

ROAR

Magazine of the Peugeot Association of Canberra



June 2018

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On the cover Colin Handley's labour of love: after an eight-year restoration, his beautiful Peugeot 404 Cabriolet was the star of this month's Battle of Waterloo event in Queanbeyan. See story inside.

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(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

Despite dire meteorological expectations, the annual Battle of Waterloo was held, as planned, in Queanbeyan Park on Sunday 17 June. With snow forecast down to 600 m elevation, things sounded pretty grim and in the days leading up to the event I fielded several calls from club members with proverbial cold feet – would the event be postponed?

With a reassurance from the Queanbeyan-Palerang Regional Council that we could use the hard surface around Brad Haddin Oval if the grass in the park was too wet, we decided to press on with the event. Indeed, in past years, our French forces had done rather better than the British when the weather was bad!

Bad weather also played a part in the

original (1815) Battle of Waterloo – heavy rain had made the battlefield very muddy and Napoleon delayed his attack in the hope that the terrain would dry out during the day. Had he launched his attack(s) on the British positions a few hours earlier, he may well have won the day before the arrival of the Prussian army.

Meanwhile back in Queanbeyan Park in 2018, by noon it was clear that the British had the weight of numbers and had won the day, the official count being 47 British and 37 French vehicles – an excellent turn-out considering the cold, overcast weather. I was particularly pleased to welcome participants from Newcastle and Sydney, with the most travelled car being the famous 206 hatch that was driven from Britain to Australia (via Mongolia) in 2016, by Sarah Kirby.

The mayor of Queanbeyan-Palerang Regional Council, Tim Overall, presented prizes for his favourite French and British cars, choosing Colin Handley's newly restored 404 Cabriolet as the French car he would most like to take home. In presenting the prizes, the mayor noted that he could be considered to be an impartial judge, having owned both British and French cars in the past, including Morris Minor, Hillman Minx, Renault 10 and Renault 25, to name a few.

The mayor's prizes included a framed winners' certificate, a copy of the excellent book 'Queanbeyan: City of Champions' (authored by the mayor's wife Nichole) and a bottle of Cloud House Wines Shiraz, the latter generously donated by PAC member, Bernard Wright, whose son, James, has launched a new local wine label with help from well-known local winemaker and family friend, Andrew McEwan. This was followed by offerings of further bottles of wine to both sides, with numbered tickets drawn out of a hat until a dozen bottles of wine had been distributed – 6 to each side.

My thanks, again, to Shannon's for sponsoring the event, to Councillor Peter Bray and Mayor Tim Overall for their support in staging the event in Queanbeyan and to our own Mitch Jamieson-Curran

for organising what was yet another successful Battle of Waterloo. I would also like to thank Helmut Winklhofer, Sales Manager at Rolfe Peugeot, for generously donating a Peugeot flag to the club and which will be flown at many subsequent club events.

A few days after the Battle of Waterloo, I found myself driving down Old Cooma Road in Queanbeyan, when something fell off a car in front of me. As the object hit the road, 50 dollar bills were dispersed in a small flurry. The car in front kept going, oblivious to the somewhat bizarre scene unfolding behind. I quickly stopped and proceeded to chase down about \$300 in 50 dollar notes that were wafting around as each subsequent car passed. I also picked up a ladies wallet full of credit cards etc, from which the money had been liberated. After handing it all in to the Queanbeyan Police Station, just down the road, later in the day I received a thank-you call from a very relieved owner...

Our next club meeting will be held at the Raiders Weston Club on Tuesday 26 June at 8 pm, with dinner and drinks, as usual, from 7 pm. Think of it as a mid-winter celebration with the passing of the winter solstice (shortest day) this week. The days are getting longer again....

Keep on Pugging,

Brad Pillans

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Greg Francis
Ross Stephens

CLUB EVENTS 2018

26 June 2018

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

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.

Calendar

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

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<http://www.renaultcanberra.asn.au>

ALL FRENCH CAR DAY

Sydney Sunday 15 July, 2018

Silverwater Park, enter via Clyde St east

French cars, motorbikes, vans welcome!



Celebrating this year:

70 years of the 203

50 years of the 504



Plus 70 years of the Citroën 2CV, 50 years of the Citroën Méhari

Free entry to spectators, \$10 to display your vehicle.

From 9am. Concours entries close at 12 noon.

Prizes, raffles, merchandise, coffee.

www.peugeotclub.asn.au/pccnsw.html for event details and contacts

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. \$8,500. 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.

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.

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

Restoring a 404 Cabriolet

Colin Handley

Having been inspired by a ride in the beautiful silver 404 Cabriolet owned by the late Gordon Miller, I leapt at the opportunity to own this 404 Cabriolet.

It was originally imported from the first owner in Arizona. I purchased it from Alan Parker in Wagga Wagga who had begun restoration of the panel damage that the car had suffered over the years.

He towed the car to and from Wagga TAFE with an "A" frame behind his Peugeot 505. Wagga police must be kind, or have poor eyesight...

Peugeot 404 CC registrar Mike Tippet declared from Vancouver Island after seeing a photo on Flickr: "Colin should get an international award for this ... very amazing comeback from the nearly dead."

The TAFE teacher was a great help in straightening the worst panels. Fortunately, the car only had rust in the floor and none in the panels.

Unfortunately, Alan developed serious health issues, which meant the car was in his backyard under cover for some time.



Aware it would deteriorate, he agreed to sell it to me with the aim of getting it back on the road.

Of course, as anyone knows, dismantled cars take up much more room. Fortunately for me, Alan had carefully kept all the pieces, damaged and undamaged, together.

That made restoration a lot easier, as parts are quite difficult to source, even in Europe. For those unaware, the 404 Cabriolets shared floor pan, scuttle, instruments and mechanicals with the sedans, but nothing else, as the bodies were built by Pininfarina in Italy.



Alan worked as a mechanic at Regan Motors, the Peugeot dealers in Hawthorn, Melbourne, when 404s were new. Thus he knew them well. He had built a basic rotisserie that used inverted 505 front legs as the bearings, with the hub bolted to a cross piece that bolted to the bumper mounts.

Once I had the car home in Canberra, I stripped the car completely and mounted it on the rotisserie to facilitate floor and buttress repairs. This made life much easier.

Ray Hyblewski, an experienced old school panel beater, was employed to straighten the remaining panel damage and get all the panel to fit right. He did a great

job.

With Ray's guidance, I stripped the shell to bare metal. It seemed to take hundreds of hours to prepare for painting. I have painted a few cars and, after the mechanicals were in place, this turned out the best.

Canadian Mike Tippet, who runs the 404 CC Register, put me onto Peter Teuffel in Germany. Peter has a website for Peugeot Cabriolets and Coupés (<https://www.loewenland24de>).

Through him I purchased complete hood bows.

Mike, as well as finding a copy of the original Arizona rego papers, also provided a missing



door handle (different from the sedan). Thank you Mike for all your help.

In asking around for someone to straighten the damaged bumpers and thin side strips (all different from the sedan), I was lucky that an English Peugeot friend, Alistair Inglis was in Australia. Alistair knew of an old fellow in Gippsland who had straightened stainless parts all his life.

When I picked up the bumpers, Wes Melord said he was retiring and it would be his last job after 50 years in the trade – his wife wanted to go travelling. He did an excellent job of recovering parts that we thought were



beyond redemption.

It was hard to find a new windscreen rubber in Europe, the only other car that shares the same rubber section is one 1960s model Ferrari.

The Cabriolet headlight rims are the same as the ID Citroën and hard to find, but Peter Teuffel has had new rims and new bumpers made which are for sale on his web site.

I was lucky to find a windscreen, which

is different from the sedan. Fortunately, a friend in Melbourne had one under his house as a spare. Gordon Miller had seven made when he restored his 404 Cabriolet but in the years since the business has been taken over and the mould destroyed.

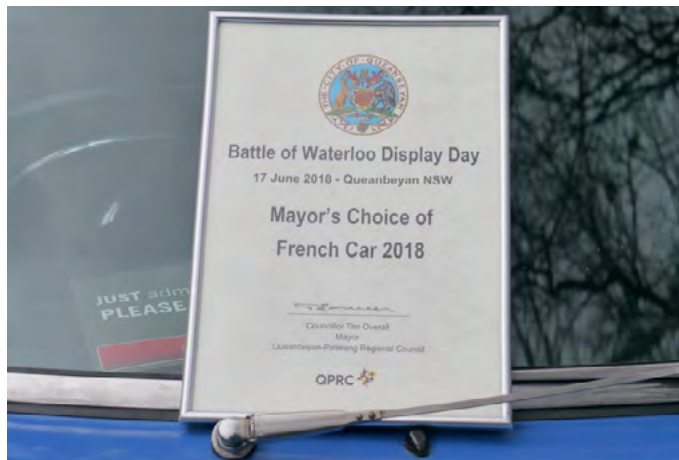
Another stroke of luck was to locate a fibreglass dash top, again the last of a batch that Gordon made.

With a sewing machine designed for “quilting” I manufactured the hood, and in the process I learnt what I did not know! This one will serve as a pattern for a better hood.

I enjoy the challenge of doing things myself, and having decided to make this resto a labour of love, I only worked on it when I felt like it. Eight years later it is back on the road.







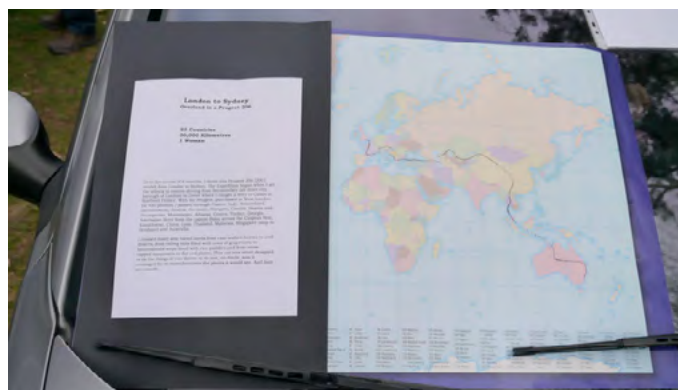
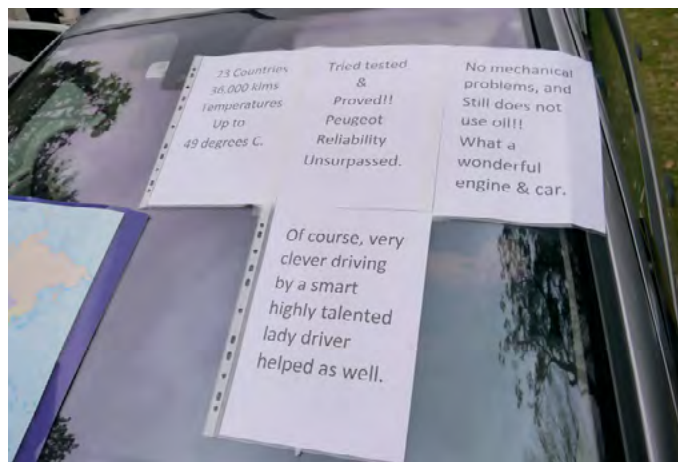
Mayor Tim Overall announces the awards.











Peugeot 308 GTi production halted due to tightening emissions

21 May 2018

Peugeot will pause 308 GTi production to reduce the model's emissions; sales will restart later in the year

Production of the Peugeot 308 GTi by Peugeot Sport is to go on a four-month hiatus due to tightening emissions regulations.

The latest Euro 6.2 rules have forced the French brand to re-engineer its hot hatchback, with sales due to resume in October.

The latest regulations - which take the WLTP real world economy and emissions standards into account - mean that the Peugeot's 1.6-litre turbocharged engine will need tweaking to stand up to the stricter guidelines. The same is expected with many high performance direct injection petrol units.

The addition of a petrol particulate filter should reduce the 308's emission of fine soot particles - known to be a contributor to severe respiratory issues - by a significant amount. It's a move that Volkswagen applied to all of its turbo petrol models last year in response to the 'dieselgate' emissions scandal.



Peugeot is confident that the 308 GTi's 266bhp output won't be affected by the emissions changes. The unit was co-developed with BMW for the previous generation Mini, and Peugeot Sport has since tweaked the unit to extract ever increasing power outputs.

Meanwhile, the next generation of the 208 supermini is expected to make its first public appearance at the Paris Motor Show in October.

In the meantime, production of the three door versions of the current car has ceased, and the 208 GTi has finished with it. That means, for the time being, Peugeot offers no hot hatch variants in its lineup, but Peugeot officials have previously hinted that the GTi brand remains a vital part of its range.

Auto Express

PSA wants to be a 'fast follower' in the move to electrified cars

Peter Sigal
Automotive News Europe
14 June 2018

Maxime Picat has helped to guide PSA's comeback from near bankruptcy in 2013, first as managing director for the Peugeot brand and now as group operations director for Europe. The 44-year-old French executive spoke with Automotive News Europe Correspondent Peter Sigal about the challenges of integrating the Opel brand and how PSA will transition to electric vehicles.

PSA does not offer a true volume electric vehicle or plug-in hybrid. When will this change?

We will start next year with plug-in hybrids and electric vehicles, with plug-in hybrids coming on larger cars and full electric on the smaller ones. By 2025, the full lineup will be electrified for the four brands [Peugeot, Citroën, DS, Opel/Vauxhall]. The EV market is still just 1 percent, but we will be ready when the market accelerates. We will be a fast follower, not a first mover.



What about 48-volt mild hybrids?

The 48-volt systems that are coming on the market are linked to the starter, and that's OK. We are working on solutions that are plugged directly into the gearbox, which is clearly more efficient. It can reduce CO2 emissions by more than 10 percent.

Carlos Tavares has talked about improving Opel's volume in profitable sales channels.

How will PSA accomplish that?

First, we've got Peugeot and Citroën's experience on that. We know how to do it. Maybe the full recipe isn't adaptable to Opel, but most of it is. We don't let our teams reach their targets by pushing demo cars or short-term rentals. I'm monitoring the sales-channel figures monthly, country by country, and any time there is one that is out of line with the target, I let them know. It's very easy to say, "I am tak-

ing 1,000 cars from short-term rentals, so I did my job.” No, you have to grow the business and go to the real customers and the real fleets and convince your dealers why your products are excellent and why they deserve better pricing.

Is it fair to say that the Opel brand is in transition?

It's maybe where Peugeot was three to five years ago. It's a nice line-up but it needs a bit more crystallisation of what it is, and consistency. But we don't need a lot of time for them to clarify that. Then it's teach, repeat, train, claim, prove -- start a virtuous circle for the brand.

How are you coping with the decline of diesel sales?

We are trying to be as transparent as possible on the strengths and weaknesses of diesel and gasoline engines today. Then we let the customer decide. We are ramping up production of gasoline engines, but nobody knows what the future mix will be. The key is being able to adapt to whatever the future brings.

PSA has relatively clean and efficient diesels. Are you prepared to stand up and defend diesel with consumers, as some automakers have done?

Together with a non-governmental organisation, Transport & Environment, we have



published real-world data about our diesel consumption and emissions. We are trying to be transparent but not in an effort to defend the diesel. What we would love is to have the politics stay away from the technology in terms of setting targets for CO2 and NOx [nitrogen oxides]. Regulations are becoming less technology neutral and that's a shame. What we say is that we will not defend electric cars or gasoline cars or diesel cars. We want to be on the solution side, so we will offer solutions.

What is your forecast for the overall European market in 2018?

Stable, which is the result of declining UK sales being counteracted by growth elsewhere, mostly

in Southern Europe.

Given that, how can PSA make money in Europe?

We will have to increase market share by leveraging new launches from our three brands [Peugeot, Citroën and DS], including the Peugeot 3008, 5008 and new 508. We've been doing that for the last year, so there is no reason to think it will stop tomorrow.

Which models will drive growth and market share gains?

We will accelerate our offensive in LCVs [light commercial vehicles], where we had huge growth last year. We are launching the new-generation compact Citroën Berlingo, Peugeot Rifter/Partner and Opel Combo. We will restart growth for DS with the DS 7 Crossback. SUV sales will accelerate for Citroën because we are only starting to ramp up the C3 Aircross, then we will have the C5 Aircross at the end of the year. Peugeot is coming back on the sedan side thanks to the new 508.

Speaking of the 508, it competes in the declining midsize segment. What do you expect from the new-generation model?

Our performance in that segment was poor. Even if we have a decent performance in that declining segment we will be doing better. The 508 used to be mainly for France, with some additional sales in Germany and Spain. Given the feedback that we've received on the new model, we think it can be a success everywhere. It is being launched after the very good performance of the 3008 and 5008, so we have a lot of people buying who are already buying PSA cars at €35,000 to €40,000.

Will there be a station wagon version of the 508?

Yes, it will be presented this year and go on sale next year.

Do you see any signs that the SUV/crossover trend is slowing?

Even today, not every brand has covered all the segments with SUVs. Every time a competitor launches an SUV in a segment where they don't have one, we find that the SUV market is still growing. We're not there yet, but there will be a limit, when all the important competitors have covered most of the segments.

Is there room for additional SUVs in PSA's lineup?

There is room for a D-segment [midsize] SUV. We have already explained that it is part of our future lineup. Apart from a big-

ger SUV, we don't believe that the SUV has to be sub-segmented everywhere. Our core model strategy is not only for the sake of reducing complexity or capital expenditures, it's also about being more efficient. We know that the number of cars that customers can remember is limited. I think we will see other competitors start to reduce their lineups.

But doesn't that put more pressure on your launches to be successful?

Yes. We have to be good at what we do. We have no safety net like some competitors. However, having too many options will cost you, and we are among the most profitable carmakers in the world. We want to stay that way. If you start to invest in every single segment, every single powertrain, you will not be there.

How do you do this?

Our strategy helps us focus on our most profitable models. When I was with Peugeot, I told the design team that we were stopping the RCZ (coupé) and the CC (convertible) as part of our core model strategy. I told them, "All the energy and creativity that you put toward those very nice but money-losing cars, you should put toward the 308, the 3008, the 5008 and new 508." When you focus on your most important models, you move the brand. The RCZ and CC were not moving the brand. We want to keep that strict discipline. Not every car on the road today will have a replacement.

Name: Maxime Picat

Age: 44

Title: PSA Group Executive Vice President, Operations Director for Europe

Main challenge: Improving Opel's sales in profitable sales channels.



Groupe PSA's Turbo Puretech petrol engine again named International Engine of the Year

6 June 2018

The Turbo PureTech 3-cylinder petrol engine (110 hp and 130 hp) was named International Engine of the Year in the 1-litre to 1.4-litre category, for the 4th year in a row, by the panel of the 20th International Engine of the Year Awards in Stuttgart.

Groupe PSA has filed 210 patents for its family of 3-cylinder petrol engines. The new-generation PureTech engine offers improved performance, fuel consumption and efficiency, with specific benefits including:

- a 4% improvement in fuel consumption on average compared with the previous generation;
- improved engine response time thanks to an optimised turbocharger (20% faster increase in torque from 1500 rpm);
- a 75% reduction in particulate emissions through the use of a gasoline particulate filter (GPF), meeting the Real Driving Emissions (RDE) conformity factor of 1.5 set by EU regulations for 2020, three years in advance;

- a more compact structure, to adapt to the new Common Modular Platform (CMP) dedicated to small city cars, core sedans and compact SUVs.

Launched in 2017 on the new Peugeot 308, the new generation is now being deployed on Groupe PSA's vehicles across some hundred applications in more than 70 countries. The en-

gines comply with Euro 6d-TEMP and China 6b standards.

The PureTech 3-cylinder engine is currently manufactured in France (Française de Mécanique plants in Douvrin, Pas-de-Calais and Trémery, Moselle) and China (Xiang Yang plant). In addition to production capacity being doubled in the French plants in 2018, the plants in Tychy, Poland, and Szentgotthárd, Hungary, will also start producing the PureTech engine in 2019 and 2020, respectively.

On this occasion, Alain Raposo, Senior Vice President, Powertrain and Chassis Engineering at Groupe PSA, said: "We're proud to receive this prestigious award for the fourth year in a row, as proof of the skills of our development teams. Most of our vehicles are now equipped with this engine, which has been highly successful among our customers. This award is a global recognition of the competitiveness and efficiency of our petrol range, and in particular our PureTech 3-cylinder engine."

Automotive World



France's PSA again reverses on Iran deal in deference to US

5 June 2018

PSA, the maker of Peugeot and Citroën cars, has become the latest French company to suspend its joint venture activities in Iran, despite promising to stand its ground in the face of sanctions.

A statement attributed to the carmaker said PSA “began the process of suspending the activities of its JVs, in order to comply with US law by August 6, 2018” when the sanctions are about to snap-back into place.

PSA and its French rival Renault were among the first European companies which rushed to Iran to tap into a pent-up demand for new automobiles after sanctions were lifted on the country in 2016.

PSA has signed production deals worth €700 million with Iran, while Renault has announced a new plant investment to increase its production capacity in Iran to 350,000 vehicles a year, Presstv reported.

Since the lifting of sanctions, French automakers have piled into Iran's resurgent market, helping turn around a period of slipping sales which occurred when they left the

country in 2012.

PSA reportedly sold 445,000 cars in Iran last year, mainly the supermini Peugeot 206 and the 405 family car. To put it into perspective, the company sold 3.63 million vehicles in total last year.

Data released by Renault also showed year-on-year growth of 54% in sales to Iran where the automaker sold 144,862 cars in the year up to November 2017.

Both Renault and Peugeot withdrew from Iran in 2012 when the country came under intensified Western sanctions.

Iran's automotive industry officials had promised that the French companies would face a rough ride for their return to the country and that they would not be allowed to leave without retribution.

“After the sanctions were imposed, Peugeot left the Iranian market in an unwise and ungracious move, leading to the layoff of more than 8,000 workers only in France,” Iran Khodro CEO Hashem Yekke-Zare said in July 2015.

“Hence, Peugeot must know that it has to account for its past behaviour,” he added.

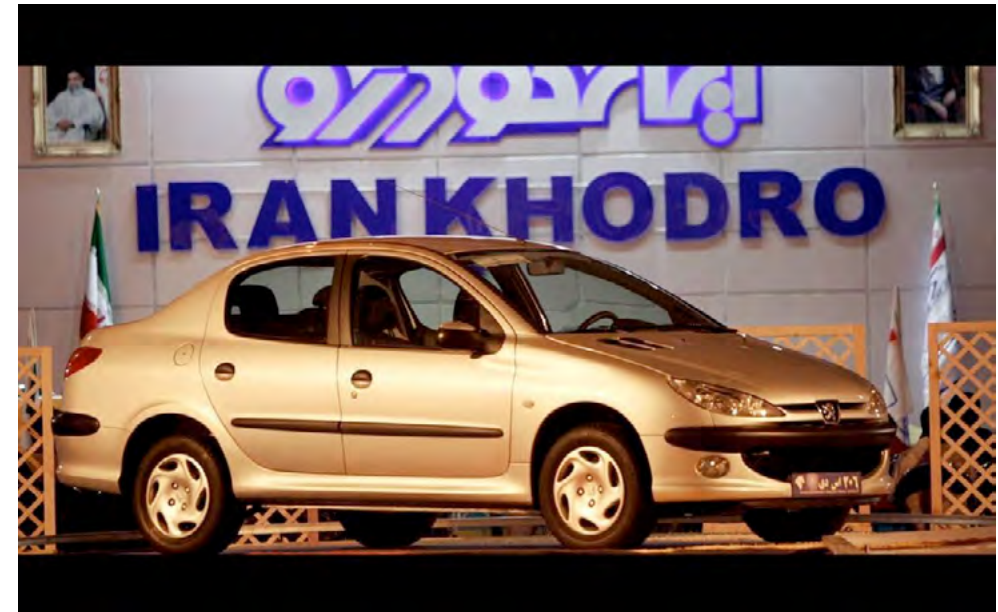
Whether the com-

pany was held to account when it returned to Iran is not clear, but PSA's announcement on Monday to suspend its JV activities shows the two sides are back to square one again.

Even before “Mad-dog” Trump withdrew the US from the nuclear deal in May, the French company dragged its feet on starting production of the Peugeot 2008 in Iran.

The automaker announced a joint venture worth €400 million (\$450 million) with Iran Khodro in May 2017 for the production of 200,000 cars per year in Tehran, but the plan never started.

PSA's retreat, even though it doesn't have a significant presence in the US, follows similar moves by French energy companies Total



and Engie in response to Trump's decision.

They have pulled back despite pledges by European governments, including in Paris, to compensate the companies that might be facing US sanctions.

PSA said it was asking the US for a waiver, with the support of the French government. Total CEO Patrick Pouyanne, however, said last week that the chances of winning exemptions to the US sanctions were "very slim".

Iran Daily

Opel/Vauxhall develops next generation four-cylinder petrol engine for Groupe PSA

13 June 2018

Opel/Vauxhall will take on the global responsibility for the development of the next generation of high-efficiency petrol engines for all Groupe PSA brands (Vauxhall, Opel, Peugeot, Citroën, and DS Automobiles) at its engineering centre in Rüsselsheim, Germany.

The next generation of four-cylinder engines will be optimised for operation in

combination with electric motors and will be used in the drive train of hybrid systems. Market-introduction will begin in 2022.

The new generation of engines is designed for use in all Groupe PSA brands in China, Europe and North America, meeting the future emission standards of these markets. The power units feature state-of-the-art technologies such as direct-injection, turbocharging and variable valve control. The engines will be highly-efficient and will deliver low fuel consumption and low CO2 values.

"Rüsselsheim already had global responsibility for engine development when we were still part of GM. With the development of the new generation of four-cylinder petrol engines, we can exploit one of our key competencies. The economic direct-injection, in combination with hybrid technology, will consolidate the strong position of Groupe PSA in lowering CO2 emissions," said Opel/Vauxhall's Managing Director Engineering, Christian Müller.

The Rüsselsheim Engineering Center has decades of experience in the construction of efficient petrol engines. The engineers are now developing the new engine generation on the basis of the current Groupe PSA four-cylinder PureTech units. These all-aluminium engines, which have a displacement of 1.6 litres, already convince with a high level of efficiency and direct throttle response.

The upcoming four-cylinder units form the second petrol engine family of Groupe PSA from 2022 alongside the well-known three-cylinder

PureTech turbo engine that only recently won the "Engine of the Year" award for the fourth time in a row.

In addition to the responsibility for the new engine family, the engineering team in Rüsselsheim also leads the development of light commercial vehicles (LCVs) for the entire group. This includes the development of LCV platforms and modules from advanced development to production maturity. Furthermore, Groupe PSA has currently established 15 centres of competence in Rüsselsheim – from hydrogen & fuel cell to seat development.

Automotive World



Peugeot provides mobility solution

20 June 2018

Peugeot has launched an integrated car and electric bike mobility solution, in the form of the all-new Peugeot 5008 SUV and the eF01 electric bike.

The aluminium-framed eF01 electric bike weighs just 18.6kg, is fitted with a battery and a motor with enough charge for up to 30-40 km in range and will propel riders at a top speed of 20 kph. The unique, fold-away electric bike integrates neatly into the boot space of the all-new 5008 SUV with a mobile charging dock.

Gilles Vidal, director of Peugeot Design, said, 'Peugeot is the only brand that offers two wheel, three wheel and four wheel mobility solutions which are manually powered, electrically assisted, hybrid, fully electric or equipped with an internal combustion engine. Thanks to this enormous flexibility in our range we can offer a mobility solution for every requirement. Together, the 5008 SUV and eF01 electric bike combine two modes of transport to create a complete door-to-door solution, no matter what your destination might be.'

In the UK, 36% of UK motorists commute to work, but parking challenges mean that many may still have to find another mode of travel to

complete the 'last mile' to their workplace. The issue is even more of a problem in London, with 46% of the capital's drivers concerned about parking.

bodyshop





Peugeot to unveil 'radical' concept at 2018 Paris motor show

Peugeot CEO Jean-Philippe Imparato confirmed that "something very outstanding" will arrive this autumn

Mark Tisshaw
23 May 2018

Peugeot is planning a dramatic new concept car that previews a potential new range-topping model.

While details of the concept car are scarce, CEO Jean-Philippe Imparato con-

firmed to Autocar that the Paris motor show in September would play host to "something very out-

standing and radical". The concept is likely to be electric.

This would be in line with Peugeot's plans for every new model from 2019 to have an electrified version, according to Imparato. He said



the firm would not be launching stand-alone electric vehicles, nor dropping diesel. Instead, an electrified version would be one of the options available in any given model range, alongside traditional petrol engines and, in most line-ups, diesel.

"One hundred per cent of new launches will have electrified versions from 2019," said Imparato. "You will buy your Peugeot and choose the engine for your needs. It will not be the same in every country and city, and we must cope with that.

"So we put in place a modular platform, and you will choose diesel if you want to, petrol if it's for you. Each launch will have three powertrains: diesel, petrol and electrified."

Imparato said that whether they were pure electric vehicles or plug-in hybrids would depend on the model. Plug-ins would be more likely for larger models, such as the 3008 and 508, with a pure electric option expected for the likes of the next-generation 208.

The next 208 will be launched in 2019, and Imparato said it was "a killer" in its execution. "That's all I'll say. You'll see it next year," he added.

As well as bolstering its electrified offerings, Imparato said Peugeot will continue to push and promote its range of GTi models, of which the 208 will remain one.

Autocar

It happened again...

A Flash communiqué

Flash Flanagan

The 407 wagon story continues. After the fuse box (see story a few magazines back) was fitted the wagon managed very well until Carolyn and I went for a drive and decided, on the way home from a funeral, to go for a drive up Black Mountain.

We hadn't been up the Mountain for many years and when we got to the top parking area it looked like it hasn't changed for most of those years and the same could be said for the Tower which we went up for a look over Canberra. Canberra has definitely changed though the Lake looks like it has matured with patches of algae visible in various places.

But after we drove down and turned on to the Parkway the wagon did it again, jammed in third gear and the display showing one fault after another. We pulled over and after a while it had all cooled down to the point where we were able to get the lever out of park and into 'manual' mode and make our way home. The wagon didn't really want to play fair and we stopped three more times on the way home to Bungen-

dore.

So, once we were home, back onto the phone and rang a few people to see if they could help and maybe solve the problems. The obvious ones to try when so many error messages appear – new battery, replace fuse box in case there was a dry connection in the fuse box somewhere – had not worked.

Luckily, while talking to Young Gerald at A. Cullen and Son in Nambour in QLD, Young Brett had mentioned to Young Gerald that they had had similar problems with a 407 petrol vehicle when they were new and had replaced the ECU on the gearbox which seemed to fix similar problems.

So we had a look about and found that Bob had saved the ECU off the gearbox before we threw the older 407 sedan away. As Bob lives not more than around the corner from Bill I scooted around to Bill's and he changed the ECU on the gearbox (took about 15 minutes) and then Bill went through and cancelled all the error codes as he had done before.

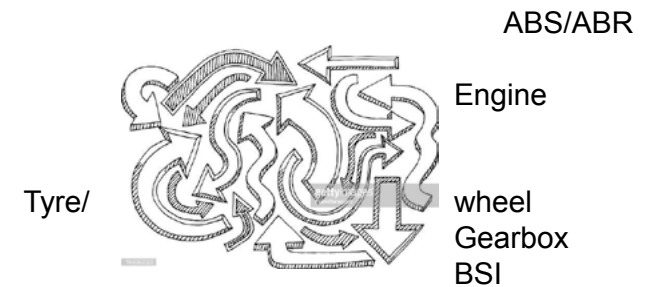
There were 23 error codes, for example ESG failure, to wheel speed sensor, steering sensor, ABS failure, and the list goes on and when we checked these were the same error codes Bill had needed to delete previously.

When I got home I found Young Gerald had pulled the sensor off a wreck they had and priority sent it to me (I did thank him and sent it back in case he needs it in the future).

This has been a whole learning experience for everyone who I have asked and who

has helped me. The 407 is not a vehicle you lift the bonnet and can see the ground below the engine - it is much more complicated than that. No more check spark, check fuel, fix whichever one is not working and drive off. The electronics have been put in to make it much easier to drive cars built after (what?) 1995/2000 but they are no longer user friendly for the "home tinkerer".

As Bill explained it to me everything is inter-related and everything talks to each other; a failure in one can lead to problems in others. He drew me a quick diagram –



Instrument cluster

where the two lines across the page represent the electrical circuit that runs through the car and the various ECUs attach to the circuit. When one fails it can affect one or more of the others. If we use a very basic sensor as an example – the wheel speed sensor is used by



the cruise control, the ESP to engage it if one or more wheel behaves differently from all the others, the gearbox (what gear, etc.), the instrument cluster (to display the speed you are doing), the engine ESU (what revs) and all the ECUs talk to each other to ensure that the vehicle is in the right gear for the speed it is going, the engine is revving at the right range, the speed showing is correct and so on. One fails or reads incorrectly and you can get what I have been getting, the wagon having what amounts to an apocalyptic shock.

As I said in the first article and again at the start of this, we addressed the obvious, the battery and the fuse box, and now we are trying with the replacement gearbox ECU.

To date it has been going beautifully. The wagon has been returning a consistent

31 to 33 mpg and 36 mpg through Sydney to the Hawkesbury River and home

and it travelled through all the Sydney traffic on the way there and back again.

The wagon failed to proceed in the four trips through Sydney before the recent up and back.

So we all have our fingers crossed and I know I would like to thank Young Gerald and all his team at Nambour, our own erstwhile "Mr Knowledgeable" Bill, Bob, Boydie and everybody



else I have queried and cried to and especially the Lovely Carolyn who has had to put up with all my rantings, phone calls, impassioned discussions and cursing.

FLASH

Do you believe the PRV V6 is the best engine of all time?

Raphael Orlove with comments by Bill McNamee

23 May 2018

In a fit of boundless national optimism, Peugeot and Renault (and a few years later Volvo) teamed up to make a new V8 for good power and performance. But that's not what the world got. We welcomed in the PRV V6, a cut-down compromise engine that for decades powered more amazing and amazingly bad cars than you would ever imagine.

This all came up when Patrick showed me a Volvo 780 Bertone he was looking at, and I texted a Volvo expert buddy of mine if it was a good buy.

"Uhhhhhhh PRV motor dude. Just get any other old Volvo."

So began this thought process into the life of one of the best/worst engines ever.

Again, the PRV V6 was originally intended to be a V8 when Peugeot and Renault tied up in 1966. Remember, this was a time when the French military arms maker Matra was building up one of the most successful race car teams of the era, taking top titles in Formula 1 and Le Mans. Anyway,

national optimism was still a thing over there, before 1968 kicked everyone in the dick.

And then got kicked in the dick again in 1973 with the Oil Crisis, which got Peugeot-Renault-Volvo (joined in 1971) to cut down from a V8 to a V6. The first PRV V6 in production was in 1974. So PRV decided to go V6 in 1973 and was making it in 1974. You can see how tight that time frame is, right? Yeah, it didn't go great.

Underpowered, not particularly reliable. But! Long lived. The PRV V6 went into just about everything, from mid-sized French family cars to the fastest car ever to run at Le Mans to the DeLorean.

The PRV V6 was manufactured for a quarter-century and powered some pretty cool machinery: the Volvo 262C Bertone, the De Lorean DMC-12, the Renault Alpine A310, the Peugeot 504, and the Citroën XM, among many others.

Its development was full of dramatic plot twists; originally planned as a 90-degree SOHC V8, the 1973 Oil Crisis threw a big metric spanner into that plan and led to the engine being hurriedly redesigned as an odd-fire V6 (odd fire – The

crankshaft angle between each cylinder firing is unequal. This negatively affects balance, noise, vibration, smoothness and makes for a ridiculously complicated conventional ignition system.)

Even-fire, 24-valve, and turbocharged versions followed. The PRV never established a great reputation for reliability, but it got the job done for a whole generation of European vehicles, including some 24 Hours Le Mans cars in the late 1980s.

Jalopnik



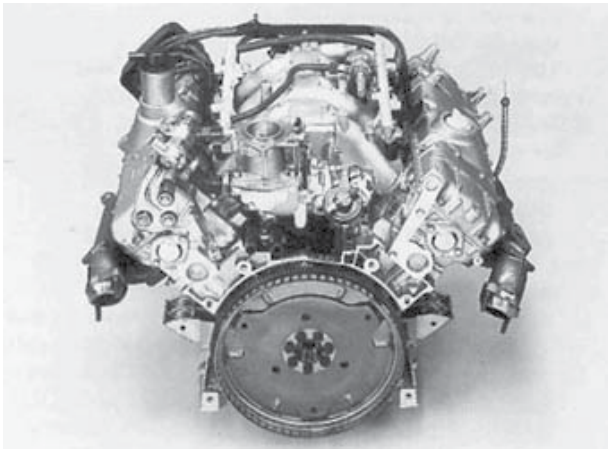
Bill McNamee writes:

The original PRV V6 is actually the worst engine to ever power a Peugeot.

I have been a lifelong Peugeot enthusiast but in 1980 I was on the lookout for something more exotic. Back then the Saturday Sydney Morning Herald had the fattest car classified section in our region and I studied the possibilities over a couple of months. Three contenders emerged in my price range: E-Type Jaguar, Mercedes-Benz 300SEL 6.3 and the Peugeot 604.

Following my heart I bought the Peugeot and that has to figure as one of the worst decisions I ever made. The 604 was a fine car but the PRV V6 engine and GM automatic transmission versions sold in Australia were appalling. Slow, astoundingly fuel inefficient and horrible to work on.

The engine did get better later on in its evolution but I have not been tempted by



any subsequent attempts by Peugeot to make a luxury car.

Looking back, if I had chosen either of the other contenders, used them sparingly and housed them carefully I would have been sitting on a goldmine.

Bill McNamee

This 350 kph Peugeot is the coolest car of the 1930s, I mean 1980s

Raphael Orlove

The great French super luxury cars of the 1930s were killed by the Great Depression and World War II, but what would a Delage, Delahaye, or Talbot-Lago look like if those companies had survived into the '80s? Maybe the 1988 Peugeot Oxia concept is close.

Let me start with the stats, as just saying 'Peugeot concept car' doesn't exactly give you the right idea of how outstanding this car is.

- Verified 350 kph top speed
- 670 horsepower at 8,200 RPM
- 535 ft-lb (720nm) of torque at

4,500 RPM

- Mid-mounted transverse PRV V6 with two Garrett turbos
- All-wheel drive and four-wheel steering
- Weight of 1,374kg
- Two were built at a cost of 8 million Francs.
- It was named after a region on Mars, specifically the 'Oxia Palus'

It's kind of hard to imagine now, but back in the late '80s, Peugeot was on a bit of a roll. Peugeot had just finished off its bonkers Group B program with the winning mid-engined 205 T16, they were dominating long-distance rally raids and Pikes Peak, and their engines were powering the fastest endurance race cars to ever lap Le Mans.

I am of course talking about the 2.9 litre twin-turbo PRV V6 in the WM P88 Peugeot. That WM car managed a record-setting 407 km/h top speed on the Mulsanne Straight



back in '88 with something around 900 horsepower.

The Oxia had only 670 horsepower to work with, but its design team was run by the same Gerard Walter of the WM Le Mans project, as Autoconcept Review points out. That helps explain why the Oxia still managed 350 kph at the Nardo test track with Michelin test driver Jean-Philippe Vittecocq at the wheel, according to HowStuffWorks and this Flickr poster. Surprisingly, Peugeot themselves only expected 300 kph out of the car.

And while it had a carbon fiber/kevlar body on an aluminum structure, and two limited-slip-differentials, and an adjustable spoiler, I love it for one statement issued by the man in charge of its interior design.

That man was legendary car designer Paul Bracq, who was in charge of just about every classic Mercedes you can think of, among other things. Bracq gave this quote to Automobile Magazine, saying the car was “my idea of a Delage, Delahaye, or Talbot for the 1990s.”

And that sums the Oxia up perfectly — it had its design taken from the very fastest road racing cars of its day and done up in a luxurious, avant garde body. That follows the classic recipe of the prewar cars that Bracq mentioned.

Back in the 1920s and 1930s, it was perfectly normal for a rich car buyer to order a competitive grand prix racecar and have



it rebodied for the street. Alfa Romeo was famous for it with cars like the 8C 2900B touring car, built off the same platform as the Le Mans car. Delage, Delahaye, and Talbot-Lago did the same thing.

So the Oxia isn't just yet another 1980s concept car, it's a reinterpretation of the golden

age of the automobile. And that's why I like it so much.

Jalopnik

Peugeot profile & rally history

First a note on who is Peugeot - A family business in steel works and producing saw blades and springs; from the Bas de Doubs region near the Swiss border, so unusual for a French company far away from Paris and Peugeot still is proud of this today (as well as it is one of only two car manufacturers worldwide where the founding family still has a say today).

They used animal logos to show their different grades of strength for their saws



and springs with the lion being the strongest and eventually becoming the company logo. One of their siblings, Armand Peugeot, was a really

bright guy. He added light flexy-steel wirings to shape corsets (yes girl stuff, this is even an invention of young Armand as before corset wires and bra underwires were made of wood or fish bones, which could splinter), coffee, pepper, salt, etc mills, bicycles and eventually cars to Peugeot's product portfolio and all of this he engineered himself! And in his spare time he was the mayor of Valentigney (just south of Sochaux).

Funnily, his wife was named Leo, but the lion logo appeared long before and sadly their only son Ray died aged 12. The Peugeot

ot 1 was a 3-wheeler with steam engine, but Armand was not happy with it. To his mind it was not a proper car. The Peugeot 2 of 1890 had 4 wheels and a proper petrol engine which is closer to what today we think of as a car than Mercedes-Benz's excursions were!

Curiously, Peugeot sourced the engines from Daimler via Daimler's French importer Panhard. He got the engines in return for his chassis drawings and as Armand wanted to refine everything before launch it was then Panhard who sold the first proper car, even though based on Peugeot's drawings (if we don't accept Benz's motorbike thingy as the first car)! Armand carried on with many new designs and ideas (inventing prop-shafts, using the chassis tubes to water cool the engines, etc, etc) and giving all his cars sequential project numbers.





This went until near disaster with the Peugeot 13. Karl Benz tried to force Armand Peugeot not to sell cars in Germany, obviously fearing the competition. Armand sold his cars in Germany nevertheless, which led to Benz disallowing his partner Daimler to supply engines to France. Wonder how happy the Benz-Daimler cooperation really was, since Benz did choose to call his cars Mercedes rather than Daimler-Benz and now interfered with Daimler's business via Panhard in France, so Gottlieb Daimler sold the rights to his name to his British partner, which means today the rights to the Daimler name are actually with Jaguar and not Mercedes at all!

For Peugeot this move meant 2 very

tricky years before coming back with his own Peugeot engines in the Peugeot 14! And every Peugeot has been equipped with Peugeot engines ever since. Anyway, this could be a long, fascinating story, but how Peugeot carries on with models and their numbers etc. you find in the motor-sport stories below:

In other places in this data base, the Ford manufacturer description, we say the following: "If you are looking for the makes



with the biggest rallying heritage, the big 4 are Peugeot, Renault, BMC (Mini, Austin) and Ford. You could add Fiat/Lancia, Saab and Citroën,

but these already with a question mark as Lancia was only small scale, privateer support programs before the mid 1960s and Saab and Citroën have not had any big involvement in the 1980s-1990s, while Renault and BMC have also become quiet lately.

So if you are looking into rallying heritage from all kind of angles, the two that are left as truly outstanding are Peugeot and Ford.

These two share the biggest part of rallying heritage in different ways: while Peugeot was already into the sport before Ford even existed, in fact Peugeot was involved in the creation of motorsport, Ford is the most outstanding make by far when it comes to loyalty!"

So looking at the same from the Peugeot angle now, other companies may have had less breaks in their rally appearances over more recent years, but the impact and successes Peugeot had in this sport throughout its existence is hard to beat.

You could not have been involved any earlier than Peugeot was and yes, indeed Peugeot was even involved in the creation of this sport. So when we are looking into

Peugeot's rally heritage, we cannot avoid telling you how rallying and motorsport started. The start of both stories simply goes hand





in hand. So, for ease of reading, let's split this Peugeot story into 2 parts:

Part 1 – How rallye/ motorsport all started with Peugeot

Peugeot was already competing in and winning events in 1894, their main opposition being Panhard and de Dion (Renault and Fiat were only founded in 1899 and Ford in 1901). But were these events of the 1890s really rallies? Well, within reason the answer is “yes”.

The entire creation of motorsport happened in a surprisingly obvious way, you only have to add the names. Peugeot was a bicycle manufacturer before they started building motorised vehicles. Peugeot's first cars were produced in 1890 (Peugeot likes to ignore their earlier 3-wheeled, steam-

engined Peugeot 1), the human being always had a competition mind and so bicycle races already existed at that time.

In 1891 for the bicycle race from Paris to Brest Peugeot sent out their cars to provide service and support for their team of cyclists. The race organisers and the Paris daily newspaper “Le Petit Journal” found this absolutely stunning that the lit-

tle known, feared motor cars could seemingly with ease and reliably keep up with the bicycles (LOL, but serious!) throughout the distance. Inspired by what Peugeot did during that event, the same race organisers and “Le Petit Journal” organised a similar event for cars, the Rallye Paris-Rouen on 22 July 1894.

This was the first motorsport event ever. Incredibly 102 vehicles entered (including steam and electric powered vehicles, who said electric cars are at the start of their development?) and the

Peugeot 5 driven by Louis Rigollet won. And to add to it, Armand Peugeot, the founder of Automobiles Peugeot, was one of these rallye drivers.

But is it right to call this a rally? Yes, the word “Rallye” – note, with the “e” on the end as even today used by the British based team “Ford Rallye Sport” – originates from the French language, has a similar meaning to the English description, as in rally(e) = concentration run/navigating to a described meeting/col-lection place, and was already in those early days connected to this form of sport.

If you further see that it started out from bicycle races and these bicycle races have



Marcus Gronholm's 206 WRC

not changed a great deal over these many years, it all becomes more obvious. Just look at the way the famous Tour de France is run, with all its different overnight halts, varying specialised start-finish sections (mountain, sprint, etc.) over public/natural roads. Imagine the Tour de France was done with cars rather than bicycles, we would call it a rally, not racing!

After all, look at even the RAC Rally in its early days, it was exactly the same layout, even all tarmac, heading towards a defined finishing town (Brighton's promenade in the starting years). Interestingly even Formula 1 sources confirm Paris-Rouen on 22 July 1894 as the birth of motorsport, but since it is a start-finish race in Tour de France style, it certainly is more a rally than a (circuit/F1) race.

To further underline the direction Armand Peugeot, his friends and the creators of motorsport were thinking, we have to refer to another outstanding "event" on 12 November 1895: Motorsport turned hugely popular very soon, many cars entered and especially the town crossings were crowded with many, often irritated spectators while drivers were attempting to drive non-stop until they were dangerously tired.

Here were certain dangers that accidents could damage the image of cars rather than help it. Therefore, Armand Peugeot, Emile Levassor (of Panhard) and Count de Dion met, interestingly all 3 of them being

car manufacturers as well as rallye drivers. It must be one of the worst pieces of motorsport fate that the ambition of the Peugeot-Levassor-de Dion meeting was to increase motorsport safety and on the very first rallye under their new rules, Paris-Marseilles 1896, Emile Levassor lost his life! On 12 November 1895 Peugeot, Levassor and de Dion founded the Automobile Club de France "ACF" and with it the motorsport body which they called the "commission".

They designed a "reglement" for motorsport which included rules as – no collective starts allowed, starting only with 1 minute intervals between cars (see, rallying!), – servicing and repairing was limited to make it fairer and show the reliability and ability of cars, - events were split into "etapes" and to make sure each driver had the same length of breaks and didn't perform repairs (repair time was added to your competition time) a closed park was introduced at the end of each etape, these closed parks were named "parc fermé", - to obey these *reglements*, the commission appointed inspectors which they named "observers".

This is only a small extract from the rules, but don't you think there is an incredible similarity to rallying more so than racing even today, well over 100 years later?! If you ever wondered why international rallying uses French language key words such as "parc fermé", thank Armand Peugeot for it!

But let's move fast towards the sporting history of Peugeot itself. Peugeot was involved from the very beginning. Already before the turn

of the century Peugeot won many of the rallies that were held. After the turn of the century the biggest shocker must have been the Peugeot 76. It was the first purpose built vehicle for motorsport and it was the first car in the entire automobile history to be fitted with shock absorbers and a DOHC 4v per cylinder engine.

We are now only in the year 1912 and this car was capable of doing a top speed of 190 kph! And it was a multi talent, it won races such as Le Mans and even the big Indy 500 across the pond (that one Peugeot won 3 times while European motorsport was in the midst of World War I, but it also won hill climbs at Mont Ventoux and, yes well known rallies as the *Circuit des Ardennes* and the *Boucles de Spa*.

It is because of that car that names such as Georges Boillot and Jules Goux are to this day recognised icons in motorsport history. There was much more in following years, more cars, more drivers, more victories, but it would be impossible to list everything in detail, such as the famous little Peugeot 161, nick named Bébé or that the Peugeot 174, nick named Torpedo, was a huge success in many versions, events and years....

Part 2 to follow next month.

Rallye-Info.com

Classic in the making: Peugeot 406 Coupé

Antony Ingram
24 May 2018

Were it not for a hardy few remaining manufacturers, the concept of the traditional coupé would be dead - in Europe, at least. Only the premium manufacturers offer proper coupés these days – think 4-series, A5, C-class coupé - while a hardy few mainstream brands continue to offer more performance-orientated models, like the Toyota GT86 and Subaru BRZ, the Nissan 370Z, and the Ford Mustang. For the average customer though, crossovers have taken their place - and the roads are a less attractive place for it.

Back in the 1990s you could barely move for stylish mainstream two-doors. In no particular order, the average magazine group test could have included Far-Eastern offerings in the form of the Toyota Celica, Honda Prelude, Mitsubishi FTO, Nissan 200SX and Hyundai Coupe, Ford's Probe and then Cougar, the Vauxhall Calibra and later Astra Coupe, BMW's stalwart 3-series, and even coupés from Rover and Volvo.

And if you wanted Italian beauty, there



were three options: The Alfa Romeo GTV, Fiat Coupé, and Peugeot 406 Coupé. Italian? Call it a collaboration, as Peugeot's rep mobile-based coupé was penned, like the GTV, by Pininfarina.

It arrived slightly before evo's time, but our predecessors at Performance Car became familiar with it, and today Peugeot's beautiful coupé is emerging from the other side of its deprecia-

tion curve. Here's why it's still appealing two decades on.

Peugeot 406 Coupe in detail

Even in its mid-nineties twilight the Peugeot 405 was winning plaudits for its ride and handling, so the 406, which arrived in the UK in



early 1996, had plenty to live up to.

Early reviews suggested the Mondeo and Primera rival had hit the mark - and it frequently ranked alongside those two cars in particular for its blend of ride and handling, rising head and



shoulders above others in the class. Quality had taken a step up too, while the 406 was offered with a range of four-cylinder petrol and diesel engines and a range-topping 2.9-litre V6, shared with Citroën and Renault.

That bode well for the 406 Coupé that arrived in 1997. While identifiable as a member of the 406 family, the new Coupé was altogether more stylish than its four-door counterpart. Not surprising really, given its Pininfarina provenance: the 406 Coupée was both designed and built by Pininfarina in Italy, and had originally been a styling proposal for Fiat - which eventually went with the in-house design of Chris Bangle for its own sporty two-door Fiat



Coupe.

Peugeot initially chose the 406 saloon's 2-litre, four-cylinder petrol engine (with a modest 138bhp) and the 2.9-litre "ESL" V6 - co-developed between PSA and Renault to replace the ancient PRV unit - which produced a healthier 194bhp in its initial form. This engine was quickly declared the pick of the range, for its mellifluous if muted engine note, because it suited the character of the car, and because it featured a few choice tweaks over the 2-litre version to wake up the chassis.

Tuning for the Coupé was slightly different to the saloon anyway. It used the same layout, comprising MacPherson struts at the front and a multi-link rear (with coil springs all round), but with 0.6in and 1.4in wider tracks front and rear and a half-inch drop in ride height. The classy six-spoke alloy wheels sound tiny by today's standards - they were 16 inches in diameter - but suited the Coupé's shape and had 215-section tyres for suitable levels of grip.

V6 models got variable-assistance steering over their 2-litre counterparts, while electronic two-stage dampers were an option. While not badged as such, the shapely seats were made by Recaro and the brakes by Brembo.

2-litre models were given less favourable reviews than the V6 on launch - the four-pot was never a particularly enthralling power unit - and later in the car's life



it ended up being replaced by a 2.2-litre petrol. A 2.2-litre HDi-badged turbodiesel was also offered, being on-trend for the 90s and early 2000s but seeming less appealing today, both in light of ever more stringent regulations on diesels and the simple appeal of running a car for fun rather than day-to-day commuting.

And while today's prices are on the way up, you're still getting plenty for your money.

Back in 1997 the basic 2-litre Coupé cost £20,360, with the V6 at £23,900 and the range-topping V6 SE costing £26,720. That latter figure would be an eyebrow-raising £46,000 today, so the low four-figure sums you'd pay today - and not for long, surely - look tempting indeed.

Evo.co.uk

Peugeot well-placed in World RX rally championship

Greg Francis

After five rounds of the World RX Championship Peugeot has three cars in the top 10, the only marque to do so, with VW and Audi both having two.

Sébastien Loeb is in 2nd place overall with fellow team member Timmy Hansen in 6th and his brother, Kevin Hansen, in 8th.

In the last round in Norway the Hansen brothers finished 4th and 5th with Loeb eliminated from the final with a 4th in the semi-final.

Round 4 at Silverstone saw Loeb finish 3rd with Timmy Hansen 6th.

In Round 3 in Belgium Loeb was 1st and Timmy Hansen 3rd.

Portugal was the venue for Round 2 with Loeb finishing 2nd and

Timmy Hansen 6th.

In the opening round in Spain Loeb finished 2nd giving him 104 points, behind leader Johan Kristoffersson in a VW Polo R on 135

points.

Round 6 will take place in Sweden on 30 June.

For 2018 Peugeot has entered a factory



Sebastien Loeb in action in the Norway round of the WRX championship.

team, Team Peugeot Total, in the hands of Sébastien Loeb and Timmy Hansen while Kevin Hansen is driving under the Team Peugeot Total banner as an individual entrant.

The Peugeot 208 has a 2.0L engine producing 600 horsepower, covering 0-100km/hr in 1.9 seconds – faster than an F1 car.

Loeb at 43, of course, is no stranger to motorsport having finished 2nd at Le Mans in 2006, claiming six World Touring Car Championships and is the Pikes Peak record holder. He has also won several stages of the gruelling Dakar Rally.

Timmy Hansen, 25, finished 3rd in the 2013 FIA European Rallycross Championship. He is in his fifth season with Peugeot, having made 37 finals with 23 podium finishes and five event wins.

Rallycross is a combination of rallying and circuit racing. It is head-to-head, short, sharp racing on mixed surfaces, (dirt and asphalt), contained within amphitheatre venues.

A circuit length is typically about 1 km. Each race consists of four laps with each car having to do one 'Joker' lap – a longer loop off the main circuit. Typically, cars finish the four laps in under four minutes.



Kevin Hansen duels with an Audi (above) in the Norway round, and leads the pack (below).

**Peugeot Association of Canberra
Minutes of the General Meeting
22 May 2018
Weston Raiders Club**

Present

Brad Pillans,
Colin Handley,
Richard Morgan,
Peter Rees,
Ross Stephens,
Greg Francis,
Neil Sperring,
Bernard Wright,
Glen Bryden,
Ian Brock,
Mitchell Jamieson-Curran,
Neil Birch

Apologies

Allan Lance,
Steve Lucas,
Jenny Lucas,
Maia Parker-Sloan

Introduction

1. The meeting opened at 8.19pm, following dinner at the Weston Raiders Club.

Minute of the previous meeting

2. Moved by Brad, seconded by Greg as a true and accurate record of the meeting. Passed unanimously..

Matters arising from the Minutes of the Previous Meeting

3. Nil

Financial report

4. Current balance is \$11,540.29.

Correspondence

5. Some club magazines and the bank statement.

Neil received an email from Eddy van Ebden, brother of the late Fred, from Tasmania re advice on slipping gear changes in a 307. Any assistance would be appreciated.

Council of ACT Motor Clubs (CACTMC) Report

6. A survey will be sent to club members to ascertain how many will switch from full registration to the 60 day CRS scheme as possible loss of revenue is a concern for the government. (This did not prove to be the case in NSW, where the scheme appears to have increased government revenue by owners putting unregistered vehicles onto the 60 day registration.)

A new three tier fee structure has been introduced according to the number of members in a club. The tiers are 1-49 members, 50-100, and 100+.

There is currently no webmaster with the CACTMC website not updated since November 2017.

There is also only a relieving secretary, no full time permanent office holder.

General Business

7. The Battle of Waterloo venue is being booked by Mitch through Peter Bray from the Queanbeyan-Palerang Regional Council for 17 June. Mitch to send notifications to British clubs. Colin to send notice to Aussie Frogs. There was a request from last year for more prize categories. The club will provide some bottles of wine for this.

There was a discussion about providing metal grille badges to new members but was decided against as too expensive. New stickers were proposed as an alternative. Colin will bring some designs for consideration to the next meeting. Proposed by Brad and seconded by Richard. Passed unanimously.

Glenn will report on the number of metal badges still in stock as well as stickers.

Website: Is up to date at the moment? Mitch to investigate other platforms as the current one is difficult to access and maintain. Mitch to also establish a procedure for automatically notifying members of membership due or lapsed.

Peugeot flag: Brad to follow up with dealer re gifting a flag to the club or at least lending one for Battle of Waterloo.

The options document from the Renault Owners Club was again discussed. The document will be circulated to club members for comment.

Close

8. The Meeting closed at 9.24 pm. The next club meeting will be held at the Raiders Club in Weston, on 26 June 2018.