

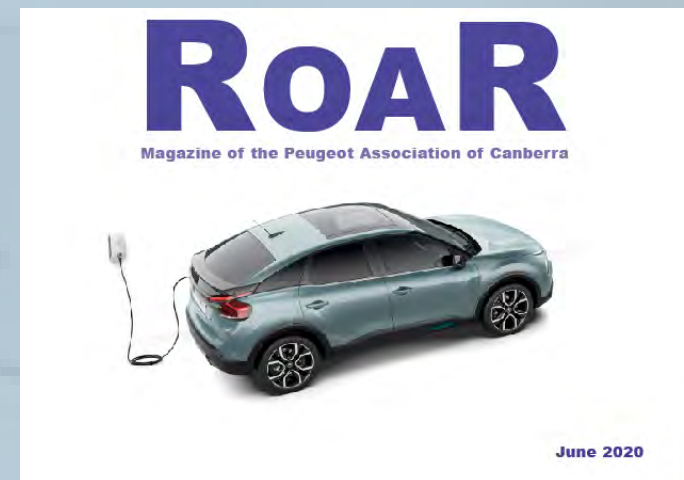
ROAR

Magazine of the Peugeot Association of Canberra



June 2020

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On the cover In anticipation of the imminent merger with other Canberran French car clubs, we have an electric Citroën C4 gracing our cover.

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(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

As Coronavirus restrictions ease, more and more things become possible. Larger and larger gatherings are allowed, restaurants and clubs are re-opening, but not enough to allow us to hold a face-to-face club meeting this month – unless we hold it outside! This month's meeting will therefore be a Zoom meeting again.

In the meantime, we are planning when and where to hold the inaugural meeting of the French Car Club, with the front-runner being at Colin Handley's 'shed' in Queanbeyan, perhaps on a Sunday afternoon. More on that when we have confirmed a few details.

This week, Sue has headed off on a road trip, in her 308, to catch up with friends and family in Melbourne and Mildura. Unfortunately, Melbourne has had a few new Coronavirus cases this week, so she will need to be extra careful. On the bright side, fuel is still cheap. We were hoping to do a road trip to Brisbane, but that is on hold until the Queensland border reopens.

Recently, Pickles auctions have been selling a bunch of 3 cylinder 2008s, all 2018 Active models with around 30,000 km on the odometer. According to Bill McNamee, our club technical officer, who has just bought one, it looks like they have come off lease around the country. Pickles have been selling them for a fixed price and Bill picked up one from Victoria for \$14,800, delivered to Canberra. The car came with five year's factory

warranty, too. Bill says, "for aesthetic reasons we chose a black one".

When I pressed Bill for a few more details, here is what he said:

"It has all the important mod cons, (reversing camera, Android Auto for navigation, Bluetooth hands free and something called emergency braking), but you still have to put a key in the ignition, slum it by having to twiddle dials for ventilation settings and check your own blind spots. Performance is adequate and the engine is a little noisier than I expected".

When I checked the Pickles website last Thursday, there were still a couple of 2008s left, but they were in South Australia – might be too late for other club members to pick one up, but worth a look.

My next door neighbour, Rob Cameron, has been selling cars for the whole time I have known him – more than 15 years. Rob is a good honest guy (yep, I know, car salesmen haven't always had that reputation) and he has previously worked for Toyota dealers in Canberra.

However, I am pleased to report that Rob has 'seen the light' and is now working at Canberra Peugeot. That's Rob in the photo, so if you drop into Canberra Peugeot, tell him I sent you. And no, I'm not getting a commission – I just know that Rob will look after you.

Our first two club Zoom meetings, in April and May, went very smoothly and people rather enjoyed being able to participate in the comfort of their own home. Zoom also allows out-of-town members to join in. When we finally return to face-to-face club meetings, I think we should investigate the feasibility of a



hybrid meeting that includes the Zoom option for those unable to attend in person.

OK, our next club meeting will be a Zoom meeting at 8 pm on Tuesday 23 June. I will send out the Zoom link before the meeting.

Keep on Pugging,

Brad Pillans

2020 PAC COMMITTEE

President and Club

Registrar

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

Vice President

Colin Handley
4 Bains Place
Lyneham ACT 2602
0414 484 398

Secretary

Neil Birch

Treasurer

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

Technical Officer

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

Roar Editor

Peter Rees
29 Hamelin Cres
Narrabundah, 2604
0409 440 789
peterees@netspeed.com.au

Roar Production Editor

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

Social Secretary

Vacant

General Committee

Richard Morgan
Jim Taylor

Public Officer

Geraldine Butler

Delegates to CACTMC

Neil Sperring
Greg Francis
Ross Stephens

CLUB EVENTS 2020

23 June 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.

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

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

Fiat-Peugeot merger to face EU probe, say sources

12 June 2020

Fiat-Chrysler (FCA) and Peugeot maker PSA face a lengthy EU antitrust investigation after declining to offer concessions to allay EU antitrust concerns about their planned \$50 billion merger, people familiar with the matter said on Wednesday (10 June).

FCA and PSA, which are seeking to create the world's fourth-biggest carmaker, were told last week that their combined high market share in small vans was a worry for competition enforcers, other people familiar with the matter had told Reuters.

According to analysts at Bloomberg, their combined market share could reach as high as 65% after the merger. Other data showed that their passenger car output compared to the likes of VW, Renault and Nissan would still satisfy competition standards.

The companies had until Wednesday to put in concessions but did not do so, the sources said. That will automatically trigger a four-month-long investigation by the European Commission when it completes its preliminary review on 17 June.

The EU competition enforcer, Fiat-



Chrysler and PSA declined to comment.

"It is a huge and complicated deal, we know how things work and so we knew that a full probe was an option. Which by the way would not cause any delay to the time frame we face for the merger," one of the sources said.

Another source said if EU regulators have any concerns, they should list them. The companies expect to finalise the deal in the first quarter of 2021.

The Commission's regulator has not shied away from wielding its antitrust powers to demand changes or even outright nix large-scale mergers, such as the proposed tie-up between

train-makers Alstom and Siemens.

FCA may soon be in the sights of the EU executive's competition officials for a different reason, after requesting a €6.3bn bailout from the Italian government, which is still in the works.

The Italo-American firm prompted criticism with its request, as the group has its corporate headquarters not in Italy but in the Netherlands.

EURACTIV.com with Reuters

NSW Classic Vehicle Scheme (CVS)

The NSW government has developed the Classic Vehicle Scheme (CVS) for registration of modified vehicles in NSW. The new scheme caters for vehicles 30 and older which do not conform to the current Historic scheme. To be eligible, the vehicle and owner must both reside in NSW.

Classic Vehicle Declaration form: [\[No. 1835 \(09/2019\)\]](#)

Refer to the RMS web site for further details: [RMS CVS](#)

NSW's Council of Motor Clubs (CMC) provides links to all of the required forms for the scheme: [CMC forms](#)

The Australian Confederation of Motor Clubs (ACMC) has produced a Guidelines document which contains samples of each of the forms with instructions for their completion. The guideline document is accessible via the following CMC link: [ACMC Guidelines](#)

This information is provided for NSW residents who may have eligible vehicles registered in NSW.

Further details on veteran, vintage and historic registration in NSW is available from NSW's Roads & Maritime Services (RMS).

PSA brands are free to decide their own EV strategies

By Lawrence Allan
11 June 2020

The PSA Group – which has the ability to offer its C-segment family cars in either plug-in hybrid or battery-electric form – is leaving individual brands to decide which is best, according to its director of low-emission vehicles, Anne-Lise Richard.

“The C-segment is really in the middle,” Richard told Autocar. “It can have many profiles: sometimes it’s the only car [in the household], sometimes not. Currently, both EVs and plug-in hybrids are suited [to the segment] and could find customers.”

To date, new small cars from PSA, such as the Citroën DS 3, Peugeot 208 and Vauxhall Corsa, have offered an electric option. Larger models come with a plug-in hybrid power-train instead – for example, the Citroën DS 7, Peugeot 3008 and Vauxhall Grandland X. Cars straddling these two sectors, such as the next Peugeot 308, have a less rigidly defined strategy.

Richard said: “Inside PSA, the C-segment cars can be produced in two platforms, either eCMP or EMP2, so those brands could have the choice of going full-electric or plug-in hybrid. It’s more of a brand decision to choose which is the best one.”

Richard revealed a future intent to adapt

the EMP2 platform to underpin EVs but said PSA “will look at what customers say and how the environment evolves before making those changes”.



Peugeot focuses on 308 PHEV; Citroën C4 goes electric

Autocar understands the next-generation Peugeot 308 will arrive in 2022 and sit on an updated version of the current EMP2 platform. The Ford Focus rival will offer two plug-in hybrid options – an economy-minded front-wheel-drive model, and a more performance-focused four-wheel-drive car with 300bhp or more.

However, Citroën will go electric (but still offer petrol and diesel engines) with its new CMP-based C-segment car, a replacement for the C4 and C4 Cactus that’s due to be unveiled in the coming weeks. It’s unclear which route the sim-

ilar-size Vauxhall Astra will take for its next generation.

Richard also admitted “there’s room for smaller cars [A-segment models] to be electrified”, but said the decision on a new Peugeot 108 has yet to be made, acknowledging that it would be “really difficult to define the right balance between range and price”.

Peugeot considered offering a cheaper, lower-range variant of the e-208, but Richard said the firm saw that “customers need to be convinced that they have enough range, and we wanted to go with range that could take away the barrier to buying an electric car”.

Autocar

The Citroën C4 is back with a choice of petrol, diesel, and all-electric power

Alvin Reyes
17 June 2020

Surprise! The all-new Citroën C4 is back, and it transformed itself from an innocuous hatchback into a compact crossover. However, the bigger news has something to do with engine choices. The all-new third-gen

C4 is available with a choice between petrol, diesel, and all-electric powertrains. If you choose the latter, you’re getting the new e-C4.

Apparently, Citroën is riding on the success of its C3 Aircross and C5 Aircross SUVs, having sold more than 300,000 and 200,000 units respectively since launching in 2017. And according to Citroën, the compact hatchback segment accounts for nearly 28-percent of sales in 2019. Hence, Citroën went back to the drawing



board to give its new C4 a more outdoorsy attitude.

Based on what we're seeing so far, the new Citroën C4 is every inch a crossover with lifted suspension, rugged body cladding, and a curious face derived from the Citroën cactus. Viewed from the side, it has a ridiculously sloping roofline that harks back to the C6 sedan. Meanwhile, the rear fascia has elements found in the Mitsubishi Eclipse Cross.

Although blessed with rugged styling elements, the new Citroën C4 is still based on the CMP platform underpinning



the Peugeot 208. Citroën has yet to divulge powertrain specs and trim models, but the new C4 will most likely come with a varied array of 1.2-litre petrol and 1.5-litre diesel mills. Front-wheel drive is standard alongside a slick manual gearbox or an automatic transmission.

The all-electric e-C4 will most likely have a 50 kWh battery and a small electric motor pumping out 136-horsepower and around 221 pound-feet of torque. Citroën has yet to divulge the estimated

range, but the Peugeot 208 Electric achieves 217 miles in a single full charge using the same electric powertrain. Citroën claims the new e-C4 is its fifth electric car following the likes of the e-Space Tourer, e-Jumpy, C5 Aircross hybrid SUV, and the Citroën Ami.

We doubt if the larger and heavier Citroën e-C4 will achieve the same 217-mile range, but we'll know more as the next-gen C4 officially debuts in Europe on June 30.

Slash Gear



My life with Pugs

Mick Garrett

It was Bazzie's fault that I got into Pugs in the first place. I met Baz on a trip to Europe in 1967 and he and I and some mates had a flat in London together for 6 months. Baz knew heaps about cars; I knew nothing. I was a bikie at the time and had just sold my 18-month-old, beautiful Yamaha 250cc YDS3 Sports to get the dough together to travel. I had mentally relegated cars and their owners into a lesser category, probably because to get anything that performed like my YDS3 would have cost me way more than I could have afforded.

During that year as we hitchhiked across Europe, Baz educated me on many things including cars. We saw great Italian cars such as Ferrari's, Maserati's as well as very nice German and Pommie cars as well. But it wasn't until we got to France that Baz lost it completely. Everywhere we went he would point at these dubious looking, old-fashioned Froggy cars and rave incessantly "there's a bloody 203 Cab!! Or a 403 Gendamerie". What the hell was he on about, I thought.

That summer in Europe, Baz explained to me one of the mysteries of the universe – God drives a Pug. Why, because, although they often are not the most modern looking vehicles around, they have certain quality that apparently appeals to the

Almighty. They are quiet, unassuming achievers of excellence. They were rugged, rarely let you down (usually in the garage or driveway) could take virtually unlimited abuse, go anywhere (before 4WD's where available) were economical, roomy, you could sleep (and do other things) in them, had good brakes, steering and suspension in the days when many production cars rarely had all these qualities.

When I came back to Oz I looked for a car and as I had a relatively well paying job, I went looking for a 404, on Baz's advice that God actually drove one of these at the time. He/she apparently always drives the then top of the line Pug (so it must be a 508 as I write?). I discovered that a soon to be retired fellow who was leaving my work was selling his 1965 404.

It was immaculate and had only 15,000 miles on the clock. I bought it for \$1,600 and I was in heaven and in debt. I had ridden and driven in many cars before this time, but none seemed so smooth and quiet, unfussable over rough surfaces and comfortable to travel in as that 404. I'm afraid it ruined me forever with lesser vehicles. Over the next 2 years the 404 and I were together, it covered an additional 70,000 miles and was still going strong when my Dad rolled it. It was on a trip back from Melbourne on the highway. It ran off

the road (driver error) hit a culvert and rolled over on its side and then back on its wheels. Every panel on it was dented but my Dad, my young brother, our dog and myself all walked away unharmed. Again, this was a salutary experience in the solid-ness of Pugs.

This is about the only photo of my 404 I have and not a good one. However, if you look closely you will note that it has a plate over the grill on the right-hand side and here hangs another tale.

The plate is a Principaute de Monaco number plate. Blue with white lettering as I re-



call and with a Monaco coat of arms or shield on one side. It was on my 404 because back then in the 60's it was a bit of a trend to have British or American number plates attached to your car, as well as the local ones of course –

to look trendy and international. This was a Sydney trend so I can't speak for other parts of the country.

MGB's and the like had Pommie one's sitting above local ones on the bonnet and boot usually black and white stick on varieties. I was determined to go one better and put a French one on but on our trips through Europe in 67 I didn't see any "accessible" ones. But when we got to Monaco and were wandering around in a tunnel which is part of the Grand Prix circuit soaking up a bit of F1 atmosphere I noticed a dumped Citroën 2CV that still had plates on it. I thought no one would mind if I 'souvenired' one and that's how it ended up on my 404. It looked quite dashing and attracted several petrol heads with muttered comments like "where the bloody hell is Monaco?"

The 404 was followed by a fully imported dark blue 1949 203 with sunroof. Regrettably it had seen better days and was riddled with rust, as many Sydney cars were in those days. It had a sun roof and solid brass over-riders on the bumper bar which impressed me no end. I was also impressed by the little handle in the glove box that you screwed onto the windscreen wiper drive shaft so you could wind it and operate the wipers in an emergency if the wiper motor failed. It always seemed to making a comment on the reliability of the wiper motors to me, but was quaint and idiosyncratic anyway – typically French. I was less im-



pressed at the exhaust gas that percolated into the cabin from holes in the exhaust and through the torn head lining. Yes, head-lining, just above my head. God knows how it got there but it did until I taped the tears up. Good move as the gases tended to make one feel sleepy at the wheel!

I bought the 203 from a second hand yard in Chatswood, Sydney for \$40 so one could not expect much. It brought me much fun for 6 months and had several notable incidents in its short life with me. The first of which was breaking an axle on Victoria Road, Drummoyne in Sydney at about 7pm one night when I was taking my future wife out on our first date. Amazingly she still married me.

I can't remember why but I also used to keep a hatchet on the back floor (as you do)

and one day a mad mate of mine and I were in the 203 chasing another mate's car along River Road, towards Crow's Nest. The mad mate was waving the hatchet out through the sun roof at the car ahead in mock aggression when a police car passed us and pulled us over. A large "Crown" sergeant emerged from the police car and proceeded to tear strips off us both, justifiably probably, but sent us on our way with no charge. Today we would be possibly slung in gaol as terrorists.

My 203 left my charge one night at the Riverside Hotel in Balmain. I was contemplating upgrading to a 403 that Bazzie had available and so I sold it to a mate in the bar for \$20. It soldiered on for a few months more but then ran out of rego and could not be re-registered due to the rust.

Since then I have been involved in one way or another with close to 20 Pugs. Stay tuned for future instalments.

Cars from the continent: the direction of travel in 1960 – from the archive

With car imports to the UK rising, the *Guardian* looked at the European motor industry and wondered whether the Common Market would dull national design characteristics

Cars from the continent

by Michael Brown

27 June 1960

The two most strongly evident characteristics of the Continental car are almost antipathetic: they are pronounced national character and unorthodoxy – the former an ally of tradition, and the latter its enemy.

One needs to be careful about this. Frequent visits abroad lead to the mind's associating Citroëns and Renaults with France, Volkswagen with Germany, and Fiats with the Italian scene, but that is not the same as discovering marked national characteristics in a car. The test comes in say, Spain, where an old, boldly chevroned Citroën or an ancient Peugeot seem irrepressibly French. If Spain's own car, the Pegaso produced by ENASA at Barcelona, is ever seen on the roads of its motherland, the English visitor is rarely there to see it.



Yet the Pegaso is utterly typical of Spain and the Spanish. Perhaps this is no more than arguing that man (and all that he produces) is inevitably a product of his environment.

But with cars this hardly seems axiomatic. It is difficult to see, for instance, why the cars of Frank Lloyd Wright's country should be the most "jazzed-up" in the world. But whatever forms national characteristics take in the motor industry, cars are fiercely nationalistic, and it will be interesting to see if they become any less so under the influence of the Common Market.

Motor-car nationalism is not by any means solely a matter of aesthetics. We expect an Alfa Romeo to have a Medi-

terranean perfection about its proportions, just as we accept the look of a country bistro that hangs about the 2CV Citroën. What is more





surprising is the close influence of the country of origin on mechanical design.

A Lancia, a Fiat, or an Alfa Romeo have always seemed to possess a delicate refinement allied to toughness of fibre. On occasions they have been superlative – the Lancia Aprilia, the Mille Miglia Alfa, the Fiat 500, say. Is this not the Italy of da Vinci, of Garibaldi, of Verdi's Falstaff? These were cars perfectly adapted to, and springing from, a great reservoir of culture, a hot, dramatic climate, and a political environment that produced a rich minority. Only incidentally does the physical character of Italy influence the design, as if the car was built to suit a city man save for the occasional spectacular journey. Such is, very largely, Italian life.

Similar parallels between German cars – Mercedes-Benz, Volkswagen, Borgward, BMW – and the national character

can be drawn with equal facility. The Volvo is unmistakably Scandinavian, the DAF could hardly be other than Dutch. The Pegaso is as fierce as a Castilian bull, as exciting as a flamenco dancer, as exaggerated as an Andalusian landscape – perfectly mirroring Spanish extremes.

But why, then, the unorthodoxy? Fiat calmly placed a rear engine transversely across the chassis in 1956. Alfa Romeo introduced five-speed gear boxes when other designers were maintaining that a

car could not run indefinitely to an indirect ratio. The originality of the Volkswagen (flat-four engine, air-cooling rear mounting, all-round independent suspension) needs no further emphasis than worldwide sales have given it. Mercedes introduced petrol injection (1955) and the DAF is belt-driven. Pegaso (1953) used the V-eight layout for a comparatively small engine (2.5

litres).

Citroën has been so consistently unorthodox since 1934 that its unorthodoxy is almost orthodox. Front-wheel drive, integral construction, off-the-floor gear levers, disc braking, pneumatic suspension – all these have come from St Ouen. The 2CV possessed practically nothing that was conventional in automobile engineering. Renault shared unorthodoxy with the rear-engined 4CV, and Panhard with the light alloy constructed Dyna, from which the two-cylinder engine could be wheeled away after the briefest preliminaries of front-end disengagement.

It is less easy to reconcile this with Continental tradition, although it becomes easier upon investigation. Continental Europe has



been, after all, a great innovator in spite of its long cultural history. It embraced republicanism early and discarded the titles and trappings of social distinction; it electrified railways and built motor roads. The Impressionists were French; Picasso is a Spaniard. The Germans pioneered rocketry, however far astray the rockets are going to-day. Italy, with a sunny effrontery, is turning the drab British male into a peacock. In mass, most of these nations are at present combining in the innovation of a united Europe. The depth of tradition does not stay the turbulence of the surface.

It is never wise to discount even trivial environmental factors. A wine-drinking race is more likely to engage in flights of fancy, particularly under a hot sun, than are reserved Northerners drinking beer in a fog. In automobile design, the flight may ultimately mean a Porsche, or a de Dion rear end and a top speed of 150 mph – poetry on the drawing-board, as it were.

André Citroën is supposed to have conceived the 2CV as the direct mechanical equivalent of the mule: sure of foot, gentle of gait, tolerant of burden. Did he? It would be nicer to think that he had dined well after the years of wartime privation and that in an inspired moment he had demolished the nostalgic pinings of his companions for pre-war *voitures* by sketching, no doubt, badly, the fundamentals of the 2CV on the back of the menu – and then, being a man of courage, had gone ahead and made it. That would be as logical and as French as his reputed estimate of what *le paysan* needed.



Cross-Channel car commerce 27 June 1960

Last year about 26,000 Continental cars came into the United Kingdom, valued at approximately £10 millions. They came principally from France, Western Germany, Italy and Sweden. In the same year new registrations of cars in Britain totalled 645,617. Continental cars imported into this country, therefore, represented just under 4 per cent of all cars put on British roads last year – allowing for the smaller number imported from other countries.

The figure of 4 per cent of new registrations last year shows a marked increase over the decade. In 1950 only some 1,300 Continental cars were imported and these, out of registrations totalling 132,273, amounted to only 1 per cent.

But the car exports to Europe last year numbered 108,189 units, valued at £38,773,255. This amounted to 9.1 per cent of our total car production. In 1951 we exported 71,278 cars (or 15 per cent of total production). Total car exports

to all countries for 1959 totalled 568,846 units valued at £222,535,133. In 1951 the figures were 368,101 cars worth £118,802,042. Expressed as a percentage of our total production, these world export figures represent 47.8 per cent for 1959 and 77.3 per cent for 1951. They compare with pre-war figures of 66,257 cars exported in 1938 valued at £7,274,330.

In 1930 motor-car imports from France, Germany, and Italy amounted to 1,880 (only one car was imported from Sweden in that year). Those imports represented 1.2 per cent of new cars put on British roads. For 1938 the total number of cars imported from these countries was 5,660, or about 2 per cent of registrations.

The most interesting trend noticeable in these import figures when the periods before and after the war are compared is that before the war German cars easily led the others, whereas since the war leadership has passed to the French. Last year France sent 14,412 cars to the United Kingdom, Western Germany 8,223, Italy 3,042, and Sweden 458.

The general rate of import duty on foreign cars brought into this country was reduced to 30 per cent in 1956, at which rate it has remained. Last November imports of Continental cars to the United Kingdom were liberalised by the ending of the quota system, and at the same time quota restrictions on British cars to the Continent were lifted (except for Italy, which still works on the quota system for our exports of cars).

The Guardian

Peugeot 205: best cars in the history of What Car?

Reviews editor Will Nightingale reckons the achingly pretty Peugeot 205 is the greatest car we've tested in our 47-year history – but do you agree?...

On sale 1983-1998 | Number sold 5.3 million (worldwide)

The current regime at Peugeot must be sick to death of talk of the 205. Every car the French brand has launched since – good, bad or mad – has immediately been compared to this achingly pretty 80s classic. And I'm as guilty as anyone.

But anyone fed up with continual comparisons to the 205 would do well to remember that Peugeot's very existence today owes no small debt to this fabulous little hatchback. And if that isn't a good enough



reason to vote it the greatest car of the past half a century, I'm not sure what is.

When the 205 first arrived in Britain in late 1983 – at a time when Peugeot had major financial worries – it made other small hatches of the time seem positively antiquated. And we're talking about the modest 'everyday' versions of the 205 at this stage, like the 1.4 GR that picked up our overall Car of the Year award in 1984.

When we handed out the award we said:

'The qualities that earn the Peugeot 205 our Car of the Year title are the traditional Peugeot values of comfort, civilisation and refinement. But the 205 itself is far from traditional, for by bringing much of the sophistication, smoothness and elegance of a bigger car into the competitive supermini class, Peugeot has helped the small car come of age and [has] thus pioneered a whole new generation of 'big' small cars.'

The rival Fiat Uno, launched around the same time and another jolly fine car in its day, ran the 205 closest, ending up a respectable three points adrift in our scoring tables. But after that, the next best-in-class was the Polo and that was more than 40 points off the pace. That gives you some idea of just how far the 205 moved the small car class on.

But it's all very well shining brightly for a short period back in the 1980s. Frankie Goes to Hollywood did that and I wouldn't be arguing they're the greatest band of the past 50 years. Nope, it's also the 205's longevity that makes it such a strong contender, something helped enormously by the GTi hot hatch that arrived in 1984.

First came the 1.6 GTi, which won our Sporting Car of the Year award in 1985 and 1986 and beat rivals like the Fiat Uno Turbo, Golf GTi and Renault 5 GT Turbo along the



way. Then in 1987 a new and more powerful 1.9 GTi snapped up the award and ultimately became the poster child for the 205 range to this very day. In fact, even when the GTi lost its Sporting Car crown in 1988 it was to something entirely different and vastly more expensive: the Ford Sierra RS Cosworth.

Had we had a designated Hot Hatch category back then, the 205 GTi's reign would almost certainly have been longer. Heck, in one of our group tests in late 1992 shortly before its demise, it even beat its eventual replacement, the Peugeot 106 XSi.

Which was actually the better GTi with the benefit of 33 years of hindsight? Well, that's still hotly debated, although my vote goes to the 1.9 GTi. Sure, it had longer gearing so didn't feel quite as highly strung as its cheaper sibling, but an extra 15 bhp (130 bhp in total) gave it the firepower to



crack 60 mph from a standstill in 7.8 sec and do 127 mph.

Amazingly, those figures are still respectable today. And while the 1.6 GTi's 14" 'pepperpot' style alloys were certainly distinctive, the effortlessly cool 15" wheels fitted to the 1.9 were just about the best wheel design ever and a perfect shoe for the GTi's understated outfit.

Both GTi versions were utterly joyful to drive, with the sort of direct steering that channelled the surface of the road to your fingertips like no modern car could hope, perhaps with the exception of 'toys' like the Lotus Elise. Admittedly, with fairly fat tyres and no power steering, the payoff was a serious upper-body workout whenever you attempted to park your GTi but,

hey, you'd pay you'd pay good money for that down at your local gym these days. Even lesser versions of the 205, especially the mildly sporty XS and GT models, were great fun and all versions had a remarkably sophisticated ride by the standards of the day.

Since the final 205 rolled off the production line in 1998 (it was killed off in 1996 in the UK), Peugeot has certainly had its ups and downs. Standout models include the 405 and 306, with the biggest dip in form coming with the first-generation 208 and 2008 in the early 2010s. But while the company's current line-up is unquestionably the best for decades, still nothing has quite hit the heady heights of the 205. It is, I reckon, the greatest car we've ever tested.

What Car



The beginner's guide to Peugeot

Everything you never wanted to know, but we're going to tell you anyway, about Purr-joes

Ollie Kew

Who's Peugeot and when did it start making cars?

Peugeot is one of the French 'big three'. Or should that be '*grande trois*'? Rival to Renault and Citroën (though it's actually part of the same company as Citroën now, in the PSA group) Peugeot was founded way back in 1810 by Emile Peugeot. Originally, the company made coffee grinders and bicycles (how Parisian is that?), but it wasn't until 1896 that Emile's son Armand Peugeot broke away with the family name to set up a car company – still with the lion emblem – and became a proper automobile



maker. By 1903, half of all the cars in France were Peugeots. The Peugeot 203, pictured here, was Peugeot's first post WWII product, and went on to sell half a million units.

Where are Peugeots built, and how many does it build a year?

Peugeot maintains several factories in France, including one in Souchaux, where the Peugeot family originally hails from. It also builds local market cars in Argentina and Brazil, while factories in Spain and Portugal look after some van production. The new 208 is an exception – it's built in Slovakia. Peugeot built and sold almost 1.5 million cars and vans in total in 2019.



What cars does Peugeot build?

All the ones with an '0' in the middle. The car range comprises the 108 city car, 208 supermini, 308 family hatchback, 508 saloon

and 508 estate. Then there are the crossover SUVs: the 2008 is the smallest, the 3008 is the middle-sized one, and the 5008 is the big seven-seater. The RCZ coupe is now dead, and performance-wise, the only go-faster



model currently on Peugeot's books is the fun-but-aged 308 GTI 270.

What's the cheapest car Peugeot builds... and what's the most expensive it has ever built?

The entry-level Peugeot is the L-plate friendly 108, which is basically a Toyota Aygo underneath, and is also a twin (or should that be triplet) of the Citroën C1. The lil' 1.0-litre entry-level version kicks off Peugeot's range at £12,715 – a Dacia Sandero-style bargain this is not. But, you can get into one for around £120 a month, which is pretty reasonable for an actual car with an engine and wheels. The priciest Peugeot? That'd be the 1914 Peugeot L45 Grand Prix racer. One of two

built to race at the Indy 500 over a century ago, one sold at auction in 2018 for some \$7.3 million. As one of the first cars to feature a double-overhead camshaft engine



design, it's a real datum point in engine development, and was capable of 100 mph when most of the world was still on horse-back.

What's the fastest ever car Peugeot has built?

Are we allowed racecars again? Peugeot supplied V10 engines with 700-800 bhp to various Formula One teams throughout the Nineties, but in terms of a purely in-house effort, you have to look at the Le Mans-winning Peugeot 908 HDi FAP of 2009, which punctured Audi's streak of eight wins in the previous ten races. A diesel winning Le Mans – you'll never see the like again.

Okay then. Road car-wise, the fastest Peugeot to date is the rare and unsung RCZ R. The front-wheel drive coupe brandished

a rampant 270 bhp 1.6-litre turbo engine, good for a limited top speed of 155 mph and 0-62 mph in 5.9 seconds.



What's been Peugeot's best moment?

Peugeot's moment was the Eighties. It ruled in the 1980s. In that decade, Peugeot gave us the 205 GTi – possibly the best hot hatch of all time. And the 309 GTi, which was the same, but with a boot. We got the 405 Mi16 – has there ever been a sports saloon with a cooler name? And in 1988, Peugeot even starred in a classic



short film: the iconic Climb Dance, showing the heroics of Finnish rally ace Ari Vatanen piloting his bonkers Peugeot 405 Turbo 16 GR to a record run at the Pikes Peak hillclimb in Colorado.

What's been Peugeot's worst moment?

Oh, the 2000s. Dearie me.

Peugeot absolutely lost the plot, making a succession of dull, imagination-devoid crapboxes whose only distinguishable feature was the hideous guppy-faced grille Peugeot grafted onto the lot of them. The Peugeot 307 inexplicably won European Car of the Year in 2002 despite being totally outclassed by the then four-year-old Ford Focus. Everything that followed, from the hateful sliding doored 1007 to the dreary 607 and hideous 3008 was just miserable. Thank goodness the styling mayhem of the latest 208, 308 and 3008 have turned the tide, and Peugeot Sport's started making good hot hatches again.



What's Peugeot's weirdest moment?

While it was exclusively building terrible cars in the 2000s, Peugeot was funnelling all of its actual creativity and inspiration into mad concept cars. In 2004, for example, there was the 907: a carbon fibre front-engined super GT powered by a 5.0-litre V12. Peugeot wasn't pretending either: it spliced two of its V6s together for the job, to make a Ferrari 575 rival with a Peugeot badge. Madness.

Then there was the 908RC: an S-Class rival containing the turbo-diesel V12 from Peugeot's Le Mans car. You want another? Okay, look up the Peugeot RC: a mid-engined four-seater that was showcased with both petrol and turbo-diesel 2.0-litre engines. Oh, and don't forget the Peugeot 20Cup – a 207 supermini at the front, and a motorbike at the back.

What on Earth did someone put in the design studio's water supply, and why didn't they give any to the folks making the street cars?



What's the best concept Peugeot built?

In the power-crazed, greed-is-good 1980s, even Peugeot wanted a slice of the supercar pizza. So, it cooked up the Oxia. What we have here is an aluminium chassis, carbon and Kevlar panels, a 670 bhp (!) 2.8-litre V6 in the middle driving all four wheels, and a verified top speed of 217 mph. If Peugeot had built this, France would've had a genuine rival to the likes of the Jaguar XJ220 and Bugatti EB110. Wonder if anyone would've taken the badge seriously? Remember, the Oxia is from a time when Peugeot made the best-handling everyday shopping cars in the world...



Tell me an interesting fact about Peugeot

Peugeot's proud history with an unlikely motorsport event, the Pikes Peak hillclimb, extends further than just the iconic Climb Dance genius of Ari Vatanen. For the 2013 event, Peugeot decided to return, and created a mighty 208 for the job. The 208 T16 shared almost nothing

with your supermarket-ready 208, wearing a brutal aero kit and running a mid-mounted bi-turbo V6 good for 875 bhp. Oh, and the car weighed 875 kg. Peugeot Sport claimed it was good for 0-60mph in 1.8 seconds, and could hit its 150 mph v-max from rest in seven seconds.

Piloted by nine-time WRC champion Sebastien Loeb, the 208 T16 smashed the Pikes Peak record by almost a minute and a half in 2013, completing the 12.42-mile, 156-corner course in 8 minutes 13.878 seconds. Amazingly, that time beat even Peugeot's most optimistic simulations by around a second. That's some Peugeot.

Top Gear



The 1996 Peugeot Touareg Concept was a fully functional, life-sized toy car

So the batteries would get a little melty. So what?

By Peter Holderith

28 May 2020

Peugeot makes all of these weird concept cars because it's a French company, obviously. That's the only reason. We all know it's true, and we don't have to explore it further. There's a far more pressing question we need to address: Why are almost all of them completely functional? Was it a company requirement that the press kit included footage of someone driving along the beach?

I'm not gonna lose any sleep over it. In fact, I'll drift off dreaming of rolling through St. Tropez, the breeze in my hair, a Gauloise between my fingers, while all the world stares slack-jawed at my 1996 Peugeot Touareg—a neo-futuristic electric dune buggy and one of the strangest machines to reach the full prototype stage at a company known for strangeness.

I like this press photo that Peugeot supplied primarily because of how apathetic the two people in the image are about the



life-sized Hot Wheels car in front of them. Completely disinterested. There are other things to take pictures of. That? That's just my beach car.

You'll notice the Touareg has no front grille—electric concepts are the norm now, but it was far from common when this was built in 1996. According to allcarindex, the vehicle's electric drivetrain was finicky, to say the least.

The small Japanese-made battery pack—the specs of which I've been unable to track

down—that stored the Touareg's energy would apparently melt after every day of use. When giving media test drives, Peugeot engineers would know it was time to replace the batteries when they started to stink. Sounds lovely. I wonder if I can get 'melted battery' scented candles. I'll have to check Yankee's catalogue.

Look at those colour-matched wheels and tyres—the tread is also matched to the rim design. That's just awesome. Not very



functional on anything that's not sand, but awesome nonetheless.

I'm not sure why it was named after a nomadic people indigenous to the Sahara desert, but that's beside the point. I guess there is some sort of shaky connection there. Again, these French concepts just kind of get made—they aren't worried about the justifications.

Only one of these was made, and it's at the Peugeot Adventure Museum, along with most of the company's other unortho-

dox concepts. I would recommend a visit once this whole pandemic business is over.

The Drive



Webber's Leclerc theory on why Ferrari snubbed Ricciardo... twice

19 June 2020

Mark Webber has questioned Ferrari's motives in not selecting his compatriot and successor at Red Bull, Daniel Ricciardo.

Once Sebastian Vettel and Ferrari announced they would be parting ways at the end of 2020, it became a head-to-head race between Ricciardo and Renault's Carlos Sainz to snare his seat.

Sainz, who claimed his first podium on the way to winning 'best of the rest' last season, won the right to join youngster Charles Leclerc at Maranello, with Ricciardo in turn taking the Spaniard's seat at McLaren.

But Webber has questioned the logic in a top team like Ferrari – who has been starved of a World Championship for more than a decade – selecting a driver with one podium over another driver with seven race victories.

He even suggested it might be because Ricciardo has too good of a friendship with Leclerc, which could have worried Ferrari.

"It's been twice that the Maranello opportunity was there," Webber told the F1 Nation podcast, referring to when Ferrari opted for Leclerc over Ricciardo when the latter was ready to leave Red Bull in 2018.

"For whatever reason – we all think it's

just a total slam dunk that it should happen – but it hasn't.

"Why couldn't he agree terms with Maranello? Were they motivated? I know he's close to Charles, is he too close to Charles? I have no idea, is that something they would have considered?"

Ricciardo himself will be looking forward to seeing the back of Renault regardless, and will be revving a Mercedes engine next year at McLaren.

He believes if given a car on a level playing field to the likes of Lewis Hamilton, he would be able to beat him, albeit it perhaps not over the seven-year period in which the Brit has dominated.

"I'm in that top group (of drivers)," Ricciardo told AutoCar. "As far as talent or ability to push a car to the limit – the skill set – there are a

few of us that can get there.

"We need the right car, and then, for this (top) group, the difference is less about speed and more about the ability to nail results race after race. On a given day, a few of us could win. Where you have to hand it to Lewis is that he does it time and time again."

Fox Sports



Daniel Ricciardo talks to Mark Webber



Fuel for thought about a 404

Bernard Wright

Last year our much loved 404 developed a disconcerting habit of stalling at unpredictable times. It would always start readily and move off easily, but anything from five to 15 minutes into a run it would falter and lose power – all very worrying, especially in modern weekend traffic.

The problem proved hard to diagnose. The loss of power was so immediate that it felt like an electrical issue. To add to the puzzle our 'modern classic', to use Shannons' accolade, never failed to restart after a little rest! If classic can be a euphemism for less than 100% reliability the label seemed to be warranted.



Having checked the ignition system and eliminated it as the cause we wondered whether the fuel pump was failing, even though fuel was coming through. Accordingly, we replaced it at moderate cost. We checked that the carburettor was fine – it was a new Weber bought from the UK and said by the supplier to be the last one pre tuned for a 404. The first run after all this saw us sailing down the Gungahlin Drive Extension very smoothly – for about five km.

We then turned our attention to the fuel tank. If I am correct the 404s – or at least those made in Australia – did not have any filters in the fuel line. Rather there was a metal mesh filter inside the tank. This proved to be the problem – it had started to shed tiny bits which were sucked into the fuel line and causing fuel starvation on a random basis.

Eventually the line was sucked clear and a second filter installed in the line near the tank – we had inserted one between the fuel pump and the carburettor a few years ago.

The happy ending had a second element. The young mobile mechanic who had solved the problem fell in love with the car and is arranging



to buy it. He'd liked it from the start, but even more so after returning from a test run to say he'd been flagged down at traffic lights three times by admiring drivers.

Our 'modern classic' was bought by my late mother from Corin Motors in Canberra on 16 January 1971. It has been serviced by such well known Peugeot people as Cam and Lew Edwards, Louis at Alpine Motors, Bill McNamee and Dynotune at Mitchell.

While they have all played their part in keeping Peppi going we have been the weak link, driving it less and less frequently. Accordingly, the prospect of an enthusiastic and talented new owner as she approaches her 50th birthday is very pleasing – it looks like she will be going to a good home.

Present

Brad Pillans
Sue Pillans
Rob Turner
Ian Brock
Peter Minson
Lindsay McDonald
Neil Birch
Bernard Wright
Allan Lance
Peter Rees
Dave Rowell
Colin Handley

Apologies

Greg Frances
Peter Flanagan
Glen Bryden
Adam Rustowski

Introduction

1. The meeting opened at 8:08 pm.
Brad welcomed everybody to our second Zoom meeting.

Minutes of the previous meeting

2. Brad moved the minutes be accepted as a true and accurate record of the meeting. seconded Bernard Wright. Carried.

Matters arising from the Minutes of the previous meeting

3. Brad announced that new club, the French Car Club of Canberra was incorporated today..

Financial report

4. Glen reported to Brad prior to the meeting that the statement account balance is \$1,669.97 and the Term Deposit is \$9,309.39 giving total funds of \$10,979.36.

Brad moved that Glen's report be accepted, seconded by Rob Turner. Carried.

Correspondence

5. From Access Canberra – Notified that French Car Club of Canberra was incorporated today.

No other correspondence.

Council of ACT Motor Clubs (CACTMC) Report

6. No report. We believe there was no meeting due to Covid19 restrictions.

General business

7. Brad started a discussion on the steps needed to set up the new club, noting that the first step, the incorporation of the French Car Club of Canberra was completed today.

All members of the Renault and Peugeot clubs will become members of the new club and others such as Citroën owners will be able to join. We then need to hold an inaugural meeting to elect an inaugural committee.

Brad said we may not be able to have a physical meeting in the next month or so, dependent on changes to Covid19 restrictions. A Zoom meeting maybe an option.

Colin Handley said his shed maybe an option but would need to get permission to use it.

Brad will look at options, he mentioned the possibility of meeting on the Peugeot dealer's show room, if the dealer and Renault members agree.

Shannons rooms, where the Renault Club has been meeting, may also be an option.

Peter Rees said a Zoom meeting is the most likely as we cannot predict Covid19 developments and because many of our members are in 'at risk' categories and maybe deterred from attending.

Brad will consult with Renault and Citroën people on this matter.

Other steps include the creation a Bank account for the new club and the transfer of the old clubs' funds to this account.

Affiliation with the Council of ACT Motor Clubs

A club magazine; the meeting agreed it would be nice if the publication had a name, the name Roar may not be acceptable to other marque owners.

Peter Minson thanked Peter Rees and Allan Lance for all work they have done producing Roar over the years.

Brad said it would be appropriate to have a Technical Officer or Officers.

Rob Turner asked about club members with Cars on NSW Historic Plates. Rob undertook the task of investigating their needs.

Battle of Waterloo: Awaiting Covid19 developments before deciding on a new date. Something for the new club to consider.

French Car Day, too far off.

Bastille Day, too early to plan anything.

Close

8. Brad ended the meeting by thanking all for joining what maybe our last meeting and especially 'the out of towners' and Sue for setting up the Zoom meeting which enabled them to attend.

The Meeting closed at 8:44 pm.

The next club meeting is scheduled for at 8 pm on Tuesday 23 June 2020 on Zoom.