

ROAR

Magazine of the Peugeot Association of Canberra



February 2019

02 President's Report

03 2018 Committee

- Who's who in PAC

04 Calendar

- Club Events 2019

05 Calendar

- Wheels 2019

06 Calendar

- French Car Drives 2019

07 Calendar

- 2019 Peugeot Pageant
Registration Circular

09 Calendar

- Rocker Cover Racing Rules

10 Classifieds

- For sale, wrecking, wanted, parts

13 News

- SUVs bring Peugeot out of the
trenches

16 News

- PSA hits record sales as rivals
struggled on emissions
- Toyota and PSA to end joint
production of city cars from 2021

18 Restoration

- Welcome "Miss Piggy"

23 News

- Peugeot Australia launches its first-
ever local campaign

25 Motorsport

- The fastest Peugeot in Australia

29 History

- The car that saved Peugeot from
post-war bankruptcy

30 News

- \$9.8 million Peugeot and Citroën
museum opens in Korea

31 History

- A trip down memory lane

34 History

- Peugeot Quasar: The ultimate Group
B weapon

38 Minutes

- PAC Minutes of the General
Meeting, 27 November 2018

39 Minutes of CACTMC

- Minutes of the General Meeting, 15
November 2018



On the cover A Peugeot 204 Coupé shown at the 4th Retromobile, Paris, held 6 to 10 February 2019.

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

PO Box 711, Civic Square, ACT, 2608.

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

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

All copyrights to original articles herein are reserved except for other Peugeot Associations and clubs which must acknowledge the source and author when reproducing them. Individual opinions expressed herein need not necessarily reflect the PAC as a whole.



Greetings all,

Since this is the first magazine for 2019, may I start by wishing all club members a belated Happy New Year.

Summer has been hot, with temperature records falling around the country, including Canberra experiencing its hottest January on record. The heat, which included 4 consecutive days on which the maximum temperature reached 40°C, was not only hard on humans, plants and other animals, it was also hard on our cars. The air-conditioned comfort of my 508 was most welcome, but the fuel consumption increased significantly – from a typical average of 6.4 litres/100 km around town, to 7.1 litres/100 km.

A couple of weeks ago, my 508 would not start in the garage. Warning lights flashed, with an engine fault message. I tried to start it again, and this time the flashing lights on the dashboard were accompanied by door locks going on and off and I could not stop them. I had to walk far enough away from the car that the remote key in my pocket was out of range. Not knowing what the problem might be, I rang the NRMA for assistance. However, the NRMA requires a person to pay a membership fee for each car they own, and while I had an NRMA membership for my Landcruiser, I had to take out

another membership for the 508 before they would come – and then I had to wait 48 hours, which is the NRMA's way of discouraging people from only joining when they need help.

When I lived in New Zealand in the 1980s and early 1990s, the NZ Automobile Association only required people to pay one membership, which covered all the cars they owned. This seems eminently reasonable to me – after all, you can only drive one car at a time!

Anyway, back to the 508 stuck in my garage. While cooling my heels for 48 hours I put a multimeter on the battery – only 11.27 volts – so I was pretty confident the battery was the cause of the starting problem. When the NRMA guy turned up, he quickly confirmed a dead battery and jump-started the car for me. I then headed to Battery World in Philip, where a new battery was fitted by a guy who also owned a 508 (his was a GT). The dead battery was a Peugeot battery, which had been in the car since new (5 years), so I'd had a pretty good run. The new battery is guaranteed for 7 years!

Whether the increased load of a hard-working air conditioner was a factor in my battery dying mid-summer, I cannot say, but I'm pleased to have my 508 back on the road (after a quick trip into Rolfe Peugeot, to get the error codes cleared on the engine management system).

Without a doubt, the biggest event on the 2019 club calendar is the annual Peugeot Pageant, which we are hosting in Queanbeyan from 5-8 April. Plans are proceeding apace, with strong support from our favourite Queanbeyan-Palerang Regional Councillor, Peter Bray, who has made some terrific suggestions to enhance the pageant experience.

Naturally, I am hoping for a strong attendance from our club membership. Registration for the full pageant program is set at \$180 (rising to \$210 from 1 March), which includes 3 evening meals, 2 lunches, a pageant 'show bag' and participation in all pageant events (concours, driving skills, observation trial and rocker cover racing). However, for those club

members who are unable to participate in the full pageant program, I am happy to negotiate day registrations at a reduced cost depending on individual circumstances. Please contact me for details.

As you see, we have included rocker cover racing on the program of the pageant. Since this is an event that may be unfamiliar to many of you, later in the magazine we have included some information on race rules, and how to build your racer (courtesy of Phil Torode, PCCV). So, get cracking, and see what weird and wonderful ideas you can come up with....



Finally, our first club meeting for 2019 will be held at the Raiders Weston Club at 8 pm on Tuesday 26 February, with dinner and drinks from 7 pm. A major discussion item will be a potential merger with the Renault Owners Club to create a Canberra French car club.

Late last year, ROCC members voted in favour of a merger and so it is our turn to decide whether we want to proceed down that path. We already hold jointly organised events with the ROCC, so the prospect of a merger is not too scary. Anyway, let's have the discussion and then we will proceed to a formal vote. Voting papers will be distributed to all club members by email.

Keep on Pugging,

Brad Pillans

Brad Pillans

2019 COMMITTEE

President and Club

Registrar

Brad Pillans
30 Aspen Rise
Jerrabomberra, NSW, 2619
0427 662 112
brad.pillans@anu.edu.au

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
0409 440 789
peterees@netspeed.com.au

Vice President

Colin Handley
4 Bains Place
Lyneham ACT 2602
0414 484 398

Production Editor

Allan Lance
GPO Box 2677
Canberra ACT 2601
0418 856 504
hca@netspeed.com.au

Secretary

Neil Birch

Social Secretary

Vacant

Treasurer

Glen Bryden
99 Miller St
O'Connor 2602
6249 6835
gbryden@velocitynet.com.au

General Committee

Richard Morgan
Jim Taylor

Technical Officer

Bill McNamee
15 Finlayson Pl
Gilmore 2905
6291 6495, 0419 279 811
fax 6291 4914
mcnamee@amorphous.com.au

Public Officer

Geraldine Butler

Delegates to CACTMC

Neil Sperring
Greg Francis
Ross Stephens

CLUB EVENTS 2019

26 February 2019

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

3 March 2019

Wheels 2019, Queanbeyan Showground. (See flyer on next page).

26 March 2019

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

5-8 April 2019

Peugeot Pageant, Queanbeyan.





An Invitation to Shannons



WHEELS 2019

Contact: Max De Oliver mobile 0427 977 763
Lawrie Nock Email: secretary@stharc.org.au
info@cactmc.org.au

On behalf of Council of ACT Motor Clubs (CACTMC) and Shannons, Southern Tablelands Heritage Automotive Restorers Club (STHARC) of Queanbeyan have taken on the task of presenting Shannons Wheels 2019.

STHARC would like to invite all CACTMC affiliated clubs and members to participate in WHEELS 2019, at the QUEANBEYAN SHOW GROUNDS, **Sunday the 3rd March 2019.**

The event will include Cars, Trucks, Motor Bikes and Caravans, with the awarding of trophies.

Trade stands and food vans will be on site.

STHARC are proud to be supporting the Cancer Research Council along with TADACT for 2019

ALL DONATIONS will greatly be received and deployed

MAIN GATE ENTRY is on GLEBE AVE. [\(MAP\)](#). This gate will be open to participants from 7.00am on Sunday Morning to facilitate an early start to have ALL VEHICLES on display by 9.30am

EVENT open to the public from 10.00am till 3.00pm. We would like ALL vehicles to remain on display till 1.00pm, as per our public liability insurance cover

AWARDS. Trophies will be announced at 12.45 at the Shannons display. Winners of these awards must be present to accept Trophies

Please advise STHARC of your clubs' attendance and the number of car spaces required **BY THE 15th February 2019** for allocation of the area required.

ENTRY is a GOLD COIN DONATION payable at the gate.

More information available on the STHARC WEB SITE.

STHARC Contact: Max De Oliver. Mobile 0427 977 763
STHARC Secretary: Lawrie Nock. Email: secretary@stharc.org.au
CACTMC: Email: info@cactmc.org.au

<https://www.facebook.com/Shannons-Wheels-2019-220851112125816>



FRENCH CAR DRIVES 2019

Program of French car drives together with Peugeot and Citroën clubs, 4th Sunday of even months:

Program of events in 2019

February 24: Gunning Retro Market Day. Markets are open from 8am to 2pm in the main street and inside the court-house. Arrive whenever you like to view the markets, which includes a small classic car display.

<https://www.facebook.com/events/339426816893891/> Meet at the Merino Café, 62 Yass St, for lunch at noon.

<https://www.facebook.com/merinocafegunning/>

Please RSVP with bookings by February 20. Email reno1338@hotmail.com or call 0412 011 927.

April 28: Hillbrook Hygge café. A Danish style café where we will have afternoon tea.

222 Doust Road, Lake George <https://www.facebook.com/Hillbrook-Hygge-471161556620625/>

June 23: Wins Creek Meadery, Murrumbateman.

www.bindaree.com.au/wins-creek-meadery/

August 25: Hunter Valley French Car Day at Dalwood Estate winery.

<https://dalwoodestate.com.au/>

October 27: Explore the Googong area- visit Googong dam, afternoon tea, visit a club members' shed for a tour of his collection.

December 1: Christmas BBQ at Lake Ginninderra.

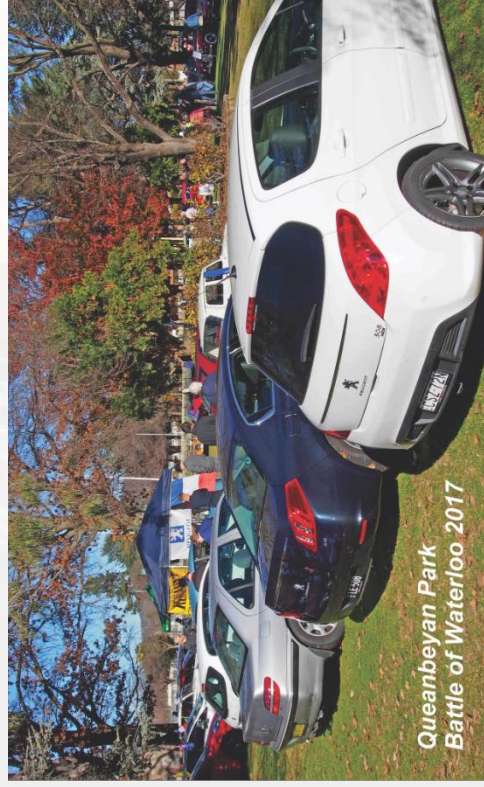
Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia

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



2019 PEUGEOT PAGEANT QUEANBEYAN REGISTRATION CIRCULAR

EARLY BIRD REGISTRATION EXTENDED UNTIL 8 MARCH

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. We hope that the mayor, Tim Overall, and his wife, Nichole, 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 and early afternoon there will be an observation run to Captains Flat and Bungendore, with opportunities 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 8th 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.

Rocker Cover Racing Rules

What is Rocker Cover Racing? An engine cover fitted with wheels that runs down a straight slope using gravity only. The winner is the engine/valve/rocker cover that arrives at the end on the track first.

1. Cars shall be based on an actual rocker cover (valve cover) from a car engine. There is no limitation on engine model or make. Peugeots are encouraged and may receive an advantage over other makes, or classes may be determined on vehicle make.
2. Cars must not have any form of mechanical propulsion or steering. Gravity is your friend.
3. Cars must retain at least 75% of the original rocker cover.
4. Nothing can extend beyond the front of the rocker cover.
5. Cars may have any number of wheels attached in any way, each no greater than 150 mm in diameter.
6. Wheels must have a non-metallic surface contacting the track.
7. Maximum length of the car to be no more than 600mm. (The staging lane is only 60cm long.)
8. Wheel track and overall car width shall be no more than 400mm.
9. Cars must weigh no more than 4.5 kg.
10. Down force wings, spoilers, air dams, etc. are all permitted. They probably won't do any good, but we will all get a good chuckle out of them.
11. Sponsorship logos, unusual set ups and car names are all encouraged.
12. The course shall consist of two divided lanes, approximately 50cm wide, with a track length of approximately 6m.
13. The first car to cross the finish line shall be declared the winner. If neither car makes it to the finish line, the car going farthest shall be declared the winner.
14. There are no more rules. So get cracking, but above all, have fun!



CLASSIFIEDS

For Sale

Peugeot 405 SRDT NEW

405 SRDT. Manufacture date 02/1996. Diesel manual with 344,400km on the clock. Reconditioned engine at 260,000km. One owner. Registered to 22 Feb 2019. In good mechanical condition for age, recent repairs to brakes and suspension. Upholstery in excellent condition, kept garaged. Kangaroo damage to front left/passenger corner. Reasonable offers considered.

Contact: John 0438 509 599; or email: jhook3@bigpond.com



Peugeot 504Ti NEW

504Ti 1974, 4-speed manual, Trak Yellow. Tidy inside and out, goes well, been in storage for a few years. No rego but should pass rwc. \$4,000 ono. Colin 0414 484 398.



CLASSIFIEDS

Belchamp Special GP with 403 mechanicals

403-mechanicals based "Belchamp Special GP", ex-Bob Pinkerton. This is a front engine, open wheeled style racing car of a design concept from the mid-1950s. Based on Peugeot 403 mechanicals. Comes with licenced custom built trailer. Race car has current CAMS log book and is fully compliant with requirements for vintage, veteran and regularity racing. Group "L". Race car has comprehensive race history including races at Wanneroo, Phillip Island and Winton. Additional spares available by negotiation.

Chassis: hand crafted and incorporates two main rails of 76mm diameter steel tube, fabricated front and rear cross members, central hoop and roll frame.

Suspension: remains similar to that used on the 403 sedan, transverse leaf spring and lever action dampers on the front and coil spring with telescopic dampers and Panhard rod at the rear. Changes have been made to the springs due to lower kerb weight.

Engine: Peugeot 1500cc is tuned to full race specifications with forged pistons, fully balanced crankshaft, full cross flow hemi head fitted with twin 40mm DCOE Weber Carbs and custom exhaust extractor system. Gearbox is standard four speed C3 with modified selector top. Clutch is heavy duty 403. Differential is standard 4.2:1 using worm or hypoid type. Brakes are 403B units, ventilated for extra cooling. Steering is standard 403. Body is hand fabricated from 1.2 mm aluminium in the style of the 1950s G.P cars. Expressions of interest. Any reasonable offer will be considered.

Contact Justine Pinkerton Jusjoshjac@gmail.com



CLASSIFIEDS

Wrecking

Peugeot 504Ti

NEW

Breaking 1977 504 Ti manual. Colin 0414 484 398.

Wanted

Peugeot 308 hatch

NEW

308 Peugeot hatch, 2010 or later. Contact Flash, intermediary for a neighbour with 3 kids who wants one of these excellent vehicles. pug203@bigpond.com

Parts

207 Steel wheels and tyres

NEW

4x Maxxis 185/65R15 MA-P1 tyres fitted to standard issue Peugeot 207 wheels, plastic hub caps and wheel bolts. The tyres have from 4-5mm tread and will do the trick to get you through rego. They've been sitting around in the garage for a while, annoying the family who can't get to the wine cellar. \$50

I'm happy to deliver them anywhere in the local region.

Allan (hca@netspeed.com.au) 0418 856 504



SUVs bring Peugeot out of the trenches

Peter Wilson

Bonjour à tous, et très bonne Année 2019! It's been a better 2018 for Peugeot Australia than the downward industry sales trend and official new Pug registration figures from 2018 indicate.

With 272 Peugeots gaining new plates in November and 241 in December, the brand's year's rego tally was 2,838, down on the 3,392 reported in 2017.

As the national market shrank, a heavy carry-over of 2017-plated Pugs sold well, giving a healthier actual sales total and cleared room in showrooms and back lots for this year's new stock. That French new year greeting? "Things just look better in French" the Peugeot website proclaimed as it kicked off 2019 with a Bonne Année sale offering five months' free servicing, "*cinq ans de garantie*" and five years' Peugeot assist for 200 demo and new cars across the range, proclaiming: "things just look better in French."

Will similar French touches be in promotion for the year ahead? "Oui are French so why not celebrate it?" was the quick response of Tyson Bowen, spokesman for Peugeot Citroën Australia, busy finalising plans for 2019.

Meanwhile, that promotion had bat-

ted its century just after mid-month. The servicing was a valued incentive now Peugeot has reliability increased – J D Power's UK survey found Peugeot outperforms many Japanese and Korean brands – and longer warranties are everywhere.

The brakes are well and truly off SUV sales. Medium SUVs, led by the Mazda CX-5, have ousted small cars to become the most popular vehicle segment with 18 per cent share and Peugeot can dispense its own remedy for SUV fever.

SUV sales led most of the few brands that improved in a hugely competitive year with SUVs and twin cab utes accounting for 43 per cent of total registrations, compared with 20 per cent 10 years ago.

The share of cars slipped to less than a third. Peugeot's 3008 and 5008 outsold its cars and even the 2008 came close to beating the once sales-leading 308 in the reported figures.

In Europe, although Peugeot's 208 leads the range, it has one of the strongest selling SUV lineups on the Continent. The 3008 and 2008 are in the 2018 European top 20 and 5008 sales are gaining strength over rivals.

In the year ahead the brand's momentum should continue here with the exciting new 508 awaited for second half release, with a 1.2-litre triple 3008 at a lower price than the other a possibility and a new 208 coming up at the Geneva show.

This year it is Citroën's turn for revival with a "relaunch" marking the centenary of the brand

and the 1919 first shipment to Australia.

Citroën is underperforming with new registrations down to a low of 494, down 33 per cent year-on-year. It has old stock to clear, most models in runout and some dealers catching up. Its hopes rest with the launch of three new models – the C3 Aircross SUV within weeks, its bigger C5 Aircross SUV later in the year and eventually the acclaimed third generation Berlingo.

Steady growth in the national light van segment from 18.3 to 20.6 per cent of the overall market offers opportunities, particularly with the new generations. The car-based Citroën Berlingo has soldiered on for a 2018 total of 259 registrations in 2018, third in the small van class.

A mysterious 3 Citroën Dispatch registrations may hint at the future too. Sime Derby hesitated at selling vans as they did not seem core business and at a Sydney motor show the Peugeot van range was parked outside the building.

Inchcape's focus has been on cars and the new Berlingo (or the identical Partner) is on the road to taking advantage of the Peugeot group's leadership of the European LCV market with its four brands.

The Australian vehicle market was down 7.3 per cent to 93,860 in November when even SUV numbers fell – and down 14.9 per cent in December to 87,529 vehicles. After nine consecutive months of declining sales, the year's new regos fell 3 per cent from

2017's record to 1,153,111 units.

January 2018 plate clearances have been in overdrive as most brands softened in volume year-on-year. Industry spokesman Tony Weber said "in real terms" new cars have never been more affordable and blamed slowing housing markets, tightened money lending and drought. Add to this a weak dollar, poor wage growth and pre-election caution as well as compliance and supply issues, including two shiploads of vehicles turned away from Australia because of stowaways – brown marmorated stink bug stowaways – that bugged European brands.

It was not all gloom. Market leader Toyota, up year-on-year with a grand 0.2 per cent increase to 207,161, noted 2018 was the eleventh time Australia had topped a million vehicle sales. Yet again its Hilux was the most popular vehicle with 51,705 on new plates – more than every brand total except the top nine – while seven other Toyota models led their categories, hybrids showing big gains. Mitsubishi, Honda, Volvo, Škoda, Jaguar and MG improved because their SUV models gained while Kia's Picante microcar led its range.

The Pugilist

Peugeot registrations 2018

Model	*New registrations	Y-on-y change
208	195	- 49.4%
308	395	- 61.7
508	3	- 100
2008	365	- 37.5
3008	1,375	+ 38.7
5008	508	New
	2,838	- 16.3

* Excludes earlier plate sales.



Citroën in Australia in 2018

Model	*Registrations	Y-in-y change
C3	122	+ 205
C3 Aircross	4	new
C4 Cactus	85	- 55
	C4 Picasso/GP	* 20
DS4	1	- 88
Berlingo	259	- 3
Dispatch	3	
Total	494	- 32.8

How Pugs are surviving



Model	Year	NSW	VIC	QLD	2016	2017-18
206	98-09	2,791	2,656	1,640	11,641	9,045
207	06-14	2,491	2,695	1,369	8,724	8,388
2008	13+	507	620	249	n/a	1,607
208	12+	1,152	1,329	547	2,852	3,693
306 N5	97-03	736	1,037	418	4,190	2,796
307 T5	01-05	3,475	4,095	2,021	13,578	11,319
307 T6	06-09	1,970	2,537	1,305	7,752	7,3229
308 T7	07-14	3,780	4,899	2,289	n/a	13,484
308 T9	15+	1,130	1,154	535	n/a	3,297
3008	10-17	655	950	386	n/a	2,313
3008 suv	17+				*	n/a
405 D70	93-98				1,029	n/a
406 D8	95-99				•1,055	n/a
406 D9	99-04	353	503	224	1,716	1,364
407	04-11	1,325	2,025	990	5,808	5,255
4007	07-14	505	487	436	1,762	1,707
4008	12+	1,118	1,607	747	3,453	4,203
508	10+	802	1,107	515	2,706	2,950

PSA hits record sales as rivals struggled on emissions

Laurence Frost and Gilles Guillaume

15 January 2019

PSA Group said global sales rose 6.8 percent to a record 3.88 million cars and vans in 2018, as the Peugeot maker's continuing China slump was offset by its purchase of Opel - and a boost from European rivals' emissions problems.

Paris-based PSA recorded a 31 percent sales increase in its home region, where its full-year market share jumped 3.8 points to 17.1 percent after the 1 September introduction of tougher new emissions tests forced competitors to suspend key models.

While Volkswagen, Renault and others have been badly wrong-footed by the new Worldwide Harmonised Light Vehicle Test (WLTP) standards, PSA had its vehicles re-certified on time.

The group "took full advantage of its perfectly managed new WLTP standard implementation phase to gain a competitive edge," PSA said in its sales statement.

Chief Executive Carlos Tavares, whose recovery plan took PSA from near-bankrupt-

cy in 2013 to record profitability, also credited a pared-down lineup heavy on SUVs including the popular new Peugeot 3008 and 5008.

"We thrived with the rigorous execution of our efficient core model strategy," Tavares said. PSA is due to publish 2018 earnings on 26 February.

Excluding the Opel-Vauxhall business acquired from General Motors in 2017, PSA's sales rose 5 percent in Europe - outpacing the market's weak growth - but fell 12 percent globally to 2.84 million euros.

In China, where PSA is struggling to reverse a sustained sales collapse, group deliveries fell 32 percent to 262,583 vehicles in 2018.

The company gave no sales forecasts for the current year, saying it would update its outlook with next month's earnings publication.

"The year 2019 is complicated to read," PSA Europe chief Maxime Picat told reporters on a conference call.

Reuters



Toyota and PSA to end joint production of city cars from 2021

30 November 2018

Toyota agrees to purchase PSA's share of Kolin plant where Aygo, 108 and C1 are made

Toyota has struck a deal with PSA to take sole financial ownership of the Toyota Peugeot Citroen Automobile plant in Kolin by 2021 - production site of the Toyota Aygo, Citroen C1 and Peugeot 108 city cars.

The Japanese company states that it fully intends to continue employment and construction of the Peugeot 108, Citroen C1 and Toyota Aygo at the plant, which produced a total of 199,000 vehicles in 2017.

However, the move means joint production of A-segment cars between Toyota and PSA will end early next decade, and while Toyota has committed to producing PSA's current generation city cars for the time being, there is no word as to whether the companies will continue to co-develop and build A-segment vehicles beyond 2021.

At the same time, the companies have announced that from late 2019, PSA will supply Toyota with the Berlingo C-Van platform, adding a compact light commercial vehicle to Toyota's European line-up.

Toyota and PSA started their collaboration on the construction of light commercial vehicles in 2012, with the Toyota Proace, Citroen Dispatch and Peugeot Expert being the result. The joint venture produced 135,000 vehicles for the 3 brands at Group PSA's plant in Hordain, France.

Later next year, the partnership between Toyota and PSA will expand, enabling Toyota to offer a compact van based on the Citroen Berlingo and Partner platform. The aim being for the parties to benefit from similar production and development cost optimisation to that achieved by the existing mid-sized van deal.

The Executive Vice President of Toyota Motor Corporation, Didier Leroy, marked the agreement stating: "Our agreement allows each company to play to its strength, while sharing technology and development costs. Our commitment to the Kolin plant demonstrates Toyota's philosophy of producing cars where we sell them and our long-term manufacturing presence in Europe."

Auto Express



Welcome “Miss Piggy”

Richard Marken

Back in 1996, I purchased a 404 Ute. This was going to be a quick restoration with a few upgrades for its intended role as a transportation for my trials motorcycle.

A quick tear down followed, but as we dismantled more of the Ute the more rust we found, the style side tray was the worst, this like the tray back is a bolt on item, to remove the tray we first had to remove the glued in rubber tray liner.

As this liner came off it took the very rusted floor of the tray with it, a quick resto was looking very remote.

With the style side tray finally removed a very well rusted rear frame was revealed, this was really going to take a lot of work to rebuild.

In hindsight I should have cut my losses and removed the doors and sent the rest to the tip, but being a little bent and twisted I went ahead and started to cut out more rust and welding in new metal.

In 1997 the 404 Ute was rolled out of the shed and stored under a tarp for a year whilst I restored a 604, a far more satisfying effort. Only a couple of rust spots and with the engine upgrades, nearly twice the original power output, it was a great tow car for my motorcycles.

It was while rebuilding the 604 rear suspension that I decided to fit the inde-



pendent rear suspension into the 404 Ute. I had measured the inside frame dimensions of the 404 and compared this with the inside frame dimensions for the 604 and concluded that it was a doable engineering solution to a rusted out rear 404 frame.

I purchased a rear cut from an early 505 and proceeded to trim it up to a point where it could be mated up to the now repaired rear frame members of the 404 Ute.

It is now 1999 and Kay and I are both driving 604s, both of which have nicknames,

Kay's car is “Blue Barge” and the red 604 is called “The Beast” (cos it roars nicely), and the 404 Ute, which is now back in the shed and having more rust removed, has been called “Miss Piggy”, this is because of an old saying, “You can't make a silk purse out of a sow's ear.”

It was about this time that I decided

that I would extend the cabin by adding 120 mm to the rear, this would give more room and also add a lot more strength to the Ute structure.

During the cutting and grinding process more rust in the inner and outer sills was uncovered as well as the sill strengthening rib which was completely gone in the front of the cabin.

The decision was made to remove the entire floor and replace it with one from a 505,



I had decided to use 505 bucket seats and a BA 10 five-speed gearbox, all of which would fit nicely with a 505 floor pan.

With the turn of the century upon us and Kay happily driving a lovely green 605 and me about to retire to a life of leisure, I did the only sensible thing a man should do and purchased a very rusty 504 cabriolet from England. This was to consume the



next five years of my life.

In 2005 the cabriolet was finished and Kay and I celebrated with a six-week driving holiday in Tasmania in the nice new yellow 504 cabriolet. Miss Piggy was back in the shed, still a sad piece of rusting auto parts.

The next two years saw lots of progress on the 404 Ute. Having built a rotisserie to do the 504 cabriolet restoration, I modified this and mounted the 404 Ute on the rotisserie, this made it a lot easier to remove the rusted metal and weld in new bits.

2006 was fading and 2007 looming, and a visit from our local council representative encouraged us to look for a better property with a Council more conducive to vehicle restoration.

A new move to a new house and building a huge shed along with the enlargement of the 2 car garage to a 4 car meant that little restoration work was done for much of the year.

By 2009 the Ute already had a 505 floor

pan installed and this extended to the lower front suspension mounts. I had already re-built a 2 litre fuel injected 504 engine and five-speed gearbox while I was building the ZPJ4 V6 for the 504 cabriolet and to this end I was using a 504 front suspension cross member.

2009 also saw me purchase a Series One 605 with a butchered engine but pristine interior, and since I was now riding a French trials motorcycle, I felt it was time I was driving a French Ute, so Miss Piggy was once again



rolled out of the way and I spent most of the year building the only 605 Ute in the world.

2010 to 2013 saw more rust detected and more new metal welded into the 404 Ute and more modifications made, accompanied by a lot of tedious welding. It was really slow going.

In 2013 Miss Piggy was once again in the corner as I embarked on a refresh of the 504 cabriolet's paint work. This turned into a year-long job with a hardtop and bumpers made out of carbon fibre to finish off the refurb.



bishment.

2014 was another year that Miss Piggy was ignored. At Easter 2013 we purchased a 205 Si with the number plate, 05 MTO. "OSIMOTO" was what the previous owner had called the bright orange 205 Si, it was with us at the 2014 Boonah Pageant after a mild restoration.

2015 was the year I decided that the 404 Ute had to be finished or part thereof,



with all of rust work finally done, I estimate that there was only about 20% of the original metal left.

I started on more modifications, first was a rework of the windscreen wiper system and since this entailed a rebuild of the under dash and firewall, the addition of a fully integrated air-conditioning heater unit from a 205. The wipers are also a 205 item, as I had the remains of

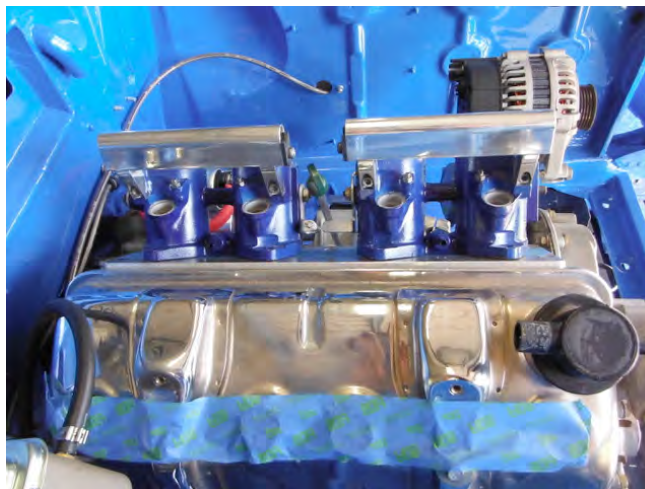


a donor 205 left over from the orange 205 Si project.

On the "make things better and more comfortable" list were the seats. I already had a 505 floor with seat mounts inserted in Miss Piggy but I also had two 605 sedans that I had

dismantled for parts, and I surmised that a nice pair of comfortable electric seats from a 605 would be nice.

More cutting and welding ensued until a 205 GTi came along. This needed a full body restoration, a gearbox overhaul and



bigger brakes, coil over suspension and really good upholstery, so by the time 2016 was done I had a really nice Hill climb, motorkhana and Sprint car but the 404 Ute was still not finished.

I had turned seventy in 2016, Kay had heart issues and I also stopped riding motor-cycles in competition, so the 404 Ute was not going to carry trials bikes into the bush.

2017 was it! I was going to finish the 404 ute! I manufactured new suspension bits and pieces, had a custom tail shaft built, had a limited slip differential made up and finished off a thousand other jobs and organised lots more including the painting of the body shell and all the bits that hang off it.

2018 and the 404 Ute is finally painted and back home, all I have to do now is put it all together, this will turn out to be a year long effort.

I had made up fibreglass panels for the interior trim and along with a much modified



dashboard and seats, it all went up to the motor trimmers, a set of custom-made instruments and a 205 steering column finished off the interior.

I spent months making up the wiring harness, this was all new and a lot more complicated than the original, throw in electric Windows and an Autronic engine manage-



ment system and there are a few kilometres of wires.

I had opted for a timber deck, this took months of searching to find someone who could supply aged hardwood in the plank size required, I ended up with \$600 worth of Queensland spotted gum



After weeks of smelling of wood shavings instead of burning metal and oil the deck was finished. I couldn't do a final fit of it as I was having issues with fuel pump cavitation which I eventually fixed in November 2018 with a new in-tank pump and a surge tank.

November was when we got Miss Piggy finally registered, not quite finished but on the road all legal. Come Christmas and all the remaining bits and pieces were finished, the deck was finally screwed down and sealed and the tonneau cover made and fitted.

Miss Piggy is a sow's ear no more,

and twenty-two years of sitting in the back of the shed are over.

Here in 2019 I get to drive a fantastic, distinctive and comfortable 404. Watch out, the blue Ute is out and about.

Peugeotmania



Peugeot Australia launches its first-ever local brand campaign

During Peugeot's 70th anniversary in Australia, the French marque will launch its first-ever local brand campaign featuring its distinctive vehicles and the personalities that drive them.

The new campaign, titled 'Know Who You Are', is underpinned by a new localised brand strategy, which celebrates the fact Peugeot offers beautifully designed products to people who have a strong sense of self-identity and who are confident in being themselves.

Ben Farlow, Managing Director of Peugeot Australia, said the launch of 'Know Who You Are' is a defining moment for the iconic French brand and signals the next chapter in the marque's local turnaround.

"With 208 years of experience it's fair to assume that Peugeot knows who it is. However, our brand activities have rarely reflected the relationship Australians have with our brand," Mr Farlow said.

"Peugeot is a brand whose history is well established locally, though for the next chapter, we must stand out, stand up and be celebrated for what we are.

"The timing of our communications coincides with the 70th anniversary of Peugeot's presence in Australia, but more importantly, it punctuates the beginning of



a new era of product underpinned by award-winning drivetrains, platforms and designs. It's an exciting time for Peugeot."

Launching on free-to-air television on Sunday, February 23, 'Know Who You Are' will be supported by out-of-home, social and digital media, cinema, catch-up TV and PR and will run throughout the year.

Devised in conjunction with creative agency The Works, this will be the first and only branding activity to be produced for a local market outside of France in recent history,

demonstrating the importance of the Australian market.

The concept was born from a deeper customer understanding that suggested previous brand activities were not distinctive enough and, when presented alongside the near-saturation levels of automotive marketing, did not stand out or apart.

Peugeot Australia's General Manager of Marketing, Amy Slade said, "Know Who You Are' is about celebrating the style and attitude of our vehicles and the people who drive

them, but in a self-deprecating way. It's the effortless style and attitude of the French that makes them unique, and we think this is our main point of difference."

"We are hoping to remind people to have the confidence to be themselves, to be bold and live life how they see fit rather than following the crowd," Ms Slade added.

'Know Who You Are' was shot in the greater Sydney area and is set against a variety of locations including; Maroubra Beach, Eveleigh's historic Carriageworks, Redfern, Farrah Place, Sydney and Connells Point, all bringing to life Peugeot's exciting range of SUVs and passenger vehicles.

'Know Who You Are' will be supported by online, digital, out-of-home and print executions, each with their own creative edge and style that links back to the hero of the campaign, a sixty second commercial that will spawn a series of shorter 15



and 30 second executions.

Set to the unmistakable 1984 Gloria Gaynor anthem 'I am what I am', the commercial features a range of characters undertaking

elements of their daily life in their own way, with their own style.

Paul Swann, managing partner at The Works added: "The success of the Peugeot brand globally is testament to a clear business and marketing strategy which we have adapted and optimised for the Australian market. The campaign is a statement about the self-confidence of the brand and its drivers, which is exemplified by the use of Gloria Gaynor's iconic hit."

Copies of the commercial and other assets are available to download from: <https://we.tl/t-dqxlzIDYo>

The fastest Peugeot in Australia

Parry Anastakis and his racing team have spent years developing both a love of motorsport and a car to compete with. This is a little of his story.

Growing up in a family that never had a car, my obsession of having one kicked off my love affair with the automobile.

My first car was a Volvo 144, then a BMW 320i followed by a V8 SLE Commodore and many other forgettable cars over the years. My soft spot is for the Volvo 144 with twin Strombergs and a sports exhaust and a 5 speed manual from a later Volvo. Attached to some soft Yokohama A032s is



how I learnt how to drive quickly.

Back in the '80s our local race track was the Royal National Park every Sunday night. We would have up to 20 cars race through from the entry gates to Stanwell tops. Back then it was Escorts, Cortinas, Geminis and an Alfa GTV that we would race. My passion for Peugeot cars started when I went to the movies and saw the short film "Climb Dance".

What is this Peugeot car I see being thrown around with such finesse? I always

wanted a 205 GTI, the look was just so sporty and an advertisement I saw in The Sydney Morning Herald that read "How to keep up with the Porsches."

It wasn't until the year 2002 that I bought my first 205 GTI: an immaculate 1992 Series 3 in white and my first introduction to Aussiefrogs. It was an Aussiefrogs track day that gave me my first experience on a race track and with the 205. If memory serves me right my first track day in a stock 205 GTI I man-



aged a 1m 18s, only to be beaten by a 306 GTi6 on very soft rubber that was doing 17s.

That track day had me hooked! I then started doing Supersprints with the series 3 205 and competing in the Combined Sports Car association (CSCA). It's here that I met Owen Willemin and Peter Taylor and their two young kids Adrian and John. This led to a strong friendship till this day and the development and evolution of the Fastest Peugeot in Australia.

It was clear that I was getting serious with my motorsport and I could not have a daily driver as a competition car. My good friend Ashley and I went out and bought a Red 1990 205 GTi at Manheim's Auctions as a write off for the silly amount of \$1,000 back in 2004. This is the car that you see today running around Wakefield Park in 1m 5s.

Suspension

For many years the car ran Gaz coilovers at the front with 250lb springs. The rear had stiffer ARBs and torsion bars. To get camber we ran Compbrake front wishbones coupled with Citroën BX driveshafts.



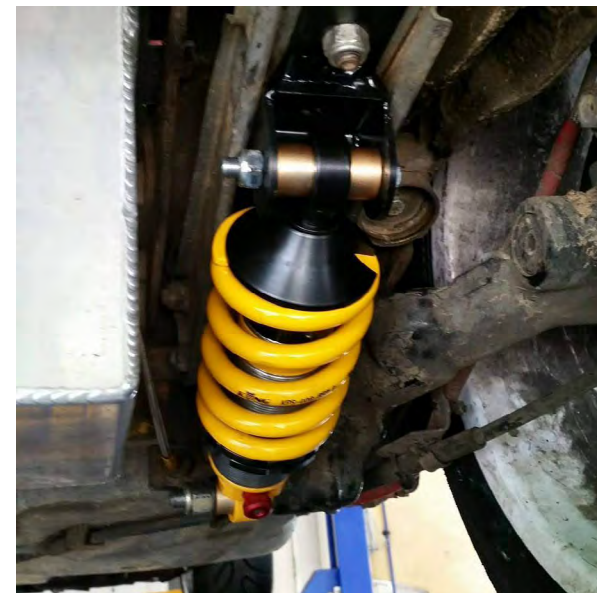
The compbrake wishbones actually collapsed twice during a race when running slicks. The G forces that were created at maximum braking and turn-in at turn two at Wakefield Park was just too much for the wishbones and we needed to get them reinforced to take the punishment of slick tyres. With this setup we were able to

run 4deg camber but only 1.5° castor.

The rear end was an interesting way of getting some negative camber. We purchased a set of trailing arms from Hans Reihs, previously owned by Peter Taylor, but originally built and run by Simon Crane in a 205 Rally car.

Simon had used heat to bend the trailing arms to get the camber. We still run these arms today and we achieve 2° neg camber but toeing out slightly, which is not ideal for turn in. The car's biggest transformation was when we were introduced to Greg Nolan.

Greg runs Concept Suspensions and he transformed how the car handled. The car was raised and a rake of 10% rear to front was introduced. We went to Spax coilovers



wearing 600lb springs on the front with Nolan adjustable top hats.

For the rear Greg engineered a new coil over system that had never been seen before and now adapted to other cars. Recently we have removed the compbrake setup and introduced a tubular setup that can now be adjusted without removing the wishbone. With this front end setup we are able to run now 3.5° camber and 6° castor. The car is so easy to drive and we make slight adjustments to the rear track to dial in or dial out oversteer.

Rims help us also widen the track. We run 15" by 8" rims with an offset of ET0, normally wearing 205mm or recently 225m tyres.



Heart of the lion: Swapping to an XU10 block with an XU9 head transformed the little 205 into a leading contender.

Engine

For over 10 years we ran a standard 8v motor from a series 3 and did well in supersprints, but in MRA and the 300s we were always midfield at best. It wasn't until we introduced the 16v that was designed by Owen Wullemin and Peter Taylor that the car became a front runner.

The first 16v we ran was a XU9 (alloy block S1 405 Mi16) but oil pressure issues and twisting cranks caused problems so we sacrificed weight and moved to a XU10 (S16/S2 405 Mi16) block with the XU9 head and we have never looked back, with the original XU10 running for over 100hrs with no issues.

The XU10 has all forged internals, solid lifter head and oil pressure is supplied by a pace dry sump system. Fuel is managed by a 14-year-old Haltech E6X through Porsche 911 turbo injectors.

The car breathes through a Collin Satchel manifold and 48mm EFI hardware throttle bodies. Cooling comes from a Spoox-provided 60mm core radiator that is shorter in height and the system runs straight water wetter and water. The Dyno results show 140kW (183hp) at the wheels. With the car weighing 820kg, the power to weight is its winning combination.

Brakes

Early on we had upgraded the original callipers to a 307 HDi 283mm setup and that has served us very well. The only

issue was pad knockoff and we could not use pads below half wear. Pads were the biggest differentiator.

We started off with EBC Green Stuff and Ferodo D2500s and both were useless after three laps. Ferodo D3000s were a little better but still not what you need for a dedicated track car. When we took the leap and purchased



\$600 worth of pads — Project Mu — we understood what good braking was all about. Winmax W7s are also a good race pad as I have found Project Mus don't like extreme heat and start to crumble.

We also run a Compbrake pedal box but there is firewall flex and we have plans for a floor mounted kit eventually. But using a non-assisted pedal box is a great improvement to modulating your braking. The only issue with the 307 callipers was the knock off and a long pedal in endurance races as the pads wore down. We have recently moved to Yellowspeed four pots and two piece discs and so far they seem to be performing very well. I am still learning and getting comfortable with them.

Tyres

We have primarily run Khumo V700 slicks and Yokohama A050 R spec treaded tyres. Yes the slicks are faster by about 0.5s, but I would love to try Dunlop slicks, over the A050s. But here is the big difference. The slicks last for a handful of heat cycles and lose their grip and time to heat up, whereas the A050s keep their grip right down to the canvas.

Winton 2015 also taught us the biggest lesson: R spec treaded tyres are not the best in monsoon weather conditions. Dedicated wet tyres are the only way to go. Earlier this year at a wet Wakefield park MRA round the little Pug that could got pole

position and 5s ahead of its nearest competitor.

Transmission

We are running a BE3 box with a BE4 case, 1st and 2nd gears are from a 405, 3rd, 4th and 5th are GTi6 gears, which gives us a 1:1 5th gear.

The diff is a Tranx plate LSD, a huge improvement over the Quaife unit, and a 4.4 Crown. This setup is great for Wakefield Park, but we run out of rpm at Sydney Motorsport Park main straight and we need to run higher profile tyre to help compensate and an 8,000rpm limit. Ideally we should be fitting a different spec box to run at SMP. We also run a Collin Satchel gear selector.

The future

To be the fastest ever Peugeot in Australia we need to beat 1:03:6 at Wakefield Park set by the BTTC under 2 litre 406 back in the early 2000s.

The choices we have are either a Supercharger kit or Honda power. Coupled with some decent aero we could see us setting the new record. But my age and funding might be the limiting factor to getting there. For now we have achieved many milestones and are proud of what we have achieved.

The Pugilist



The car that saved Peugeot from pre-war bankruptcy

Peugeot's art deco 201 helped save the French marque from bankruptcy.

By Calum Brown

19 January 2019

Long before Peugeot bigwigs decided to craft low-cost vehicles from papier-mâché, the French marque garnished a reputation for dependable workhorses boasting style and class.

History promotes the neon-lit 1980s as Peugeot's heyday, but jump further back – to 1929 – and you'll find the four-door saloon that saved the company from outright bankruptcy: the charismatic 201. Rare and

collectable, we've managed to find arguably the finest example for sale online.

First presented during the 1929 Paris Motor Show, amid the backdrop of impending financial doom as the Wall Street Crash raged on, the company – alongside lashings of other automobile manufacturers – faced ruin from Wall Street's ensuing depression. However, the 201's inexpensive image helped Peugeot to survive the economic crisis with finances intact.



Built between 1929 and 1937, with more than 140,000 examples rolling out the company's Sochaux plant, the 201 is often viewed by historians as Peugeot's first 'volume model'. Except, in the UK at least, very few have survived time's onward march.

It's why our office all but stopped upon finding this healthy 1934 201 D, claiming to be the only one available in Britain. At a snip under £8000 (\$10,300, €9000), we reckon this art deco icon presents great



value for those bored with the Austin 7, Model-T and Rolls-Royce Phantom.

Although pushing 85 years of age, the pre-war French saloon appears to be a true time warp. Fully functioning and in regular use, still with its original 1307cc engine, the car retains all its original period details. Features include the incredibly rare set of six chrome vented grilles on either-side of the engine, original headlamps with French yellow 'Jaune' bulbs and the rare Roaring Lion mascot.

Don't expect great turns of adrenaline and pace behind the wheel, with around 32 bhp to play with and a top speed of 88 kph. But, as a piece of automotive history, the 201 offers a window into a bygone world now celebrated by collectors and enthusiasts alike.

Auto Classics



\$9.8 million Peugeot and Citroën museum opens in Korea

Peugeot-Citroën has opening a new museum in South Korea, filled with classic cars of the past and even featuring a 33-metre tall Eiffel Tower

7 December 2018
by Tyler Heatley

Brand image is a very important thing, especially in new markets where consumers might not be familiar with a marque's history. Citroën might have been around for nearly 100 years in Europe, but it's a relatively new company to car buyers in South Korea.

To boost exposure and familiarise the locals with Citroën and Peugeot, PSA Group has partnered with a Korean auto firm Hanbul Motors to launch a museum, complete with an Eiffel Tower replica, according to Pulse News, who attended the opening.

The new \$9.8 million attraction is situated on South Korea's southern resort island of Jeju and consists of a modern two-story building, with an additional underground floor. If you're near the area in search of the museum, you can't miss it, given a 33-metre tall Eiffel Tower proudly sits outside. This represents the first Peugeot-



ot-Citroën museum anywhere outside of France to date.

The first floor is dedicated to being an 'experience zone' for Citroën dubbed 'Citroën Originals' which talks about the current range and ethos of the brand. There's also a Heritage Store for classic brand-related souvenirs. The



next level up is full of classic Peugeot treasures to paint a picture of the French marque's past.

Visitors can expect to see highlights such as a 1911 Peugeot Type 139 A torpedo, 1923 153 BR torpedo, 1930 201 C sedan, 1935 401 D limousine and a 1934 601 sedan. There's also a further 17 models on display dating from the 1970s to 2006.

At this point in time seven cars are on display in the facility, but that will quickly grow to 32 as the rest are shipped from France in 2019. It's a considerable sum of money for Hanbul

Motors to stump up but, considering that other Asian nations such as China now buy more Citroëns and Peugeots than its home nation of France, getting a foothold in Korea is a savvy move for the PSA Group. *Bon chance, Peugeot et Citroën!*

Auto Classics



A trip down memory lane

January 2, 2019

Seán Ward takes a history lesson as he visits Peugeot's museum, close to the Sochaux factory in Eastern France.

For some, the word “museum” conjures up images of dull, boring buildings filled with dusty, seemingly random artefacts; places with a strange, stale smell lurking in the air, and an almost unending sea of very worn brown carpet.

Thankfully not all museums are quite so terrible; some are actually well lit, sweetly scented, or filled with objects you might actually be interested in looking at. French cars, perhaps?

Just a mile or so down the road from Peugeot's Sochaux factory in Eastern France, which is the facility that builds the 308 and 3008, among others, you'll find *l'Aventure Peugeot*, or the Peugeot Adventure Museum. Built in 1988, extended in 2000 and made larger again in 2010, it contains pretty much everything from Peugeot's 208-year history, from corsets and bicycles, to pepper grinders and, most importantly, cars.

After a two-day drive across the region in a twelve-car convoy, which included eight new Peugeots and four of their clas-

sics, we arrived at the museum. We're not sure it would have been possible to feel more French! Thankfully, although the museum's exterior looked dated and slightly tired, our worries of it being one of those dusty, smelly types evaporated the moment we ventured through the entrance.

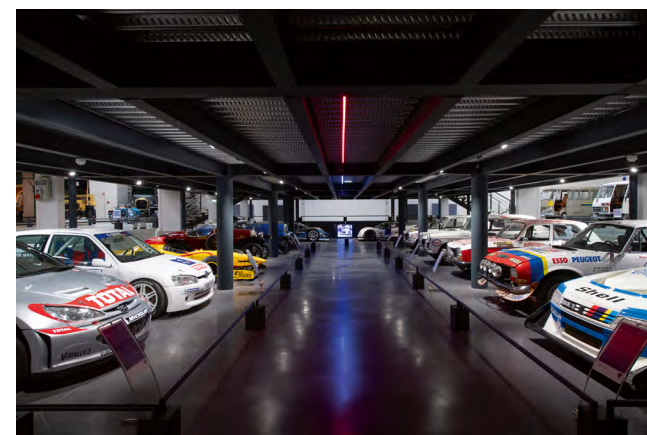
The collection is vast. Almost every car of any real importance to Peugeot is there somewhere, from a vehicle like the 1891 'Vis-à-vis', the first petrol-engined Peugeot ever made, to the 908 HDi – a vehicle that won the Le Mans 24 Hours race back in 2009.



But this is *Diesel Car & Eco Car*, so it would be silly to spend the next few pages talking about the 1997 Jordan Peugeot F1 car, or the 1984 205 T16 Evo 1, fascinating though they might be.

Let's start at the beginning of Peugeot's diesel journey. The company's first diesel engines were made in 1928 and used for tractors, boats and trains, but in 1936 Peugeot developed the HL50 engine. Although it was first tested in a truck, it was engineered with passenger cars in mind, and was dropped into the 402 saloon during 1938. However, the start of war in Europe in 1939 halted Peugeot's plan for a 402 diesel. The engine and chassis in Peugeot's museum is the only surviving evidence of the whole project.

After the 402 came the 403, rather predictably. Launched in 1955, the 403 was the car that marked the beginning of a long and prosperous relationship between Peugeot and legendary Italian design house Pininfarina. The 403 was a huge sales success, with Peugeot totting up more than 1.2 million sales over an eleven-year period.



But perhaps more importantly for us, it was the first mass-produced diesel-powered Peugeot. So as diesel Peugeots go, the 403 is rather an important one.

But if you think the 403 was successful, the sales figures for the 404 will truly blow you away. Peugeot produced more than 1.8 million 404s in Sochaux from 1960 to 1975, but another one million 404s were manufactured in Africa and South America right up until 1991. With a mixture of petrols and diesels, the 404 was the first Peugeot in the company's history to get close to the three million mark: a remarkable achievement given the fact the 403 was the first Peugeot to surpass the magical one million

landmark.

There are several 404s in Peugeot's museum, but one car in particular stands out. In 1965, two years after the diesel 404 was introduced, Peugeot's executives found themselves in a record-breaking mood. To prove just how good the 404's diesel engines were, they took a 404 fitted first with a 2.0-litre diesel engine and later swapped for a 2.2-litre unit, stripped out some weight and added a sleek, streamlined new body.

From the 4th to the 14th June 1965, Peugeot broke 40 international records with the car at the Montlèry race circuit, south of Paris. One record included a 72-hour long drive at an average speed of 100.35mph, with five driv-

ers sharing long stints behind the wheel.

It would be impossible to mention endurance without delving a little further into Peugeot's competition history. Motorsport isn't everyone's cup of tea, but it serves as a test bed for future road car technology, for everything from headlights and tyres, to engines and gearboxes.

Peugeot's sporting efforts have been impressive to say the least, and, like Audi,

Peugeot has found its success with both petrol and diesel power. Wandering deeper into Peugeot's museum, we approached two incredible machines with goose bumps: the Peugeot 908 HDi and the 2008 DKR.

Peugeot's last win at the Paris Dakar race was in 1990 with the 405 T16 Grand Raid, but in 2015 Peugeot returned with the 2008 DKR. Very loosely based on the 2008 road car (the important word there is 'loosely'), it has a 3.0-litre, twin-turbocharged diesel engine driving the rear wheels. And while its 124mph top speed might sound slow for a car with 340bhp and 629lb ft of torque, the DKR could do that speed pretty much anywhere.

Although 2015 wasn't Peugeot's year, they returned in 2016 with four cars and claimed nine stage wins out of a possible 12, seven one-twins and two one-two-threes. The car that won overall, driven by Stéphane Peterhansel and Jean-Paul Cottret, is not kept at the museum, but the 2008 DKR driven by Sébastien Loeb and Daniel Elena is. It's an impressive and intimidating machine, far removed from the road car with which it shares a name.

Turning away from the 2008 DKR, we soon discovered the 908 HDi and the 905 Evo 1.7. The 905 is a petrol-powered Le Mans prototype, and the museum's example finished second behind another 905 in the 1993 Le Mans 24 Hours. Peugeot moved away from endurance racing at the end of that year, turning its attention back to Formula 1, but



just over a decade later the Le Mans bug bit again and Peugeot revealed its plans to return to Le Mans.

The car they'd use to compete would be powered by a turbocharged HDi diesel engine that used a Diesel Particulate Filter System, and the engine in question turned out to be a 5.5-litre, all-aluminium, twin-turbo V12 with 700bhp and a massive 888lb ft of torque. The car with that monster engine was the 908 HDi, and it finished second in 2007, then second, third and fifth in

2008, before car number 9 finished in first place ahead of number 8 in 2009. Driven by David Brabham, Marc Genè and Alex Wurz, it covered 5,206 kilometres at an average speed of 216kph (135mph).

Stepping away from Peugeot's motorsport icons, we returned to the more everyday vehicles in Peugeot's collection; and the final car of our visit was a 607 HDi. In many ways the 607 was a very ordinary French saloon, but it was actually the first car to include as standard a technology that we see so often in the diesel

car world today: the diesel particulate filter.



Diesel engines have become cleaner and more efficient than ever before, but that progression and technological development arguably wouldn't have been possible without development of the diesel particulate filter. So, thank you Peugeot, and hurrah to the 607.

The museum's collection is far bigger than can be described here, but wandering around, seeing not only some of Peugeot's most important diesel-powered vehicles, but some incredible and rare Peugeots, including concept cars, is a rare privilege. Peugeot hasn't always got things right, but the French firm is incredibly proud of its history. If you're ever passing through France and see signs for Sochaux, don't pass up the opportunity to visit.

DieselCar & EcoCar

Visit for yourself

Musée de l'Aventure Peugeot, Carrefour de l'Europe, 25600 Sochaux

The museum is open everyday from 10am to 6pm, except 1st January and 25th December.

Cost of entry is €9 for adults and €23 for a family of four. Groups are welcome, and a tour of the Sochaux factory can also be arranged at €22 per person.

More information available at www.mu-seepeugeot.com

Peugeot Quasar: The ultimate Group B weapon

For when a 205 T16 just is not cutting it.

2 December 2018

If ever there was a manufacturer to perfectly sum up the frustrations that concept cars often cause, it would be Peugeot. Over the years the manufacturer has presented countless concept cars ranging from the bizarre to the stunning.

Perhaps the most frustrating element of Peugeot's concept back catalogue is the number of sports cars that have received positive responses, but have had absolutely nothing done with them. On one occasion at least, however, a Peugeot concept car did actually have some relevance to the brand's future activities.

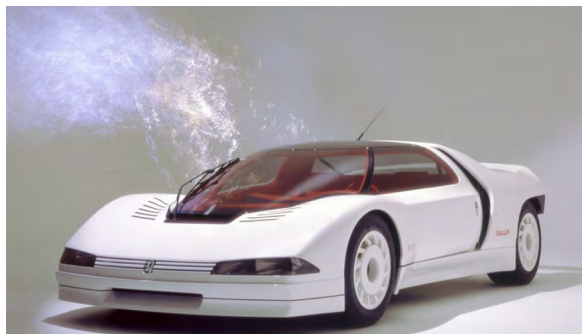
The e-Legend Concept is yet another example of a stunning Peugeot concept car. As the Group B era of the WRC began to take off, Peugeot looked to build their own competitor to take on the all-conquering Audi Quattro. The result of this would be the 205 T16, unveiled in 1984.

While the ties between the regular 205 and the T16 were slim at best, Peugeot still faced certain restrictions with the 205. This prompted two of the 205's designers, Gérard Welter and Paul Bracq, to create a version of the T16 removed of the hatchback



body's limitations.

The resulting concept car from this development was the Quasar, unveiled at the 1984 Paris Motor Show. As the Quasar was intended to be a 205 T16 with no restrictions, it unsurprisingly relied heavily upon parts from the Group B rally car. This included lifting the engine from the T16, however in the Quasar the 1.8 litre, turbocharged four cylinder produced 600hp and around 360 ft-lb of torque: a seriously impres-



sive amount of power for the period. This was a significant increase over the output of even the later Evolution 2 model of the 205 T16, which at its peak could produce up to 550hp. The Quasar also borrowed the all-wheel drive system from the T16, as well as the brakes and suspension set-up.

Visually the Quasar took a completely different approach to the 205 T16. The styling was full-on supercar material, with a perfectly of its time wedge front-end and large glass canopy covering the occupants. However, potentially the most distinct element of the exterior styling was the rear-end. The engine and exhaust system were



largely exposed, with very limited bodywork across the back of the car. The taillights taken off of the regular 205 do look a little out of their depth in contrast to the massive exhaust tips next to them, however. The intention of the design was to enclose the

mechanical parts of the car in as tight of a package as possible, which created a truly unique looking car.

If externally the Quasar was eye-catching, the interior was arguably even more so: almost every surface was covered in bright red leather. In terms of equipment the Quasar took a distinctly futuristic approach, which combined with the aforemen-



tioned leather captures its era perfectly.

Clarion were in charge of providing the tech for the interior, including the digital dash that, considering it has the exact same display in every photo, doesn't appear to actually do anything. Still, it looks brilliant, especially when combined with the dash-mounted CRT screen.

The screen provided navigation information and could both send and receive telex messages. It's quite impressive how similar the general interior layout of the Quasar is when compared to modern day



cars, if admittedly rather a lot simpler: a large, digital dash display with lots of information and a large screen in the middle of the car to control most of the technology is a set-up we're all



largely used to now.

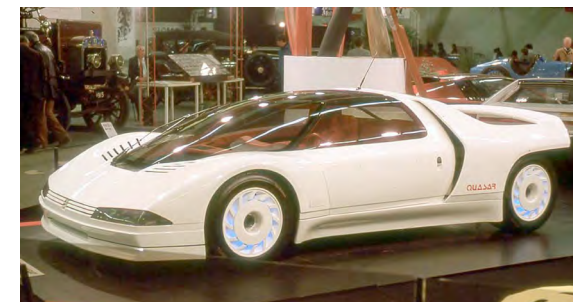
Unsurprisingly, both because of the completely impractical for production design and due



to it being a Peugeot, the Quasar never made it past the concept stage. The mechanical parts would go on to great success in the WRC when fitted to the 205 T16, with Peugeot taking both the driver's and manufacturer's titles in 1985 and 1986.

Realistically it was never particularly likely that the Quasar would become anything more than a concept, but it was still an interesting insight into what a true Peugeot Group B based supercar could look like.

DriveTribe



The 1977 Peugeot 504 was good enough for a WRC champion

1979 World Rally Champion Björn Waldegård rallied this Peugeot 504 V6 Coupe in Morocco.

Richard Mille

It's been a standout year for the Peugeot 504. Celebrating its 50th anniversary, the French marque paid tribute to its iconic Pinninfarina-penned coupé with the electric e-Legend concept. A glut of 504s were sold by the Leclere auction house at Peugeot's museum in Sochaux.

Winding the clock further back, it won 1968 European Car of the Year and, thanks to Peugeot's dominance of the African vehicle market, the 504 became ubiquitous there due to plentiful spare parts.

It's no surprise then we've come across a rather special 504 in our classifieds with an African connection. It's got the trademark coupe styling but with one key visual difference – those rugged wheels. This 504 is a rally special, and one good enough for 1979 World Rally Champion Björn Waldegård.

Frenchman Jean-Pierre Nicolas knows a thing or two about the Peugeot 504. He rallied both the standard sedan and the V6

coupé for the factory Peugeot team throughout the 1970s, picking up wins in the 1978 Safari and Ivory Coast rallies.

Though Nicolas was also a WRC winner in a Porsche 911 and Alpine A110, it was the 504 V6 Coupe he was most taken by, commissioning one for classic rallying after his professional career had ended.

It was no surprise given how emphatic those victories had been, his '78 Safari run finishing with a 40-minute advantage over his nearest rival. By comparison, the last time Kenya's Safari Rally was on the WRC calendar in 2002, Colin McRae won by only 2m 50.9s from Harri Rovanperä behind. No mean feat.

Nicolas lent his 504 to 1979 WRC champion Waldegård for the 2010 *Rallye International du Maroc Historique*, facing off against other motorsport greats like 1982 WRC vice-champion

Michèle Mouton and former Formula 1 driver Érik Comas. Alas, a rotor arm issue and then outright suspension failure curtailed his progress, meaning he failed to score a top 10 finish.

Since Waldegård's Moroccan adventure, this 504 has been converted to Group 4 specification for historic rallying. That work was carried out by none other than Nandan Expertech, the company headed by current Hyundai World Rally Team boss Michel Nandan.

Its 2.5-litre V6, mated to Weber carburettors, currently pumps out 200bhp, but it's not tuned to the hilt as you might expect from a racing machine. Instead, the engine is deliberately under stressed to cope with the travails of African endurance rallying and the unpredictable fuel quality such



adventures entail.

All the usual rally bits you'd expect from a classic rally machine prepared to modern standards are there; an ATL fuel cell, electronic fuel pumps, a bespoke wiring loom, VDO instruments, OMP seats, steering wheel and harnesses and Aeroquip fuel and brake lines.

In other words, you're all set to go out and replicate Nicolas and Waldegård's adventures in the very continent where the 504 truly made its name.

It's a serious bit of classic rally kit and thus far from cheap at £80,000 (A\$150,000) – but there aren't many cars better for experiencing the rough African roads on a rally event.

Auto Classics



**Peugeot Association of Canberra
Minutes of the General Meeting
27 November 2018
Snapper, Southern Cross Yacht Club**

Present

Brad Pillans (Chair),
Jim Taylor,
Bernard Wright,
Peter Rees,
Sue Rees,
Sue Pillans,
Allan Lance,
Ian Brock,
Charlie Birch,
Neil Birch (minutes),
Colin Handley,
Shirley Handley,
Glen Bryden,
Neil Sperring.

Apologies

Bill McNamee,
Ross Stephens,
Greg Francis,
Mitch Jamieson-Curran,
Maia Parker-Sloan.

Introduction

1. The meeting opened at 7:13 pm during dinner at Snapper's.

Minute of the previous AGM

2. It was moved the minutes be accepted as a true and accurate record of the meeting. Moved: N Birch, seconded B. Pillans. Passed unanimously.

Matters arising from the Minutes of the previous meeting

3. Nil

Financial report

4. Two membership renewals and Public Liability Insurance Invoice received.

Balance to be confirmed (\$11,704.85). \$208.50 spent on Christmas meeting.

Council of ACT Motor Clubs (CACTMC) Report

5. No representative attended the meeting – hence, no report..

General business

6. Reminder of end of year Christmas BBQ with Renault Club.

Brad talked about next Pageant. Information on next year's Pageant is in ROAR.

Merger – Renault Club is planning a ballot of members.

Close

7. The Meeting closed at 7:30 pm. The next club meeting will be held at the Raiders Club in Weston, on 4th Tuesday of February 2019.



www.cactmc.org.au

Council of ACT Motor Clubs Inc.
PO Box 963 Dickson ACT 2602
Minutes of General Meeting 15 November 2018
Held at the Raiders Club Weston ACT



Committee Members:

	Phone	Mobile	Email
General enquiries			info@cactmc.org.au
President: Mark Saunders		0421 052 341	msaunde2@bigpond.net.au
Vice President: Sheila Rasanen			Sheila.Rasanen@ato.gov.au
Secretary: Ray Arbon			president@fordperformanceact.com
Treasurer: Ian Constantine			iconfj@gmail.com
Registrar: Dave Rogers	6286 5959	0412 413 812	roggez@me.com
Events Coordinator: Peter Atkinson		0417 113 551	peterlatkinson@yahoo.com.au
Website Manager - Peter Atkinson		0417 113 551	peterlatkinson@yahoo.com.au
Committee Member: Graham Gittins		0419 249 109	gittins@inet.net.au
Committee Member: TBA			
Committee Member: TBA			
Public Officer: Simon Whittaker		0422 677 155	canberracaferacers@yahoo.com.au
Public Relations; Graham Gittins		0419 248 109	gittins@inet.net.au

Delegates Present, as recorded at the meeting:

Committee: Mark, Ian, Peter, Dave

ACT Mini Car Club	
ACT Fire Brigade Historical Society Inc	
ACT Rural Fire Service	
ACT Small Ford Owners Club	David Evans
ACT Street Machine Assoc	Julius Goboly, Doug Bain
ACT Vintage Motor Club	
Alfa Romeo Owners Club of Aust (NSW)	Peter Atkinson
Alpine Alfisti Association of Australia	Peter Atkinson
American Car Club of Australia	
Armstrong Siddeley Car Club	Ian Handley
Australian Military Equipment Collectors	
Australian Street Rod Federation - ACT	Mark Saunders
Australian War Memorial	
BMW Car Club of ACT	Don Campbell
Brindabella Motorsport	

British & European Auto Club	
Bywong Car Club	
Canberra Café Racers Club (motor cycles)	
Canberra and District Historic Engine Club	
Canberra Antique and Classic Motor Club	Roger Amos
Canberra District Ducati Club	
Canberra District P76 Club	
Canberra Historic Automobile Club of ACT	
Canberra Hot Rod Association	Mark Saunders
Canberra Kings Car Club	
Canberra Region Morris Minor Club	
Canberra Rod and Kustom Klub	Brian O'Donnell, Stuart Storey
Canberra Torana Club	
Chev Bowtie Club	
Chrysler Car Club of ACT	
Club Vee Dub	
Corvette Car Club of ACT	
Datsun Sports Owners Club of Australia	
EJ-EH Holden Club of ACT	Mark O'Donohue
Falcon GT Club of Canberra	
FE-HR Holden Club	Julius Goboly
Ferrari Club of Australia	
Fiat Club of the ACT	
Ford Performance Club of the ACT Inc	Celeste Orinca
Freewheelers CC	
FX-FJ Car Club of Canberra	Julius Goboly
Hall & District Collectors Club	
Italian Cars Association of the ACT	Grahame Crockett
Jaguar Drivers Club of Canberra	
Lambretta Club - ACT	
Landrover Club of the ACT	
Mazda MX5 Club of NSW (Canberra Chapter)	Bob Judd
Mercedes-Benz Club ACT	Alexander von Brandenstein
Meteors Hot Rod Club	Scott Applebee
MG Car Club Canberra	
Model 'A' Restorers Club ACT	
Muscle Cars of Canberra	
Mustang Owners Club	David Burnett
Peugeot Association of Canberra	
Phantoms Hot Rod Club	
Porsche Club Canberra	
Renault Owners Club of Canberra	
Riley Motor Club ACT	
Rolls Royce Owners Club of Australia ACT	Lawrie Nock
Rotary Enthusiasts of the ACT	
Rover Owners Club	
Southern Tablelands Heritage Automotive Restorers Club	Lawrie Nock
Triumph Car Club of ACT	
Triumph Motorcycle Register of Australia Inc	
Veteran and Vintage Car Club of Australia (ACT)	
Veteran, Vintage and Classic Motorcycle Club.	Mark Saunders
Vintage Japanese Motorcycle Club	Dave Finch
Vintage Sports Car Club of Australia (ACT)	Ian Barges
Yass Antique Motor Club	

Meeting Opening: The President declared the meeting open at 1930 hours and welcomed delegates.

Apologies: Sheila Rasenen, Ray Arbon, Graham Gittins, Nick Arnott,

Confirmation of Previous Minutes:

The President advised that the minutes for the October meeting were circulated and asked for any comments or alterations.

Proposed: Mark

Seconded: Grahame Crockett

CARRIED

Business Arising:

There was no issue raised under Business Arising.

Reports: The following reports were presented:

President:

Mark outlined some of the minimal feedback from the recent AHMF meeting, commenting that the overall value of membership to the Council is not improving. The ACMC continues to provide information on its activities including the approaching AGM. Their continuing improvement in the financial position has meant a reduced annual fee for the Council affiliation from over \$400 to \$260. The delegates agreed to the reduced fee being paid.

Vice President

Sheila had tendered her apologies for the meeting but advised that the Pie Cart was running again and was on display at Marques last Sunday.

Treasurer:

Ian outlined some limited income with the outgoing mainly being the AHMF fees. The balance at the end of October was \$5327. The Report is for the month ending 31 October 2018 appended at ANNEX A

Proposed: Ian

Seconded: Bob Judd

CARRIED

Secretary:

Ray advised he was unable to make the meeting and advised the ACMC invoice had been received as had details about the Summernats meeting for 18/19. Two representatives from Summernats would address the meeting later.

Registrar:

Dave advised that it had been a quiet month and that he had had no feedback from the RTA on the data submitted in October for the new M Plate system. He had received one email seeking information about affiliation with the Council and passed the appropriate information to the particular club. He reiterated the need for delegates to remind all their members whose vehicles were on CRS to complete the run details in their logbooks BEFORE starting out. He read an email from a club in Victoria where a club member was fined \$1128 for speeding and not having the run entered in the logbook. Mark confirmed the fine in the ACT for not completing the logbook before departure is \$1048. He noticed three cars at Marques with recent CRS registrations of which the Council had not been advised. The details have since been received.

Public Relations:

Graham is still on the ill list.

Webmaster

Peter informed all the site was working well but still needed club input on coming events. Several delegates passed details to him of new events.

Other Business

Wheels 2019. Mark advised that STHARC from Queanbeyan had volunteered to run Wheels 2019 for the Council. Lawrie Nock from STHARC had been liaising with Roger Amos of CACMC for advice on the organising requirements and contacts etc. The Delegates agreed that the charities for Wheels 2019 should be TADACT and a Cancer charity that had contacted STHARC. Mark thanked the club for taking over the task on behalf of the Council.

General Business

Mark introduced Natalie Shorrock and Russell who is the General Manager of Summernats and he outlined a new approach to allowing cars in Council clubs to participate in the event on the Sunday this year. There will be three trophies awarded and the full details are outlined in Annex B, an advisory sheet from the Summernats organisation. Clubs are advised to circulate the details to all members via magazines or websites. The President thanked Russell and invited him to attend any Council meeting in future.

Terribly British Day. The organisers had advised that some clubs were concerned about an adjacent cricket match. Delegates should advise their clubs that the cricket match has been cancelled and there is no longer any threat to vehicles from flying boundaries!

Celeste Orinco of the Ford Performance Club advised one of their members had passed away unexpectedly and that they were arranging a memorial run on Sunday 18 November to assist the family. All clubs are welcome to participate. The run starts at 1000 at the details are on the club and Council websites. The President asked that the Council condolences be passed to the family.

South Cost Nationals are scheduled for 24/25 November. Details on the website.

Torana Nationals are on this weekend 17/18 November and details also on club and Council websites.

The issue of raising revenue for the Council in lieu of increasing fees was raised. Several options were debated and the Committee would look at the matter in the new year. One option was to charge a \$2 entry fee at Wheels and Marques each year. This will be considered.

Closure

There being no further business, the President thanked those attending for their assistance and understanding then closed the meeting at 2020 hours.

Next Meeting

As there will be no Council meeting in December, the President thanked all Delegates for their participation and input this year and wished every one the Compliments of the Season. He advised that the next meeting of the Council would be held on Thursday 17 January 2019 at 1930 hours at the Raiders Club Weston.

Mark Saunders
President

Dave Rogers
Minutes Secretary

Annexes; A. Financial Report ; November 2018
B. Summernats Participation Details

Annex A; Treasurer's Report for November 2018 CACTMC General Meeting

This Report is for the month ending 31 October 2018.

Previous month ledger closing balance (30 September 2018)
\$7147.10

Receipts in October 2018

- \$50.00 – CRS Badge Deposit
- \$20.00 – Wheels Badges sales
- \$70.00 Total**

Payments in October 2018

- \$350.00 – AHMF affiliation.
- \$3.00 – Postage for Mod/CRS submission to RTA
- \$353.00 Total**

Ledger closing balance 31 October 2018
\$4979.45

Bank statement closing balance 31 October 2018
\$5337.10

- Unpresented Cheque no. 0338: AHMF affiliation \$350.00
- Unpresented Cheque no. 0337: Postage \$7.65

Term Deposit closing balance per bank statement 31 October 2018
\$10,120.97

Committee approval of Expenditure during October 2018.
• Nil .

Reportable occurrences since end of month
• Nil

(original signed)
Ian Constantine
Treasurer, CACTMC

15 November 2018

.....