

ROAR

Magazine of the Peugeot Association of Canberra



March 2020

02 President's Report

03 2020 Committee

- Who's who in PAC

04 Calendar

- Club Events 2020

05 Calendar

- French Car Drives 2020

06 Classifieds

- For sale, for rent, free to a good home

08 Merger News

- Proposed French Car Club of Canberra

10 Merger Proxy Form

- Proposed French Car Club of Canberra

11 News

- Peugeot 208 named 2020 European Car of the Year

12 News

- You can't say saved by the gong

14 News

- Opinion: Why the 208 is a worthy European Car of the Year
- Peugeot hybrids on the way

16 News

- Peugeot Citroën Australia appoints new public relations and product manager

17 News

- Carlos Tavares named 2020 World Car Person of the Year
- Peugeot chief says only 'green addicts' buy EVs due to lack of charging stations

19 Review

- Cosworth Peugeot 205

20 News

- Peugeot 508 Hybrid

21 News

- Peugeot 508 Sport Engineered breaks cover

22 News

- French startup releases a towable range extender for your EV

23 News

- Meet the ultimate pocket-rocket hybrid

25 History

- Hit the ground running: 404 story Part 2

30 Minutes

- Peugeot Association of Canberra Minutes of the General meeting 25 February 2020



On the cover The PAC marquee at Wheels 2020 (pic Brad Pillans). Other Wheels pics through this edition of RoAR were also taken by Brad.

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

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

After the summer from hell, with fires, floods, hail and heat, we are now in the autumnal grip of the Covid-19 pandemic. In the Pillans household we had a bit of a scare – Sue returned from 3 weeks in the USA on Sunday 8 March only to come down with flu-like symptoms in the next few days. She was duly tested for Corona virus on Friday 13 March (not a good omen) and then waited 4 days, at home, until she received a negative test result.

Meanwhile, panic buying has set in and our local (Woolies) supermarket shelves, like all others, are devoid of toilet paper, tissues, liquid hand soap, pasta, flour, rice etc. Fortunately, Woolies have instigated special shopping hours for seniors (7-8 am) and Sue came home triumphant, with a 6 pack of toilet paper.

Who knows how badly the pandemic will play out, but already events are being cancelled, like the F1 grand prix in Melbourne. Sadly, the 2020 Peugeot Pageant in Bathurst (27-30 March) has also been cancelled and our own Battle of Waterloo event (June 21) is also in jeopardy.

It seems the Raiders Club will close its doors this week, which means that we will be unable to hold our monthly club meeting at 8 pm on Tuesday 24 March. Given the increasing number of Covid-19 virus infections and the ever tighter restrictions on public gatherings, we will cancel this month's meeting. At the meeting, we were scheduled to hold a vote on whether to merge with the Renault Club and create a French Car Club of Canberra. An information pack and proxy voting form were recently emailed to all club members. Since you will be unable to attend the meeting in person, if you wish to vote, please fill in the voting form and return it to me – brad.pillans@anu.edu.au. Feel free to ring me if you have any questions – 0427 662 112.

On a more cheerful note, the annual Shannon's Wheels exhibition was successfully held at Queanbeyan showground on a sparkling sunny day, on Sunday 1 March. Actually, it was a fairly hot day, so the club marquee was a welcome refuge from the heat. We had an excellent turn out of French cars, including 10 Pugs (205 GTi x 2, 208 GTi,

306 GTi, 308, 403, 407, 504, 505 GTi, 508), 5 Citroens (2CV, DS19, DS Safari, SM, C4 Cactus) and 4 Renaults (R12, R25, Megane Sport, A110). The Queanbeyan Multicultural Festival was also on the same day – just across the road in Queanbeyan Park (where we hold the Battle of Waterloo). A most enjoyable day all round, and congratulations to the Southern Tablelands Heritage Automotive Restorers Club (STHARC) for running a well-organised event.

I recently had Sue's 308 serviced at Canberra Peugeot and was well looked after with a 5008 loan car for the day. Interestingly, when I picked up the 308 after the service, I was informed that a rear wheel nut was missing – the locking nut – which they replaced with a non-locking nut. This got me thinking... when was the last time that the back wheel was off? Answer – when new tyres were fitted at a well-known tyre place in Woden, a couple of months previously. I have not reported this to the tyre company, but I will do so when next in that area. I daresay that the locking nut is long gone, but I will ask the question...

Sue and I have a trip to Turkey booked for late June, but that will almost certainly be cancelled in the light of the Covid-19 pandemic. Whether we can get our money back, or receive credit for a future trip, remains to be seen. Unfortunately, our travel insurance does not cover us for a pandemic, so it will be down to the tour company and the airlines as to how we fare. I will let you know in due course...

Keep on Pugging,

Brad Pillans



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CLUB EVENTS 2020

- 24 March 2020** **MONTHLY CLUB MEETING CANCELLED**
- 27-30 March 2020** Peugeot Pageant, Bathurst **CANCELLED.**
- 28 April 2020** Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
- 26 May 2020** Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
- 21 June 2020** Battle of Waterloo in Queanbeyan Park.



Peugeot 203 Coupe 1953



Peugeot 302 Cabriolet 1936

FRENCH CAR DRIVES 2020

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

Program of events in 2020

April 26: Braidwood - visit local museum or historic house

June 28: Tharwa - afternoon tea at Tharwa Country Store

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

October 25: Hillbrook Hygge - lunch

December 6: Christmas BBQ

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

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



CLASSIFIEDS

For Sale

Peugeot 406 HDi sedan

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



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.



CLASSIFIEDS

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

For Sale

Peugeot 405 SRDT

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



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

307 HDi wagon 2004

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



PROPOSED FRENCH CAR CLUB OF CANBERRA

(A) Introduction

This paper provides background information to assist members when voting on resolutions to establish a new French Car Club of Canberra.

(B) Background

The Renault Car Club of Canberra (ROCC) was founded in September 1985 and incorporated on 9 April 1987 (Association Number A01347). The Peugeot Association of Canberra (PAC) was incorporated on 20 November 1979 (A00669). The Citroen Association of Canberra (CAC) was incorporated earlier on 5 July 1976 but its incorporation ceased on 19 December 2001. During 2018, the ROCC Committee considered options for the future of the club due to falling membership and, importantly, no new younger members were joining to continue the club, despite increased sales of new Renaults in the ACT and Australia-wide. Details were included in a paper circulated to ROCC members that included various options for the future of the club. On 20 December 2018, the majority of

ROCC members who voted chose option (c) to merge with the Peugeot Association of Canberra (PAC) to form a locally based all French Car Club of Canberra.

This result was communicated to Brad Pillans, President of the PAC, on the basis that the vote should be regarded as an in-principle agreement to merge with the PAC pending advice from him that the PAC was willing to merge and subject to negotiations on arrangements for the merger, including the involvement of Citroen owners and other French marques, if any, and on satisfying the provisions of the Associations Incorporation Act 1991.

It was suggested that a working group of one or two officers from each club meet in 2019 to work through the details.

Advice was received from Brad Pillans on 30 May 2019 that the PAC had given in-principle support to the merger and that he was endorsed to liaise with ROCC and Citroen representatives to prepare a merger proposal.

(C) Terms of Proposed Merger

The Working Group comprised Barry McAdie and Lisa Molvig of ROCC, Brad Pillans and Colin Handley of PAC and Paul James, Peter Alabaster and Wayne Millar representing Citroen owners. Its purpose was to develop terms for the proposed merger.

Meetings were held at the National Botanic Gardens on 27 July, 7 September, 20 October with a final meeting on 7 December 2019. Agreement was reached on the following terms:

1. To form a new car association to be called "The French Car Club of Canberra Inc" by merging the Renault Car Club of Canberra and the Peugeot Association of Canberra and including owners of Citroens and other French marques.
2. The objectives of the new association would be:
 - (a) To foster and promote an interest and involvement in all French vehicles;
 - (b) To organize social activities for members that encourage mutual support and sharing of information relating to French vehicles;
 - (c) To form positive relationships with associations having similar aims and objectives.
3. The new club will adopt as its constitution the model rules as set out in Schedule 1 of the Associations Incorporation Regulation 1991 subject to amendments to allow additional members to be appointed to the committee, that the committee include members of each marque and that internet payments be allowed subject to the approval of two members of the committee as done in the constitution of ROCC.
4. Existing paid up and honorary members automatically become members of the new car club.
5. The initial fee for membership of the new

car club shall be \$20per annum.

6. The inaugural public officer of the association shall be Barry McAdie of 5 Strathnairn Place, Fraser, ACT 2615.

7. The inaugural members of the committee of the new association shall be Lisa Molvig, Colin Handley and Paul James.

8. The parties to this proposal agreed to reveal to each other their current sources of funds and expenditure, assets and liabilities, stock holdings, tools and manuals and that they become the property of the new association with tools and manuals to be made available on request to members.

9. The new association to be affiliated to the Council of ACT Motor Clubs so as to allow members to continue to have concessional registration on their historic vehicles and be affiliated with the NSW Roads and Maritime Agency to allow members based in NSW access to concessional registration on their historic vehicles.

10. The new association to be insured for public liability.

11. The new association's postal address will be the current PO Box address of the PAC (PO Box 711, Civic Square ACT 2608) and ROCC will terminate its PO Box rental.

12. The above points, where relevant, are to be incorporated into Form A2 "Application To Amalgamate Associations" to be submit-

ted by the Public Officer to Access Canberra after it is signed by both Presidents of the amalgamating associations and the Public Officer. The form will be signed and submitted only after both clubs have passed a special resolution agreeing to the amalgamation.

13. ROCC agreed to pay \$197.00 for the cost of the application. PAC offered to pay 50% of the cost should the amalgamation not proceed.

PROPOSED SPECIAL RESOLUTION

Section 26 of the Associations Incorporation Act 1991 covers the amalgamation of incorporated associations.

In accordance with Section 26 (1), it is proposed that PAC members approve the terms of the proposed amalgamation as detailed in (C) above, the objects of the new association as detailed in (C) 2 above and agree that the new association adopt the model rules as amended in (C) 3 above.

Under Section 70 of the Act, "A resolution of an incorporated association is taken to be a special resolution if:

- (a) it is passed at a general meeting of the association, being a meeting of which at least 21 days notice, accompanied by notice of intention to propose the resolution as a special resolution, has been given to the members of the association; and
- (b) it is passed by at least $\frac{3}{4}$ of the votes of those members of the association who, being entitled to vote, vote in person or, if the rules of the association permit voting by proxy, vote by proxy at the meeting."

Postscript: On 22 February 2020, members of ROCC unanimously voted to proceed with the merger, subject to the results of voting by the PAC.

Form of appointment of proxy

I,

.....
(Full name)

of

.....
(Address)

a member of

The Peugeot Association of Canberra

appoint

.....
(full name of proxy)

of

.....
(address)

a member of that incorporated association, as my proxy to vote on my behalf at the general meeting of the association to be held at 8 pm on 24 March 2020 at the Raiders Weston Club, 1 Liardet St, Weston.

And at any adjournment of that meeting.

*My proxy is authorized to vote in favour of/against (delete as appropriate) the special resolution to approve the terms of the proposed amalgamation,

the objects of the new association and agree that the new association adopt the model rules as amended as detailed in the document "Proposed French Car Club of Canberra" sent to me.

.....
(Signature of member appointing proxy)

(* To be inserted if required)

Date

Note: A proxy vote may not be given to a person who is not a member of the Association.

Peugeot 208 named 2020 European Car of the Year

The new Peugeot 208 has beat out six other finalists to claim Europe's Car of the Year title for 2020.

Susannah Guthrie

3 March 2020

The French marque's hatchback finished with 281 points, 39 ahead of the runner-up, Tesla's Model 3, which claimed 242 points.

The award was presented behind closed doors at the Palexpo convention centre in Geneva following the cancellation of the 2020 Geneva Motor Show over concerns around the spread of coronavirus.

In the end, judges said it was the 208's "exceptional choice of powertrains" that separated it from its competitors, offering an all-electric option alongside its petrol and diesel variants.

Although not present at the ceremony, Peugeot's brand director, Jean-Philippe Imparato, accepted the award via video conference.

"We are delighted that the Peugeot 208 has been honoured 'Car of the Year'," Mr

Imparato said. "It's fantastic to be



recognised by a jury of experts like the Car of the Year jury."

Describing why Peugeot's comeback has been so successful, with a string of recent sales hits with the 3008 and 5008 and now the Car of the Year award for the new 208, Imparato continued: "We put the design first. On top of all the investment choices, I protected the design. Then the brand image recovers."

The new-generation Peugeot 208 is likely to be available in Australia this year, with Ben Farlow, managing director for Peugeot Citroen Australia, previously telling CarAdvice its local launch would be "shortly after" its European



sales launch.

However, its arrival Down Under, and whether or not Australia would receive the electric powertrain, is yet to be confirmed.

The other finalists' scores included the Porsche Taycan on 222 points, the Renault Clio on 211 points, the Ford Puma on 209 points, the Toyota Corolla on 152 points and the BMW 1 Series on 133 points.

The European Car of the Year is voted on by 58 journalists from seven major magazines across Europe: Autocar in the UK, Autopista in Spain, Autovisie in the Netherlands, L'Automobile Magazine in France, Stern in Germany and Vi Bilägare in Sweden.

This year marks the sixth time a Peugeot car has claimed the title, last winning the award in 2017 with its 3008 SUV.

Last year's winner was the Jaguar I-Pace, an all-electric SUV, which scored 250 points.

Drive, autocar
3 March 2020



We can't say saved by the gong

Peter Wilson

The stunning new Peugeot 208 has been acclaimed as the 2020 European Car of the Year, beating the favourite Tesla Model 3, but may not even reach Australia.

No negotiations or decisions are possible with Peugeot Citroën Australia staff at home and the Peugeot factories all shut down this month in the pandemic emergency.

The previous 208 model was allowed to run out quietly last year as small car sales dwindled and the 2008 SUV overtook it in popularity.

Peugeot Australia had its sights on the new 208 because of its design appeal, functionality, efficiency and trim levels. Chief executive Ben Farlow told the media pack in May that it “set the context for what we want to do with the younger generation with Peugeot. I see a place for it.”

While he gave no promise, the case for the model has not been strong ... until the COTY gong gave it extra marketing clout.

With the local market in its third year of steady decline and now getting a devastating downhill shove from covid-19, the strength of the Euro and weakness of the

Aussie dollar mean so much is against introducing the high specification new 208 at a competitive price in December.

However, if the new 208 doesn't make it, Peugeot Australia will still have a small vehicle in the new 2008 planned for December release.

Until February, Automobiles Peugeot has been selling in other markets pretty much every new 208 its factories can produce. It reported last month it had begun 2020 with an order portfolio at a record level thanks to remarkable customer satisfaction with the all-new 208 and all-new 2008.

The 208 was the best-selling car in France in December, January and again in February when the e-208 represented 26 per cent of the mix.

Industry statistician Jato reported the 208 at 20,175 units was the fourth biggest seller in Europe this year behind the VW Golf (20,604), the Renault Clio (21,186) and Ford Focus (20,594).

Winning the COTY award – the first for a Peugeot 2 series model – the 208 scored 281 points and votes, including 17 individual top votes.

At second the Tesla Model 3, which sold 92,843 expensive electric units in Europe last year and outsold the BMW 3 series, was second with 242 points. The Porsche Taycan EV gathered 222 points. Other finalists were the Renault Clio (211), Ford Puma (209), Toyota Corolla (152) and BMW 1-series (133).

Judges said the 208 stood out thanks to its exceptional choice of three power trains: “The



best small Peugeot in years.”

Meanwhile, although Peugeot Australia is also bringing in the refreshed 3008 with a PHEV option, it has ruled out pure electric Peugeots until they can be offered at practical prices.

Local motoring writers had ranked the e-208 with its upmarket cabin, i-Cockpit and full driver-assist technologies ahead of rivals such as the Hyundai Ioniq electric, Renault Zoe and Nissan Leaf.

Starting with the 206, the 2 series has been a winner for Peugeot here – until the 2008 began outselling the 208. The 206 was cute, gleamed with Parisian style and well priced.

Members mobbed, surrounded and poured over the smart Firedance Red press car that I took to the October 1999 meeting ahead of its motor show debut and everyone sat in the driving seat.

My ex fell in love with the 206,

saying she felt so good driving it and bought her own black model that she still has.

Peugeot was on a roll; the 206 with options of a hot GTi and a fashionable coupé cabriolet sold a total of 12,670 units. Then the 207s arrived in February 2007. They were even more popular at first with 2007 sales of 2,115 and total sales of 9,551 over eight years.

Peugeot sales had peaked before the 208 arrived in 2012 and it topped 1,000 units only in 2013. Sales fell steadily and after the 2008 SUV was released in 2013 it outsold the 208 in its second year. The 208 was run out, the last seven cars finding owners last September with total sales of 4,138 – roughly a third of 206 and half of 207.

Peugeot enjoyed a boost in sales in February and against market trend its 187 new registrations topped the 156 of the previous February. Again, even more cars sold with about 20 demonstrators adding to the sales tally.

Peugeot also beat Commodore sales for the first time when they fell to 132.

The SUVs did best – 80 3008s, 34 5008s and 25 2008s – and the 508s led the cars with 30 registrations. It's still early days for the Partner and Expert vans with only 31 registered this

year and no sign of Boxers since October.

It's not quite Citroën avast (sorry) and sales from its freshened but depleted range doubled. In February from January to 24, the leader being the C3 Aircross with 13 units.

Renault is still in a sales slump with the Trafic van (111) and Koleos (88) leading a reduced tally of 399.

Against trend, market leader Toyota gained an 8 per cent rise in sales to 17,697 and

a whopping 22 per cent market share. Its HiLux (3,421) and new RAV4 (3,375) were the industry best sellers.

Kia gained to 5,120 while Subaru, with better supplies, took Holden's top tenth spot with 2,603.

The Chinese and luxury models also did well.



Car of the year: The all-new Peugeot 208 has been in high demand in most markets but no decision has been made for Australia.

Opinion: Why the 208 is a worthy European Car of the Year

It's not a Porsche Taycan but the Peugeot supermini's fun factor and smooth ride make it a good champion

Matt Prior
2 March 2020

The presentation of the award is how the Geneva Motor Show traditionally kicks off these days, on the first Monday afternoon in March. Car of the Year is a pan-European competition of which Autocar is a sponsor. And, for my sins, of which I'm a juror.

What I like about Car of the Year – and what as an organisation we probably shout about too little – is that, unlike a lot of awards, it doesn't take a solitary bean from manufacturers. The logo isn't for sale afterwards (manufacturers can use it free in their marketing) and there are no tables to buy at a fancy dinner.

Simply, we say to the relevant car company bosses: please come to a big room in Geneva at 3pm on Monday, and you'll find out who wins. (Albeit this year, please follow it online.)

Unless I'm doing the sums (each sponsoring magazine takes it in turns), I'm usually in a Geneva show hall with 400 other people, including bosses from the car companies involved, finding out precisely

when they do who the winner is. Only the handful of people who actually add up the 60 judges' scores know it before it's announced to the world.

This year, the 208 saw off the BMW 1 Series, Ford Puma, Porsche Taycan, Renault Clio, Tesla Model 3 and Toyota Corolla.

In February, the jury drive all cars back to back on a test day in France, while UK jurors also organise our own driving day, on the roads around Silverstone (which kindly let us use its excellent new Experience Centre, well worth a visit, as a base).

I like to pick a clear winner and give votes generously to standout cars but found that hard this year. If something is the standout model in its class, and really moves the game on in some way, I think it's worth rewarding. I put most votes towards the Tesla and the Porsche, but I like the 208 a great deal.

It's a slightly complicated voting set-up. Each of the 60 jurors has 25 votes to cast, can give

than

to car,

an first and give

to at five



no more 10 points any cannot have equal place must some points least of the

seven cars.

I did wonder if everybody's least offensive choice would migrate to the top given such a broadly competitive bunch of cars. Not sure whether that's the case or not, but the 208 is a really decent supermini, good fun, with a well-finished interior and a smooth ride, while the choice of internally combusted power or electric power seems eminently sensible. I think it's a good winner.

Autocar

Peugeot hybrids on the way

Peter Wilson

Peugeot Australia plans to join the thriving local hybrid club and is expected to launch a stylish plug-in hybrid version of its new generation 3008 compact SUV at the end of the year.

At this stage the specification has not been disclosed but it will be a powerful contender if it comes in the GT version launched in Europe last year (The Pugilist, October) with a punchy 147kW 1.6-litre petrol engine – as in the 208 GTi and 308 GTi – and two electric motors that together can produce up to 215 kW in four-wheel drive with maximum torque of 450 Nm.

That's better than Subaru's new mild hybrid Forester and XV, and Automobiles Peugeot says that power will give the 1,660 kg model acceleration from 0 to 100 km/h in 5.9

seconds with minimal emissions (As I write, an email alert flashed up boasting the latest Golf GTi TCR does 5.7 seconds).

“When not pressing on, the engine settles into a gentle background hum and is decently refined,” the UK Autoexpress tester wrote.

“Keep the 13.2kWh battery topped up and the 3008 Hybrid4 can drive around for 59 km on electric power, making the petrol engine redundant on short journeys. With only electric motors engaged, the 3008 feels smooth, silent and incredibly relaxing to drive.”

The car defaults from startup to electric mode while “Hybrid” leave the car to work out the best way to use both petrol and electric energy efficiently.

Fleetworld loved the design and running costs but said the Hybrid4 price is “eye-watering”.

So we might see the less costly 160 KW front-wheel-drive v3008 SUV Hybrid after its UK release in January.

The technology has developed considerably since a 307 Hybrid diesel demonstrator was flown from Paris for the Sydney Motor Show that club members attended as guests of Peugeot.

Although new car sales continue the local two-year slide, a surge of sales of hybrids and electric cars provides a bright spot, with fleet and commercial buyer interest adding to the trend.

One in 10 passenger cars sold have



been hybrids this year and they now outsell diesels, GoAuto News noted.

Toyota hybrids are breaking records, with the 7,987 new registrations so far this year up 166 per cent over January and February 2019. That is, almost a quarter of its sales are now hybrids.

The company's move to broaden its petrol-electric hybrid range is paying off, Car Advice reported.

In February 62 per cent of RAV4s, 61 per cent of Camrys and 52 per cent were hybrids, putting Toyota well ahead of its target of 40,000 hybrid sales in 2020, or a third of its passenger and SUV sales. The HiLux, RAV4, Camry and Corolla were all in the top ten cars in February.

Peugeot's stablemate, Subaru, received 4,000 expression of interest in its hybrids and sold out its first shipment of 500 XV Hybrid and Forester Hybrid S last month soon after arrival. Fleet interest has been high and further limited supplies are due in May.

Drivers have a choice of petrol only or with

petrol and electric together economy up to nearly 7l/100km. But the 12.3kW, 66Nm electric motor has not enough power for electric only and unlike the Pug does not plug in for charging the battery.

Batteries of all Pug hybrids – two 508 plug-ins are also available – can be fully charged in under two hours using a standard 7kW callbox.

Peugeot hopes its contenders have an edge in style, quality and spec as rival hybrids enter the market.

The 3008 hybrids are built on the Peugeot Group's EMP2 platform for compact and midsize vehicles and shares the mechanicals for the new 508, Citroën C5 Aircross and Opel/Vauxhall Grandland X plug-ins.

Peugeot says the difference customers notice is the replacement of the spare tyre under the cargo floor with a charging cable. The battery is under the spare seat to keep interior volumes the same.

The eight-speed auto transmissions have a multiple disc wet clutch instead of the torque converter in the petrol and diesel models.

The 3008 IGT has been certified at 29 grams per km of CO2 for the 4WD.

Drivers can reserve a certain amount of battery power, for example to travel into a zero-emission urban zone such as looming in Europe. A mode on the gear shift increases regenerative force to charge the battery.

A total of 700,000 3008s have been sold globally since its launch in 2016 and it leads its segment in some countries.

Although electric versions of all Peugeot models are planned, Peugeot Australia, like many other importers, is not ready to consider them while the federal government is not considering support.

At this stage, almost 18,000 electric vehicles have been registered in Australia since 2012 and Tesla has claimed 80 per cent of the market.

An estimated 1,000 Model 3s have been shipped to Australia in the first two months of 2020, as well as about 20 Model S premium electric sedans and 30 Model X electric SUVs, according to The Driven. Ship tracking sources show 1,167 Teslas have been shipped here so far this year and demand for the Model 3 remains strong.

Total EV sales to February were estimated at 1,300. The most popular models were the Hyundai Kona Electric (82 registrations) and all-electric Hyundai Ioniq (80), trailed by the Nissan Leaf (63), BMW i3 (17), Jaguar I-Pace (12), and Renault Zoe (6).

Peugeot Citroën Australia appoints new public relations and product manager

Peugeot Citroën Australia (PCA) has ap-

pointed Daniel Khan to the position of Public Relations and Product Manager, effective immediately.

Daniel joins PCA at an exciting point in time for both marques in Australia, with Peugeot enjoying sustained growth thanks to its all-new Sports Utility Vehicle (SUV) and Light Commercial Vehicle (LCV) ranges and Citroën showcasing a revitalised and exciting new model line-up.

With a professional background that includes two decades of working in the automotive, mediatech and finance industries, Daniel brings a wealth of experience to the role, having specialised in product and sales-based management areas with Ram Trucks and LDV vehicles before moving to PCA.

Before his work with Ram and LDV Daniel, who has a double Masters of Business Administration degree from Queensland University of Technology, held executive marketing roles at Yamaha and Kawasaki Insurance.

Commenting on his move to the premier French car brands, Daniel said he was pleased to be joining a company whose

two marques boasted such strong contributions to the automotive world.

“Peugeot was one of the first brands to be sold in Australia and so has a rich local history and Citroën was the first brand to circumnavigate the continent. I am honoured to be joining two of Europe’s most iconic brands Down Under,” Daniel said.

“With the global push towards automotive electrification and plug-in hybrid electric vehicle (PHEV) models being launched in Australia this year it is an extremely exciting time for Peugeot Citroën as a group and an exciting time for me to be joining that group,” he added.



Carlos Tavares named 2020 World Car Person Of The Year

11 March 2020

Peugeot-Citroën PSA Group Chief Executive Officer, Carlos Tavares, has been named the winner of the 2020 World Car Person of the Year award at the 2020 World Car Awards in Toronto, Canada.

Mr Tavares will be presented with the prestigious award at next month's New York International Auto Show at a media breakfast held as part of the annual World Car Awards 2020 awards ceremony on Wednesday, April 8th, the show's opening day.

Among his accomplishments since joining PSA Group in 2014 Carlos Tavares has made its brands into respected world-class players, returned the company to profitability and returned Opel to profitability in record time.

He also negotiated a merger of PSA and Fiat Chrysler Automobiles (FCA), a group that will become the world's fourth-largest carmaker by volume. At the same time, Mr Tavares has been overseeing the integration of electrification and mobility within the group and strengthening market development in China and beyond.

His accomplishments over the past year raised him up as the jurors' choice over

a number of impressive car industry executives, engineers, designers and entrepreneurs from all over the world.

Mr Tavares described his nomination and subsequent success in the awards as a "great honour" and one that he dedicated to the entire group.

"I wish to dedicate (the award) to all the employees of the Groupe PSA, to its responsible and demanding social partners and to the supervisory board which guarantees effective governance because among our values 'win together, agility and efficiency' includes the strength of the collective power,

"It is in the name of all of us that I accept your honour with humility," Mr Tavares said.

Mr Tavares was praised for his calm, dignified, modest and highly effective approach to business, his incredible business acumen and his understanding of customer needs.



The World Car Person of the Year award was inaugurated in 2003 and officially launched in January 2004 to recognise, reward and inspire excellence, leadership and innovation in a rapidly changing automotive industry while at the same time reflecting the reality of the global marketplace.

The World Car Awards voting panel comprises 86 jurors from 24 countries and voting is conducted by secret ballot.

Inchcape

Peugeot chief says only 'green addicts' buy EVs due to lack of charging stations

Bradley Berman
6 March 2020

Carlos Tavares is the chief executive of PSA, the second-largest carmaker in Europe. In about a year, PSA will very likely merge with Fiat Chrysler (FCA), putting Tavares in charge of what will be the fourth-largest automaker in the world. The CEO this week said that without subsidies, EV demand collapses. "We are selling our electric vehicles to green addicts," said Tavares.

Speaking on a conference call that replaced the cancelled Geneva Auto Show event, Tavares said:

When some markets cancel some subsidies, demand collapses.

The battle from now on is that zero-emission vehicles become affordable between now and 2025.

We are selling our electric vehicles to green addicts. We didn't move to the pragmatists.

A merged PSA and Fiat Chrysler will have 14 brands including Peugeot, Citroen, Opel, Fiat, Alfa Romeo, Maserati, Jeep, and DS.

According to Reuters, Tavares provided a list of reasons why mainstream consumers are not buying EVs: an insufficient EV charging network, limited EV range, and the uncertain long-term price of electricity.

Tavares explained that Peugeot's vehicle platforms are developed to use combustion engines, hybrids, and pure electric powertrains. The reason is to "adapt in a very agile way to what the consumers are asking."

So far in 2020, PSA reported sales from a single EV, the Peugeot 208 EV. Nonetheless, Tavares believes the PSA Group is "on track" to meet its 2020-21 EU emissions. The group currently sells vehicles with these brands: Peugeot, Citroen, DS, and Opel/Vauxhall.

As a sign of success, the CEO points to Opel's fleet CO2 emissions falling by 20 grams in 2019, by moving models such as the Corsa on to PSA's more efficient platforms, and by discontinuing high-polluting

combustion models.

However, in January, PA Consulting forecast that its reductions would fall 4 grams short of its 2021 target of 91.6 g/km. That would lead to fines of €938 million, according to the global consulting firm.

In 2018, Tavares said that all of its models would be "electrified" by 2025. To be clear, PSA is expected that each of its brands will sell at least one pure EV by 2021 when combined sales of plug-in hybrids and pure electric cars would make up about 10% of its business.

The merger between PSA Group and Fiat Chrysler is also on track. According to Automotive News, the companies have submitted 14 of 24 applications to antitrust authorities as they look to a merger in the next 12 to 15 months. "We have no reason to believe there will be any problems," said Tavares.

Fiat Chrysler is partly relying on "pooled" purchased credits from Tesla sales in Europe to meet regulations. FCA does not have robust plans for EVs, so the merger with PSA theoretically could help.

Tavares said the merged companies would source EV battery cells from two factories – built in a joint venture with oil company Total. These plants, expected to come online in 2023, aim to produce 1 million EV batteries per year by 2030. Tavares said:

We intend to protect our new company from any strategic problems arising from battery supply.

The PSA Group said its profitability reached a record high in 2019.

Electrek's Take

When PSA and Fiat Chrysler announced its planned merger in November, I wrote that it could create a new powerful player in the global EV market.

I thought Tavares was an EV champion (from his days championing the Leaf at Nissan-Renault). And that he would bring foot-dragging Fiat Chrysler along for the ride.

PSA was reportedly working on a "blitz" of electric cars, starting with a twin of affordable, sharply styled 50-kWh EVs – the Opel Corsa-e and Peugeot 208 EV. In the UK, it will be sold as a Vauxhall.

But Tavares's EV message these days is a single note: an appeal to governments for more EV charging stations. To make the case, he says today's electric vehicles are not appealing. And from his perspective, electric-car sales will be limited to green buyers until Europe gets a lot more charging.



You will not buy an electric vehicle if you are not comfortable with the idea that you can charge it quickly. The government should do more.

In about a year, the merged PSA – Fiat Chrysler group will become the fourth-largest automakers in the world. I thought Carlos Tavares would lead that new large enterprise into the EV age. But as commenters here immediately pointed out – and what is becoming evident with his comments this week – I was wrong.

Elektrec

Cosworth Peugeot 205

How to make a 1.1-litre 205 more interesting? 500hp ought to do it...

By Dafydd Wood
22 February 2020

What quality do you find most attractive in a car? Performance? Style? Heritage? A personal touch? For PHer 'Caddyshack' the question is moot, his stunning Cosworth 205 boasting all of those things and more. Originally powered by a 1.1-litre motor putting out a measly 61hp and 65lb ft of torque, this one-of-a-kind 205 received a second lease on life when it was converted into something altogether more intriguing by JDMotorsport.

Implanting a 2.0-litre Sapphire Cosworth turbo four-pot and its associated five-speed all-wheel drive transmission would be enough for most people. But throw in a smorgasbord of upgrades including a new diff, fully-adjustable dampers, ventilated discs and callipers, and a T16 widebody kit and what do you have? A good starting point for a project, apparently.

Having achieved fame in a mid-nineties Max Power feature, both Caddyshack and its previous owner have contributed to the Cossie 205's considerable improvement since. The 350hp centrefold now outputting over 500hp and 530lb ft. Now the thread, which began way back in 2014, has sprung back into life with a series of much anticipated updates on the cards. This is one we'll certainly be following with interest...

PistonHeads



Peugeot 508 Hybrid

18 March 2020

Simon Harris

Long-standing customers of Peugeot will know this latest bid to electrify its range is not the first one. Several years ago, the first-generation 3008 and the 508 were offered in a rare diesel-electric hybrid configuration.

There were no plugs. The batteries were charged through the engine, and with energy recovery during braking. They were, in Toyota parlance, 'self-charging hybrids', although it is really an inaccurate term by which to distinguish these powertrains, as plug-in hybrids also 'self charge' via the engine or during deceleration.

However, the 508 was available with a 163hp 2.0-litre diesel engine driving the front wheels, while an electric motor delivered drive to the rear wheels. In combination, the power output could be as high as 200hp. This type of hybrid powertrain is no longer on the agenda at Peugeot's parent company PSA, which has recently invested in stronger forms of electrification. The 508, which won a Business Car award for Best Upper-medium Car in 2019, is getting the plug-in hybrid treatment, alongside the 3008.

Following plug-in hybrid convention

The 508 launches with a front-wheel drive, 225hp plug-in hybrid, using a 1.6-litre turbo-



charged engine, which is where it needs to be in this particular market sector. Volkswagen offers a 218hp Passat plug-in hybrid, using a 1.4-litre turbocharged engine and electric motor, and the forthcoming Skoda Superb IV shares the same powertrain.

So far, so good. CO2 emissions are also



in the same ballpark (39g/km for the 508), and so is pricing. So while customers in mainstream large family saloons have only had one place to go for a plug-in hybrid up to now, Peugeot seems to be offering a competitive alternative.

Peugeot quotes a WLTP range of 32 miles on electric for the saloon, with the SW achieving 31 miles. While both saloon and SW models attract a BIK tax band of 16% for the current financial year, this falls to 10% from April 2020. Both models use an 11.8kWh battery, with a full recharge taking less than two hours with a 7kW wall box.

Driving modes

Like the 3008 Hybrid4, the 508 Hybrid will be available with four driving modes. Zero emissions means 100% electric drive up to the depletion of the charge left in the battery.

Sport combines the power from both the petrol engine and electric motor for maximum performance.

Hybrid switches between electric and engine power for optimised efficiency. Comfort combines hybrid mode with a softer suspension configuration for improved ride comfort. As with all plug-in hybrids, drivers need to be briefed properly to ensure they don't rely



Peugeot 508 Hybrid Allure

P11D: £34,875

On sale: Spring

Residual value: 33.8%

Depreciation: £23,075

Fuel: TBC

Service, maintenance and repair:
£2,304

Cost per mile: TBC

Fuel consumption: 166.2mpg

CO2 (BIK band): 39g/km (16%)

BIK 20/40% a month: £93/£186

Boot space: 487 litres (SW: 530
litres)

Engine size/power:

1,598cc/225hp petrol and electric
combined

too much on the petrol engine, or any benefit to the employer will be limited, and the cars would probably work out as less cost effective than a standard petrol or diesel model over its life on a fleet.

With its electric motor packaged cleverly at the front of the car, there is a minimal impact on space, with the 508 Hybrid seemingly capable of carrying as many passengers and as much luggage as petrol and diesel versions.

The 508 Hybrid lacks little of the engagement and agility of other models in the range, and feels brisk, with a 0-62mph acceleration time of around eight seconds.

The 508 also remains one of the best-looking cars in its class, which is bound to be a draw for drivers on the fringes of the premium sector due to company policy.

Bussinesscar



Peugeot 508 Sport Engineered breaks cover

17 March 2020

My The 508 Sport Engineered is the first in a series of electrified high-performance vehicles for Peugeot, replacing the long-running GTi name. The all-wheel-drive car is expected to have a top speed of 155 mph.

Revealed in concept form at the 2019 Geneva motor show, the Sport Engineered has a 150kW petrol engine and an 82kW electric motor on the front axle, with another 150kW electric motor on the rear axle providing all-wheel drive.

The concept had a claimed 100km/h sprint time of just 4.3 seconds, making it almost as fast as the Mercedes-AMG A45.

The 508 Sport Engineered will be released this year, with orders opening in March, and the first one will be delivered in October 2020, Jean-Philippe Imparato told Automotive News Europe.

French startup releases a towable range extender for your EV

French start up tackles range anxiety head on with new trailer

Mandy Turner

4 March 2020

French company EP Tender has revealed a novel way of extending the range of an electric vehicle (EV), with a tiny trailer filled with batteries.

The range-extending trailer houses 60kWh batteries that can add 560 kilometres of range and be charged while driving.

While the trailers are not available to purchase, they can be rented along popular holiday roads in Europe for AU\$56 using an online app that allows customers to pick up and drop off the trailer at their own discretion. The app also keeps drivers up to speed with the charge state of the trailer.

EP Tender's figures are taken from use with the small Renault Zoe EV hatch, stating that its 190kms of range, when combined with the trailer's, will increase to a total of 750km.

Range-anxiety isn't such a big worry in Europe as it is in Australia, as Europeans can get a long way with little distance, so tend to buy small and affordable EVs with lesser range. For example, in Europe, you can drive from Frankfurt in Germany, travel through Switzerland, and arrive in Turin, Italy, in under 750km. That distance in Australia will get you from the Gold Coast to Rockhampton in QLD, and you're still in the same state.

EP Tender is targeting those who have small EVs, but who would like to go on a big

holiday trip. Instead of them purchasing a more expensive EV for those rare-chance trips, renting a battery trailer seems a logical choice.

Using the Renault Kangoo van and Zoe, the startup company originally began with a petrol range extender trailer for hybrids, but has now realised how quickly EVs have taken off and is putting all its efforts into the battery trailers instead.

Drive



Meet the ultimate pocket-rocket hybrid, the Peugeot 106 Evolution

If you are an enthusiast of '90s fast hot hatches like the Nissan Sunny GTi-R, Peugeot 205 GTi or the first generation VW Golf GTi, there is a chance that you will appreciate this French project, the 106 Evolution.

Eduard Pana

2 March 2020

The main idea behind the project was to make a "pocket-rocket" machine using a very lightweight body, which the '90s hot hatches used to have, and throwing in a big and powerful engine under the hood.

So the 106 Evolution project emerged, using a Peugeot 106 chassis and frame, a very popular '90s hot-hatch in Europe, with a mass

of 950 kg (2094 lb) and powered by a 1.1-litre engine with merely 60 hp (45 kW), a typical and boring city car.

Therefore, Phildar (the creator of this beast) had the idea to stick in a 2.0 litre Mitsubishi Lancer Evolution engine and make it a really fast 4WD. The engine includes mods like Wiseco pistons, Howards con-rods, aftermarket head gasket, Kelford camshafts and many more. The power is transferred via a Quaife gearbox (he recently installed it), while the transfer case and axles are taken from the original Lancer Evolution donor car.

As for the looks of it, only the main chassis of this car remains original. It has the 106 Maxi MC Racing body kit with carbon fiber doors, the

interior has been stripped down, it has Sparco racing seats, along with an AIM MXL STRADA dashboard. The future plans for the exterior are to also make a carbon fibre roof, hood and hatch.

Phildar seems to be a skilled man, and he managed to weld his own roll-cage to the car in order to make it track-ready, and maybe even race-ready in the future. He also self-welded the exhaust, as this engine swap is not too conventional.

autoevolution





Hit the ground running

The 404 story part two

Chris Deligny
2 March 2020

When the 404 was shown to the public at the Paris Motor Show of 1960, some 6 months after its press showing, it quickly proved to be all things to all people.

It had 4 major assets, all differentiating it from its main opposition, the Citroën DS, which was already 5 years old by this time.

Firstly, it was conservative – as were Peugeot buyers. This was no co-incidence, although it is not clear which came first. It just did not need to look like it came from outer space, in fact quite the reverse.

Secondly, it was robust and reliable – it had to be, to sell in Africa. Since its release, the technical and complex DS had proved to be somewhat unreliable. Peugeot knew that it had to provide a simple yet sturdy alternative. That they did.

Thirdly, as was Peugeot's want, the model declined (in a grammatical sense, not a rundown sense) into numerous varieties, the Heinz 57 of its day.

Lastly, it was affordable. It was only 20% dearer than the 403, but much less than the DS, which was so expensive that Citroën had to introduce a poverty pack



model, the ID.

Briefly, as they will be covered later in this story, or the next, or the one after that, the sedan was soon to be available with petrol engine, either carburetor or injection, or a diesel. There was an automatic option. There was a wagon, a commerciale, and a family 7-seater. There was a ute tray or covered camionette ("mini-truck").

And of course the stylish, famous, if not entirely original coupe and cabriolet.

The sedan was the first Pininfarina had to do was tweak any of the compared to the 403 at 4m45, and the DS numerous similar designs already on the market. In theory it could have taken a fraction of its five year lead time.

The first (and only) model available at release was the Luxe, with or without sunroof. In the only atypical thing Peugeot did with the 404, it was available in lurid colours such as tango red, living green, and yellow. And let's not forget

my favourite, baby-cack brown. You don't tend to see them in the brochures of the time.

On the production versions, the finer detail was the colour-coded wheel rims and headlight rings, no rubber on the bumper overriders (yet), and chromed door frames. The driver's outside mirror was not yet available, although to be fair nor was it on the 403, or DS.

In figures, the 404 sedan was 4m42 long, Pininfarina had to do was tweak any of the compared to the 403 at 4m45, and the DS at a whopping 4m83. The bored-out block, based on the 403, was already 12 years old and still with another 20 years left in it, although as mentioned in part one, the cylinder head was quite advanced for its time.

The capacity was now 1618cc, and rated at 9CV fiscal.

The inlet and outlet manifolds had to be modified on the engine leaning at 45degrees. It developed 72 SAE neddies, at 5400rpm,



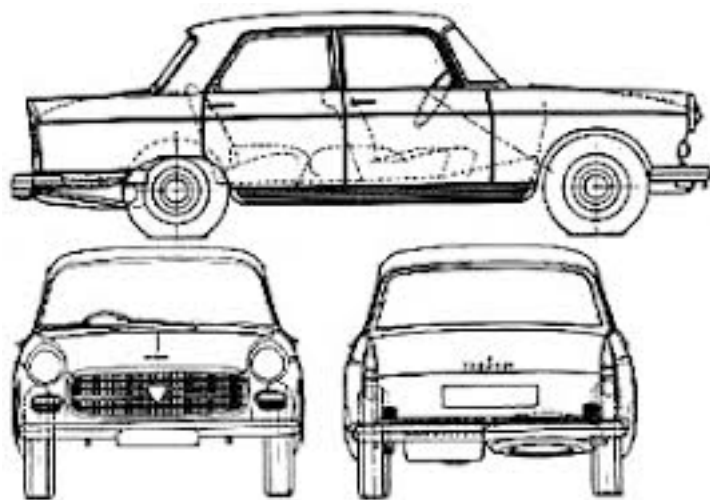
but whoever goes there? It also had 127 torques at a far more useable 2250rpm. Top speed was 142kmh.

The engine was still only 3 big-end bearings, the brakes were drums all round, and the 4-on-the-tree gearbox no longer had overdrive, with 4th being direct.

Steering was, it goes without saying, rack and pinion, and weight was a favourable 1070kg wet. The steering wheel, stolen from the local bus depot, was on a slight incline, and the chromed horn rim almost inevitably ended up broken.

In January 1960, France changed from old francs to new francs, at the rate of 100 to 1. The price of the new 404 was 9150ff, or with sunroof, 9300. By comparison, the 1959 403 that was 700 000 old francs, went up to 7500 new ones.

Early 1961, Peugeot showed to the



public at the Geneva Motor Show its 1618cc motor with Kügelfischer indirect injection. This was not merely the same engine with the injecty bits bolted to the side.

The high-pressure injectors were powered from a pump that was driven by a reinforced toothed belt from the camshaft. They discharged into four separate inlet tracts, which sounds a bit rude.

There was an electric fuel pump to keep the injection pump supplied, and the compression ratio was up to 8.8, well up from the carby's 7.4. Power was now 85hp at an even more unattainable 5500rpm.

As was so often the case, six months later the Paris Motor Show was the trigger for new models and changes. And so it was in October 1961, the last one held at the Grand Palais. The star was the 404 Cabriolet which was not so much launched as cloned from the Fiat 1600 Sports. The 404C was the first to

use the injected engine, and to carry Pininfarina's stylised 'f' badge. Unlike the 403, it shared not one panel with its donor sedan.

At this time the 404 sedan range expanded, with a Super Luxe, sporting metallic paint, chromed headlight rings, and the Cab hubcaps.

Next year, 1962, as regular as clockwork at the PMS, Peugeot expanded its model range, by introducing its LWB (+19cm) models in the impersonal concrete buildings at the Porte de Versailles.

The model range was by now hitting its straps, going from two sedan versions and a Cab, to a total of eight, with the addition of three wagons, another sedan, and of course one of the best looking cars that Peugeot ever made, the 404 Coupé. More on the CCs in the next instalment.

The three wagons had the beefed-up rear suspension (ie. twin coils) and were broken down into a 404L Familiale, with the 9CV petrol engine, the 404 Commerciale with the 8CV 403 motor (66hp SAE), and the appearance of the 7CV diesel engine in the wagon.

This diesel was the 1816cc (not to be confused with 1618cc) Indenor xD 85, inherited from the 403, but inclined at 20 degrees, and developed 55hp.

The Coupé received the injected engine of course, and it was shoe-horned into the Grand Luxe sedan as well, which led Peugeot to introduce their own Poverty Pack sedan, the so-called Grand Tourisme (yeah, nah), which did not get the injection, and relin-



quished its chromed door frames as a point of differentiation. And to save weight maybe.

The year 1964 was a quiet one in the evolution of the 404, although several subtle changes were introduced.

The model range expanded by one with the addition of a new 1.9 (1948cc) diesel engine, 68hp, rated at 8CV, limited to the sedan initially. An enlarged version of the xD85, it was now called xD88, and as with all diesel Peugeot sedans, was a hit with Paris taxi drivers. The 1.6 engine now had a 5-bearing crank, probably because the old one could not handle the 'power' of the injected engine. Some even now say that it does not rev as well.

This update preceded further power increases by one year, you would think that is related. And, the sedans got rubbers on their overriders, which again sounds a bit rude, and technically added 2cm to the overall length of the sedan, now 4mm.

As often happens with Peugeot, the highest price was now the Coupé at 19,500 francs, which is well more than double the sedan when it was released four years earlier.

Biggest changes for 1965 were in specifications. The 1.6 engine went, thanks to larger valves, new exhaust, and higher compression, from 72 to 76hp in the carby version.

It went from 85 to 96hp in the injection, with similar increases in top speeds. The sedan was now a genuine 160km/h car, and the Coupé could hit 167.

The wheels came in for attention. Thermostable ("hydrovac") drum brakes were now on the sedans and CC. Like fish in the sea, the brakes were 11 inches, and had fins. All the under-bonnet plumbing took up room, and was



probably quite expensive.

By this time the 204 had been released. It had discs and slotted rims, the latter soon found their way onto the 404, to help keep the brakes cool.

In the range overall, there was now an SL wagon, although several combinations were no longer available such as this motor in that sedan or wagon, although none of that affected us here Down Under.

By 1966, the 404 model range had peaked, and in the rest of the company's catalogue were two low-spec 403 versions, and the 204 sedan and wagon. The 404 lost its least powerful diesel wagon, which presumably nobody shed any tears over.

However the biggest news of that year was the availability, in the Super Luxe, of a ZF 3-speed automatic transmission, currently in use by BMW. And they had turned to Germany for the injection as well. I can see a pattern here.

Probably the biggest year for the 404 was 1967, for the 1968 model year, where it underwent a mid-life crisis facelift, if you can call it that, as it didn't look any different.

The 403 was gone, the 204 coupé and cab arrived, and in the 404 there was yet another increase in power, with megalomaniacs running the place. Horsepower was up from 76 to 80 in the carby model, with yet another upping of the CR, but there was a stonking increase in the KF injection.

Thanks to a larger throttle body,

new exhaust manifold, and redesigned injection pump, power was now up to 96hp SAE, from 85.

Not that that affected us here. As most local connoisseurs would know however, the dashboard changed from the strip speedo, which had been very à la mode, and not just in France, but aged about as well as the safari suit. It now had the three round dials.

Still on the inside, new door cards with decent arm rests (try finding those in an HR Holden of the time), and the proper 4-speed column shift pattern. As well, the spare wheel was now in a cage under the rear, instead of inside the boot, taking away storage space.

Looking underneath, there was a new rear roll bar, and the fuel tank went up to 55 litres, from 50.

That year also saw an improvement, if that were even possible, in the 2-door range. The grille now incorporated very stylish driving lights. More on that next story.

Other big news from that year, March to be precise, was the muted release of the Utility version. In came as a tray version, with intrusive wheel arches, or the extremely popular, in Africa at least, canvas covered “camionette”.

Not a lot of change in 1968. Paris had its riots, so nothing's changed since then, which had delayed the announcement of the 504.

Again doing some mental thinking, the 504 was well under way, and it had a

3-dial dash, which conveniently provided space for a tacho. One can't help but wonder if it were reverse-engineered into the 404.

Still no driver's mirror on the sedan, nor did the other main competitor the Renault 16 have one for that matter, but it was standard on the wagon.

Before the release of the 504 in 1969, Peugeot did what it usually does, and started deleting models from the catalogue, and adding a stripper model.

Coming from a peak of at least 10 variants, August 1968 saw the demise of all 2-door versions, as usual to not take sales away from the upcoming 504 2-doors.

They also released the Confort sedan to the public, although it has been in use by administrations and authorities, such as police, since 1964.

This used the 8CV diesel, formerly limited to the wagon, and bizarrely, was the first to gain front disc brakes. Again, reverse-engineered from the 504?

With the advent of the 504 in 1969, the 404 model range was down to just three the Confort sedan, the 9CV grand tourisme sedan, and the 8CV diesel wagon.

By 1970, as far as we are concerned, Peugeot shut up shop on the 404. The 304 followed hot on the heels of the 504, so its corporate resources were elsewhere. The stripper was detuned to an underwhelming 68hp, and the commerciales were left in carby and diesel.

But, as anyone who knows anything about 404s knows, that was not the end of the 404 story. The 404s were produced in France up to

1975. Probably, and this is just my opinion, for two reasons.

One, they were still a fair bit cheaper than the 504, to both buy and run. Not only was the purchase price about 20% less, but the road tax, the fiscal horsepower, was 7CV, due to the reduced capacity and HP of the engine.

Two, there would be some amongst Peugeot's conservative clientele who were so much so that they could not bring themselves to buy something so modern as the 504. The work of the devil it was.

But wait, there's more. Production of the 404 was widespread, particularly in Africa, where it was known as the 'ship of the desert', and South Africa, and South America. I saw a load of brand new 404 utes on the docks in Marseille in 1982.

According to Wikipedia (so it must be right!) production of the 404 finished in Argentina in 1980, and in Kenya in 1991. In 'only' 40 years' time, it will be 100 years old. Long live the 404!

Stay tuned for the next part – the Coupé and Cabriolet story.

Credits – Toutes les Peugeot, Peugeot 404 de mon père (Atlas), Les Peugeot de collection (EPA), Peugeot L'Aventure Automobile (ETAI), Mike Tippet.

The Pugilist



Peugeot 401 Limousine 1934-35

**Peugeot Association of Canberra
Minutes of the General Meeting
25 February 2020
Raiders Club, Weston**

Present

Brad Pillans, Neil Birch, Glen Bryden, Jim Taylor, Bill McNamee, Ross Stephens, Neil Sperring, Colin Handley, Adam Rustowski, Ian Brock Birch, Colin Handley, Ian Brock, Richard Morgan.

Apologies

Allan Lance, Peter Rees, Greg Francis, Bernard Wright

Introduction

1. The meeting was opened at 8:13 pm.

Minutes of the previous meeting

2. It was moved the minutes be accepted as a true and accurate record of the meeting. Moved: Ross Stephens, seconded Brad Pillans. Carried.

Matters arising from the Minutes of the previous meeting

3. None that will not be covered later in this meeting.

Financial report

4. Current Balance \$11,194.62 made up of \$1,919.07 working account and \$9,275.55 Term Deposit. Finance report accepted, moved by Glen Bryden, seconded by Jim Taylor.

Correspondence

5. Three new members.

Council of ACT Motor Clubs (CACTMC) Report

6. The Pie cart suffered hail damage in the January storm.

CACTMC has been seeking the introduction of Special Interest Vehicle Registration scheme in Canberra similar to that in NSW for 5 years, but seem to have made little progress.

Wheels 2020, Neil Sperring will send an email to remind all members. PAC asked for 10 places for Peugeots. Details of Wheels 2020 were discussed.

General business

7. This year's Pageant is in Bathurst 27 to 30 March.

Brad asked those present who was going. Four people with two cars are known to be going from PAC.

Battle of Waterloo will be on Sunday 21 June. Brad will be away on the Day. He will be involved in the organising, but we need others to take care of matters on the day.

Proposed French Car Club: Renault members have voted to join the proposed new Club.

Aspects of the merger/formation were discussed at length. It was decided that the next meeting will be a Special Meeting were a motion will be put to members that PAC join the new Club.

Brad asked for input from members at the meeting. Brad undertook to send out explanatory material and formal Notice for a special meeting on 24 March, noting that 21 days' notice needs to be given for a Special Meeting.

Close

8. The Meeting closed at 9:02 pm. The next club meeting and a Special Meeting will be held at the Raiders Club in Weston, on Tuesday 24 March 2020.

