

ROAR

Magazine of the Peugeot Association of Canberra



We wish you a Merry Christmas and a Happy New Year

November 2018

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On the cover Peugeot 205 T16 EVO racing in the UK.

RoAR is the official journal of the
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(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

As foreshadowed in last month's column, our last club meeting for the year will be held at the Southern Cross Yacht Club, starting at 6 pm on Tuesday 27 November.

As we did earlier in the year, the PAC will buy you a fish & chips dinner at 'Snapper' on the lake, which is at the rear (lakeside) of the yacht club. With daylight saving, and a bit of luck with the weather, we will be able to enjoy a beautiful sunset on Lake Burley Griffin.

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 brad.pillans@anu.edu.au

Then, to ease into the summer holidays, there will be the usual combined French car clubs Christmas BBQ at 6 pm on Sunday 2 December at the picnic area in Macdermott Place, off Joynton Smith Drive on the west side of Lake Ginninderra. The BBQ will be a BYO affair, but the club will also provide a bit of Christmas cheer.

On Saturday 3 November, club members participated in the annual French Car Day at Telopea Park High School fete. In perfect spring weather, a total of 32 French cars and 4 bicycles were displayed, with a good mix of classic and modern French cars.

The cars included 15 Renaults, 12 Peugeots, 4 Citroëns and 1 Simca, while there were 3 Peugeot and 1 Motorbecane bicycles.

Voting was by entrants and visitors for the "best presented" in 5 categories.

Best Renault: 1st Lisa Molvig (R12 1.4L) and Dave Cavanagh (Alpine GTA) tied; Lisa won on toss of coin. Third was Mal James (Clio Sport)

Best Peugeot: 1st Tony Watson (P203 wagon), 2nd Flash Flanagan (P203), 3rd Greg Francis (P205GTi)

Best Citroën: 1st Bruce McCubbin (2CV), 2nd Peter Alabaster (C5), 3rd Chris Carder (C4)

Best Modern: 1st Barry McAdie (new A110), 2nd tie between Mal James (Clio Sport) and Tim Conway (Megane Trophy)

Best Outright: 1st Tony Watson (P203 wagon), with three tied for 2nd, Skip Verhagan (Simca), Greg Francis (P205) Barry McAdie (A110)

Congratulations to Tony Watson, who won trophies for best Pug and best overall car, with his immaculately restored and presented 203 wagon.

Recently, Sue and I took a holiday in the French territory of New Caledonia – our first visit. Only a week before we arrived, a referendum had been held to decide whether New Caledonia should become independent of France – the 'non' vote won over the 'oui' vote, so it was status quo.

We spent 4 days in Noumea and 4 days on the famed Isle of Pines, the latter so named for the magnificent native pine trees that can grow to 60 m or more in height (botanical name *Araucaria columnaris*, a close relative of the Norfolk Pine, *Araucaria heterophylla*).

Three things: New Caledonia is expensive, the French influence is very strong (my schoolboy French was useless) and the pristine white sand beaches and



clear, azure blue sea are to die for.

In Noumea, we travelled around on buses, but on the Isle of Pines we rented a car – a 5-speed manual diesel Peugeot Partner Teepee. Very basic, but it did the job of getting us around the island.

Peugeots were ubiquitous, though I saw nothing older than a 205. Considering the small population of New Caledonia (around 280,000), I was surprised by the variety of cars, with every major European marque represented, including a very prosperous looking Porsche dealership. A very common make, not seen on Aussie roads, was the Romanian-built Dacia, a subsidiary of Renault since 1999.

Finally, don't forget that we are hosting the Peugeot Pageant in Queanbeyan, from Friday 5 April to Monday 8 April 2019. Details, including the pageant registration form have been sent to the other clubs and are provided in this magazine. I encourage all club members to participate in what is shaping up to be a great event.

Keep on Pugging,

Brad Pillans

Brad Pillans

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**Winning the
East African Safari
for the 5th time is
good going for any car.**

**Getting the vote as
Australia's best
regular sedan for 1975
brings Peugeot
right home to you.**

The Peugeot 504 of Anderson and Reitz, winners of this year's East Africa Safari — one of the world's most gruelling, with only 18% of the cars entered completing the course, 'bracketing' it as understatement!

Modern Motor ran the poll. Peugeot took out class honours ahead of Volvo, Holden, Falcon and Triumph. What more could you ask of the 504?

Polls are one thing you might say, but what about performance? So let's look at the East Africa Safari. Just under 6,000 car-killing kilometres through the back blocks of Kenya. Four long days and nights with the world's best breathing down your neck. And still Peugeot came out on top. In fact, in the five Safari events now won by Peugeot, no less than 434 cars started, but only 93 finished. Some 341 items of world-class rally machinery came badly unstuck along the way. Such is the ruggedness of the 'Safari'. Ditto Peugeot.

So you can talk reliability. But what about petrol economy? We proved that to the hilt at the end of 1974 when Ken Tubman recorded an incredible 32.46 mpg over 6,425 miles in the Great Australian Re-Run. (The 21st anniversary of Ken's and Peugeot's memorable win in the first Redex.)

We could go on about Peugeot's adhesive road holding and superb interior comforts. But perhaps the finest commendation comes direct from Ove Anderson, driver of this year's 'Safari' winning 504. As he crossed the Nairobi finishing line, he swore: 'It's in such good shape, we're going to put it back in the showroom and sell it!'

Please mail me the details of Peugeot 504's performance in the Great Australian Re-Run.

Name:

Address:

State: Pcode:

To Renault (Australia) Pty Ltd
P.O. Box 60 West Heidelberg, Victoria 3081

RP 281

*Peugeot 504 42.5%, Volvo 144 18.7%, Holden Kingswood 9.3%, Ford Falcon 500 7.2% — published in Modern Motor, June 1975.



PEUGEOT

4P381

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FOR YOUR NEAREST DEALER PHONE: SYDNEY: 889 2386. MELBOURNE: 46 1295. ADELAIDE: 293 4076. BRISBANE: 52 0161.
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CLUB EVENTS 2018

27 November 2018

Club meeting, Southern Cross Yacht Club, starting at 6 pm, for fish & chips dinner at 'Snapper' on the lake. See President's column.

2 December 2018

Combined French car clubs Christmas BBQ at 6 pm at picnic area in Macdermott Place, off Joynton Smith Drive, on the west side of Lake Ginninderra. BYO, but the club will also provide some Christmas cheer.

FRENCH CAR DRIVES 2018

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

2 December 2018 Christmas BBQ.

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

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

Calendar

This is why. PEUGEOT won

THE WORLD'S TOUGHEST, LONGEST TRIAL!

Sustained Speed. Peugeot's outright win in the Rodex Reliability Trial against cars of greater horsepower, size and weight was in part due to its amazing capacity for sustained speed.

Road-holding Qualities. A Peugeot holds the road no matter how rough the surface. Peugeot won because of its "ability to withstand terrific punishment without affecting its suspension or steering." (Truth 20.9.58.)

Trouble-free and Rattle-free. Total cost of repairs during the gruelling 6,500 mile Trial was a mere 28s. 6d. The winning Peugeot was completely rattle-free after its ordeal.

Peugeot is the Car for You! Plenty of cars claim to be designed for Australian conditions. Peugeot alone has proved its claim, against all comers, to be the outstanding car for Australian roads, including the toughest conditions an owner can encounter thousands of miles from city highways.

Harold's Motoring Authority tests Peugeot after Rodex Trial
(Extract from report by Sturt Griffith, R.E., Sunday Herald, 20.9.58.)

"The exceptional riding qualities of the Peugeot have done much to preserve the car's condition. When driven really hard over potholes and gutters, the suspension takes it all in a silent and steady way.
"The steering appears unaffected by the trial, and its directness has been a great boon in avoiding some of the worse patches of road on the route."

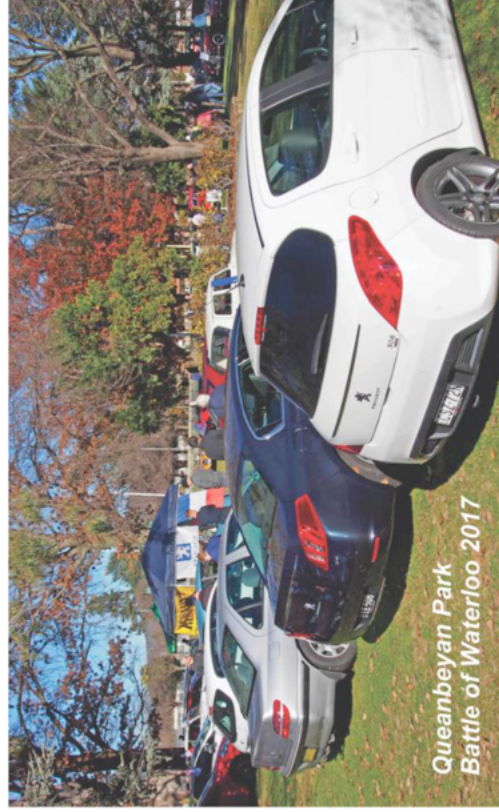


Total price, including Sales Tax, £1041/8/8

DRIVE A
"Victory" Peugeot
*Pronounced "Pun-ya"

THE PROVEN CAR FOR AUSTRALIAN CONDITIONS

Sole N.S.W. distributor:
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212-220 Parramatta Road, Camperdown, N.S.W. 2043.
Telephone for a demonstration.



2019 PEUGEOT PAGEANT QUEANBEYAN REGISTRATION CIRCULAR

The Peugeot Association of Canberra has pleasure in inviting you to join us in Queanbeyan, for the 2019 pageant, from Friday 5th to Monday 8th April 2019 (two weekends BEFORE Easter).

The city of Queanbeyan, just across the border from Canberra, offers a range of accommodation options and potentially interesting activities for participants. The centre of Canberra is only 15 km away, so you will have plenty of attractions to choose from should you wish to extend your stay.

The weekend program will broadly follow the successful format of previous pageants:

FRIDAY: Registration at the **Best Western Central Motel**, 11 Antill St, Queanbeyan, from 2 pm onwards. Pre-dinner drinks and dinner at the RSL Bowling Club.

SATURDAY: The day will kick off with a concours d'elegance in Queanbeyan Park (subject to council approval). We hope that the mayor will accept our invitation to present the prizes. After a picnic lunch in the park, the afternoon will be devoted to motorkhana and driving skills events. The day will finish with dinner at the Hotel Queanbeyan, just a few hundred metres from the Central Motel.

SUNDAY: In the morning there will be an observation run to Bungendore, with lunch in the park. In the afternoon there will be an opportunity to visit Bungendore Woodworks Gallery and other local attractions. In the evening, a presentation dinner will be held at the Royal Hotel, in the main street of Queanbeyan.

MONDAY: Farewell breakfast at Central Motel.

Rocker cover racing will be held on either Saturday evening or Sunday afternoon (TBC).

We will be using the **Best Western Central Motel** as our home base, but there are other nearby motels and a caravan park within a short distance. We have pre-booked 30 rooms at the Central Motel for the Pageant for 3 nights (Fri, Sat, Sun), at a special pageant rate. Accommodation is the responsibility of pageant participants and bookings can be made by ringing (02) 6298 8988 and make sure that you mention our group booking 'Peugeot Pageant 2019'. When you make your booking you will probably be speaking to Alex and he will help you choose a room plus breakfast package (code PP19 for continental; code PPC for cooked brekky) to suit your needs.

Brad Pillans, President PAC

Email: brad.pillans@anu.edu.au

Mobile: 0427-662112

REGISTRATION FORM

PEUGEOT PAGEANT 2019 QUEANBEYAN

Friday 5th April to Monday 8th April

Name(s): _____

Signature: _____

Postal address: _____

_____ State _____ Postcode _____

Email address: _____

Phone: Home () _____ Mobile _____

I will represent the _____ car club at the Pageant

I expect to be driving a _____ Registration number _____

I am interested in participating in the motorkhana: YES/NO

I am interested in participating in the rocker cover racing: YES/NO

Special dietary requirements: _____

REGISTRATION FEES AND PAYMENT

Early bird registration is \$180 per person, rising to \$210 per person from March 1st 2019.

Registration includes the following meals: Fri dinner, Sat lunch & dinner, Sun lunch & dinner.

1. Payment may be made by either:

(a) Cheque payable to Peugeot Association of Canberra, or

(b) Direct deposit to the PAC bank account, BSB 633-000, account number 120005178

Please identify your transaction with your name and the words 'pageant 2019'

2. Indicate here how you paid: cheque enclosed or direct debit3. EITHER: post this form to Peugeot Association of Canberra, PO Box 711, Civic Square, ACT, 2608, and send an email confirmation to brad.pillans@anu.edu.au OR, scan this form and email to Brad.4. Cancellation: if you cancel after Friday 22nd March, a charge of \$100 per registration will apply

The fine print: At the Peugeot Pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent care is to be applied by all participants. No responsibility is implied or accepted by the organisers.

CLASSIFIEDS

For Sale

Peugeot 407

407 sedan, 2006, HDi Executive. 6 speed auto, very good condition, full leather interior, NSW rego to July 2019, BPG-07U, 176,080km. \$6,500 but will consider offers. Phone Jon and Bev, 02 4998 6152, Cessnock area, NSW.



Peugeot 404

404 sedan 1968 (see photo above right), bought new at Roseville in early 1969. One owner since new. Been round the clock at least three times but no idea on the actual mileage. Still goes well and drives from Canberra to Sydney regularly. Paint good (2 pack, alpine white), upholstery good, tyres almost new (Michelin), mechanically ok, and earth leak in the electrics but an earth leak switch fixes that. The clock even works sometimes. Asking about \$3,000 but will consider offers. Contact Graham Taylor from 5 onwards either on 99534068 or 62396674.



Good one, dad: Father of the bride Graham Taylor gave away his daughter Kate in great style in 2003, adding a sparkling pair of white Peugeot 404s, including his car (on the right) that he's had since new.

Citroën C4 Exclusive

Citroën C4 Exclusive, 2007. 2 litre, Automatic 5 door hatch. Gris Aluminum metallic paint (silver colour). Leather seats, transparent roof. Regularly serviced, and service records available. Interior like new. 115,000 km. Low kms in last few years, so timing belt broke unexpectedly at 25,000 km after replacement. Apparently it is recommended that they should be replaced after 4 years. The car is sitting in a repair shop in Goulburn awaiting repairs estimated at \$4500. The Red Book value is given as between \$4000 and \$5000. I was on my way to collect a replacement vehicle, so this car is no longer needed, and I am prepared to let it go to anyone who is prepared to pay the cost of the repairs, or alternatively to take it away after paying the cost of the diagnostic work done so far, about \$1000. It would be a shame to send such a good vehicle to the wreckers. Contact Trevor Lund. trevor.lund@optusnet.com.au

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.

CLASSIFIEDS

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 or 0401 645 483, (02) 62429251.

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 owners manual

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

Peugeot 406 boot wing

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

Free to a good home

305 petrol workshop manual,
504 wagon rear taillight lenses, two pairs, used,
Autobooks 504 workshop manual,
404 wagon number plate light lenses,
early 504 (1.8L) rear brake pads, 2 packs, new old stock.

Also to sell: a pair of new 404 front bumper over-riders probably for 1965 model. Offers over \$50. See attached photo.
Lisa, 0412 011 927.

Wrecking

Peugeot 203A

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

Peugeot 404

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

Swap

Peugeot 504 Familiale

Keen to swap a 504 Familiale for a 403 in restorable condition. July '82 504 Familiale (one of the last), plus 3 (riveted) wheel rims with tyres; complete set of very good condition interior in blue velour trim (same as in the July '82 Familiale), and from a white 504, complete front-end panels, bonnet and windscreen.
Michael Cortis 0400 413 077.

Wanted

308 Diesel Wagon

308 diesel wagon, preferably manual, low km. Contact Lisa Molvig on reno1338@hotmail.com or 0412011927.

FRENCH CAR DAY 2018

Pictorial



508 sedan and 404 cabriolet. Photo Brad Pillans

FRENCH CAR DAY 2018

Pictorial



Lisa, Tony, Barry - trophy winners. Photo Brad Pillans

FRENCH CAR DAY 2018



Pictorial

A chat with Flash in his 203. Photo Brad Pillans

FRENCH CAR DAY 2018

Pictorial



You can have it in any colour you like, just so long as it is white. Photo Brad Pillans

WHEELS 2018

Pictorial



Tony Watson's 203 fraternizing with a 2CV. Photo Brad Pillans

This Peugeot 205 RS 16 might only have 215bhp, but it's faster than a Porsche Cayman S

Tyler Heatley in association with Richard Mille

31 October 2018

The Peugeot 205 has an extraordinary motorsport history with victories in WRC, the Paris-Dakar Rally, and rallycross. However, its official retirement from competition didn't stop privateers racing their own 205 creations. This is the Peugeot 205 RS 16 Evo II, likely the fastest Peugeot you'll see today.

Designed for hillclimb events, the RS16 is built with a power to weight ratio that puts some sports cars to shame. It might only have 225bhp from its 1.6-litre naturally aspirated engine built by Klaus Motorsport, but it weighs just 750kg!

This combination allows for a 0-62mph time of 4.2 seconds — faster than that of a Porsche 718 Cayman S. The top speed is less impressive at 129mph, but hillclimbing is all about fast acceleration out of tight bends.

The build process was quite extreme with methodology similar to that of Peugeot's



ot's Group B rally efforts. A standard road-legal 205 hatchback was totally stripped of everything, including its paint. Next up was stiffening the body and adding safety with a substantial roll cage welded in place.

The front and rear track has been widened and a custom suspension system manufactured and installed. As well as the necessary flared wheel arches, this 205 also features an extensive aerodynamic package.

Sitting just inches from the ground and looking serious in Peugeot Sport blue, the whole

project has been perfectly executed. Piloted by Chrisitan Schneider, the 205 RS16 Evo II won its class in the recent Cividale-Castelmonte Hillclimb 2018.

It's well worth checking out the video of this incredibly quick hatch revving to its stratospheric 9,000rpm while tackling a stage. It might not be competing in the full 2018 calendar this year, but it's certainly proved itself at this event.

auto classics

The 289hp/ 620kg Peugeot that used parts of Schumacher's F1 car

Rodrigo de Oliveira

This Peugeot 205 started out from a new RHD shell in 1988 and was built as a hill climb car from the get go by ACE engineering in Devon. It's a right hand drive Peugeot 205 built originally in 1988 for local Shelsley Walsh veteran Reg Phillips by ACE Engineering.

But things got quite serious when some years later it was sold to two F1 engineers, Richard Marshall and Willem Toet who would go on to develop and race the little French Hot Hatch into one of the most revered Hillclimb Monsters in Great Britain.

With both being heavily involved with F1 and head of departments at Benetton F1 at the time, it wasn't long before big changes were made to the 205. The car became a sort of mobile test bed for Benetton F1 and they fitted all sorts of logging equipment all over the car, many

that still remain to this day.

It was one of the first Hill Climb cars to run traction control in 1992 and used it to dominate in wet conditions often qualifying for the then named Top 10 run off among way more powerful machinery, including single seaters and other purpose built Monsters.

Becoming one of the most successful Hill-climb Cars in the '90s British hill climb scene, it held many class record which only were broke as recently as a couple years ago.

Enter then the Balster family with father Jeff Balster and son/driver Darren Balster tracking the car down in 2014 and purchasing it from Richard Marshall. The car had not competed for four years and had been kept in storage. After that the car underwent a fully wrap and decal set

to brighten the faded paint while updating its transmission with new gear linkage chained to a Satch shift from Satchel engineering.

Engine has been completely rebuilt by Dialynx Performance and is now more powerful than ever with 280hp/8.500rpm, with all this power having to move a only 622kg making this 205 still a top contender in Modern times.

And on last year's edition of Retro Rides Gathering it was possible to watch how fantastically fast and noisy this Hot Hatch is and how it will be able to terrorise the opposition when Official Hillclimb Races come its way.

Hillclimb Monsters



An end of season on the up!

19 November 2018

Citroën Total Abu Dhabi WRT secured its fifth podium of the season in Australia, this time thanks to Mads Østberg and Torstein Eriksen, once again illustrating the team's improving form in the second half of the year.

Having grown up on Scandinavia's roller-coaster roads, Mads Østberg has often been partial to rallies held on flowing, fast roads and Australia is certainly one such event.

Despite being short of competitive racing since Wales Rally GB, his last WRC outing, the Norwegian wasted no time in reminding everyone of this as he grabbed the rally lead with a stage win on SS3 – Sherwood (26.68km), the longest test on Friday's leg, and held onto first place until the end of the day. A first leg during which Craig Breen also produced an impressive performance.

Second behind his team-mate on the first run on Sherwood, the Irishman claimed the stage win on the second pass, thus confirming the undeniable balance of the C3 WRC on this road surface, which remains difficult to reproduce in European tests. A talented

former kart racer, Craig also showed his assurance on the two runs on the super-special stage, held mainly on tarmac, ending the opening leg in second position.

Unfortunately, the race took a different turn at the start of day two, initially with a minor issue with the throttle sticking open, then a small but costly mistake that damaged the rear suspension and dropped him to tenth place.

Meanwhile, Mads tried to keep his charging rivals at bay, eventually relinquishing the overall lead after the third stage (SS11) on day

two.

Despite completing his first run on the evening's super-special stage (SS17) in the rain, unlike two of his direct rivals for the podium, his perseverance and commitment were rewarded, as he remained within striking distance of the podium at the end of Saturday's leg. In fourth place, just 20.3s behind the driver in front, he still had a chance going into the final leg with heavy showers expected to produce extremely testing conditions.

The slippery, tricky conditions put paid

to the hopes of two of the world title contenders, but Mads – at one with his C3 WRC on a road surface that was more like an ice rink in places – held his nerve. He initially put himself out of reach of any possible comeback from the driver behind him, before then benefiting from a racing incident to move up into



third position on the penultimate stage.

He therefore claimed his second podium of the year, after finishing as runner-up in Finland. His performance enabled Citroën Total Abu Dhabi WRT to grab a top-three finish for the fifth time this season, after podiums in Sweden (2nd), Mexico (3rd) and Finland (2nd) and winning in Spain. Meanwhile, Craig Breen and Scott Martin ended the rally in seventh position.

Three questions for Pierre Budar, Citroën Racing Team Principal

How would you assess this final outing of the season?

Clearly, we're pleased with this new podium, following on from our win in Spain. In particular, we had an excellent opening leg, making the absolute maximum of our good road position, with our cars holding the top two positions at the end of day one. Although things didn't go quite as well on Saturday with a few mistakes, Mads nonetheless managed to stay within striking distance of the podium.

We knew that, given the type of stages contested on Sunday and the weather forecast, anything could still happen on the final leg. Whilst the treacherous driving conditions caught out several crews, Mads showed his confidence in the C3 WRC, producing an extremely solid performance to seize third place.

I think it's no less than the team

deserved. The guys didn't put a foot wrong throughout the week, despite the ten-hour time difference, which is always difficult to overcome.

What is your analysis at the end of the 2018 season?

Obviously, we have had our fair share of highs and lows. I would say that the second half of the season was quite a bit better, with our podiums in Finland (2nd) and here, plus our win in Spain.

In fact, I would like to take this opportunity to state my heartfelt thanks to both Mads and Torstein as well as Craig and Scott, for their support this season. They have always given everything and made a substantial contribution to turning things around in the second half of the season.

We've also established strong ties with them this year. An underlying trend has been established in the team's way of working, and I think that means we can look forward to 2019 in a more confident and relaxed frame of mind. Although we are still undergoing transformation, and to complete this we need to keep working hard and improving further, things are gradually being put in place and are certainly heading in the right direction.

2019 is almost upon us...

Indeed, there is no real let up in sight. As soon as we get back to Europe, we are going to prepare to start testing again with our new crews, so that they can get a feel for the C3 WRC and we can continue its development. We have

known for some time that we are going to work together but now it is about to become very real and the prospect of actually taking action is a source of great motivation for the whole team!

Highlights

On Friday, Citroën Total Abu Dhabi WRT enjoyed the perfect leg, with its two C3 WRCs at the top of the leaderboard for the first time this season.

In starting eighth and eleventh on the road and with the weather staying dry in the end, Craig Breen and Mads Østberg were very well placed to perform well on the Australian roads, which were expected to clean significantly.

However, they weren't the only ones in this situation and yet it was the Norwegian who emerged in the lead on Friday evening, followed by his Irish team-mate, just 6.8s adrift. The pair's showing proved their competitiveness and that of their car at this event.

The performance was all the more impressive for the Red Army in that Mads spent five of the opening day's eight stages in the lead, reflecting his consistency among the frontrunners. Meanwhile, Craig gradually climbed the standings, grabbing third place with a stage win on the second pass on Sherwood (26.68km), the longest stage of the day. He maintained his good form on the final two super-special stages to snatch second place at the close of day one.

Citroën Media Centre

New sales chief for Peugeot, Citroën

Former Mazda exec Daniel Morris returns to Inchcape as PCA sales general manager

By Terry Martin
15 October 2018

Peugeot Citroën Australia (PCA) has appointed former Mazda executive Daniel Morris as its general manager of sales.

Mr Morris joins the independent distributor, which is part of Inchcape Australasia, just weeks after former managing director Anouk Poelmann left the company for personal reasons and Ben Farlow was named as her replacement.

Ms Poelmann, who had relocated from Europe to take on the top job at PCA, is continuing to assist the company as required for the remainder of the year.

There was no general manager of sales reporting to Ms Poelmann, but she was assisted in the function by regional sales managers.



PEUGEOT



CITROËN



Anouk Poelmann

Mr Morris previously spent more than six years with Mazda Australia, serving as New South Wales state manager for the past three years and, prior to that, working for a short pe-

riod as Queensland state manager.

He joined Mazda early in 2012 as its Sydney-based dealer business manager – a position he held for about three-and-a-half years –



Fresh focus: After more than six years with Mazda, Daniel Morris returns to Inchcape as head of sales for Peugeot and Citroën. Earlier in his career he worked for Subaru, which is also part of Inchcape Australasia.

after a period with Subaru Australia (part of Inchcape), where he was involved with co-ordinating the Subaru Assured pre-owned vehicle program for almost 18 months.

Earlier in his career, Mr Morris worked for Dell as an account manager, having been hired through the computer technology company's Australian graduate program in 2008.

In a statement, Mr Morris said: "The opportunity to join such iconic brands at a time of significant new product and sales potential is what excites me about this role.

"I look forward to getting straight to business with the dealer network and the team at PCA, and grow the brands from the solid foundation that has already been built."

Mr Morris' appointment also follows several other key moves made recently which bolstered the senior ranks at PCA, with Amy Slade signing on as general manager of marketing – working alongside newly appointed marketing manager Dee Wescombe and digital marketing manager Dan Hughes – and Olivier Presse joining as light-commercial vehicles manager.

At a factory level, where Australian-based PSA Group personnel work alongside the Inchcape leadership team, product planning manager Felix Boulin was also recently promoted to the newly created position of commercial manager.

Inchcape took over distribution of the PSA Group brands from Sime Darby in June last year.

The company has focused its attention on rebuilding the Peugeot brand – sales of which have slipped 1.5 per cent (to 2056 units) over the January-September period last year, following a 59.2% plunge last month – while Citroën, which is down 14.8% this year (to 414 units), is preparing to relaunch next year.

GoAuto News

Peugeot thrives as local Plan B begins

Peter Wilson

The Peugeot group is riding high like its SUVs. In European sales in September it was No. 1 – in a market down nearly a quarter on the previous September – thanks to the popularity of its latest models that already comply with the tough new WLTP emission and consumption standard.

Its 3008 is still rising in popularity to meet buyer demand. The latest Jato figures show 141,769 registrations in the first eight months and the most popular Peugeot brand model, the 208, with 160,091 units.

Diesels may be on the nose in major European cities but the PSA factories have more efficient production than ever and the group is exporting increasing numbers of very economical turbo petrol and state-of-the-art diesel vehicles around the globe.

Improved models such as the 508 and Partner are being introduced with plug-in hybrids and all-electric for all models in the pipeline, including electric sports cars.

Group CEO Carlos Tavaras told Bloomberg TV the new North American Free Trade Agreement will allow PSA to pursue its plan of eventual re-entry to the US.

The third quarter showed a year-to-date 29% rise in revenue growth at €54 billion, a surge in automotive operating margins and expanded global sales except for Iran and Opel's first profits in two decades continuing.

Automotive News Europe said the Peugeot e-LEGEND electric and autonomous concept at the Paris Motor Show was one of three models highlighting the technological challenges of the industry, the others being the new BMW 3 Series and the Mercedes GLE SUV.

The Sydney Morning Herald Drive team had a full-page cover photo of the e-LEGEND leading to its Paris highlights, beginning with its admiration of this Pug and of how other models were contributing to the resurgence of the brand here.

A week later Drive compared the rival popular hatches – the new Corolla, Mazda3 Touring and Hyundai E30 Elite. The Corolla SX Hybrid got the nod as "finally a Corolla that knows how to make people smile" and finally having "the ability to challenge the small car dynamic benchmarks – Volkswagen Golf and Peugeot 308".



On the way: Shown in Paris, the 508 Touring arrives here late next year.

That would have been great if more small car buyers appreciated that kind of respect. The four-figure monthly Golf sales make those of the 308 seem a niche model.

Peugeot press is improving thanks to sponsoring a motor show trip to Paris for some of the media. September was a cruel month in most markets with Europe, China and Australia down. While the hurricanes boosted US sales slightly through replacement of flood damaged vehicles, the market faces higher prices, fewer incentives and with interest rate rises dearer finance.

The European market fell 23.5 % on the previous September – from 1.4 million units to 1.09 million. The five brands in the expanded PSA family – Peugeot, Citroën, DS, Opel and Vauxhall – overtook the mighty

Volkswagen group and its ten vehicle brands – Audi, Bentley, Bugatti, Lamborghini, MAN, Porsche, Scania, Seat, Skoda, and Volkswagen in vehicle deliveries.

Germany was down a total 30.5% while France fared better with a 12.8% fall, ACEA, the automakers body, reported. In a new blow from the diesel scandal, the German giant

was down almost a half at 48% because a lot of its range was not WLTP compliant, while Peugeot's numbers slipped only 12.8% because its cars had certification.

The Chinese auto market plunged 12% in September, a third month of disappointing results and Trump tariff effects. It's the first major contraction since the 1990s and disconcerting for global auto investors.

Australian registrations were down 5.5% to 94,711 in September 2017 with caution among private buyers. The third month of slowing sales resulted in a year-to-date down slightly to 851,005 units. Industry body FCAI chairman Tony Webber dubbed the downturn an adjustment after record sales for the past six years.

Toyota dominated here, its 17,386 units hogging an 18.4% share while Asian brands made up the top five for the first time. Next were

Hyundai, Mitsubishi, Mazda and Nissan.

Inchcape's Subaru rose against the trend to 4,758 units, up 2.5%, at No. 8.

The Peugeot group would not be happy with Australian results.

Holden's Commodore may have led its large car class but registrations were down to 672 and unconfirmed reports suggest the importer has sufficient stock from Germany on the ground to last it until early next year. GM lost heavily in trying to make Opel a stand-alone brand in Australia and the previous model Insignia did not go over well.

Holden insisted on a V6 for Australia's Insignias but V8s such as fitted to imported new Commodore shells for the racing teams were out of the design question.

The Opel-built Astra is another Holden with disappointing figures in relation to volumes imported, though Peugeot would have been happy with its 1,049 September registrations that were second highest after the Colorado's 1,318.

The three-month sales average helps soothe marketing nerves, as there is always hope a good result will follow a bad month. But as reports on sales progress from dealers came in during September to the Peugeot Citroën headquarters in Baulkham Hills things didn't look good.

Inchcape Plan A, a reduced and consolidated retail network to give dealers a better share of the pie and a better return on their investments, was not working.

Inchcape Plan B was rolled out before the end of the September – Peugeot down on the previous September 60% to 218, a three-month average of 243 and year-to-date down 1.5% to 2,056; Citroën down 77 spearheaded by the Berlingo van with 58 for a year-to-date down 15% to 414.

A Subaru team of Ben Farlow and Daniel Morris, the new sales general manager via Mazda, were brought in to head a team with a lot of new young guns to see what they could do with the great models from, so far, Europe's top-selling auto maker.

The Pugilist

Sebastien Loeb scores first WRC win in rally Spain since 2013 with Citroën

Darshan Chokhani

29 October 2018

Citroën Racing's Sebastien Loeb with co-driver Daniel Elena claimed a surprise win in FIA World Rally Championship's Rally Spain.

It was a decent start from Loeb in his third and final rally of the 2018 season as he was fourth at the end of the Friday run,

only 0.5s behind M-Sport Ford Fiesta's Elfyn Evans (co-driver Daniel Barritt).

The Frenchman faced understeer issues all day long but recovered in the second half for a Top 4 finish. He

improved further to third by the end of Saturday's running with a SS12 win, putting himself in a strong contention to win the rally.

The nine-time champion then had a perfect start to Sunday's run as an SS15 win earned him the lead of the rally which he was able to extend upon with an SS16 victory. It was then seeing the rally through as Loeb won in Spain - his career's 79th win and first since 2013.

Despite not competing full-time in the championship, the 44-years-old veteran showed supreme consistency while staying out of trouble to complete a famous win for the



first time in five years - much like Kimi Raikkonen's Formula 1 win last weekend. [Image courtesy of Red Bull Content Pool](#)

A second place for M-Sport Ford Fiesta's Sebastien Ogier (co-driver Julien Ingrassia) was enough to help the Frenchman move ahead of title rival Hyundai's Thierry Neuville (co-driver Nicolas Gilsoul) in the drivers' championship.

Ogier had a difficult Friday to be only seventh despite starting the rally with a win in SS1. But he picked up his pace in the asphalt running on Saturday in slippery conditions to move up to second in the

overall standings ahead of Loeb.

It was then keeping his composure to finish second, only 2.9s behind his fellow countryman after a win in SS16. The second place gave Ogier (204) three points advantage over Neuville (201) who slipped to fourth after the Power Stage.

The Belgian also had a bad Friday where he was only ninth but recovered to fifth on Saturday after winning SS11 and SS13 respectively and was running third until the penultimate stage behind Ogier - although only 2.0s ahead of Evans.

Neuville's worst nightmare came true in the Power Stage when he finished 2.5s down on Evans which meant the British driver took the final podium spot by 0.5s - thereby demoting Neuville to fourth which cost him the points lead to Ogier.

The title fight moves to the final rally in Australia between the two with Toyota's Ott Tanak (co-driver Martin Jarveoja) still in contention but with a slim chance after finishing sixth in Spain behind Hyundai's Dani Sordo (co-driver Carlos del Barrio).

The Estonian started the rally in the best way possible by leading at the end of Friday running with win in SS2. His hopes of a win in Spain was dashed after a puncture in SS10 put him at the fag end of the Top 10.

The Estonian could only recover to eighth despite SS9 and SS14 on Saturday while even a Power Stage win couldn't help

to gain more places than sixth as Sordo put himself in a good position after a consistent run and a win in SS5.

Like Tanak, his two teammates Esapekka Lappi (co-driver Janne Ferm) and Latvala did not have a great run in the rally as well, finishing seventh and eighth respectively. Latvala though was having a solid run after heading the way at the end of Saturday.

The Finn won SS3, SS6, SS7 and SS10 to put himself in a good position but a wheel damage at the start of Sunday's running dropped him to the back of the WRC's leading pack to eventually finish seventh behind a struggling

Lappi.

Remarkably all of the WRC entrants finished the rally with Citroën's Craig Breen (co-driver Scott Martin) in ninth from Hyundai's Andreas Mikkelsen (co-driver Anders Jaeger-Synnevaag).

The two had a rough time in the rally despite Mikkelsen winning SS4. M-Sport Ford Fiesta's Teemu Suninen (co-driver Mikko Markkula) was the last of WRC runners in 11th - unable to score any points.

Drivetribe



Peugeot's WRX team goes up in smoke as the company moves toward electric motorsport

Loz Blain
24 October 2018

After last month's news of two new hybrid motors, Peugeot has revealed that it's planning to take its electrified range in a sporty direction for 2020, and that, like Audi, it will be pulling out of World Rallycross because it feels WRX is dragging its feet on electric racing.

The term "electrified" signals that the new sports car range won't be completely battery-powered, leaving plenty of room for hybrids, but the emphasis will definitely be on performance, as Peugeot will develop the new sports range in conjunction with its many motorsport teams. We look forward to learning more.

As for WRX, Peugeot will be pulling out of competition at the end of the 2018 season, citing "uncertainty surrounding the evolution of the WRX thermal championship towards an electric mode by 2021."

Initially, WRX had planned for its headline class to be fully electric

as early as 2020, and Peugeot was among the most vocal supporters of this plan. But when the championship announced it would delay electrification until 2021, Audi announced it was pulling out in favour of DTM and Formula E racing – now Peugeot has followed suit.

"This competition is disconnected from the PEUGEOT brand's electrification schedule," said Peugeot CEO Jean-Philippe Imparato in a statement, "which is being carried out in accordance with the plan established with an initial

offer as early as 2020.

Driving pleasure is at the heart of the brand's history. Electrification is a new opportunity to offer new high-performance versions to our customers looking for low-emission sports sensations. Driving sensations will be amplified by the performance provided by electrification."

Peugeot



The 203 story

Chris Deligny

The 203, more than any other model before it, paved the way for the expansion of model variants into the commercial sector.

Whilst the 202 before it had been available as a ute, van and panel van, with the 203 sedan released in 1948 the range was about to be expanded again. Peugeot made a range of commercial vehicles on a lengthened wheelbase, starting with the L model Familiale, and a Commerciale.

They all received the beefed up rear end with leaf springs, and 5-stud h-ubs. For the 1950 model year, you could have a 203 as “cabin chassis” (ie bare-boned ute without tray), a ute with tray, with tray and sides, a 6-window wagon, a window-less panel van, a cabin body with square compartment, one with rounded compartment, or one with a tarp canopy.

More variants included an Ambulance, which was made after-market, and a Jeepstyle small 4WD military vehicle, code-named the RA. Curiously, the Army was not interested, so it was pitched at miners and people on the land, but it flopped.

All models had the same fiscal rating and engine, and carried designations such as U6, U8, C3, L3, S3. Speaking of the



A rare sight on French roads now - the 203 ute

engine, it also powered the 1.5t van by Chénard et Walcker, soon to be part of the Peugeot family, where it became the D3A van.

One of the most famous shapes was the so-called “torpedo” style of low-cut topless sedans made for the Tour-de-France. In the times when national pride meant something, the French brand cars were provided as the service vehicles to follow the French bikes around the French countryside at close proximity, sometimes too close. The association continued for decades with various models, but if ever proof was needed that advertising works, I can tell you that the current provider of these

vehicles is Škoda. As an aside, the word ‘škoda’ in Czech means “pity” or “damage”!

In the mid '50s, with the arrival of the 403 and the rationalisation of the 203 into the 203C, many utility models were dropped, with their equivalents becoming available in the 403. By 1958 only the shaggin' wagon was available, and it too was suppressed in late 1959.

Like nearly all models to follow, the 203



Famous throughout Australia: 203 van put to good use.



Allan Johnston's 203 "Gypsy van" is a vehicle unique to Canberra.

introduced two enduring facets of Peugeots – motorsport, and hotting up. France had a thriving domestic motorsport calendar, with Rallies and GPs all over the country. The 203 contested circuits at Albi, St Raphael, Bordeaux and Nimes amongst others. It even won the Austrian Alpine Rally in June 1950, so there was not much chance of snow.

From as early as 1951, several 203s contested the Rally Monte Carlo. This is always a bit of a misnomer, because Monte Carlo is really only the few streets around the Casino. Some suburban blocks of land in Sydney are bigger! The early entries did not fare too well, the first coming in with a

bullet at position 59.

In 1954 they went a bit better, coming outright second and ninth out of over 300 entries, although it must be said that when the competition is a Panhard Dyna and a Renault 4CV,

then the achievement is at best questionable –

although they did get 1-2-3 in their class. Special mention to the Sunbeam Talbot 90 piloted by one Stirling Moss.

The HSVs of the time had a field day with the 203, which lent itself particularly well to after-market modifications. Obviously, Darl'Mat and Constantin were the main offenders. A little-known hotter-upper was Martin, who did more than bolt on a couple of go fast bits like the 4-litre pineapple juice tin over the end of the exhaust like you see on WRXs which is guaranteed to give extra horsepower.

He made a complete sleek 2-door lowered coupé, only the front bore any resemblance to the donor car. Again as early as 1951, Constantin was waving his magic wand over the 203.



Coachbuilder CROIZET made this 203 look more like a Renault. Even a factory engineer was interested in a closer look.

Not content with just more power, by way of a bore-out to 1425cc AND a supercharger, he lowered the roofline or made a 2-door out of it – or did both. He then entered it into Le Mans, with varying degrees of success, if you call DNF a success.

Constantin also had a variation running at Le Mans called Barquette, which was just basically a tub on wheels, bearing a passing resemblance to a small flat Jaguar D-type. It should have been called the DNF-type. As mentioned in part one, at this time — 1953 — we were doing our own bit for the reputation of the Frogmobile.

The Redex Rally had an immediate impact on sales, which boosted the marque and reputation for decades. And was still be-



The widely raced Constantin in the 12 Heures de Reims. In the 1953 Le Mans, the same car finished 29th. 1290cc supercharged, average 112km/h.



203 Barquette

ing rerun 50 and 60 years later. You could even argue for the popularity of 70th in 5 years time.



Dar'Mat unarguably made the best looking modded 203s. Emile's association with Peugeot went back to the early 1930, and continued post-war. Beautification generally started with a different grille, and included lots of chrome, wire wheels, wheel covers, and even modified body panels.

The Pugilist

Recent looking photos by Chris Deligny & Simon Craig

Keith Bridge's famous 203 ute camper. Just don't ask what is under the bonnet.

Peugeot 3008 Active 2018 new car review

21 November 2018

How does the French brand's CX-5 rival stack up?

DRIVE AWAY PRICE \$41,087

DRIVESCORE 8/10

Our auto expert reviewers have awarded this score, after thoroughly testing this car.

Positives

- **Great cabin presentation**
- **Engaging SUV to drive**
- **AEB now standard**

Negatives

- **Engine feels modest off the mark**
- **Transmission needs work**
- **i-Cockpit won't suit all drivers**

Quirky is the most overused word when it comes to French cars. So perhaps the highest compliment I can pay the Peugeot 3008 Active is how conventional it is.

Mid-size SUVs have become the new family cars, combining space, practicality, style and a commanding view of the road into one package. The likes of the Mazda CX-5, Toyota RAV4 and Nissan X-Trail comfortably outsell the traditional sedan.

Which is why the 3008 is such an important model for Peugeot as it tries to

rebuild its image and sales in Australia. Being too quirky simply wouldn't work in appealing to the broad audience of SUV buyers.

Is it right for me?

Having said all that, the 3008 does have some unique charms that make it stand out in the SUV crowd. For starters the design is a little bolder than others, with a clear focus on looking more at home in the city than the country with a smoother, more elegant shape rather pretending to be an off-roader with a boxy, go-anywhere appearance.

Inside though it's a practical five-seat SUV that does much the same job as a CX-5 or RAV4, in terms of moving up to five-people in comfort.

Can I afford it?

Peugeot Australia deliberately skipped the circa-\$30k entry-level model in an acknowledgment that it simply can't compete on value with the Japanese and Koreans.

We're testing the most affordable model in the range, the 3008 Active, which is priced from \$37,490 plus on-road costs. That's a \$500 increase since it first went on sale in 2017, but it has added autonomous emergency braking to



its standard equipment list.

However, until December 21 Peugeot is offering the Active for \$37,990 drive-away which shifts the value equation and makes it more appealing.

What do you get for your money?

It may be the first model in the 3008 range but the Active isn't a stripped-out base-level offering. Standard gear includes 17-inch alloy wheels, LED daytime running lights and taillights and auto wipers. Inside there's a 12.3-inch digital instrument cluster, an 8.0-inch infotainment screen, navigation, digital radio, Android Auto/Apple CarPlay, wireless smartphone charging and dual-zone climate control.

Safety is good too, for the price, with the aforementioned AEB supported by forward



collision alert, driver attention alert, lane departure warning, traffic sign recognition, front and rear parking sensors and a reversing camera.

How much does it cost to maintain?

Peugeot offers a five-year capped price servicing scheme. Over the first three-years/60,000km it adds up to more than \$1500 to maintain it, which is relatively pricey in comparison to some of its direct competition but not out of the ball park.

Is it well built?

While French cars don't enjoy the same reputation of those from neighbouring Germany, the 3008 feels solid and bolted to-

18 months ago.

What are the Standout features?

The 3008 is based on the French firm's EMP2 underpinnings that has been developed with a focus on keeping weight down. So the 3008 Active tips the scales at 1371kg which is lighter than some of its rivals by more than 200kg. It has a two-fold effect on the performance of the 3008, firstly improving the way it handles and secondly helping fuel economy. The 3008 may be a spacious SUV but it doesn't feel big or heavy, which is something that makes it stick its head above the pack.

gether well. Peugeot Australia has acknowledged this perception and introduced a five-year warranty for all new models for added peace-of-mind. But with so many brand's moving to that period it doesn't have the same impact it would have

What does it have that others don't?

The i-Cockpit cabin concept is perhaps the quirkiest element of the 3008. Plenty of other brands offer a digital instrument panel but the i-Cockpit also incorporates the company's philosophy of a small diameter steering wheel along with high-set display.

It's a love-it-or-hate-it setup because it's dependent on the preferred position of the driver if they can see everything properly. For this reviewer the small wheel is nice but it has to be set lower than ideal in order to see all the information on the instrument screen. Others, though, have no trouble finding an ideal position, so it really does come down to personal preference whether you think i-Cockpit is a great - or stupid - setup.

How practical is it?

Aside from the i-Cockpit's particulars, the rest of the 3008 is comfortable for everyone. The five seats offer good support and are easy to spend long stints in. Even though the Active misses out on leather trim, the grey and black cloth materials used look and feel nice.

Is it comfortable?

The design and quality of the cabin is excellent, with a sense of flair and a level of detail that pushes the 3008 (even in Active trim) towards luxury car territory. Big elements, such as the way the dashboard sweeps around the entire cabin, to the small touches, like the metallic-effect switches, means the 3008 has a premium and comfortable interior.

Easy in, easy out?

With 220mm of ground clearance the 3008 has a proper SUV stance on the road but isn't too big to climb in and out of.

Space and versatility?

The boot in the 3008 measures 591-litres with all seats in place, but if you need to take a bigger load you can drop the back seats to liberate 1670-litres of room.

What's the engine like?

Motivation comes from a 1.6-litre four-cylinder turbocharged petrol engine generating 121kW of power and 240Nm of torque. It's paired to a six-speed automatic transmission and sends its power to the road via the front-wheels.

While it struggles slightly under hard acceleration, most of the time the little engine punches above its size. It feels particularly strong on the move, with a mid-range surge that belies its small capacity. The transmission needs refinement, though. Several times during our testing the 3008 would roll back on take-off, as if there was a noticeable pause before the gearbox engaged properly.

How much fuel does it consume?

The combination of a small capacity engine and relatively light vehicle helps the 3008 consume only 7.0-litres per 100km.

Is it enjoyable to drive?

As mentioned earlier the 3008 is an enjoyable small SUV to drive thanks to the lightweight chassis and peppy engine.

It feels agile and nimble in the city and composed and controlled on the open road. Not everyone will like the small steering wheel but it does help that feeling of responsiveness. The other factor that makes the 3008 a nice SUV to drive is the ride.

Peugeot has found the sweet spot between making the suspension soft and comfortable to soak up the bumps while also retaining good body control so it doesn't roll too much when cornering.

It's an impressive feat and makes the 3008 one of our favourite SUVs to drive.

Does it perform as you expect?

The 3008 Active is an ordinary SUV, in the sense that it casts off the quirky tag that maligns French models by doing all the normal things you expect - and that its Japanese and Ko-

rean rivals do well. It's spacious, economical and drives with polish, but on top of that it has a splash of French flair that actually makes it extraordinary.

2018 Peugeot 3008 Active pricing and specifications

Price: From \$37,490 plus on-road costs

Engine: 1.6-litre four-cylinder turbo petrol

Power: 121kW at 6000rpm

Torque: 240Nm at 1400rpm

Transmission: Six-speed automatic, front-wheel drive

Fuel use: 7.0L/100km



HOLIDAYS



Just the thing for those of you planning a Christmas road trip - a 308 SW and a caravan. Why just go on holidays, when you can go on holidays and annoy every other person on the road.

**Peugeot Association of Canberra
Minutes of the Annual General Meeting
23 October 2018
Weston Raiders Club**

Present

B. Pillans,
N. Birch,
W. McNamee,
G. Bryden,
N. Sperring,
G. Francis,
S. Pillans,
R. Morgan,
I. Brock,
P. Rees

Apologies

R. Stephens,
A. Lance,
C. Handley,
A. Wright

Introduction

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

Minute of the previous AGM

2. Moved as an accurate and complete record of the previous meeting by Brad, seconded by Ian, passed unanimously.

President's report

3. The club had a good year with all the usual successful events: Wheels, Fish 'n' Chips evening at the Yacht Club, Battle of Waterloo which received excellent support especially from NSW participants, French Car Day, French Car drives organised by Lisa from the Renault Club, and Monthly Meeting and dinners. Brad extended his thanks to the outgoing committee for their work and support.

Financial report

4. The auditing year has changed to the financial

year period with the annual report to 30/06/2018. All financial statements were approved by the auditor. Moved that the financial report be accepted, Glenn and seconded by Neil, passed unanimously.

Election of Office Bearers

5. All positions were declared vacant. Neil was appointed as Returning Officer.

President: Brad nominated by Peter, seconded by Bill, elected unopposed.

Vice-president: Colin nominated by Ian, seconded by Peter, elected unopposed.

Secretary: Neil nominated by Greg, seconded by Brad, elected unopposed.

Treasurer: Glenn nominated by Greg, seconded by Brad, elected unopposed.

Technical Officer: Bill nominated by Brad, seconded by Peter, elected unopposed.

Roar Editor: Peter nominated by Greg, seconded by Ian, elected unopposed.

Roar Production Editor: Allan nominated by Peter, Seconded by Brad, elected unopposed.

Social Secretary: no nominations, position vacant.

Public officer: Geraldine nominated by Brad, seconded by Bill, elected unopposed.

General Committee: Jim Taylor, Richard Morgan elected unopposed.

Council of Motor Clubs Delegates; Greg, Neil, Ross elected unopposed.

Monthly Meeting 23 October 2018

Minute of the previous Meeting

6. Minutes of previous meeting be accepted as true and accurate record of the meeting nominated by Brad, seconded by Richard, passed unanimously.

Treasurer's report

7. Current balance is \$11,722.85.

Correspondence

8. Confirmation of insurance received.

CMC Report

9. Progress on 60-day concessional registration continues with a positive outlook. Wheels is in doubt for 2019 as no clubs have indicated a willingness to organise.

Coming events

10. • French Car Day at Telopea Park School on November 3rd.

• Last meeting of the year to be held at the Yacht Club for Fish 'n' Chips dinner.

• Christmas barbecue at Lake Gininderra organised by Renault club.

• Pageant 2019 6th and 7th April 2019 organisation is proceeding well with registration form to be produced soon and Colin organising a venue for the motorkhana.

General bushiness

11. Neil provided an example of an Adolf shirt with embroidery on sleeve, collar, and chest for \$15, shirt provided.

Brad is to meet with the Renault club and Citroen owners and bring a proposal to the next meeting.

Close

12. The Meeting closed at 9.10 pm. The next club meeting will be in 2019.