

# ROAR

Magazine of the Peugeot Association of Canberra



May 2018

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**On the cover** Still a classic. The beautiful Peugeot 504 coupé.

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,

The date and venue of the 2018 Battle of Waterloo are confirmed – we will return to Queanbeyan Park on Sunday 17 June. The Queanbeyan markets will be on at the same time, providing an added attraction for attendees (as was the case last year) The event will run from 10 am to 2 pm, but those intending to display a vehicle, should plan to arrive by 9.30 am. Full details are given later in the magazine.

Our gallant French forces have been on the losing side of the annual Battle of Waterloo Event over the past few years, so I am encouraging all French car owners, whether they be PAC members, or not, to come along and, hopefully, carry the day (the side with the most cars is declared the winner). It did occur to me that

perhaps we could neglect to tell our British opponents when and where the event is being held. After all, many battles and many wars have been won and lost on treachery. However, in the spirit of automotive diplomacy, we will be letting the British know our whereabouts on Sunday 17 June 2018.

I received an unexpected email this week, from Fabrizio Taiana, Secretary of the Club Storico Peugeot Italia, including a pdf of their latest Italian Club Magazine. Their club, which is based in Milan, clearly shares the Peugeot passion, despite being in Fiat/Alpha Romeo territory, as their magazine and website demonstrate. To find out more, visit their website (in Italian, of course): [www.clubstorico.peugeot.it](http://www.clubstorico.peugeot.it). As we well know, Peugeot had a long and fruitful Italian connection through the Turin-based Pininfarina company, now owned by the Indian Mahindra Group, so perhaps an Italian Peugeot car club is not surprising...

Widely publicised dash-cam footage of a local road-rage incident, in which a black Toyota Kluger is captured ramming another car, is yet another reminder of the perils of modern motoring. While I try to drive defensively and courteously at all times, the same cannot be said of all road users.

A recent article in the Canberra Times newspaper (I still have a paper copy delivered daily), by Crispin Hull, made some sensible observations about compulsory third party insurance premiums, which are about \$100 higher in the ACT than the national average. Among other things, Hull was advocating for variable insurance premiums, based on past driving records.

As Hull says, why should a driver with a 20-year clean driving record pay the same as someone with a string of driving offences and/or crashes? After all, insurance companies assess the risk and adjust premiums for comprehensive vehicle insurance, not to mention life insurance and house insurance. I believe that 'lava insurance' is pretty expensive in Hawaii right now, but dirt cheap in Canberra!

Our next club meeting will be held at 8 pm on

Tuesday 22 May at our usual venue – the Raiders Weston Club – with dinner and drinks from 7 pm. I am expecting that our world-travelling club Technical Officer, Bill McNamee, will be attending and that he will regale us with stories of his latest global trip.

At our last club meeting, I tabled a discussion document prepared by the Renault Owners Club of Canberra, in which they consider several options for the future of their club, including a possible merger with the PAC. We were down a bit on numbers at the last meeting, so I would like to table the document for further comment at our next meeting.

Keep on Pugging,

Brad Pillans

# 2018 COMMITTEE

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Greg Francis  
Ross Stephens

# CLUB EVENTS 2018

**22 May 2018**

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

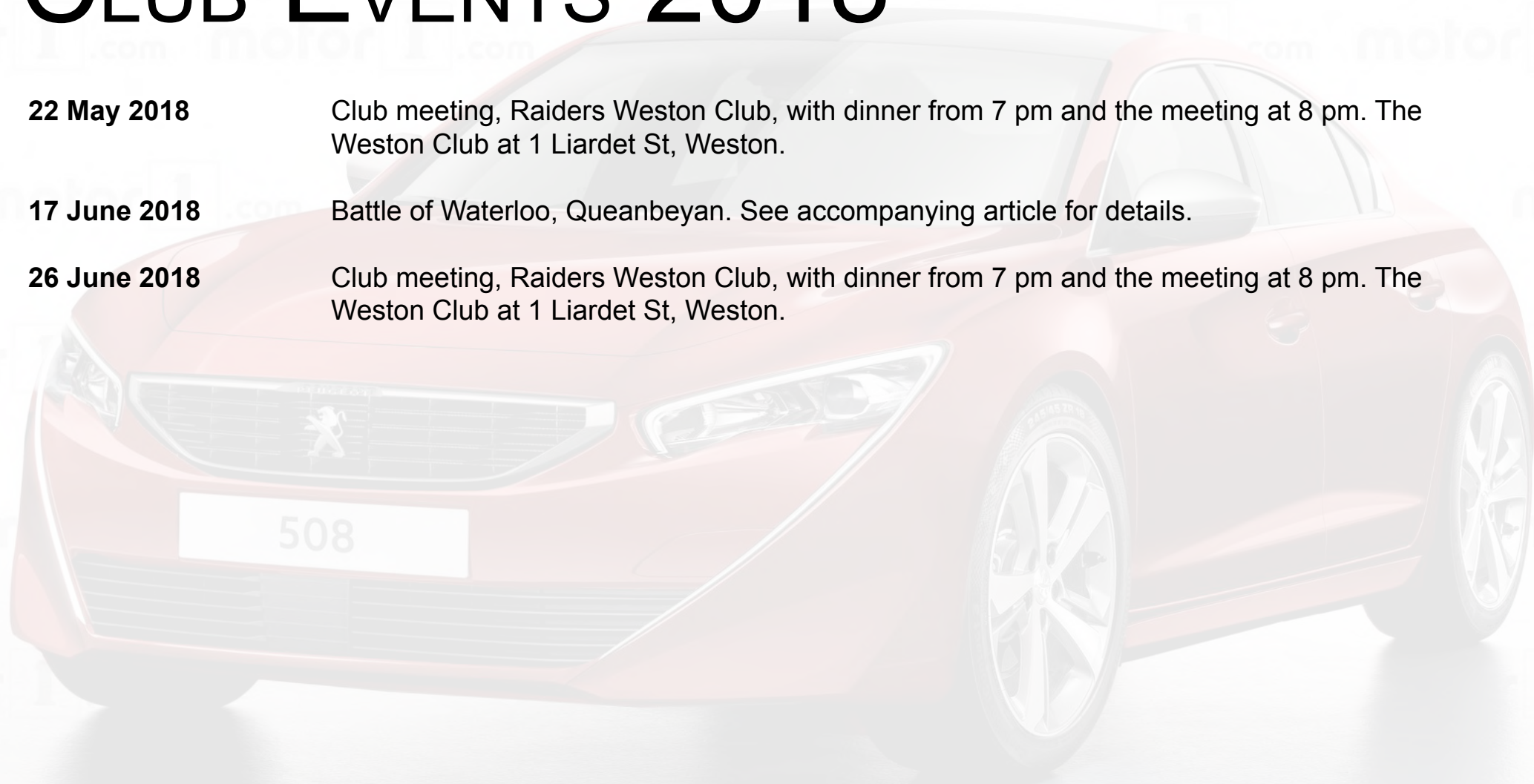
**17 June 2018**

Battle of Waterloo, Queanbeyan. See accompanying article for details.

**26 June 2018**

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

Calendar





# JOIN THE ACTION

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



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

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

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

## Battle of Waterloo

### 17<sup>th</sup> June 2018

#### What?

This year's annual 'Battle of Waterloo', brought to you by the Peugeot Association of Canberra, is a display of French and English vehicles commemorating the 1815 battle. We wish to invite any who can attend; either to put their vehicle on display or to enjoy the family friendly atmosphere and wander amongst the vehicles on show. The display is in conjunction with the Queanbeyan markets held monthly in the park.

#### Where?

The 2018 event will be held in the Queanbeyan Town Park (next to the Brad Haddin Oval). As shown on the map below, the park is located between Lowe Street and Campbell Street Queanbeyan. Display Vehicles are to enter the grounds from Campbell street adjacent to the tennis courts. Ample public parking is available on the surrounding roads.



#### When?

The display, marking the 203<sup>rd</sup> anniversary of the Battle of Waterloo, will be held from 10 am to 2 pm on **Sunday 17<sup>th</sup> June 2018**. Display vehicles are asked to arrive prior to 9:30am

#### Who?

This event is hosted by the Peugeot Association of Canberra, in partnership with the Renault Owners Club of Canberra. For enquiries or to RSVP your attendance please email: [peugeotcanberra@gmail.com](mailto:peugeotcanberra@gmail.com)



# FRENCH CAR DRIVES 2018

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

**24 June 2018** Afternoon tea at Murrumbateman Winery.

**26 August 2018** Hunter Valley French Car Day.

**28 October 2018** Lunch at Bushranger Hotel, Collector.

**2 December 2018** Christmas BBQ.

Lisa Molvig  
Social Secretary  
Renault Owners Club of Canberra  
Australia

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

**PEUGEOT**



**We asked hundreds of Peugeot owners  
how they would sell a Peugeot to  
someone who has never driven one.**

**They said:  
"Just get him to drive it."**

**We said we'd tell you.**



**Peugeot 504**

- ☐ 4-wheel independent suspension
- ☐ Front wheel drive
- ☐ Michelin radial tires
- ☐ Front disc brakes
- ☐ Fully reclining bucket seats
- ☐ All steel monocoque body construction
- ☐ Precise rack and pinion steering
- ☐ Also station wagon models



**One Peugeot owner leads to another**

For immediate delivery or brochure information write to Peugeot, Pty., Ltd., 300 Pacific Road, Sydney, New South Wales 1500 or the local Peugeot Dealer.

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

### Mt Gladstone Hill Climb

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

#### DESCRIPTION

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

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

#### DETAILS FOR SPECTATORS AND FAMILIES

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

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

## 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](http://www.peugeotclub.asn.au/pccnsw.html) for event details and contacts



# CLASSIFIEDS

## For Sale

### Peugeot 203A, 1954

203A, 1954, very good condition, full NSW registration TWO-03A. Reconditioned and balanced 403 motor with twin carbys. 68,000 miles on clock, 206 GTi front seats, original seats available, 15" wheels with Michelin tyres on car, plus five 16" wheels with Michelin tyres extra. Stainless steel exhaust system. Also many parts. Reduced price, \$8,500 ono. Must sell. Contact Jon Molvig 02 4998 6152.



### 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

## More 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.

### Peugeot 404 station wagon sill panels

Two Peugeot 404 station wagon sill panels in good condition. Free to a good home. Pick up from Cessnock area. Contact Jon Molvig, 02-49986152.

### Peugeot 203 sun roof

One Peugeot 203 sun roof with track. Free to a good home. Pick up from Cessnock area. Contact Jon Molvig, 02-49986152.

## Wrecking

### Peugeot 203A

203A, parts or restore - located in Albury NSW, Ross Anderson, rossjay@inet.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



## French-Japanese axis for e-powertrains launched

17 May 2018

Christoph Hammerschmidt

**F**rench carmaker Groupe PSA (Peugeot, Citroën, Opel) has established a joint venture with Japanese tier one supplier and electric motor expert Nidec.

With the move, PSA gains some independence from third-party suppliers such as Valeo Siemens.

Nidec PSA e-motors has become operative as of May 16. Headquartered in Carrières sous Poissy (France), the joint venture develops, manufactures and sells automotive electric traction motors and inverters.

The company runs a production site in Tremery, Grand Est region (France). Nidec PSA e-motors is headed by CEO Ghislain Boiteau employing 40 persons, with plans to hire 30 additional engineers during the course of the summer 2018 and more in line with business expansion.

Each parent company hold 50% of the shares. The new company starts into life with an initial share capital of €15 million.

eeNews



## Groupe PSA in tie-up to accelerate roll-out of digital simulation for powertrain design

17 May 2018

**G**roupe PSA and École Centrale de Nantes today announced the launch of an R&D partnership to optimise powertrain design processes for the group's future vehicles. The aim of the partnership is to accelerate the use of digital simulation techniques in the design, development and testing of powertrains and increase model predictability.

In the future, it could be possible to develop a new engine without laboratory tests or proto-

types, using only virtual testing.

Digital simulation offers numerous benefits. The first one is the time saved in the development stage due to the speed at which digital models can be configured versus the process of building and testing multiple iterations of prototypes. Digital simulation as a design method is also less expensive than prototyping, which requires substantial tooling costs.

The goal is to reduce the number of prototypes required by more than 70% versus the conventional design approach. Digitally simulated designs are also more robust and of higher quality as they can be tested against a greater number of customer scenarios.

The two parties will co-finance the project for a total amount of €4 million over five years. École Centrale de Nantes combines simulation and testing capabilities within a single team of teacher-researchers specialising in modelling and state-of-the-art experimental resources, including engine and vehicle test benches equipped with the most powerful supercomputer available on a university campus in France.

The project will cover all types of internal combustion engines for the development of hybrid vehicles and may also be extended to electric vehicles, where opportunities arise. A team of around ten people will focus on three areas: digital modelling of petrol engines, "smart" automatic calibration processes to shorten the testing phase and electric power-

train design.

Groupe PSA is already pioneering the digital design approach. Plans for limiting the quantity of prototypes produced for design purposes were put in place back in 2015 for the development of the 1.5l Blue-HDi engine, shrinking the number required by around 40%. Through this new partnership, prototyping and testing requirements can be further reduced.

At Centrale Nantes, the partnership will be coordinated by Alain Maiboom, lecturer and research supervisor at the Research Laboratory in Hydrodynamics, Energy and Atmospheric Environment (LHEEA), a CNRS mixed research unit. His research activities focus primarily on combustion and the reduction of pollutant emissions from internal combustion engines at source, as well as heat transfers in the engine and throughout the powertrain (experimental characterisation using test benches and phenomenological modelling).

Commenting on the partnership, Mr Maiboom said: "Our objective is to enhance the ability of the models to simulate the different physical phenomena at play and the various situations encountered over the lifetime of a powertrain, as well as to develop calibration methodologies. In a way, we're developing a digital test bench capable of replacing a physical bench, at least in part."

Alain Raposo, Senior Vice President,



Powertrain and Chassis Engineering at Groupe PSA, said: "Through our partnership with Centrale Nantes, we aim to boost the development of digital simulation processes with a view to permanently reducing CO2 emissions. The key innovation lies in decreasing industrial design turnaround time. For a manufacturing group and a leading school of engineering to be working together on this type of R&D project is a real boon for the growth of French industry around the world."

Arnaud Poitou, Director of École Centrale

de Nantes, said: "At Centrale Nantes, we're very proud to be partnering with a major name in French manufacturing like Groupe PSA. This partnership is a testament to the unique positioning of Centrale Nantes, which combines outstanding digital expertise with large-scale experimental platforms, including vehicle and engine test benches and a super-computer."

Groupe PSA press release



## Groupe PSA and Huawei unveil their first connected vehicle

23 April 2018

Groupe PSA has built its Connected Vehicle Modular Platform (CVMP) for its connected vehicles, using Huawei's OceanConnect IoT (Internet of Things) platform.

DS 7 CROSSBACK, launched last month in China, is the first vehicle to benefit from the CVMP. Customers can access new services such as connected navigation, natural language voice recognition and a connected service portal via the vehicle's dashboard screen. The vehicle's maintenance status and the history of journeys and driving styles are also accessible from the customer's smartphone.

New services for private customers and fleet managers will be regularly added to these features. They include infotainment services, remote software updates and navigation mapping, personal assistant, remote vehicle diagnostic and maintenance functions, and services useful for car hire companies, fleet managers and car-sharing operators.

Huawei's OceanConnect IoT platform underpins Huawei's Connected Car Solution. This solution help to develop connect-

ed cars, smart homes and smart cities, giving users access to an array of services designed to interfere with normal daily life. All digital interactions between the car and the cloud are secure; customer and car data are encrypted, and their integrity, authenticity and confidentiality are guaranteed. Huawei platform will be used for all Groupe PSA's connected vehicles in all regions where these vehicles are marketed.

Jean Leflour, SVP Connected Vehicle & Services Architecture Strategy, Groupe PSA, said: "By deploying its new platform connecting the vehicle to the Internet Of Things, Groupe PSA enriches its service offering and makes mobility easier for all its customers. With Huawei, well known for its innovation capacity, we are pleased to show today the first tangible result of our partnership providing our custom-



ers with a new experience enabled by the CVMP. DS 7 CROSSBACK is the first vehicle to benefit from this joint project, which will ultimately be rolled out to all group vehicles.”

DS 7 CROSSBACK, unveiled in March 2018, is the first vehicle belonging to the 2nd generation of DS vehicle which embodies the French luxury know how and high technology. Already equipped with a variety of innovative driving assistance features, a new E-Tense 4x4 300 hp petrol hybrid version will follow in 2019, marking the electric offensive by DS Automobiles and Groupe

PSA.

Leon He, Head of Automotive Industry Business Unit of Huawei Enterprise Business Group, commented: “The key to successful digital transformation of car manufacturers is to build a digital cloud platform. Based on the platform, car manufacturers, ecosystem developers, and industry application partners are gathered to jointly sell vehicle products and services across countries in the global market and provide personalized travel services to car owners and users.”

Automotive World



## Groupe PSA invests in automatic gearbox

5 May 2018

To meet an increase in demand for automatic gearboxes, Groupe PSA has entered into a licensing agreement with Aisin AW in order to produce the EAT6 gearbox in France.

Until now, this gearbox was manufactured by Aisin and imported from Japan. Groupe PSA has invested in new machining and assembly facilities at its Valenciennes production plant to produce these six-speed automatic gearboxes for its Peugeot, Citroën and DS range of ‘flagship’ models, as well as the Opel and Vauxhall models produced on the group’s platforms.

The investment made in Valenciennes is part of PSA’s strategy of doubling the sales volume of models equipped with automatic gearboxes.

Yannick Bézard, executive vice-president (purchasing) for Groupe PSA, said: “After 15 years of perfect partnership in the development and supply of automatic transmissions, this licensed production agreement in France contributes to strengthen the strategic relationship between Aisin AW and Groupe PSA.”

Machinery Market



## Groupe PSA selects Punch Powertrain technology for its future electrified transmission systems

7 May 2018

- **Punch Powertrain has been selected to supply its newest generation of patented e-DCT systems by 2022, as part of Groupe PSA's electrification push.**
- **This electrified Dual Clutch Transmission – hybrid DT2 – with a 48V motor will equip Mild Hybrid Electric Vehicles.**
- **The two companies are entering into discussions about manufacturing the technology at one of Groupe PSA's plants and are exploring the possibility of extending the partnership.**

### Groupe PSA, engaged in the electrification shift

Groupe PSA has been actively accelerating its shift to electrified vehicles (Mild-hybrid (MHEV), Electric Vehicles (EV) and Plug-in Hybrid (PHEV)) with the aim of developing an electrified offering covering 100% of its range by 2025.

In this context, Groupe PSA's decision to select Punch Powertrain as the supplier of its next generation electrified transmission systems is highly strategic.

### Best in class Dual Clutch Transmission

Groupe PSA's main reason for cooperating with Punch Powertrain is to leverage its cutting-edge and patented dual clutch transmission design, which allows for fewer components, and hence a lighter and more compact transmission system. In addition, it delivers outstanding performance and a very favourable fuel economy at a competitive cost. The next generation of this design, with a 48V motor configuration, will be installed by Groupe PSA in its vehicles.

This DCT technology establishes a new reference point for all competing DCTs in the passenger car and light commercial vehicle segments, given its outstanding characteristics.

### Punch Powertrain, strong customer focus and big investment

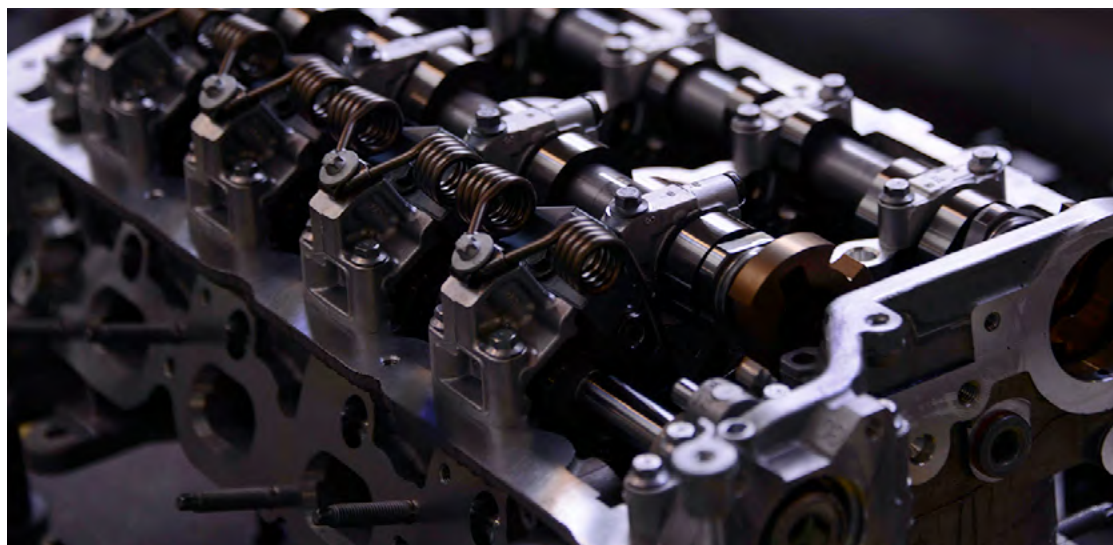
Punch Powertrain has carried out major investments to meet the requirements of a project of this magnitude, including the acquisition of the power electronics expert Apoojee.

### Punch Powertrain's international growth strategy

The agreement with Groupe PSA is a major step for Punch Powertrain and is in line with its strategic vision of becoming a global automotive supplier. To secure sustainable and continuous growth, the company has focused on two objectives: expanding its product portfolio and establishing a worldwide customer base in global markets.

With Groupe PSA as its first large European customer, Punch Powertrain is meeting its second objective: securing its position in Europe and expanding its global footprint.

Automotive World



## PSA revenue soars by 42% in first quarter following Opel-Vauxhall acquisition

24 April 2018

Alexandra Rogers

Revenue at Peugeot and Citroën owner PSA grew by 42 per cent in the first quarter, largely thanks to last year's acquisition of Opel Vauxhall.

### The figures

Sales were up over 44 per cent, including Opel Vauxhall, with PSA selling over 1m vehicles. Revenue was pushed up to €18.2bn from €12.7m in the previous quarter. At a constant 2015 exchange rate, group revenue for 2018 was up over 21 per cent.

The Citroën division saw its revenue increase by 13.3 per cent. Opel Vauxhall's automotive division was worth €4.8bn.

### Why it's interesting

The figures come at an interesting time for PSA, which bought the rival European operations of Vauxhall's European parent General Motors last year in a merger valued at £1.9bn.

Since then, there have been pressures over the closing of Vauxhall's plant in Ellesmere

Port, where 250 jobs were cut in 2015. PSA chairman Carlos Tavares has said the firm may hold back investment in the Ellesmere Port factory until after a Brexit trade deal is finalised. It is seeking to cut 650 jobs.

Earlier this month, Vauxhall launched a consultation program with its dealers around the country about plans to consolidate sites as it battles with tough conditions for the car industry.

Boosting profitability has become a key concern of car makers in the UK, with falling car sales driven by the drop in demand for diesel

alongside structural changes to the way in which consumers buy cars with the rise of the internet and personal contract purchases.

PSA's Push to Pass plan, which excludes Opel Vauxhall, aims to deliver over 4.5% Automotive recurring operating margins in 2016-2018, and target over 6% by 202 and deliver 10% group revenue growth by 2018 vs 2015, and target an additional 15% by 2021.

City A.M.





## Eight of our favourite cars from the L'Aventure Peugeot collection in Sochaux

11 May 2018

Bob Merlis

Most are aware that the first viable gasoline powered vehicle was produced by Carl Benz in 1886, making Mercedes-Benz the brand with the longest running heritage in the business. For every gold medal, there's a silver, and this one goes to Peugeot, a marque that has played a major role in the business of self-propelled wheeled vehicles since 1889.

Its roots actually go back to 1810. Before the Peugeot name was applied to cars and trucks, it was seen on salt, pepper, and coffee grinders, bicycles, chisels, saw blades, and starting in the 1850s, metal strips to keep ladies' crinolines in order—not to mention steel corset stays. Hey, it's a French company!

Just 56 kilometres southwest of Mulhouse lies Sochaux ("So-show"), where Peugeot has been building vehicles—up-



wards of 20 million of them so far—for the past 106 years. Right across from that factory is *L'Aventure Peugeot*, a beautifully presented and organized collection of Peugeot products, mostly cars, that date back to the start of the Belle Époque.

First is the 1937 Peugeot 302 Darl'Mat as raced at Le Mans that year (see photo on the next page). Darl'Mat placed #7, #8 and #10. First place went to Bugatti, of course.



Peugeot 302 Darl'Mat

"Just one more thing.." Yes, it's a 403 Cabriolet just like the one Lieutenant Columbo used. When the show debuted, Peugeot asked that the car's emblems be obscured as they were loathe to associate the marque with such a trashed out ethos. As the series grew in popularity, things changed and the company was only too happy to associate itself with the character and his idiosyncratic car. Raincoat optional at extra cost.

Pretty Bèbè: designed by Bugatti and produced under license, it has a 855 cc 4 cylinder motor and could go as fast as 60km/hr if you were brave. Built over the course of three model years (1913 – 1916) it was Peugeot's first mass produced success with over 3,000 units built.

Peugeot Bèbè



Peugeot 403 Colombo Replica





In recent years, the Peugeot brand has had a strong association with World Rally Championship competition but the roots of the marque's involvement in big league rallying dates back many decades. This right hand drive 404, piloted by Bert Shankland and Chris Rothwell, won the East Africa Safari in 1967.

Peugeot was the first to have it both ways. Folding steel tops are common these days and remarkable when Ford introduced the concept in 1957 but the original debut in 1934 with the Peugeot 601 Coupé Transformable a/k/a Eclipse. When Mercedes launched the SLK in



Peugeot 404 1967 East Africa Safari



Peugeot 601 Eclipse

1996, touting the fact that its steel top automatically folded into the trunk at the touch of a button, Peugeot politely pointed out that it had pulled off that same trick 62 years earlier.



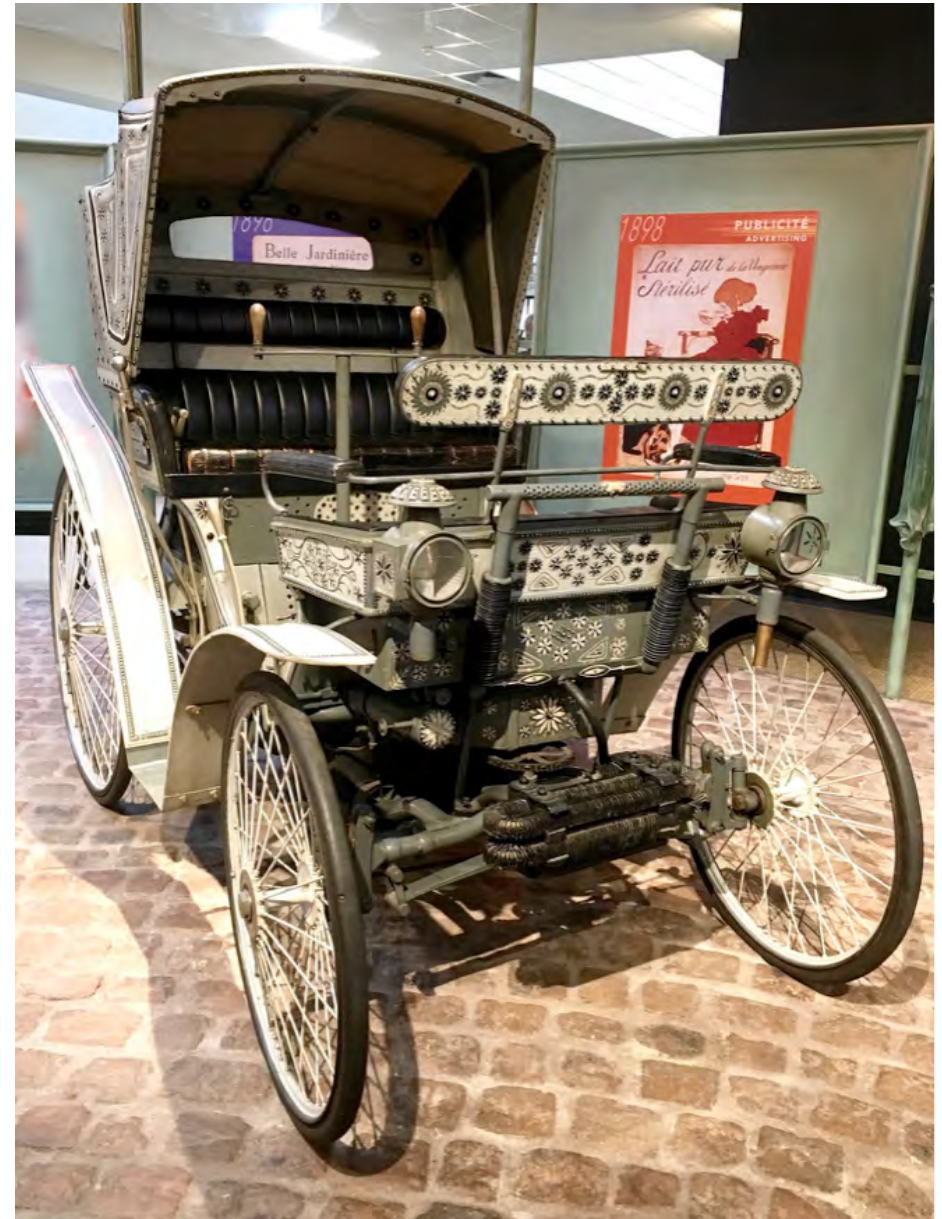
As introduced at the 1935 Paris Motor Show, the 402 Roadster with folding wind-screen and concealed headlights.



Peugeot 402 Roadster

Not the first but pretty darn close. This is an 1892 Type 2 Vis a Vis features steering from the rear seat with the front seat passengers facing backwards. Seemed like a good idea at the time. The coachwork is decorated with a daisy motif as requested by the French military governor of Tunis. Early bling.

1892 Peugeot Type 2 Vis a Vis





When the Pope Paul II visited Lyon in 1981, he rode in a Peugeot 504 ute that had been transformed into a Popemobile.

Peugeot's success pre-dates the automobile. It still makes salt, pepper, and coffee mills to this very day.

Automobile



Peugeot mills



Peugeot 504 Popemobile

## Peugeot 905 – 2018 marks 25 years since Peugeot's incredible 1-2-3 at Le Mans

26 April 2018

Distinguished as Peugeot has been in international motorsport, it's unlikely that a V10 sports car would be your first thought when discussing its racing past.

The 205 T16 will probably come to mind, as will various rallying 306s and 206s, plus perhaps the 405s and 406s we saw in

the BTCC. But a Le Mans sports prototype might take a bit of thinking of, and even then it'll likely be the 908 HDI FAP – Le Mans winner in 2009 – that jogs the memory.

But don't forget the 905! First seen in 1990 for the 1991 season (which brought in new rules), it turned out to be a tremendously successful Peugeot. In 1991 it scored consecutive one-twins at Magny-Cours and Mexico, in 1992 it won Le Mans and in 1993 – 25 years ago this year – the 905 scored a momentous 1-2-3 finish at the 24 Hours. Peugeot left sports car racing after that victory, not returning for 14 years.

And what a car the 905 was. Using a 3.5-litre V10 (that went into F1 for 1994) making 650hp at 12,500rpm (!), the 905 at less than 800kg, was as fast as it was staggering to look at and listen to. Indeed, by the time of the 1993 Le Mans triumph, the Evo 1B car was making more than 700hp.

PistonHeads







## The rare Venturi Atlantique 300's Peugeot connection

15 May 2018

Quelle chance! Une belle pièce de l'histoire de l'automobile française...

At the 1984 Paris Motor Show a new French manufacturer, founded by automotive designers Gerard Godfroy and Claude Poiraud, proudly displayed its first car; the Venturi. It was warmly received and, just one year later, under the banner of MVS (Manufacture de Voitures de Sport), work on a production vehicle began. With the aim of using as many French components as possible it featured Renault Fuego side screens, Renault 5 Turbo indicators, Citroën CX rear view mirrors, and the 200hp motor from a Peugeot 505.

In 1986 the Peugeot four-pot was dropped in favour of the 2.5-litre V6 from the Renault R25 Turbo and by 1987 production of the MVS Venturi was running at a rate of four cars per week. From there the manufacturer's rise was nearly as quick as the cars it produced. In 1990 it dropped the MVS moniker and changed its name to simply 'Venturi'.

In 1991 it moved to a new factory, and launched the pared-back Atlantique 260, a driver-focussed car with no air-con or radio. A year later the brand reached the pinnacle



of motorsport, with the creation of the Venturi-Larousse F1 team, while also creating its own one make championship, the Venturi Trophy. And in 1993 seven Venturi 500LMs took part in the Le Mans 24 Hours, with five completing the race - a huge statement on home soil.

From its racing activity came the 400GT. A 415hp machine capable of reaching 100kph in just 4.6 seconds, it was the fastest and most powerful French production car then made, and

will forever hold the title of the world's first production car to come with carbon brakes as standard. And in the same year, 1994, our Spotted was unveiled: the Atlantique 300.

Designed by Gerard Godfroy himself, and developed in just six months, it was powered by a 3.0-litre, 24-valve Peugeot V6 and, in naturally aspirated form, produced 210hp. A more powerful 285hp 'Biturbo' model was also offered, though, and that's what we have here





today.

This particular 1997 example was the fifty-third car off the Couëron production line, and is finished in Hunter Green with 'sand' interior and a dark burr walnut trim. Tested at the very least as the equal of a Porsche Carrera S on the track, it weighs in at a light 1250 kgs. Pitted against the Porsche, CAR Magazine gave it a rave review in August 1997.

Looking like a beautiful blend of Esprit, 355, and a little *je ne sais quoi*, it's surely one of the best looking cars of its time - even more so in this spec. With just one owner in the last decade and only 55,000 miles on the clock, it seems to have lived a good life, and there's no reason to sus-

pect that having it in your garage wouldn't make your life a little good-er too. It's for sale in Britain for £54,995.

Despite the Atlantique's stunning looks, strong performance and excellent reviews, over indulgence in those expensive motorsport projects had left Venturi's books in a bad order; the company was bankrupt. It was saved by a Thai consortium, which attempted to turn the ailing company's fortunes around, but to no avail. Performance Car magazine reported that the Atlantique was "a more relaxing car to drive, its tidier dimen-

sions make it easier to place, it rides more smoothly, generates far less road noise, and has a much slicker gear change. It's better built too" in a head to head test versus the Lotus Esprit V8, but the writing was already on the wall.

Nowadays, having been bought once more at the turn of the millenium, the manufacturer has turned its attention to electric performance, creating machines like the Fetish - a 300hp roadster - and competing in Formula E. For many though, its pinnacle will always be the halcyon days of the 1990s, and cars like Atlantique 300.

PistonHeads











## Guy's very special new old Peugeot

Peter Wilson

We wondered who the intrepid traveller was, shown in a French Facebook photo under a hoist with a mechanic giving emergency treatment to a magnificent blue Peugeot 402 Darl'mat roadster in a workshop near the Atlantic town of La Baule.

Usually in Europe pre-war Peugeots are trailed or trucked to events but this car's engine had spluttered a little and had a gear selection issue on what must have been a trip of at least 450km from Paris to *Le Concours d'Elegance* at the coastal town. Photos of this same car were soon showing up from concours and other clubs events. So we asked Guy Masmonteil, the longtime president of *Les Amis du Lion*, who owned it. We'd met him with his wife Anne and daughter when they visited Sydney in December 2013 and were checking some local Pugs.

Guy said at the time his collection of 10 cars included a 202, a 203, a magnificent restored 1934 Peugeot 402 cabriolet and a 402 coach with an original patina of blues, so we were confident he would know who had this outstanding model. We were so right. Guy replied that it was his car and



Guy's car on the hoist. In case you were wondering, the odd car in the background is a French-built ACREA Zest Cabriolet: a plastic-bodied quadricycle of 505cc and 21kW in a 380kg vehicle.





a unique *Spécial* at that. “At the end of the 1980s, a team of Darl’mat enthusiast had decided to build a ‘new Darl’mat’,” he explained. “It’s a special frame with an engine of a 505 GTi, a five-speed gearbox, four disc brakes, four independent suspension, etc. “The body is one-piece polyester. With special tuning it is rated at 150hp for its 950kg. “The car wasn’t finished and stayed 30 years without use. It was a totally brand new Peugeot but never used. “We bought it a few years ago and finished it. In a long restoration we did a new leather interior and soft top, fitted new tyres and started the mechanical heart. After some tuning it runs very well. “It is a very funny car with a lovely style.”

So having a modern version of a highly desirable classic model has given Guy the best of both eras. He has the car with top looks for show and reliability for touring. The garage call was when Guy and Anne were on their holiday last year, making a round trip of about 2,000km from their four-hectare home near Paris to Chambord and Vendôme (Châteaux de la Loire), La Baule, la Bretagne, le Perche – all nice places, he said.

They were near La Baule where the Concours was when they had a fuel supply problem, the gearbox control was playing up and some electrical issues. Friends on the spot came to the rescue – a fellow enthu-

Ornamental gate: The Darl’mat at Château de Chamerolles

siast and mechanic, Jean-Pierre Dousset, ensured that everything was back in order. “Since Jean-Pierre made the adjustments, plus some engine developments, the car is unrecognisable!” We should have known.

Guy had hinted a very special project was coming up when the l’Aventure Peugeot interviewed him for its bulletin last year so we’ll pick

up their story: – Guy, the chief of a French energy company, regards 10 Peugeots at home a time is enough. He finds, restores and enjoys a car, then after a while passes it on. At an age when others were buying their first moped he acquired his first car, the bulletin revealed. “It was in 1976,” Guy said. “I was 17 and my brother and I were hiking in the Cor-



rèze department. The previous year he had acquired a 401.

"I got a 202 BH which was just asking to be bought. I was given a real earful for this moment of madness! Nobody could understand why I invested all my savings in what was neither a collector car nor a second-hand car but just an old vehicle that I didn't need."

"So what began there and then has never stopped, all the more so as those were halcyon years! There were a lot of cars lying around that nobody really wanted.

"Spontaneously, I was drawn to those from the 30s and 40s. They've got a lot of charm and are very practical. The more I got to know about them the more I loved them.

"When Lady Luck smiles on me I prefer to buy vehicles that have had only one owner, cars that are in their original state, which I always try to restore while preserving their patina. I've got a burning passion for the 200, 300 and 400 ranges in 01 and 02 versions.

"It's difficult to imagine having them all." The bulletin said Guy chose his favourites long ago. "At the top of the list I'd put the 202," he told the interviewer. "But I don't want to cause any jealousy; I also love the 402 especially the models built outside the large-scale production runs like the coupés, open tops, rag tops, etc. And the cherry on the cake? The 302 and 402 Darl'mat in its roadster version.

"But in any case I'm not a compulsive accumulator. Over my 40 years collecting a lot of cars have passed through my hands. I say a lot because for me a collection has to be a living thing: the cars must go out of and come back into my garage.

"Some have been there since the very start, but I've let go of the majority to buy new ones. Most of the time the cars pass through the hands of my friends in my club, *Les Amis du Lion*.

"They've given me pleasure; I pass on pleasure and I move on to a fresh pleasure with a new car that I get to know and share with my wife, my daughters and my friends.

"You display an historic car, you drive it, you lend it. Openness and sharing are the real values of the collection.

"In 1982, a few months before the founding of *L'Aventure Peugeot*, Guy met the Peugeot group patriarch, Pierre Peugeot, to seek permission to found a club, *Les Amis du Lion*. "The meeting with this enthusiastic, kindly individual left its mark on me," he said. "Pierre Peugeot not only agreed to my initiative, he's also always supported us."

The formula for the happy collector: "He who knows how to buy and sell to make his dreams reality, who keeps only what he knows he can restore and use, who shares with his nearest and dearest, who doesn't put himself at



risk either financially or physically."

Guy is a real hands-on president, looking after the club's publications and website, attending events and setting up club stands at *Rétromobile*, while remaining as active as ever as a collector.

The Pugilist



**Peugeot Association of Canberra  
Minutes of the General Meeting  
24 April 2018  
Weston Raiders Club**

**Present**

Brad Pillans  
Neil Sperring  
Neil Birch  
Charles Birch  
Greg Francis  
Apologies: Jim Taylor, Ross Stephens, Glenn Bryden,  
Alan Lance, Peter Rees, Ian Brock.

**Apologies**

Jim Taylor  
Ross Stephens  
Glenn Bryden  
Allan Lance  
Peter Rees  
Ian Brock

**Introduction**

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

**Minute of the previous meeting**

2. Corrections, apologies from Colin Handley, Stephen and Jenny Lucas. Accepted as true and accurate record, moved Neil Birch, seconded Neil Sperring, passed unanimously.

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

3. Nil

**Financial report**

4. \$11,540 as at 22 April. Fees from new membership from Hugh Nelson.

Action item: Brad to forward details to Neil for membership number for Rustowski.

**Correspondence**

5. NSW French Car Day on July 15. Venue tba.

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

6. Wheels booked for March 3 2019 at Queanbeyan Showground. Marques in the Park on Sunday 11th November, Remembrance Day to be observed.

Financial report: \$4099.84, \$10,020 in term deposit.  
Registrar's report: Meeting with RTA new director, Audrey Aquilina, went well. Simple MOU between Council and RTA acceptable.

Anomalies and contradictions between databases exist. Police use Rego and CRS database for number plate recognition.

The 60 day usage scheme presents no real problems. The 60 day usage to include club events but not interstate rallies. No legislative change necessary, just approval by minister.

CTP to be calculated as per NSW scheme. Modified vehicles must be capable of fulfilling full registration requirements. Only stumbling block is possible loss of revenue for government but this did not prove to be the case in NSW.

Special conditions such as limits on continuous usage and intervals between use were to apply as in NSW.

**General Business**

7. 1) Battle of Waterloo proposed for Sunday 17th June to coincide with Queanbeyan markets. Brad to contact Mitch re booking with the council and updating the website.

2) Peugeot Pageant. ACT to host in 2019. Committee to proceed with proposal and planning.

3) Renault Club options for possible merger. Document to be circulated to members for comment and for Brad to respond.

Brad to contact new Peugeot dealer re providing/donating a Peugeot flag for display as well as other possible support for Waterloo e.g. new cars.

**Close**

8. The Meeting closed at 9.06 pm. The next club meeting will be held at the Raiders Club in Weston, on 22 May 2018.