

ROAR

Magazine of the Peugeot Association of Canberra

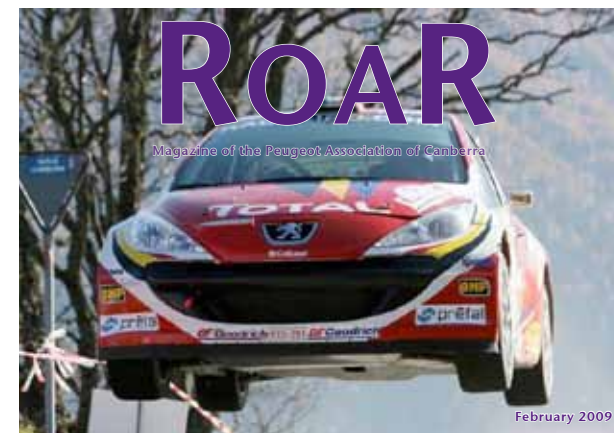


February 2009

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ON THE COVER

The 207 S2000 Rally car driven by Kris Meeke and Paul Nagle in the 2009 IRC Rally Challenge.

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(PAC)

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

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

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Greetings all,

Welcome back after the Christmas-New Year break.

As I have said before, in this column, I generally dislike travel during the summer holiday season – too many people, and often too hot, at all the nice places one might like to visit. Indeed, I spent most of the time at home, in the garden. However, Sue and I did take a short trip to northern NSW – Bellingen, via Tamworth to be exact, which is about 1,000 km each way.

One of the justifications for adding a 407 to our Pug collection last year was to use it as a touring car, and this was its first real test. Needless to say, the 407 passed with mostly flying colours.

I say mostly, because despite the excellent level of comfort, ride and handling, the 407 Hdi does tend to be a little sluggish on hills. Just occasionally, it would have been nice to have a bit of extra grunt to get past a slow vehicle when the passing lane was short. I could have put the auto gearbox in sport mode, I suppose, but we were in no real hurry.

Our route to Bellingen was inland, via Yass, Cowra, Molong, Dubbo, Gilgandra, Tamworth, Armidale and Dorrig. On the first day we stopped for lunch in the Japanese Gardens at Cowra and stayed the night in Coonabarabran, where we enjoyed a terrific Chinese meal in a restaurant sporting large golden lions (or were they dragons?) at the entrance. The next day we had lunch with relatives near Tamworth and ambled across to Bellingen via the scenic Waterfall Way from Dorrig down to the coast.

Near Bellingen we stayed at a wonderful B&B called Lilly Pilly for two nights of luxurious living. Nearby Dorrig National Park was explored and enjoyed all the more because it is higher and cooler than Bellingen which tends to be hot and steamy in summer. The efficient air conditioning of the 407 was most welcome, of course.

Coming back we stayed overnight in a forgettable motel near Tamworth and had a memorably bad Chinese meal in a local golf club. Between Dorrig and Tamworth we took a wrong turn and ended up traversing 40 km or so on dirt roads that were little better than farm tracks.

As it happened, apart from having to be mindful of the low clearance of the 407, the dirt experience was lots of fun – the handling and ride remained excellent. The next day we drove home via the Hunter Valley and the motorways (M7 etc) that bypass Sydney. Cruise control is a wonderful thing!

So, does the 407 live up to expectations as a touring car? In my opinion it does – absolutely. It was a pleasure to drive, though I will think about replacing the Pirelli P7 tyres with Michelins when they wear out.

The ride on the Pirellis is not exactly hard, but I have felt, since owning the car, that the ride could be softer. According to Dennis Backhouse at Woden Tyre & Exhaust, by replacing the Pirellis with Michelins, I will save a heap of money and the ride should be softer. Sounds good to me, Dennis.

Last week I had a quick trip to Arizona, but since the USA is essentially a Peugeot desert, I have no Pug-related stories to tell. Grand Canyon was nice, though.

We will start the year with our usual meeting at the Canberra Services Club at 8 pm on Tuesday 24 February. Dinner will be at 7 pm for those who wish to join us.

Keep on Pugging,

Brad

207 THP Spider Racing



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CLUB EVENTS

24 February 2009 Club meeting, Canberra Services Club, Manuka, 8 p.m. Dinner at 7 p.m.

10 – 13 April 2009 Peugeot Easter Pageant 2009. The Peugeot Car Club of Queensland invites all club members to join them in Stanthorpe Qld.

Calendar



CLASSIFIEDS

FOR SALE

607

The 607 is the flagship of the Peugeot range with the current body shape which reflects the sleek styling that has made Peugeot famous. The car is presented in excellent condition with all systems functional. It has been regularly serviced in Melbourne and I have the relevant documents. Powered by a modern V6 engine it provides economy with power available when needed. The tiptronic sequential gearbox combined with the stability and traction control makes for easy driving. Anti skid technology (ESP)

and heaps of airbags also make it a very safe ride. Two owners from new, it started life as a limousine for a reception centre and then continued as a reliable family car. Not a day of trouble. The interior is luxurious and sporty with super-soft black leather upholstery and a sports style instrument display. Rear passengers are accommodated in similar style with added protection of rear column airbags.

This is a lot of car for the money. I am looking for a prompt sale as my motoring circumstances have changed. The car is located in Melbourne and priced at \$19,990. For more information or to test drive call John Chaplin-Fleming 0401 780 707.



Peugeot 1-2-3 in Monte Carlo Rally

28 January 2009

The 2009 Rallye Monte-Carlo will doubtlessly be remembered for many years to come as one of the winter classic's most thrilling editions, if only because of the cocktail of wintry conditions and dramatic turnarounds that kept spectators on their toes from start to finish.

The end of the three-day event saw Peugeot write a new chapter in its motor sport record by monopolising all three steps of the final podium with the 207 Super 2000s of Sébastien Ogier, Freddy Loix and Stéphane Sarrazin.

Before today, Peugeot's last Monte



Carlo victory dated back to Ari Vatanen's success with the 205 Turbo 16 in 1985. Despite more recent bids with the 206 WRC and the 307 WRC, the French carmaker failed to resume its winning ways in the Principality until this week's triumph with the 207 Super 2000, which has emerged as the car to beat in the Intercontinental Rally Challenge (IRC).

By no stretch of the imagination could this year's Rallye Monte-Carlo be described as a stroll. Given the lineup of competitive drivers at the start, plus the constantly changing weather and the limited amount of grip available for much of the event, competitors faced no end of potential pitfalls which made driving skill and mechanical reliability absolutely essential.

Prior to the final leg, which featured two visits to the celebrated Col du Turini test, the top-four were covered by less than a minute, with Sébastien Ogier (Peugeot 207 Super 2000) topping the provisional standings ahead of Freddy Loix (Peugeot 207 Super 2000), Juho Hanninen (Skoda Fabia) and Kris Meeke (Peugeot 207 Super 2000). But Friday's opening stage changed all that when Hanninen and Peugeot UK's Kris Meeke crashed out shortly after the start.

The same test also saw Freddy Loix (Peugeot Belgium-Luxemburg) drop two minutes following a puncture which handed second spot to Fiat driver Toni Gardemeister. The Finn then went off on the first Turini loop, however, enabling Peugeot to clinch a one-two-three finish, thanks in part to the incisive performance of Stéphane Sarrazin over the last two stages. Entered by Peugeot France, with support from France's dealer network, the Frenchman had no alternative but to push as hard as he could over the final stages if he was to hold on to third spot after Skoda's Kopecky succeeded in closing the gap to within



just two 2 seconds when the Peugeot driver damaged his car in an off on the first night-time loop. The work of the mechanics at the following service halt on the harbour front in

Monaco was spontaneously applauded by spectators as the team succeeded in replacing the car's entire front-left corner and subframe in just 18 minutes.

Sarrazin went on to produce a breathtaking run over the last two stages which was rewarded with two fastest times, taking his final tally to five stage wins, the best score of the three-day event. The Frenchman completed the rally less than half a minute behind Belgium's Freddy Loix whose consistent, faultless drive has put him in a strong position in the provisional IRC standings, since the 2009 Rallye Monte-Carlo winner Sébastien Ogier has no plans to contest the rest of the series.

After being revealed by France's 'Rallye Jeunes' talent-seeking programme, Ogier went on to win the Volant Peugeot

206 two years ago, before taking the Junior Rally Championship title in 2008. Named to defend the colours of the BFGoodrich Drivers Team on the Monte Carlo, the 25-year old youngster succeeded in winning the legendary rally at first attempt in his Kronos-run 207 Super 2000 which he only got to drive for the first time a few days before the start.

After profiting from the opening leg to find his marks, he started to up his pace on Day 2 and then again early on the final leg, before controlling from in front to add his name directly under that of Sébastien Loeb in the list of Rallye Monte Carlo winners. The Frenchman consequently headed Peugeot's first ever one-two-three finish on the event which saw Tobia Cavallini cross the line in 12th place overall at the wheel of his Racing Lions-tended car.

Olivier QUESNEL (Director, Peugeot Sport): "Twenty-four years after Ari Vatanen's win with the 205 Turbo T16 in 1985, Peugeot has succeeded in securing an emphatic one-two-three finish at the end of what has been a memorable 2009 Rallye Monte-Carlo. We couldn't have wished for a better confidence booster



for everyone at Peugeot Sport before they refocus on their priority objective this season, which is the Le Mans 24 Hours. The Peugeot 207 Super 2000 has once again shown itself to be incredibly competitive and reliable. And we mustn't forget the capital roles played by Kronos Racing, whose cars finished first and second, and by BFGoodrich whose tyres performed perfectly in the difficult conditions."

Stéphane SARRAZIN: "I made a poor tyre choice for the first Turini loop. I also made a mistake on SS12 which resulted in significant damage to the front-left corner of my car. After the finish of the stage, I managed to fit the spare wheel and tyre but I couldn't turn the steering wheel, so I decided to put the damaged rim back on and disconnect the damper before attempting to make it back to service.



We checked in at the time control with just three seconds remaining before incurring time penalties! The mechanics did a fantastic job and I went back out with a car that was capable of posting the last two fastest times. It's nice to have played my part in Peugeot's one-two-three finish, although I would obviously have preferred to have won!"

Sébastien OGIER: "I think the keys to our win today were our steady approach and the fact that we chose not to try to match the speed of the early front-runners

who set off at a blistering pace. Given the conditions, we didn't think anybody would be able to keep up that sort of speed for long, so we decided to hold back, not to mention the fact that I wasn't exactly familiar with the car. I tried to stay out of trouble by driving as consistently as possible, while our direct rivals started to make mistakes.



Given the high level of the entry, I never thought I could win this rally at first attempt. Everything was new to us, and we didn't even know we would be competing until a fortnight ago. Thanks to BFGoodrich, however, we were given the opportunity to take part and I would like to say a big thank you to the BFGoodrich Drivers Team programme, as well as to Kronos Racing who provided us with a car that was extremely competitive in conditions I

have never seen on any other rally."

Freddy LOIX: "That was the toughest Rallye Monte-Carlo I have ever contested, if only because of the weather which threw snow, ice, frost and rain at us. I have never competed with such wide snow tyres either, and the stages were particu-

larly treacherous. The slightest mistake could easily cost 20 seconds, so it was vital to keep out of trouble. Everything went reasonably well for us over the three days, although we knew there was no way we would be able to catch Sébastien after we dropped two minutes with a puncture. After that, we concentrated on defending second place which is a good result for us in championship terms."

Courtesy Rallysportmag.com.au and ircseries.com

2009 RALLYE MONTE-CARLO, FINAL POSITIONS

1. S. Ogier (Peugeot 207 Super 2000), 4h 40m 45.7s
2. F. Loix (Peugeot 207 Super 2000), +1m 43.6s
3. S. Sarrazin (Peugeot 207 Super 2000), +2m 21.6s
4. J. Kopecky (Skoda Fabia), +3m 17.3s
5. G. Basso (Fiat Abarth), +4m 28.0s
6. A. Alan (Fiat Abarth), +10m 49.7s
12. T. Cavallini (Peugeot 207 Super 2000), +28m 44.2s

Next IRC round: Rally Brazil (March 5-7)

PSA posts 2008 net loss

11 February 2009

PSA Peugeot Citroen has posted a net group loss of €343m for 2008.

Operating income was €550m, operating margin was 1% of sales and revenue was off 7.4% at €54.35bn.

Global sales fell 4.9% to 3,260,388 units but the automaker maintained market share at 5% worldwide (it doesn't contest North America) and 13.8% in western Europe.

One-time operating expenses totalled €917m but PSA said it achieved €1,414m in cost savings from its CAP 2010 plan.

PSA said it expected to axe 11,000 workers worldwide this year.

In a statement, PSA said: "2008 was a highly contrasted year varying significantly from the first half of the year to the second.

"The first six months of the year showed strong improvements in both worldwide sales (up 4.6%) and operating margin (3.7% of sales and revenue), in line with the CAP 2010 program.

"The second half saw the collapse of global automobile markets and a subsequent increase in inventory. In response, the group significantly reduced production in the fourth quarter and prioritised the reduction of stock in the dealer network. These two actions had a major negative effect on... profitability."

The company claimed leadership both in low-emission vehicles -selling 1.1m emitting less than 140g of CO₂/km last year - and in light commercial vehicles, taking 19.9% of the European market.

After a first half that saw sales increase slightly (+0.7%), sales and revenue reduced significantly in the second half of 2008, as the collapse of automotive markets spread around the world and sales shifted towards smaller vehicles.

After increasing 32.4% in the first half, operating income was negative in the second half,

reflecting the collapse in volumes sold and the reduced fixed cost absorption due to group-wide production stoppages.

The one-time operating expense of €917m was caused by the "unprecedented collapse in the automotive market" which triggered new restructuring plans in both the automobile division and at the Faurecia parts unit costing €512m.

The impact of the fall in demand and the prospect of further contraction led to an aggregate €405m in exceptional impairment charges in the automobile division and in Faurecia's



vehicle interior business.

2008 capital expenditure and R&D outlays totalled €3.8bn. As a result, the group ended the year with negative free cash flow of €3,764m.

But PSA insisted the group's financial structure was solid: "Equity amounted to €13,277m at 31 December 2008. The group's gearing ratio was 22% at year-end, allowing considerable leveraging headroom."

Automobile division sales and revenue dipped 8.5% to €41,643m last year. An operating loss of €225m was posted for 2008, compared with a €858m profit in 2007.

"Despite an encouraging €633m in recurring operating income in the first half of the year, the collapse in sales and the production cuts in the fourth quarter led to an €858m recurring operating loss in the second half," PSA said. The full year operating margin was -0.5% after reaching 2.7% in the first half.

Savings from the CAP 2010 programme (€1,414m) were offset by currency effects (€324m) and higher raw materials prices (€377m).

The group reduced worldwide production by 26% in the fourth quarter and independent dealer stocks fell 20% in 2008 as a result of a group decision to voluntarily limit sales to dealers and to absorb stock costs at group level.

Faurecia's sales and revenue fell 5.1% to €12,011m in 2008 and operating

income was down to €91m from €121m the previous year.

Faurecia made a net loss of €569m and has accelerated its recovery plan.

GEFCO reported €3,536m in sales and revenue in 2008, down 0.5% compared with 2007, and operating income of €127m (versus €155m in 2007), reflecting improved cost management and the quick implementation of action plans, which allowed the company to compensate partially for rising fuel prices during the first nine months of the year and reducing production at customer manufacturing plants.

Banque PSA Finance was said to have performed well, with sales and revenue up 4.5% to €2,088m in 2008 and able to refinance sufficiently to maintain its commercial activity at 2007 levels. The bank's market share even rose to 27.3% during the year from 26% in 2007.

However, operating income slipped to €557m from €608m in 2007.

"Banque PSA Finance's balance sheet remains solid, thanks to effective credit risk management and the limited impact of refinancing costs despite the liquidity crisis," PSA



said. “[It] has €6bn in undrawn credit lines and maintains a European capital ratio of over 11%.

Outlook

PSA chairman Christian Streiff said: “Faced with the prospect of a prolonged recession, our priorities are clear. We must concentrate all our efforts on reducing inventory and minimising our cash consumption through our CASH 2009 programme, and we must pursue our initiatives to cut costs as part of the CAP 2010 plan, so that we can return to profit during the course of 2010.

“At the same time, we must prepare for the future by targeting our investments and R&D expenditure to develop new vehicles and new environmental solutions to ensure sustained and profitable growth for PSA Peugeot Citroën once this crisis is behind us. Our intention is to maintain investment and expenditure on automotive R&D at around €3.5bn.”

The group expects western European markets to experience a further decline of around 20% in 2009 followed by stability in 2010, noting: “The first half of 2009 is expected to be particularly difficult” with a group loss anticipated.

“CASH 2009 actions will not be enough to compensate for the collapse of markets and the cash costs of restructuring, with the result that free cash flow will be negative in 2009.

“Proactive refinancing with a con-

servative liquidity policy will allow the group to return to profit whilst building for the future. The group’s funding requirements for the manufacturing and sales activities is therefore expected to be around €4bn in 2009.

“The €3bn government loan, together with the other financing sources, will cover these needs. The commercial offensive will be maintained in 2009, with all of the new model launches proceeding as scheduled. These new models are the direct result of CAP 2010 actions and the reduction in vehicle development time.

“Peugeot will make substantial steps to expand market coverage with the new 308 CC, its first crossover (the 3008) and its first compact MPV.

“Citroën will roll out its new ‘Creative Technologie’ brand image and launch the C3 Picasso in early 2009.”

Courtesy: just-auto.com

Renault still in black after crisis hits

Renault has reported net income for 2008 of €599m “amid severe downturn” on revenues off 7% year on year (but 28.7% in the final quarter) to €37,791m.

Michelin net profit halved

Michelin halved net profit last year and has forecast the global tyre market would remain strongly depressed in the first half of this year.

Valeo full year loss larger than expected

Valeo has posted a bigger than expected full-year net loss and a 9% sales drop, scrapped its 2008 dividend and said it did not see the car industry crisis ending before 2011.



Sarkozy's protectionist remarks spark diplomatic row

9 February 2009

French President Nicolas Sarkozy has threatened the ratification of the Lisbon treaty by his statement about the production of French brand cars in the Czech Republic, Czech Prime Minister Mirek Topolánek has said.

Topolánek, whose country holds the six-month rotating EU presidency, called Sarkozy's statement unbelievable, Czech media reports said.

"If someone wanted to seriously threaten the ratification of the Lisbon treaty, he could not have chosen better means and time for it," Topolánek reportedly said.

Sarkozy said in a TV interview that it is necessary to prevent the relocation of factories abroad to save jobs in France and that French plants in other countries should move back to France if possible.

"I want us to stop out-sourcing and if possible in-source," Sarkozy said. "If we give money to the auto industry to restructure itself, it's not so we can hear about a new plant moving to the Czech Republic or wherever."

Sarkozy was discussing his stimulus package and support for French carmakers.

France will lend €6bn to Renault and PSA Peugeot-Citroen in exchange for a promise to halt job losses and rein in executive bonuses, reports said Monday.

In the same TV interview Sarkozy also managed to offend Britain's Prime Minister Gordon Brown, who has chosen to cut sales taxes to seek a demand-led recovery.

"If the British have done that it's because they have no more industry," Sarkozy said.

"Gordon Brown can't do what I've done for the car industry ... because they haven't got one."

Courtesy just-auto.com

Peugeot and sex

4 February 2009

Steady, now. It's not what you think.

Peugeot has launched a new ad campaign called DriveSexy based on the idea that being a polite, responsible driver of an economical car makes you more attractive than might otherwise be the case.

The campaign also ties in with the introduction of a new range of special edition models, all called Verve.

The 207 Verve, which is already being advertised, comes with a choice of 1.4-litre petrol or diesel engines and three- or five-door body styles, and has a Sport bumper with integrated foglights, 15" alloy wheels, air-conditioning, Bluetooth connectivity and a uniquely-trimmed interior. Prices start at £9490.

At the beginning of March Peugeot will start to promote the 308 Verve, costing from £12,495. As with the 207, you get alloy wheels (16" this time), Bluetooth connectivity and air-conditioning as well as Verve badging and floor mats, and the engine choice includes 95bhp and 120bhp petrol engines and a 90bhp diesel.

The third Verve special edition is based on the 107 Urban, with the addition of air-conditioning, 14" alloys, a revcounter and those Verve badges and floor mats.

This is the only 107 available with Mandalin Orange paintwork, or (in the case of cars painted Raven Black) orange interior trim. Prices start at £8145, and in this case you can buy it through Peugeot Passport at 5.9% APR with a deposit of up to 40%.

Courtesy Car keys



Sarkozy's Peugeot aid fails to stop French job cuts

Laurence Frost

12 February 2009

French President Nicolas Sarkozy granted PSA Peugeot Citroen 3 billion euros to safeguard local jobs. Two days later Chief Executive Officer Christian Streiff said he'd seek to slash the home workforce by 3,000 and pledged to continue building cars abroad.

France's biggest carmaker is seeking the voluntary departures this year in addition to 3,500 local job cuts announced in December, Streiff said yesterday in an interview. Strategy is unchanged and will continue to spread production among western European and lower-wage countries, he said.



"Streiff wants to show that Peugeot's still in charge and isn't just going to fall into

line," said Philippe Houchois, an analyst at UBS in London with a "neutral" rating on the stock. "He's someone who doesn't shy away from conflict, but he wouldn't be doing this if he didn't have the Peugeot family's support in standing up to the government."

Sarkozy granted Peugeot and domestic rival Renault SA a total of 6 billion euros in five-year loans on Feb. 9 after the carmakers promised to keep French factories running and avoid compulsory firings this year. He also criticized Paris-based Peugeot for importing the 107 and C1 city-cars from a plant in the Czech Republic that Streiff says will remain open.

Clear policy

"We've always been very clear," Streiff said. "I don't believe in investing massively in low-cost countries to supply the French market, but being present in different countries is critical. That's the policy we're sticking to."

Peugeot rose 40.5 cents, or 2.9 percent, to €14.50 in Paris. The stock has advanced 19 percent this year, the best performance on the nine-member Bloomberg Europe Autos Index.

The carmaker is stepping up workforce reductions as Europe's auto market continues to decline after recording the biggest full-year contraction since 1993. Streiff yesterday reported a €1.08 billion-euro second-half loss, compared with net income of 393 million euros a year earlier, and said there would be no return to profit before 2010.

The division of future job cuts between France and the rest of Europe will be "the same as in the past," Streiff said. There are no plans

for French assembly of the C3 Picasso mini-van, which is going into production in Slovakia, he added.

'Signed undertakings'

"Mr. Streiff has given signed undertakings," Sarkozy said yesterday in comments to reporters during a visit to Kuwait. "I shall make sure they are respected."

The French leader said he will respond to the European Union's concerns that the terms of the auto bailout could break state-aid rules. Brussels is examining whether the bar on French firings and plant closures distorts competition within the 27-nation bloc.

Peugeot is aiming to repay its state loan in two years, the earliest possible under the aid terms, after which it will in any case be freed of its commitments to the government, Chief Financial Officer Isabel Marey-Semper said in an interview.

"It's in Peugeot's interests, as well as the state's, if we can get cheaper finance elsewhere," the CFO said. The company anticipates that bank credit may become available at affordable rates following the "reassuring" outcome of the aid talks, she said.

Including the 3,000 additional job cuts in France, which the company aims to achieve through worker buyouts, Peugeot will eliminate 14,000 posts in western Europe this year, most of them in its home country, Marey-Semper said.

Hidden restructuring

"They're bound to do some hidden restructuring in France, following a softly-softly approach," said Adam Jonas, an analyst at Morgan Stanley in London with an "overweight" rating on Peugeot. "Even if you don't close plants for two years or fire anybody there are still things you can do. That's the message here."

Renault, unlike Peugeot, ruled out any French job cuts in addition to those announced in 2008. About 9,000 European positions will be eliminated this year under existing plans, with about half the cuts in France, Chief Executive Officer Carlos Ghosn said today. The French government

owns 15 percent of Renault, based in the Paris suburb of Boulogne-Billancourt.

Peugeot's plans "respect the spirit of the agreement" with the government as well as the letter, Streiff said yesterday, adding that he has the full support of the Peugeot family, the company's No. 1 shareholder with a 30 percent stake.

As the aid negotiations neared a conclusion, financial daily La Tribune reported Feb. 5 that the family was split over whether to sack the CEO. The French newspaper cited an anonymous government official.

Courtesy Bloomberg



Peugeot confirms 2 908 HDi racers for Sebring

Sam Abuelsamid

10 February 2009

The top LMP1 class is shaping to be a real battle royale at next month's 12 Hours of Sebring. Peugeot has confirmed that it will be campaigning two of its diesel-powered 908 HDi coupes at the American Le Mans Series season opener. The Peugeots will be taking on at least four brand new race cars in this warm-up for the 24 Hours of Le Mans. Audi will be unveiling a pair of its all new R15 TDI vehicles at Sebring and Acura will have the first race outing for its P1 class ARX-02a. Corsa Motorsports is also expected to debut its new hybrid-powered Zytek racer. The diesel Peugeots have shown tremendous speed at the last two Sebring races but the cars have proven fragile on the bumpy Florida track. It will be interesting to see this evolutionary car can take advantage of its experience against the new cars.

Courtesy autogreen.com

Another Brabham to drive for Peugeot

16 February 2009

David Brabham is in a unique position this year, contracted to drive LMP1 cars for two manufacturers' works teams in the same season.

Already on board for Acura's graduation to the top class in the American Le Mans Series, he was signed up by Peugeot to race one of their 908s in the Le Mans 24 Hours this summer.

Autosport caught up with Brabham to hear how the deal came about, and his reaction to it.

Q. Can you believe you now have two factory LMP1 deals for this year?

David Brabham: When you see all the drivers who are struggling to get rides at the moment, I sit here and can't quite believe what's going on with me. I had a

great season last year, we're into the LMP1 programme with Acura, and now I get this opportunity. The chance to race with two manufacturers in one year is not common. I am in privileged situation.



Q. How and when did Peugeot make the approach?

DB: I was interviewed up on the stage at the

Autosport International Show and I said that I was free for the Le Mans 24 Hours. I saw (Peugeot driver) Nicolas Minassian at the charity karting event at the show and then flew to America to test the Acura LMP1. The next morning I had two emails in my inbox with offers for Le Mans, one of them from Peugeot.

Q. What was your reaction?

DB: I was surprised to get the call, though last year in the American Le Mans Series with Acura can only have helped. When I saw an email from Peugeot, I couldn't open it fast enough.

Q. What was Acura's response to that offer?

DB: I am contracted to Highcroft Racing for the whole year, so I have to get a yes from them before I can do anything else. I was lucky that everyone was there at

the test, Duncan (Dayton, Highcroft team owner) and Erik Berkman (who runs the Acura sportscar programme in his capacity as boss of Honda Performance Development). I forwarded them both emails, told

them that Le Mans was something I would like to do this year and asked for their blessing.

Duncan said 'absolutely' straight away. Erik, said that he didn't have a problem, but that he wanted to talk to John Mendel (senior vice-president) at American Honda first. Towards the end of the test, Erik said 'I don't want to stand in your way, go for it'.

Q. Can you compare the Peugeot 908 HDi to the Acura ARX-02a?

DB: I have not spoken about the comparison between the two cars with anyone, no one within either team and no journalists, and I am not going to. I don't want that to come back and haunt me somewhere down the line. I will just be doing my thing as a driver.

Q. You won your class with Aston Martin last year, is this your big chance to win the Le Mans 24 Hours overall?

DB: My last 'best chance' was with Bentley and we finished second behind the other car. This is definitely another good chance and I am going to make the most of it.

Q. Is there any truth to the story that Peugeot contacted your brother Geoff by mistake back in 1993 when the team really wanted you?

DB: It's a nice story, but Peugeot didn't get

the wrong Brabham. They knew who they wanted. Remember, he was much more experienced than I was back then.

Courtesy autosport.com



Search for the rare 205 GTi

The 205 GTi 1FM was a special model built to celebrate the 25th birthday of Britain's BBC Radio 1FM.

Only 25 were built in 1992-93 and Rob King of Club Peugeot UK has one. He also believes that one of the 25 came to Australia about 1996.

The car Rob is looking for is VIN VF320CDK2 25047901 and engine number

CWF50500192. Its registration when it was still in Britain was L225ULC

The car has black bodywork, alloy wheels, full black leather interior, ABS, air conditioning, grey carpet, power steering and remote central locking.

A special stereo system including a CD changer and an acoustic rear shelf was designed by Clarion especially for this model. The car had unique Radio 1 badging, and a brass plaque with the number 3 and the VIN. (See picture.) It also has a catalytic converter, which

in Britain is unusual for a 205 GTi.

The car's tax ran out in November 1996, when it was just over three years old, and Rob says it appears to have had only one or two owners in that time. So it was most probably exported some time



in 1996, probably late 1996.

If you own or know about this car, please contact Rob King at rj_king76@hotmail.com or 07812 076 695.

Peugeot reveals diesel hybrid crossover

15 January 2009

Peugeot has revealed first details of its first in-house-developed crossover, and diesel-electric hybrid, the 3008.

The car - which will be offered with an innovative new four wheel drive hybrid drivetrain within two years - goes into production this summer at the Sochaux plant in France where shift patterns are being rearranged ready for the new model and a Citroen variation.

Non-hybrid versions go on sale first later this year. Initial engine options are a 110hp 1.6-litre turbodiesel with manual or automated manual transmissions, 150hp (six-speed manual) and 163hp (six-speed automatic) two-litre turbodiesels and 120hp (five-speed manual) and 150hp (six-speed manual) 1.6-litre petrol units.

"This new, compact and spacious crossover, represents a totally new offering. It is aimed at sport-loving couples, modern families, senior citizens and active young people who desire a type of car which does not fall into existing categories, such as hatchbacks and MPVs," Peugeot said.

The reasoning behind the 3008 model

name is that 3 places the car in the auto-maker's compact medium range; the double zero designates a different and original design; and 8 specifies the generation within the current range.

The 3008 is based on PSA's short wheelbase platform 2, which underpins the Peugeot 308 and Citroen C4 model lines and was chosen for its "exceptional rigidity and excellent acoustic and vibration properties", according to Peugeot.

New weight-reduction measures include laser welding instead of spots, front overhang minimised with a new type of impact absorber and the thickness of the panoramic glass roof reduced to just 5mm.

The 3008 will launch PSA's so-called Hybrid 4 Technology which combines a traditional combustion engine with an electric motor in a layout allowing four wheel drive.

In a layout not dissimilar to Toyota's Lexus RX400h hybrid SUV, the 3008 has a combustion engine up front driving the front wheels and an electric motor under the load area floor adjacent to the rear suspension..

"This technology not only represents a real breakthrough in terms of fuel consumption and CO2 emissions, a reduction of around 35%, but also in terms of four wheel drive," PSA said.

At the Paris Motor Show last October, Peugeot showed its Prologue Hybrid 4 concept with a two-litre, 163bhp HDi diesel engine with particle filter combined with a 37bhp electric motor providing maximum torque of 300Nm at the front and 200Nm at the back. Fuel consumption on the EU combined test cycle was just 4.1litres/100km with CO2 emissions of just 109g/km - which would place it in the lower road and company car tax bands here in the UK.

"This technology makes it possible to combine dynamic performance with respect for the environment, while at the same time maintaining the benefits of a spacious vehicle," PSA said.

There are no mechanical connections between the front diesel engine and the rear electric motor, everything is controlled electronically by wire. This, PSA said, avoids any architectural constraints affecting the interior space and style of the passenger compartment.

The 3008 will be the group's first vehicle with the Hybrid 4 technology and the drivetrain will be launched within two years - PSA has not yet settled on a definite date.

The interior resembles the 308's but new toggle switches - much like those in BMW's Mini - control an optional new head up



display which projects essential information such as vehicle speed, cruise control/speed limiter and distance alert information on to the windscreen. The distance alert system uses radar to help the driver maintain a safe distance from the vehicle in front.

The panoramic glass roof - standard or an option depending on model is about the same size as that of the 308SW wagon.

The automatic air conditioner system on top-range models has an air quality sensor that automatically activates the air recirculation flap if a high level of outside pollution is detected. All models have an electric parking brake and hill start assist is optional.

Directional bi-xenon headlamps, front and rear parking assistance, variable speed limiter/cruise control, tyre under-inflation detection, electric folding door mirrors, automatic headlamps/wipers and a variety of entertainment and telematics systems are available.

Some models have a new dynamic roll control system said to be a segment first. A new traction control system called grip control consists of an upgraded traction control system with five operation modes and special mud and snow tyres. The driver can optimise the traction of both front wheels, enabling the vehicle to overcome difficult conditions where the wheels have little grip.

Electro-hydraulic power steering is fitted to all models.

Courtesy just-auto.com editorial team

Peugeot going for bold with new 208

A new Lion is about to leap into view! In a UK exclusive, Auto Express can bring you these amazing pictures of the all-new Peugeot 208. Scooped by Auto Plus, our sister magazine in France, the Ford Fiesta rival gets a dramatic look which takes some of its inspiration from the RC Hybrid concept, revealed at the Paris Motor Show last Sep-

tember. As you can see from Auto Plus's spy shot and our main illustration, the 207 replacement features a more prominent nose with a huge badge, enormous headlights





and bold air intakes.

The car is the work of new Peugeot chief designer Jean-Pierre Ploue, who has joined from fellow PSA firm Citroen, and replaces Jerome Galix. His job is to differentiate the two marques – and the radical 208 certainly does that.

At the rear, the restyle continues with large tail-lights and a sporty lower bumper, which incorporates twin diffusers. The new car will debut a host of super-efficient turbocharged petrol and diesel powerplants, and is set to

be fitted with a start-stop system that switches off the engine in stationary traffic to save fuel and cut emissions.

Three and five-door cars will be available, although buyers will have to be patient – as the 208 isn't due here until 2012.

Auto Express

Peugeot's Mondeo rival unmasked

Grainy spy shot gives best look yet at Peugeot's forthcoming Mondeo rival, which promises innovative drivetrain to match its dramatic, modern look.

Here's the picture that proves Peugeot's all-new 408 is purring into production! The undisguised black Lion was caught out in the open by our spies, giving the best indication yet of how the firm's Ford Mondeo and Vauxhall Insignia rival will look when it hits UK showrooms in 2010.

With its steeply raked roof, swooping bonnet and narrow, swept-back headlights, the new model has plenty of French flair. But that was to be expected when you consider it was previewed by the handsome RC HYmotion4 Concept, seen at last year's Paris Motor Show.

There was more than simply style to admire about that car, though. Under its sculpted body was Peugeot's innovative petrol-electric hybrid powertrain – and this is set to be offered for the first time on the 408. It drives all four wheels, with a gutsy 1.6-litre THP engine sending power to the rear, and a 70KW motor turning the fronts. The set-up generates 313bhp, with 109g/km emissions and Toyota Prius-rivalling 62.7mpg economy.

Despite its green credentials, the RC

Concept is claimed to cover 0-60mph in 4.4 seconds – giving most supercars a run for their money. An all-electric mode offers the possibility of zero-emissions motoring, too.

Since Peugeot revealed its 308 diesel-electric hybrid – capable of 83mpg fuel returns and 90g/km emissions – at the Frankfurt Motor Show in 2007, rumours have been circulating that the hatch would be the first full hybrid offered by the firm.

But with the appearance of this production-ready 408 – and the feasibility of the RC Concept's powertrain – it seems Peugeot will launch the larger 408 hybrid first, possibly by 2011. After that, the technology will filter down to smaller cars in the range.

Courtesy Auto Express



Peugeot delaying launch of plug-in hybrid?

Jonathon Ramsey

5 February 2009

Peugeot plans to offer its 3008 CUV with a diesel-electric hybrid by 2011. The step after that is to add plug-in capability, but those plans have been pushed back “a year or two” because of the economy. With R&D budgets pinched by slim sales, the investment in the technology simply can’t be justified right now, especially in light of Peugeot’s assertion that such cars will sell in “in the tens of thousands, not millions.”

As exhibits of

Peugeot’s intention to employ the diesel-hybrid drivetrain, PSA/Peugeot-Citroen showed three concepts at last year’s Paris Motor Show that employed the technology: the Peugeot Prologue HYmotion4, the Peugeot RC HYmotion4, and the Citroen Hypnos. Nevertheless, the head of Peugeot’s hybrid innovations unit said plug-in hybrid production – and we would guess the actual date of any PSA hybrid production at all – would “depend on battery costs.”

Courtesy autoblog



What could Peugeot be up to with this 308?

Jeremy Korzeniewski

15 December 2008

Are they finally going to come up with a real sport version to compete with the Golf GTI or the upcoming Megane Alpine in this segment? Yes, we liked the GT - but a 1.6 liter turbo with 175 hp is no longer enough for GTI material.

This 308, caught during winter testing, comes with broader rear bumpers but not much else seems to distinguish this from the production 308 GT THP 175.

Maybe, it's a mule for the 218 horsepower RC/Z Coupe, which was shown as a concept at the Frankfurt motor show in 2007. An RC version seems to be where Peugeot is likely headed, given its recent history.



Or maybe it's just a facelifted 308.

But you want to see that lion roar as a pure GTI, don't you? Chip tune that 1.6 liter power plant to about 220 hp and let that classic Peugeot handling the brand was always known for make its well-overdue return and show the competition how its done again. We can dream, can't we?

Courtesy Worldcarfans

Spy shots: long-wheelbase Peugeot 308 on the move

Dan Roth

17 January 2008

What do you call a van full of eight Frenchmen? We don't know either, but Peugeot will soon

provide a vehicle that will help whisk your way toward the punchline. Spy shooters have snagged a long wheelbase version of Peugeot's 3008 MPV. The not-a-van should offer comfortable accommodations for five plus stuff, or a content quintet joined by a quarrelsome troika in the final row. The LWB 3008 is expected to be officially unveiled at the Frankfurt Motor Show, and aside from the extra stretch between the axles, there's little difference from the regular 3008. PSA hardware is underneath, some pieces being shared with the Citroen C4 Picasso, and since the short-wheelbase 3008 is a handsome wagon/crossover/vanny thing, a little stretch to the styling shouldn't hurt.

Courtesy autoblog and nextautos



Mitsubishi to supply iMiEV to PSA, to be sold as Citroën and Peugeot

Xavier Navarro

8 January 2009

We've known since June that PSA has an agreement with Mitsubishi to work together on electric cars. What's new is a report in the Nikkei (subs req'd) about Mitsubishi supplying the all-electric iMiEV to PSA an OEM agreement to be sold under the PSA brands Peugeot and Citroën. This is an agreement that benefits both partners, since Mitsubishi isn't that much of a powerful brand in Continental Europe and PSA will now have a readily-developed electric vehicle to have at showrooms. PSA could sell about 10,000 iMiEVs in 2011, which would double Mitsubishi's expected production figures. Most European countries are currently offering, or have announced, significant tax breaks and direct subsidies to purchase electric cars. PSA had already developed a few EV models and you could actually buy a converted Peugeot 106 electric, some of which are used for car sharing in La Rochelle, France.

Courtesy autogreen





French Car Drives 2009

Lisa Molvig

Here is the list of dates and proposed destinations for our drives this year.

I'm looking for suggestions for August, please send me your ideas.

Sunday February 22- Lanyon homestead café. Meet there at 2pm for coffee/cake. I have booked a table outside (under cover) for 8 people. Please RSVP if you intend to come along. Email: reno1338@hotmail.com

Sunday April 26- Black Swan restaurant at Binalong

Sunday June 28- Winery/cafe in Wamboin

Sunday August 23- any suggestions?

Sunday October 25- Winery (Jeir Creek) and cafe in Murrumbateman

Sunday December 6- Lakeside BBQ

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra Australia

reno1338@hotmail.com

<http://www.renaultcanberra.asn.au>





Peugeot Easter Pageant 2009

Stanthorpe Queensland - The Granite Belt

Friday 10th April to Monday 13th April

This area is unique in Australia for its combination of cool weather and decomposed granite soils, creating the conditions which produce Queensland's most awarded wines. This Multi-cultural region is rich in the depth and breadth of diversity in its produce, events attractions, accommodation and its climate.

Weekend Program

Friday – Registration, meet and greet at the High Street Motor Inn Lounge.
Meal at own cost.

Saturday am - Buffet Breakfast

- Concourse at Quart Pot Creek Reserve

Afternoon

- Navigation Run through the region.

Evening

- Top of the Hill Leisure Park BBQ, Local Winery cheese and tastings and later that evening renowned local Bush Poet Jake Blake.

Sunday am

- Buffet Breakfast

- Driver Skill Test or Local Markets/Shopping

Afternoon

- Rocker Cover Racing/Self tour of local attractions/free leisure time.

Evening

- Presentation Dinner at local RSL, Courtesy Bus available.

Monday Am - Farewell Breakfast and Photo opportunity.

Meals also included are packed lunches for Saturday and Sunday

Accommodation

All accommodation costs are your responsibility and to be handled by Jenny Marsden from Event Solutions.

Contact details: Ph 07 3550 3100

Fax 07 3550 3150

Email jenny@eventsolutions.com.au

Post PO Box 6127 Mitchelton QLD 4053

Pageant Contact:

Vern Pepper or Carol Partridge (07) 3354 2646 a/hrs

Or pepperidge@aapt.net.au

Registration Form – Stanthorpe 2009

Deposit (50%) Required by the 31st of January, 2009

Final Payment Required by the 15th of March, 2009

Pageant Registration Costs:

Adult/s	At \$150.00 ea x	Total
Child (4-16)	At \$ 95.00 ea x	Total
Child (under 4)	Free x	
Total amount owing		\$.....
Deposit amount		\$.....
Adult/s (Name/s):		

Your Contact Details:

Address:

Contact Phone No:

Email:

Child (4-16Years) Name:

Child (Under 4) Name:

Please note any Dietary requirements:

Motor Vehicle/s

Model.....Year.....Body Type.....Rego.....

Model.....Year.....Body Type.....Rego.....

Rocker Cover Racing: Yes/No (please circle)

Please return this form and Deposit/Payment to:

Peugeot Club of QLD Inc.
Easter Pageant Registration
PO Box 404
Everton Park QLD 4053

Or Email to pepperidge@aapt.net.au

Payments can be made by cheque or Direct Deposit (in the reference section please put Surname with PG after) example Smith PG.
Account BSB: 084 280 Account No: 02 899 9434

PEUGEOT PAGEANT 2009 ROCKER COVER RACING COMPETITION

What is Rocker Cover Racing?

Motor Racing on a budget. Open to racers of all ages and is not gender based. If you can fit 4 x wheels to a rocker cover you are ready to participate.

The rules and specifications of Rocker Cover Racing are meant as guidelines and have been researched to come up with a fair racing event.

RULES and GUIDELINES

The Cars:

- No engines or propulsion, no power source, no moving weights. All force is provided by gravity.
- Cars shall be based on an actual Peugeot Rocker Cover/ Tappet Cover.
- Wheels can be attached to the car in any matter, but must not extend beyond the front of the rocker cover.
- Nothing can extend beyond the front of the rocker cover.
- Cars must have 4 x wheels, each no more than 150 mm in diameter.
- Wheels must have a non metallic surface contacting the track.
- Maximum length of the car to be no more than 600mm.
- Wheel track and overall car width shall

be no more than 400mm.

- Maximum overall height of car 400mm.
- Maximum car weight to be no more than 4.5 kgs.

THE COURSE

- The course shall consist of a launch incline of 2.4 meters long followed by a run of 6 meters.
- The launch incline shall be divided into 2 x lanes each 450 mm wide. The incline shall be 600mm high at the rearmost part and level with course at the front edge.
- The front edge shall be mitred as to provide a smooth transition from the incline to the run out area.
- The official "Starting Line" shall be 600mm from the rear edge of the incline. A mechanical starting gate will be provided.
- The run out section of the course shall consist of 2 x lanes, 900 mm wide and clearly marked.
- The finish line shall be marked 6 meters from the front edge of the launch incline.

THE RACES

- Cars will be run in heats of two.
- The first car to have its front wheels cross the finish line is the winner. If neither car makes it to the finish line, the car going the furthest in its lane wins.
- If the wheels of a car

should cross the lane into another competitor's lane the offending car is disqualified.

- Winning cars shall advance to the next round until all are eliminated except for 1 x car.

Different classes will be catered for the Rocker Cover Racing and even if you cannot make the Pageant you may want to use your engineering skills to enter a car, just sign it for a manufacture point of view and send it with a 2009 Pageant Participant.

Next month we will have more information and correspondence from a PCQ member who is an active "Rocker Cover Racer"

Good Luck.

Vern Pepper.

