

# ROAR

Magazine of the Peugeot Association of Canberra



May 2020

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**On the cover** A couple of stately Pugs from a time when we could still drive to Queensland. (Photo Colin Handley).

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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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**G**reetings all,

It looks like life will be abnormal for quite a while yet, despite some easing of coronavirus restrictions. That said, supermarket shelves seem to be more or less well stocked again, and travel restrictions have eased in NSW, which means that Canberrans will be able to go to the coast again. The ski resorts might even open, too.

However, with gatherings limited to 10 people, most pubs, clubs, and many restaurants are not open for business. That means that our May club meeting will be another Zoom meeting.

Our first club Zoom meeting went very well, last month and it was pleasing to have a couple of out-of-town members join in, who otherwise would not have been able to participate had the meeting been held as a face-to-face meeting in Canberra.

The main agenda item was, of course, the special resolution on the formation of the French Car Club of Canberra and I am pleased to report that the resolution was passed unanimously. Since the meeting, I have signed the relevant paperwork and Renault Club president, Barry McAdie, has done the same and submitted the documents to Access Canberra for processing.

There will be a transition period, until such time as the new club is fully functional, during which the Peugeot and Renault Clubs will continue to exist. So, for this month, it is business as usual and our club Zoom meeting will be held at 8 pm on Tuesday 26 May. I will send members a link to join



the meeting.

While my travel may have been reduced, I found myself spending a bit of money on my 508 – a 90,000 km service, new rear brake pads, two new Michelin tyres, and all of sudden I was about \$2,000 poorer! The service was carried out at Canberra Peugeot and I received a 2008 GT loan car while the work was done. A few days later, I had the opportunity to test drive a 308 GT, also courtesy of Canberra Peugeot. The 2008 GT was pleasant to drive (my big frame even found a comfortable driving position in the small Pug), but I found the 308 GT much more to my liking.

Typically referred to as a “warm” hatch, the 308 GT that I drove, was a 2019 model, with a 1.6 litre turbo diesel engine, mated to an 8-speed auto gearbox and putting out 165 kW of power, for a claimed acceleration of 0-100 km/hour in 7.4 seconds and an overall fuel economy of 6.0 litres/100 km. [By way of comparison, my wife’s 2014 308 Sportium has a 2 litre

diesel engine with 6-speed auto gearbox, delivering 120 kW, 0-100 km/hr in 9.6 secs and 6.3 litres/100 km].

The 308 GT certainly had much more get-up-and-go than the 2008 GT, handled beautifully and was an absolute pleasure to drive. Nevertheless, I happily slid back into my 508 and felt even more at home. Next time, Dealer Principal at Canberra Peugeot, Robert Hush or ‘Hushy’ as he is known, has offered a test drive of the new 508 GT fastback. I certainly look forward to that. We are also hoping to hold a Club event at Canberra Peugeot once coronavirus restrictions

are loosened a little more.

With fuel prices way down, and travel restrictions easing, what better time to enjoy a long drive somewhere, in your favourite car? You can’t do a winter escape to Queensland – the border is still closed as a write – but north coast NSW is a lot warmer than Canberra at this time of year, so maybe that’s a good option.

Keep on Pugging,

Brad Pillans



# 2020 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  
PO Box 125  
Red Hill 2603  
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

**26 May 2020**

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

Calendar



# 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](mailto:reno1338@hotmail.com)   <http://www.renaultcanberra.asn.au>

Calendar



# CLASSIFIEDS

## For Sale

### Peugeot 508 GT sedan

508GT 2014. Black - last of the 2.2 litre diesel with the bigger power and torque numbers (150kw and 450nm) mated to 6 speed automatic (both flappy paddles and sports shift). Bought as a demo from Peter Warren in Sydney in early 2015 with 4,000 kms on the clock. Full service history at the correct kilometre points. NSW rego to early December. Averages around 7 litres/100km in all running.

Just under 109,000kms driven by fussy professional female owner (grandkids not allowed aboard). Four newish Bridgestone Potenza tyres - on at 95,000kms.

Full size mag spare (not matching). Slight reduction in boot space but worth it (in our opinion). Original space saver and boot cover included with car. New rear rotors and pads at 105,000 kms. Front rotors and pads changed at 75,000 kms. New battery last winter.

Usual GT specs, Nappa leather, electric heated front seats with memory setting on driver's seat, heads up display for speed and cruise control settings, built in rear door and window curtains. JBL premium sound system etc. For those in the know – all 4 electric windows have been replaced under warranty, so those concerns are not an issue. No other “issues” in 5 years of ownership. Car has run perfectly and faultlessly. Change of life style from professional to carefree retirement necessitates move to a more SUV type vehicle. Car is in Greenleigh (behind Queanbeyan Golf Course) if you want to have a look. \$15,000 ono. Contact Malcolm Paterson 0478 225 350 or email on greenleigh18@gmail.com



# 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.



## 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 (Pic on next page) Nathan Sutton (m) 0422 540 469.



# CLASSIFIEDS

## Wanted

### Peugeot 205 GTi armrests

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

### Peugeot 205 CTi armrests

One armrest/door handle for 1991 205 CTi. Peter 0409 440 789.

## Parts

### Peugeot 205 rear reflector

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



307 HDi wagon 2004 (see previous page)

## Peugeot reveals battle plan to save 308s

Peter Wilson

In the severe car industry slump, Peugeot Australia has been under fire from the motoring media for dropping the GTi and GT models in a revamp of its 2020 308 range as it struggles to keep a place in the national small car market.

The new 208 – a top seller up in Europe as 2020 Car of the Year – is more or less out as sales of the model range were trickling, and it would be expensive here.

However, PCA is interested in the smoking hot e-208 PSE, (Peugeot Sport Engineered) variant – that promises more punch than the present GTi when ready next year – and is thinking about for when conditions improve.

The new version of the 2008, glowingly reviewed, is coming, though factory closures will delay its release here until next year.



From March, Peugeot Australia has upped the spec of what's left of the 308s and reduced prices to tempt buyers and avoid the Holden problem of too much slow selling stock.

A 98kW, 230nm 1.2-litre three will power all three variants, the Allure hatch (\$4,000 cheaper at \$31,490 driveway), the Allure Touring Sportswagon (\$33,490 da), and the Allure GT Line with the sport styling kit (\$36,490 da), all six-speed Aisin auto only.

The 2.0-litre turbo diesel Allure Touring is also out. "We are particularly excited about the petrol 308 Touring as it arrives into a segment where there is little choice and value is scarce," Peugeot Australia product manager Daniel Khan said.

The 308 was the most popular model in the range – 1,514 registrations in 2015 – until buyers showed more interest in the new generation of Peugeot SUVs from 2017 and switched to high riders.

Last year only 361 units of the 308 range sold – or less than 10 a dealer over 12 months – while 3008 sales grew to 1,026. This year 308 sales have trickled. Total registrations, including the GTi and GT, were 13 in Jan, 16 in Feb, 15 in March, not even one Pug a dealer, down half last year's first quarter.

Daniel Khan said he had "copped a lot of flak" from motoring journalists irate about the dropping of the 308 GTi and 308 GT.

Wheels headlined, "One of the best hot hatches you could buy just got killed" and described the GTi as one of its favourite hot hatches, with the best power-weight ratio and one of the best riding. It came third in its comparison of

a dozen hot hatches.

Car Advice said simply it was a "sad day".

The writers are in a privileged place in the auto industry, recalling enjoyed test fangs without buying. In reality the 308 GTi has become a slow seller and a true fan can still find a dealer's new or low km demo model on carsales.com.au.

Daniel said the hot models were unsustainable here. The 308 GTi had sold only 185 cars in three years. An auto might have been better in this market, but, no, the car is Peugeot Sport-developed model and no auto has ever been available, he said. The GT is also out. Both engines are victims to tightened European emission rules.

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Peugeot did 47 per cent better even if its 162 registered units is the lowest in six months but at 486 is ahead of the 2019 first quarter's 419. Plus a sales boost from demos.

The 3008 topped the chart, slightly down to 65, trailed by 22 5008s and the 508 at 19.

Van sales kicked in modestly in March; the Partner gaining steadily to 15 units, the Expert moving nine and the single Boxer sale landing the big van's first punch since the initial batch registered in October.



New model launches will be next year, including the facelift 3008 and its PHEV version plus Citroën's new C3.

The RAV4 hybrid and fleet deliveries of the Mitsubishi Outlander PHEVs brought a 300 per cent gain in petrol-electric hybrid sales to 4,694 units or 7.6 per cent of all passenger and SUV sales.

Oh, Citroën! nine C5 Aircross and eight C3s headed a total of 23 with Oh Renault! Down 56 per cent to 337.

The Puglist

## Peugeot, Citroën and Vauxhall launch anti-viral cleaning service

24 March 2020

The head of Peugeot says coupés are rapidly disappearing from mainstream line-ups because of massive investment in three future technologies.

Speaking to Autocar, Peugeot boss Jean-Philippe Imparato said there were three things attracting investment that otherwise might be directed towards the development of coupés and convertibles.

He told the British publication large automakers were investing heavily in electric vehicles, autonomous vehicles and 5G

connectivity, leaving little in the way of financial resources for the development of niche vehicles such as sporty coupés.

"I love these cars," Imparato said of coupés and convertibles. "But today there are three other topics first."

The 53-year-old predicted investments in the three technologies would continue to dominate for at least a decade.

With the RCZ (pictured below) having gone out of production back in 2015, Peugeot's broader global range no longer includes a coupé.

Carmag



## Peugeot Cycles launches its legend e-bike elc01 with 26" wheels

Dave Stopher  
19 May 2020

The urban electrically-assisted bike, the Peugeot eLC01 (e=electric, L=LEGEND, C= City, 01= top-of-the-range) is now available with 26 inch wheels, in addition to the current 24 inch model. Suitable for all riders, it provides more comfort.

This versatility, combined with its modernity and 'neo-retro' design asserts the eLC01 as the best-seller of the Peugeot Cycles e-bike range. The Peugeot eLC01 with 26 inch wheels is now available on the website cycles.peugeot.fr, as well as at Peugeot Cycles retailers, for € 1,499 inc. VAT.

The Peugeot eLC01, now equipped with 26 inch wheels (frame size: M and S) in addition to the 24 inch version (frame size: XS) improves its versatility. The 26 inch model improves the comfort for the taller riders. Its larger tyres are adapted to the majority of roads and paths. Modern and hi-tech, the Peugeot eLC01 is easy to ride. Efficient with an eight-speed transmission and a 400 kW motor, it has a range of up to 43 miles and its brake discs keep it safe

and secure. Compact, easy to handle and agile around the city, it is comfortable with its cushioned saddle and practical, with its “Racktime” luggage rack for fast bag attachment.

Its timeless and distinctive design is signed by Peugeot Design Lab. It draws on more than 130 years of Peugeot Cycles history. The architecture of its ‘single-stay’ frame, which incorporates the rear chain & seat stays into a luggage rack, is directly inspired by the legendary PEUGEOT’s from the 1950s, 1960s and 1970s. Its signature “triple lion” chainset replicates one of the Peugeot’s most iconic components. It is available in White, Blue, Orange, Green and Aubergine. Its chequer pattern symbolises the epic history of Peugeot Cycles.

The Peugeot eLC01, launched in October 2018, enhances the Peugeot e-Bikes offering and completes the range of PEUGEOT LEGEND bikes, featured with a ‘neo-retro’ design and dedicated to city users (Mixt or Fixie versions), road users, or juniors.

Through the Peugeot Cycles website, future buyers can check the availability of models of the entire range from the comfort of their home. All they have to do is choose the size of the frame (S, M, L or XL), the colour of the bike and size of the battery (depending on the model).

Cycling, Motoring



## The Peugeot steering wheel: from the simple handlebar to the multifunctional steering wheel

**At first glance, since the birth of the car, the steering wheel has been the mechanical organ that has evolved the least in both form and function**  
19 May 2020

**A**t first glance, since the birth of the car, the steering wheel has been the mechanical organ that has evolved the least in both form and func-

tion. However, it has never stopped changing, nor has it ever tried to break free from its circular shape.

Originally very simple and dedicated solely to steering control, it has gradually become more complex. It has grown larger by gradually incorporating multiple secondary functions: horn, radio controls, speed regulation or limitation controls, gear shifting via an impulse control system, airbag. The material of the steering wheel has also considerably changed. Its frame, initially made of wood, became steel, then aluminium and finally magnesium.

In 2012, the Peugeot 208 introduced a





major innovation in the driver's position by launching the Peugeot i-Cockpit®. At the heart of the triptych made up of the touch screen and the head-up display, the steering wheel has become compact. It has been redesigned to ensure a better grip, while providing the driver with an even clearer field of vision and increased legroom. The Peugeot i-Cockpit® itself continues to evolve and has become widespread throughout the rest of the range. To date, more than six million users have adopted this revolutionary feature, which has remained unique in the automotive world.

### Some history

The very first steering wheel appeared in July 1894 on Alfred Vacheron's Panhard 4 HP in the Paris-Rouen race organized by Pierre Giffard, a journalist for *Le Petit Journal*, a Parisian daily newspaper published from 1863 to 1944. More than just a race, it

was a great publicity stunt for a recent invention: the car. From Paris to Rouen, over a distance of about 100 kilometres, vehicles powered by an internal combustion engine had to demonstrate their endurance.

Equipped with a handlebar, the Peugeot cars, with 2 speeds and 4 cylinders, look like motorized cabs. On other vehicles, passengers are placed "opposite" each other as in a coach. Generally, manufacturers are struggling to move away from the horse-drawn

carriage model.

More than a hundred cars with different types of engines (steam, oil, gasoline, electric, compressed air, pedals, ...) took part in this race. Despite the real technological innovation represented by the steering wheel, Alfred Vacheron and his Panhard 4 HP came 4th, while Panhard and Levassor and the Peugeot broth-



ers' sons, on cars equipped with a handlebar, came 1st in a tie.

The steering wheel then gradually replaced the bar, which at the time served as a steering control for the cars of the time. Technologically, the car freed itself from its kinship with horse-drawn carriages. This is how the Peugeot Type 36 differed from the previous models assembled on the basis of motorised carriages in 1901. It was equipped with two major innovations: an engine hood at the front and a steering wheel instead of the handlebar.

### The steering wheel, an innovative springboard for Peugeot

The "steering wheel" is the mechanical part designed to steer the wheels of a vehicle. It is part of the steering system that is operated by the driver.

The pioneers of the car actually realized that it was easier for the



driver to steer a car using a circular steering wheel, rather than a bar or handlebar.

The shape of the steering wheel makes it easier to hold the steering wheel while turning, but also allows the effort required to turn the car's wheels to be multiplied more effectively. The steering wheel can also be coupled to a power steering system at low revs to make it easier to rotate the steering wheel when manoeuvring.

While the steering wheel remains an architectural product, whose design is constrained by the visibility requirements of the handset, by the readability of the pictograms printed on the controls under the steering wheel, by the proper distribution of the air blown in by the fans and by ergonomic priorities, it has also become a springboard for innovations.

At the beginning of the 1990s, the widespread use of airbags and then power steering, for example, changed the

paradigm previously reserved for the steering wheel. From directional, it became multifunctional and gradually incorporated equipment, in this case passive safety equipment, that was no

longer directly linked to its primary function, which was to steer the wheels.

These innovations are also expressed through the changes in the materials used in the manufacture of steering wheels. Foaming techniques, leather graining and coatings are strong markers of Peugeot's move upmarket. The foam steering wheel will be reserved for entry-level models, while full-grain leather will be the preserve of the upper versions. By being diverse the steering wheel offers other levers for moving upmarket: with its shape – which includes thumb rests or flattened areas, with the perforation of the leather – which gives extra sensitivity to the touch, with the presence of pads (GTi, GT-Line) or coloured stitching – which typify the steering wheel in a sporting world, with there being pad-



dles inherited from motor racing – which allow gear shifting.

In fact, motor sport is often an influence when it comes to technological innovations or sophistication. Like the Peugeot 908, which has all its controls on the steering wheel, the steering wheels of the brand's production vehicles now adopt the same principles. Depending on the level of finish, the radio, cruise control and even telephone controls are located on the spokes of the steering wheel.

Peugeot has taken innovation even further by offering a revolutionary interior based on a compact steering wheel, therefore smaller, a touch screen and a head-up display: the



Peugeot i-Cockpit As the central element, the compact steering wheel makes handling easier and increases driving sensations tenfold. With less need to open your arms, there is less range of movement during manoeuvres, which enhances the driver's speed and agility while providing a more relaxed driving position. The Peugeot i-Cockpit continues to evolve and has become widespread across the entire range (it now equips the Peugeot 208, 2008, 308, 3008, 5008, 508, Rifter and Partner). In 2016, for example, with the launch of the SUV Peugeot 3008, the steering wheel became even more compact. Redesigned with a two-plane rim, it provides better grip and frees up even more of the driver's field of vision and legroom. To date, while Peugeot continues its work innovating with the i-Cockpit



3D, launched in 2019 on the new Peugeot 208 and 2008 models, this revolutionary and unique driving position has attracted nearly 6 million drivers. The Peugeot i-Cockpit and its iconic compact steering wheel have therefore become pillars of the brand's DNA.

Ultimately, these changes are part of a simple ambition: to provide a technical response that makes it possible to design interiors with a stylistic vision of the future and to provide passive safety at the highest level with advanced and compatible technologies whatever the destination of the car in the world.

**Towards the disappearance of the steering wheel on autonomous vehicles?**

In 2014, the "Google-Car" launched the trend of a 100% autonomous car whose distinctive feature is to have neither steering wheel nor accelerator and brake controls. A simple button, integrated on the dashboard, forces the vehicle to stop.

From July 2015, PSA has deployed its "Autonomous Vehicle for All" AVA programme and became the first manufacturer to test the autonomous car on open roads in France. This simple and intuitive programme includes a wide range of functions that will gradually lead to partial and then total delegation of driving to the car, if the driver so wishes.

Several driving modes are under consideration with degrees of automation of the autonomous vehicle ranked in five levels by the OICA (International Organisation of Motor Vehicle Manufacturers). These are as follows:





- Level 1 “Hands on”: the driver must keep his hands on the steering wheel,
- Level 2 “Hands off”: the driver can do something other than driving, but must supervise the driving at all times so that he or she can instantly take back control,
- Level 3 “Eyes off” (without visual supervision): the driver no longer needs to supervise driving at all times, but must be able to take back control,
- Level 4 “Mind Off” (without human intervention): the driver no longer has to take control of the vehicle,
- Level 5 “Driverless”: 100% autonomous, driverless driving.

Today, level 1 and 2 driving assistance functions, from the AVA programme,

are already available on certain models in the Peugeot range. These include for example:

- Active Lane Departure Warning (ALDW), which makes a trajectory correction by progressively counter-steering to keep the vehicle in its initial lane,
- Full Park Assist, which provides active parking assistance on the new Peugeot 208 by automatically controlling the steering system, acceleration and braking to enter and exit a parking space,
- The Driver Attention Alert, which assesses the driver’s state of alertness by identifying lane deviations from road markings and detects the presence of hands on the steering wheel.

In 2018, at the Paris Motor Show, Peugeot unveiled the e-LEGEND concept, a technologi-

cal manifesto serving the pleasure of driving and the experience on board an autonomous vehicle. Technological, ultra-connected, intelligent and attractive, the Peugeot e-LEGEND offers a new “Responsive i-Cockpit” which capitalises on the Peugeot i-Cockpit® characteristic of the brand’s models. In particular, it consists of a head-up display with 3 dials and an ultra-compact steering wheel that folds away under the sound bar in order to completely clear a large 49-inch screen. Occupants can then indulge in their favourite pastimes: playing the integrated video game or watching a movie.

Autonomous driving will impose a change in the use of the car. While it’s now entirely feasible to have a steering wheel that fades into the dashboard at the driver’s request to give the driver more room, the next level, still a long way off, will be Level 5, where the steering wheel can be completely dispensed with. Just like music lovers who love vinyl records, tomorrow’s car enthusiasts will be identified by their car equipped with a steering wheel. They will be the new “lonely knights, heroes of modern times”. Like David Hasselhoff driving “KITT” in the TV series Knight Rider.

From Peugeot



## Diesels need more burn-offs in lockdown

Mark Besley

We live in strange times that I could not have imagined even a couple of months ago. Wherever you are in the world, your movement is likely severely restricted and we are only able to leave home to buy essential items, attend medical appointments, etc.

Any long-distance travel is likely to attract the attention of police, and most of our driving currently is very short-distance, e.g. to the local supermarket, doctor or pharmacy.

If you own a diesel Peugeot, you should be aware of a potential problem that will come from repeated short trips like this. Since the introduction of Euro 5 emissions standards in Australia, diesel passenger vehicles have required particulate filters. These have been fitted to diesel Peugeots sold in Australia since about 2005.

The problem with diesel particulate filters is that they clog up fairly quickly with fine carbon particles (soot) and a mechanism to clean out the filter is required.

This is accomplished by the car periodically cleaning out the filter via a “burning off” process. Pressure sensors are used to detect when the filter is getting blocked and, when the system detects that cleaning is required, the exhaust temperature is

increased substantially via the injection of diesel fuel during the exhaust stroke. In the case of Peugeot, a cerium compound, proprietary name Eolys, is added to the fuel to assist with the “burning off” of the carbon particles. In an HDi Peugeot, there a small tank of this additive installed underneath the car.

The problem is that the “burning off” process or “regeneration” as it is officially called requires that the car has reached normal operating temperature and runs at sustained speed and engine rpm for long enough to clear the particulate filter. With short runs such as I described, this may not happen. We had this situation recently with my 307 HDi. My son had driven it to work and told me that an engine fault warning had appeared and the car had gone into “limp-home” ultra-low performance mode, virtually undrivable.

Knowing the above, and being aware that the car had only been doing very short trips, I immediately suspected a clogged diesel particulate filter. So I took it for a sustained 100 km/h drive down Eastlink and back. After arriving back home, I announced that the problem was solved.

The next day my son phoned and told me that the problem had reoccurred. It seemed that my diagnosis had been wrong. I spoke to Peugeot expert Justin Fisher who agreed with my diagnosis of the problem, but informed me that

once the fault had been logged by the engine management system, the car could no longer automatically regenerate the particulate filter during driving. Intervention was required to clear the fault code and force a filter regeneration.

So, a trip to Justin’s was required. The problem was duly resolved but with considerable inconvenience.

My advice if you have one of these vehicles is to make sure it still gets a good run from time to time to ensure that the filter gets regenerated. If you can’t manage this during the current restrictions, drive one of your petrol-engined Peugeots for the duration. Don’t forget to keep the battery charged in any cars that you are not driving for a sustained period.

Torque



## The 404 Ute

Chris Deligny

The 404 utility was a relative late-comer to the Peugeot range. There are a couple of reasons why this is the case.

Primarily, with sedans having been released in 1960, it was not until July 1967 that the motoring public was introduced to the code names of U8 (diesel) and U10 (petrol).

This was because, quite simply, although the 403 sedan disappeared in 1965, the 403 utility had still been available up until mid-1967. It then ran off with a 404 wagon and the 404 Ute was born.

There could be another reason. Some motoring writers say that Peugeot wanted to amortise the cost of the sedan (and CC) before expenditure of yet another variant. This delay also gave it the benefit of having thoroughly proven mechanicals from the outset.

It is even possible that Peugeot thought that the 404 did not yet have a high enough image to support the somewhat demeaning prospect of having their flagship turned into a piece of farming machinery.

In any case, its solid drivetrain, and upmarket sedan presence, did not let the side down. It filled a niche in its target market industry and agriculture.

The utes were based on the LWB platform of the wagons, and this had already produced an ambulance code named U6.

Their features mimicked those of the 403 utes before, and for that matter, those of the 203 utes.

We now know that the utes were no less inviting to the metal moth, so there's not a lot of them around anymore, and any that are, will surely have a problem with rust.

The early ones came in two flavours, and three main varieties – tray, sides, or canopy. There was, to be fair, a basic chassis version to which could be added, for example, a tip tray or freezer van.

The U8 was 8CV fiscal, because it retained the 403 petrol motor, and also came with the 1.9 diesel, whereas the U10s were 9CV, fitted with the 1618cc petrol engines, and the same XD88 diesel.

The cabin was basic, and the difference was in the rear suspension, using leaf springs, not the conventional coils, to support the payload, which was anywhere from 850kg in the U8, to 950kg in the U10 (also known as UX), to 1 tonne in the later versions.

Heavier loads were handled by Peugeot's



J7 van, which had a payload of 1400kg.

Part of their success was that they had no opposition. It was rumoured that Simca were to make a ute, but it came to nothing, and Renault had abandoned the segment the r16 was already a utility vehicle.

Like the sedans, the utes were hugely popular in Africa, where they were used in the mines, as well as person transport. They would wait in the town square and load the people in the canopy, only taking off when they were full.

In mid-1972, the U8 versions were suppressed, along with the U7 van with windows, leaving only the more powerful U10 and diesel, which had benefitted from the same





engine upgrades as the sedan.

The 504 ute was not yet on the horizon, existing only in the LWB ambulance, or if that didn't work, the hearse, at this stage.

Unless you were working on the factory floor, which Jeremy Clarkson described



as 'made of dirt', you would not really know where and until when they continued to be made in Africa. To say that sources differ



would be an understatement.

By all accounts, they were still made in France until 1979 at the earliest. The U10 was still in the catalogue as late as 1988, marked "Export", but whether that was "for export", or "exported to France", I don't know.

Certainly, I saw new ones on the docks in Marseille in 1982, pretty sure that they were arriving from northern Africa. Although reliably reported as being made in Tunisia, Wikipedia lists the only factory as South Africa.

The Pugilist

## The Peugeot Quasar was everything great about the Eighties in one car

Wild styling and Group B pedigree in one insane package. What else do you want?

By Chris Perkins  
18 May 2020

The Eighties gave us a lot of great things, and it'd be impossible to put them all in one car. But, the Peugeot Quasar at least fused two of the best Eighties things together—wacky concept-car styling and Group B rally.

The Peugeot Quasar debuted at the 1984 Paris Motor Show, a mechanical twin of the French automaker's 205 T16 rally car, which had just made its debut in the World Rally Championship. The Quasar's mid-mounted engine was a 1775cc 16-valve twin-turbo four-cylinder that sent 600 horsepower to all four wheels via a five-speed manual gearbox. Ted West reported in the January 1985 issue of R&T that the Quasar had a fixed 40-60 front-rear torque split, with limited-slip differentials at both axles. The suspension was apparently F1-grade, and its 16-inch centre-lock alloys were wrapped with Michelin MXR tires.

Not much else was shared with the 205 T16, other than rear taillights. Original press material from Peugeot said the Quasar's bodywork was made from carbon fibre

and kevlar. The interior is especially wild, with an abundance of red leather, a digital gauge cluster,



a CRT monitor displaying navigation info in centre, and a Clarion CD player. Inside, the Quasar looks like something that came from a tuner like Gemballa, not a major OEM.

The man responsible for that crazy interior a titan of automotive design—Paul Bracq. The French-born Bracq rose to prominence at Mercedes, penning the stunning “Pagoda” SL among other cars. At BMW, Bracq designed the Turbo concept and the first-generation 7-Series. Exterior styling came from Gérard Welter, the head of Peugeot design at the time. The Quasar was actually the first concept car created in-house by Peugeot.

Welter and Bracq were responsible for the original 205, and while the Quasar is totally wild, you can see influence from the little hatchback. In turn, the Quasar (especially its front fascia) went on to influence a generation of Peugeots. The 405 sedan has a lot of Quasar in its styling, as do the later 106 and 306.

The car is reflective of Peugeot at a high point in its long history. Just a year earlier, the 205 went into production. The car was an immediate hit, transforming Peugeot's image as solely a builder of sturdy, but uninspiring sedans to a totally modern company. The 205 GTI came out the same year as the Quasar and quickly set a benchmark for hot hatches. And in 1985, the Quasar's mechanical twin, the 205 T16, would dominate the World Rally Championship.

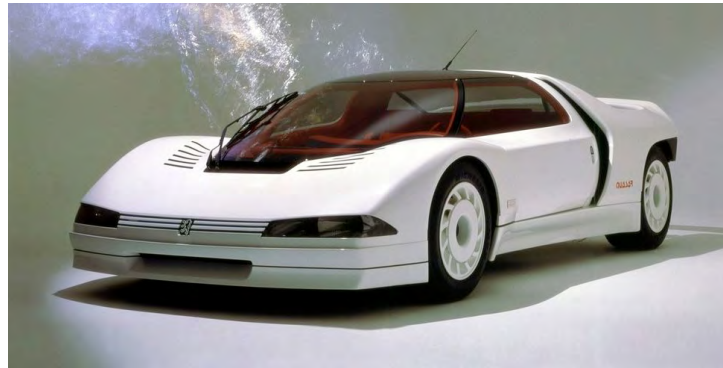
It's doubtful that Peugeot would've ever put the Quasar into production, but at least its mechanicals were used in the 205 T16 road



car (albeit with one fewer turbocharger and 400 fewer hp). This was a statement.

West gave it the “Gawdamighty Award for most dropped jaws” in R&T. Thirty-six years later, the Quasar is still jaw-dropping.

R & T



## The Peugeot 806 Runabout Was a Convertible Van that Wanted Desperately to Be a Boat

Did we mention it came with a custom jet ski?

By Peter Holderith

15 May 2020

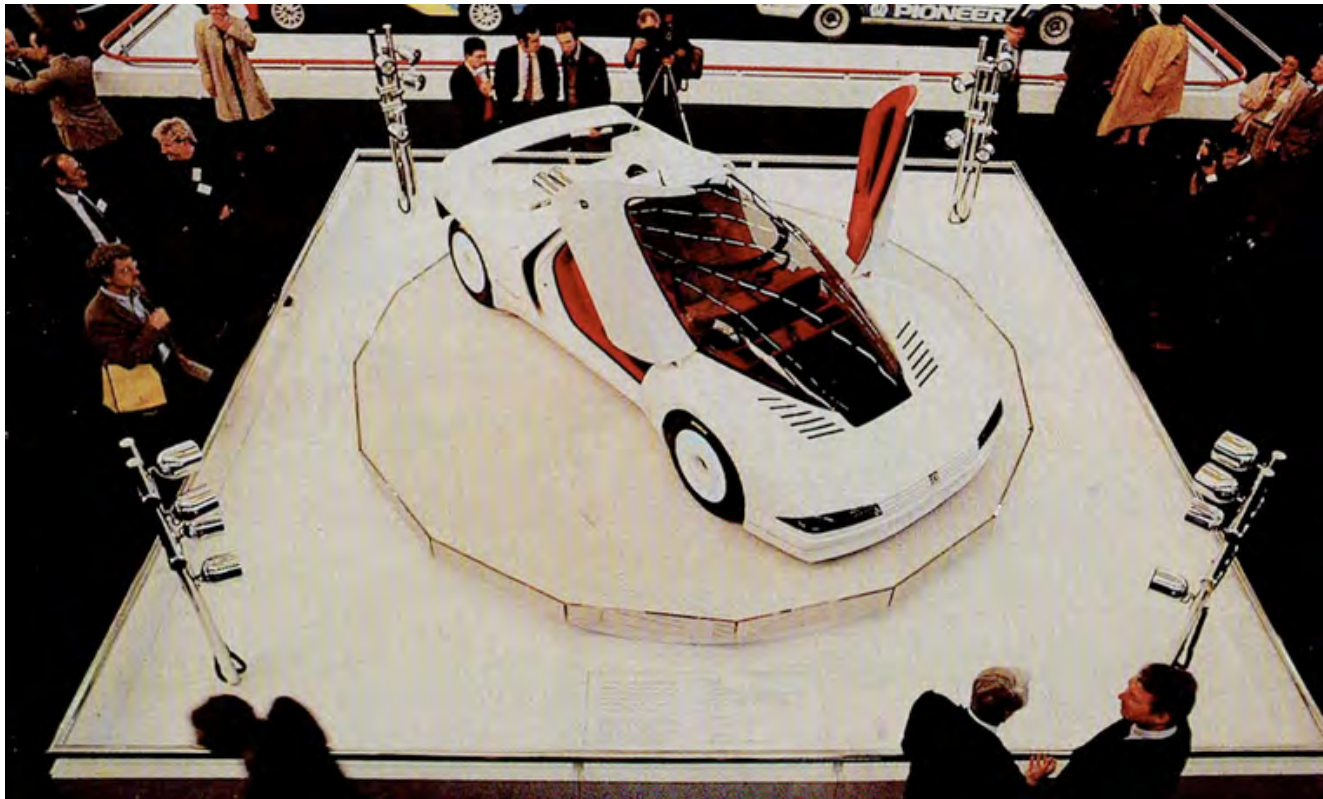
France is known for making strange cars. You can therefore imagine how unusual their concept cars must be. Even with that prior knowledge of Gallic weirdness, what Peugeot came up with in 1997 is beyond odd.

It's unorthodox, nautical, and decidedly French. Meet the Peugeot 806 Runabout, which can't decide whether it's a boat trying to be a car or a car trying to be a boat. And no, it doesn't float.

Really, The 806 Runabout was a pleasure craft-styled car for cruising around the balmy south of France. You'll notice the windshield and the deck out back are styled like that of a boat. All of the wood is real teak, even the exterior trim on the side.

For a fuller understanding of why Peugeot's designers went in this direction, check out this quote from the original press release:

“By subtly combining the balance of the European monospace, the practicality of the American pick-up and the outdoor feeling of







the Cabriolet, the designers have created an open top vehicle whose sleek bodyline brings to mind images of a classical motorboat; thus the name Runabout. This is Peugeot opening up to other lifestyles, both European and non-European.”

See, it's all about the lifestyle. The rear



deck moves up and down hydraulically, allowing it to be turned into a lovely spot for your even lovelier French spouse to sun them-



selves. The car has two separate split tailgates, one at the back of the vehicle, and one behind the seats. Oh wait, just a moment. My wife has just arrived on a float plane to lounge around in the back of my Peugeot.

Alright, I'm back. Just in time to take my custom matching jet ski out for a little cruise on the lake. The 806 Runabout had a winch so you could tow it up into the wooden cargo area for transport. We're not certain if the watercraft was functional, but it at least floated, as per the video.

One part of the Runabout that was actually quite nice was the interior. It was complete with a CD player, an attractive automatic shifter, and a series of chrome buttons to satisfy your every whim.

The rope-lined steering wheel is particularly interesting. The whole aesthetic of the interior actually reminds me a lot of Michael Graves' iconic tea set for Alessi.

See what I mean?

What makes this entire concept even stranger is the vehicle it was based on—the 806 'Eurovan'. Unlike the 806 van from the period, the Runabout was powered by a 3.0 litre, naturally aspirated V6 making 191 horsepower. It sent power to the front wheels via a four-speed automatic transmission. There are no reviews of the concept from any publications, even though it ran and drove. Unfortunately we'll never know if it was a real corner-carver or more of a boulevard cruiser. What a shame.

Peugeot only made one of these, and



there was really no purpose behind making this car. "Because France" would be the only reasonable justification. They would have sold about two, and they knew that. It's cur-



rently parked in the 'Museum of the Peugeot Adventure' in France, if you want to see it in the flesh.

The Drive



## Concepts that time forgot: the 670bhp Peugeot Oxia supercar

Yes, it's a supercar, but it's a Peugeot – what could go wrong?

Sam Burnett  
19 May 2020

**W**hat is this beautiful vision of sleek sportiness?

Let us go back to the late Eighties – the future was so close you could almost touch it. Marty McFly had already been there and back in a DeLorean. Knight Rider was poncing around in a car that did all of his thinking for him. And for the 1988 Paris motor show, Peugeot's skunkworks engineers made this, the Oxia. Named after a region of Mars, presumably one they hoped to visit soon, it was a laboratory of future car technology.



**Hmm, a Peugeot supercar?**

The idea of a Peugeot supercar might seem odd now, but, at the time, the plan was to create a rival for the Ferrari F40, Porsche 959 and Bugatti EB110. Sadly, the future wasn't so bright as everyone thought it might be, and the Eighties financial crisis led to the Oxia's death. Without playboy bankers getting generous with their chequebooks, who else would crash your French supercar into a lamp post?

**Wait, does it look a bit familiar?**

Aside from the strangely grafted Peugeot family face along the front of the grille, you might recognise the look of the Oxia from Peugeot's previous 1984 concept, the Quasar. Where the Quasar was intended as a focused Group B-style weapon, the Oxia took its inspiration from Peugeot's efforts on the Group C sports-car scene.

**What's the Oxia concept like inside?**

The Oxia had some fascinating glimpses toward the future – perhaps not the instrument dials, they look like they've been crowbarred straight out of a 405 saloon. Cutting edge on-board technology included a radio-telephone, CD player and a personal computer complete with colour screen and floppy disc drive. The latter helped the car run its rudimentary sat-nav system.

**Does it have something to do with Peugeot's racing programme?**

Peugeot was making a concerted stab at win-



ning the Le Mans 24 Hours back in the late Eighties, and although this wasn't a homologation project, the similarities between the Oxa and Peugeot's P87 Group C racer are uncanny. Both had a mid-mounted 2.8-litre



twin-turbo V6. Both had an aluminium chassis. Both did more than 200mph. The Oxa concept might not have contributed to the company's efforts, but it certainly drew down from the expertise gained at La Sarthe.

### **It's just a designer's flight of fancy, it surely doesn't run?**

It cost Peugeot around 8 million francs to build – that's just over \$A3.86 million in today's money. With that kind of cash invested, not only does the Oxa run, it goes like stink.

While the company's Le Mans car had 850bhp, the Oxa was producing a more modest 670bhp. It had 4WD, four-wheel steering, electronically controlled differentials front and rear, and it was wrapped in a carbon-fibre and Kevlar skin. Remember, this was when music was played on strips of magnetic tape and before Madonna was wearing her torpedo cones.

### **Tell me some numbers...**

Well, it had a sub-5 secs 0-100 time, which is less impressive these days but was going some back in the days of New Kids on the Block. More impressive is the top speed, which was unofficially recorded at 217mph during media demonstration runs with a professional test driver at the wheel.



### **What happened next?**

Spoiler alert, if you're still in the Eighties and catching up – Peugeot never did get round to challenging the likes of Porsche and Ferrari. Instead, it has had to watch its back as premium brands such as Mercedes and BMW have encroached on its territory. It did howev-





er manage two wins at Le Mans in 1992 and 1993, followed by another victory in 2009 to break up Audi's party. The closest we've got to anything as exciting as the Oxia on the road has been the RCZ coupe.

Top Gear



## La Bombe proved a real blast on the road

Andrew Herrick

A recent tour of Melbourne's car yards saw me make a big mistake: test driving The new Model. All those acres of aromatic leather, mod cons, safety features I thought I didn't need.

Afterwards, the door-dings peppering the flanks of our perfectly serviceable family hack had somehow multiplied.

Driving off, it suddenly felt sway-backed and long in the tooth. It's a heady experience, stepping up to a gleaming new vehicle, capable of reaching 100km/h in 8.2 seconds and stopping in a blink.

By comparison, our current car brakes nonchalantly, and takes 12 seconds to reach the legal limit. But even that's way beyond the model it superseded — our semi-retired 1969 Peugeot 404, which dozes under a tarp in our driveway.

Fondly known to our family as La Bombe, our Peugeot 404 takes 18 seconds to wind up to highway speed. Evoking a past age of vapid transit, it points to how far cars have come in recent years.

And yet, today's cars, despite their immense capability and refinement, somehow don't possess La Bombe's engaging qualities: a per-

sonality that you can almost come to love.

This is not so strange. Like living things, cars breathe air and rum on hydrocarbon fuel, so it's easy to regard our faithful runabout as we do an old pet.

And, admittedly, there's a distinctly organic aspect to La Bombe -and not only the frankly haemoglobin reek from its rust, the mushroom ambience of its leaky, sun-blasted interior.

Suggesting ergonomics courtesy of evolution, rather than design, its driver's seat has customised itself (by sagging) to my bum, while its rubber gear knob is nicely eroded for my thumb.

Another boon of Peugeot 404s is you don't need a degree in automotive electronics to maintain them (ours is actually worth about as much as the engine-management chip in our Peugeot 505.)

What modern car can boast the sheer



simplicity of the Peugeot 404? It has two-speed wipers (on and off), a manual wind-screen washer, a heater you climb under the dash to operate, a steering wheel offset weirdly to the left, and a four-speed column shift. Somehow these oddities meld on the road into a car that's a sheer joy to drive

And the 404 boasts the all-round visibility new cars can only dream of, courtesy of near-vertical wraparound glass, headlight bulges for precise orientation, and fins that make parking a breeze.

Introduced in 1960, with a trim body by Italian auto-couturier Pininfarina, the 404 barely changed outwardly up until its last incarnation in 1971.

Mechanically it had a full-synchro gearbox and it gained disc brakes in 1969.

Weighing a svelte one tonne, its long travel Macpherson struts, anti-roll bars, alloy-head hemi 1600 cc motor and beautifully weighted rack-and-pinion steering produced an agility rarely found in sedans back then, or since.

There are only two kinds of people in the world: those who know how good Peugeot 404s are, and those who don't.

I first encountered one owned by my college mate, Robbo. I remember sceptically remarking: "This handles?" With a withering look, Robbo insisted I accompany him through the S-bends over Canberra's Cotter Dam at double the recommended 75 kmh.

To my amazement, we survived. My final conversion occurred one wet night, when Robbo's glasses fogged up and we

drifted sideways at high speed across a median strip. I was convinced we had lost a wheel, or at least dented a rim, but Robbo just swore and kept going. And going.

His Peugeot 404 withstood being mercilessly thrashed for more than 500,000 frenetic kilometres (I'll resist suggesting that this was possibly what it was designed for, given French road habits).

By then, I was so impressed I owned one. I went on to learn about Peugeot's chequered-flag history; its heritage in north Africa and the Middle East, including multiple victories in the Paris-Dakar rally, making the 404 eminently suitable, in the words of Hunter S. Thompson, for "desert work".

After once driving mine, and observing, "Hey, it likes corners", a friend paid \$500 for one at a council pound auction and drove to Broome and back, grinning all the way like Dr Gonzo.

(The only time our Peugeot 404 ever faltered was when the local garage got water in its petrol).

Tell me, how many modern cars sing? Upon reaching highway speeds, La Bombe emits

a high-pitched hum in a sweet major key, suggesting nothing less than sheer mechanical vivacity.

That can't be design; it's surely serendipity, another standard 404 accessory you'll find ironed right out of modern cars. Just like living things, cars have life spans, and though I've been putting it off, La Bombe's rust problem will eventually see her head for the knackers.

I'll shed a tear on that final trip.  
Faithful 404, I salute you!

— from The Australian, published in 2000





## I really want a Peugeot 309 GTi and I don't care what you think

Max Finkel  
5 April 2020

Earlier this weekend, I did something I'm not supposed to do. I tweeted a blog. I told everyone how much I want a Peugeot 309 GTi. But now I'm going to correct my mistake. I'm going to blog my tweet. Here goes. I want a Peugeot 309 GTi. Badly.

For those of you who don't know what the hell I'm talking about or know what this car is but can't see the appeal, let me fill you in. The Peugeot 309 GTi was a performance version of the C-segment Peugeot 309 hatchback. The first GTi-spec 309s had a 1.9-litre four under the hood that put out a little shy of 130 horsepower. Later, a left-hand-drive version of the GTi got the even more exciting, nearly 160 horsepower, motor out of the 405 Mi16 sports sedan (a topic for another day). That's the one you really want.

But what exactly was a 309? It's more complicated than you might think. Introduced in 1985, the Peugeot 309 wasn't even supposed to be a Peugeot at all. The mid-'80s was right about when Chrysler Europe's business got swallowed up by Peugeot. The car that was supposed to be

Talbot's Arizona, already a Peugeot in all but name, became the 309. The first Peugeot built in England in the plant that used to churn out Talbots. A sad end to a storied brand.

These days, 309s and 309 GTis, in particular, are hard to come by. According to creepy number plate tracking website [howmanyleft.co.uk](http://howmanyleft.co.uk), only 97 are still out there on British roads. There are nearly ten times the number of 205 GTis out there, to say nothing about the troves of little French hatches on the continent as well.

That said, there still are 309 GTis out there and despite their comparative rarity, they don't seem to cost more than 205 GTis at all. But what's actually so great about this car? Why am I so interested in getting my hands on one? It's not just the rarity. We already know how much fun Peugeot's legendary 205 GTi is. Just ask Mr.

Regular about it. But that car is tiny. Too small. Certainly for someone like me. And that bothers me. I should be able to enjoy that experience as well.

But that's the glory of the 309. It's a hot hatch made with all the ingredients that made the 205 GTi so legendary, just in size M rather than S. You get crisp lines, that thin red trim, the playful suspension. What you don't get are the stares as you try and unfold yourself to stand up and get out. Or the groans of rear-seat passengers when you put the driver's seat back to where it needs to be to drive fast. And to me? That's worth it. And others agree.

So please, save me a Peugeot 309 GTi. I deserve it.

Newsbreak.com



## Fiat And Peugeot Say Merger On, Dividends Off

14 May 2020

**F**iat Chrysler Automobiles NV and Peugeot maker PSA Group cancelled dividend payments they promised their shareholders that were part of a broader agreement to merge, but said the deal remains on track.

Both companies had previously warned their annual dividends for 2019 were under review amid an industry-wide scramble to raise and save cash to weather the coronavirus pandemic. The planned dividend, amounting to €1.1 billion (US\$1.2 billion) for each company, was an important component in the merger deal.

On 13 May, Fiat and Peugeot said they remained on track to complete the planned multibillion-dollar tie-up before the end of March 2021. Merger preparations “are advancing well, including with respect to antitrust and other regulatory filings,” the car makers said in a joint statement.

Still, the dividend cancellation highlights the pressure both companies are under to push the complex deal through amid tumult in the global car industry and the world’s stock markets. The pact, agreed to late last year, was structured mostly as a stock swap. But it also included two sets of cash payouts designed, in part, to equalize valuations between the two companies and achieve a so-called merger of equals

CPI





**Peugeot Association of Canberra  
Minutes of the General Meeting  
28 April 2020  
Zoom meeting**

**Present**

Brad Pillans  
Sue Pillans  
Rob Turner  
Richard Morgan  
Neil Sperring  
Neil Birch  
Bernard Wright  
Peter Rees  
Colin Handley  
Mick Garrett

**Apologies**

Ross Stephens  
Ian Brock  
Glen Bryden  
Greg Francis  
Adam Rustowski  
Peter Flanagan

**Introduction**

1. The meeting opened at 8:11 pm.  
Brad started the meeting by thanking Sue for setting up Zoom. The cost is \$23.80 per month with no minimum contract period.  
Brad then welcomed us to the first PAC Zoom meeting for which the main item of Business will be the special resolution held over from last month. The Special meeting, scheduled for March, had to be postponed due to Covid19 measures.

**Minutes of the previous meeting**

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

**Matters arising from the Minutes of the previous meeting**

3. The 2020 Bathurst Pageant had to be cancelled. However, all the work the NSW Branch put into organising this year's Pageant will not be wasted – next year's pageant will be held in Bathurst. The Victorian Club, which was to hold the 2021 Pageant, has endorsed this arrangement.

The annual Battle of Waterloo event has been postponed to a date to be decided having regard to the evolving Covid19 restrictions.

**Financial report**

4. Current Balance is \$10,979.36 made up of \$1,669.97 working account and \$9,309.39 Term Deposit.  
Brad moved that we accept Glen's report accepted, seconded by Colin Handley. Carried.

**Correspondence**

5. Letter from our Bank, Glen will need to update/confirm some Bank Account details. Nothing else to report..

**Council of ACT Motor Clubs (CACTMC) Report**

6. Neil Sperring said there was no CACTMC meeting due to Covid19 restrictions. He gave a report on the activity of the Council in seeking the introduction of Special Interest Vehicle Registration scheme for Canberra similar to that in NSW.

**General business**

7. Brad outlined the objective of the Special Resolution. Namely to form a French Car Club of Canberra by merging the Renault and Peugeot car clubs and including members of the Citroen fraternity. The Special Resolution was to have been put to the Special meeting to be held with the March General Meeting. Brad then invited comments, contributions from the floor. None were made.

Brad proposed the Special Resolution, it was seconded by Neil Sperring. It was passed, unanimously. Neil Sperring said that Proxy votes were not valid under the PAC Constitution. Brad noted that several of the proxy votes were for people at the meeting and the others, if included, would not alter the outcome of the vote.

Brad told the meeting that PAC will continue to exist until all functions have been taken over by the new club. Importantly this covers Special Vehicle Registration. PAC members will automatically become members of the new club when it is formed. Barry McAdie will now be able to progress the paperwork to form the new club.

Brad called for any other Business.

A question was asked about Peugeot Pageants. This has been discussed and our participation will continue. Brad noted that when we host Pageants they will need to be cost neutral, as they have been in the past.

Peter Rees asked who are the members of the Citroen fraternity who are expected to join the new Club. It was noted that some were members of the former Citroen Club and that they had participated in French car events for

many years.

Neil Sperring enquired about how the new club proposed to maintain club records. This is a matter that will need to be decided by the new club. Neil is quite happy with the software we are currently using, including some functionality that would be useful for a multi marque club.

Bernard Wright asked the meeting to thank Brad and the others for all their work to form the new club. Brad added Colin Handley to those being thanked.

Colin asked a question about a magazine for the new club. Brad said any magazine will be dependent on input from members. The Renault magazine folded at the end of last year when the long serving editor resigned. Brad will seek input for Peter Rees about a way forward. Neil Sperring suggested we look at how the French Car Club of SA does it.

Creating a FaceBook page for the new Club was mentioned. Neil Sperring said that they must be kept current.

Mick Garrett talked about our current Facebook page which he has been operating

**Close**

8. Brad proposed that we use Zoom again for our next meeting. The Meeting closed at 8:38 pm.  
The next club meeting will be held on Zoom, at 8 pm on Tuesday 26 May 2020.