

ROAR

Magazine of the Peugeot Association of Canberra



March 2012

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ON THE COVER

A 504 ute photographed in Bariloche, Argentina, by Brad Pillans.

RoAR is the official journal of the
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(PAC)

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

The first club meeting of the year, last month, was a great success, at our new venue, the Weston Club, in Liardet St, Weston. The Weston Club, previously Royals Rugby Club, is part of the Canberra Raiders Group of clubs, but you don't have to be a rugby league fan to join!

Quite a few other community clubs and organisations use the Weston Club for meetings and I think we will find a happy home there, too. I paid \$5 to join for 12 months and immediately received a \$5 drinks voucher, as did others who joined on the night.

As usual, we had dinner before the meeting, in the bar/bistro area of the club, and I must say I was quite impressed with the food – far better than the food we have had at other recent venues, but

still at a reasonable price. After dinner, we adjourned to an upstairs meeting room and welcomed two new members – Lynne Duckham and John Geremin.

I'm also pleased to report that, Rick Phillips was elected as an Honorary (Life) member of the club in recognition of his long and much appreciated stint as Club Secretary. Congratulations, Rick.

So, those of you who have not been a club meeting for a while – why not join us at the Weston Club this month? I can thoroughly recommend it! We meet on Tuesday 27 March at 7pm for dinner, followed by the meeting at 8pm.

One of my New Year's resolutions was to vacuum and wash my new car once a week – being all black, the 508 certainly needs this regular attention to keep it looking good. So far I've stuck to my resolution, and with the Easter Pageant looming, it should be easy to prepare the 508 for the Pageant concourse.

I'm not sure how many club members are going to the Pageant in Young, but it promises to be a great weekend. This week I took the Motorkhana trophy into a local trophy shop to have the PAC's name engraved on the winners' list – we won the Pageant motorkhana last year and I'm rather hoping we can defend our title this year. Boydie – where are you?

While I was cleaning the car the other day, I killed a White Tail spider on the inside of the windscreen. I had never noticed them at home until earlier this year, when I was bitten on the foot by an unknown assailant. My foot became quite numb around the bite and there was localised swelling. By the next day, there was extensive bruising, the swelling had not subsided and I felt a bit nauseous.

At first I thought it had been a Redback spider bite, since Redbacks are common around our house, but the symptoms didn't seem right – no sharp pain, for example. Then, as I was sitting in the kitchen, a White Tail spider scurried across the floor, just near where I had been bitten the day before.

I've since done some reading on White Tails – they are common in southeast Australia but not very big (up

to around 20mm long), so they go unnoticed. Most people get bitten inside, in the evening and mostly they get bitten in bed!

Bite symptoms vary enormously and there is a lot of talk (on the web – pun intended!) about necrotic lesions as a result of White Tail bites, though necrotic effects are not supported by careful medical studies, I'm pleased to say. Clearly, I survived being bitten, but it's made me much more vigilant. Frequent house and car vacuuming is good, I think!

Keep on Pugging and watch out for White Tail spiders!

Brad Pillans

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CLASSIFIEDS

FOR SALE

Peugeot 406 SV sedan

406 SV sedan, 1999 model. \$6000. V6 engine with 5 speed manual gearbox. Leather upholstery with electric front seats. Metallic paint - champagne colour (gold) as seen in photo at right. ABS brakes. 4 airbags - driver/ front passenger front and side. AC with climate control. Trip computer and cruise control.

Remote central locking with new aftermarket unit. New CD/radio with iPod connection. New catalytic converter last year. Timing belt and water pump changed at last service. Second owner since 2003. 9.5l/100k fuel consumption around town, 7.5l/100k on the highway. ACT registration to 9/12. Good Michelin tyres. 230,000 kms, maintained by Bill Macnamee. Call Chris Bourke 0418 869 443.



CLASSIFIEDS

FOR SALE

405 Mi16 1995

My loved gunmetal grey Peugeot 405 is sadly on the market due to a move to Sydney. It has 162,000km on the odometer. I have owned it for three years and bought it from a fellow Peugeot lover. It has been driven and serviced regularly both by home oil checks etc and full professional mechanic checks. Paperwork for these is included. Rego until October 2012. It looks just like the one at right.

It is an extremely fun car to drive, and I have found it to be very safe. Small crack in rear light and dent in back door panel reflected in price drop. Power steering, keyless entry, air conditioning, foam air filter, new engine control unit, new gear stick and car audio system included. \$3800 ono. Please contact Samantha on 0413613260 or email sam.kalmar@live.com.au to arrange a viewing or for more information.



CLASSIFIEDS

FOR SALE

306

306 1998 hatch, white, 130km, recently serviced, two new tyres. \$3000 ONO. Gemma, 0422 523 274.

405 SRDT 1992

405 SRDT 1992. Runs well (has been serviced by Bill Mac for several years now), rego until August, roof racks, tow ball - but the interior is a bit shabby. Price \$2,000.

Peter Vandermark 0406 377 556
pvandermark@grapevine.com.au

505 1984 Executive Sedan

505 1984 Executive Sedan 295k kms. Blue. Manual 2.2 litre injected. nsw reg. to mid-April. Blue velour seats and interior, very good inside. In good running order. Paint good. Imperial mag wheels with 80% tread. Price \$950. Shane Carson 0407 277 327

505

505 1984 STI Sedan 275k kms. Maroon. Auto 2.2 litre injected, same injection system as in above car. Brown interior, dashboard uncracked. Many extra parts - wheels etc. all included. Body straight, car was running well but is now a parts car only missing a fuel pump. Could be restored or dismantled. No rego. Price \$250.

Both 505s are both located in Moruya. The 2 together \$1000.

Shane Carson 0407 277 327.

CLUB EVENTS 2012

27 March

Club meeting. **Note new address:** The Weston Club at 1 Liardet St, Weston. As usual, the meeting will start at 8 pm, with dinner from 7 pm. Members are encouraged to join the Weston Club (\$5/year, with discount for multi-year membership), but otherwise can be signed into the club by an existing member.

6 – 9 April

Peugeot Easter Pageant 2012, at Young. See accompanying story.

24 April – 2 May

Outback 2012. See accompanying itinerary and contact details.

Calendar

Peugeot Easter Pageant 2012 at Young

The 2012 Peugeot Easter Pageant will be held at Young over Easter.

Some attendees have already booked their accommodation and others have registered for the weekend.

The program for the weekend will kick off with arrival on Friday and dinner at a venue of your choice. But the Young Services Club is recommended as a space for Pageant participants has been reserved.

On Saturday morning the Pageant begins. After breakfast at the Cherry Blossom Motel, a lion-up at the visitor centre will be held. The mayor of Young Shire Council has been requested to judge cars, based on personal appeal of the cars. Lunch will be provided at the visitor centre.

On Saturday afternoon, there will be leisurely seven kilometre drive to the Young Turf Club located at Burrangong on the road to Temora. Here there will be some driving skills tests and a motorkhana.

An evening meal has been arranged at the Empire Hotel, located opposite the Visitor Centre. The hotel is within walking distance of the motels where most, if not all, people will be staying.

On Sunday morning, after breakfast, there will be a leisurely signpost drive in the district. At the end of the drive there will be a lunch. After returning to Young, there are many tourist sites to visit.

Sunday evening will see the presentation dinner at a good restaurant, again within walking distance of the motels.

On Monday morning a convoy of Peugeots will head out to the Chinese Tribute Gardens for a farewell breakfast amid beautiful gardens and sheltered. The gardens commemorate the Lambing Flat atrocities during the gold rush.

The cost of the Pageant is a reasonable \$185 per person covering meals, a goodies bag (restricted this year to essentials), and great fun.

Accommodation is your responsibility with two venues recommended.

The Cherry Blossom Motel is a clean but older style motel that will be Pageant headquarters and venue for breakfast. The whole motel has been booked for Pageant participants. Book by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your booking and the discount rate.

The Colonial Motel is diagonally opposite and a bit classier. It has 15 rooms and eight apartments, with covered parking. Phone 02 6382 2822 or visit www.colonialmotelyoung.com.au. Please mention the Peugeot Car Club when booking to identify the arrangement with the motel owner.

Other venues can be found at www.visityoung.com.au. I suggest you book now to take advantage of the arrangements that have been made for the weekend.

Meanwhile, if you have any questions, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697. Or email us at pageant@peugeotclub.asn.au



REGISTRATION

Easter pageant 2012 at Young

Friday 6 to Monday 9 April

**PAYMENT OF \$185 PER PERSON IS DUE BY 1 MARCH 2012 FOR EARLY BIRD DISCOUNT,
OTHERWISE PAYMENT OF \$195 PER PERSON WILL APPLY.**

Name(s) _____

_____ Your signature

Postal address _____

_____ State _____ Postcode _____

Email address _____

Telex: Home () _____ mobile _____

I will represent the _____ car club at the pageant.

I expect to be driving a _____ with registration number _____

I am interested in participating in the motorhome: yes or no (circle which one applies)

List any dietary requirements: _____

No accommodation is included in this registration. I booked my accommodation at () Cherry Blossom motel;
the () Coburn motel; or other _____

REGISTRATION, FEES and PAYMENT (i.e. things you need to know and to do)

Registration is \$185 per person. On 1 March the fee rises to \$195 per person. Children under 5 years of age are free. Contact us for prizes for young adults aged from 5 to 11 years. Registration includes all meals on Saturday and Sunday, a farewell breakfast at the Chinese Tribute Gardens, band club badges and other goodies, not to mention unlimited fun and camaraderie. The pageant's activities include a fun-up, motorhome, dining skills, sign post drive and balling Peugeot. Young has lots to see and enjoy from shopping arcades to award winning wineries. There is something for everyone.

(1) Payment may be made by either:

(a) cheque to Peugeot Car Clubs of NSW Inc, or

(b) direct deposit at National Australia Bank to Peugeot Car Club, BSB 082 302, account number 0358 3828 4

Please identify the transaction with your name and the words 'pageant 2012'.

(2) Indicate how you paid: cheque enclosed ☐ or direct deposit ☐.

(3) Post this form after you completed it (with your cheque if you are paying by cheque) to Ross Berghofer, PO Box 45, Enfield South, NSW, 2133

(4) Please send an email message to pageant@peugeotclub.asn.au to let us know that you have registered. You will then be eligible to receive updates on news and events for the pageant.

(5) Final numbers are required by 20 March 2012 for catering purposes.

Cancellation: If you cancel after 20 March a charge of \$100 per registration will apply to recover costs incurred.

The fine print: At the Peugeot Easter pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent due care is to be applied by all participants. No responsibility is implied nor accepted by the organisers.

Questions - contact: Ross Berghofer 0409 504 551; Graeme Cosier 0409 246 278; Anne Cosier 02 9456 1697 or 0418 203 195; Wal Gladding 02 4883 6927; or pageant@peugeotclub.asn.au

Outback Trips for 2012

Outback 2012 – Vic, SA and NSW – Tuesday 24 April to Wednesday 2 May.

The 4 States Desert Trip – Tuesday 26 June to Tuesday 17 July. Will include Flinders Ranges, Oodnadatta Track, Coober Pedy, Chambers Pillar, Alice Springs, Sandover Hwy, Mt Isa and Birdsville.

Exploring Murray Sunset, Hattah Kulkyne & Little Desert National Parks – Sunday 14 to October to Friday 19 October. We will be based in Ouyen Caravan Park for the 5 days.

All trips are suitable for Peugeot rear-wheel-drive vehicles only.

Contact Hank Verwoert: verwoert@netspace.net.au for further details.



French Car Drives 2012

This is the proposed calendar of events for this year. Any suggestions or modifications welcome.

April 22 - Southern Highlands, including The Red Cow Garden in Sutton Forest <http://www.redcowfarm.com.au/home.html>

June 24 - Bowling for afternoon tea at Rollonin Café, and visit Crisp Gallery and Binalong if time permits http://www.yassvalley.com.au/ac-com_result1/rollonin-cafe/
<http://www.petercrisp.com.au/>

August 26 – Gundaroo - lunch at Gundaroo Colonial Inn (Matt Crowe's wine bar)
http://www.gundaroocolonialinn.com.au/3760/Crowes_Restaurant/

October 28- Captains Flat- brunch at Outsider Cafe

Dec 2- Christmas BBQ, Lake Gin-ninderra



Pugger Buggers Trip 2012

Neville Summerill

Starting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State.

We'll start the trip here as it is very close to where we were going to start, and I thought it would save time and unnecessary travelling to go this way.

As we will be camping, it will not be necessary to book accommodation, as we may do some bush camps at some places.

The route may change due to road conditions. I hope I can go as it will be close to my scheduled knee replacements, however we will work something out if that occurs.

For more information, contact me on 02 6458 7208

Day

Route

Day 1 Turlee Station, Top Hut, Pooncarie, Willaba, Menindee

Day 2 Menindee, Copi Hollow, Balacka, Culpaulin, Wilcannia, Wilga, Budda, Tilpa, Kallarra Station

Day 3 Kallarra Station, Tilpa, Polocara,

Norma Downs, Tongo, Perry, White Cliffs

Day 4 White Cliffs, Williams Peak, Cobham, Milparinka, Tibooburra

Day 5 Tibooburra, Mount Wood, Gorge Loop Rd, Olive Downs, Fort Grey, Cameron Corner

Day 6 Cameron Corner, back track to Fort Grey, Waka, Tibooburra

Day 7 Tibooburra, back track to Milparinka, Thelddarpa, Winnathee, Smithville House, Pine View

Day 8 Pine View, Lynray, Kantappa, Silverton, Broken Hill

Day 9 Broken Hill, Menindee, Big Amp, Hazel Dell, Lochnager, Ivanhoe

Day 10 Ivanhoe, Clare, Hatfield, Penarie, Oxley, Maude, Hay – Finish.

HSRCA Marulan time trial day

Peter Lubrano

HSRCA together with the Peugeot and Renault clubs have organised a Time Trial day at the Marulan Driver Training Centre. Time trials — like regularity events — place the emphasis on consistency of lap times.

The purpose of the day is to upgrade track skills, especially for people with limited track experience, and to have fun. It is not intended for people with race experience or very high performance cars.

Participation is limited to 38 drivers and preference will be given to less experienced drivers. The invitation is open to members of the organising clubs and their family or friends. The same car can run in a different timing group with a different driver.

Passengers are not permitted. Drivers are to be aged 17 years or over, hold a road licence plus a CAMS L2S or above, AASA or MDTC current licence.

MDTC will issue their track licences, valid for 1 year, on the day for \$30 if required. Cars must be capable of road registration or road registered and with a noise level not exceeding 90 dBA.

Car/driver combinations with dry weather lap times in the 45 to 65 second band are expected. AMB timing transmitters will be issued at the circuit and carried by

drivers.

The entry fee covers the cost of provision of these devices and timing. The program will include a driver's briefing, practice, and five sessions or more if time permits. There will be a lunch break.

Drivers will nominate a lap time after prac-

tice that they aim to maintain for several timed laps. Points will be lost for laps that are faster or slower than the nominated time.

Simple prizes will be offered to the best performance overall in each group. Cars will be grouped by similar nominated lap times with about 6 cars in each group.



Entry is \$120 per driver (plus a track licence if you do not already have one).

Entries close on 5 April if not filled beforehand and the fee is payable to:
HSRCA of NSW
PO Box 5063
Turramurra South NSW.

To obtain an Entry Form, visit the HSRCA's website: www.hsrca.com ...or phone the HSRCA on 02 9988 4743 or email members@hsrca.org.au

Marulan Driver Training Centre is located at Prairie Oak Rd, Bungonia off Jerrara Rd — a few kilometres south of Marulan.

See their website for further details: www.mdtc.com.au

Accommodation

For those who wish to stay near the circuit on Friday night, Ali's 21 room motel at Marulan is offering a Friday night (20 April) package of accommodation plus a hosts table dinner, for \$100 per single or \$140 per double or twin.

The offer is subject to drivers and friends group total at least 10 and take at least 6 rooms. Ali's require a block booking and a \$30 per person deposit.

Contact Peter Lubrano if you are interested in staying at the motel.

The offer does not include breakfast, but the MDTC cafe will be open from 7:30am for those that want breakfast at the track on Saturday morning.

Contact Peter Lubrano on 0405 991 336 or fax 9974 2123, especially regarding accommodation Richard Cardew 0405 459 546 or rcardew@iprimus.com.au

The Pugilist



A 404 hat-trick

Paul Watson writes that it's unusual these days to see an early model Australian assembled 404. So when one of his spies sent him a picture of just such a car, he was naturally interested to find out more.

I suppose my interest would have been somewhat less if the car did not have wide whitewall tyres, a full bolted-on roof rack, a custard cream colour scheme and the words "Truffaux Panama Hatmakers" painted on the front doors.

I hit the internet and soon found a website for Truffaux, although I was surprised to see St Tropez, New York and London mentioned as outlets. I called the phone number given on the website and was soon talking to Oska Truffaux, who invited me to visit him at his home in Sherbrooke, where he assured me I would see some other interesting cars as well.

I followed his instructions, taking the lane off the lane off the lane, and found myself on a property surrounded by native bush and exotic trees, with a charming timber cottage named Merrimu in the middle of it all. (The cottage, it turns out, was built by a Canadian man who first settled the area, who used saplings for the frame and hand-cut shingles for the

roof and interior walls.)

I noted an early Karmann Ghia with US plates in the carport but parked next to the 404 and a red left-hand-drive Citroen H van, also emblazoned with the Truffaux name.

Oska was waiting for me, wearing one of his company's signature hats and a broad smile. He told me that he and his Irish/ Lithuanian wife



Imogen had started the business in Sorrento and decided to specialise in unusual weaves of panama hats.

"I really wanted to start up a design company. I wanted to design things and get them out to the world, and I wanted to do it in such a way that I didn't have to remarket and reposition them all the time, so I needed a brand and Truffaux was the brand. "The first thing I designed was panama hats, because I happened to be living in South America, the centre of panama hat production.

"Most panama hats are just white, but there's so much you can do," he said. "So we started off in wholesale and then the following year we opened a little shop in Sorrento and it went really well. But there was nothing to do in winter so we went to Europe and bought the van and travelled around for a while, then we set up a little shop in St Tropez for the summer there.

In April all the shops open in St Tropez and in October they close, it's very seasonal. In between summers, there's just a couple of cafes. "The idea was to travel around the world and live in various places, not just visit as tourists. France worked really well so we went and looked in New York and Miami and the Caribbean, but we think Hawaii might be the next place: 28-32 degrees all year round, so there's no real season. So we're going there in March."

Other than that, he plans to have pop-up shops in New York and London each northern

summer. "In December we had a pop-up shop in Chadstone and it worked really well."

Oska has a degree in psychology; he trained as a sleep scientist and is working on a system of neuro-feedback, using sound and light. He also ran a music club in Belgrave for a time. "Before that I worked in IT, with Hewlett-Packard."

Oska was born in Dalby, Queensland, and was taken home from hospital in a 1966 404, just like the one he has now. His father was a travelling salesman and appreciated the car's abilities on bad outback roads. He found his current car, which is his daily driver, in Melbourne in the late 1990s, when it had very low mileage and there was still plastic protecting the upholstery on the doors.

Since then he has had the car painted (he mixed the colour himself) and has driven many thousands of miles.

His biggest problem came when the engine blew up at Mount Gambier. But with the help of fellow 404 owner Richard Sage and a tractor he soon had another engine in the car and was on his way.

He would like the gear linkages to work better and is looking for front seats (the originals have split). He is also trying to

eliminate the noise made by the roof rack, which he says has carried loads of up to 300kg. Appropriately, the car has twin Cibie Oscars.

Oska recently changed from Michelins to the Firestone whitewall tyres that now adorn the car. He said they ride much more smoothly than the Michelins, although he acknowledges that they tend to slide on slippery surfaces.

The car's handling is not helped by worn-out springs and shock absorbers. He would like to restore the car one day, unless he can find

another one at the right price.

And where did the name Truffaux come from? "When we got married we decided to change our names. I had always liked (the French film director) Francois Truffaut and I really liked the idea of putting an x on the end, to make it 'true' and 'faux' (fake)."

Through Peugeotmania



GM seeks wider Peugeot deal

By Sharon Terlep

DETROIT— General Motors Co. and France's PSA Peugeot Citroën aim to begin joint development of at least two passenger cars by this fall, GM Chief Executive Dan Akerson said, describing the new alliance between the companies as a changed way of doing business for the Detroit auto maker.

The cars are likely to go on sale by 2016 in global markets, Mr. Akerson said. The first vehicle to be launched would be a superminicar for the South American market, where GM and Peugeot are looking to turn around their operations, people familiar with the plans said.

Mr. Akerson said he wants the partnership, criticized by U.S. and European investors as being too limited in scope to significantly improve the standing of either company, to go well beyond joint purchasing and parts-sharing. GM, he said, is shifting some executives to Europe to work on expanding the alliance.

"This isn't just capacity reduction," Mr. Akerson said in an interview, responding to critics who say the deal doesn't

address GM's overcapacity problems in Europe. "This is a whole new way of looking at the business. There will be other specific initiatives that will underpin the master agreement; this deal could see significant gains on a number of levels."

The alliance comes as GM separately negotiates a deal with unions to cut costs and reduce capacity throughout Europe, where



strong labour unions and government intervention have prevented companies from closing plants despite chronic overcapacity. GM, which has incurred more than \$14 billion in losses in Europe since 1999, has concluded that plant closings are necessary for returning its European operations to profitability.

GM agreed to pay about \$420 million for a 7% stake in Peugeot under the deal. Peugeot is also raising money through a rights offering. The auto makers said the deal will save them \$1 billion each annually starting in 2017.

A spokesman for Peugeot declined to comment on details of future plans. "We are looking at a number of different development projects and are in the process of evaluating them," Peugeot spokesman Jonathan Goodman said.

Peugeot's top global managers are set to meet on Thursday, but don't plan to discuss specific joint projects with GM in Latin America or Europe, a person familiar with the situation said.

Developing vehicles jointly—if executed properly and across a number of vehicle platforms—could amount to billions in savings beyond the purchasing and development figure. A typical product program starts at roughly \$1 billion and can cost several billion dollars. While developing two separate vehicles off the same platform would cost slightly more, splitting the cost between two companies could cut that tab by 25% or more for each project.

That said, industry experts expect GM

and Peugeot to have difficulty achieving those savings. With few exceptions, alliances that focus on joint product and materials savings have been disappointing in the past.

GM had a joint venture with Italian car maker Fiat SpA that ended contentiously in 2005 when GM had to pay Fiat \$2 billion to exit the partnership, which didn't meet cost-savings expectations.

"Such savings are highly theoretical at present and rely heavily on successful execution and assigning accountability for meeting goals," Barclay's analyst Kristina Church said in a research note, echoing the common sentiment.

Mr. Akerson said the skepticism fails to consider that GM has learned from past mistakes, and that hard times in Europe have made companies more willing to cooperate with one another.

"We don't want shotgun weddings and that is what we had with Fiat. That deal was asymmetric," he said. "We are not going to shy away from the possibility of making a difference now because of a bad history."

With Peugeot, GM wants to have agreements to develop a minicar and larger sedan in place by this fall, according to people familiar with the plans. By year

end, according to these people, the companies want to forge deals to develop additional vehicles together, including crossovers and multipurpose vehicles. GM and Peugeot aim to team up in several global markets rather than focus on Europe.

The companies aren't pursuing joint projects in China, where each company already has joint ventures with domestic auto makers, the people familiar with the matter said.

The first vehicle to be sold under the alliance would likely be a supermini, an economical car that is smaller than a subcompact and designed for urban markets, to be sold in South

America, these people said. Both companies have cars in that segment on sale in South America and Europe. The cars, GM's Corsa and Peugeot's Citroën C3, are due to be remodeled in 2016.

Both auto companies are unprofitable in South America. GM incurred losses of \$122 million there last year despite a history of profitability. The company let its product line languish in Latin America amid financial turmoil leading up to its 2009 stay in U.S. bankruptcy court and, like other auto makers, is contending with the strength of the Brazilian currency, the real, and growing competition from low-cost Chinese auto makers.

The recent success of Chinese car companies at the lower end of the market in Latin America has left established auto makers scrambling to find less-costly ways to build their smallest vehicles, something that a GM-Peugeot minicar deal would help address.

In Europe, while the deal won't have a broad or immediate impact on GM's troubles, it will help in the long term by cutting costs on materials, parts and logistics, Mr. Akerson said. "We knew where the low-hanging fruit was," he said. "And that was in purchasing and logistics."

—David Pearson in Paris contributed to this article.

The Wall Street Journal



Peugeot hopes for a high driving seat

Peter Wilson

PEUGEOT is banking on the exceptionally early Australian release of the new 4008 in its fight to recover its lost market volume. In June, Australia will be one of the first markets to receive the model that this month is making its debut at the Geneva Motor Show as production gets under way in Japan.

The 4008 will be Peugeot Automobiles Australia's third sports utility vehicle-type model and with a lowest price under \$30,000 will be positioned in the booming compact class – below the bigger Japanese-built 4007 and the French-built 3008.

Australians bought 244,136 SUVs last year, a 3.8 per cent increase on 2010, according to official industry figures. That's a big chunk of the million and a big annual vehicle market.

The compact class is the hottest, with 121,387 sales last year, and it boomed in January as private and business buyers scrambled for 2011-plate bargains.

The Federal Chamber of Automobile Industries said demand for small SUVs was up 60 per cent on the previous January and for medium SUVs, where Peugeot last year repriced its 4007, up 26 per cent.

The 4008 is based on Mitsubishi's popular ASX, which, strictly speaking is a

crossover, blending the high driving position of an offroader with the easy handling of a hatch. It arrived in Australia in late 2010.

Peugeot's Australian research has found crossovers are very popular with women buyers. Although the market preference has swung firmly towards two-wheel drive, the 4008 will also be available in four-wheel drive.

Peugeot has styled most of the bod-

ywork so the 4008 will have a stronger Peugeot appearance than the 4007 got to distinguish it from the Mitsubishi Outlander on which it is based. As Audi has shown with its VW-based vehicles, the right appearance warrants a premium.

The 4008 wheel base is the same as the 4007 but 30 cm shorter. Decisions are still to be made on which of the four engines and two



gearboxes available globally for this model will be chosen for this market, but they will include both petrol and diesel HDi units with low fuel consumption and low emissions as well as Stop and Start systems.

Peugeot Australia chief Ken Thomas indicated in a press release last month that he hoped the 4008 would become a high volume vehicle for the marque. "With competitive pricing we believe it has the ability to increase Peugeot sales by 20 per cent," he said.

The compact SUV segment has at least 30 rival models available and more are on the way. Toyota's RAV4 is still the market leader with some 13,000 units sold last year – an average of over a 1,000 a month and a 10.5 per cent market share.

The Nissan X-Trail averaged 1,000 a month, the Hyundai ix35 966 and the Mazda CX7 800. Mitsubishi's ASX, introduced in 2010, has performed solidly with about 525 sales a month, just ahead of the VW Tiguan.

It has been refreshed for 2012 and now comes with a luxury pack option. Among the European brands, the BMW X1 averaged 190 a month and the Korean-built Renault Koleos 45 a month.

In the medium SUV segment, the 4007 had its best year with 460 sales in 2012 despite the Japanese earthquake affecting midyear supplies. The now more expensive 3008 reached 511 sales, but interest fell in the second half of the year.

Meanwhile, Peugeot improved its Aus-

tralian market position in January although the industry noted that reduced numbers of private buyers were looking to purchase passenger cars: private sales were down 8.7 per cent.

Official figures showed new owners took delivery of 306 Peugeots, a result up 21 per cent on its dismal December. That was enough for the marque to regain its position at No. 22 on the sales chart while Renault fell back to No. 23 with 204 units.

However, the Peugeot result – gleaned from the competitive frenzy of industry-wide 2011 plate sales with huge discounts and factory bonuses – was down on January in previous years and special offers were extended until February 29. Peugeot did not disclose sales details.

Asked about the December result being down, new Peugeot Automobiles Australia spokesman Jaedene Hudson said it was because the importer had been following a deliberate strategy of keeping its stocks of 2011 models low for the new year. There had been a reason behind it, she said without going into details.

Peugeot UK similarly explained its 13 per cent decline in 2011 sales as deliberate, but that was through reducing its supplies to the rental trade. An industry observer noted that some 2011 stock had already been used here to refresh demonstrators late last year and suggested the strategy was to help maintain margins and improve brand status through profitable turnover.

Every marque chasing volume was losing profit in a market saturated with imported cars and replete with offers of factory bonuses. Citroën also had a better January than December with sales improved to 125 units and No 29 on the chart. The national market was up 4.3 per cent to a total of 76,783 vehicle sales, according to VFACTS data.

Although Toyota continued as market leader despite its sales being down to 14,065 units, Mazda was the star performer with winners in both the small car and light car categories helping it gain an 11 per cent market share. The Mazda3 went so well (4,045 units) that it outsold the Commodore, Aurion and Falcon combined while the Mazda2 topped the Toyota Yaris in the light class.

The Pugilist



French city gets bike for future

PEUGEOT has begun making a special first batch of 3,000 town bicycles for the City of Bordeaux to start lending at the end of the year.

The City PIBAL Streamer is based on the ideas that 300 residents of Bordeaux shared with prolific leading French designer Philippe Starck and Peugeot last year.

It's an eye-catching concept where riders can opt to sit and pedal, like on a traditional bike, or stand on the platform and use like a scooter. The result is said to be both durable and functional, with lots of room for onboard storage.

It will feature a light-weight aluminium frame, including a braced standing platform, brightly-coloured wheels, hub braking and automatic, integrated LED lighting.

Resident input: Philippe Starck and the bike.



In an exercise that could easily have created a Homer mobile, more than 300 participants were asked in November to suggest what they would like to see included in the design of a new town bike for the future.

"The many ideas expressed helped rethink the user-friendliness, the philosophy and the safety of bike riders," blogger Alain Juppé said.

Peugeot's Mu mobility engineers are working on sorting any technical issues with the design. Bordeaux is one of France's top cycling cities and it has seen the number of riders triple in the past 15 years.

About 10 per cent of daily trips are made by bicycle.

From PSFK and GizMag

Peugeot re-thinks the urban bike

Peter Wilson

Continuing the development of its Design Lab concept, Peugeot Cycles has taken the audacious step of rethinking the urban bike.

The DL122 offers a bold and innovative new mobility solution. Agile and compact, this clever little bike does not sacrifice practicality for elegance.

Secured between the legs in a modern leather satchel, a laptop and documents can be kept safe from theft without upsetting the bike's balance, ensuring it gives a dynamic response when riding around town. Its modern



frame discreetly houses a high quality lock to ensure it can be protected every time it is used.

Wood and aluminium frame, leather saddle and hand grips, integrated folding lock, leather satchel with mesh inner, 20" wheels, 8-speed belt transmission.

Top Gear drives the new Peugeot 208

14 March 2012

One thing is immediately clear on this all-new Peugeot 208 - it's not as bad as the 207 or 206.

Admittedly, this isn't an achievement worthy of any Nobel Prize, but still, it's crystal from the outset and even before you've sat in it, that the 208 is now a serious contender in the supermini market.

'Serious contender' and 'Peugeot' are not words that we're used to seeing in the same sentence, but the French have undergone a renaissance recently and the 208 is the zenith of that. Weight has been stripped off it - by as much as 170kg over the 207 - and real attention has been paid to the design inside and out.

For instance, the 208 is 7cm shorter than the 207, but the new car has more rear legroom because Peugeot has fitted thinner front seats. Most of that 7cm cut has been from the front overhang, so it's a not-fond farewell to the 207's beaky nose.

Quality is also improved, and all bar the most basic trim level get a nifty touch screen in the dash. This controls everything from the sat nav to the radio to your iPod, depending on the

options you tick, and it works really well - intuitive to use, good to look at. It certainly makes rivals feel a bit 20th Century.

Sitting in, there's something fresh and different. The steering wheel is tiny, and instead of looking at the instruments through it, the clocks are in a binnacle high on the dash-top, and you see them over the top of the wheel rim. It works brilliantly for us, pitting the speedo and rev-counter an easy glance



away from the road. But other drivers, who have their seat more reclined and the wheel higher, found the wheel cut right across the dials. Your mileage may vary.

And there's a huge range of engines to choose from, from a 1.0-litre petrol with 68bhp to a 1.6-litre 114bhp diesel - and all bar the more powerful petrols emit under 100g/km of CO₂, which is an impressive achievement.

The cheapest engines are the new three-cylinder petrols, in 1.0 and 1.2 sizes. Can't imagine the 1.0 is going to get the juices flowing, but the 82bhp 1.2 is a bit of a sweetie. It pulls from low revs all the way round the clock. The sound is an enthusiastic chatter when you cane it (as you must, much of the time, and that's the fun of it), but it subdues politely on the motorway.

The other popular engine will be the 1.4 petrol, which is the high-tech fruit of Peugeot's co-operation with Mini. But alongside the little triple, it's barely more powerful and notably worse on CO₂ - 129g/km plays 104. Still, that 1.4, or the related 1.6, are also fine engines to use. None of them are exactly quick, but as with any good small car, they're happy to be wrung out until their pips squeak.

But - you sensed that word coming, didn't you - if you're after the best-handling supermini, you'll still head for a Ford dealership. The Fiesta manages to trump the Pug for precision and fun, because it rewards more. This isn't as important in a supermini,

but we're all drivers here at TG.com, so even in a supermini we still like to see some sort of interaction between man and machine.

To be fair to the Peugeot, it rides well. The handling is perfectly neutral and precise, and sharpened by that small steering wheel. But it all feels a bit distant, like you're steering a remote control car.

Which isn't to say you shouldn't look at

this if you're thinking of buying a supermini. If nothing else, Peugeot deserves some extra footfall in its dealerships as a reward for the colossal improvement it's made over the 207. The 208 is much, much better. But still not quite good enough.

TopGear.com



Peugeot 208 GTi concept revealed

Peugeot has pulled the covers from its hotly-anticipated 208 GTi, with the fast little 'Pug' making its online debut in concept form this week.

As expected, the 208 GTi Concept is powered by the familiar 1.6 litre turbo-charged engine developed with BMW. The engine, which also powers the Peugeot RCZ coupe, delivers 147kW and 275Nm of torque.

In 208 form, the 1.6 litre four-cylinder

turbo mill sends power to the front wheels through a six-speed manual transmission, and Peugeot claims a flat seven-second run to 100km/h.

While the GTi concept isn't loaded with unique styling elements, it does get clipped-on flares - a necessary addition, because the little hatch's track has been widened by 36mm at the



front and rear.

The large 18-inch wheels sit in front of a performance suspension and brake package, featuring 302mm discs at the front and 249 discs at the rear.

There's also a large roof-mounted spoiler, side skirts, a faux diffuser and chrome exhaust tip, and a subtly tweaked grille design.

In the cabin, the 208 GTi concept gets a flat-bottom sports steering wheel, sports seats and an Alcantara leather-trimmed dash design.

While Peugeot has yet to announce plans for a production version of the 208 GTi Concept, CEO Jean-Marc Gales has made no secret of his plans to bring the iconic 205 GTi's reputation back to life.

The Motor Report

Peugeot 208 XY concept

The performance focus of the 208 GTi Concept will be balanced at Geneva by a second showcar, in the form of the 208 XY Concept.

Where the GTi is an exercise in power and performance, the 85kW 1.6 litre e-HDi

turbodiesel-powered XY Concept is all about style.

The 208 XY takes a cue from its Citroen DS3 stablemate, adding pearl-grey leather in the interior and a crimson contrast stitch throughout the cabin. The panoramic glass roof also gets a black leather edging.

On the outside, the XY gets a special 16-coat paint and lacquer 'Pulsion' finish, and

Peugeot says that depending on where you're standing, the pearl-like finish will run through a full spectrum of hues.

The Motor Report



Peugeot 4008 on sale in Australia from June

14 March 2012

Peugeot has confirmed that its all-new 4008 small SUV will make its Australian debut in June, following its world premiere at the Geneva Motor Show.

With production of petrol and diesel variants set to begin next month, Australia will be one of the first markets to pick up the new SUV.

Peugeot Australia boss Ken Thomas said today that he expects the new model to boost the carmaker's local sales by 20 percent.

"The 4008 allows Peugeot access to the ever expanding compact SUV segment with a product that's perfectly suited to today's active consumer."

Thomas added that the 4008 will kick off at a price point below the \$30,000 mark, placing it \$10,000 below the cheapest 3008 and almost in-line with the top-shelf 308 Touring wagon variant.

The new Peugeot will also

enter above the \$25,000 Mitsubishi ASX with which the 4008 shares parts of its platform, challenging the likes of the \$27,490 Nissan Dualis, Honda's \$28,090 CR-V and the \$28,490 Volkswagen Tiguan.

Globally, the 4008 will be offered with four engine choices:

- 1.6 litre (86kW/152Nm) four-cylinder pet-

rol with a five-speed manual transmission

- 2.0 litre (113kW/198Nm) four-cylinder petrol with a five-speed manual or CVT automatic
- 1.6 litre HDi (84kW/270Nm - 280Nm with Overboost) four-cylinder diesel with a six-speed manual
- 1.8 litre HDi (110kW/300Nm) four-cyl-



inder diesel with a six-speed manual transmission

Four-wheel-drive versions will also be offered, with three transmission modes: 2WD, 4WD and Lock.

In both four-wheel-drive modes the distribution of the torque between the front and the rear is managed electronically.

In Lock mode the four-wheel drive transmission becomes permanent, with even greater distribution of torque to the rear wheels.

Peugeot believes this transmission will represent more than 80 percent of sales, and in some areas it will be the only transmission offered - including in Europe.

Australian specifications will be revealed closer to the 4008's launch date.

The Motor Report



Peugeot Association of Canberra Minutes of General Meeting 8.00pm 28 February 2012 Weston Club Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary
Neil Sperring	
Glen Bryden	
Neil Birch	
Colin Handley	
Bill McNamee	
Lynne Duckham	
Ian Brock	
Jim Taylor	
John Gerenin	

Apologies

John Bower

Introduction

1. The meeting opened at 8:12pm, following dinner in the club bistro at 7pm.

Previous meeting

2. The minutes of the 22 November 11 meeting were read and accepted. Prop. Neil Sperring, seconded Ross Stephens.

Vote of thanks to Rick Phillips

4. Neil Sperring asked the meeting to place on record a vote of thanks to Rick Phillips, the previous secretary, and his wife for their long and diligent service to PAC. The members agreed with this sentiment. A formal letter of thanks will be sent to Rick.

In addition, Brad Pillans proposed Rick be made an Honourary Life Member IAW the Constitution of the PAC. Seconded by Neil Sperring. Vote in favour carried.

Financial position

5. The current financial report was unavailable, however Glen provided a verbal brief on the favourable financial state reported at the last meeting and indicated that additional funds of \$150.00 had been received from six membership applications.

Welcome to new members

6. Brad Pillans welcomed the new members present; Lynne Duckham from Canberra and John Gerenin from NSW Peugeot Club on behalf of the PAC.

Inwards correspondence

7. The following correspondence was received:

. Invitation from Kidney Health Australia – Kidney Kruse and Shine August 12

. Invitation from the Cootamundra Antique Association to participate in a tour of eastern

Victoria 9 - 25 November 12

. Invitation to participate in the St John the Apostle School fete 17 March 12

PAC Historic Vehicle Register

8. As a result of canvassing the longer term members present at the meeting, Brad identified the requirement for accurate record keeping, within PAC. In particular, the register of historic vehicles as required by the Council of ACT Motor Clubs (CACTMC), the governing body for the registration of historical vehicles.

Council of ACT Motor Clubs

9. Ross Stephens and Neil Sperring presented the Delegate's Report of the 16 February 12 CACTMC General meeting. The next CACTMC meeting will be held on 15 March '12.

PAC BBQ

10. Brad and Sue Pillans are hosting a BBQ for the PAC on Sunday 18 March '12, all are welcome to attend. Check ROAR for details.

Close

11. The next PAC meeting will be held on 27 March '12. The Meeting closed at 9:08 pm.