

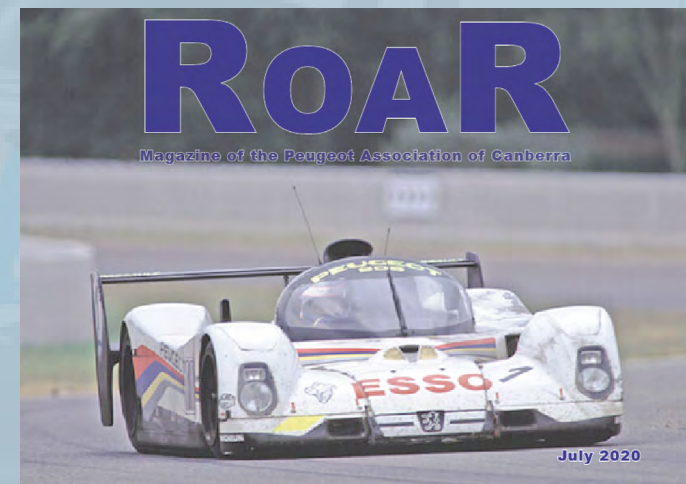
ROAR

Magazine of the Peugeot Association of Canberra



July 2020

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On the cover The Peugeot 905.

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(PAC)

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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,

With the coronavirus surging in Victoria and dangerous clusters emerging in NSW, Canberra still seems like a very good place to be at the moment. That could change at any time, of course, unless all of us adhere to best-practice social distancing, hand sanitising and general commonsense behaviour. Perhaps a new line of club merchandise could be Peugeot-themed face masks?

The Raiders Weston Club, where we normally hold our monthly club meetings, reopened on 7 July and have a comprehensive coronavirus safety plan for the club, including staff and patrons. That said, I do not feel that we should be rushing to reconvene our meetings there this month. While the club was closed, we held Zoom meetings, which proved to be very convenient for many club members. Indeed, when we are ready to recommence our in-person monthly meetings, I have suggested that we also offer a Zoom option. I will need to discuss that with the Raiders Club

because internet reception is patchy in the club and they may not have the bandwidth to sustain a Zoom meeting. We shall see...

In view of the above, this month's meeting will again be held by Zoom, at 8 pm on Tuesday 28 July. I will send out the meeting link in an email to all members.

Although the club did not have a Bastille Day function this year, Sue and I celebrated in appropriate style, a week later, with dinner for two at our favourite French restaurant, *Les Bistronomes*, now relocated from Braddon to the Campbell shops. The new premises are much nicer than Braddon, with less floor space, and consequently less noise from fewer patrons. Our meal was absolutely fabulous, with excellent champagne to match (I won't say French champagne, because true champagne only comes from France, and that is what we had).

Just after we sat down, a fresh delivery of truffles arrived, so we were easily convinced by our waiter to order the truffle potato mash with our main course – *très bon*. The food, wine and service were flawless, making for a memorable night. Also spied in the restaurant were Allan Lance and his partner Kerry. Allan and I can compare notes later...

Both Sue and I received registration renewal notices for our cars, recently, and for the first time they needed an inspection (NSW registration). Both cars (308 and 508) are 2014 models, so I guess the inspection threshold is 5 years. We had the inspections done at a nearby workshop, with no problems for either car, at a cost of \$42 each. Another small annual vehicle-ownership expense that we now face. Or we could just buy new cars!

On Sunday 26 July, we held the inaugural meeting of the French Car Club of Canberra, attended by 17 people – 12 in person and 5 by Zoom. The meeting was hosted by Colin Handley, at his 'shed' in Queanbeyan, with appropriate social distancing and liberal applications of hand sanitiser – thanks Colin.

The full minutes of the meeting will be circulated before the next meeting of the French Car Club. In the meantime, I can announce that the office bearers of the new club are Brad Pillans (President), Colin Handley (Vice President), Paul James (Treasurer) and Neil Birch (Secretary), to be ably assisted by Lisa Molvig, Barry McAdie and Richard Proctor (General Committee). Nice to see a good spread across the marques.

It was agreed that monthly meetings would be held on the fourth Tuesday of each month, at 8 pm, at the Raiders Club in Weston – does that sound familiar? The first meeting is therefore planned for Tuesday 25 August, hopefully at the Raiders Club, unless coronavirus restrictions tighten up in the interim.

The upshot of the above is that this month's PAC meeting may well be the last.

Keep on Pugging,

Brad Pillans

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CLUB EVENTS 2020

28 July 2020

Club meeting 8.00pm, in the comfort and luxury of your own home. Via Zoom. Details will be sent to you.



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 subject to change due to the Corona plague.

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
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CLASSIFIEDS

For Sale

404 utility 1970

404 utility 1970. Very rare. Baltic grey. Original body. Fitted with a 4 cylinder petrol 504 motor. New Michelin tyres. Continuously registered and driven, goes well. Various spare parts and car cover included. Small amount of rust on one door handle and headlight cover, and on towbar.

41,537 km. Grey, black interior, 4 speed Manual. Registration June 2020

Roadworthy/Safety Certificate. \$12,600. Sam Tormey, 0400 991 901.



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



PEUGEOT sport

105 - Paris Dakar 1988. Kankunen/Piironen. Peugeot 205 Turbo 16. Vainqueur

French car drives resumed in June

On June 28 we resumed our French car drives and it was very popular. This year I want to visit places which were affected by the summer bushfires. We had to postpone our trip to Braidwood, perhaps we can go there later in the year.

In June we visited the village of Tharwa, just to the south of Canberra suburbs of Tuggeranong. We had 18 people from the French car clubs and an additional 14 from the local Rover car club.

We soon realised that this was too many visitors for the little Tharwa Country Store to manage. Despite me contacting them twice to warn them of our visit, just one teenage boy was serving in the shop/café. He was remarkably calm, but service was very slow.

So the Rover club group decided to move to Lanyon Homestead café just up the road. This left our French car group, plus locals and Sunday drivers and bikers at the country store. Luckily it was a lovely sunny winters' day and many of us sat outside to drink our coffee and catch up. We haven't had a club social outing since March and there was much to discuss. We had quite a variety of French cars turn up, from the 1960s to today, Renault, Peugeot, Citroën and Simca. People had travelled from Cootamundra, Harden, Gundaroo and ACT.

So this is encouraging for the future of our new French Car Club of Canberra.



Peugeot 205 GTi: Retro road test special

By Motor Research
23 April 2020

Welcome to an MR Retro Road Test special: a face-off between two very different examples of an icon.

When the Peugeot 205 GTi was launched in 1984, it wasn't the first hot hatchback on the block. It followed in the tyre tracks of the equally legendary Volkswagen Golf GTi, while further competition came from the Renault 5 GT Turbo, , Fiat Uno Turbo and Ford Fiesta XR2.

The first car we're testing is an original 205 GTi 1.6 in concours condition. While a more powerful 1.9-litre version followed, many purists rate the revvier 1.6 as the ultimate 205.

The apprentices from the Peugeot Performance Academy, who created the black car here, felt differently. They were given a training project to die for: restore a snotty 205 GTi to perfect condition. They did this with one major tweak – swapping the standard 1.9-litre engine for something more special...

Building a hotter hatch

Early 205 GTis mustered a mere 105hp, a figure topped by even a 1.0-litre Fiesta today. But they did also weigh less than



900kg. Peugeot upped output to 115hp a few years later, but the really exciting upgrade came in 1987: the launch of the 205 GTi 1.9.

This enlarged engine offered a thrilling 130hp for 0-60mph in 7.8 seconds (the 1.6 needed 8.7 seconds). It had way more torque as well – 119lb ft rather than 98lb ft – so felt much more muscular. Thank goodness Peugeot fitted rear disc brakes and bigger 15-inch alloy wheels.

However, save for the addition of a catalyt-

ic converter in the early 1990s, that was it for 205 GTi evolution. It wouldn't happen today: Peugeot would surely create a swansong special edition – fitting the 16v version of the 205's XU engine, for example.

Yes, this unit was freely available in the range, sported by the Peugeot 405 Mi16 and Citroen BX GTi 16v. Boasting 160hp, the all-aluminium 1.9-litre engine had a motorsport-spec head, revved to 7,200rpm and, even in the 1,100kg 405, managed 0-60mph in 7.8

seconds. In the 205 GTI, it could have been heroic.

And for years, that's just what the tuning scene has been doing: creating the 205 GTI 16v, the hot hatch that never was. It's an easy swap if you know what you're doing, a Peugeot veteran told us, adding weight to the logic of what could have been.

When tuners tell you it will do sub-6.5 seconds to 60mph with ease, you can only conclude Peugeot might have dropped the ball by not making it.

Peugeot 205 1.6 GTI: original and best?

While values of 205 GTI 1.9s have soared (the best examples sell for £30,000+ at auction), the lesser 1.6-litre is still relatively affordable. That's despite enthusiasts reporting this is the one to have.

To find out what the fuss around a standard 205 is all about, we borrowed a show-winning example from motoring journalist and well-known GTI enthusiast Chris Hughes.

Built in 1991, this 205 GTI has been owned by Chris since 2000. It's not led a sheltered life – it's been on numerous European road trips – but it's been meticulously cared for, and regularly picks up gongs at classic car shows.

We spent a day with a car on rural Dorset roads, and what a car for summer B-road blat! It's such a pure, mechanical experience – the heavy clutch takes a minute or two to get used to, while the unassisted

steering requires muscle around town.

Once you get into the 205 GTI's groove, though, it's an absolute joy. Working towards 6,000rpm ("I rarely go over 5,000rpm," Chris nudges me), with the car's Milltek exhaust (its only modification) providing a rorty soundtrack, it makes us genuinely sad that modern hot hatches can't come close.

And the best thing? It's all happening at sensible speeds. Take a roundabout a similar pace to your average Audi A4 driver and you'll be having infinite fun, while even ragging it down dual carriageways won't get you into licence-losing territory.

Peugeot 205 Mi16: modified magic

Can you improve on an icon? The Peugeot Performance Academy apprentices certainly thought so: It's as tacit an 'OE approved' admission as could be. Using the same engine mounts as the regular 1.9 motor, all that's needed is a bit of tweekery to clear the inlet and exhaust manifolds.

Peugeot's car has a 205 Automatic bonnet, to give extra clearance over the engine, but it's not really necessary. And once installed, the engine looks factory-spec.

It doesn't feel modified either. It rumbles, vibrates and hums at tickover like a regular retro car, has the same impossibly direct and rifle-bolt gearshift as all 205 GTIs, has similarly heavy non-PAS steering until you're moving and pulls at lower speeds with the same free-breathing vim as all non-emissions-conscious 80s cars.

Heavens, though, it's fast. It still weighs



barely 900kg, so pick-up is instant and effortless, but the way it powers forward as the revs rise is staggering. It gets on cam and comes alive above 4,500rpm – the kick is VTEC-like – and, with a heavenly induction roar and cam yowl, explodes towards the redline. A few seamless gearchanges later and you're quickly backing off to regain legality.

This is no shabby conversion that feels ready to fall apart. It's the mighty GTI to sucker every other GTI on the planet, an engaging speed demon that even today feels sensational. Particularly as all the effervescence of the 205 GTI chassis remains intact: the grippier 1.9 GTI wheels mean more planted handling, stacks of front grip and a more trustworthy rear end – yet still the blindingly well-telegraphed on- and over-the-limit exploitability so many love.

The firm, ever-varying weight of the steering is to die for, body control is exemplary and the free-flowing connectivity to the road surface is Lotus-like. Because it's so light, it doesn't need to be over-stiff – suspension is softer than you may expect, meaning the ride is better than you'd ever believe – which enhances its mighty fast-road ground-covering ability. With a revvy 160hp always at-hand, it's incendiary.

Lion kings: choosing a winner **Andrew's winner...**

Both of these cars would be lovely things to keep in your garage, ready to enjoy on



sunny days while also increasing in value with every bit of TLC you give them. The Mi16 is a tantalising glimpse of what might have been: the world's finest hot hatch could have been a true performance icon with that wonderful Mi16 engine.

But as a car to truly enjoy, the light and nimble 1.6-litre 205 GTI is hard to beat. Peugeot got it spot-on, and such a car offers maximum thrills for the least outlay. Buy one while you still can.

Richard's winner...

I was amazed. In my youth, a 205 Mi16 was an

ultimate, right up there with a red-top Vauxhall Nova for teenage desirability. But with age came the love of originality– what could modders know that the car manufacturer didn't? In this case, plenty, because the 205 GTI Mi16 – the 205 GTI 16v – is sublime. It's the greatest GTI that never was.

It takes all that's wonderful about the regular car and builds upon it with a searing, exotic, race-bred engine that, because the car itself is so light and pure, you interact with so tremendously vividly. It feels OE, it drives brilliantly and it's simply thrilling to experience. I surprised myself with how much I loved this car. Find one done right and so will you.

Motoring Research

Is 2020 the time for Citroën to shine in the WRC?

Andreas Mikkelsen will pilot the maligned C3 racer for private team Sainteloc, but could have an advantage

10 July 2020

A bit later this month, the World Rally Championship finally gets under way in Italy with a new driver, a new team and the return of a famous manufacturer.

But it's not exactly what you think. After being cast aside by Hyundai, Andreas Mikkelsen is back at the wheel of a Citroen C3 WRC for the first time since 2017. This time, however, the French car will be run by an equally French private team (Sainteloc) and its striking black-and-yellow livery will reflect Mikkelsen's latest job: developing new WRC tyres for Pirelli, which will take over as sole tyre supplier from 2021 until at least the end of 2023.

As this is pretty much the only chance to regularly drive a World Rally Car for the foreseeable future, it's a coveted opportunity – and there were several drivers knocking on the door to take it. But that's not the only reason. Because the Norwegian will be the only driver to have consistent experience of developing and running the new tyres, it adds considerably to his marketability when looking for a full-time drive next year. He's



even got some of his own sponsorship money for the right opportunity, so this makes the 31-year-old a pretty appealing prospect for the future. He already has three rally wins and three third places in the championship behind him, so with the right equipment, he can undoubtedly get the job done.



Whether or not the Citroën C3 WRC is the right equipment constitutes a moot point: it was largely unloved by most of its drivers, racking up just six hard-fought wins throughout three seasons of factory competition. But freed from



the dogma of factory team engineers, World Rally Cars that were previously considered to be no-hopers can occasionally flourish in private hands, the Peugeot 307 WRC being a prime example. And the C3 should also be very much up to speed with Pirelli's new tyres in 2021, before the regulations change drastically in 2022.

So is what we're seeing now a warm-up to a triumphant privateer campaign with Citroen and Mikkelsen next year? It would be nice to think so, but the reality is instead a no-brainer. If you're testing tyres for next year, it would be unfair to give any existing manufacturer or driver a clear advantage. So Citroën and Mikkelsen were clearly the obvious choice. Whether or not they choose to take advantage of the situation in future is entirely down to them...

Autocar

Continental launches new timing belt for special Citroën and Peugeot engines

Technology company Continental is updating its range of timing belts for the automotive aftermarket with the addition of the CT1228 timing belt

25 June 2020

Technology company Continental is updating its range of timing belts for the automotive aftermarket with the addition of the CT1228 timing belt. This will replace the previously available model, the CT1188, in all applications. It is intended for use in Peugeot and Citroën 1.2-litre engines built from the end of MY 2013 onwards.

Even tougher and harder-wearing

The timing belt runs directly in oil in some applications. Manufacturers use this design to reduce friction in the engine and thus cut its emissions. At the same time, this ensures low-noise operation with very precise timing. Operating in this way, however, places extremely high demands on the timing belt's wear properties. Because even the slightest level of impurities in the oil can result in the formation of crystals. If such crystals get between the belt and the pulley, the belt can be damaged by the extremely hard crystals

and, in the worst-case scenario, tear.

This prompted Continental to further improve the belt's material properties: The glass-cord tension members have an optimized, oil-resistant coating and are embedded in an HNBR rubber (hydrogenated nitrile rubber) cross-linked with peroxide. This has an even higher acrylonitrile (ACN) content than before. The higher this content, the better the material's resistance to certain carbon compounds that can occur as a result of friction between crystallized impurities in the oil. The aramid fabric on the inside face of the belt is also equipped with a multi-layer wear protection system.

"The CT1188 itself was extremely tough and hard-wearing. In the newly developed CT1228 we have been able to improve these properties further still," says Continental product manager Robert Franz. That means that even older engines with particularly high mileage can enjoy the efficiency and environmental benefits provided by a design featuring a timing belt running in oil. However, workshops must play their part in this by complying precisely with the manufacturer's oil specifications, Franz continues.

Automotive World

From the Peugeot VLV to the New Peugeot e-2008, the tale of an electric revolution

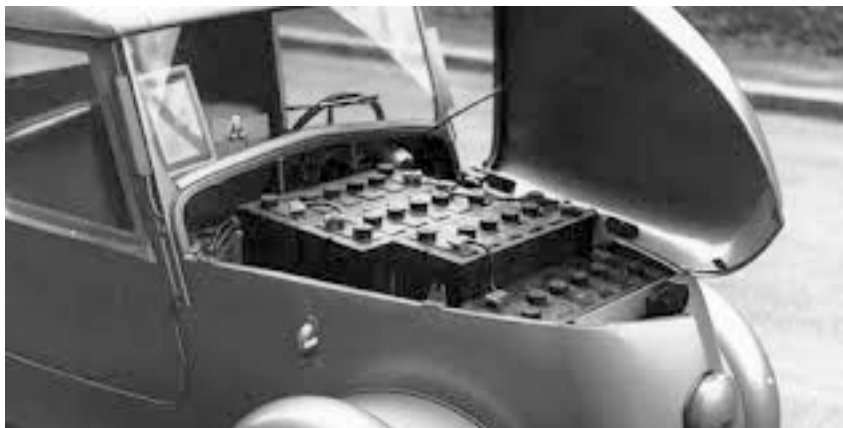
Electric propulsion was used by a few manufacturers in the early days of the car, but was quickly abandoned in favour of oil

21 July 2020

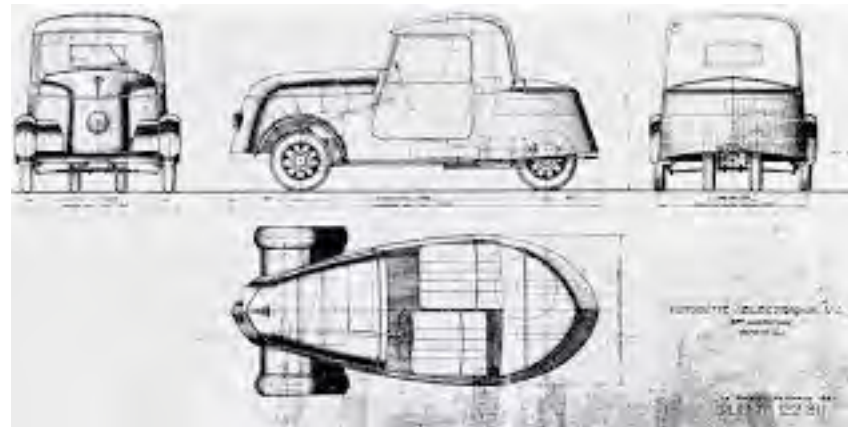
Electric propulsion was used by a few manufacturers in the early days of the car, but was quickly abandoned in favour of oil. Peugeot was studying it as early as 1902 to power delivery vehicles. A few models were produced, but the project was left by the wayside. Peugeot always remained on standby...

The first Peugeot electric vehicle marketed in 1941 was called the VLV (Véhicule Léger de Ville – Light City Vehicle). During the Second World War, petrol rationing meant that alternative energy sources needed to be found, and Peugeot was the only major manufacturer to take an interest in this means of propulsion. The VLV was built in Paris from June 1941 to February 1943 (377 units).

In the 70s and 80s, always on the lookout for new technologies, Peugeot joined forces with Alstom and EDF (Electricité de France) to offer electric propulsion on Peugeot 104 prototypes (4 coupes and 3 vans), then on Peugeot J5 and J9 utility vehicles. In 1983, a new programme began involving the Peugeot 205, which stemmed from collaboration



range of vehicles with low or zero CO2 emissions. This technological push is based on 3 pillars: Serenity, Pleasure, Simplicity. With the same ambition from the outset: to make mobility safe, clean and accessible to the great-



est number of users. between PSA and SAFT (batteries). The Peugeot 205 was the start of the Peugeot 106 "series programme". A unique, full-scale experience is then attempted: to make a fleet of electrified Peugeot 106 available to customers – via a self-service system. Thus was born, in December 1993, the campaign "50 electric vehicles at La Rochelle".

Serenity because the Peugeot range will be 50% electrified in 2020 and 100% in 2025. Pleasure, because it will always be part of Peugeot's DNA. Like the 508 Peugeot Sport Engineered Concept, which heralded the development of a high-performance electrified line of production vehicles. And lastly, Simplicity, because the choice of silhouette does not dictate its use.

From 1990 to 2010, a few concept cars illustrated Peugeot's continuous interest in developing electric propulsion: ION (first of its name) in 1994, TULIP and Touareg in 1996, the original BB1 concept presented in Frankfurt in 2009 and the fabulous EX1 concept of 2010, which holds 6 international acceleration records achieved in Montlhéry and China.

Nine months after the launch of the new Peugeot e-208, the brand's showroom is now home to a wide range of electrified models: e-208, e-2008, 508 HYBRID and 3008 HYBRID4 for passenger vehicles; e-Expert, E-Traveller and soon e-Boxer for commercial vehicles. The electric revolution has well and truly begun.

Peugeot VLV (1941), simple ingenuity

Faced with the German occupation and shortages, in 1941 Peugeot proposed a unique

alternative for the time: the VLV, for "Véhicule Léger de Ville – Light City Vehicle", a small car designed for an efficient electric drive train. This was the first Peugeot electric vehicle and was a mini cabriolet with two offset seats. This economical vehicle, designed for urban use, is intended to meet the transport needs of those whose vehicle had been requisitioned or could not be driven due to a lack of rationed and very expensive fuel. Designed as a "cyclecar", with a wide track at the front and a narrow track at the rear, the VLV runs on electricity using batteries stored in the front trunk, and an electric motor without a differential that manages the rear wheels. Its range was 70 to 80 km at speeds up to 35 km/h. It was mostly used by postal workers or doctors. 377 Peugeot VLVs were produced between 1941 and 1943 at the La Garenne factory in the Paris region.



Peugeot 106 Electric (1993), ahead of its time

As the first major European manufacturer to have marketed electric vehicles to local authorities and companies in 1989 (J5), Peugeot started marketing electric cars to private individuals in July 1995 with the "106 ELECTRIC". This commercial launch was preceded by an experiment conducted in partnership with EDF and the Communauté de Villes de La Rochelle from the end of

1993 and 2003.

Peugeot Ion Concept (1994), the first draft of an urban electric vehicle

The Peugeot Ion was unveiled at the 1994 Paris Salon. An exploration vehicle conceived and designed exclusively for the city, this car is the combination of adapted and feasible solutions, designed to best meet the

expectations and requirements of an urban clientele. It offers the driver and passengers a level of comfort and equipment that was still futuristic in the 2000s for series production cars. Everything is designed and set up to make life on board easier: two wide doors provide access to four seats, armrests, CD player, hands-free telephone, LCD screen and space for children's video games.



1993 to the end of 1995. Twenty-five "106 electric" were tested by private individuals, professionals and local administrations. The 106 was produced from 1990 to 2003 in 2,798,246 units, including 3,542 electric models between

3.32 m long and 1.60 m wide, the Peugeot Ion Concept is powered by a 20 kW DC motor powered by nickel-cadmium batteries.

Peugeot Tulip (1996), a pioneer of car sharing

Free, Individual and Public Urban Transport, or Tulip, comes from a desire to better reconcile the city, the car and the environment in 1996. The TULIP concept is organised around a network of vehicles for hire for the city and for public use, a central station for management, booking, mobile maintenance and billing.



Peugeot Touareg (1996), the electrically-powered leisure 4x4

Presented at the 1996 Paris Motor Show, this leisure and open-air vehicle is a silent, odourless and environmentally friendly off-roader thanks to its nickel/cadmium hydride batteries located in the back of the front seats. With its silent running, total absence of polluting emissions and Peugeot-type aesthetic treatment, this vehicle showcases all the clear signs of a real symbiosis be-



tween travel, leisure and nature. The electric engine has a power of 35.5 kW. It is assisted by a single-cylinder engine, acting as a generator allowing the batteries to be recharged autonomously and providing a range of 300 kilometres on 15 litres of fuel.

Peugeot e-doll and Peugeot Bobslid (2000), a vision of urban mobility

In 2000, during the Paris Motor Show, Peugeot exhibited four concept cars on its stand, all with a futuristic design. They were created by Gérard Welter's teams under the themes of "the year 2000" and "urban mobility". Among these four concepts, named "City Toyz", two are electrically-powered : e-doll and Bobslid.

The Peugeot e-doll is a concept car that can accommodate three people, powered by two electric engines taken directly from the Peugeot Scoot'elec.

The Peugeot Bobslid is 100% electric concept car with three seats (one central, two rear), powered by 40 electric motors spread across four driving wheels, with joystick steering.

Peugeot BB1 (2009), the bold electric city car

At the 2009 Frankfurt Motor Show, Peugeot presented a 100% electric city car concept called BB1. Capable of accommodating four people in just 2.50 metres in length, the BB1 concept car is a 100% electric vehicle which completely overhauls the idea of a car in every way: architecture, style, interior design, driving, connectivity, while respecting its environment as much as





speed of 260 km/h in 5.1 seconds. Its performance is the result of its sharp aerodynamics, ultra-light structure and two electric engines, which give it its maximum cumulative power of 250 kW (340 bhp) spread across its 4-wheel drive system. Thanks to its carbon structure and light weight, the Peugeot EX1 concept car broke six world records – approved by the International Automobile Federation, on the legendary Montlhéry circuit, but also in China.

possible. Ultra-compact and ultra-light (600 kg) with its carbon body, the BB1 concept car is a model of urban vehicle adapted to the constraints of the dense city. Its Li-ion battery already gives it a range of around 100 km, enough for urban use, including car sharing.

Peugeot EX1 (2010), electric performance at peak level

Designed in 2010 to celebrate the 200th anniversary of the Peugeot brand, this 100% electric concept car is a two-seater roadster with a futuristic style and original architecture, designed to offer intense and real driving sensations. The EX1 goes from 0 to 100 km/h in just 2.24 seconds to reach a top



New Peugeot SUV e-2008 (2019)

Making its world premiere at the 2019 Canton Motor Show, the new Peugeot SUV e-2008 is the ultra-modern interpretation of an instinctive and versatile driving experience. It has the dimensions of a true SUV and stands out with a powerful and distinctive style. Ultra-technological, it embodies the brand new generation of the immersive Peugeot i-Cockpit® 3D, equipment and driving aids at the level of the brand's best know-how. This first 100% electric Peugeot SUV gives you access to a new world of sensations: top-level brilliance, silent operation, no vibrations and freedom to drive in Green Zones with restricted access. With a range of 320 km (under the WLTP approval protocol), 100 kW (136 bhp) and 260 Nm of torque (available from 0 km/h) ensuring first-class acceleration and boost, the dynamic behaviour of the new SUV Peugeot e-2008 provides the road feel and driving pleasure for which the brand's vehicles are renowned.

Several of these iconic vehicles are on display at the Peugeot Adventure Museum in Sochaux. It is on display until Sunday 31 January 2021.

You will also find out that Peugeot had already imagined the hybrid before its time in 1917, electric vans with bodies by Janoir in 1926 and prototypes based on the 202 in 1940. Although these projects had no commercial follow-up, they demonstrate the Peugeot brand's taste for innovation.

Automotive World

PSA Group pushes electrification forward: sales skyrocket

Mark Kane
16 July 2020

With some 43,000 plug-ins sold in the first half of 2020, PSA is some 10-times above its 2019 sales result.

The PSA Group (Peugeot, Citroen, DS, Opel/Vauxhall) noted a huge sales drop (by 45.7% year-over-year) during the first half of 2020, to 1.03 million globally. On the positive side, June shows strong signs of recovery.

According to PSA, plug-in car sales are expanding pretty quickly and the group is fully compliant with 2020 European CO2 emission objectives.

The all-electric car sales increased by more than six-times to roughly 24,500 and assuming that hybrids are “plug-in hybrids”, another 19,000 were PHEVs:

PSA Group all-electric car sales in H1 2020:

- Peugeot, Citroën, DS: 18,566 (up 535% year-over-year from 2,925)
 - Opel/Vauxhall: 5,916 (up 570% year-over-year from 883)
 - PSA total: 24,482 (up 543% year-over-year from 3,808) plus 104 Citroën Ami.
- PSA Group hybrid car sales (we assume plug-in hybrids) in H1 2020:

- Peugeot, Citroën, DS: 12,753 (up from 35)
- Opel/Vauxhall: 6,001 (up from 0)
- PSA total: 18,754 (up from 35)

The quick increase of plug-in car sales is a result of 13 new plug-in models on the market (some were on sale in H1 2020, others - available for order - are scheduled for the near future).

7 BEVs:

1. Peugeot e-208
2. Peugeot e-2008
3. Peugeot e-Traveller passenger MPV and commercial van Peugeot e-Expert
4. Citroën ë-SpaceTourer passenger MPV
Citroën ë-Jumpy/Citroën e-Dispatch commercial van (depending on market)
5. DS 3 CROSSBACK E-TENSE
6. Opel Corsa-e
UK: Vauxhall Corsa-e
7. Opel Zafira-e Life passenger MPV
Opel Vivaro-e commercial van
UK: Vauxhall Vivaro-e Life passenger MPV
UK: Vauxhall Vivaro-e commercial van

Plus the Citroen Ami for car sharing.

6 PHEVs:

1. Peugeot 3008 HYBRID
Peugeot 3008 HYBRID4
2. Peugeot 508 HYBRID
3. Peugeot 508 SW HYBRID
4. Citroën C5 Aircross Hybrid
5. DS 7 CROSSBACK E-TENSE 4×4
6. Opel Grandland X Hybrid4
Opel Grandland X Hybrid

UK: Vauxhall Grandland X Hybrid4

UK: Vauxhall Grandland X Hybrid

By 2021, 50% of the lineup will have a plug-in version, while by 2025 100% of the models should have at least a plug-in version.

China

The PSA Group announced the start of its New Energy Vehicles offensive in China. The first group of plug-ins include: Peugeot e-2008 (launched on May 20, 2020), Peugeot 4008 PHEV, Peugeot 508L PHEV and Citroën C5 Aircross Hybrid.

Insideevs

Fiat-Chrysler, Peugeot Announce Group Name

The corporate name of the FCA-PSA combination, poised to be the world's fourth-largest automaker, will be "Stellantis."

IW Staff

17 July 2020

Eight months ago, Fiat Chrysler Automobiles NV and PSA Group announced they would join forces for a 50-50 merger of the two auto manufacturers' businesses. On July 15, the companies announced a new corporate group name for the combined companies: Stellantis.

The new name will not be appear on vehicles, and will instead be used only as a corporate brand name for the combined companies. According to a joint statement from Peugeot SA and Fiat Chrysler, the names and logos of their respective brands will remain unchanged. A logo for the newly announced corporate brand has yet to be released.

The new automotive group will be led by current Peugeot CEO Carlos Tavares and Fiat Chairman John Elkann and will form the world's fourth-largest automotive manufacturer. As of December 2019, estimates for the companies' combined value reached about \$47 billion, larger than that of Ford Motor Co and approaching that of

Volkswagen AG.

The name "Stellantis," according to the joint statement, comes from a Latin verb, "stello," meaning 'to brighten with stars.' The use of the ancient language is appropriate, the statement said, as it expresses optimism while paying tribute to "the rich history of its founding companies." This may be a nod to two families, one from each company with known histories in auto manufacturing. Elkann, from Fiat, is the chosen heir to the Agnelli family of Italy; Stellaris will combine their enterprise with that of the Peugeot family.

The global impact of the coronavirus pandemic has not altered the expected timetable for the merger to complete: A statement issued by both companies revealing the corporate brand reiterated that the deal should be completed in the first quarter of 2021.

IndustryWeek

Introducing the new chief

Pug PHEVs and electrics on agenda

Peter Wilson

Next year could see Peugeot electrics and PHEVs being introduced in small quantities in Australia – some time between mid-2021 and early 2022 – to keep the focus on the stylish design and advanced technology of the brand. This follows stablemate Subaru Australia's local



entry with its first PHEV.

First, as much as can be planned during a pandemic, a strong launch is scheduled for the next Peugeot 2008 in two stages. A small number of the crossover will arrive in December so that dealers can stage events to introduce the model to their customers. The main launch will be in February with a campaign with a focus for the hugely important female audience.

Kate Gillis, the new chief of Peugeot Citroën Australia, revealed this in a telephone interview with The Pugilist from her home. “We’ve all been working at home since March,” she explained. “We’re all working better. We’re keeping in touch, and talking more to each other on Zoom and video conferences.”

Raised and educated in Sydney, Kate is eminently qualified for her role. “I’ve always been keen on motoring since an early age,” she said. “I came back from working for Waterford in Ireland [for 17 years] and a friend suggested I find a role in the motoring industry, and I’m absolutely delighted to be general manager of Peugeot Citroën Australia.”

Her family background is with Peugeots. Her father, who grew up partly in France, was a wool buyer in Australia for a French company, spoke very good French and his company car was a Peugeot 504.

“Towards the 1980s, the 205 GTi was my dream car,” she said, saddened to learn that Sime Darby had sold the example it restored for a GTi launch. “I wanted a blue one ... But I had a 307 in Ireland.”

Yes, she would love to visit the NSW club’s All French Car Day and asked if this year’s event had been postponed (no decision yet) as one of her interests is in talking to owners about their cars.

She has been with Inchcape Australia for two years and is settling in her new

role. She has experience in repositioning big brands and sees Peugeot having a strong and healthy appetite for future growth.

“I’m delighted by some of the things we can do,” she said. “The future is very bright for the brand. 2021 looks good with the new 2008 and PHEVs, and we have a sense of confidence.”

Only a few women have headed car brands in Australia. At one stage when Sime Darby was the Peugeot Citroën distributor, it knew women were important buyers of the three series and had an entirely male executive team, though for a while the public relations folk were women.

Things changed when Anouk Poelmann was parachuted in to head Inchcape’s new distributorship. She left for personal reasons last August and now is leading Renault Australia.

When Inchcape’s UK parent had financial problems and Subaru Australia struck problems in vehicle deliveries from Japan, it was almost a parallel of when Sime Darby’s parent was hit with a reduced palm oil crop, leading to its exit from its French franchises. In this case, after Inchcape sold some assets, it kept the PCA operation but downsized headquarters to a smaller team with multiple roles.

Like acting chief Ben Farlow before her, Kate is savvy with several global consumer brands, particularly women’s, and has had a fast track to the top. Her former colleagues have praised her leadership qualities and skills as a team player.

A smaller HQ team has a positive side. “We all have a role to play. Everyone is more accountable for aspects of the business,” she said.

PCA has expanded further into retail with dealerships in Parramatta including a dedicated van site, Alexandria where sales have moved to a more important presence “the palace”, Artarmon with “a ballroom-sized” showroom and Melbourne with the sprawling Docklands site.

Having distributors as rival retailers can lead to angst in the trade. Kate said retail gives the distributor a different perspective to being out of the market. “We can do different things and provide suggestions to dealerships,” she said.

All dealerships are open again with emphasis on social distancing and hand sanitising. And they were looking at where they can eventually extend the dealer network.

She values customer feedback. She attends sales to get an idea of the market and keeps in touch with dealerships. Her hands-on approach includes having conversations with customers on varying levels. “I’m closer to giving them a sense of solution to their problems,” she said.

She is aware that Peugeot customers can keep their cars for many years.

Kate is digital savvy and when I mentioned comments about Inchcape’s role on Aussiefrogs, she had the website up on her screen for the first time quickly while we were talking. “I’ll have a look at that,” she said.

Peugeot's last TV campaign was for the new 508 in February but she says the industry is moving away from TV and outdoor advertising to digital. The website has become an important prelude for sales and communication, though so far most of those using the website are men.

A larger advertising campaign is planned for the 2008. Today digital channels offer the most benefit and are the main driver of people searching for a car to buy, Kate said.

Social media is important. She acknowledging the growing role of influencers but said they had to tell a story and be relevant. She saw no point in providing a car as purely background for a photo shoot. "I love the idea of people being Peugeot owners and telling what is special about the brand," she said.



Peugeot 306 GTi and Rallye - review, history, prices and specs

One of the best hot hatchbacks of its era, and now a hugely entertaining used purchase too
Antony Ingram
21 May 2020

Until Ford got its act together with the first-generation Focus, one company stood above all others when it came to fun-to-drive family cars: Peugeot. Launched in 1993 as a replacement for the venerable 309, the Peugeot 306 wasn't just an attractive car, with family resemblance to both the 205 and 106, but like those smaller hatches it was also a blast to drive.

Things got even better when Peugeot

applied the inevitable GTi touches though, and by the time the facelifted 306 came along, the 306 GTi had a solid claim to being the best hot hatchback on sale. Renault might have stolen Peugeot's thunder with its subsequent Clio and Megane

RS models, but thanks to the 306, Peugeot had the 1990s all its own way.

Peugeot 306 GTi and Rallye in detail

Volume family cars are rarely that interesting, and sharing its platform with the recently-launched Citroen ZX ZX and packing the same range of TU and XU-generation four-cylinder engines, there was certainly little about the 306's basic makeup that stood out from the competition.

The same applied under the skin, with struts up front and trailing arms sprung by torsion bars at the rear, while initially three- and five-door hatchbacks covered the needs of most buyers. So far, so conventional, though the 306's styling was undoubtedly a high point, and the brand's typically good suspension tuning made it a deft handler.

The first flashes of real excitement came





though with larger power units, particularly the 2-litre XU, a development of the 1.9-litre found in the old 205 GTi. In eight-valve form it was badged XSi – echoing the 1.6-litre version of the 106 – while a 16-valve head turned it into the S16.

Unexpectedly, contemporary reviews often preferred the XSi, needing less stoking to extract its performance and being less thrashy up top, but when the GTi-6 arrived with the 306's facelift in 1996, there were no such worries with the 16v car any more.

Power had increased for a start, climbing from 155bhp to 167bhp, but the engine was smoother too and offered greater

torque. To top it all, there was a clue to what made the 306 GTi-6 special in its name: a new six-speed transmission. No big deal today, but at the time it was among the first “normal” cars outside of high-end exotica to get a sixth ratio, and the close spacing made accessing the GTi-6's performance even easier.

The 306 would get quicker still, though not for any further developments of the 2-litre XU. Instead, 1998 saw the debut of the 306 Rallye. While it didn't wear the characteristic white steel wheels of the 106 and earlier 205, the 306 Rallye did reflect their more back-to-basics nature, dropping a claimed 65kg with the deletion of the GTi's air conditioning, electric windows and



some sound deadening. Interior trim was simpler too - cloth, rather than the suede and leather mix of the GTi-6 – while you also got a cheaper plastic steering wheel and of course, a set of solid exterior colours with Rallye flash graphics.

Importantly though, and just like the 106 and 205 before it, the Rallye was also significantly cheaper than the GTi-6 despite being mechanically identical. Like Renault's stripped-out Clio 172 Cup a handful of years later, this made the Rallye something of a no-brainer if you could live without cool air.

The 306 would bow out in 2001, by which time the hot hatchback market, and indeed the family car market the 306 was a part of, were beginning to change. Horsepower figures were climbing, the cars were becoming larger, taller and heavier, and with nearly a decade under its belt, the 306 was making a smaller dent on the sales charts.

No performance version was ever offered with its replacement, the 307, and despite the introduction of turbocharged engines

Specs (UK models)

	S16	GTi-6	Rallye
Engine	1998cc, 4cyl	1998cc, 4cyl	1998cc, 4cyl
Power	155bhp @ 6500rpm	167bhp @ 6500rpm	167bhp @ 6500rpm
Torque	134lb ft @ 3500rpm	142lb ft @ 5500rpm	142lb ft @ 5500rpm
Weight	1178kg	1214kg	1163kg
Power-to-weight	134bhp/ton	140bhp/ton	146bhp/ton
0-62mph	9.2sec	8.5sec	7.8sec
Top speed	134mph	135mph	137mph
Price	£15,990 (1995)	£18,670 (1995)	£15,995 (1999)

with the 308 in 2007, it took until the second-generation 308 for the GTI (now all upper-case) to make a worthwhile return, with 2015's 308 GTI by Peugeot Sport.

What we said

Peugeot 306 Rallye road test (evo 003, January 1999)

'The 306 GTi-6 engine thrives on revs in the 16-valve tradition, coming alive beyond 3000rpm and getting really stuck in from 4500rpm. There's a healthy, guttural roar all the way through to 6000rpm, at which point it seems that the engine has peaked. Its note lightens, as if the Rallye has crested a rise and the load has eased, but stay with it and it spins productively all the way to the 7200rpm red line.

'It is road-optimised; on a track it feels tail-happy but at road speeds on our rippled and camber-laden network it puts in a five-star performance. Its chassis filters out all of the distractions and feeds back delicate information through the rim of the wheel and copious notes through the seat of your pants.'

Evo.co.uk

Present

Brad Pillans
Allan Lance
Neil Birch
Ian Brock
Colin Handley
Peter Rees
Rob Turner
Peter Minson
Lindsay McDonald
Richard Morgan
Neil Sperring
Lisa Molvig

Apologies

Peter Flanagan

Introduction

1. The meeting opened at 8:06 pm.
Brad welcomed everybody to our third Zoom meeting.

Minutes of the previous meeting

2. Brad moved that the minutes of the previous meeting (23 June 2020) be accepted as a true and accurate record of the meeting. Seconded Allan Lance. Carried.

Matters arising from the Minutes of the previous meeting

3. Formation of new Club, will be dealt with in General Business.

Financial report

4. None, minimal activity in the last month.

Correspondence

5. None.

Council of ACT Motor Clubs (CACTMC) Report

6. Neil Sperring confirmed that there have been no council meetings.

Annual Return for each affiliated club must be lodged and fees paid by 30 June.
Neil Sperring told the meeting we currently have 54 members. Brad undertook to have the payment made and lodge paper work before 30 June.

General business

7. Progress in formation of new Club:
Covid-19 restriction mean that clubs are not yet an option for the inaugural meeting; likewise the Shannon's meeting room.

Colin Handley's shed seems to be the best option, as a physical meeting was considered desirable by most of those present. Colin's shed has a NBN connection so some members will be able to Zoom in. The consensus of the meeting was for a Sunday afternoon meeting. Brad will consult with other interested parties about setting a date.

There was a discussion about the requirements of the French Car Club of Canberra with regard to the Inaugural meeting. Brad will email its Constitution to all members again as some members do not remember getting it.

Neil Sperring said all existing members will need to be sent notice of the Inaugural meeting with a call for nomination for a new committee.

The new committee will need to affiliate with the CACTMC and register with the NSW RTA. All existing special vehicle registrations will continue with the existing clubs until the new club is fully affiliated.

Neil Sperring informed the meeting that A Special Meeting of the PAC will need to be held to close down the PAC; this should not be held until after all functions have been taken over by the new club.

Other business

8. There was a discussion about Peugeot coffee grinders. Brad reported that he had been gifted a set of four 17.5 cm Peugeot hub caps by Peugeot Canberra. These will be offered free to any club member, once Brad establishes which model they are for.

The form and name of a magazine for the new club was discussed. Roar Editor; Peter Rees said he believed others deserved an opportunity to take on the role of magazine editor, as he has edited ROAR for 25 years. Lisa said the

Renault Club still had a newsletter. Neil Sperring said that he was not getting it! Lisa checked where she was sending the PAC copy and thought she was sending it to the correct email address – to be followed up.

New members: Brad mentioned a new member had recently purchased an immaculate Chevrolet Corvette Stingray at auction and that he had judged it suitable for registration as an historic vehicle. Brad noted that members are able to use club membership get special registration for any marque, not only Peugeot.

Neil Sperring added that the correct member information still needed to be loaded into our database.

Close

8. The Meeting closed at 8:48 pm.

The next club meeting will be at 8 pm on Tuesday 28 July 2020 on Zoom.