

ROAR



Magazine of the Peugeot Association of Canberra

March 2018

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On the cover A Peugeot eM02 FS Powertube electric Mountain Bike. See story on Page 33.

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

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

No free lunch, but free dinner instead! This month's club meeting will be held at the Southern Cross Yacht Club, starting at 6 pm on Tuesday 27 March, and the club will buy you dinner at 'Snapper' on the lake, which is at the rear (lake-side) of the club. With daylight saving about to end, this will be one of the last opportunities to enjoy dinner as the sun sets.

Most of you will know where the yacht club is – just across Lotus Bay from Lennox Gardens at the eastern end of Alexandrina Drive which meanders around the lake from Barton to Yarralumla. Or if you need to use your navigation system – the address is Mariner Place, Yarralumla.

To be part of the freebie dinner, members need to RSVP by email to peugeotcanberra@gmail.com

peugeotcanberra@gmail.com

Speaking of navigation systems, I had reason to be pleased with some extra assistance on a recent trip to Sydney. Sue was attending a conference at the convention centre in Darling Harbour and I joined her for a couple of nights, staying at the Oaks Goldsbrough apartments, 100m from the convention centre. The apartments are in the old Goldsbrough wool store building, built in the 1880s, now repurposed as stylish accommodation.

Although I was born in Sydney (many moons ago, of course) and have visited Sydney many times since, roads have a habit of changing. It was therefore with great relief that I had the comfort of GPS navigation – not infallible, particularly in areas with tall buildings, but helpful, nevertheless. With my local knowledge and a bit of 'Zen navigation', when GPS failed, things worked out just fine. At \$30/day, parking wasn't cheap, but it was valid for multiple entries and exits, so not bad value.

We ate at two vastly different restaurants, the two nights we were there – on Saturday night we walked up and down the line of restaurants along the dock on the west side of Darling Harbour, before trying our luck (with no booking) for a balcony seat. We had to bide our time for 10 minutes in the bar, but the balcony table for two was forthcoming, the food was good, the service was quick and we were entertained by the passing parade of humanity below us. The next night (Sunday) we walked down to Dixon St in Chinatown and ate at a sidewalk café – once again being entertained by an eclectic mix of passers-by.

Meanwhile, back in Canberra, the annual Wheels exhibition was held at Queanbeyan Showground on Sunday 4 March. For a first-time venue, things went pretty well, I think, and it would not surprise me if the event is held there again next year. The gathering of French cars was small – 4 Pugs (205, 306, 504, 508), 3 Renaults (12, 16, 17), a Citroën 2CV and an exotic 1920s Talbot-Darracq.

Vehicle maintenance on the 508 has kept me busy since Wheels – not that I did it myself, but



organising it took time. First it was two new front tyres. Without rotating my tyres, I got 51,000 km out of the Michelin Primacy's that had been on the car since new. Sadly, Primacy's are no longer available in the size, so I had to go for Michelin Pilot Sports – more expensive and a bit softer, I am told, so unlikely to last as long as the Primacy's. My original tyres were made in France, but the new ones are from Thailand.

Within days of putting the new tyres on, the rear brakes started making grumbling noises at low speed – suspiciously like metal-on-metal, so I booked the car in to the new dealer, Rolfe Peugeot, where Garth Brown (Service Manager) and Amy Smith (Service Advisor) were most helpful. New pads and discs were required – ordered, delivered overnight and fitted the next day. I also got them to look at a long-standing problem – wiper arm hitting the driver's side pillar at high speed. A new wiper arm has been fitted under warranty and hopefully all will now be well.

Keep on Pugging,

Brad Pillans

2018 COMMITTEE

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CLUB EVENTS 2018

27 March 2018

Club meeting - 'Snapper' on the lake, Southern Cross Yacht Club Canberra (Mariner Pl, Yarralumla ACT 2600) *disabled access available*

Cost: FREE (let the club buy you dinner)

R.S.V.P - via email to peugeotcanberra@gmail.com

Snapper on the lake is down the bottom of the yacht club, around the back overlooking the lake. We hope that you will all take advantage of a generous offer and a warm night, we hope to see many members there.

Easter 2018

Peugeot Club of Queensland will be hosting the 2018 Peugeot Pageant in Queensland at Easter, from 30 March to 2 April. See advance warning note on Page 6.

24 April 2018

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

JOIN THE ACTION

42nd HISTORIC WINTON



26th 27th MAY 2018

www.historicwinton.org

Presented by The Austin Seven Club and HMRAV
Enquiries 03 5428 2689
Austin Seven Club Inc. A0003290N | Photo: Peter Ellenbogen



FRENCH CAR DRIVES 2018

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

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

Lisa Molvig
Social Secretary
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Peugeot Easter Pageant Boonah 2018

If you haven't already signed up for this.... it's happening next weekend and you're probably going to miss it.

Hosted by the Peugeot Club of Queensland Inc.

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

The Peugeot club of Queensland Inc has invited all other Peugeot clubs and their members to the Pageant in 2018 at the Outlook complex

at Boonah in south-east Queensland, about 80 km from Brisbane and the Gold Coast.

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

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

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

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

There is also the possibility of you staying at The Outlook on the Thursday and Monday evenings as well,

so you are not travelling on Good Friday and Easter Monday.

We trust that you will join us at The Outlook in Boonah in 2018 for the Queensland Peugeot Pageant.

Direct Contact: 2018peugeotpageant@peugeotclubqld.org.au



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

Mt Gladstone Hill Climb

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

DESCRIPTION

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

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

DETAILS FOR SPECTATORS AND FAMILIES

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

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

70 Years of Landrover (1948 to 2018)

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

DESCRIPTION

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

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

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

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

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

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



CLASSIFIEDS

For Sale

Peugeot 404 sedan 1970

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

Peugeot 403 1958

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

Peugeot 203A, 1954

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



Peugeot 504 1972

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

Peugeot 307 HDi 2004

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

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

PAC Peugeot servicing

Bill and Geraldine's annual excursion

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

In the meantime, Bill can be contacted by email.

CLASSIFIEDS

For Sale

Parts

Peugeot 206 GTi engine

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

Marchal 7-inch spot lamps

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

Peugeot 504 headlight

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

Peugeot 504 owners manual

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



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 Familliale for a 403 in restorable condition. July '82 504 Familliale (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 Familliale), and from a white 504, complete front-end panels, bonnet and windscreen.

Michael Cortis 0400 413 077

All-new Peugeot Rifter brings dynamism and versatility to leisure activity vehicle segment

16 March 2018

- Peugeot's all-new Rifter unveiled, featuring a bold, dynamic and versatile design breaking the traditional mould of design
- Spiritual successor to the Peugeot Partner Tepee, the Rifter showcases an innovative silhouette, stylish design and an exceptional drive
- Comes equipped with the intuitive Peugeot i-Cockpit® technology, advanced safety features and efficient range of PureTech and BlueHDi engines
- Versatile modular design means all-new Rifter can load up to 4,000 litres
- All-new Peugeot Rifter will be open for orders from early Summer 2018

Peugeot has unveiled the all-new Peugeot Rifter, turning away from traditional design to introduce versatility and dynamism to the segment.

As the spiritual successor to the Peugeot Partner Tepee, the all-new Peugeot



ot Rifter builds on its most successful elements, while adding a unique, sleek design and a premium driving experience to revolutionise the market.

Featuring characteristics of the award-winning SUV range, a dynamic profile with a short, horizontal bonnet, and seamlessly integrated roof bars, the Peugeot Rifter is changing the face of the segment.

Jean-Philippe Imparato, Peugeot Chief Executive, said: "With the all-new Peugeot Rifter, the brand fully reinvents its presence in this category, and achieves the perfect combination of versatility and driving pleasure by Peugeot. Gifted with a strong personality and a 'chic wanderer' look, the all-new Peugeot Rifter expresses freedom of action."

Keith Ryder, the Peugeot Rifter Design Manager also commented, saying: "The challenge for the all-new Peugeot Rifter was to offer an appealing vehicle while still meeting the

volume, robustness, modularity and compactness requirements. The new platform enables perfectly balanced proportion choices. Our designers took full advantage of its potential in order to bring forward a very distinctive stylistic identity on this new silhouette."

The interior houses Peugeot's intuitive i-Cockpit® design, offering an unparalleled driving experience. It features a plush-yet-compact steering wheel for better grip and improved handling, an 8-inch colour capacitive touchscreen angled towards the driver, and a raised instrument panel, enhanced with chrome-plated surrounds and elegant red needles.

The intuitive layout combines with a high driving position, and a turning radius of just 10.9m to guarantee next-level agility and





genuine driving pleasure.

The all-new Rifter also benefits from Peugeot's latest technological advances, featuring a host of safety and infotainment equipment, including adaptive cruise control, active lane departure warning system, blind spot monitoring system and the optional "Visiopark 180°" colour reversing camera.

While the Rifter sports a dynamic new look and driving experience, it has retained and built on the fundamentals of practical, versatile design. Built on Peugeot's modular EMP2 platform, the Rifter is able to excel in any situation, and comes in both 5- and 7-seat (available

in 2019) versions, with Standard (4.40m) and Long (4.75m) lengths available for each. Its clever adaptability hosts a number of modular features including : two sliding side doors; opening rear tailgate window; 3 individual folding rear seats with Magic Flat function; and a Zénith® roof with numerous storage spaces.

The platform's optimised architecture means that the Peugeot boasts one of the most capacious offerings on the market. According to version, the boot of the Rifter features a loading capacity of 775 litres under shelf, up to 4,000 litres under ceiling storage, and an additional enclosed, refrigerated space capable of storing



up to 186 litres.

The all-new Peugeot Rifter comes available with the latest range of Peugeot engines, including the award-winning 1.2 PureTech 110 S&S petrol engine with 6-speed manual gearbox, as well as the acclaimed 1.5 BlueHdi 130 S&S, with a 6-speed manual or 8-speed automatic gearbox.

For an off the beaten track experience there's the option of Advanced Grip Control®. The Mud & Snow tyres improve traction control through continuous action on wheel spin. This works in combination with the Hill Assist Descent Control, which automatically maintains optimal speed on steep slopes.

Stéphane Peterhansel, Professional Driver with 13 victories in the Rally Riad in the car/motorcycle classes states "Adventure is my life and freedom of movement is my most precious possession! My daily life is an endless exploration of what nature and cities have to offer : skiing, mountain biking, hiking, skateboarding, jet skiing, car/motorcycle racing....And I was lucky enough to try the all-new Peugeot Rifter. Its dynamic capabilities, precise driving experience and agility impressed me. I can tell you that it was designed to support me in all circumstances.

Peugeot press release

Vale Gérard Welter: his passions were style and speed

Peter Wilson

Even if you have not heard of Gérard Welter, you have probably driven one of his Peugeots. His designs were the embodiment of Peugeot passion and in a brilliant 47-year career with the manufacturer he gave or helped give a distinctive style to a huge number of models – the 304, 305, 504, 604, 205, 405, 605, 406, 206, 207, 307, 407, 407 coupé and finally the RCZ.

For distinctive Welter touches think of the “Sophia Loren eyes” of the 504s with French headlights or the appeal of the 206 with its gaping grille between headlights shaped as cat’s eyes. Welter was best known as the creator of the 205, the smart hatchback that exploded on to the market in 1983 and with its huge popularity rescued Peugeot from financial collapse just as the distinctive new 201 had replenished the coffers in 1930.

In the next decades until he retired in 2007 he developed, drew and supervised distinctive styles for Peugeot. That was just his day job. His famous hobby was on the wild side. With Peugeot entire designer



Gérard Welter, Peugeot design legend.

Michel Meunier he created the WM-Peugeot sports racer. Its top speed of 407 km/h on the Mulsanne Straight in 1968 remains the Le Mans record.

Welter, who died on 31 January at the age of 75, was an exceptional man in the history of automobiles Française. He joined Automobiles Peugeot in 1960 at the age of 18, his qualification being to plaster old mansions at a time when rival firms sought design school qualifications.

Style director Paul Bouvot as-

signed him to the new task of sculpting concept models in plaster at the 10-man La Garene-Colombes centre where previously designers had tediously planed wooden marquises. He showed a flair for drawing in 3D.

An early task was to refine the projects from Pininfarina, starting with the striking rear lights of the new 404, a car he admired for its beautiful design. Welter contributed to the design of the 304, 305 and 404, but his treatment of the sloping rear of the 204 coupé was a standout triumph.

Pininfarina had collaborated with Peugeot since the 403 project began slowly in 1950 and had suggested designs in 1951 and 1953. The second, slightly tweaked, went into production in 1955. When the 404 was criticised for being too close to the Italian coachbuilder’s designs for BMC and Fiat, Peugeot insisted on an exclusivity contract.



Welter (second from left) and the rest of the design team discuss the Pininfarina 504 Coupé design.



Le Mans 1988 in a WM P88: The “humble” PRV was stretched out to 3.6 litres and produced over 900hp at peak boost.

Welter felt then it was unfair that French designers should work with Italian masters, in time he appreciated their role, which came to be reversed, particularly as he got older. Welter explained to Luca Ciferri in a 2000 interview that France had a wonderful school of automotive designers up to the Second World War and then after the war it vanished.

The Italian school became dominant in the fifties and sixties and became points of reference with Pininfarina’s Ferraris “giving the world of design the imagination and foundation to develop the true modern automobile”, he said.

“They brought to our trademark a skill,

a mastery we lacked,” Welter said. “Pininfarina was more than a coach builder; he was also an industrialist and, from the 404 on, we produced the cars together as well.

“The work with Peugeot was more than just a consultant on styling, it was a true global collaboration.

“When we began to work with Pininfarina, we had to learn the craft of coach building from them.” With that skill mastered, Welter became more responsible

for exterior design and Peugeot became competitive, not only with Pininfarina but with other designers. Even so, he said Peugeot wanted to feel the “heat” of the outside world and for that reason continued the partnership with the Ferrari builder in Turin.

In the case of the models such as the 504 “European car of the year” and Peugeot’s return to the high end with the 604 and the 205 with its modern, emphatic lines that made it stand out from its contemporaries, Pininfarina’s Aldo Bravaroni gave advice and made aesthetic adjustments to the main ideas that Welter drew.

The 504 coupé was designed and produced in Italy and Welter recalled the striking

concept being unloaded at the almost finished Design Centre and helping push it into the presentation room. “We were all left breathless,” he told Ciferri. “To myself I said: ‘Superb!’ We studied it at length and then, without needing to talk it over, we decided to industrialise it without any modifications. It was – and still is – a really beautiful car.”

During the oil crisis and as the economic crisis worsened some designers wondered if they had drawn their last car.

The design of the 205 was a long process because initially it was based on the 104 platform and having the spare above the engine imposed restraints in track, balance and modernity, all difficult to translate for production.

Welter successfully argued with CEO Jean Boillet for revised guidelines to enable use of the new XU engine range and came up trumps. Any car was a team effort and design work on the 205 included Bruno de Guibert in the drawing office at La Garonne and Michel Provent at Sochaux.

Cabriolet design continued to be assigned to Pininfarina – for the two-door 205, 306 and the classic 406 Coupé. Welter’s sporting passion meant he guided the styling of the 205 GTi, the legendary 205 T16 rally cars and the Pikes Peak 405 T16. The distinctive 205 look spread to other models – the 405 and the 605.

Welter was disappointed when Murat Günat, a German, was named to lead Peugeot design in 1994 but declined three offers

from Japanese brands. His decision to stay paid off when he took charge in 1998.

The 406 style was not continued. Instead, he explored new directions in design with the 206, the instantly acclaimed 206 CC concept, with a daring raked windscreen, the 307 that was car of the year in 2002, the 407 and its coupé, and finally the alluring RCZ sports coupé – its concept was chipped for extra fun.

In a 2016 interview he said a regret was the axing of the RCZ, a project manufactured as first presented. Although he was not at ease with a computer mouse Welter implemented computer aided design to develop style volumes faster to meet a changing market.

He worked with changing technologies such as the change from cast iron blocks to alloy engines with overhead camshafts. He warned that the standardising of many technologies was reducing designers' room to manoeuvre.

He and his team instigated many concept cars designed to promote the brand image and look to the future of motoring – Proxima, Oxia, Asphalte, Touareg, RC Pique (Spade) and RC Carreau (Diamond), Feline, 907 ... all now in the museum at Sochaux and still in running order.

Xavier Peugeot, president of l'Aventure Peugeot Citroën DS, said: "The disappearance of Gérard Welter, who carried the values and sublimated the style in

the identity of the Peugeot brand, touches me a lot. His influence has been major in the history of the brand, especially through the legendary 205 that saved the company. We will of course pay tribute at Musée l'Aventure, which preciously keeps proof of his work."

The leading French paper, *Le Monde*, said while Welter's competitor, Renault's intellectual Patrick Le Quément, got entangled in designs that were too complex – citing the Vael Satis and Avantime – "Gérard Welter self-made- man argued the values of cars always, those of sporti-



Peugeot's 1988 OXIA Concept car.

ness and the dynamism". *Le Monde* said he gave back "to the lion of Sochaux an identity and a daring stylistics which, even today, constitute one of the bases of the success of the design".

Writer John Simester recalled meeting Welter – looking like a mad professor with his metal-rimmed glasses and flowing white hair – at a gathering of concept cars at the Montlhéry circuit in 2006 where he had arranged to drive the blue single-seat 404 diesel cabriolet that 47 years previously had lapped the circuit for 72 hours at an average 162 km/h.

It had a coolant leak so rather than call off the run "mad engineer" Jean-Christophe Bolle- Reddat removed and refitted the pump. Welter topped the radiator and whooshed off

for a trial lap, returning with a big grin and checking for leaks before the journalist's turn.

"To drive that remarkably good car was a great honour, but what sticks in my mind is the hands-on enthusiasm of Welter, the design brain, and Bolle-Reddat, the man who made the ideas work, to get it running. I don't think many of today's design directors would have done that," Simester wrote.

He also drove the Ferrari 550-like Peugeot 907 concept with a V12 made from two Peugeot V6s. Its Windows

Mobile computer needed to reboot for every start and when it stalled across a busy Route Nationale with a truck bearing down, he realised Bolle-Reddat liked living on the edge.

The Peugeot statement said: "His pas-

sion, charisma and ability to bring people together still inspire and motivate our designers today.” Indeed. Jean-Guerre Ploué, who Welter recommended to succeed him as style director, said: “Beyond the great respect I have for the designer, forerunner of new methods of research, design and style, I will retain the character, strength and passion that Gérard radiated throughout his Peugeot team style during these beautiful years. “A design, an alchemy made of heritage, sportsmanship and great modernity will be with us for a long time.”

A row of 205s were outside a small church in Lagny sur Marne where inside huge displays of flowers shaped in the form of a Le Mans racer and the 205 number awaited the funeral service. Later, many members of the Peugeot family and motor sport identities were in the crowd watching as Welter’s coffin was put into a black Peugeot 403 wagon to take to a cemetery a few kilometres from the famous workshops.

At home Welter kept a motorcycle in his living room and in his garage he was the architect of a line of quirky specials that raced at Le Mans 24 Hours through five decades.

His WM and WR prototypes, built by a team of part-timers, weren’t so much designed with results in mind, “more with making newspaper headlines”, Motor Sport observed.

Equipped with Peugeot engines, the

WM GTP and Group C prototypes raced at Le Mans from 1976 to 1989 with the aim of hitting the highest possible speed down the Mulsanne Straight in the days when the track was uninterrupted by chicanes.

He returned in the 1990s under the Welter Racing banner with a series of lightweight open-top prototypes with the target of bagging pole position. Welter would achieve both his goals.

Seven years later, a WR-Peugeot driven by William David claimed outright pole position. Patrick Gonin made it a WR one-two in the second car.

Thierry Boutsen, who made his Le Mans debut with WM in 1981, recalls the Peugeot-engined coupés being “made for top speed and nothing else”, Motor Sport reported.

Didier Theys who contested two Le Mans with the team in the early-1980s, has similar memories: “They would keep trimming the car for straight line speed, but that left us with no down force. “Sure, the car was fast on the Mulsanne, but the lap times were terrible. They were scary to drive; so unstable.”

The best Le Mans result for a Welter-built car came in 1980 when Roger Dorchy and Guy Frequelin took fourth spot in a WM-Peugeot P79/80 – a rare finish for a Welter car.

Peugeot allowed him time in its wind tunnel and the use of its dynos, though, officially at least, there was never any funding. However, WM and then WR

managed to attract sponsorship from companies associated with Peugeot, including petrol giant Esso and the Heuliez styling house.

In 2008 Welter’s team switched to a Zytec V8. The last Le Mans was in 2010. Attempting a comeback, in 2013 WR built the chassis for the experimental GreenGT hydrogen fuel cell and more recently a car powered by biomethane but neither raced.

“The exploits of Welter’s WM team and its quirky specials in the 1980s are as much as part of the Group C story as those of Porsche, Jaguar and Sauber-Mercedes at the front of the field,” Motor Sport said, noting the strict rules that have since forced out “specials”.

The Pugilist



A Welter Racing prototype at the 2006 24 Hours of Le Mans.

Peugeot 508 expected to give PSA a boost in Europe and China

Peter Sigal
7 March 2018

PSA Groupe expects the new Peugeot 508 midsize sedan, unveiled at the Geneva Motor Show, to give the automaker a sales boost in Europe and help the company turn around its struggling operations in China, where sedans remain the biggest segment in the world's largest auto market.

The 508 may be entering a declining segment in Europe, but Peugeot CEO Jean-Philippe Imparato says the category remains profitable.

"The D sedan (mid-size) mainstream profit pool is first or second most profitable in the world," he said at the auto show here. "Europe is one thing, but my strategy is also to be good outside Europe."

Perhaps the most distinctive feature of the 508 is its fastback rear that is a departure from the outgoing conventional sedan.

The "two-and-a-half-box design," was a pragmatic decision, said Gilles Vidal, Peugeot's design boss. "Because we wanted a more dynamic looking car, we went with a fastback," he said. "If we would have made

a normal trunk, the opening would have been too small. Having a hatchback has made the car super practical."

Inside, the 508 has Peugeot's I-Cockpit, with a smaller steering wheel that offers an unobstructed view of the instrument panel, and piano-keylike toggle switches that operate the infotainment screen.

The 508 will be available first in a limited edition, in colours that Peugeot calls Dark Blue and Ultimate Red. Powertrain choices are a 225-hp petrol engine or a 180-hp diesel with

an eight-speed automatic transmission. The first 508s will be delivered this autumn, and a station wagon version will be displayed at the Paris show in September.

According to JATO Dynamics, European sales in the midsize sedan segment fell 12.4 percent in 2017, to 564,249 from 643,976. At the same time, sales in JATO's broad compact SUV/crossover segment, which includes smaller models such as the Peugeot 3008 and larger ones like the 5008, rose by 34 percent to almost 2 million units.



Last year, Peugeot sold 22,791 508s in Europe, JATO reported, as production was tapered off, in comparison with 37,440 in 2016, a 39 percent decline. The Volkswagen Passat leads the segment by a wide margin, with 184,655 units sold in 2017, a 12 percent decline from 2016. The Passat's Volkswagen Group sibling, the Skoda Superb, is in second with 83,142 sales in 2017, followed by the Insignia from new PSA acquisition Opel/Vauxhall, at 73,052.

Production forecasts from IHS Markit show that PSA expects the 508 to be a

strong competitor to the Superb and Insignia. IHS predicts that PSA will build a total of about 35,000 508s this year once production starts in Europe and China.

Output is expected to peak in 2019 at 96,300 units, with 83,000 made in Europe and the rest in China. In comparison, PSA sold about 131,650 of the previous generation 508s in 2011, with 115,000 in Europe and the rest in China.

Automotive News Europe



Sold - Peugeot 205 T16 active suspension by Lotus prototype

March 2018

This is one of 200 Peugeot 205 T16 road cars, fitted with Lotus active suspension, used by GM to evaluate the system for use on the Corvette.

This Group B Peugeot 205 T16 road car is a mid-engined, four-wheel-drive turbo-charged beast, whose race version sibling dominated the Group B rallying through the mid-1980s with two world championships.

Built to homologate the fire-breathing monster rally car, it's one of the most extreme and impressive pieces of automotive engineering to come out of the 1980s. This example however, is a little more intriguing than your average T16.

Featuring Lotus-developed active



suspension, rear-wheel steering and other unique aspects, the one-off prototype has appeared for auction in the US.

It went to auction at Motostalgia's Amelia Island auction on 10 March with an estimate of \$180,000-\$250,000. Until this year, the car was locked away in General Motors' Heritage Collection for more than 34



years.

Why General Motors? During the 1980s, GM were very interested in the prospect of using Active suspension in a future generation of Corvette, and after experimenting with its own systems, approached Lotus to co-operate. As well as using the highly advanced active system in F1, the company had been experimenting with its fully-active system in Road cars.

At the point it was tested by car magazines at Hethel, it was fitted to an Esprit Turbo. GM had ambitious plans for even



more advanced systems in a future sportscar, which would require four-wheel drive.

Lotus didn't just choose to turn any ordinary 205 T16 into a development mule, but one of the very few road cars (around 30 of the 200 homologation cars built) upgraded with the Peugeot Talbot Sport 300bhp upgrade.



Also known as the Clubman package, the PTS included various other upgraded intended to take the T16 up to a similar mechanical spec as the Evolution rally cars. As well as the five-point harnesses, the PTS also got the same aluminium roll cage.

1984 Peugeot 205 Turbo 16 Group B PTS



“CLUB” Package
 Engine: 4 Cyl / 300 HP
 5-Speed Manual Gearbox
 All Wheel Drive Active Suspension
 Mileage: 15,920 Original Miles

The car sold for \$156,800.
 Octane



Peugeot celebrates 206 anniversary by recreating iconic advert

After recently buying Indian brand Ambassador, Peugeot decided to convert one of its Hindustan Ambassador models into a 208 GTi.

23 March 2018
Jack Healy

To celebrate the 20th anniversary of its best-selling model ever, the 206, Peugeot decided to convert an Indian hatchback into its successor the 208.

After Peugeot obtained Indian manufacturer Ambassador last year, the French manufacturer decided to recreate an advert from 2003 where a Hindustan Ambassador driver 'sculpted' his car to look like a 206.

This time around, Peugeot got the help of engineers from Ajeenkya D Y Patil University in Pune, India, to convert the iconic Indian car into a 208 GTi – the market successor to the 206.

Over several months, the team shaped the Hindustan into the 208 GTi with the finished article looking almost identical to the sporty hatchback – minus a few sculpted lines here and there.

Ashish Nar, head designer at DYPDC School of Design of the Ajeenkya D Y Patil

University, said: "It has been an exciting and very valuable opportunity working with Peugeot to create this concept vehicle."

"To see the original Hindustan Ambassador parked in the workshop and to then be a part of its transformation into a new, shiny Peugeot 208 GTi is extremely rewarding for all of the team, in particular the students who had the chance to be a part of this project."

Mark Pickles, Peugeot marketing director, added: "It's been 15 years since 'The Sculptor' advert appeared on TV screens and as Peugeot has recently acquired the Ambassador brand, it seemed a fitting way to mark the 206's anniversary year. The outstanding work that the team has put into the vehicle modification has been incredible to watch."

"The anniversary of the 206 is a great opportunity to recognise the vehicle's success in becoming Peugeot's best-selling model of all time. On sale between 1998 and 2008, the 206's reliable build and iconic design made it a popular choice of vehicle."

Car Keys



The Prancing Horse Peugeot

Peter Wilson

The seventieth anniversary spotlight was on Ferrari at this year's vast Rétromobile exhibition in Paris and among the stand of the outrageously expensive Italian performance classics was a gleaming if humble white Peugeot 404 station wagon.

On its front guard was a Prancing Horse logo and on the rear quarter panel the signage "Ferrari servizio corse" and on its roof rack a mint Fiat speedboat named Lauda that the firm's F1 great Niki Lauda might have used in breaks from the track.

The Pug was there among the memorabilia of the great racing career of Enzo Ferrari.

Although Ferrari, born in 1888, began his career as a test driver he quit racing after a race fatality in the mid-1920s and con-



After a long lunch: Enzo relaxes while Dino drives the 404.



A Lion in the stable: The 404 is part of the Ferrari 70th tribute.

centrated on building high performance cars, first factory Alfa Romeos and then for his own team Scuderia Ferrari.

Ferrari's first major victory was the 1949 24 Hours of Le Mans with a 166M and the next year he enrolled his team in the new Formula 1 World championship where it became the only team to compete continuously.

After winning a Grand Prix at Silverstone in 1952 and taking the championship in 1953 the team entered other prominent races. To indulge and fund his passion for racing the company began building sports cars.

He hardly ever drove the road cars himself. The infamously cantankerous mechanical genius who had shied away from racing preferred to drive modestly to work and to track events in a reliable and efficient Peugeot 404

sedan with someone riding shotgun.

Eventually, Il Commandante let his companion, Dino Tagliazucchi, drive the 404 because of his bad knee.

Ferrari also used a 404 Coupé Injection, a 504 sedan and a 504 coupé.

On the wall of the stand, behind the Pug is an autographed famous photo of Enzo chatting to F1 driver John Surtees under the tailgate of one of the Scuderia's Peugeot 404 wagons used by the service crews to get themselves and equipment to events.



Youthful racer: Enzo at the wheel of a CNN.

There was even an Eigor model of a Ferrari 404 wagon.

Ferrari had a 356GT in the 1960s but it was mainly a demonstrator.



Daily driver: The 404 coupé was among Ferrari's Peugeots.

It is suspected he was introduced to the efficiency and comfort of Peugeots after he borrowed a sister-in-law's old 403 to attend a university ceremony in 1960.

While his choice of daily driver was a great endorsement for the French manufacturer, his friendship with Peugeot designer Pininfarina was also a factor.

It was not always Peugeots. In winter he preferred a Mini Cooper that Mini designer Alec Issigonis had given him.

However, Ferrari ran the racing team and Fiat – part owner of the car factory – insisted on him paying his dues; he posed on TV and in print with a Fiat 128 for an ad headlined "For \$1,992 you can buy the car Ferrari drives".



Incidentally, Ferrari made his racing debut in a CNN in the 1919 Targa Florio but after two of the four circuits of snowy alpine roads his car was one of many crashes.

For once a Peugeot beat a Ferrari. Andre Boillot in a 2.5-litre Grand Prix Peugeot repaired after its crash 32km from the finish of the 1919 Indianapolis 500, hit the grandstand and spun 10 metres from the finish. He reversed the car over the line, but was told to go back and finish in a forward gear.

That was the last Peugeot victory of a golden era for the revolutionary racers.

Wheels 2018

Pictorial



Wheels 2018

Pictorial



Wheels 2018

Pictorial



Wheels 2018

Pictorial



Wheels 2018

Pictorial





Pug caught in the Canberra flood...

Groupe PSA optimises its manufacturing base in Europe

21 March 2018

In order to step up its development and boost its competitiveness in Europe, Groupe PSA has decided to:

- Increase the agility of its manufacturing base by producing components as close as possible to car plants,
- Adapt its output to customer expectations, taking into account technological and energy shifts.

These changes are also an opportunity to adjust production capacity for Groupe engines as the manufacture of Opel/Vauxhall models is gradually ramped up on Groupe PSA platforms and fitted with Groupe PSA powertrains and technologies.

In light of the above, the Groupe has decided to make three adjustments:

Increase production of the 3-cylinder Turbo PureTech petrol engine – awarded “Engine of the Year” in its category for three years in a row – as close as possible to car plants. In addition to doubling production capacity in France, compared to 2016, already in progress in Douvrin and Trémery plants,

the Group will be producing PureTech engines in Tichy (Poland) and Szentgotthárd (Hungary) from 2019 onwards.

Increase production of gearboxes from 2019 with the manufacture under license of automatic gearbox in Valenciennes (France), set to reach full potential by 2020, thanks to a strategic partnership signed with AISIN AW. Until now, this component has been manufactured in Japan and China. The Group will also invest to produce additional volumes of manual ML gearboxes in Metz-Borny (France) and MB6 gearboxes in Aspern (Austria), in particular to equip its high-end and light commercial vehicles and serve growing needs driven by production of Opel/Vauxhall cars.

Prepare the Trémery plant (France) to produce electrical motors from 2019 onwards, before acceleration from 2021 onwards, thanks to the Joint venture signed with Nidec. They will support the electrification push, as 100% of the Group’s vehicle range will include an electrified offering by 2025.

These decisions have been made based on a performance assessment of manufacturing sites and in accordance with the New Momentum for Growth commitments signed in July 2016 by five out of six trade union organisations. The new production allocations also take into account what has

been presented to employee representatives as part of the Opel/Vauxhall PACE! plan.

Yann Vincent, Executive Vice- President, Manufacturing and Supply Chain, said: “What will make the difference will be our agility to prepare our manufacturing base to produce components that meet customer needs and respond to the energy shift, creating the conditions for a sustainable future through enhanced performance. Groupe PSA’s 15 component production plants in Europe, located in France, Germany, Austria, Hungary and Poland, are eager to propose the best quality and performance to our customers.”

AW
Automotive World



Peugeot posts record profits, revenues in 2017

1 March 2018

Paris

France's giant automaker Peugeot has reported a sharp rise in profits and revenues registering new record highs, driven by lower costs and higher car sales despite losses seen in its newly-acquired division Opel.

Profits of the Citroën, Opel, and Vauxhall car maker reached €1.92 billion (\$2.36 billion) last year, up from €1.73 billion in 2016.

Operating profits also grew sharply to €3.09 billion in 2017 from €2.61 billion in the previous year. Meanwhile, revenues amounted to €65.21 billion, compared with €54.03 billion in 2016.

"2017 was indeed a remarkable year. The beginning of 2018, despite all of the risks that many of us could see, is starting very well," Peugeot CEO Carlos Tavares



told CNBC.

Peugeot's stock immediately jumped 5.88% to \$19.71.

Universal Robots drives cost savings, improved quality and worker ergonomics at PSA Groupe

With significant results in just eight months, PSA Group will modernize all of its European manufacturing sites with its patented production system that integrates UR robots

21 March 2018

Odense, Denmark

Groupe PSA - Europe's second-largest car manufacturer with brands that include Citroën, DS, Peugeot, Vauxhall and Opel cars, is increasing factory performance and reducing production costs as part of its "Excellent Plant" initiative, utilising Universal Robots (UR) to help drive the project's success.

Results of the new robotic assembly system include improved worker

ergonomics and cost savings of two to eight Euros per car, which represents up to 400,000 to 1,600,000 Euros in initial cost savings. The automated UR robot system also aids productivity through a 10 percent improvement in geometric dimensioning and tolerance (GD&T) and has an excellent operational yield, with no failures reported in the first year with over 200,000 cars produced.

"We chose the UR10 for its reach, ease of programming and safety, but we've been extremely impressed with how quickly this initiative paid for itself," said Cedric Grandjean, Architect Element Specialist, Finish Assembly Line at Groupe PSA.

"Typically, when we implement new robots, we expect an initial loss in production that is made up over time, but that didn't happen in this case. In fact, our return on investment has been between six months and one year, depending on the site where the robots are deployed."

Groupe PSA first updated its site in Sochaux, France, which manufactures



400,000 vehicles per year, with a new assembly line that incorporates UR10 robots in a unique collaborative screw-driving operation. The robots, which boast a reach of 1300 mm/51.2 inches, are mounted on a moving platform that goes under the vehicle in production.

Operators pull the vehicle into place and the robot manages the ergonomically challenging screw-driving operation under the vehicle while the workers continue with other assembly tasks. The collaborative robots include built-in safety mechanisms that allow operators to work alongside the automated system without risk of injury.

While the robotic system requires flawless execution for the complex task, it took only a month for Groupe PSA engineers to program due to the robots' ease of use. The entire system was implemented throughout the Sochaux site in only eight months. Groupe PSA has since filed national and international patents for the entire unique application, including the integration of the UR10 robots, deploying the system throughout its European plants in France, Spain and Slovakia.

"The earliest use of robots was in the auto industry, but the vast majority of these automation applications are in the heavy body and paint shop part of production, while assembly predominantly still uses manual labor," said Jacob Pascual-Pape, General Manager of Southern Europe op-

erations at Universal Robots.

"That makes this application highly significant. UR robots are now taking over tasks such as intricate screw-driving on the automotive assembly line, relieving workers from ergonomically unfavorable work in a production environment that isn't conducive to traditional industrial robots."

Universal Robots was founded in 2005

and is headquartered in Odense, Denmark. It has subsidiaries and regional offices in the United States, Germany, France, Spain, Italy, Czech Republic, Turkey, China, India, Singapore, Japan, South Korea, Taiwan and Mexico. In 2017, Universal Robots had a revenue of USD 170 million.

Business Wire



Peugeot eM02 FS Power-tube – RM22k eMountain bike

19 March 2018
Mathew Hong

Peugeot has released a new electric mountain bike, called the eM02 FS Powertube (e=electric M=Mountain, 02=mid range, FS=Full Suspension). The bike, which is wholly designed by Peugeot Design Lab, made its world debut alongside the Peugeot Rifter 4×4 Concept and new 508 sedan at the Geneva Motor Show.

A built-in 500 watt-hour lithium-ion battery pack, together with a small electric motor, enables a range of up to 125 kilometres on a full charge. The bike is finished in satin-finish anodised yellow, which is a nod to the design of the Rifter 4×4 Concept.

“The new eM02 FS Powertube builds on the success of Peugeot’s eMountain bikes, fitted with Bosch lithium-ion batteries and the Performance CX motor. It also heralds the future of Peugeot eBikes,” said Cathal Loughnane, Manager of

Peugeot Design Lab.

For the avid cyclists, the eM02 is designed for endurance and cross-terrain use. It features a double suspension setup with 27.5-inch wheels for the front and rear. Peugeot says it guarantees comfort and makes traversing terrain easy, while the placement of the battery gives the bike optimal balance due to a low centre of gravity.

“The compact battery is optimally located in the frames down tube to ensure the bike’s balance thanks to a low centre of gravity. It makes

the battery easy to change and protects it from the dirt that is unavoidable during all-terrain use. The integrated components gives the bike a dynamic, flowing style,” added Loughnane.

The mountain bike, which will be offered in two models, will go on sale later this month in selected markets. Prices start from 4,599 euros (RM22,080). So, dear enthusiast cyclists, is this bicycle worth your consideration?

International News





Peugeot 205 marks 35 years

Chris Deligny

Thought for the day. If the car you were driving in February 1983, at the time of the release of the 205, was as old then as the 205 is now, you would have been driving an FX Holden -1948 model!!

The designer of the outside of the 205, Gérard Welter, died at the end of January, aged 75, on the eve of his model's 35th anniversary.

The 205 project, code-named M24, started in 1977, had a brief to replace the 104 with something more modern, bigger, and more aerodynamic. It still had to be a classic Peugeot, however.

Peugeot put their own design department, led by Welter, up against Pininfarina. Within a year, each had drawings and models. By 1979 each came up with a full-scale mock up, and they were lined up side-by-side, head-to-head.

Peugeot chose Welter's model. The timing was not just one of national political and financial pressure, but the début of the project was shortly after the acquisition of Citroën, and the formation of PSA itself.

And who could not forget the fiasco with Talbot at this time either. Anyone in France at the time, as I was, would recall the enormous conflict between management and unions on a national scale, result-

ing in numerous strikes. Trains, planes, garbos, car factories, you name it, out they went.

The 205 was (eventually) released in a blaze of publicity in February 1983, curiously only 4 months after the Paris Motor Show. The ubiquitous advertising catchphrase was "205 – un sacré numero". This does not necessarily mean "a sacred number". In the same way as "sacré bleu!" - loosely translates as "bloody hell!", then "un sacré numero" is better translated as "a hell of a number". Or a heck of a number, for our more polite readers. And it was!

The "2-0" series was often a pivotal model for Peugeot. The 201 was released just before the Great Depression, and carried them through it. Then the 202 - we learned last month - was released not long before WWII, and helped them to resume after. Then the 203 of course, which paved the way for modern Peugeots. The 204 in 1965 was Peugeot's first FWD, and one of the world's first FWD diesels.

With the benefit of hindsight, the 205 single-handedly out-Renaulted the square lines of the hugely successful R5, and went on to become a pivotal model, indeed salvaged Peugeot's finances as well as their reputation.

They got it right in 3 key areas. So right that the model never even needed a facelift: Exterior. The curved lines (compared with the 305 or 505 for example, as well as the R5) gave a pleasing, almost sympathetic look. They embodied modernity, even youthfulness. It was the first Peugeot to dispense with a conventional grill, and use the colour-coded strips.

Mechanically, it ended up with at least 30 variants (some say 45), in combinations of 3 or 5 door (which had the same length and wheelbase), manual or auto, with engines from 954cc (a whopping 45hp, borrowed from the 104), to 1.1 or 1.3 or 1.6 litres, then to 1.9,



Early 205 production. Note the Peugeot 104 rear quarter in the foreground

and of course the diesels which followed 6 months after release.

On the road, it was sure-footed thanks to its wide track and a decent set of wheels and tyres. It was a neat handler, due in no small part to its independent suspension, being McPherson struts at the front and torsion bars at the rear, which gave a nice flat boot area.

Of interest, at much the same time as release was the announcement of the Turbo16. Mid-engined, AWD, 200hp, over 200km/h. All they had to do was produce 200 of the buggers to get it homologated for WRC Group B. This they did in April 1984, cranking up the volume to 320hp for the race versions. The rest, as they say, is history, and it is such a history that this one “variant”, in effect a whole different car, needs its own story.

The 205 had started out as a budget model. The lowest spec weighed well under 900kg, it was rated at 4CV fiscal, and cost 39,000 old francs. Even the petrol-head version of the time, the GT, was 55,000 old francs. Its twin-carby engine broke the dyno with 80hp.

However, the most expensive model in the first year was the SRD diesel at 60,000 francs. Then a year later (Jan 84) came the first 3-door, the GTi, with one of the most memorable advertising campaigns in history. Who could forget the movie-length (well it seemed like it) extravaganza showing a James Bond-style adventure on ice and snow dodging low-flying planes,

helicopters and rocket-propelled grenades, if not Exocet missiles. After piloting the car off the ski jump in front of the swanky resort hotel, it ends with the guy getting the girl, reminiscent of Claude Lelouch’s *Rendezvous*.

Contrast this to the 205 advertising that featured a boy and a wooden billy-cart, with a very badly inscribed “205” on the side. This is still available in merchandising!

With this original 105hp 1.6litre engine, this GTi model was up to 72,000 francs. A year later it had 115hp (simply by increasing the inlet valve size) and cost 80,000. By the time 1986 rolled around, it had the 130hp 1.9 (from the 309 GTi), and was over 93,000 francs.



So with all these GTis, cabrios, Juniors, and then literally too many models variations and limited editions to list (but I'll give it a try:





205 production in full swing.

Green, Rallye, Gentry, Griffé, LaCoste, Roland Garros....), it became 10 years after release a 9CV fiscal model costing, in the GTi Cabrio version, over 127 000 old francs.

By 1993, over 5 million examples had found homes, and indeed a European survey found that the French car that the public felt closest to was the 205. And it still didn't need a facelift!

Some more figures for your edification: In 1985, the 205 claimed more than 12% of private registrations of all vehicles in France, and over 28% of its segment, as well as just over 4% of all European registrations.

In 1990, over 600,000 were produced in six factories around France and one in

Spain, and three years later, one in five Peugeot cars made was a 205. It was sold in 140 countries.

According to Peugeot's own doco, there were 5,258,789 205s produced until the end of 1999.

An extract of an Auto-Moto interview with Gérard Welter, summer 2016, posed this ques-

tion to the designer: You have spent 47 years in Peugeot design. Which creation are you most proud of? His response? "If there is one that I put on top of all the others, it is the 205. I put so much of myself in this car ... But the 204 coupé also occupies a place apart. It is not from me, but from Paul Bouvot. However, I modelled the rear with my hands. I even had the pleasure of owning one when it was released. I was watching one, last night, saying, "It's not bad, anyway ..."

The Pugilist



Pininfarina's Cabriolet design was a success.



**Peugeot Association of Canberra
Minutes of the General Meeting
27 February 2018
Raiders Weston Club ACT**

Present

Brad Pillans (President)
Neil Sperring
Colin Handley
Mitchell Jamieson-Curran
Maia Parker-Sloan
Richard Morgan
Ian Brock
Hannu Mannering
Jane Turbane
Jim Taylor
Ross Stephens

Apologies

Bill McNamee
Peter Rees
Allan Lance
Greg Francis

Introduction

1. The meeting opened at 8.18pm, following dinner in the Weston Club Bistro.

Minute of the previous meeting

2. The minutes of the previous meeting were circulated and accepted. Moved Brad Pillans, seconded Colin Handley; carried

Matters arising from the Minutes of the Previous Meeting

3. Nil

Financial report

4. No report

Correspondence

5. None

Council of ACT Motor Clubs (CACTMC) Report

- 6.
- Email received re. Wheels event on Sunday 4 March
 - Review of council in progress
 - Pie cart still needs work
 - There are vacancies on the council committee
 - RSL has asked council to assist with open vehicles for ANZAC Day march

General Business

- 7.
- Wheels: a small turnout is expected from the PAC; organisers informed.
 - Brad reported on his visit to the new Peugeot

Close

- 8.
- The Meeting closed at 8.57 pm.
 - The next meeting will be held on Tuesday 27 March 2018.

- dealership – Rolfe Peugeot.
- The next PAC meeting will be at Canberra Yacht Club, 27 March, fish & chips.
- 2019 pageant committee – Brad, Colin, Mitch, Maia, with others to assist.
- Richard has a car registered on the NSW 60 day scheme; slow progress in ACT.

