

ROAR

Magazine of the Peugeot Association of Canberra



July 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

- French Car Drives 2018

06 Classifieds

- For Sale/ Parts/ Wanted/ Wrecking

08 News

- Member news
- Peugeot sales rise 38%

10 News

- Trump's imported car tariff

11 News

- Peugeot to remain in Iran
- Groupe PSA and Inria

12 News

- Groupe PSA and Nidec form JV

13 News

- New 2019 Peugeot 208 GTi

14 News

- Peugeot 508 GT

15 News

- New Peugeot 508 2018 review

18 News

- New Peugeot Partner and Citroën Berlingo unveiled

19 History

- Why French cars are the coolest in the world

22 History

- Peugeot manufacturer profile and rally history - Part 2

25 News

- Next generation engine for Groupe PSA

26 News

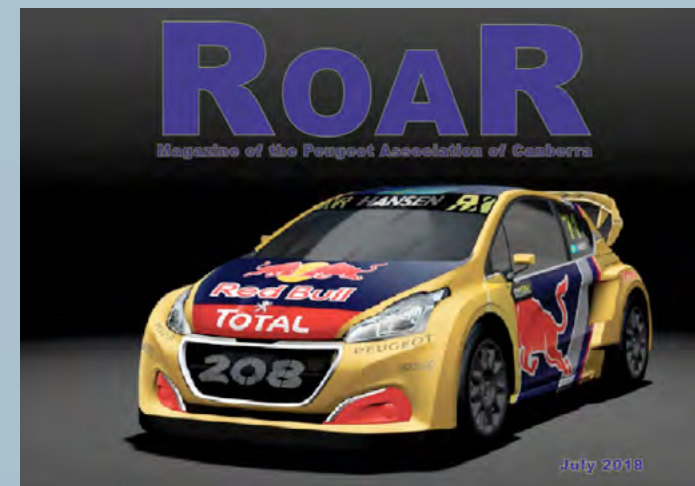
- Rallycross June

28 PAC Minutes

- Minutes of the General Meeting 26 June 2018

29 Club Matters

- Options for restructuring ROCC



On the cover Team Peugeot Total FIA World RX 2018. Peugeot 208 WRX Kevin Hansen #71.

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,

The recent run of very cold weather, particularly at night, has encouraged me to turn on the heated seats in my 508 on more than one occasion. I confess that I was rather dismissive of heated seats when I bought the car – having lived nearly 60 years without them, it seemed a rather unnecessary option. However, like Donald Trump, I hereby publicly recant on heated seats – they are a wonderful and necessary invention! And that is not fake news.

All good things must come to an end – on 31 July I will retire and join the grey army. Not that much will change, of course. Like many university academics, retirement simply means I will cease to be paid by my employer (ANU) and my superannuation will kick in.

I will retain an office (the same one that I occupy at present) and continue with research, but without the added burden of serving on committees etc. If the experience of others I know (including my wife, Sue), is anything to go by, I will be as busy as ever, if not busier. We shall see...

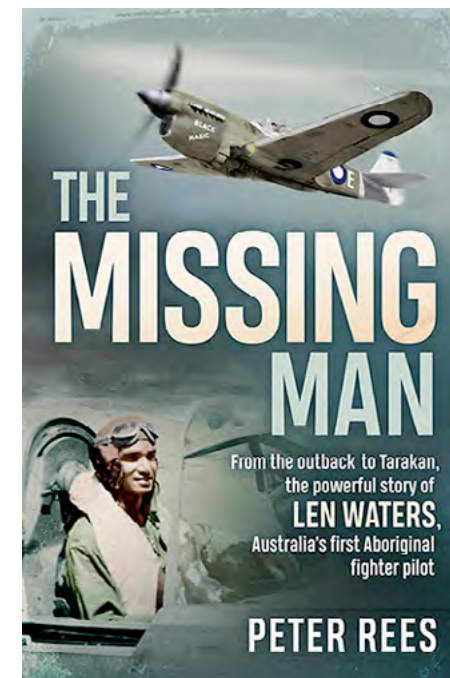
With retirement comes termination of the novated car lease on my 508. Not surprisingly I have decided to pay out the residual owing on the lease and keep the car. With less than 60,000 km on the odometer, it seems unlikely I will be parting with it anytime soon – unless, of course, the new 508 proves too irresistible. Once again, we shall see...

Earlier this year, the Renault owners Club of Canberra (ROCC) sent me some documents describing possible options for restructuring their club in light of falling membership numbers. One of several options (summarised in the Table on page 29) would be to merge with the Peugeot Association of Canberra (PAC), to form a larger French Car Club. These options were discussed at our last two club meetings and I now invite comment from other club members. Should you wish to express your views, particularly in relation to a possible PAC-ROCC merger, please do so in an email to peugeotcanberra@gmail.com

The PAC and ROCC already have close links and have a long tradition of holding joint events such as the annual Battle of Waterloo, French Car Day, the Christmas BBQ and French car drives. I expect those links will continue, regardless of which restructuring option is finally adopted. There is also currently no Citroën club in Canberra and it may be timely to consider their needs. After all, Citroën and Peugeot marques are part of the same company (Groupe PSA) and Citroën owners regularly display their cars at our club events. We shall see...

This month's club meeting will be held at 8 pm on Tuesday 24 June at the Raiders Weston Club, with dinner and drinks, as usual, from 7 pm. The club is warm, the food is good and the company is excellent, so why not join us?

Finally, congratulations to Peter Rees, on the



recent release of his latest book: *The Missing Man: From the outback to Tarakan, the powerful story of Len Waters, Australia's first Aboriginal fighter pilot.*

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

24 July 2018

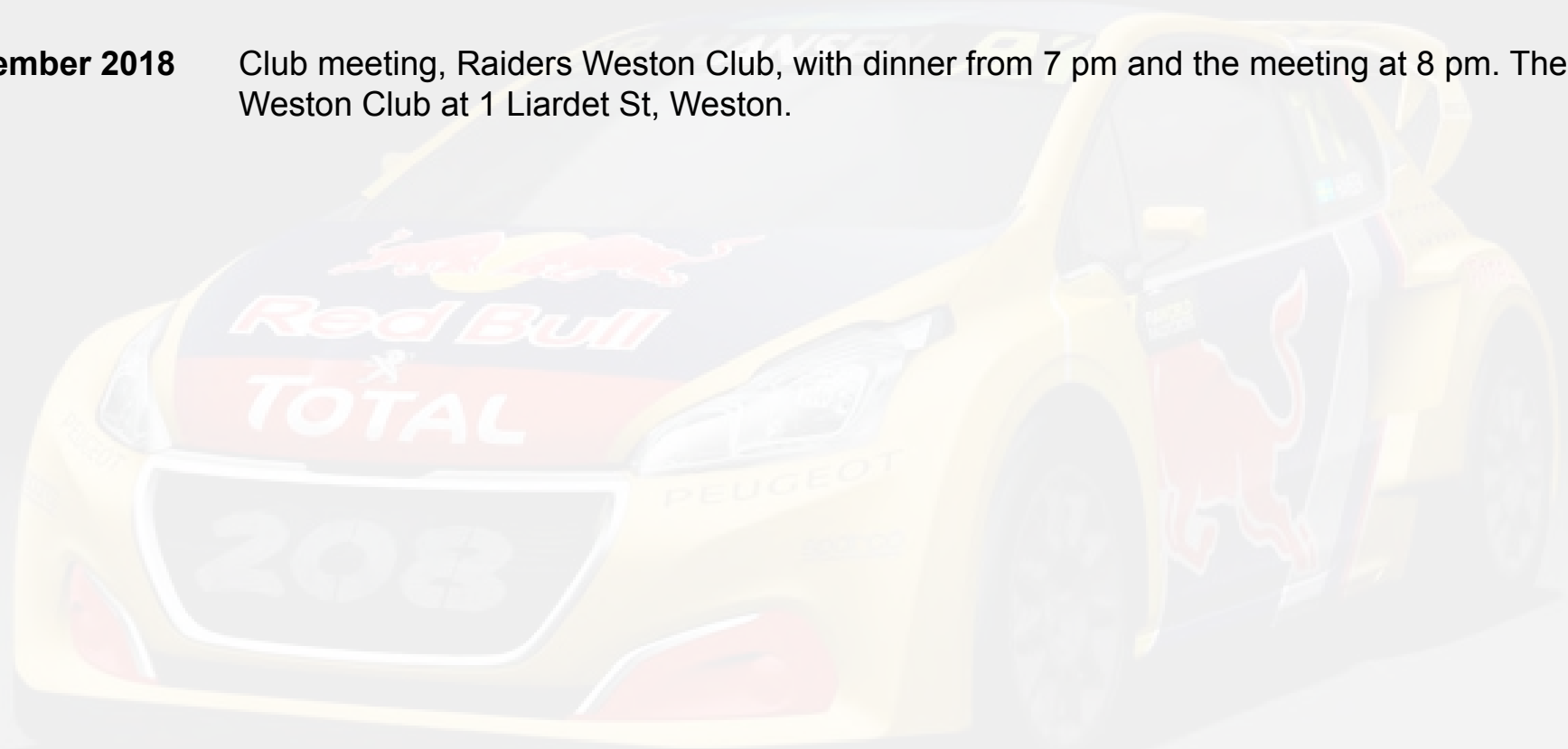
Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.

28 August 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.

25 September 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.



FRENCH CAR DRIVES 2018

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

- 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>



CLASSIFIEDS

For Sale

Peugeot 407

407 sedan, 2006, HDi Executive. 6 speed auto, very good condition, full leather interior, 12 months NSW rego, BPG07U, 176,080km. \$7,500. Phone Jon and Bev, 02 4998 6152, Cessnock area, NSW.



Peugeot 504 1972

504 Peugeot sedan 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. \$1,000 ono. Caitlin Rees, 0409 789 344.

Peugeot 404



404 sedan 1968, bought new at Roseville in early 1969. One owner since new. Been round the clock at least three times but no idea on the actual mileage. Still goes well and drives from Canberra to Sydney regularly. Paint good (2 pack, alpine white), upholstery good, tyres almost new (Michelin), mechanically ok, and earth leak in the electrics but an earth leak switch fixes that. The clock even works sometimes. Asking about \$6,000 but will consider offers. Contact Graham Taylor from 5 onwards either on 99534068 or 62396674.

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.

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 0401 645 483, (02) 62429251.

CLASSIFIEDS

Parts

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.

Various parts



Free to a good home:
305 petrol workshop manual.
504 wagon rear taillight lenses, two pairs, used.
504/604 Transport source book.
Early 504 (1.8L) rear brake pads, 2 packs, new old stock, see photo at right (note: these pads are probably asbestos).

Also to sell, a pair of new 404 front bumper over-riders probably for 1965 model. Offers over \$50. See photo above right.

Lisa
reno1338@hotmail.com or 0412011927

Peugeot 406 boot wing



406 boot wing. Free. Call Peter on 0409 440 789.

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.

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

Member news

Bill McNamee

Some sad news this month. Long-time part of the Peugeot fraternity Hilary Cuerden-Clifford died last Friday and I attended his funeral today.

He had a succession of Peugeots from the 504 through 307. He showed great spirit through a long battle with cancer and will be sadly missed.

BTW it really was a battle rather than a lose cliché.

Long-time Peugeot enthusiast Jack Geary and his wife Robyn are doing well despite the usual health problems of their advanced ages. The sad news is that they have changed their allegiance to VW.

I hope PSA's reboot of the Australian operation will reverse the drift away of formerly rusted on enthusiasts. We (enthusiasts) have never been cultivated by the round robin of importers handling Peugeot/Citroën in the past and I hope this will change.

Peugeot sales rise 38% on strong SUV sales

20 July 2018

Groupe PSA global sales rose more than 38% in the first half of 2018 due in part to the launch of 13 new SUV models across the group's five brands. The French auto maker said it sold 2.18 million vehicles in the first six months of the year compared with 1.58 million a year earlier.

Sales in Europe rose more than 60% on the year, due in part to the contribution from Opel and Vauxhall vehicles, after Peugeot acquired the German car maker last year.

PSA's SUV offensive saw 13 models launched worldwide by the five brands, resulting



in sales of 609,300 units – that's nearly 28% of the group's total sales. At the end of May, PSA was number two in the overall European SUV segment with a market share of 16.9%, and leader in the continent's B-SUV segment.

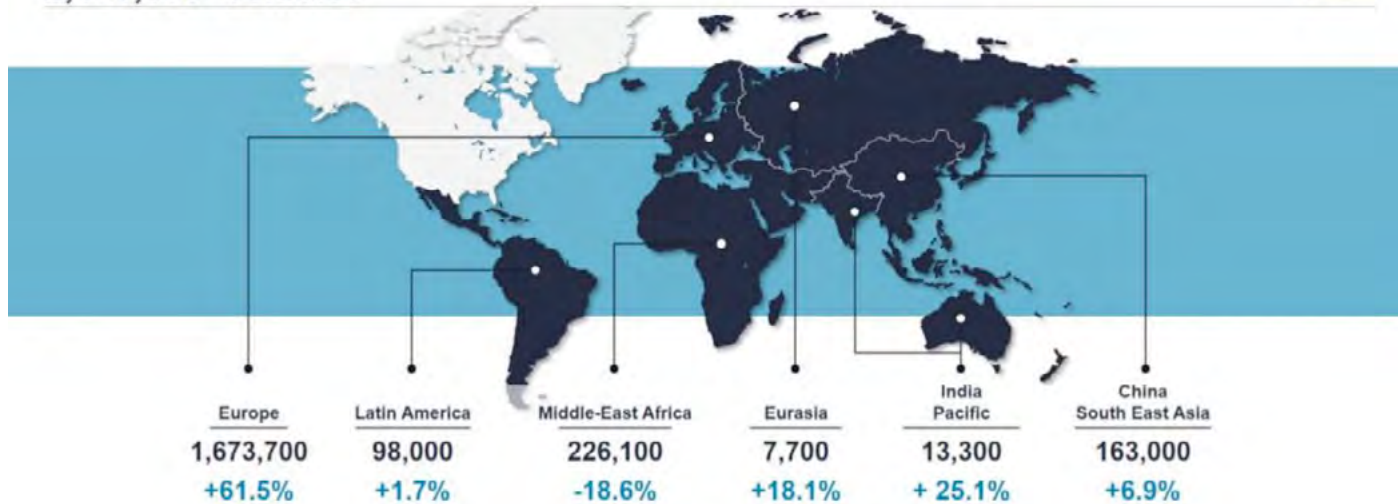
Peugeot leads the way for the group, selling more than 339,200 SUVs worldwide (up 26%) in the first half of 2018. With 144,000 units sold (up 37%), the 3008 been great for the brand, while the newer and larger 5008 pulled in 58,900 units.

Over at Citroën, the SUV offensive started last autumn by the C3 Aircross in Europe and the C5 Aircross in China. Together, they raked in nearly 80,000 units in H1 2018, for a total of 135,000 sold since launch. The launch of the C4 Aircross in China and the C5 Aircross in Europe in the second half will add further momentum.



Half year 2018 worldwide sales

2,181,800* vehicles



Now a separate brand, the DS 7 Cross-back was launched in February and helped the premium brand grow 35% in the second quarter. PSA says that two out of three customers chose top-of-the-line versions and every second customer choose the DS Connected Pilot option, which offers Level 2 autonomous driving. Needless to say, the higher a variant and the more options picked, the higher the profit.

PSA sold 163,000 vehicles in China and South East Asia in H1 2018, up 6.9%. In February, PSA made significant progress in strengthening its operations in Southeast Asia with the creation of a joint venture with the Malaysian company, Naza, which will churn out the 3008 this year and the C5 Aircross in 2019. With 4,900 units sold in ASEAN in six months, "the acceleration in this part of the region is now noticeable," PSA says.

However, in the Middle East group sales fell nearly 19% as vehicles produced in Iran haven't been included in the books since May 1, Peugeot said.

Marketwatch & paultan.org

Trump's imported car tariff could ruin PSA Peugeot-Citroën's plans to return to the U.S.

Justin Westbrook
18 July 2018

President Trump's threatened 25 percent tariff on imported cars would not only dramatically impact automakers both foreign and domestic and cause car prices to increase, it would also spell disaster for PSA Peugeot-Citroën, which is already deep in the process of returning to the North American market.

President of PSA North America Larry Dominique said just as much earlier today, following more details on the automaker's plan to return to the U.S.

Here's the quote, via Bloomberg:

[If] Trump follows through on a potential 25 percent tariff on imported cars, the French automaker could look to Canada first and wait and see what happens with the U.S., said Larry Dominique, president of PSA North America. The company may have to offer more expensive vehicles due to higher levies, he said.

"Tariffs are on our minds," Dominique said Tuesday during a presentation to the Automotive Press Association in Detroit. "Tariffs impact how fast and at what price point we import vehicles into the U.S. I'm crossing my fingers."

Dominique, a former Nissan Motor Co. executive, said PSA has already started engineering its future models to meet U.S. safety and emissions rules. The company, which left the American market in 1991, hasn't decided whether to mount a comeback with the brands Peugeot, Citroën, or its luxury line DS.

The Department of Commerce is currently investigating the impact of imported cars on the domestic market as a threat to national security, which is the only legal way for the President to impose new tariffs. It's safe to say it's an extremely unpopular suggestion among almost every group it concerns, as politicians, automakers, suppliers, economists and more have all come out against it.

Trump's tariffs wouldn't impact PSA's move into Canada, however, thanks to a

new free-trade deal between our syrupy neighbors and the European Union, according to Bloomberg. It would just be screwing us out of some exciting new French cars.

Dominique also detailed other developments in his company's comeback, including which 14 states they would initially target for sales, the exploration of innovative new distribution models, as well as a U.S. car sharing service involving 600 vehicles with a more formal announcement about that scheduled in the next few weeks, according to Automotive News.

That all sounds great, it's just too bad the unnecessary trade war is going to ruin it for everybody. Except the Canadians.

Jalopnik



Peugeot to remain in Iran: French Official

2 July 2018
Tehran

A French official referred to US sabotage regarding the nuclear deal with Iran, saying the Peugeot Company is staying in Iran.

Speaking to France International Radio on the condition of anonymity, he said the company is waiting for post-Trump era or the sudden change of the US president.

According to French Radio, in the wake of US administration's unilateral action to withdraw from the Iran nuclear deal also known as the Joint Comprehensive Plan of Action (JCPOA) and threatening European companies, Peugeot Company announced early in June that it tends to quit the Iranian market and to stop cooperating with Iran.

The French media, AFP also in a report referred to Renault and Peugeot companies' efforts to stay in the Iran market which is vital for them.

Meanwhile the CEO of Renault Carlos Ghosn earlier underlined the fact that despite reinstating US sanctions, the company will not leave Iran.

But the company will reduce production, he added.

On May 8, US President (and madman) Donald Trump withdrew his country from the JCPOA under the pretext of Iran's

non-compliance with the deal and its alleged support for terrorism. He also vowed to reinstate sanctions on Iran.

Russia, China and other members of the G5+1 while criticizing the US exit announced they would remain in the deal. Iran has set a deadline for Europe to find suitable ways to save the deal.

Iranian Deputy Foreign Minister for Political Affairs Abbas Araqchi said earlier that the question of Iran staying in the JCPOA depends on the measures to be taken by European countries, Russia and China.

'We are waiting to see whether the remaining parties to the deal including the European states, Russia and China will be able to make up for US exit from the deal and ensure Iran's benefits from the JCPOA,' he added.

Islamic Republic News Agency



Groupe PSA and Inria create an OpenLab dedicated to artificial intelligence

5 July 2018

- Increasing efficiency and reliability of the results acquired by artificial intelligence methods for automotive applications use is one of the main research challenge of the OpenLab
- A dozen topics will be covered over a 4 years period

Groupe PSA and Inria have announced the creation of an OpenLab dedicated to artificial intelligence. The studied areas will include autonomous and intelligent vehicles, mobility services, manufacturing, design development tools, the design itself and digital marketing as well as quality and finance.

"Artificial intelligence will quickly become an efficiency factor for the group. The OpenLab will work on artificial intelligence algorithms enabling autonomous vehicles to drive in complex environments for example. It will also work on predictive maintenance, powertrain design optimisation and the modelling of complex systems such as cities, to offer mobility services adapted to people's needs" said Carla Gohin, Groupe PSA's Vice President for Research and Advanced Engineering.

Isabelle Ryl, Inria Managing Director, Inria Transfer and Industrial Partnerships "The digital transformation of the automotive sector led to

the emergence of a lot of research topics, especially in artificial intelligence. Inria's project teams will participate in this OpenLab bringing their high-level algorithmic expertise as part of a fruitful dialogue with Groupe PSA's experts on all the identified topics."

This OpenLab ensures the synergy of PRAIRIE Institute. The results of the fundamental research led by the Institute will stimulate research into topics that are applicable to the automotive industry.

The AI OpenLab adds to a global network of 18 existing facilities for Groupe PSA, with 12 in France, four in China, one in Brazil and one in Morocco. As research facilities, OpenLabs pool together teams and experimental resources from Groupe PSA and its partner laboratories, in line with Groupe PSA's Open Innovation policy and its StellLab network, created in 2010 to encourage scientific discussion.

PSA press release



Groupe PSA, Nidec form electric motors JV

24 June 2018
Dubai

Groupe PSA, the second largest car manufacturer in Europe, has announced a joint venture with Nidec, a leading comprehensive motor manufacturer, to create 'Nidec-PSA emotors' which will work on design of future electric motors.

Carlos Tavares, chief executive officer of Groupe PSA and MM Shigenobu Nagamori, chief executive officer of Nidec, endorsed the establishment of the new project dedicated to the design, development, manufacture and sale of electric traction motors, said a company statement.

As an anticipation of energy transition towards a cleaner mobility, electrification seems to be the key to environmental issues with a well to wheel approach. Original equipment manufacturers (OEMs), hence, are accelerating their shift towards electrified vehicle technologies, it said.

Along with this trend, electrification of automobiles has been expanding and the market of electric motor for automotive is foreseen to double its size. Nidec is renowned to be active in this trend developing products with its superior motor expertise, it added.

Forty engineers have already been recruited and joined the JV headquarters in Carrières

sous Poissy, near Paris, France.

By end of summer, 30 more engineers are expected to join this site where a dedicated R&D area has been set up. They will design new traction electric motors to be produced in Tremery plant in France, and integrated in mild-hybrid (MHEV), electric vehicles (EV) and plug-in hybrid (PHEV) vehicles, said a statement.

With a strategic importance of high-performance traction motor for electrified vehicles, Groupe PSA and Nidec will invest €220 million (\$256.6 million) to set up this JV, it said.

This will support the electrification push, as 100 per cent of Groupe PSA vehicle range will include an electrified offering by 2025, especially that electric vehicles are projected to make up 16 per cent of all car sales by then.

When it comes to the Gulf region, government bodies in some countries such as the UAE have already started paving the way to the acquisition of zero-carbon electric cars by launching new incentives that make the transition from fossil-fuel powered cars to electric easier including green bank loans, green insurance plans, attractive EV car prices and green registration of vehicles, said a statement.

Other government programmes call for up to 10 per cent of car fleets of federal ministries and agencies to be electric vehicles.

Groupe PSA is hot-weather testing its electric range for the region and is expected to

be on the road by 2020, it stated.

TradeArabia News Service



Officials at the event.

New 2019 Peugeot 208 GTi hot hatch to be offered in pure electric form

5 July 2018
John McIlroy

Peugeot is lining up a pure-electric 208 GTi to sit alongside the regular petrol hot hatch in the range when the new generation of the supermini arrives next year, Auto Express has learned.

The brand is gearing up to introduce an all-new version of the car at next spring's Geneva Motor Show. This will switch to a new CMP (Common Modular Platform) architecture that offers much-improved efficiency, cheaper build costs and, crucially, the scope for pure-electric variants.

A pure-EV version of the next 208 has always been on the cards since PSA announced that its platform would come in two versions: CMP (also known as EMP1) and e-CMP. Now Peugeot boss Jean-Pierre Imparato has suggested that the electric 208 could also be offered as a GTi, previewed in our exclusive images.

Speaking exclusively to Auto Express, Imparato said: "I'll reveal this in full in March, but I don't want the future to be boring. My message will be that each time I launch a new car, it will be electrified, but you will buy your Peugeot and you will choose your powertrain."

"When you buy a Peugeot you will find design, the latest version of i-Cockpit, the upmarket trim levels like GT-Line, GT and perhaps GTi, because I don't want to generate any difference between EV and com-

bustion-engined models, but the customer will choose the powertrain."

Imparato also said that Peugeot Sport is actively developing high-performance vehicles with electrified powertrains. As Auto Express revealed last year, a 300bhp hybrid version of the 3008 is on the way; the French firm has also developed concepts such as the 308 R Hybrid to demonstrate the technology.

"I have the high-market mix [GT and GT-Line], including the high-performance versions," Imparato said. "So at the moment we are working on that. I will not hide that it is not so easy because we are facing the 2020 threshold [the EU's CO2 emissions targets for makers]."





“But my friends from motorsport are working on some projects to make our customers happy with something that is high-performance and at the same time compliant with the rules. As I said, I don’t want the



Avarvarii

future to be boring.”

Asked if that was a direct reference to high-performance electrified vehicles, Imparato said: “Yes. In the coming 10 years the power will be easy to achieve with electric. It will not be a premium marker any more; premium brands will have to find something else if they want to be different, because electrification opens up, for us top mainstream guys, the opportunity to enter some new segments. I will be able to put on the market cars with 400kW (536bhp) of power. That changes everything.”

He believes offering the 208 with a range of powertrains is more important than having standalone EVs, as rival Renault has done with its ZOE, which is sold alongside the conventional Clio.

“The rhythm of the transition [towards electrification] will not be the same across the regions,” Imparato said. “The guys in Paris will be electric, the guys who do 100,000 miles per year will be diesel and the average guy will be in petrol. But they’ll be in the same 208.

“I want the same driving experience for anyone driving my cars. So I will not build a specific electric vehicle; it will not be like a Renault ZOE.”

Auto Express

Peugeot 508 GT to come with high-output all-wheel drive hybrid system

Sam Sheehan
20 July 2018

The Peugeot 508 range will be boosted by a new high-output hybrid model next year, offering range-topping pace and pure-electric capability in cars equipped with the sportiest GT trim.

The 508 PHEV will combine a mild hybrid turbocharged 1.6-litre petrol engine set-up to drive the front wheels with a rear-mounted electric motor.

The same system will first be used in the DS 7 Crossback E-Tense, which is also based on the PSA Group’s EMP2 platform, next year.

Around 200bhp is expected to be offered by the 508 PHEV’s four-cylinder engine, assisted by a starter/generator motor. The motor driving the back wheels will provide about 100bhp and enable a pure-electric range of 31 miles (on the WLTP test cycle). It will use energy supplied by a lithium ion battery located beneath the boot floor.

A company insider told Autocar that this location, which is normally reserved for the spare wheel, was chosen from the very start of the EMP2 platform’s development, so it has

no impact on boot space or cabin practicality in the 508 fastback or SW (estate) body-styles.

It is likely that the 508 PHEV's powertrain will come exclusively with an eight-speed automatic gearbox, although the rear motor will run independently and drive the axle with direct drive reduction gearing.

This layout will be shared with the upcoming plug-in hybrid versions of the 3008 and 5008, which are both also EMP2-based. Peugeot's push for electrification is part of PSA's ambitions to electrify every model in its range.

The strategy aims to provide larger cars with plug-in hybrid versions, while smaller CMP-based cars, such as the 208, will spawn fully electric variants.

Autocar



New Peugeot 508 2018 review

23 June 2018

The all-new Peugeot 508 is exactly that: all new. It shares so little with its predecessor, in fact, that it's difficult to fathom why the firm kept its name. From the styling to the interior, right through to the way it drives, this latest 508 is better in every way. While it can't match the badge appeal of its German rivals, it puts up a fair fight in a highly competitive class.

Sales of conventional saloon cars have been falling for over a decade. So much so, in fact, that even premium manufacturers like BMW and Audi have attempted to diversify with stylish four-door coupes, sports cars and SUVs.

To combat this demise, Peugeot has completely reinvented its sole saloon offering. The 508 is no longer a frumpy three-box; from July the French firm's executive option morphs into a fashionable 'fastback'. A redesigned estate version, badged 508 SW, arrives early in 2019.

It's certainly a more striking design than before, lifting many of its exterior

details from the hugely successful 3008 and 5008 SUVs. The fastback is lower and wider than the old 508, giving it a squatter and more purposeful stance on the road. The standard-fit LED daytime running lights offer a sharper signature, while the sloping roofline gives away nothing to rivals like the Volkswagen Arteon or Mazda 6.

It's equally impressive inside. Everything we've grown to love about other modern Peugeots has been put into practice in the 508, with excellent build quality and a dynamic driving position. The car's designers have implemented an adaptation of the familiar i-Cockpit dashboard layout, using a small, squared-off steering wheel and raised dials.

Automatic models (only the entry-level diesel uses a manual gearbox) get a raised





centre console, with the joystick-style gearlever sitting alongside a space-saving electronic parking brake. Basic cars get an eight-inch capacitive touchscreen (Allure and up use a 10-inch HD display) – and while the temperature and fan controls are hidden within a sub-menu in the infotainment system, everything is accessed via the intuitive piano key shortcut buttons.

All cars come with a fairly generous spec sheet, although it's easy to see why most buyers are expected to bypass the entry-level Active models and plump for the better-equipped Allure or GT Line cars.

Allure adds things like ambient lighting, heated faux-leather seats and a reversing camera to the Active's 3D connected nav, DAB radio, automatic lights and rain-sensing wipers. All cars boast autonomous emergency braking and Lane Keeping Assistance (LKA), while that better-specced Allure gets Active Blind Spot Detection, road

sign recognition and Driver Attention Alert.

GT and First Edition models, which are only available with the most powerful engines, top the range with LED lights, wireless phone charging and 18-inch wheels. The interior is given a lift with contrast stitching, flocked door pockets and aluminium pedals. It's a really lovely place to sit, in fact, and easily rivals a BMW 4 Series gran Coupe for fit and finish.

Of course, in the move from conventional saloon to four-door fastback, compromises have been made when it comes to practicality. In reality, Peugeot says, few buyers will ever put passengers in the back of a car like this – and if they do, they're likely to be children. Still, knee and legroom are good, though headroom is at a premium for adults over six feet tall.

The 487-litre boot is actually 14 litres bigger than before, however, while the hatchback tailgate will make loading bigger items much easier. Peugeot claims a total of 1,537 litres with the rear seats folded flat, too, which is just 61 litres shy of the outgoing SW estate's load capacity. There's even room for a spare wheel under the boot floor.

But owners of cars like this cover notoriously high mileages, so what the Peugeot 508 is like to live with on a daily basis will revolve heavily around how it drives. Pleasingly, the latest version displays a massive improvement over the car it replaces.

Aside from a slightly fidgety ride around town, the new 508 is a refined and surprisingly sporty alternative to its German rivals. On the



motorway, our BlueHDi 160 diesel test car was quiet and composed, with a firm but well-judged ride. It's not overly soft like the old one, yet it doesn't crash over ridges and ruts like some of the more sport-biased saloons.

With all that kit, however, it's a shame the 508's adaptive cruise control isn't more adept at removing the stress from long motorway journeys. While it'll happily maintain a safe distance from the car in front, the LKA set-up is jerky, and on occasions it dropped out completely. Rival systems are smoother and more intuitive to use.

Like on the firm's other models, however, the small steering wheel gives the 508 a darty and dynamic feel – and with very little body roll, it's surprisingly fun to drive. The relatively short paddles are fixed to the steering column, though, which means they aren't always where you want them when fishing for



an upshift mid-corner. A rear-wheel drive BMW is sharper, then, but the Peugeot is on par with the Arteon when it comes to driver fun.

Our car's punchy 158bhp 2.0-litre diesel engine is expected to be one of the biggest sellers, and it's easy to see why; with plenty of torque and a smooth eight-speed auto box, few buyers will be left wanting when it comes to extra shove. Even under heavy load, the four-cylinder BlueHDi unit rarely raises its voice.

Peugeot will also offer a cheaper 1.5-litre 128bhp diesel engine from launch, as well as a more powerful 178bhp 2.0-litre. There's a pair of petrols, too; the entry-level 1.6 PureTech also boasts 178bhp, while the range-topping '225' is a 2.0-litre four-cylinder with 222bhp. Fuel economy and emissions are competitive for a car of this size, with CO2 ratings ranging from 98g/km

(BlueHDi 130) to 131g/km (PureTech 225). A plug-in hybrid is due sometime next year.

For now, however, Peugeot is unable to give us a representative finance example for any model in the range. Prices start at exactly £25,000, and while the £31,050 list price of our middling diesel version seems steep, the French firm's ability to nail the monthlies could be the difference between a good car and a great one.

Key specs

Model: Peugeot 508 GT Line 2.0 BlueHDi 160 EAT8 S&S

Price: £31,050

Engine: 2.0-litre 4cyl diesel

Power/torque: 158bhp/TBC

Transmission: Eight-speed auto, front-wheel drive

0-62mph: 8.4 seconds

Top speed: 143mph

Economy/CO2: 62.8mpg, 120g/km

On sale: July

Auto Express



New Peugeot Partner and Citroën Berlingo unveiled

28 June 2018

French manufacturers Peugeot and Citroën have unveiled all-new compact vans for 2019 – each offering new technology, safety and engine updates.

Peugeot has revealed the all-new Partner, which introduces Peugeot's popular i-Cockpit dashboard design as standard alongside a more compact steering wheel.

Available to order from autumn 2018, the all-new Peugeot Partner is also offered with different seating options and in two lengths – Standard or Long – with load volumes of up to 3.8m³ and 4.4m³ respectively and payloads between 650kg to 1,000kg.

Petrol engines feature two versions of the 1.2 PureTech engine; a PureTech 130 S&S with EAT8 eight-speed automatic transmission (available in 2019) and a PureTech 110 S&S with manual six-speed gearbox. PureTech engines are fitted with a Gasoline Particulate Filter to reduce particle emissions.

Three diesel engines are available; a BlueHDi 130 S&S with manual 6-speed gearbox or EAT8 eight-speed automatic transmission, a BlueHDi 100 S&S with manual five-speed gearbox and a BlueHDi 75 with manual five-speed gearbox. Diesel



engines are all fitted with a FAP particle filter and a selective catalytic reduction system (SCR). Driver safety aids also include Surround Rear Vision and Overload Indicator, as well as a range of assistance technologies, telematics packages and connectivity options.

The 3D navigation system is accompanied by Peugeot Connect SOS and Assistance – in the event of an accident this will raise the alarm, geo-locate the vehicle and can contact emergency services, if necessary.

In addition to the standard finish levels, all-new Peugeot Partner is offering “ready-to-go” versions, as well as planning a full conversion range with partners, to include emergency and assistance vehicles, specific building sector vehicles and refrigerated vehicles.

Meanwhile, the third generation of Citroën's Berlingo is scheduled to go on sale towards the end of the year.



The new Berlingo Van is being offered in two sizes, the M and extended XL version. The standard van will be 4.4m long with a 2.78m wheel-

base and a cargo volume of 3.3m³, while the XL version is 4.75m long with a 2.97m wheel-base and a total load volume of 3.9m³. Payload weights range from 650kg to 1,000kg.

In the cab buyers have the option of two cabin layouts – the Extensio® Cab, which can transport three people in the front, with the central seat able to transform into a mobile office with a pivoting writing table; or the modular Crew Van, which is intended for businesses that need to accommodate up to five people (two in row one, three in row two), and to carry loads as well. Two dedicated versions are also offered, ‘Worker’ or ‘Driver’, each with specific features.

The new Berlingo Van is available in a variety of configurations, with one, two or no sliding side doors, while a 60:40 split rear doors will be standard. These and a steel bulkhead will be standard, with Citroën offering the option of glass windows and a top-hinged tailgate. There will also be an optional roof flap available for extra-long items.

Numerous driver assistance systems include an Overload Indicator, Surround Rear Vision and Driver Attention Alert, along with onboard connectivity technologies.

Power comes from PureTech 1.2 petrol and BlueHDi 1.5 diesel engines, with the most powerful guises of these offered with Citroën's EAT8 eight-speed auto gearbox.

The Van User, Britain

Why French cars are the coolest in the world

James King



In my childhood, I was lucky enough to experience a decent variety of family cars. We seemed to change them quite regularly having cars including the VW Golf Mk2, Jaguar XJ6, Mercedes E230, BMW 318i, Range Rover, Land Rover Discovery and much more. However, these examples of British and German engineering didn't catch my attention and steal my heart as much as the French cars we had.

We didn't have an abundance of French cars, but the Peugeot 405 estate, Citroën Xantia and Citroën ZX were, by far and away, my favourites.

Driving pleasure is not all about speed, handling and balance. There are other traits that aren't measurable. One that French manufacturers nearly always get

right. I'm talking about character. The cars can be pretty awful, but if they have character, I can forgive them all their sins.

Here is my argument on why I think French cars are the coolest of them all.

Innovation

In the modern era, French cars don't have the level of innovation they once had. They used to be the front runners in the industry, introducing the likes of disc brakes, hydro-pneumatic self-levelling suspension and direction headlights. How is that cool, I hear you ask? They put them into the Citroën DS.

Even John Prescott could look cool driving one of these. They may not be the main innovators anymore, but the heritage is there, and when there is heritage, there is cool.

Petite cars and hot hatches

Italy does have some very cool small cars, but I think France might just pip them to the post. There are some fantastic little cars produced in



France, which may be slow and a bit cumbersome, but in terms of cool, they are second to none.

The Renault 4 is a prime example of a slow car that is fun to drive. You have to be thinking about your actions constantly. Will you make it up the next hill with this speed? Probably not. The fun never stops!

If you are looking to get somewhere fast, then France has you covered too. Hot hatches are always cool, and France does them best.

The Peugeot 205 GTI 1.9 is the perfect B-road attack dog. It has the perfect amount of power for the chassis and has the thrills of lift-off oversteer.



France also produced the often-overlooked Renault Clio Williams. If you place gold rims on most cars, they would look tacky. How-

ever, the with Clio Williams it just works.



Family cars

What's that? How can a family car be cool? Let me convince you with three examples.



Usually, you would associate family cars with the Vauxhall Zafira or some soulless box. However, the car to launch them all was the Renault Espace, and it was, and



still is cool today. Then for no conceivable reason, Renault decided to celebrate the anniversary of the Espace by shoving a V10 Formula one engine in it. This could do 0-62 in 2.8 seconds. Renault also produced the Avantage



which absolutely bombed in terms of sales. That doesn't make it uncool though. Just look at it.

Workhorses

I'll admit French cars aren't the most reliable bunch in the world, but they have produced some gems.



If you go to pretty much any country in Africa, you will most likely see a Peugeot 504 still going strong. They had simple mechanics and can be easily modified.



My family had a Peugeot 405 estate for a number of years and by the time we came to sell it, it had over 200,000 miles on the clock. We sold it to a farmer to use as a workhorse. Bulletproof.

Motorsport

What's the easiest way to get your car brand some easy cool points? That's right, send them racing.

Rally is the coolest motorsport, no question, and French manufacturers have a rich history. From the T16 models to Sébastien Loeb's Citroën C4, French cars often do well.



One of the greatest drives of all time, Ari Vatanen's pikes peak performance is legendary, and it was done in the wonderful Peugeot 405 T16.

Renault have also had some iconic involvement in Formula 1 over the years,

including the Fernando Alonso title win in 2005. They have been the engine supplier to many Championship winning cars.

Concept cars

The French manufacturers bloody love a ridiculous concept car. Even though we will later find out that the Peugeot Onyx, seen below, will be the inspiration for the new Peugeot 1007 or some shit, it still doesn't stop hem being unbelievably cool.



Bugatti

I'll admit that when I was younger I assumed Bugatti was an Italian manufacturer. Now I know I was doing a massive disservice to France.

The Veyron and Chiron are amazing machines, but whether they are cool or not is harder to tell. But when you look at their pre-war cars they were undeniably cool. The Bugatti Type 57 SC, pictured above, is one of the most sought



after cars in the world.

Conclusion

I'm not saying that French cars are the best in the world, far from it. The fact that when my sister crashed our Citroën ZX 1.9 TD and it had to be written off as the £150 damage was worth more than the car, should demonstrate



that.

It's all about the character. Maybe some modern French cars have lost their way a bit, but the legacy is more than enough to uphold the level of cool earned from years of innovation and 'fuck it' attitude.

If I haven't convinced you of how cool French cars are by now, above is the Citroën Traction Avant. The car of choice for the gangsters of the 30's and 40's. I have nothing left after that...

If France doesn't produce the coolest cars in the world, tell me who does.

Drivetribe

Peugeot manufacturer profile & rally history

Part 2 – Peugeot in rallying

In 1929 Peugeot themselves found their sequential project numbers were getting confusing (after all they were at #190 at that point for i.e. a 206 CC Cabrio would be a slightly different project to a 206 SW estate, such as an example the 206 series would be made up of several names/numbers) and instead introduced a system that now would identify size (first digit) and generation (last digit) of each car with the "0" in the middle



as their trade mark. You could basically read Peugeot 206 as Peugeot 2 Mk6.

The first one, project number 191, was the 201 and we didn't have to wait

long, it won i.e. the Rallye Monte Carlo 1932. The 02 generation was the time cars started to have character, and you could identify a Peugeot from far away, for all 02-generation Peugeot models had the headlights aerodynamically behind the front grill. Sadly, this 02-generation was overshadowed by World War 2, so we only saw a few 202 and 302 in racing and speed records, inspired by engineer Darl'Mat.

03: The 203 started a new era for Peugeot and motorsport when just for the joke of it in 1950 one "5063 H 75" was driven from Paris all the way to South Africa's Cape Town and back again to Paris! Well, it was more than a joke. The driver was Charles de Cortanze, who also drove the Monte 1932 winning Peugeot (and father to later 205 T16 engineer André de Cortanze. Interesting how Peugeot kept things in the family, Automobile Peugeot boss Jean Boillot, who gave green light to Jean Todt and the 205 T16 is a relative to above mentioned Peugeot 76 rallye driver Georges Boillot!).

And his navigator was a journalist of the "Reader's Digest", to ensure this adventure is regularly and well published. On the 26,000km route nothing broke but a speedometer finger.

This adventure could well be regarded as the mother of marathon rallies! Sure enough, the maybe first big traditional marathon Rally, the Australian Redex, was born in 1953 and utterly dominated by a fleet of Peugeot 203, Ken Tubman being the winning driver.

The Safari Rally also was born in 1953. But the 203 was a success in sprint rallies as well, i.e. a 203 won the Rally Finland in 1952, a victory that the 403 should repeat in 1955. And the 403 contributed strongly to Peugeot becoming a name for cars that are perfect to take conditions in countries with a lesser infrastructure, may that be Africa, South America or the Australian Outback. The 403 was a loved privateers car for the East African Safari Rally. And in 1963 the 403 made a major mark on one of the toughest classic marathons, the Grand Premio Sudamericana-Argentina. OK, a Mercedes 300SE won that 1963 event, but no less than 6 Peugeot 403s were in the top10!

04: And the 404 followed perfectly into the 403 footsteps. Only 2 years after the 403 success, the 404 took a convincing 1-2-4 on the Grand Premio Sudamericana 1965. Further the 404 GTI, the first car with injection engine, won the East African Safari 4 times in only 6 attempts in the 1960s.

The 1967 East African Safari



was yet another perfect showcase what Peugeots are all about: Not only a 404 won. Counting works and works supported cars, no less than 14 Peugeot 404s were entered and complimented by 6 Peugeot 204s, one of those driven by a young Shekhar Mehta. While 2 of the 404s retired, the 204s took the top 6 places in the up to 1300cc class! So if you count, of 20 Peugeots 18 made it to the finish on this extra tough event!

Meanwhile the 304 and 104 were more aimed at European tarmac programs. The 304 looked surprisingly aggressive and bulky and Hannu Mikkola was often invited to drive it. The 104 was the first real hot hatch. In rally trim it had just 1124cc and 106BHP, but that was enough for Timo Mäkinen to annoy some of the Porsches and Lancias and Escorts and finish 7th overall on the 1978 Rally Portugal.

The 504 followed on from the 403 & 404 programs and as a case of repeat history, in the Grand Premio Sudamericana-Argentina in 1978 the big Mercedes 450SLC seemed unbeatable, only for the 504s taking a convincing 1-2 here the following year. So the 504 was for Africa and long distance again – and so was the 505. It was a case of make up any number with three digits and a zero in the middle and you have a successful rally car somewhere down the line!

When in 1973 the WRC was born, Peugeot's current rally car was the 504. As

you find with Ford, BMC, Hillman and Citroën, at that time marathon and Africa rallies were a big and successful favourite with the marketing departments. So Peugeot was not alone having at that time a car and program aimed for Africa and marathon rallies already in place and sticking to it despite the creation of WRC.

And the 504 was hugely successful, a regular winner on that type of events, some of them counting towards the WRC, i.e., the 2nd longest WRC event ever was the Moroccan Rally 1975, won by Hannu Mikkola and Jean Todt in a 504 "3504 QT 25" with a competition time of 23 ½ hours – which equals about 7 modern WRC events!!! (The longest would be the Rally NZ 1977, which was, however, super smooth and a lot easier on the cars, plus Morocco 75 had stages up to 800km long!)

In fact, the 504 won all 3 major African rallies in 1975. And later the 504 Coupé V6 was just as famous and successful in this type of event. Just as one of many examples, the 504 Coupé V6's first big victory was Bandama 1976 in the hands of Mäkinen/Liddon. Here a fleet of older 504 saloon cars, including Nicolas/Lefèbvre and one driven by racing ace Henry Pescarolo, ensured that Peugeot took the top 5 places outright on this event! And it would easily have been top 6 had Mikkola/Todt not lost their Coupé's transmission when going off.

Peugeot repeated their Bandama success in 1978. Bandama 1976 was no WRC, Bandama 1978 was a WRC round. Following Peugeot's 1-2-3-4-5 result in Bandama 1976, it's

1978 WRC inclusion hardly had a bearing on Peugeot's decision to participate. As further proof, even only starting African events in 1975, the 504 was so strong that mid-season Peugeot was 2nd in the makes WRC. That still did not persuade Peugeot to compete for the WRC title or even just advertise that fact. To see just how far the 504 theme was taken and how popular it was you have to have a look at the group B(!) Peugeot 504 Pick Up story.

Peugeot may not have competed for full championships in the mid 1970s, but they moved with the times in other aspects: While regular drives seemed unusual and even Timo Mäkinen and Roger Clark for Ford were more used as experts for local events, it was Peugeot which started (and stuck to until today) the trend of having a regular Scandinavian superstar line up when basically throughout the 1970s their regular drivers were Timo Mäkinen, Hannu Mikkola, Ove Andersson and Simo Lampinen – with Jean-Pierre Nicolas replacing Andersson only from 1976. This was actually a tradition started by BMC's Stuart Turner some 10 years earlier, but nobody seemed to pick it up until Peugeot (in fact on Jean Todt's initiative) turned it into a fashion.

It was partly for the already long existing 404 & 504 program and its success, partly for Peugeot's ownership of Talbot and their WRC program that Peugeot themselves didn't get into a full season's attempt to win the WRC titles until 1985. Actually, you can and

should count the Talbot WRC success story to Peugeot's credit.

For a start you have to understand that it was Automobiles Peugeot rather than PSA which bought and created Talbot. In clear difference to fairly independent PSA sister Citroën, Talbot is 100% Automobiles Peugeot. It's the same as Alpine, whose successes are credited to Renault. But as well, the Peugeot Sport operation we know now, for a while called PTS = Peugeot Talbot Sport, is more strongly linked to Talbot Sport than Peugeot's original team.

Even Corrado Provera is originally a Talbot man. The decision to create the 205 T16 team was taken the moment Talbot won the title, in San Remo 1981, where Jean Todt was still navigating and managing for Talbot. Jean Todt already had a say in driver management in the Peugeot 504 days, but basically the 504 team had been killed off with the launch of PTS.

The 504 team was called Peugeot Competitions and based at Peugeot's home factory Sochaux. That team was run for about ten years by Gérard Allégret with some background support by Roland Peugeot (who also took an interest in the Talbot Sunbeam team). There seem to have been some problems with Allégret's program that contributed to the decision to lay the future into the hands of the Talbot characters. In 1975 Allégret's team won all 3 African events.

For 1976 they launched the stronger 504 Coupé V6, which managed to win in its only 3rd event, Bandama 1976 (remember, the team even filled the top 5 places). At the same time the 104 had a well promising launch and there was work on a 104 group 5 prototype as well. One could have wondered if the team had their fingers in too many pies.

By 1977 Allégret's team was working on and running 4 different types of cars, 104, 104 proto, 504 saloon & 504 Coupé V6, and in that year's Safari, Peugeot lost Mäkinen for a wrongly mounted oil filter releasing all oil, Nicolas for an unbalanced fly wheel and Mikkola for the distributor not being water proof – silly little things that did not at all fit to the heritage of the 504.

In 1978 the 504 Coupé V6 dominated Safari and Bandama again and the 104 showed massive competitiveness. Especially Nicolas' Safari 78 victory was totally crazy, completely demolishing Mercedes and Porsche in a heavily crashed Peugeot 363 RF 25.

But while arch rival Renault showed which events were best to promote a little hot hatch, Allégret kept sending the 104 to national events and the Bandama and he never even seemed to make much use of the much stronger Evo2 versions 104., i.e. while the small, FWD R5 Alpine managed 2nd & 3rd places overall in a snowy and twisty Monte Carlo 1978, the whole rallying world was scratching their heads why Allégret never ever sent a 104 to that event.

The 104 showed it had huge potential but the team never gave it the chance to turn this

into a desperately needed (for the 104) marketing and image boost. All in all, the Sochaux 504 team has a fantastic heritage, therefore in the whole picture we have to be very grateful indeed to Gérard Allégret.

While the cars were fantastic, things were not always run efficiently and when Allégret's team set out to develop a RWD 305 V6 for a 1983 launch, that was the final stroke to decide for a completely new start with Peugeot Talbot Sport. To have a RWD V6 for a 1983 launch Group B car sounds intriguing enough, but marketing considerations must have put even more question marks over the efficiency of the same team that failed to find a decent program for the so-promising 104: 1983 was the sales start of the Peugeot 205 while the Peugeot 305 production was nearing its end.

Things in Sochaux's competition department did not exactly improve when Gérard fell ill and the managing was taken over by Claude Charavay in 1980. Charavay was a Peugeot finance expert, so why should he rely on the help of co-driver Todt for management and paper work? Charavay denied Todt's managerial help and he delayed the 305 V6.... Hard to point fingers where the mistake has been made, i.e. who appoints a finance expert for this position in the first place?

Well, Charavay was not meant to be a permanent replacement, only Allégret's health problems took longer than expected. When the PTS reshuffle came with Todt at the wheel, it is easy to see why he preferred

to build on Des O'Dell rather than Claude Charavay. Oh yes, and of course Peugeot (Talbot) Sport was never a one-man show, if you investigate through these articles the background of other team personal at not only that time, Boillot, Nicolas, Lefèbvre, de Cortanze, Vaucard, Provera....

And the RWD 305 V6 idea was not quite as silly and dull as it sounds. The 305 V6 was smaller and lighter than the 504 Coupé V6 and the 505 plus, thanks to Group B, it had bulky, Quattro style wheel arches, a wider track and improved suspension travel. Remember that throughout Group B the African and marathon events were basically never won by a 4x4 car (Bandama 84 being the one and only exception at WRC level and even Hong Kong-Beijing 85 it was a matter of seconds that denied the 240RS of Lars-Erik Torph victory over Mikkola's Quattro).

Instead on that type of events the pace was made by all RWD cars like Opel Ascona 400 and Nissan Silvia 240RS with 2.4 4-cylinder engines and Toyota Celica TCT with a 2.1 turbo, and in the comparison the 305 with a 2.7 V6 could have worked very well.

At the same time the super-efficient Talbot team had a RWD but mid-engined(!) Horizon Lotus ready (yes, ready, even registered: RAC 777W) and were working to even turbo charge the Lotus engine. It seems clear, that had the presence of the

Audi Quattro not forced a complete re-think, 305 V6 & Horizon Lotus were the next logical step for Peugeot Talbot Sport to carry on with their usual trick of "Peugeot for African/marathon rallies, Talbot for sprint rallies".

Part three next month.

Next generation engine for Groupe PSA

8 July 2018

Opel/Vauxhall will take on global responsibility for developing the next-generation of high-efficiency petrol engines for all Groupe PSA (www.groupe-psa.com) brands — Vauxhall, Opel, Peugeot, Citroën and DS Automobiles.

The new four-cylinder engines will be optimised to work in combination with electric motors and to be used in the drive-train of hybrid systems. They will come to the market in 2022 and will be produced in Rüsselsheim, Germany.

The new generation of engines will be highly efficient, with low fuel consumption and low CO2 emissions, and they will be designed for use in all Groupe PSA brands in China, Europe and North America, meeting the future emission standards of those markets.

They will feature 'state of the art' technologies such as direct injection, turbo-charging and variable valve control.

Christian Müller, Opel/Vauxhall's managing director (engineering), said: "Rüsselsheim had global responsibility for engine development when we were still part of GM.

"With the development of the new four-cylinder petrol engines, we can exploit one of our key competencies."

The Rüsselsheim engineering centre has decades of experience in building efficient petrol engines.

The upcoming four-cylinder units will form the second petrol-engine family of Groupe PSA from 2022, alongside the well-known three-cylinder PureTech turbo engine that recently won the 'Engine of the Year' award for the fourth time in a row.

Machinery-Market.co.uk

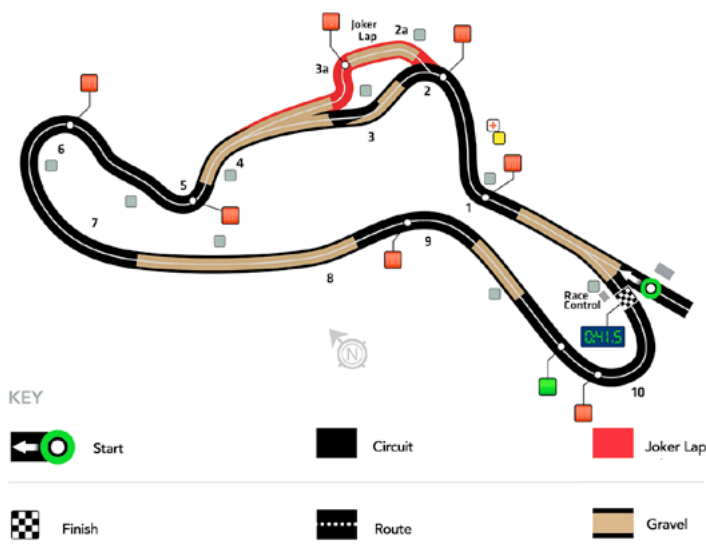


Rallycross June

Greg Francis

For Round 6 the Peugeot 208s featured a new engine, transmission, dampers and chassis. Sébastien Loeb clearly had some difficulties adapting to the new setup while the Hansen brothers, though having some teething problems, adapted better and more quickly.

Each round of the championship consists of four qualifying races, two semi-finals, and the final. The three fastest cars in each race qualify for the next race. Two Peugeots featured in every qualifying race.



Qualifying round results are:

Q4. T.Hansen 3rd, S.Loeb 6th, K.Hansen 9th.

Q3. T.Hansen 2nd, K.Hansen 8th, S.Loeb 16th.

Q2. T.Hansen 3rd, S.Loeb 7th, K. Hansen 8th.

Q1. T.Hansen 3rd, S.Loeb 5th, K.Hansen 10th

Timmy Hansen and Sébastien Loeb qualified for semifinal 1 with Hansen finishing 2nd and Loeb 4th. As only the top three proceed to the final,

Loeb was eliminated after committing the unpardonable sin of not doing the joker lap. Although crossing the finish line first, was penalised 30 seconds for his error.

Kevin Hansen qualified for semi-final 2; finishing 2nd meaning both Hansen 208s qualified for the final.

The final was made up of two VW Polo Rs, two Audi S1s, two Peugeot 208s and a solitary Megane RS.



Kevin Hansen was unfortunately 'taken out' by Ekström's Audi in the first corner, denying them both any chance of a podium finish. Timmy Hansen finished 4th.

Johan Kristoffersson, the reigning world champion, completed a rare clean sweep in his Polo R, winning all four qualifying races, his semi-final and the final. On current form he looks unbeatable this year.

Loeb has now dropped to 4th overall with the Hansen brothers in 5th and 7th, keeping three 208s in the top 10.

The next round is in Canada, starting August 4.



**Peugeot Association of Canberra
Minutes of the General Meeting
26 June 2018
Weston Raiders Club**

Present

Brad Pillans,
Neil Sperring,
Jim Taylor,
Colin Handley,
Ross Stephens,
Greg Francis,
Richard Morgan,
Glenn Bryden,
Ian Brock,
Allan Lance,
Bernie Wright.

Apologies

Peter Rees,
Bill McNamee

Introduction

1. The meeting opened at 8.16pm, following dinner at the Weston Raiders Club.

Minute of the previous meeting

2. The minutes be accepted as a true and accurate record of the meeting. Moved Brad, seconded Bernie. Passed unanimously.

Matters arising from the Minutes of the Previous Meeting

3. Nil

Financial report

4. Current balance of \$11,8060.53. Receipt of \$380 from Shannons for sponsorship of Battle of Waterloo. \$75 to CMC for affiliation. \$108 paid to Queanbeyan/Palerang Council for venue hire. Brad to contact Mitch to return \$500 deposit for Battle of Waterloo.

Correspondence

5. Some club magazines and the bank statement. Notice from bank that the term deposit has been rolled over at 2%.

Invoice from Queanbeyan/Palerang Council for \$108 for venue hire

Council of ACT Motor Clubs (CACTMC) Report

6. New membership affiliation fee scale confirmed. Difficulty of importing cars due to presence of asbestos a continuing problem. The Pie Cart is to be rewired with new harness purchased from the US. The MOU with the government progressing in simplified, generalised form in order to cover all possible eventualities.

Brad informed the meeting that the club return had been submitted to Council. Affiliation fees had been paid. There are nine cars in the club on CRS plates.

General Business

7. Battle of Waterloo had an excellent attendance considering the freezing weather.

STARC expressed thanks for organising the day and offered to assist with the event in the future. Lack of publicity was noted.

PAC and STARC to work on this for next year.

Brad has sent an email to Peter Bray and the Mayor expressing thanks for support for Battle of Waterloo and indicating intention to hold the Peugeot Pageant in Queanbeyan next year.

Badges: Colin produced examples of possible stick on badges and will provide further versions of a rectangular style for next meeting.

Brad informed that the Peugeot dealer has donated a Peugeot banner to the club.

Brad to send Neil the detailed proposal re club merger from Renault Club to distribute to all members.

Close

8. The Meeting closed at 9.05 pm. The next club meeting will be held at the Raiders Club in Weston, on 24 July 2018.

OPTIONS FOR RESTRUCTURING THE RENAULT OWNERS CLUB OF CANBERRA (ROCC)

| OPTION | PROS | CONS | RISK | MITIGATION STRATEGY |
|--|--|---|--|---|
| (a) Continue as ROCC | Maintain status quo | Static membership No generational change Not attracting those with current model vehicles | No change may mean club ceases to be viable in terms of membership | Promote the club more among younger owners of Renaults on line/thru dealership |
| (b) Dissolve the club | None perceived | No ACT group for Renault owners No concessional rego for those with cars over 30 years old | Potential for assets to be lost | None |
| (c) Merge with PAC to form a new French car club | Common interests brought together under one banner Sharing Committee load Economies of scale Concessional rego available | Loss of individual club identity No potential to reform ROCC if needed | Potential for one group/make to dominate Potential for similar problems with membership Potential for increase in membership fees. | Ensure suitable administrative structure established/agreed operational procedures |
| (d) Chapter of NSW RCCA | Join with same "make" specific club Ability to acquire CAMS licence ACT no longer need to have full Committee structure Can reform ROCC if needed Economies of scale with lower insurance costs and sharing of editorial functions Concessional rego available Has younger membership profile. | ACT loss of identity Participation in RCCA activities difficult due long travel distances | Potential for increase in membership fees NSW club may not fully recognise or understand local needs/requirements | Ensure NSW structures put in place to guarantee future autonomy of ACT group and not threaten ability to return to independent status |
| (e) Join <u>RCCVictoria</u> | As above for joining with RCCA | ACT loss of identity Distance from Victoria | As above for RCCA | As above for RCCA |
| (f) Rename ROCC to become a new French car club | Build on existing ROCC structures Potential for increased membership by owners of other French makes | Potential to dilute "Renault" mandate of existing club | May not resolve longer term viability if not attractive for younger owners of French makes | Undertake extensive consultation with owners of other French car makes and attract younger owners. |
| (g) On line club | Potential for greatly decreased administrative burden with minimal Committee structure Potential to attract new/young members | May not meet needs of all current members Need to resolve eligibility for concessional rego | Potential for some members to feel disenfranchised if unable to participate on line | Consultation with members to fully explore how it might be set up and run, particularly need for IT expertise. |