

ROAR

Magazine of the Peugeot Association of Canberra



February 2014

Interactive contents page: Click and go

Contents

02 President's Report

03 2014 Committee
• Who's who in PAC

04 Classifieds
• For Sale

05 Calendar
• Club events 2014

06 Events
• French car drives in 2013

07 Events
• Wheels 2014

09 Events
• Historic Winton

11 Events
• Benalla Classic car and motorbike tour

12 Events
• NSW Peugeot events

13 News
• 2014 Peugeot Pageant

18 News
• Peugeot set to remake car line-up with \$7.2 billion boost

19 News
• Peugeot enters the Roosters coop

20 News
• PSA global sales dip 5% in 2013

22 News
• PSA rains on Hollande's parade

24 News
• PSA does not need Dongfeng deal - analyst

25 News
• Peugeot unveils new 108 supermini

26 News
• Peugeot unveils 308 Touring at Geneva Motor Show

27 Technical
• 406 power steering hoses



ON THE COVER

The extraordinary 402 Peugeot DarlMat Roadster remains an excitement machine. Photo through Mike Garrett.

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

PO Box 711, Civic Square, ACT, 2608.

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

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

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Greetings all,

Welcome to another club year. I hope that you all enjoyed a safe and happy Christmas-New Year break.

I don't know about you, but my summer holiday went far too quickly. I had planned to get a few home jobs done, like cleaning out the garage and doing a bit of house painting, but it was not to be. With the extreme heat that we have had in the past two months, my energy for 'big jobs' was very low, and watering the garden was about the limit of my endeavours.

We are down one car this week after someone ran into the back of our 306 recently. It happened in a very common situation – stopped at an intersection, waiting for a break in the traffic, when the person behind you decides that it's time to go, but you haven't moved! The towbar took most of the impact, but the bumper was bent as well; other body panels were completely unaffected. The car was still very driveable, fortunately, but this week it's at Hume Body Works, being repaired.

Getting the car to HBW was a bit of a saga in itself – first our insurance company (APIA) sent me to their own repair company, but the job was too complicated, so they asked me to leave the car with them so they could arrange quotes from other repairers. The offer was a bit like a valet service – give them the car and in a couple of weeks I would get it back, good as new. “No way” I said. “We need our car as a daily drive and I want to minimise the time it is off the road”. So I kept the car, and obtained two quotes, myself, which were then submitted to APIA for assessment. I've had work done by HBW before, so I was pleased when APIA accepted their quote. Our 306 is insured for \$5700, so it was touch and go whether it would be repaired or written off. Perhaps it was fortunate that the accident was not our fault and APIA could claim from the other bloke's company. Who knows? Anyway, by organising my own quotes and dealing direct with the repairer, I have minimised the time that the car is out of action.

The accident closely followed another incident with the 306. I had noticed a bit of a noise, varying with engine speed, on my way into work, but I was running late for a meeting, so I parked the car and hurried off. After the meeting, I started the car and backed out of my parking space – the noise was louder (but not excessive), the alternator light was on, the power steering had stopped working and there was a burning smell from under the bonnet. An apprehensive look under the bonnet revealed a piece of bent metal caught in the main belt. I rang Bill for advice and he suggested that I drive the car slowly to his place (a 20 minute drive from where I was). Sadly the car stopped a few hundred metres from his house and refused to start, so I rang Bill again and we unceremoniously towed the car to his place. Later inspection revealed a disintegrating crankshaft pulley (the source of the bent metal, above) which had caused the timing belt to jump a few teeth, resulting in bent rockers (but no valve damage). So, having spent several hundred dollars to get this job done, you can see why I was hoping that the 306 could be repaired

after the accident.

Then just to add insult to injury, two other things happened. First, I had a flat tyre while driving the 306 home after picking it up from Bill – the tyre was unrepairable, so I had to fork out for a new Michelin. Then our 508 needed new discs and pads on the rear wheels – after only 50,000 km, but apparently standard wear on the 508 according to Melrose Peugeot – and another several hundred dollars went on the credit card!

Just a reminder that our first big club event of the year will be the annual Wheels exhibition in Kings Park (near the Carillion) from 9 am to 3 pm on Sunday 16 March. All club members are invited to display a vehicle. Intending participants should arrive between 8 and 8.45 am.

Our first club meeting for 2014 will be held at the Weston Club on Tuesday 25 February at 8 pm, with dinner and drinks from 7 pm. Being the first meeting of the year, I encourage you all to come along and get the year off to a flying start.

Keep on pugging,

Brad Pillans

2014 COMMITTEE

President and Club

Registrar

Brad Pillans
3/35 Lansell Circuit
Wanniassa ACT 2903
6231 7357, 0427 662112
brad.pillans@anu.edu.au

Vice President

John Bower
1 Kay Close
Dunlop ACT 2615
02 6258 0027, 0423 118 419
jbbower@bigpond.com

Secretary

Ross Stephens
PO Box 11
Narrabundah ACT 2604
0429 313 090

Treasurer

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

Technical Officer

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

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
0409 440 789
peterees@netspeed.com.au

Production Editor

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

Social Secretary

Colin Handley
4 Bains Pl
Lyneham 2602
62488442
alpinesigns@ozemail.com.au

General Committee

Colin Handley
Neil Birch

Public Officer

Geraldine Butler

CLASSIFIEDS

FOR SALE

306 XT



306 XT, 1998, one owner from new. Silver, 5 speed manual with sunroof and dealer fitted cruise control. 135,000 kms - complete history to hand with codes and both keys. Registered to 08/09/2014. Inspection welcomed, \$2,500. Gilbert Hughes (02) 62543266



PARTS

203 and 204 extractors

Ron Gruber in Sydney is taking orders for extractor exhaust systems to suit 203 and 403 Peugeots. He needs orders for 10 sets of each 203 and 403 to get a really good price of \$260 each set.

Anyone wanting to place an order contact him at gruber4@gmail.com

CLUB EVENTS 2014

Calendar

25 February

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

16 March

Wheels, from 9 am to 3 pm, Kings Park (near the Carillion). All club members are invited to display a vehicle. Intending participants should arrive between 8 and 8.45 am.

19 April

The Wamboin Community Association is hosting the Wheels of Wamboin at the Wamboin Community Hall on Bingley Way. The event is for all things automotive and will be held in conjunction with the Wamboin Home Produce markets from 9am to 1pm. All sorts of automotive machines including old, new and interesting cars, motor bikes, trucks and even tractors are welcome. Display entry is a gold coin donation and swap tables are \$5. If you are interested in displaying your automotive masterpiece please email peter.evans@wamboincommunity.asn.au to confirm attendance so we can ensure adequate catering on the day. Peter and Christel Evans, T: 0427 699 118; E: civildesign@bigpond.com

23 May

Benalla and district classic car and motorbike tour

24-25 May

Historic Winton

FRENCH CAR DRIVES 2014

Lisa Molvig is working on events for 2014 and this is the tentative calendar.

27 April Cooma, visit Cooma-Monaro Historic Railway <http://cmrailway.org.au/>
Or there is the Lambie Historic Town Walk around Cooma.

22 June Canowindra, 190km drive from Canberra , to visit Age of Fishes fossil museum. <http://www.ageoffishes.org.au/>

24 August local winery visit, any suggestions?

26 October Bundanoon Garden Ramble, guided tour of open gardens in Bundanoon area of Southern Highlands

7 December BBQ by shores of Lake Ginninderra

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

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

WHEELS



SHARE THE PASSION

16 March 2014

Kings Park By The Lake Just Down From The Carillion...



Display and Charity Day for all Clubs affiliated with
The Council of ACT Motor Clubs

Visiting Clubs are welcome. Display vehicles arrive from 8.00am

Spectators from 9.00am till 3.00pm

Entry by gold coin donation



*Celebrating Motoring in Canberra
Supporting Technical Aid for the Disabled*

Organised by the Mercedes-Benz Club,
MG Car Club, and Roll's Royce and Bentley Club of Canberra

Contact: Richard Jackson - tel: 02 6254 2546 - eml: jackd149@hotmail.com

Events

You will note from the map there is a spoon drain between the entry points from Parkes Way. Please make sure you access at the correct entry point. It is not possible to cross the spoon drain; if you try you may be there all day until you get towed out.

If you want to attend before the day for a briefing Wheels co-ordinators will be on site at 9.30am 9 March.



38th WINTON PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV 24th & 25th MAY 2014



HISTORIC CARS, MOTORBIKES AND SIDECARS
Featuring over 400 Historic Racing Cars
and Motorbikes from 1920's to 1980's

Saturday \$25.00
Practice 9.00 am.
Racing 1.00pm

Sunday \$35.00
Racing all day
from 9.00am

Weekend Pass \$50.00
Paddock \$5.00

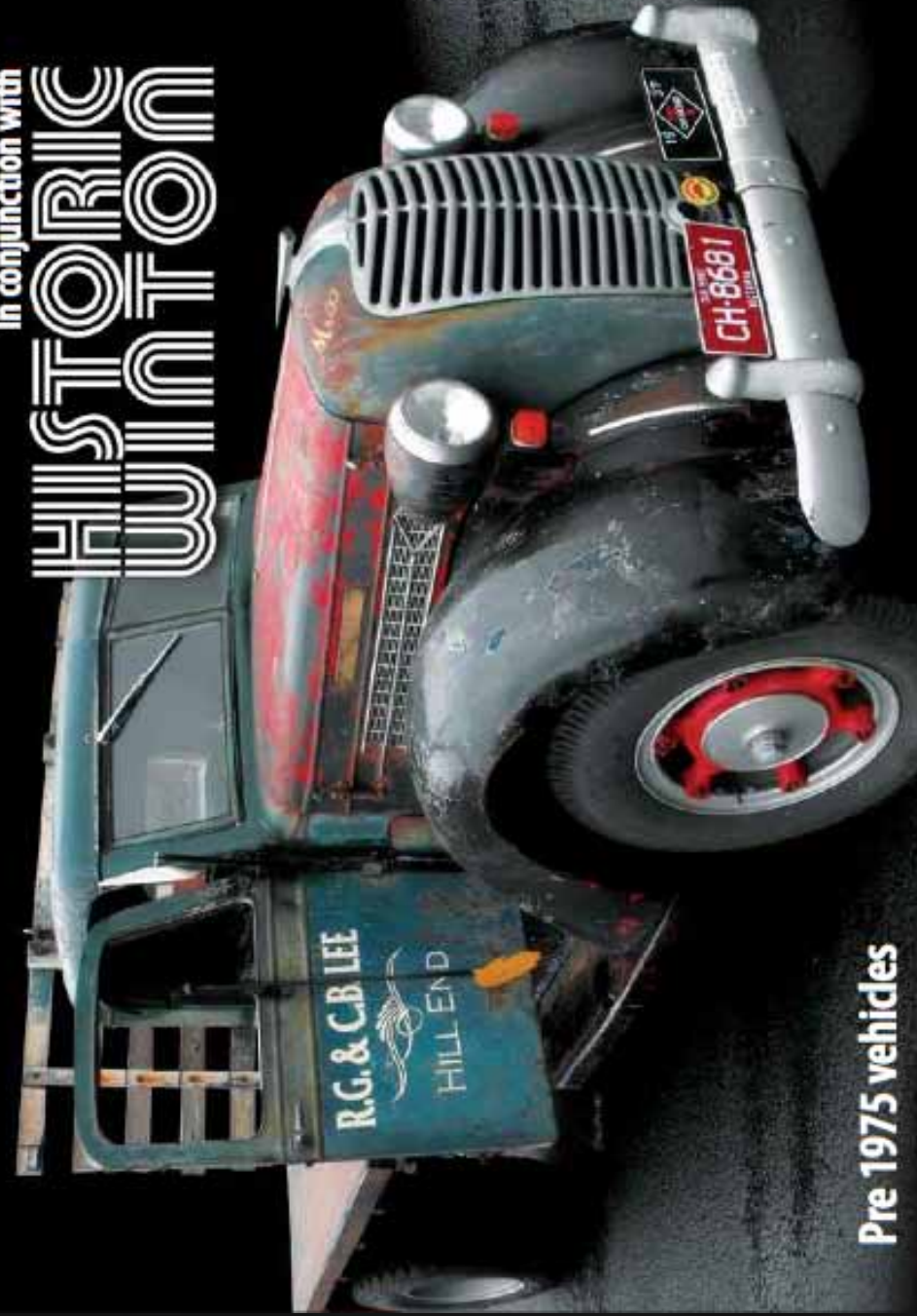
Winton Motor Raceway, Benalla, Victoria
www.historicwinton.org enquiries: 03 54282689



Photo: Neil Hammond

HISTORIC COMMERCIAL VEHICLE SHOW

In conjunction with
**HISTORIC
WINTON**



Pre 1975 vehicles

Trophies for vehicles of special interest

SUNDAY MAY 25th 2014

Winton Motor Raceway - Via Benalla

Presented by the Austin Seven Club

www.historicwinton.org

Enquiries 03 5428 2689 noelwilcox@rocketmail.com

RACV *we're there for you*

Benalla and District **CLASSIC CAR AND MOTORBIKE TOUR**

FRIDAY MAY 23rd 2014
10.00 am. Benalla Art Gallery
(assembly and registration from 9am at Art Gallery)

**Entry \$10 per vehicle. includes RACV rally pack
and RACV trophies for most interesting vehicles**

Also static display of Classic Vehicles and Historic Race Cars
Friday May 23rd. Outside Benalla Civic Centre. 3pm - 5pm

*The Austin
Seven*
CLUB

**For further details contact
GRAEME McDONALD
0417306332**



NSW Peugeot events

Ross Berghofer, President, PCC of NSW, writes: Let me know if you are coming by ringing or SMSing me on 0409 504 551 or emailing me at ross.berghofer@yahoo.com

Neville Summerill's Canberra and district

Pugger Buggers in and around Canberra and surrounds

A bit like a mystery tour of sights in Canberra and surrounding districts from 3 May to 10 May 2014.

Any Pug will be OK as we are not on back roads but will have some gravel.

We will be based at the Crest Motel at Queanbeyan on Crawford Street.

The phone number is 6297 1677. This motel is very reasonably priced, quiet, breakfast in a dining room included in the tariff.

Neville will need numbers booked by the end of March 2014 on phone number 6458 7208. For any enquiries, phone Neville.

Itinerary:

3 May 2014. Day 1: Braidwood for its 175 year anniversary celebrations for a parade and car show. This will be great day out in this historic town. A display of 203s, 403, and 404s would be especially welcome.

Day 2: Return to Braidwood for more celebrations and billy cart derby. Or to Wings Over Illawarra at Albion Park Rail.

Day 3: The sights of Queanbeyan in the morning and the Australian War Memorial in the afternoon.

Day 4: Travel to Gundaroo, Collector, Breadalbane, Gunning and Yass.

Day 5: Sights of Canberra.

Day 6: Captains Flat, Jindera, and return through Burra and Googong.

Day 7: Travel to Corin Dam, Tidbinbilla, Mount Stromlo observatory, and return via the Royal Australian Mint.

10 May. Day 8: Our longest day to Adaminaby via Tharwa, Naas, Yaouk to view the museum of Snowy Mountains memorabilia, then maybe a viewing of a tractor collection at Bunyan. Then home to Queanbeyan for a farewell dinner.

This is a chance for members, family and friends who have not seen what our

national capital has to offer.

Cameron Corner with Neville Summerill, from Post to Post.

Date to be decided, most likely July and August.

Some time in the mid year of 2014, this tour will be from the big one tonne Corner post at Mungindi on the Queensland – New South Wales border and travel along the border as close as possible.

If permission is granted travel along the actual fence in some places, passing through and around 16 gates on this iconic landmark to the corner post at Cameron Corner.

Then down along the South Australian border to Broken Hill.

Camping will be involved, fuel should not be a problem.

We start at Grenfell, to Nyngan to Mungindi. Enquiries to Neville Summerill on 6458 7208. Rear wheel drive cars should be OK, but if possible two 4WDers please.



2014 Peugeot Pageant

The 2014 Pageant will be held at The Outlook Conference Centre in Boonah, QLD, during Easter 2014—from 18-21 April.

Kay Marken

The PCQ Pageant Committee are very happy with their arrangements for the 2014 Pageant.

Our intention is to provide everything needed for a Pageant in one place as much as possible, to retain the friendships and camaraderie developed over many years. We also determined to do this at a reasonable price.

A few facts about the accommodation at The Outlook. Every unit has parking (some undercover), tea and coffee facilities, fridge (some have a cold room), laundry facilities, hand car wash facilities, BBQ and deck, bathrooms and toilets, some have handicap facilities and some have A/C and many have kitchens that you can also use.

There are different unit configurations, and when people send in their replies

re attending the 2014 Pageant we hope they will look at the unit diagrams and indicate their accommodation preferences within The Outlook complex, which must be booked through our committee, or at one of the nearby motels.

This all means that we can accommodate

44 people if we only have only one person in each double room, and 77 people if couples are sharing a bedroom as they would in normal life. Of course, single participants would not be allocated a shared room unless they ask. There are 21 bathrooms in these accommodation units which average at 2 sharing with minimum occupancy and 3.5 sharing if maximum.

We anticipate that we will not be at maximum, as some participants have already expressed the wish to stay with friends or at a motel. So what do you do now?

If you are thinking of attending and staying at The Outlook, indicate your unit and bedroom preference, also telling us other people you would like to be near, and especially stating any health concerns that are affecting your decision.

The Queensland Club is handling all the accommodation bookings for the Outlook through the registration forms for the Pageant.

If you want to attend but cannot or don't wish to use the shared accommodation we have pre-booked at The Outlook, we suggest you book at one of the motels. We will certainly adjust your accommodation factor in the Pageant fees the fairest we can.

The Boonah Valley Motel is closest, and it is very nicely set out. The Boonah Motel is just a

bit further down the road. As we are still negotiating menus and costings, and it is several months before the event, final figures are not available for registration forms yet.

The committee is hopeful of having these registration forms available sometime soon. Your Pageant fee will include your accommodation (unlike previous pageants) and this is part of the reason we booked the complex and of course this will be on the registration form. And also a reminder, if you want to stay Thursday night before the Pageant or Monday night after the Pageant, this is also available at The Outlook, for a small additional fee as charged by The Outlook.

If you did this, a shopping trip in Boonah will help you provide your own food in the fully equipped kitchens or using the BBQs on the decks. New unit diagrams reflecting the changes from bunk beds are being prepared and will be uploaded to the PCQ site ASAP.

The committee has already been making purchases for filling your goodies bags, and filling in specific details in the program.

Hope to see you in Queensland in 2014 PCQ Pageant Committee For more info, see www.peugeotclubqld.org.au/peugeot_pageant.html





2014 Peugeot Pageant

Wright man for the job

Motoring writer and historian John Wright has been confirmed as the guest speaker for the Easter Pageant presentation dinner in Boonah, Queensland next month.

Now with Unique Cars, John, like the writers of his generation, has had a long respect for Peugeots; at one stage he considered acquiring one as a restoration project.

When JRA held the Peugeot concession in Australia, it commissioned John to research and write the history booklet, Peugeot in Australia.

The later 1989 version covers the golden era of rear-wheel-drive Peugeots from the upset Redex victory in 1953 to the introduction of the 405.

Motoring writers were very aware of how Peugeots stood out from the crowd back then.

John noted that Peugeot's manufacture of its own shock absorbers played an important role in winning the Redex as the

event showed that most shocks were inadequate for the rigours of Australia.

The 203 was way ahead of its competitors in other ways and John quoted Wheels as saying the myth of large American cars being the only ones suited to Australia was exploded.

Subsequent models – the 403, 404, 504 and 505 – were cars with character that continued to surpass the local sixes in every department.

They could cruise at high speeds and offer remarkable economy. "Nobody who had even driven a 404 for any distance would select a Holden, Falcon or Valiant for interstate tripping in preference to the Pug," John declared.

He noted the 504, with its all-independent suspension, rode more comfortably and quieter than any of the local luxury cars.

John regarded the 505 as the most elegant of all Peugeots when JRA introduced it.

With many improvements, the classical car was in middle age when the rally-proven hot hatch performance package of the 205 GTi arrived; expensive at \$30,000 in 1987, but "no other sporting car offered so much for this sum".

The history ends with the 405 launch in early 1989 on the heels of its European Car of the Year award.

John, who now lives in the Gympie area, has written other Australian car histories, including Heart of the Lion (about the other brand).

His latest books are Special – the Untold History of Holden, a book on Australia's iconic FJ Holden (2008) and a lighthearted memoir, My Other Wife is a Car – Confessions of a Car Tragic

(2009), detailing the 130 cars in his life and some of the 3,000 cars he has driven.

To hear John at the dinner, register now for the Pageant and all of its events.

The web links for the Pageant Registration form

[www.peugeotclubqld.org.au/peugeotmania/2014 Pageant Registration Feb 2014.pdf](http://www.peugeotclubqld.org.au/peugeotmania/2014%20Pageant%20Registration%20Feb%202014.pdf)

PCQ Pageant Committee For more info, see [www.peugeotclubqld.org. au/peugeot_pageant.html](http://www.peugeotclubqld.org.au/peugeot_pageant.html)



2014 Pageant Accommodation info August 2013

The accommodation we have booked at The Outlook can cater for about 85 people if every bed is occupied. However, with some bedrooms having 3 beds being used by a couple, and other rooms with two beds being used by a single person, the figure will reduce to about 70 being accommodated at the Outlook in the units.

If there is a group that would like real dorm living, we could always take some beds or mattresses and put them in a conference room! But most of us would prefer our own room so we can close the door occasionally on the talkfests!

There are wheelchair bathrooms in units 2, 4 and 7, and 7 is where the breakfasts will be.

Of course we also have access to the outdoor kitchen and amenities for caravans and tents, this will allow for more, so please ask for the special prices for these.

Remember, you can also talk to us about extra nights each side of Easter for only \$30 a night extra, and it may be possible to book a unit for yourself to stay longer in the area.

Better post your registrations and requests early to make sure you have a bed with us!

Some participants will want to stay elsewhere, and we have no problem with this, and have adjusted our prices for these participants accordingly.

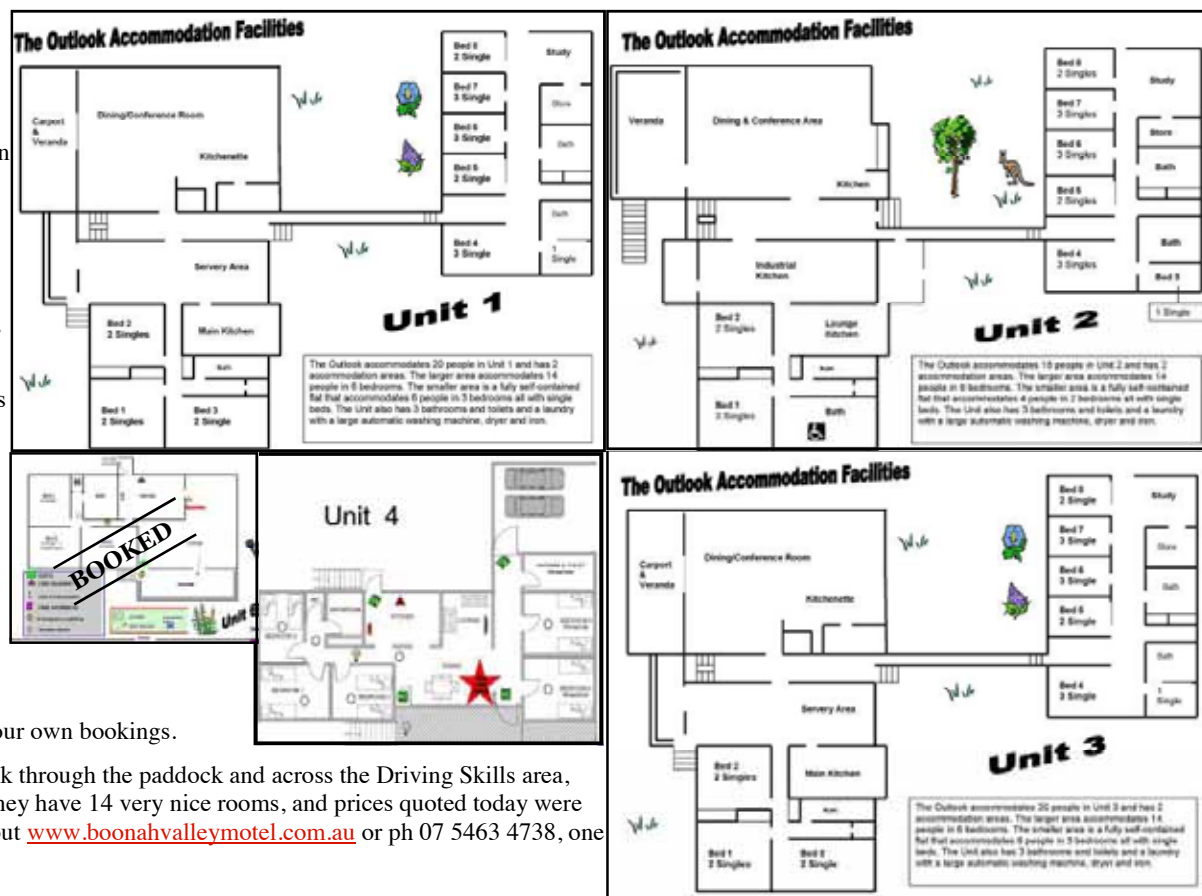
If you wish to stay in a motel, there are two at Boonah, and you should make your own bookings.

The closest one, Boonah Valley Motel, is right next door, and only a 500m walk through the paddock and across the Driving Skills area, but you would be better off to drive your Peugeot the kilometre to the venue. They have 14 very nice rooms, and prices quoted today were \$120 for 1 or 2 people, \$150 for 3 and \$165 for 4 all in the same room. Check out www.boonahvalleymotel.com.au or ph 07 5463 4738, one Pageant couple have already booked there.

The second motel at is the Boonah Motel, just 2 km down the road at the roundabout near the Visitor's Centre, closer to Boonah, with a combination of room possibilities, prices quoted currently are a single at \$99, couple \$110 or \$120 on Saturday nights, twin share \$120, 3 guests \$140 and 4 guests \$160.

For both of these motels, please say you are with the Peugeot Car Club.

Other accommodation is available in Boonah, including B & Bs and a hotel, check out www.boonah tourism.org.au for a full list.





PAGEANT REGISTRATION

Peugeot Easter Pageant 2014 in Boonah, Queensland

Friday 18 April to Monday 21 April

REGISTRATION, FEES AND PAYMENTS

Registration includes all meals from Friday afternoon Tea through to Monday Breakfast and any Pageant activities included in the weekend.

- Full Pageant including Accommodation at the Outlook \$300.00 per person X ☐ \$.....
- Full Pageant excluding Accommodation (booking own Motel) \$210.00 per person X ☐ \$.....
- Additional nights at The Outlook (Thursday and/or Monday) \$ 30.00 per person per night \$.....
- Full Pageant Caravan (powered Site) or Tent site (nil Power) at the Outlook — Price on application
- We will be accepting deposits of 50% until the 28/02/2014 and then final payment is required by the 05/04/2014.

1. Payment may be paid by either:

- Cheque made payable to Peugeot Club of QLD Inc, or
- Direct deposit to the PCQ bank account BSB 484-799, account number 160 683 825

Please identify your transaction with your name and the words "pageant 2014"

2. Indicate here how you paid: cheque enclosed; or direct deposit
 Amount paid \$_____ date ____/____/____

3. Post this form to Peugeot Club of Qld Inc PO Box 404, Everton
 Park QLD 4053 or

scan and email to 2014peugeotpageant@peugeotclubqld.org.au

2. Cancellation: If you cancel after April 5th. 2014, a charge of \$100 per registration will apply to recover costs incurred.

3. For any enquiries you can email 2014peugeotpageant@peugeotclubqld.org.au or phone Carol or Vern on (07) 33542646

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

Name(s): _____

I am interested in participating in the

Driver Skills Test: Yes No

Rocker Cover Racing: Yes No

Address: _____

Please list any dietary Requirements: or special needs

State: _____ Postcode: _____

Email: _____

Phone: (____) _____ Mobile: _____

What club will I represent at the Pageant: _____

.....Motel

.....Motel

What Model Peugeot will I be driving: _____

Registration number: _____

Other - Please advise _____

Signature: _____

If you have already booked your own accommodation please indicate if it is at:

Pugger Buggers around Canberra with Neville Summerill

A bit like a magical mystery tour of the sights in Canberra and surrounding districts from 3 May to 10 May 2014.

Any Pug will be OK as we are not on back roads but will have some gravel. We will be based at the Crest Motel at Queanbeyan on Crawford Street. The phone number is (02) 6297 1677. This motel is very reasonably priced, quiet, breakfast in a dining room included in the tariff.

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This is a chance for members, family and friends who have not seen what our national capital has to offer. Like me, I have not seen many either.



Peugeot set to remake car line-up with \$7.2 billion boost

Peugeot Carlos Tavares, PSA Peugeot Citroen's incoming chief executive officer, laid out aggressive plans to use \$7.26 billion in funds from investors to remake the unprofitable automaker's model lineup.

Tavares, a former Renault SA executive who will take over as CEO next month, said on Wednesday that the French automaker, which has fallen behind competitors in spending on new technology, needs to increase research and development funding and narrow its offerings to focus on the most profitable vehicles.

The money will come in part from a 3 billion pounds capital increase, in which Dongfeng Motor Corp and the French state will contribute about half the money in exchange for stakes of 14% apiece. Banco Santander SA will also contribute funds through a partnership with Peugeot's lending arm.

The reorganisation brings to an end control by the Peugeot family of the 118-year-old carmaker, which was unable to keep up with rivals as the automotive industry shifted from a regional focus to large worldwide players. Peugeot, which has

been forced to slash costs as Europe's auto market declined for six straight years, currently spends 1-to-2 percentage points less on R&D than the industry average.

"This company has the potential to become a global car company," Tavares said.

He said his plan is to focus on fewer models and to "scare" competitors with the new vehicles in the coming years. Tavares said he'll detail in mid-April his "Back in the Race" turnaround plan for Peugeot, which in the last decade has steadily fallen further behind regional leader Volkswagen AG.

VW last year controlled 24.8% of the car market in western Europe,

more than double Peugeot's 11.1% share.

Peugeot is aiming to remake its fortunes by teaming up with Dongfeng to expand in China. Dongfeng already operates three factories in the country with Peugeot. The companies plan to raise joint production by two-thirds to 750,000 vehicles by the end of 2015.

Bloomberg



Peugeot enters the Rooster's coop

The Sydney Roosters have announced that Peugeot Automobiles Australia (PAA) will be one of the Club's new major partners, Peugeot joins the foundation club sponsoring the upper chest and top back of the jersey worn by the team.

The new partnership will see the two brands joined together for the next three years. Peugeot and Citroen importer Sime Darby Automobiles Australia general manager John Startari says the Peugeot brand signature 'motion and emotion' is the heart-beat of the product and the Roosters are a team that display these merits with authenticity and inspiration.

Peugeot says it's history creates the perfect synergy with the Roosters as they are the only team in the NRL that has been continuously represented every year since the game's inception in Australia.

Beyond sharing its team colours of red, white and blue and an emblem of the Rooster with France, the Roosters have a strong French connection, with head coach Trent Robinson commencing his coaching career with France's Toulouse Olympique in 2005.

The Roosters have also welcomed French international Rémi Casty to the club

in 2014. Roosters Captain, Anthony Minichiello, will become a brand ambassador for Peugeot and says he is looking forward to choosing his new car.

Peugeot will feature on the Roosters jersey for the first time in February's Auckland Nines tournament, prior to the NRL season getting underway in March, and will feature on all playing apparel in the NRL season.

Autotalk.com.au



John Startari and Dimitri Andreatidis with Anthony Minichiello

PSA global sales dip 5% in 2013

Graeme Roberts

- **2,819,000 assembled vehicles and CKD units sold worldwide, down 4.9% on 2012, with sales of assembled vehicles stable (down 0.1%)**
- **Reversal of the annual trend in the fourth quarter, with assembled vehicle sales up 4%**
- **Another increase in the percentage of vehicles sold outside Europe, to 42% of the total from 38% in 2012**
- **Further advances in the upmarket strategy, with premium models accounting for 19% of total unit sales versus 9% in 2009**

PSA Peugeot Citroën in 2013 booked worldwide sales down 4.9% year on year to 2,819,000 units (both assembled vehicles and CKD kits).

Assembled vehicle sales volume was flat, down 0.1% to 2,818,000 units but the fourth quarter saw growth of 4%.

In 2013, the worldwide automobile market showed decidedly mixed trends, with demand continuing to contract in 30 country Europe (down 1.6%) and Russia (down

5.4%), while expanding in China (up 19.1%) and Latin America (up 2.9%).

Only a handful of markets grew during the year, such as the United Kingdom and Spain, which were up by 11% and 4.1% respectively.

However, these recovering markets were still far below their 2007 levels. Registrations in Spain, for example, increased by 809,000 units in 2013, compared with 1,892,000 in 2007.

Registrations fell 5.5% in France and 7.6% in Italy to 1,404,000 units – the lowest since 1979 – compared with 2,739,000 in 2007.

The group claimed to have retained its leadership position in the European light commercial vehicle market, with 304,000 registrations and a market share of 20.7%, virtually unchanged from 2012.

The group last year focused on the most profitable distribution channels and its share of the 30-country Europe market ended the year at 11.94% versus 12.7% in 2012.

China

In a Chinese market up 19.1% in 2013, the group increased its sales by 26.1% to 557,000 units from 442,000 in 2012, giving it a 3.64% market share. China is PSA Peugeot Citroën's second largest market, after France.

Sales of Peugeots rose 25.8% to 272,000 units compared with

216,000 in 2012, while sales of Citroëns were 26.3% higher at 285,000 units versus 226,000 the previous year.

The Peugeot 3008, the Citroën C4L introduced at the start of the year and the Peugeot 301 and the Citroën C-Elysée on sales in the second half also made a strong contribution to the group's sales growth in China.

This growth is expected to continue in 2014, led by the nationwide expansion of the dealer network and the broader model line.

The middle classes, who are the group's prime target, currently represent 25% of the Chinese population but their numbers should swell in the coming years to an estimated 40%



of the population by 2020. To keep pace with the growth in demand, the group plans to raise production capacity to 950,000 vehicles a year at its plants in Shenzhen (200,000 units for CAPSA) and Wuhan (750,000 units for DPCA). Construction of a fourth plant by DPCA is also under consideration.

Latin America

The Latin American market (Argentina, Brazil, Chile and Mexico) expanded by 2.9% overall in 2013, to 5,937,000 units. However, the situation varied significantly from one country to the next.

The Brazilian market contracted by 1.5%, the first decline in 10 years. Demand softened even though the government maintained throughout the year the reduction in the IPI tax introduced in 2012 and carmakers engaged in aggressive promotional activity, particularly in the second half. Moreover, in Latin America as a whole, regional exchange rates against the euro moved very unfavourably and weighed heavily on the group's financial performance. This currency effect was exacerbated by the low local content of the group's operations in the region.

In this environment, PSA Peugeot Citroën sales in Latin America rose by 7% to 303,000 units, for a 4.9% market share. Sales continued to climb rapidly in Argentina, up 25.5% to 140,100 units, lifted by

the successful launch of the Peugeot 208 and Citroën C4 Lounge, which have already exceeded their first-year sales targets. Group registrations also rose steeply in Chile (up 31.5%) and Mexico (up 33.4%), far outstripping the market growth rates of 10.3% and 7.9% respectively.

Russia

In a slowing Russian economy, the automotive market contracted by 5.4% in 2013. The Group's share of the market narrowed by 0.3 points to 2.3%.

In 2013, Peugeot and Citroën expanded their offer by intro-

ducing three new models aligned with local demand, the Peugeot 301 and 208 and the Citroën C-Elysée. In addition, June saw the launch of the Citroën C4 sedan manufactured locally in Kaluga.



PSA rains on Hollande's parade

Simon Warburton

It never rains but it pours for France's beleaguered President, beset with complex issues at home and abroad that see some labelling the country in the same terms as the UK in the late 1970s.

His predecessor, Nicolas Sarkozy, is rumoured to be on the comeback trail and must be congratulating himself somewhere on having delivered Francois Hollande such a hospital pass.

From day one of Hollande's incumbency - bizarrely travelling down the Champs Elysees in a tiny car and eccentrically appearing to poke his head out of the sunroof - in a torrential downpour to boot if you please - the almost daily headlines of economic gloom continue to swirl around his Presidency with ever-increasing rapidity.

Never mind the prospective Mayoral candidate for Paris having been involved in a highly entertaining spat with the London occupant of City Hall - and very few emerge unscathed from Boris Johnson's acerbic wit - it is Hollande who has been hoovering up the bad news as would a dry sponge.

The latest in a long line of economic woes that come set against a background

of huge unemployment and increasingly desperate austerity measures, is the attempt by PSA Peugeot Citroen to right its listing ship.

PSA has been engaged in selling a significant part of the family silver - namely most of its logistics arm GEFCO to Russian Railways for EUR800m (US\$1.1bn) and coming up with an ingenious sale and leaseback on its swanky Paris HQ - but the automaker has now embarked on its most audacious move yet - a EUR3bn capital increase in full cahoots with the French government and Chinese partner Dongfeng.

PSA had reportedly been burning through a toe-curlingly large EUR200m a month - although one analyst told me this amount was reducing - and is embarking on a bitterly-contested mass redundancy programme that will see up to 8,000 jobs disappear into a French economy already groaning under massive jobless figures.

Despite more encouraging fourth

quarter numbers that saw assembled vehicles sales up 4%, the numbers dipped on an annual basis worldwide by nearly 5%.

Overall market contractions in the European zone - down 1.6% with Russia also falling 5.4% - were nonetheless offset by impressive China growth of 19.1% and it is to PSA's Chinese partner Dongfeng the French automaker has turned.

PSA is seeking a huge EUR3bn (US\$4.1bn) capital increase in a deal that



could see both parties stump up the figure, although the precise share each would fork out is not yet clear, while even more cash could be sourced through “alternative capital increase scenarios.”

Into that financial whirlpool is stepping none other than France’s ebullient - and from this side of the English Channel anyway - pretty left-leaning Economic Redevelopment Minister Arnaud Montebourg - a man never seemingly able to resist a bit of industrial dabbling from the State.

Indeed, Montebourg’s office in Paris confirmed to me comments the Minister had made earlier saying such a massive intervention would be an act of “industrial patriotism.”

We had quite a lot of “industrial patriotism” in the UK in the late 1970s and 1980s and not much good it did either the public purse or the various industries involved - British Leyland anyone?

But it seems Gallic patriotism knows no bounds and Montebourg’s invoking of it may stir something deep in the heart of the French who are loath to see a national icon in trouble.

But how far will the French State actually go in opening its threadbare coffers to PSA and how much bang will Dongfeng exert for its buck?

That the Chinese are an ever-increasing power in world industry and politics is not in doubt and there is a small precedent

for overseas involvement with PSA selling off its GEFCO arm to the Russians.

Would France be prepared to let PSA be tossed to the economic market wolves or is it something endemic in the country that will simply not let PSA go?

Some of those Q4 recent numbers are encouraging for sure and the Metzler analyst believes the automaker’s current and future model line up is the right way to go.

But if - as many believe - Hollande’s is a lame duck Presidency - maybe there are those - such as the ever-fizzing Montebourg - who may be positioning themselves for a future leadership bid or even a tilt at the Elysee Palace itself in a race against Sarkozy if he stands.

Those inaugural days for leaders are often full of windy rhetoric laced with bland platitudes for the future.

But as Hollande’s tiny car made its way down the vast Champs Elysees with a drenched President gamely trying to look, well, Presidential, such an inauspicious start is now beginning to look suspiciously like an omen for his tenure at the top.

Just AUTO



PSA does not need Dongfeng deal - analyst

Dave Leggett

In an open letter to PSA Peugeot Citroen's chairman Thierry Peugeot, an analyst has suggested pulling back from an imminent recapitalisation deal under which Dongfeng will take an equity stake in the troubled automaker.

Bernstein Research analyst Max Warburton penned the open letter in a research note ahead of a planned meeting of the company's Supervisory Board scheduled for tomorrow (February 18) at which the deal could be rubber-stamped and announced.

Warburton noted in his open letter that Dongfeng was "acting like a reluctant saviour" and maintained that "PSA simply doesn't need the money - it has cash on hand". Moreover, he suggested that the company could sell Faurecia and has the potential to follow Renault's example and "squeeze working capital hard".

The letter asked Thierry Peugeot, "to be bold, to avoid selling equity too cheaply and to remain independent."

Warburton also said that his team rates Peugeot as an 'Outperform' and that they believe it has "good upside" with even more potential if it went alone.

The open letter also noted that PSA's "efforts to find a strong industrial partner have failed (farewell GM)". It added: "You now pre-side over a company that appears to have gone to China, bowl in hand, to ask for money and support from Dongfeng. The Chinese appear to be tough negotiators and are proving to be less generous than your management team had originally hoped. But it doesn't have to be like this. Before you let them give away a large part of Peugeot - and France's car industry - to China, please read this note. Perhaps it's not too late."

The note also said that PSA can raise money via other routes and that PSA has "far less debt than Fiat".

In December, GM sold its entire 7% stake in PSA for approx. US\$250 million) after having purchased the stock in March 2012.

GM and Peugeot will continue to work together, though, and will push ahead with plans to merge production of their respective compact MPV and SUV models onto a PSA platform.

Existing joint-venture projects will continue as well. The planned new B-segment MPV will be built at GM's Zaragoza plant in Spain, while a new C-segment crossover model will be built by PSA's Sochaux plant in France. The first vehicles from that project are expected to be seen in 2016.

GM Vice chairman Steve Girsky said: "Our equity stake was planned to support

PSA in their efforts to raise capital at the time of the creation of the GM and PSA alliance, and that support is no longer needed.

"The alliance remains strong with our focus on joint vehicle programmes, cross manufacturing, purchasing, and logistics. We're making good progress while remaining open to new opportunities."

PSA stock fell by as much as 8.3 per cent following the announcement of GM's sale. Analyst Sascha Gommel told Bloomberg: "The sale is a surprise and reflects negatively on the GM-Peugeot partnership.

"On the other hand, it signals that the negotiations with Dongfeng are well advanced and that a deal is more likely."

Just Auto, Bloomberg

1.6 e-HDi Outdoor \$31,990

*Excludes on-road costs.

The Pugilist



Peugeot unveils new 108 supermini

Peter Wilson

Ahead of its official debut at the 2014 Geneva Motor Show, the new Peugeot 108 supermini has broken cover.

Just like the 107, this new car was a joint project between Peugeot, Citroen and Toyota, and the new versions of the Aygo and C1 are expected to join the city car showdown when the Geneva Motor Show opens next month.

At only 3.47m long, the 108 will be one of the most compact city cars on sale, and is shorter than both the VW up! and Hyundai i10. It will also be lighter than all its rivals, and Peugeot claim the three-door version will weigh just 840kgs, which is 85kgs less than the carbon fibre Alfa Romeo 4C.

This drastic diet means that every single version emits less than 100g/km of CO₂, and there are four different three-pot petrol engines to choose from. Kicking off the range is the 1.0-litre e-VTi that produces 67bhp, driving the front wheels through a five-speed manual gearbox. The most powerful version at launch will be the 1.2-litre VTi, with 81bhp, and the 1.0-litre model also comes with the option of a five-speed

semi-auto 'ETG' gearbox, but no diesel version is planned.

The exterior design takes its cues from the larger 308, with eyebrow LED strips in the headlights and chrome highlights on the grille and the 'Roaring Lion' emblem mounted separately on the bonnet. At the back, the new 108 has a glass tailgate just like Twingo, and there will be three distinct body styles, a three and five-door hatch and the 108 TOP! version, which as the name suggests comes complete with a retractable fabric roof for sunny days.

Inside, the 108 feels a lot more hi-tech than before, with a seven-inch touchscreen display (optional on the Active Trim and standard on the Allure) for controlling in-car media, trip computer, Bluetooth and vehicle settings. Yet unlike the 208 the speedometer is mounted on the steering column, while top-spec models will have keyless entry and start as standard.

Despite the compact size, the boot will hold 190 litres of luggage with the seats up, which is slightly less than you get in a Hyundai i10. Fold the seats down and the loading area increases to a respectable 750 litres – not bad for a car this tiny.

To help it stand out in this incredibly competitive market the 108 will come with a huge array of personalisation options. Buyers will be able to pick between eight exterior colour schemes – including a pair of dazzling two-tone designs – and the TOP! model will come with a choice of three roof colours, Black, Grey or Purple.

On top of that, Peugeot will offer seven 'Themes' which add on extras like decals, stickers, bright trim pieces and seat fabrics, including houndstooth and tartan. The new 108 is due to go on sale in the UK in July.

AutoExpress



Peugeot unveils 308 Touring at Geneva Motor Show

The small Peugeot 308 hatch arriving here later this year is set to be joined by a 'Tourer' sibling, with the French brand revealing the wagon version ahead of its global debut at Geneva motor show in March.

Peugeot claims "class-leading" load space over its rivals, though the previous model had 670 litres of cargo capacity versus the new model's 610 litres.

The newcomer is likely to continue with a seven-seat option in its strong targeting of the family market.

Measuring 4580mm long, the new-generation wagon is 80mm longer than the current model, and with its sleeker profile is 94mm lower at 1470mm.

And despite being larger, it's also 140kg lighter -- which will boost handling ability and also work with the expected economy focus of petrol and diesel engines to improve fuel consumption over the outgoing Touring's figures of 7.6L/100km for the 1.6-litre petrol and 4.3 and 5.3 for the 1.6-litre and 2.0-litre diesels.

The press statement outlines a new BlueHDi version of the 1.6-litre diesel that has reduced CO2 emissions to 85g/km -- suggesting a fuel economy of around

3.3L/100km.

While Peugeot will bring the new hatch here towards the end of the year, we're yet to get confirmation that the new Tourer will follow, however we're tipping you could start looking for it in local showrooms early in 2015.

CarsGuide



406 power steering hoses

Steve Palocz

Planned obsolescence has been applied to 406 power steering hoses. My 406 has had two fail over ten years and now my son's D9 406 coupe power steering hose has sprung a leak.

Strangely, the power steering hose on my 604 is still there after 36 years! It's probably now due for replacement. From my experience with these hoses they leak on the rubber to metal union near the sub frame behind the engine sump.

When my first power steering hose failed ten years ago a replacement was around \$250. Now a replacement for my son's 406 is well over \$500!

The D8 hoses had a metal union near the sub frame so you could split the hose in half by undoing the metal union. Peugeot in their wisdom with the D9 406 have removed this metal union so now you have to drop the sub frame to remove the power steering hose.

I worked in a warehouse environment for a long time where we had 30 forklifts. Sometimes a hydraulic hose on a forklift would spring a leak and we would call Pirtek to come in and repair the faulty hose.

So I rang Pirtek who quoted me \$130 to replace the faulty section of the power steering hose. In my mind this is much bet-

ter than paying over \$500, so I dropped the sub frame on my son's 406 and removed the leaky power steering hose.

When I went to collect the repaired hose from Pirtek, they told me that when they change the metal sleeves on the new section of rubber hose they add a swivel fitting so the hose can align itself when installed.

This also means if the power steering hose has to come off again the new swivel can be undone, enabling the front half of the power steering hose to come off without the need to drop the sub frame. The back half of the power steering hose is all metal so does not need to be removed at all — just remember to tighten the metal swivel when all the hose clamps are tightened.

When the 406 hose is manufactured, the metal sleeve is crimped with two narrow crimps which I believe eventually cut through the rubber and the hose starts to leak. When Pirtek

make the new section, the whole metal sleeve is shrunk over the rubber hose which is better, in that the pressure of the crimp is not localised on the rubber hose.

In the photo of my son's coupe it looks like the car is in hover mode, which it was. For safety I used axle stands in case the flux capacitor went flat!

The Pugilist

