

ROAR

Magazine of the Peugeot Association of Canberra



February 2020

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On the cover The new Peugeot Landtrek bakkie exciting 4wd fanatics who crave an offroad rampant lion.

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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,

Welcome to a new decade, after an unforgettable summer of fires, floods and hail. While I am hoping that none of our members suffered property and/or motor vehicle losses, I suspect that some of you will be dealing with insurance companies to recoup losses.

On the campus of the Australian National University, where I work, every vehicle that was parked outside was trashed in the violent hail storm that hit Canberra on 20 January. Golf ball-sized hailstones, with some up to the size of oranges, wreaked havoc across Belconnen and the central city.

I had been at work in the morning but went home for lunch – what a good decision! We only received hail up to about 2 cm diameter at our house and my Landcruiser, which was parked outside, suffered minor chipping of some sun-baked rubber trim but no panel damage.

Our first club event for the year was the traditional fish & chips dinner at Snapper on the Lake, on Tuesday 28 January. Ten members enjoyed a pleasant outdoor meal, while keeping a wary eye on the smokey sky caused by the out-of-control Namadgi bushfire that was threatening Tharwa and the far southern suburbs of Canberra.

Recently, when I took my 508 into Canberra Peugeot to replace the front brake pads and discs, they provided me with a loan car for the day – a new 508 Sportswagon, no less. And it goes without saying that I

relished this opportunity. With an 8 speed auto box mated to a 1.6 litre turbo petrol engine, acceleration is impressive, while delivering good overall fuel economy (6.3 litres/100 km, about the same as my 2014 508).

Sadly, I couldn't quite find the right driving position – the steering wheel sits a bit low for my long legs and the centre console is a bit higher and wider than my current 508, further restricting my legs. That said, I liked the overall look and feel of the car and with more than 99% of the population being shorter than me, there will be no shortage of buyers!

Breaking news: On Thursday 20 February, the Renault Owners Club of Canberra unanimously voted YES to the proposed merger with the Peugeot Association of Canberra, to form a new French Car Club of Canberra.

Now it is our turn to vote, which will happen by voting on a special resolution at a general meeting of the club. Since we are required to give club members at least 21 days' notice of a special resolution, that vote could take place at our club meeting on Tuesday 24 March. The merger will be discussed at the next club meeting on Tuesday 25 February with an information package to be sent to all club members immediately after the February meeting.

The annual Wheels Exhibition will be held at Queanbeyan Showground on Sunday 1 March. All intending display vehicles are required to be in place by 9.30 am, with the gates open to participants from 7 am. However, unless you have reserved a place with Neil Sperring, you may not be able to display your car if you just turn up on the day. The grounds will be open to the public from 10 am until 3 pm, with all vehicles required to be on display until at least 1 pm (and preferably longer). The event is being organised by STHARC (Southern Tablelands Heritage Automotive Restorers Club) on behalf of Shannons Insurance and the ACT Council of Motor Clubs. Queanbeyan Showground is a great venue and I encourage all club members to attend, even if not displaying a vehicle.

And a quick reminder of two important, upcoming events – the Peugeot Pageant in Bathurst (27-30 March) and the Battle of Waterloo in Queanbeyan Park (Sunday 21

June, subject to council approval etc). Sue and I are going up to Bathurst and I hope other club members will join us to defend the trophies that we won at last year's pageant in Queanbeyan – we were the champion club and also won the motorkhana trophy.

Finally, as I noted above, our next club meeting will be held at the Raiders Weston Club at 8 pm on Tuesday 25 February, with dinner and drinks from 7 pm. Please join us!

Keep on Pugging,

Brad Pillans



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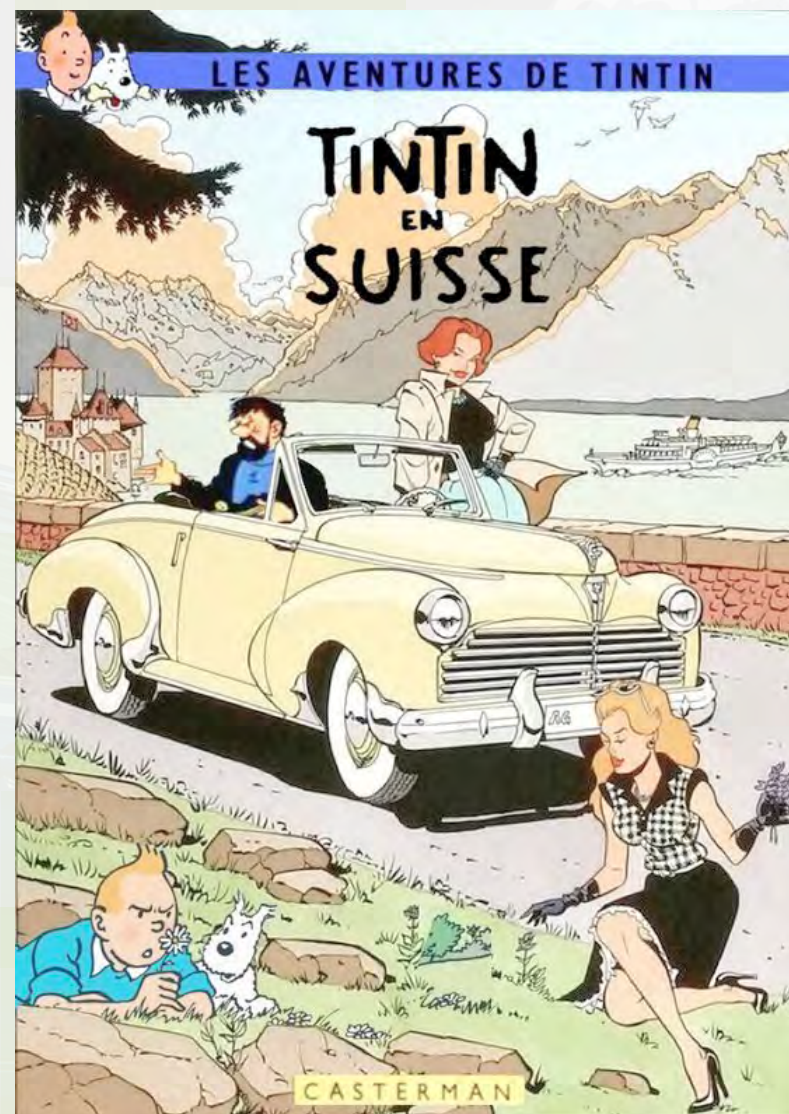
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Jim Taylor

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Geraldine Butler

Delegates to CACTMC

Neil Sperring
Greg Francis
Ross Stephens



CLUB EVENTS 2020

25 February 2020	Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
1 March 2020	Wheels Exhibition, Queanbeyan Showground, from 9.30 am.
24 March 2020	Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
27-30 March 2020	Peugeot Pageant, Bathurst.
28 April 2020	Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
26 May 2020	Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
21 June 2020	Battle of Waterloo in Queanbeyan Park.

FRENCH CAR DRIVES 2020

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

Program of events in 2020

April 26: Braidwood - visit local museum or historic house

June 28: Tharwa - afternoon tea at Tharwa Country Store

August 23: Queanbeyan - visit local history museum and print museum, lunch or coffee at local cafe, <https://queanbeyanmuseum.org.au/>, <http://queanbeyanprintingmuseum.com/>

October 25: Hillbrook Hygge - lunch

December 6: Christmas BBQ

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

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



CLASSIFIEDS

For Sale

Peugeot 406 HDi sedan



406 HDi sedan, built Aug 2003; one owner; the second last of its' ilk to be registered in NSW. Its meticulous maintenance record alone is worth viewing. Travelled only 180,000km, few short distance trips, always garaged, seldom parked in the sun, and still retains new car smell. Deserves to go to a future owner that would really appreciate its' history and appearance. Supply of consumable parts available to the purchaser (gen. filters etc.). Registered until January 2021, this car would be an ideal car for preservation. I am seeking less than \$5000. Please phone me (Terry) on 0455 365 935 (located at Mittagong).



407 SV Touring Executive F1 Wagon



407 SV Touring Executive F1 Wagon, 2005. V6 petrol 6 speed automatic. Silver with black leather interior Odometer reading: 161063 (read on 20 January 2020).

VIN: VF36EXFVJ21185353. Compliance Date: 05/05. NSW registration to 7 November 2020. Full options:

- SRS,
- airbags,
- cruise control,
- panoramic moon roof (glass),
- full black leather electric adjust heated front seats,
- rain sensor wipers,
- electric rear light block view mirror,
- rear parking sensors,
- factory tinted windows,
- rear parking sensors,
- more than 6 airbags,
- tyre pressure sensors,
- sun covers for rear windows,
- Factory stereo with a CD player,
- top of the range euro very comfortable to drive you can fold seats front passenger and two rear seats, and
- much more including the service history since we bought it from Bill McNamee in 2017

Yes we are selling Carolyn's 407 wagon. We bought it from Bill with a slipped timing belt and bent valves and stuff and, after we bought it from Bill, we:

- had the heads professionally serviced
- surface refaced
- new valve guides
- a full set of valves reground and lapped into the head

CLASSIFIEDS

- new valve springs, and
- cams set correctly
- new timing belt, pulleys, tensioner and guides
- new water pump
- new cam oil seals
- new main bearing seal
- new centre dash display unit, professionally fitted and mated to the car's electronics.

The engine was meticulously rebuilt and still does not leak oil. As well the gearbox and gearbox oil cooler, including all the associated oil lines were flushed and cleaned. This was Carolyn's shopping car but it gets very little use. As an example it has done just under 1000kms since it was registered on 7 November last year. It goes very well and has been driven to QLD and back which goes part of the way to explaining why it has done just over 8,000kms since registering it in 2018 (after it was put back on the road). It attains 30+mpg (8.5 to 9litres/100kms) but does not get driven hard.

It is not concourse but is clean and tidy. The body is straight and the panel fit is good but it does have the odd car park mark. It is missing the left cover for the left headlight washer (have a spare right hand one which I found instead of the left one). Unfortunately it only has one key.

Carolyn's personal plates will not go with the car so you have the choice of your own or we will just get a standard plate from the RTA once it is sold. \$5,200. Mobile 0418 11 00 78. Email: pug203@bigpond.com

The 407 is garaged in Bungendore (about 35kms North East of Canberra) but am prepared to drive it to the new owner (just ask and we will discuss details for me to drive it to you or if you want to collect).

Wanted

Peugeot 205 GTi armrests

Two armrests/door handles (interior) for 1988 205 GTi. Greg 0411 281 388.

Parts

Peugeot 205 rear reflector

205 rear reflector. Brand new, still in original package. \$220. Greg.0411 281 388

504 diesel

504 diesel that runs and drives, comes with some spares and would suit parts or restore. \$1500. Located at Mitchell. For more info contact Peter Dunster:

<https://www.gumtree.com.au/s-ad/mitchell/wrecking/peugeot-504-diesel-manual-sedan-for-parts-or-repair/1221187928>

404, 504, 505 parts

Lots of Peugeot cars and parts to be cleared due to property sale. 404s, 504s, 505s, a mixture of sedans, utes and station wagons. About 15 Peugeots, including a fully imported 504, but it is rusty now. Some complete cars, numerous parts, heads, gearboxes etc. Parts and cars need to be off the property, a chance to see what you can get before they are sent to the crusher in a couple of months' time. All are at Uki near Murwillumbah. Contact Terry Zilles 0435 848 359. (08/19)

CLASSIFIEDS

For Sale

Peugeot 405 SRDT

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



307 HDi wagon 2004

307 HDi wagon 2004. Silver with blue leather interior. 240,000 kms. VIN = VF33ERHYB83447472. \$1500.00. This car has been a workhouse for 14 years and has been out of use for about 18 months due to replacement by another family car. Before storage the Pug was starting and running perfectly. I serviced it once every 12-18 months and replaced oil every 10,000 kms religiously. Currently won't start and probably just needs some TLC to bring it back into service, e.g. new glow plugs. Is currently stored under a carport and out of the weather. I have purchase a brand new battery for it. Was holding onto it for the kids to learn in a manual but that time has passed. Now I am just looking to move it out of the garage. Nathan Sutton (m) 0422 540 469.



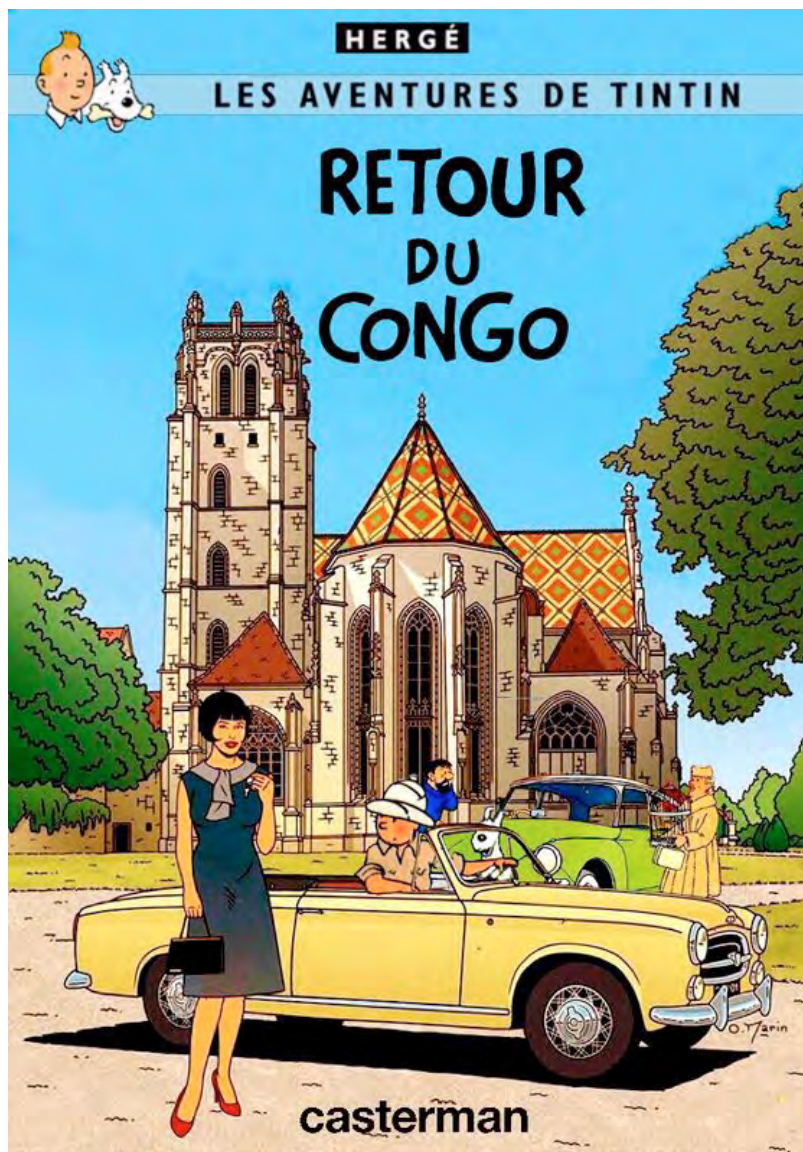
Final reminder for early bird Bathurst Peugeot Pageant registration and payment

Peugeot Pageant 2020 Bathurst

Friday 27 to Monday 30 March

Members are reminded that the final date for cheap registration for the pageant at Bathurst on 27 to 30 March is 15 February (the end of this week). After this date, the registration fee increases to \$200 per person. Full details about the pageant, booking accommodation, registration form etc can be found here <http://www.peugeotclub.asn.au/pageant.html>. Otherwise call Anne or Graeme Cosier on 02 9456 1697 or 0422 88 63 62 or email pageant@peugeotclub.asn.au. This is really a fun social weekend that the NSW club is organising. Why not attend and catch up with fellow Peugeot-philies from at least 5 different state or territory clubs!? The final date for registration is 15 March.

Graeme Cosier
PCC NSW
02 9456 1697 or 0422 88 63



New Peugeot Landtrek bakkie ‘must be unstoppable’, says CEO...

Ryan Bubear
21 February 2020

Peugeot’s CEO says the new Landtrek bakkie “must be unstoppable” to do well in markets such as Africa and South America.

Speaking to Automotive News Europe late in 2019 ahead of the recent reveal of the Landtrek, Jean-Philippe Imparato confirmed the bakkie had been subjected to two million kilometres of testing on varied terrain and in wide-ranging weather conditions.

“It must be unstoppable,” Imparato told the publication.

“I won’t launch it until the global ecosystem, such as spare parts, is ready, because it must be able to be maintained everywhere in the world,” Imparato said at the time.

“I want to put the focus on the fact that everywhere in Africa you can get this car repaired,” he added.

Peugeot South Africa has confirmed to CARMag.co.za it plans to introduce the new Landtrek locally in 2021, with the firm saying it is “working on” securing both single- and double-cab variants (and thus not chassis-



cab derivatives).

From what we can tell, the newcomer shares much with the Changan Kaicheng F70, a bakkie sold in China (Peugeot and Changan have a joint venture in that country). Imparato confirmed the Landtrek would indeed be built in China and, at a later stage, in South America.

Powerplant options will include a 1,9-litre turbodiesel offering 110 kW and 350 N.m, mated to a six-speed manual gearbox from Getrag, and

a turbocharged 2,4-litre petrol unit generating 155 kW and 320 N.m. The latter will be offered in both manual and six-speed automatic guise. Both 4x2 and 4x4 configurations will be available, with the latter boasting low range.

The Landtrek (not to be confused with the Peugeot Pick Up revealed back in 2017) measures 5 330 mm long in double-cab form (and 5 390 mm in single-cab guise), with a width of 1 920 mm and a wheelbase of 3 180



boasts the “most accommodating” load bay in its segment.



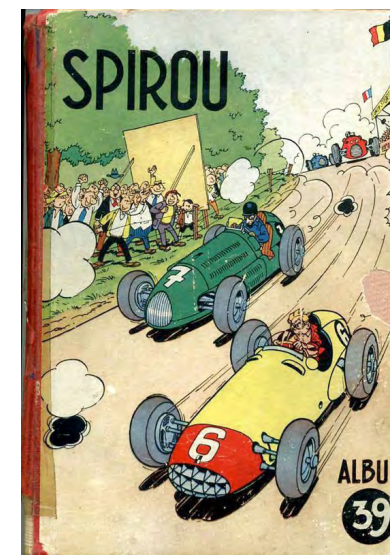
screen (with Apple CarPlay and Android Auto functionality) atop the fascia “inspired” by the item in the 508.

carmag



Peugeot says the payload is as high as 1,2 tonnes on some versions, while certain derivatives can tow up to a claimed 3,5 tonnes. Ground clearance ranges from 214 mm to 235 mm. Inside, you’ll find a two-spoke steering wheel similar to that of the Peugeot 3008 and a 10-inch

mm. The company claims the Landtrek



First drive: Peugeot e-2008

Matt Robinson
10 February 2020

The French company's electric-car range grows with this, the superb e-2008.

Peugeot e-2008

Peugeot transposes the all-electric running gear from the e-208 supermini into its striking new 2008 crossover, and the resulting machine is one of the most intriguing and likeable things in this cut-throat B-segment sector.

Test Car Specifications

Model tested: Peugeot e-2008 GT-Line
Pricing: 2008 range from £20,150; e-2008 from £31,650, GT-Line as tested from £35,500, or £32,000 with Government's Plug-in Car Grant of £3,500
Engine: 100kW permanent magnet synchronous electric motor
Transmission: front-wheel drive, single-speed reduction gear
Body style: five-door EV crossover
CO2 emissions: 0g/km (VED Band 0: £0 in perpetuity)
Range: 193-206 miles (WLTP), 280 miles (NEDC-correlated)
Top speed: 93mph
0-62mph: 9.3 seconds
Power: 136hp at 3,673-10,000rpm
Torque: 300Nm at 0-3,673rpm



Boot space: 405-1,467 litres

What's this?

A Peugeot 2008 with pure electric power. We've yet to drive the 2008 in its regular combustion-powered guises, although a UK review will be on its way to you very soon, but while driving the French manufacturer's latest range of plug-in hybrid electric vehicles (PHEVs) - in the form of the 508 Hybrid and the 3008 Hybrid4 - we were also given the chance to revisit the

e-208 itself, as well as this e-2008.

This uses the same 100kW (136hp) electric motor with a 50kWh battery pack and the same Common Modular Platform (CMP) as the e-208, only in a slightly taller, slightly larger and slightly heavier shell. At 1,548kg, the e-2008 is no featherweight and it's nearly 100 kilos up on its hatchback relation (1,455kg), but as it's a crossover it might be better equipped to get away with such portli-



ness. Like the e-208, it comes in Active, Allure, GT-Line and full GT specifications, but prices start at more than £30,000, even for the base e-2008. Mitigating this somewhat, the Peugeot qualifies for the £3,500 Plug-in Car Grant, so even a high-ranking GT-Line as tested will be around £32,000 on the road. That's perhaps not cheap, and yet on the other hand it doesn't seem a lot for a full-electric, family-sized car.

A family-sized car which looks as good as this. Maybe the exterior of the 2008 is a little more divisive than the stunning 208 hatch, but it's still easily one of the best-looking things in its segment, without going down that route that other manufacturers seem to do with electric vehicles, by having them look a bit gawky in order to stand out - such as the otherwise excellent Kia e-Niro or Hyundai Kona Electric rivals. Inside, it's also the wonderful Peugeot iCockpit arrangement with the 3D digital dashboard, plus lovely

sculptural layers to the fascia, top-quality fixtures and fittings, a fabulous driving position and a smattering of EV-specific displays for the capacitive touchscreen in the centre console, plus that futuristic instrument cluster too. Factor in decent space for passengers in the rear and a 405-litre boot that is unchanged from the combustion-engined models in the range (that's the glory of CMP, it was always designed for electrification), and what you have here is a product that'll look very, very strong on showroom floors. So if it turns out it drives well, to back up all this early promise, we could be looking at something rather special in its class, eh?

How does it drive?

Brilliantly. OK, it's not some sort of pseudo-sports crossover, or an electrified and modernised 205 GTi on stilts, but there's enough bite to the steering and enough control to the body to make the e-2008 surprising fun in the corners. You'll feel its mass, most notably on the regenerative brakes when you want maxi-





mum stopping power, but actually it doesn't feel appreciably blunted when compared to the e-208, which we found rather lacklustre. Maintain the EV's pace through a series of bends and it proves to be fairly quick across ground, which is all the more amusing when you're whirring along in the near-silence of a motor lacking for any reciprocating parts.

Admittedly, the extra weight of the e-208 means it is not as quick as the hatchback source material from 0-62mph (adding a further 1.2 seconds to the e-208's 8.1-second sprint) and it also doesn't have the same range, Peugeot quoting anything from 193 to 206 miles on a single charge, when the e-208 is said to go up to 211 miles (the e-208 has all the same charging features, options and times as the e-208, by the way). But these are marginal sacrifices to make for what the e-208 brings to the party, which is a far superior ride to the hatchback and improved refinement levels too.

Although the car we tested was a GT-Line, it rode with a grace and suppleness that we just didn't experience with the e-208, so either the added 93kg ties the suspension down

better, or the GT-Line is not as firmly set-up as the full GT, or Peugeot has simply not bothered trying to inject too much 'faux dynamism' into the e-208's spring and damper settings... because it's a crossover, not a hatchback. Whether we're just pegging our expectations at a lower level for the e-208 because of its vehicle type or not, we drove the e-208 GT-Line near Barcelona and marvelled at the minimal wind noise seeping into the cabin, at the lack of tyre chatter that was allowed to permeate the interior, and - most pleasingly of all - the almost total absence of lumpiness and thumpiness we'd experienced from the e-208 GT during its first drives in Portugal. And it's not as if the Portuguese have much worse roads than the Spanish.

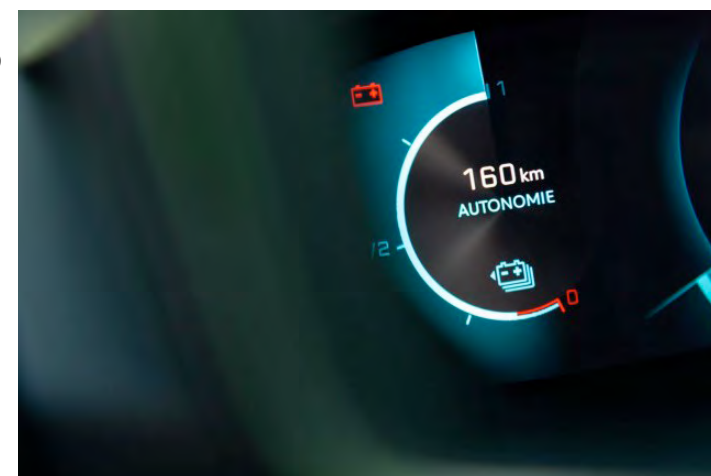
A word in defence of the e-208, at this point. We also managed to drive another version of that on the same event as this e-208, and this time it was an Allure, rather than the GT. The softer suspension definitely helps the e-208's case, so we'd suggest steering clear of the sportier models in Peugeot's burgeoning electric-car line-up

for the best possible ownership experience.

Verdict

Peugeot's move to electrification has already dealt up some pretty impressive products, but we reckon the e-208 is the most impressive of the lot. Avoid the temptation of picking the hard-riding GT and what you have here is a zero-emissions family chariot that is easy to use, conventional to look at without being boring, and as practical as you could want of a crossover. OK, the e-208 GT-Line isn't exactly inexpensive at £32,000, but thankfully it feels worth such money. It's an excellent EV machine.

Car Enthusiast



Total - Peugeot joint venture aims for 10-15% of electric vehicle battery market

Bate Felix
30 January 2020

A joint venture between French energy major Total and automaker Peugeot will aim to produce batteries for 1 million electric vehicles per year by 2030, Total Chief Executive officer Patrick Pouyanne said on Thursday.

"That will be around 10 to 15 percent of the market and will require 5 billion euros (\$5.5 billion) in investments. It is an important bet," Pouyanne said at the launch of a pilot line for the project in southwest France. The project, through a joint venture of both companies known as Automotive Cell Company (ACC), is backed by the French and German governments and the European Union, as the bloc races to build a competitive battery sector to challenge Asian dominance.

In December, the European Commission



approved 3.2 billion euros of state aid from seven countries for research and development projects in the battery sector, including the Total-PSA project.

The project will receive 1.3 billion euros in public funding during the development phase, Total said.

"We need to move fast. Our clients are asking for electric batteries because Europe is demand-



ing it. We have to launch the industrial phase to produce the batteries by 2023/2024 in France and Germany with Opel," Pouyanne added.

The first phase will trigger the investment decision for a large-scale production plant of 8 gigawatt hour (GWh) initially, which will be ramped up to 24 GWh later.

A second production plant of equal capacity will be constructed in Germany, taking the combined capacity to 48 GWh by 2030, Total said in a statement.

The battery technology will be provided by Total's battery subsidiary Saft. It said the high performance lithium-ion batteries will offer the highest level of energy performance, both in terms of range and charging time, and a lower carbon footprint than the competition.

"I am convinced that this project, with our partner Total/Saft, will create a benchmark player in automotive battery cell development and production in Europe," Carlos Tavares, PSA group chairman, said in the statement.

Europe's electric vehicles market is estimated to reach around 400 GWh in 2030, or 15 times current needs, corresponding to more than seven million electric vehicles.

Reuters.com

Are electric vehicles really so climate friendly?

Hans-Werner Sinn

EVs produce more CO₂ than say diesel – it's just they emit via the power plant not the exhaust pipe

Germany's automobile industry is its most important industrial sector. But it is in crisis, and not only because it is experiencing the effects of a recession brought on by Volkswagen's cheating on emissions standards, which sent consumers elsewhere. The sector is also facing the existential threat of exceedingly strict European Union emissions requirements, which are only seemingly grounded in environmental policy. The EU clearly overstepped the mark with the carbon dioxide regulation that went into effect on 17 April 2019. From 2030 onwards, European carmakers must have achieved average vehicle emissions of just 59 grams of CO₂ per km, which corresponds to fuel consumption of 2.2 litres of diesel equivalent per 100 km (107 miles per gallon). This simply will not be possible.

As late as 2006, average emissions for new passenger vehicles registered in the EU were around 161 g/km. As cars became smaller and lighter, that figure fell to 118 g/km in 2016. But this average crept back up, owing to an increase in the market share



of gasoline engines, which emit more CO₂ than diesel engines do. By 2018, the average emissions of newly registered cars had once again climbed to slightly above 120 g/km, which is twice what will be permitted in the long term.

Even the most gifted engineers will not be able to build internal combustion engines (ICEs) that meet the EU's prescribed standards (unless they force their customers into soapbox cars). But, apparently, that is precisely the point. The EU wants to reduce fleet emissions by forcing a shift to electric vehicles. After all, in its legally binding formula for calculating fleet emissions, it simply assumes EVs do not emit any CO₂ whatsoever.

The implication is that if an auto company's production is split evenly between electric vehicles and ICE vehicles that conform to the present average, the 59 g/km target will be just within reach. If a company cannot produce electric vehicles and remains at the current average emissions level, it will have to pay a fine of about €6,000 (£5,150) per car, or otherwise merge with a competitor that can build electric vehicles.

But the EU's formula is nothing but a huge scam. Electric vehicles also emit substantial amounts of CO₂, the only difference being that the exhaust is released at a remove – that is, at the power plant. As long as coal- or gas-fired power plants are needed to ensure energy supply during the “dark doldrums” when the wind is not blowing and the sun is not shining, EVs, like ICE vehicles, run partly on hydrocarbons. And even when they are charged with solar- or wind-generated energy, enormous amounts of fossil fuels are used to produce EV batteries in China and elsewhere, offsetting the supposed emissions reduction. As such, the EU's intervention is not much better than a cutoff device for an emissions control system.

Earlier this year, the physicist Christoph Buchal and I published a research paper showing that, in the context of Germany's energy mix, an EV emits a bit more CO₂ than a modern diesel car, even though its battery offers drivers barely more than half the range of a tank of diesel. And shortly thereafter, data published by VW confirmed that its e-Rabbit vehicle emits slightly more CO₂ than its Rabbit Diesel within the German energy mix. (When based on the overall European energy mix, which includes a huge share of nuclear energy from France, the e-Rabbit fares slightly better than the Rabbit Diesel.)

Adding further evidence, the Austrian thinktank Joanneum Research has just published a large-scale study commissioned by the Austrian automobile association, ÖAMTC,

and its German counterpart, ADAC, that also confirms those findings. According to this study, a mid-sized electric passenger car in Germany must drive 219,000 km before it starts outperforming the corresponding diesel car in terms of CO2 emissions. The problem, of course, is that passenger cars in Europe last for only 180,000km, on average. Worse, according to Joanneum, EV batteries don't last long enough to achieve that distance in the first place. Unfortunately, drivers' anxiety about the cars' range prompts them to recharge their batteries too often, at every opportunity, and at a high speed, which is bad for durability.

As for EU lawmakers, there are now only two explanations for what is going on: either they didn't know what they were doing, or they deliberately took Europeans for a ride. Both scenarios suggest that the EU should reverse its interventionist industrial policy, and instead rely on market-based instruments such as a comprehensive emissions trading system.

With Germany's energy mix, the EU's regulation on fleet fuel consumption will not do anything to protect the climate. It will, however, destroy jobs, sap growth, and increase the public's distrust in the EU's increasingly opaque bureaucracy.

- Hans-Werner Sinn, is professor of economics at the University of Munich. He was president of the Ifo Institute for Economic Research, and serves on the German

economy ministry's Advisory Council.

The Guardian

Citroën, Peugeot and DS diesels gain RDE2 compliance

Natalie Middleton

20 February 2020

All Citroën and DS BlueHDi diesels are now RDE2-compliant, with many of Peugeot's diesels also meeting the standards nearly a year ahead of deadline.

Now's Officially known as Euro 6d, the RDE2 (Real Driving Emissions) standards are part of the new WLTP type approval test, and apply to all new vehicle registrations from January 2021. Compliant vehicles, which are only allowed to pollute up to 120mg/km NOx under real-world driving, avoid the 4% Benefit-in-Kind diesel surcharge – benefiting drivers but also operators too through reduced Class 1A National Insurance Contributions – as well as lower Vehicle Excise Duty.

For Citroën and DS, RDE2 compliance across the full range means businesses and drivers will see lower tax and running costs on popular fleet

models such as the C3, C4 Cactus Hatch, C5 Aircross. As an example of the BiK savings for company car drivers, an RDE2-compliant Citroën C5 Aircross BlueHDi 130 EAT8 Auto S&S in Flair trim would attract savings of £19 and £39 per month for 20% and 40% taxpayers respectively.

Peugeot has said that many of its diesel cars already meet RDE2 standards a year before the deadline. This includes the new 208 and 2008 SUV, along with various BlueHDi engines in models such as the 308, 3008, 508 and 508 SW.

As with Peugeot, Vauxhall, now part of the PSA Group, is working on meeting RDE2 compliance across the full range but the facelifted Astra, now in showrooms, is RDE-compliant.

fleetworld



Peugeot/Fiat pay price of protection

French and Italian cars suffered for years because their markets were closed to Japanese cars

John Mellor

The move for PSA to merge with Fiat Chrysler Automobiles, which has at its core a return for Peugeot to North America, is an object lesson on the downside to protecting a car market with quantitative restrictions.

Had France and Italy in the 1970s not enforced almost outright bans on the importation of Japanese cars, then the struggle experienced by all French and Italian brands in North America, and Australia for that matter, could have been averted.

The problem was that the French and Italians panicked in the face of growing Japanese car production in the mid-1960s as well as exploding export volumes in the 1970s during which exports (mainly to the US) increased 200-fold to about 1.8 million units.

By the early 1980s Japan was making more cars than the US and more than half of them were exported.

France responded with typical Gallic flair and introduced what was colloquially known as the 'Marseille bottleneck'.

Reluctant to introduce a tariff for political reasons, France declared that the only



port in the nation where Japanese cars could be processed was Marseille.

It was common knowledge in the industry at the time that the processing of the paperwork for type approval and import permission was handled by one man.

So the number of cars processed between him sucking on his first Gitane of the morning, coffee, preparing lunch, eating lunch, a couple of glasses of wine, siesta, pitstops, more coffee and the last Gitane of the afternoon, was pre-



cious few.

Italy, which was making hundreds of

thousands of terrible quality cars, but with great pizzazz, had no qualms about putting an effective ban on importing Japanese cars. It introduced a quota of 1500 cars on Japanese cars – not 1500 per car company, 1500 Japanese cars in total.

It seemed like a good idea at the time but it was a mistake.

Initially it protected the French and Italian markets from the onslaught of Japanese cars because you literally could not find one to buy. But it also had the effect of preventing French and Italian car-makers from facing the full force of true market competition and





therefore they just went on building more of the same. The same poor durability, the same poor quality, the same lack of standard equipment, the same level of rust. You get the picture.

In the 1970s we all thought Lancias, Alfas and Fiats, Peugeots, Renaults and Citroens were the ants pants. The Europeans, especially the Italians, were certainly fun to drive but it was not long before the Japanese were even outdoing the Europeans in that department as well. Think Datsun 1600 which is still used here by privateers in rallying.

So having averted direct competition at home, it became instructive to see what happened to the French and the Italians in the one market, the US, where both the Japanese and the Franco-Italia cars were competing on exactly the same terms. Same import duties, same import procedures, same everything.

They were wiped out because they had eliminated the rigour of competition in their home markets.

Citroen was first, bowing out of the US in 1974.

Lancia was sent to the US starting in 1975 but, its owner, Fiat pulled out the brand in 1982.

In 1983 Fiat* pulled out of the US and the last of those cars will have long since rusted away.

Renault is a little more complex because it bought American Motors but that all ended in tears when the company was sold to Chrysler in 1987, by which time the Renault brand had run its race in the US.

Peugeot pulled out in 1991 because it was unable to match the Japanese on price and product.

Alfa Romeo did the best, starting off in the US in 1961 but it, too, had run its race by 1995. It barely sold more than 8000 cars a year (compared with Mercedes-Benz which was selling 90,000-plus a year). It returned to the US market in 2017 with the Giulia under the FCA arrangement.

Germany, which allowed Japanese cars a freer hand in its market, saw its cars thrive wherever they met Japanese cars on equal competitive terms. VW these days vies with Toyota for world market leadership and Mercedes-Benz and BMW are money trees.

In Australia something similar happened. Alfa Romeo, Lancia, Fiat, Renault and Peugeot in the mid-1970s were highly desired as prestige (sort of) purchases. Owning an Italian or French car was a rite of passage in many social circles.

Again, as in the US, where these French and Italian cars faced the full force of Japanese competition on reliability, durability and features, they wilted.

Lancia, which sold under the halo of World Rally Championship successes, disappeared

from Down Under by the end of the 1970s. Rust was a particular problem and in the UK the authorities forced Lancia to buy back all Lancias from the British public because their cars were literally disappearing before their eyes.

Fiat left the Australian market in 1989 and Alfa Romeo hung in until 1992. (Alfa returned five years later and Fiat in 2001, both revived under independent importer Ateco.)

Renault Australia assembled cars (with Peugeot) from 1966 in Heidelberg, Melbourne, but closed the plant and pulled out in 1981. (It returned under the Renault-Nissan Alliance in 2001.)

Peugeot and Citroen languished on and off under various importers but they did live on miraculously from an inventive purchasing program based in France for Australian tourists to purchase their car, drive around Europe and bring the car home. But the numbers were low.

Even in Australia today, imported cars from France accounted for just 7000 units last year and from Italy 5000 units. Imports from Japan totalled 350,000 last year not counting the Japanese vehicles assembled in Thailand. More expensive German cars accounted for 90,000 units last year.

So, when the blowtorch of level competition was applied to French and Italian cars outside their cosseted home markets, they were found truly wanting. An expensive lesson.

GoAutoNewsPremium

Why the Porsche 901 became the 911

Jonny Lieberman
17 January 2020

At the 50th Paris Motor Show the Porsche 901 had debuted. Reaction was mixed. So big! So fat!

It's true—much of the assembled press bemoaned how much larger and heavier the 901 was compared to the 356 it would replace. Sound familiar?

I'm sure some car scribes dug it, though.

One critic that landed firmly on the “non” side was Peugeot, and not because of the physical car. Peugeot sold X0X cars—the 403, for example—and let Porsche know that in several key markets (like



France) Peugeot controlled that naming convention.

The 901 moniker would violate that. Rather than get the lawyers involved, Ferry Porsche (eventually) made the decision to simply change the name, and voilà! The Neunelfer, das 911, the sports car all others want to be when they grow up, was born.

Production began in September of 1964, and just over eighty 901s were built before the name was changed.

Extract from Motortrend



Photo stirs memories of Repco Reliability Trial 1979

French start-up Transition-One plans to bring retrofitting to the mass market.

Ania Nussbaum and Marie Mawad

31 July 2019

The Peugeot 504 diesel of Bob Watson and Garry Harrowfield was the only diesel vehicle in the event and proved to be super reliable, albeit a bit slow.

Despite being a two-man crew, Bob Watson and Garry Harrowfield had plenty of experience and had a largely incident free event, only hampered by being slow and running a bit down the field on occasions.

After placing 34th on the seeding stage they lost almost an hour in the Bordertown bog and placed 29th into Adelaide. From there they climbed to 18th by Perth, 14th by Darwin and 12th at Townsville. They were officially classified as finishing 11th outright after Portman's dramas although a careful look at the scoring suggests that perhaps they should have been classified 10th.

A Porsche Carrera 911 with the crew of Edgar Hermann and Dean Rainsford placed

first.

A Citroën CX2400 with the crew of Andrew Cowan, Jim Reddiex and Jeff Beaumont placed second.

Chevron Publishing



60 years of the 404

Chris Deligny

(The first of a series of as many parts as I feel like writing)

Electric Thought for the day. When the Peugeot 404 was released to the press at the Grand Palais in Paris in May 1960, it was a mere 15 years after the liberation of the city.

Bearing in mind that Peugeot's immediate post-war production had been of the 202, the 404 was a quantum leap*, and indeed the 404 turned out to be twice the car that the 202 had been.

Further, if you counted the beginnings of the car as we know it as 1900 (ie. not a 3-wheeler with tiller or steam engine), then the 404 arrived exactly half way through the marque's timeline up to now.



The first full-size mock-up submitted by Pinin in 1957. On the rear, the low part in aluminium wasn't appreciated by Peugeot management who asked to delete it.

This makes an interesting reflection on how far vehicles had progressed in their first 60 years, as opposed to their second 60 years. I'll let the readers make up their own mind.

The genesis of the 404 began as soon as the 403 was released, in 1955.

It is not a coincidence that this was the same year as the Citroën DS was released. With an original replacement time (for the 403) of 7 or 8 years,

On this mock-up, the rear-end keeps the spirit of the 404 Coupé... but also probably too close to the Lancia Flaminia.

their new model had to come soon, and go big, or go home.

Peugeot had perhaps seen themselves, or been seen, as a bit of a poor country cousin, simply because they were based near the Swiss border. Their main rivals, Louis Renault and André Citroën, were based

in Paris. They now had to mix it with the big boys.

The 403 had been essentially a re-skinned (and more powerful) 203, although it was incontestably successful.

The ever-present design brief had been to create a vehicle that dragged Peugeot's ever-loyal buyers up-market, into a car that was "low slung", stylish, more powerful, progressive, panoramic, and had at least as much interior room as the 403.

The new model had to be elegant, as the styling of the 403 (the first collaboration with Pininfarina) had been described by some as 'clumsy', or even 'impersonal'.

It was a given that the new flagship was to copy the 403 platform and be RWD, due to the factors of cost, and time-frame. This was of course in stark contrast to the FWD platform of

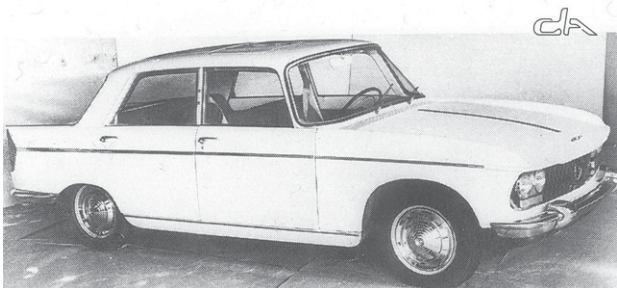


Initially developed for Facel-Vega, this design proposal adopted the Marchal Megalux headlamps.

the DS.

The success of the 403 had prompted “the management” to go with the Turin-based stylist Pininfarina again, leaving their inhouse bureau at La Garenne to collectively twiddle their opposable thumbs.

This was partially because he had promised them a stunning cabriolet, and history shows that he did not have to go very far to come up with the idea or the design of it. Apparently, Peugeot did have FWD under research at that time, even though it was quickly ruled out for the 404,



as above. The fact that the developers now had time to kill meant that it could be applied to their next small model. Of course, the 204 was released 5 years later in 1965.

By 1956, Pininfarina had a mock-up in what was to be close to the final shape of the 404. This was fairly easy for him to do, as it was pretty close to the final shape of a few other cars for that matter, but we’ll get to that soon.

By design (pun intended) or otherwise, the angular styling was the antithesis of the curvy and flowing DS. From the gaping grille to the tailfins, from the front drum brakes to the RWD in between, it was the polar opposite of the Citroën.

In 1958, a working model of the 404 had been registered and was seen driving around Italy. It differed from production in the bumpers and grill, plus rear wheel arch (and rear door) cut out, and rear taillights.

This new and improved model, which it literally was, was to bring in a host of innovations and improvements, fittingly for the first of the “04” series. Almost too numerous to list, but we’ll give it a try.

The classic “rear fin” was very à la mode, but history showed that it remained fashionable for about as long as the mullet. Like flares, it will come back in, just wait about 3000 years.

The windscreen was Peugeot’s first wrap-around, satisfying the interior room and panoramic brief, although it did take a few prototypes to get it right. The whole interior was light and

No information about this mock-up. Could it be a facelift proposal done later, in the mid-60s?

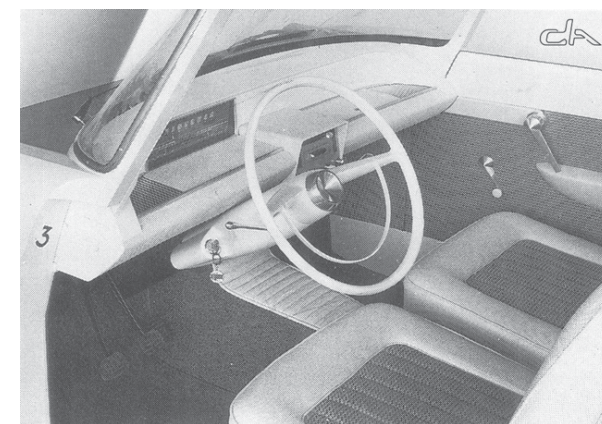


This rear-end proposal was probably made by Paul Bouvot’s team. This design will be reused on their Peugeot 504 design proposal.

airy, thanks mainly to the huge glass, and thin A and B pillars.

It was the first model to be extensively crash-tested, in view of improving passenger safety, as opposed to just randomly crashing some cars for the fun of it.

Engine wise, it was a development of the 403’s, but with radical hemi combustion chambers, aluminium head, and a compression ratio that allowed the use of standard fuel – part of the design brief.



A very clean dashboard!

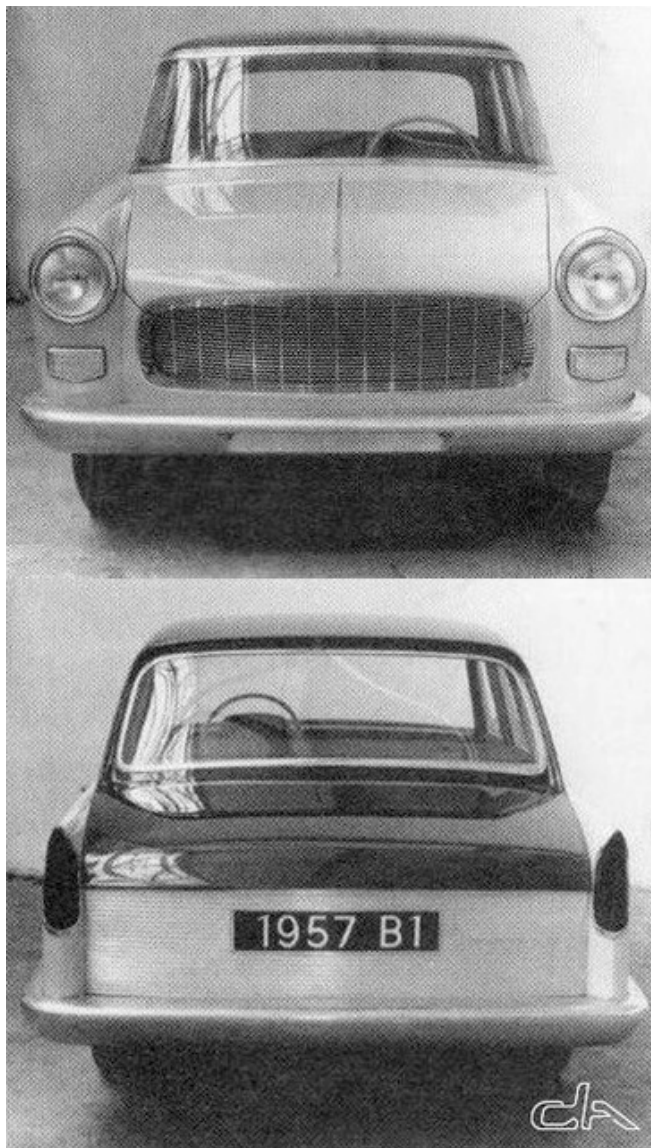


The suspension was McPherson strut up front, far superior to the transverse leaf of the 403. The sloping bonnet was, in Peugeot's words, to have a slanted engine to lower the centre of gravity, but it gave press a field day.



Photos through Car Design Archives

It was not clear if the sloping bonnet meant that the engine had to be tilted, or if the tilted engine meant that the bonnet



The first full-size mock-up submitted by Pinin in 1957.

could be lowered. Logically, the head gear made the engine taller, and they had no choice but to tilt it.

In either case the press realised that 4 cylinders at an angle was in fact half of a V8, and that is what they speculated was to be originally under the bonnet.

The interior was a work of art, with its padded dashboard. The long speedo was fairly common at the time. Seats had a range of coverings, including leather. Primitive armrests on the doors, and a rear seat fold-down armrest, try finding that on a 1960 Holden.

Externally the paint department tried several new and vibrant colours.

As production neared, there were many small tweaks.

Bumper over-riders, sidelight repeaters, even white-wall tyres, all came and went, and some came back again.

By late 1959, shortly before its release, an unsuspecting public was already accustomed to the shape of the incoming new model. The shape was first seen in the concept Lancia Florida which was shown in 1957. This model shared its genes more than Genghis Khan did.

It was also seen, or to be seen, in the production models of the Lancia Flaminia, Fiat 1800 and 2300, Alfa Romeo 2600 Berlina, Morris Oxford, Austin A60 Cambridge, Wolseley 15/60, Riley 4/68, MG Magnette MkIV, and could even be discerned in the Austin A40.

Even the first Nissan Cedric of 1960 shared some styling cues.

It is still debated how or why this could

happen. Some speculate that even though he was commissioned by Peugeot, Farina sold the design to the other companies – but never charged Peugeot for it. One would think that a simple audit of Peugeot's ledgers would have shown if this was the case or not.

In any case, they never needed a DNA test to find out who the father of the 404 shape was.

To be continued.....

Further reading: www.australiaforeveryone.com.au/motoring-farina.html

*In reality, a quantum leap is when an orbiting electron or proton changes energy levels in the shell of the atom. So ironically it is in fact a microscopic, sub-atomic change, not the large one that it is often made out to be.

The Pugilist



Chasing Mille Miglia dreams in a 1955 Peugeot 203

Beat Sutter
3 August 2017

Petrolicious.com

My story with the 1955 Peugeot 203 began before I was born; when my parents married in 1960, they drove to the church in their own 203, so I suppose you can call this destiny or DNA or what have you. However, I'd say that my quest for one of these French sedans began in earnest back in 1999.

At the time, I was studying marketing in Berne, Switzerland, and it was common for me and my friends to talk about our plans and futures and dreams after our schoolwork was finished for the day.



But rather than miring ourselves thinking about the doldrums of fiscal responsibility and nu-



clear families, we often landed on the subject of car racing, and specifically, the Mille Miglia. Of course, we knew there was no way to reverse time to the event's golden years of Alfas and Ferraris and Porsches careening through the narrow streets as they barely avoided the treachery that befell so many competitors in that dangerous test of endurance and courage, but the mythos of the past excited us about the prospect of entering into the modern day Mille. So we got to looking at eligible cars.

Scanning the list, a certain model jumped out from memory, the Peugeot 203C. The car my parents were married in was also allowed entry into one of the greatest historical races in the world! So, with the past influencing what I hoped to be my future, I set off a few years later in pursuit of a Peugeot and in a neat little bit of numerical harmony, I found a suitable 203 in 2003, in Switzerland. And by I, I should say that



the car was purchased by myself and some friends. We effectively formed a collective ownership of our Peugeot that allows all of us to share in its charms around the world. The car travels, competes, and generally makes us all smile, but it was a long road to actually getting it approved for the race that inspired us to buy the car to begin with: the Mille Miglia.

In our efforts to understand the car's history at the race, we set off collecting as



much information as we could from archival sources and anecdotes passed down



through the decades. Somewhere along the way, we discovered Roger de Lageneste, a well-regarded French racing driver who had raced a Peugeot 203 of his own at the Mille in '56 and '57. After reaching out to him through some friends, we were thrilled to learn that he was interested in meeting us too, so we took our car to his home for a



reunion. It was fascinating to hear him recount his experiences in Brescia, but nothing revealed his lasting, genuine enthusiasm like seeing him inspecting our 203 out in the driveway with the vigor of a much younger man. Indeed, the car is not a streamlined prototype or sports car, but it



doesn't try to be, nor should it; it has a compelling history of its own.

The 203 was the first car Peugeot produced after the Second World War. The Ameri-



can pre-war classics served as a design template, and the big-bodied cars from the States were clearly inspirations for the overall look of the car, but also present is the refin- ing touches the French manufacturer made to



form. It has no airs about it, and this simplicity and modesty is perhaps why people still today are drawn to it. It is of the era, but it is not a gangster getaway car loaded up with Tommy guns.

Once you get in and start driving it, the first thing that you're likely to notice is how easy it is to control. Cars from the 1950s are rarely as forgiving and as intuitive feeling as the 203. Furthermore, and despite an incident at a Mille requiring a sock as an air filter, the thing is extremely reliable and easy enough to work on in the rare instances that it requires it. Driving this Peugeot is like being in a bubble, and for the few hours at a time that I drive it I am transported not to a different world, but just away from this one. There are no phones to check, no emails to catch up on, no pinging

reminders or deadlines. This is probably the same feeling many have in their vintage car experiences, but it doesn't make it untrue in my case just because it's common. I truly do think of this car as existing separate from everyday life. The other thing my mind often wanders to when behind the wheel is trying to imagine how Roger de Lageneste managed to race such a car—with drum brakes no less—for 14 hours over the course of 1,000 miles. I know that it was likely a bit more intense than the drive my parents had in theirs on the way to get married!

Anyway, back to the Mille Miglia. Since 1999 and those initial dreams of entering, I have been at least a spectator of the race, but it took quite some time before the 203 was allowed in. In fact, after acquiring the car in 2003, it took ten years of applying before finally, in 2014, we received the answer we'd been chasing for so long: we were in! We've participated every year since then (lest they change their minds!), and each running has been memorable in its



own right. We've done roadside repairs at night lying on cobblestones and we've met countless friends that've made it so enjoyable in addition to the goosebumps-giving atmosphere.

Last April, in 2016, I even joined the Club Mille Miglia Coppa Franco Mazzotti, which is a great honor for a foreigner. We had taken the



car all around Germany, Austria, and Italy for events and shows before we were entrants in the Mille, and while all worthwhile and some-

thing we plan to continue, there is simply no topping the race that was the genesis for all of this to start with. My goal is to continue to enjoy and participate in the myth of the Mille Miglia every year. As a driver, staff member, or just a spectator. I've learned that being there, no matter the circumstance, will always leave you with lifelong memories.

And while the racing and the traveling and the history of motorsport is all well and good, I still remember the humble beginnings, like my parents as they drove up to the church to start their family. I also remember when I first showed my mother, Martha, our 203 shortly after we bought it; she could not understand why I'd want to buy old car, and one we'd already owned at that. But then, after she saw how owning the Peugeot produced so much happiness for our group of friends, she smiled too, and now she understands it completely. When I picked up my parents one Easter, on the way to lunch, her smile was all I needed to know we've come full circle.





304 Cabriolet

**Peugeot Association of Canberra
Minutes of the General Meeting
26 November 2019
Raiders Club, Weston**

Present

Brad Pillans, Neil Birch, Glen Bryden, Jim Taylor, Allan Lance, Peter Rees, Ross Stephens, Neil Sperring, Charles Birch, Colin Handley, Ian Brock, Richard Morgan.

Apologies

Greg Francis

Introduction

1. The meeting was opened at 8:32 pm.

Minutes of the previous meeting

2. It was moved the minutes of the previous meeting (22 October 2019) be accepted as a true and accurate record of the meeting. Moved: Allan Lance, seconded Ross Stephens. Carried.

Matters arising from the Minutes of the previous meeting

3. Proposed club merger: Colin has not yet provided notes to Brad so he can put an informal proposal to members for their consideration and feedback.

Brad thanked Neil Sperring for circulating the ACT Rules for Incorporated Associations, to help members understanding of the steps required to form a French car club.

Financial report

4. Current Balance \$10,902.36 made up of \$1,664.07 working account and \$9,238.29 Term Deposit. Finance report accepted, moved by Glen Bryden, seconded by Neil Sperring. Carried

Council of ACT Motor Clubs (CACTMC) Report

5. The Light Car Club of Canberra has re-joined CACTMC. They control land at the Greyhound race track which can be useful for motorsports. CACTMC is to seek a meeting with the Minister to discuss the introduction of a Special Interest Vehicle Registration scheme in Canberra similar to that now operating in NSW. There is a scam being advertised in social media

claiming to be able to get registration for modified vehicles, as soon as it is deleted it re-appears with a new name. Wheels 2020 is to be held at the Queanbeyan show grounds on 1st March 2020.

General business

6. Classic Yass has been discontinued; organisers found it too difficult to get all the necessary approvals. The Christmas BBQ will be at Macdermott Place by Lake Ginninderra at 6pm, 1st December.

Close

7. The meeting decided that the next club meeting will be held at Snapper on the Lake, Southern Cross Yacht Club, on Tuesday 28th of January 2020. There will be no January edition of ROAR.
The Meeting closed at 8:53 pm.

