our main trump card really. After that, it unravelled slightly. We lost 1:45 hours in Bolivia after hitting a rock that I didn't see. It was so impossible to spot that I wasn't even that upset."

"I'm much more annoyed by what happened on Friday: A day when we accumulated small mistakes. I think that this Dakar was extremely tough: the toughest one we

have ever seen in South America, undoubtedly. But that's in the spirit of this whole event, although maybe it was pushed a bit too far this time, if you think of the amateur drivers. The real satisfaction for us lies in the win for Carlos. It's a brilliant reward for him, who has been unlucky over the last three years."

The first Peugeot crew to win a stage on the 2018 Dakar was Cyril Despres and David Castera, who claimed the overall lead at the end of SS2, showing that they have

taken another step forward in terms of performance. Unfortunately, the ambitions of the two former bike riders were undone by a rock coming out of the road at kilometer 180 of SS4. This destroyed the right-rear suspension of the car, which stopped the duo in their tracks. With the help of the service truck the crew was able to continue, but with a severe delay.

From then on, demonstrating amazing team spirit, the duo dedicated themselves to helping their team mates, while setting some impressive stage times when the opportunity arose (such as on SS8 and SS11). As a result of their 29-hour penalty, Cyril Despres and David Castera were classified some way back, a position which doesn't represent their true level of performance.

"This Dakar got off to a good start for us as we won the second stage," Said Despres. "But unfortunately, the problem we had on SS4



entirely compromised our whole rally. From that point on, it was all about helping our team mates, so it wasn't easy for us to show what we could do. The most important thing though was not to make any mistakes and just to be there in case Carlos or Stéphane had any problems."

"Obviously it's been a frustrating rally for David and myself, but on the other hand we're just starting our career in cars. We've racked up plenty of experience on this year's Dakar and that's extremely positive. I'd like to thank the whole Peugeot team, which has worked so hard and allowed us to get better and better in perfect conditions since we started in 2015."

After finishing second on last year's Dakar, just five minutes behind the winners, Sébastien Loeb and Daniel Elena started this year's event with the clear objective of win-

ning. They made a great start to the rally, despite an itinerary through Peru that mainly consisted of dunes and off-piste driving, which was not really to their advantage. They then won SS4 in style, one of the most difficult stages of the modern Dakar in South America.

Unfortunately, while running second in the overall classification, they were forced to retire on SS5, between San Juan de Marcona and Arequipa in Peru. Their 3008DKR Maxi fell into a soft and sandy hole while they were avoiding another competitor who had got stuck. The impact fractured Daniel Elena's coccyx, making it impossible for him to continue.

Peugeot Sport Director Bruno Famin summarized: "We are particularly pleased with this victory for Carlos and Lucas, who have driven an absolutely incredible rally, overcoming every obstacle. Carlos has put so much into our Dakar project from the very beginning, so it's fantastic that he can be rewarded in this way. Three of our four cars are there at the finish of the most difficult rally of the decade, with the Peugeot 3008DKR Maxi having shown its technical superiority with no failures. It's a great satisfaction for the whole team and a massive source of pride for Peugeot."

Marathrally News

All-new Peugeot 508 is go for Geneva

Chris Haining
22 February 2018

Sleek looks and hi-tech interior for all-new 508

If you thought the large saloon car was dead, think again – this is the all-new Peugeot 508, which is expected to go on sale this summer.

Despite ever-dwindling saloon sales as buyers abandon them in favour of SUVs, Peugeot clearly believes there's still a place for the 508, which will rival the Vauxhall Insignia Grand Sport and Ford Mondeo when it goes on sale, as well as addressing fierce competition from cars like the Kia Optima and Volkswagen Passat.

In fact, the new 508 isn't a saloon at all, but a 'fastback coupe'. Peugeot has concentrated on creating a sporty aesthetic, with styling treatments that echo the Instinct concept car from the 2017 Geneva Motor Show. However,



while that was a two-door 'shooting brake', the 508 is a five-door hatchback with a low, coupe-aping roofline not dissimilar to the Volkswagen Arteon. That could see it in with a shout of stealing sales from the BMW 4 Series, Audi A5 and Mercedes Class.



New Peugeot 508 design

Like the Arteon, the 508 features frameless side windows, but trades the VW's elegance

for a more muscular look. Recessed headlamps characterise the front end, with dagger-like daytime running lights that slice down through the headlights and a shallow, thrust-forward grille with three-dimensional detailing and a prominent lion emblem. The



508 model name is positioned above this – a detail that recalls celebrated Peugeot saloons of the 1970s.

The sides are deeply sculpted, with a sharp feature line that starts at the front door and leads the eye over a set of broad rear wheel arches before fading ahead of the ‘claw-effect’ LED rear lights. These are concealed within a dark full-width moulding and appear to only be visible when illuminated.

The full-width panel echoes a dark-coloured diffuser-style panel beneath the rear bumper, which houses reflectors and reversing lights mounted above prominent exhaust outlets – these images show one

on each side, but this feature could be reserved for the most powerful models. Sportiness certainly seems to be on the agenda, though, if the large, wheelarch-filling alloy wheels are any indication.

Despite its sleek looks, Peugeot claims the new 508 will be more versatile than the outgoing model, with a 487-litre boot and wide tailgate opening for ease of access. The choice of a hatchback layout will be welcomed by families and anyone who regularly needs to carry bulky items – for whom a saloon bootlid can hamper a car’s practicality.

Technology and engines

Inside, it’s clear Peugeot has applied some of the thinking that characterises the Peugeot 3008 and Peugeot 5008 SUVs, with a comparatively small, low-mounted steering wheel designed to be looked past, rather than through. An i-Cockpit digital dashboard is mounted above; its 12.3-inch screen can be configured to show various combinations of information.

A 10-inch capacitive touchscreen is angled slightly towards the dashboard for easy reach, and controls infotainment and comfort features. An intriguing feature is ‘i-Cockpit Amplify’, which is described as offering “two levels of ambience – boost and relax”. Infrared night vision is also promised as part of “class-leading levels of advanced driver assistance systems”.



Precise details of the 508’s engine range have yet to be announced, but six petrol and diesel engine and gearbox combinations are promised, with power ranging from 128 to 222bhp. With a plug-in hybrid version of the 5008 SUV expected this year, it’s likely that the same drivetrain will appear in the 508 – both cars use the EMP2 mechanical platform that’s shared by other cars built by PSA Group (Peugeot’s parent company).

Price and availability

So far, Peugeot has said only that 508 order books will open this summer, and it’s reasonable to assume customer deliveries will start in autumn. Specification and price details have yet to be confirmed, but we expect a modest increase from the current model, which starts at £25,340.

Carbuyer.co.uk

**Peugeot Association of Canberra
Minutes of the Meeting
28 November 2017 at the Weston Club ACT**

Apologies

Allan Lance
Peter Rees
Colin Handley

Introduction

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

Minute of the previous meeting and AGM

2. Moved the minutes be accepted - Brad Pillans, seconded - Greg Francis. Carried unanimously.

Financial report

3. Tabled by Glenn.
\$120 gratuity to auditor recommended. Approved unanimously.
The auditor's report approved all financial statements.
Moved the Treasurer's report be accepted – Glenn, seconded Ross. Carried unanimously.

CMC report

4. Wheels 2018 will be held at Queanbeyan showground.
TBD is this weekend. Report re possible restructure to be sent to all clubs for consideration and comments. Registers to be diligent in ticking correct box, Veteran, Vintage or Classic on CRS applications.

Other business

5. Christmas barbecue this Sunday 3 December. BYO food, Club will provide some liquid refreshment..

6. Peugeot Pageant
Easter 2018 in Queensland.

Expectation for ACT to hold in 2019. All suggestions re venue welcome.
Rolfe Motors Peugeot dealership for Canberra from December 1, 2017

Close

7. The meeting closed at 8.58 pm.

