

ROAR

Magazine of the Peugeot Association of Canberra

April 2015

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ON THE COVER

Yass mayor, Rowena Abbey, lays claim to her favourite concours car, the 1974 504 cabriolet belonging to Richard and Kay Marken. Photo: Phil Torode.

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(PAC)

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

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

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Greetings all,

The annual Peugeot Pageant, hosted by the PAC, was held in Yass, from Friday 17th to Monday 20th April and, needless to say, it dominated club activities this month. Organising the pageant is a big job for a small club, like ours, but I think we managed to put on a pretty good weekend overall.

The Peugeot Pageant is in its 36th year, the first one having been held in Canberra in 1980. This year the Pageant had 58 registered participants from 4 clubs – ACT (20), NSW (17), QLD (8), VIC (13).

Although this was down a bit on numbers compared with some recent pageants, several attendees told me that they thought it was an ideal number – not too big and not too small. This year was also the first time, I can remember, that the Pageant was not held at Easter, but just what effect that had on numbers is difficult to judge.

The Pageant was based at Swaggers Motor

Inn, in Yass, which turned out to be a very good choice – the food was excellent, the rooms were spacious, and we had full use of their large functions room for the duration of the Pageant.

The weather wasn't entirely favourable, with rain on Friday and late Saturday, and with passing showers on Sunday, but it didn't adversely affect any Pageant activities, though it did make preparation of cars for the concours somewhat challenging. Yass does not have a commercial car wash, so that also added to the challenge of car detailing – mostly done with a bucket and hose at the motel.

Despite months of planning, there were plenty of last minute details to attend to on Friday morning, including picking up prizes, Pageant bags, printing certificates, packing the car etc.

With Pageant registration due to start at 3 pm at Swaggers Motor Inn, I made it with minutes to spare. Many people had checked into the motel earlier in the afternoon, so there was an eager stream of registrants to deal with. Have they paid? What events are they participating in? Double checking any special dietary requirements. Making sure that all Pageanteers received their Pageant 'show bag', including hot pink berets to be worn during all Pageant activities. Drinks from 6 pm allowed people to relax, followed by a BBQ dinner at 7 pm. Day 1, done, and no real dramas...



As I write this column, several days have passed since the Pageant, but the wrap-up is keeping me busy as I collate Pageant scores, compile and edit the best Pageant photos and write the Pageant report that appears later in the magazine.

My thanks to the Pageant committee: John Bower, Colin Handley, Jim Taylor and Neil Sperring. Unfortunately, neither Jim nor Neil were able to attend the Pageant, because of illness, while John had work commitments that prevented him from attending. Nevertheless, their work, in the lead up to the Pageant, was much appreciated.

Next year's Pageant will be hosted by the NSW club, at a venue yet to be decided, and in 2017 the pageant will be held in Tasmania.

Meanwhile, local club activities revert to their normal pattern. The next club meeting will be held on Tuesday 28th April at 8 pm at the Raiders Weston Club, with drinks from 7 pm.

Keep on Pugging.

Brad Pillans

Brad Pillans

P.S. Congratulations to our magazine editor, Peter Rees, on the launch of his latest book, *Bearing Witness*, on the life of well-known Australian war correspondent, Charles Bean.

2015 COMMITTEE

President and Club

Registrar

Brad Pillans
30 Aspen Rise, Jerrabomberra,
NSW, 2619
0427 662 112
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@amorphous.com.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

Neil Birch

Greg Francis

Mike Garrett

Neil Sperring

Public Officer

Geraldine Butler

CLASSIFIEDS

FOR SALE

505 Peugeot STI 1984

505 Peugeot STI 1984. Same owner since 1993. 288,000kms. Well maintained. Log book. \$4,000 ono. PEU 505. Ray 02 6352 5826.



504 Peugeot 1974

504 Peugeot 1974, auto sedan, Trak Orange, square port head, good tyres. No rego, best offer. Colin 0414 484 398.



Peugeot 405 1994

Peugeot 405, 1994, red, manual. Near new tyres in great condition, and good battery. Useful for parts. Some mechanical and bodywork issues. Best offer accepted. Please contact me for further information - Elliot, 0416 828 931, Canberra.

407 Peugeot, 2010

407 Peugeot, 2010, 2 litre turbo diesel. White gold; 6 speed auto sedan; full black leather interior with heated front seats; sun roof; retractable side mirrors; front weather shields; 5 alloy wheels; tow bar; tinted windows. One owner, full service record. Excellent condition, 122,000 kms. Just serviced by Bill Macnamee. 5 months rego. \$16,450 ono. Call Peter on 0417 662 870

CLASSIFIEDS

FOR SALE

Peugeot 403

Rare car with original 75, 566 miles. Original interior in great condition. Bare metal respray by BMW expert painters prior to purchase in 1996, and paint still in excellent condition. Owned since 1996. On historical NSW club plates 27133H. Always garaged. Has original sales receipt and warranty from Canada Cycle and Motor Co in 1960. Drive away today, great mechanical condition. Offers over \$8,500. Plus Peugeot 403B for sale, suitable for restoration or parts. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.



PARTS

203, 403, 404, 504 parts

Peugeot parts for 203, 403, 404 and 504. Too many to list, call to see what is available. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.

404 head

404 head (5 bearing, 1970), carefully wrapped up and stored. Reconditioned around the mid-1980s, it has stayed wrapped and cared for 25-30 years. I am after a fair and reasonable price for it. I have an idea what that might be, but I am open to reasonable offers? The freight is at the buyer's expense. Philip, 0418 93 25 26. I am not throwing or giving it away.

Wanted

404 wedding car wanted

I have a nephew who is getting married on Saturday 16 May in Gundaroo. He and his fiancée are looking for a white Peugeot 404 as a wedding car.

In the past I have had a number of white 404s but alas not at present. Please let me know as soon as possible if you can assist.


John Thorne

39 Lute St Gundaroo NSW 2620

Mobile: 0414 529 278.

Email: john.thorne@comconnections.com.au

CLUB EVENTS 2015

- 
- 28 April 2015** Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
- 17 May 2015** National Motoring Heritage Day, Mittagong Public School, 9 am to 4 pm. BBQ.
- 26 May 2015** Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
- 29-31 May 2015** Historic Winton, Winton & Benalla, Victoria.
- 21 June 2015** Battle of Waterloo. French reinforcements needed for this 200th anniversary! Location will be either Rond Terrace on Lake Burley Griffin or Kings Park.

FRENCH CAR DRIVES 2015

- Sunday June 28** Goulburn to visit Old Goulburn Brewery, 23 Bungonia Rd Goulburn. Historic tours and beer tastings are available. <http://goulburnbrewery.servebeer.com>
- Sunday August 23** Crisp Gallery, Gap Range Bowling and afternoon tea at Rollonin Cafe in Bowning. www.petercrisp.com.au
- Sunday October 25** Braidwood Historic Town walking tour, self guided. <http://www.visitbraidwood.com.au/expbwd>
- Sunday December 6** Christmas BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com.
Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

Peugeot spirit alive at Yass Pageant

Brad Pillans

At 7 pm on Friday 17 April, we officially began the 2015 Pageant with a welcome BBQ and drinks in the Swaggers Function Room. Originally, we had planned to go into town for dinner at one of the local pubs, but with some people travelling long distances, it seemed sensible to 'eat in'. This turned out to be a popular decision.

Next morning it was breakfast at 7 am in the Function Room, then a bit of last minute car cleaning for the concours at 9 am in Banjo Paterson Park, a lovely little park behind the shops in the main street.

Fortunately the rain of the previous day had cleared, and the morning was fine, though cloudy. Around 30 cars lined both sides of the path through the centre of the park, and the judging panel comprising Richard Marken (Qld), Paul Pracy (NSW), Colin Handley (ACT) and Allan Horsley (Vic) got to work.

Participants also voted for their favourite car. Congratulations to Richard & Kay Marken, who won the judge's award, for their immaculate yellow 1974 504 cabriolet, and to Keith and Hilma Bridge (NSW),

who won the People's Choice Award for their 1956 203 sedan.

The mayor of Yass, Rowena Abbey, presented a mayor's Choice Award for her favourite car – the Marken 504 – asking whether she might be able to 'borrow' it for a short while. No such luck, but Rowena graciously accepted a Pageant beret and 308 model car to remind her that she might like to consider a Peugeot as her next car.

A picnic lunch, in the park consisted of platters of filled rolls and cookies from Subway, supplemented with fruit and drinks.

Then it was out to Jeir Creek Winery, near Murrumbateman, for a winery tour, wine tasting, and the driving skills tests that were ably organised and run by Phil Torode (Vic) – many thanks, Phil.

The afternoon was overcast, but the rain held off until after we'd had our fun. Congratulations to Laurie Kerr (ACT), who just pipped Phil Torode (Vic) and 11 other eager participants, to win the driving skills events. The ACT club

won the trophy for the best overall performance.

I felt very superior, managing to edge out long-time friend, Geoff Boyd (NSW/ACT), in some events. With Geoff possessing driving skills way beyond my own, it came down to a difference in cars, with my front-wheel drive 308 automatic being far better suited to the events than a rear wheel drive 404.

Saturday finished with a terrific Thai buffet at the Yass Golf Club.

After breakfast, on Sunday, partici-



pants competed in an Observation Trial, while driving a scenic route to Binalong, via Boorowa and Galong. Many participants were surprised when one question asked them to 'peek over' a colourbond fence in Galong, only to reveal a garden full of Peugeots. Unbeknownst to most Pageanteers, this is where Jim Taylor (who set the Observation Trial) keeps a number of his 'spare' cars.

The Observation Trial finished in the main street of Binalong, whereupon Pageanteers were instructed to make their way to the Binalong Motor Museum for lunch at 1 pm. Binalong is not a big town, but a number of Pageanteers got lost because the town map, supplied by Yass Information Centre, was somewhat idealised and very misleading – I should have checked it myself, but sometimes these little details get missed.

The Observation Trial was won by Peter and Carol Wilson (Qld), who received a handsome Peugeot Coffee grinder as their prize, courtesy of Melrose Automobiles.

Museum owner, Stuart Saunders, welcomed us to his wonderful car museum and won many fans when he offered to fire up his 1908 MAB, fitted with a post-WW1 Liberty 27 litre V12 aircraft engine. In 1927, a Liberty-powered car, called "Babs" set a world speed record of 170 mph. According to Stuart, his Liberty-powered MAB happily

cruises at 80 mph, at about 9 miles/gallon.

Another highlight of Binalong was the opportunity to visit Peter Minson's Art Glass studio – Peter had just bought a yellow 306 cabriolet, when I met him for the first time late last year, and he immediately joined the PAC.

Peter, and partner Lindsay, warmly embraced the Pageant, participating in the concours and the presentation dinner. Peter also supplied us with his famous port pipes for inclusion in the Pageant 'showbag'. The port pipe is a very interesting and beautiful glass drinking vessel, invented by Peter, from which beverages are drunk through an inbuilt glass straw.

On Sunday evening, a three course Presentation Dinner was held in the Swaggers Function Room, accompanied by Gallaghers wines – sparkling, white and red. Both food and wine were much appreciated by attendees. Speeches were kept to a minimum, and prizes and trophies awarded to winners. NSW won the trophy for the winning club, with ACT second and Victoria third.

The traditional farewell breakfast was held at Swaggers on Monday morning, 20 April.

I would like to thank

Melrose Automobiles, Gallagher Wines and Jeir Creek Wines for donating prizes, and Peugeot Australia for supplying 308 model cars. Jeir Creek Wines also hosted the driving skills events.

I'd also like to thank the Yass Information Centre, Yass Valley Council, and Yass Mayor, Rowena Abbey, for their support. Our hosts, Gene and Tony Bernar, and all the staff at Swaggers Motor Inn, were also terrific and significantly contributed to the success of the weekend.

Finally, my thanks to all participants, who boldly went where no pink berets had gone before!



Bob Edwards' 403 van and Colin Handley's 203 van at the concours. Photo: Brad Pillans



The **2015 Peugeot Pageant** this year in Yass NSW wasn't too bad. Bob and I enjoyed ourselves and there were enough there to make it interesting. The organisation left nothing to chance and it went well so thank you to all those that pitched in and made the Pageant the success it was.

Bet Bob and I gave everyone at the Pageant something to talk about at the Monday breakfast after a spirited drive away from the motel at about 2.30am.

All I will say is that I wasn't hanging around for anything and all because of a bit of pain associated with kidney stones. Came out of hospital yesterday and still am very sore and uncomfortable. They have put a wire between the kidney and bladder and will leave it there for six weeks before operating again to blast the kidney stone. then ten more days of the wire and back in to remove it. The big stone is 7.5mm across which is the one they blow up but I will have to pass the 2mm one sometime in the future. I am not sure if I will last that long and I do feel for poor Carolyn who will have to put up with me.

But, that aside it was good to catch up with many and, as I said, we enjoyed ourselves. If you weren't there you missed it.

FLASH



Yes, the body of the Amilcar is wicker work (light weight) and the Ferrari engine is made of wood, even the throttle return springs (bloody brilliant). Stuart started the MAB for us, music to your ears with a V12 Lycoming engine at a couple of hundred revs on open exhausts (no mufflers or silencers).

FLASH



Yass mayor, Rowena Abbey with concours winners, Kay and Richard Marken, with Brad Pillans sporting Napoleonic head-gear. Photo: Ross Berghofer



Brad Pillans enthusiastically claims the driving skills trophy for the ACT club. Photo: Raaymond Chappellow



Keith and Hilma Bridge, after receiving the People's Choice Award (Gallagher Wines giftpack) from Brad Pillans. Photo: Raymond Chappellow



Four oldies, but goodies, parked outside the Binalong Motor Museum. Photo: Kay Marken



ACT club members, Colin Handley (left) and Bob Edwards (centre), share a joke with Cal Makin (blue cap) at the concours. Photo: Kay Marken



Onlookers at the driving skills events, Jeir Creek wines. Photo: Brad Pillans



Richard Marken (Qld) about to start a driving skills test in his 1974 504 cabriolet, as Allan Horsley looks on. Photo: Brad Pillans



Alan Cummine (ACT) enjoying himself in his 504 at the driving skills events. Photo: Brad Pillans



Geoff Boyd (NSW/ACT), driving Murray Knight's 404, laments hitting a cone at Jeir Creek. Photo: Brad Pillans



Stuart Saunders, owner of Binalong Car Museum, fires up the V12-engined MAB, much to the delight of the pink berets. Photo: Brad Pillans



Concours lineup in Banjo Paterson Park, Yass. Photo: Brad Pillans



Brad Pillans presents the winners' trophy to Ross Berghofer of the NSW club. Photo: Phil Torode

Pageant results

CONCOURS

Rank	Name	Club	Car	Score/180	Points
1	Marken	QLD	1974 504 cab	170.5	31
2	Bridge	NSW	1954 203	162	30
3	Muir	VIC	1992 405 MI16	158.5	29
4	Taylor	ACT	1968 404	153.5	28
5	De Waard	NSW	1987 505 GTD	151.5	27
6	Kerr, D.	NSW	1994 205 GTI	150	26
7	Benier	VIC	2000 406 HDI	148	25
8	Kerr, L.	ACT	1988 205 GTI	147	24
9	Wilson	QLD	2012 508 HDI	145	23
10	Pracy	NSW	2004 407 HDI	143	22
11	Pollock	Qld	1969 404	142.5	21
12	Chappellow	NSW	1984 505 STI	142	20
12	Edwards	ACT	1957 403 van	142	20
12	Boyd	NSW/ACT	2012 508	142	20
15	Horsley	VIC	2007 207 HDI	141.5	17
16	Bailey	NSW	2010 308 wagon	140	16
17	Berghofer	NSW	2011 308	137.5	15
18	Pillans, B	ACT	2011 508 HDI	136.5	14
19	Flanagan	ACT/Qld	2004 407	135	13
20	Watson	VIC	2011 308 wagon	133	12
21	Pillans, S	ACT	2014 308 HDI	127	11
22	Cosier	NSW	2002 406 wagon	126	10
23	Gleeson	QLD	2012 508 HDI	125.5	9
24	Lamb	ACT	1985 505 GTI	121	8
25	Bromley	VIC	1956 403	119	7
26	Handley	ACT	1956 203 van	117	6
27	Geremin	NSW	2008 Berlingo	116	5
28	Minson	ACT	2002 306 cab	112.5	4
29	Makin	NSW	403 wagon	110	3
30	Knight	VIC	1969 404	108.5	2
31	Torode	VIC	2002 306	106.5	1

DRIVING SKILLS

Rank	Name	Car	Club	Score*	Points
1	Laurie Kerr	205	ACT	20	13
2	Phil Torode	306	VIC	26	12
3	Richard Marken	504 cab	QLD	36	11
4	Geoff Boyd	404	NSW/ACT	37	10
5	Brad Pillans	308 hatch	ACT	42	9
6	Donna Kerr	205	NSW	55	8
7	Bob Edwards	403 van	ACT	60	7
8	Murray Knight	404	VIC	64	6
9	Alan Cummine	504	ACT	66	5
10	Kyran Lamb	505	ACT	73	4
11	John Geremin	Berlingo	NSW/ACT	79	3
12	Ros King	306	VIC	83	2
13	Paul Watson	308 touring	VIC	87	1

* Score is sum of placings in 8 events



Thirty six years of pageant are listed on the banner, admired by Don and Janet Bailey (NSW). Photo: Phil Torode

Pageant results

OBSERVATION TRIAL

Rank	Name	Car	Score/38	Club	Points
1	Wilson	508	31	QLD	22
2	Watson	308 wagon	29	VIC	21
3	Geremin	Berlingo	28.5	NSW/ACT	20
4	Torode	306	28	VIC	19
4	De Waard	505 GTD	28	NSW	19
4	Berghofer	308	28	NSW	19
4	Knight	404	28	VIC	19
4	Benier	406 HDI	28	VIC	19
4	Pillans	308	28	ACT	19
4	Bailey	308 wagon	28	NSW	19
11	Horsley	207	27	VIC	12
11	Cosier	406 wagon	27	NSW	12
11	Kerr	205	27	NSW/ACT	12
14	Marken	504 cab	25	QLD	9
15	Bridge	203	23	NSW	8
15	Quinton	207 GTI	23	ACT	8
15	Pracy	407	23	NSW	8
15	Gleeson	508	23	QLD	8
19	Edwards	403 van	22	ACT	4
20	Pollock	404	21	QLD	3
21	Lamb	505	19	ACT	2
22	Taylor	404	13	ACT	1

OVERALL POINTS AND PLACINGS

CLUB	CONCOURS	D SKILLS	OB TRIAL	TOTAL	
ACT	134	44.5	50	228.5	2nd
NSW	181.5	14.5	101	297	1st
QLD	90.5	11	42	143.5	
VIC	93	21	90	204	3rd



Pink berets galore at the Binalong Motor Museum. Photo: Kay Marken

France moves to phase out diesel

France wants to gradually phase out the use of diesel fuel for passenger cars and will put in place a system to identify the most polluting vehicles, Prime Minister Manuel Valls said.

Next year, the government will launch a car identification system that will rank vehicles by the amount of pollution they emit, Valls said. This will make it possible for local authorities to limit city access for the dirtiest cars.

"In France, we have long favoured the diesel engine. This was a mistake, and we will progressively undo that, intelligently and pragmatically," Valls said.

About 80 per cent of French motorists drive diesel-powered cars.

Taxation would have to orient citizens towards more ecological choices, Valls said in a speech on Friday. The 2015 state budget measures would seek to reduce the tax advantage of diesel fuel versus gas.

The government has announced it will raise the so-called TICPE excise tax on diesel by 2 euro cents per litre, bringing in €807 million to state coffers in 2015.

Valls also said the government was working on plans to widen the number of beneficiaries of a subsidy for the conversion of old diesel engines in areas with anti-pol-

lution plans.

Energy Minister Segolene Royal announced earlier this year that drivers scrapping diesel-powered cars to buy an electric one would be entitled to a bonus of up to €10,000.

Through Automotive News Europe

Peugeot CEO uses cost cuts to turn corner on profitability

by Jason Chow
17 March 2015

Not long after Carlos Tavares became chief executive of struggling French car maker PSA Peugeot Citroën a year ago, he ordered employees to work smarter, not harder.

"There was disarray. People were working like hell, but the methods weren't appropriate," said the 56-year-old former race-car test driver. Employees, from the factory floor to sales teams, lacked proper benchmarks, and much effort was wasted as the company drifted farther behind the competition, he said.

The former chief operating officer at Renault SA, Mr. Tavares landed at Peugeot following his abrupt resignation and an unusual public declaration of his frustration at waiting for his boss to retire. Immediately, he slashed costs, by reducing the number of cars it makes and cutting the workforce.

Since then, the company appears to have

turned a corner, with the auto division posting an operating profit for the first time in three years.

Peugeot shares have soared 53% so far in 2015. The company will be readmitted later this month to France's top stock benchmark, the CAC-40 index, following a three-year absence—a symbolic victory for a company that was bleeding cash and mired in an existential crisis during the depths of the eurozone recession.

The auto maker still has much to do, however. It posted a net loss last year and profit margins are lower than its rivals. And, like other legacy car makers, it faces the disruptive threat of tech giants, like Google Inc. and Apple Inc.

Mr. Tavares recently spoke with The Wall Street Journal about cutting costs and finding future growth in a saturated European car market. Edited excerpts:

WSJ: What is your outlook for the European car market?

Mr. Tavares: In January and February, the growth of the European market was higher than what we expected. We're a little bit cautious about 2015 because we still believe there is a lot of volatility ahead, mostly coming from the situation in Ukraine and Greece. We still think the overall market in Europe will grow 1%.

WSJ: When you arrived at the company, what did you think had to be changed?

Mr. Tavares: There was a lack of benchmarking that was creating some blindness. In some areas, like inventory management, net pricing management, and manufacturing efficiency, there were big contrasts with the rest of the industry. The company was improving, year after year, but the progress was below the pace of the industry. We were going backward. When I came in, I could see with my eyes, tons of things we could do. That was very striking.

WSJ: Can you give an example?

Mr. Tavares: The Peugeot 308 was the European Car of the Year in 2014. But the car was being discounted at a level that wasn't consistent with the quality of similar cars and compared with our German competitors. There was no reason we couldn't price higher. There was some lack of confidence in our capability.

WSJ: The company posted better financial results this year, largely due to lower costs. What did you cut?

Mr. Tavares: Most of it was waste. In the plants, we improved the quality on the line, improved the internal logistics, [reducing the size of] the sites so we can have lower energy costs.

It was about empowering people to make the right, good decisions. If I tell the head of a plant he can [reduce] his plant, sell part of the land and keep the money to reinvest that cash in new equipment, he will look at me and be surprised. Nobody told

him before he could do it. That's the autonomy that we're trying to deliver to our people.

WSJ: Which factories most needed improvement?

Mr. Tavares: Most of our European plants. They are 30 to 50 years old. Back then, the plants were big, big, big. Now, in some cases, it's better to be compact and efficient.

WSJ: Some analysts applauded the cost cuts but expressed concerns about revenue growth. How do you respond to that criticism?

Mr. Tavares: It would be unfair to say that we didn't grow. Our volumes grew by 4.3% in 2014. We sold 120,000 more cars. Our progress was 32% growth in China and 8% growth in volume in Europe. We re-

structured

deeply without losing growth in volume.

There's huge overcapacity in Europe, which has destroyed pricing power. Growth can be generated at the expense of profit, but if there's no recurrent profit, there is no future.

Many people look at the top-line improvement as more important than profitability. But we are not a startup. There around 200,000 employees. It's a three-million-car company. It's a fine balance in the financials. Growth, yes. But only if it's profitable.



WSJ: Where is Peugeot in its development of autonomous cars and how big is the competitive threat from Google, or other tech companies, in the auto business?

Mr. Tavares: I consider automated drive very important. We will bring back more quality time to the driver. For instance, we want to give you the opportunity on a Sunday night when you come back from the countryside to talk with your wife and kids without being completely focused on the driving.

Tech companies will soon realise that the cost of entry into the auto industry is extremely high. It's not only about intensive investments but the accumulation of expertise. At one point in time, they'll realise it's better to collaborate with auto makers.

WSJ: Are you working with Google or Apple now?

Mr. Tavares: We don't have discussions with them at this stage. But that doesn't mean we won't one day.

Peugeot says it's regaining its old reputation for quality

Colin Channon
28 January 2015

Peugeot believes it's finally ridding itself of the problems surrounding its old 307 and regaining its reputation of building solid, reli-

able and fun cars.

At the international launch of the 308 GT in Lisbon, Vince Clisham, Peugeot's product manager for the new model, acknowledged frankly that Peugeot hasn't always had the best reputation for its build quality.

"To be honest, we did have one phase of the 307, one particular segment in the line of the 307, when changes were made too quickly," he said.

"In some respects, that car was ahead of its time with some of its wiring, and there were some particular issues with a batch of those cars. That's where a lot of the issues came from.

"It was a time when electronics were taking over cars and we went down a certain route, which didn't work, and very quickly corrected it.

"It was over a relatively small period of time, and affected only a small volume of customers, but it hit our reputation for some time, over some years.

"We sorted the problem. But it takes a long time to recover from something like that." The big change, he says, was when Peugeot appointed a boss who had worked with Airbus. He was a stickler for quality. "He said that if he made an error with Airbus, it would cost lives. And while that isn't always the case with a car, he instilled the same demands for quality," said Clisham.

"Peugeot put a stake in the ground and there was a clear intention to put quality at the top of the agenda. And that has carried on today."

He feels the models now rolling out of the Peugeot plants are testament to that. "Look at the cars we have now - the 308, the RCZ. The 308 is a lovely car, but to us it isn't remarkable - we have been producing cars of this quality for a while now. We have well-specified, well-produced cars.

"Once a customer gets into the 308 GT, he will see for himself how good it feels, and how upmarket it is. It's not about selling our cars based on price, but on quality."

cardealer.co.uk.



Vince Clisham, with the new 308 GT

Shanghai Show: PSA and Dongfeng to share new small car platform

By Dave Leggett
20 April 2015

PSA Peugeot Citroën and Dongfeng have announced a project to jointly develop a global platform for the manufacture of B- and C-segment vehicles under the Peugeot, Citroën, DS and Dongfeng brands.

The two OEMs also said that they will create a joint R&D centre based in Shanghai that will be dedicated to developing products and technologies for fast-growing Asian markets.

The new “Common Modular Platform” (CMP) will become PSA Peugeot Citroën and DFG’s new generation platform for B- and C-segments and involves a capital expenditure of €200m, of which 60% will be committed by PSA and 40% by Dongfeng Motor Group (DFG). A liaison team of DFG engineers will be located in Vélizy, within the main project team.

The new platform will enable PSA Peugeot Citroën and DFG to manufacture vehicles in their respective growth regions. PSA said that in China and the ASEAN countries, PSA Peugeot Citroën will benefit in particular from DFG’s supplier base expertise, which will make it “possible to meet ambitious cost targets in highly competitive

segments”.

PSA also claimed that the Common Modular Platform will provide effective solutions in terms of modularity, versatility, equipment and carbon reduction.

Justauto

Citroën Aircross concept car



This Peugeot 308 R Hybrid concept is more powerful than a Porsche 911

20 APRIL 2015
by Leon Poultney

Woah, that doesn't look like any Peugeot I've ever seen on the road...

Right on brother, this bonkers hatchback is about as far removed from the current Peugeot line-up as things get. The 308 R Hybrid punts out 493bhp and 730Nm of torque, putting it in the same league as Mercedes' C63 AMG and Porsche's revered 911. Basically, don't expect to see it holding up traffic on a busy B-road.

Are you trying to say that all Peugeot drivers are dawdling old biddies?

Erm, no. Maybe. Anyway, this 308 R Hybrid will put an end to any nasty preconceptions as the futuristic hybrid powertrain ensures it is the most powerful hot hatch currently on the market. Although it's not on the market because it's just a concept for now.

What makes it so powerful?

The combination of a four-cylinder, 1.6-litre petrol engine, plus two electric motors - each kicking out 113bhp. That's an

electric motor for each axle, meaning power is driven to all four wheels, which in turn will help prevent it flying off the road and into the nearest lamppost at the first tight corner.

Is it still, you know, practical?

That's a strange question to ask about a 493bhp mega-hatch but the answer is yes. You can still stuff four adults inside the barmy hybrid machine; it has a fully functioning boot and the

interior features the same infotainment system that you'll find on any other modern Peugeot.

But this is a concept, so there are a few racy additions inside too...

Oh, like what?

Like the head-up display that beams information about speed, revs and gearing on to the windscreen in front of the driver. Plus, there's a set of steering wheel-



mounted paddles that allow the helmsman to slam through the six-speed automatic box like an F1 ace.

Even the paint job is fancy, using fluorescent pigments and glass particles to make the intense blue colour really pop.

You said it's a hybrid... does that mean it's environmentally friendly too?

In a way, yeah. Peugeot claims its hot hybrid can hit 0-62mph in 4-seconds dead and go on to a limited top speed of 155mph, yet it kicks out just 70g/km of CO2, which means it wouldn't cost anything to tax in the UK should it ever go on sale.

And although the French marque hasn't revealed just how long it can drive on battery power alone, the 308 R Hybrid can enter a ZEV (zero emissions vehicle) mode, so it could theoretically glide around silently and emission-free. Plus, it can be plugged in and recharged from a rapid terminal in just 45 minutes or the engine can act as a generator and top up the batteries on the move.

Sounds great - so how much will it cost and where can I get one?

Sorry to disappoint you but this is merely a concept for now. However Peugeot is keen to push its hybrid technology into road cars, so we could see a number of 'ultra sports' models hit showrooms in the near future. Fingers crossed.

Courtesy Stuff.com



Peugeot, IBM working to connect cars to shops and servicing

22 April 2015 Frankfurt
Eric Auchard

PSA Peugeot Citroën and IBM are working together to hook cars up to the Internet, going beyond mapping and infotainment to link vehicles up to shops, service networks and urban transport grids, the companies said on Wednesday.

Financial terms of the new, seven-year partnership were not disclosed. The agreement to develop new types of value-added services for vehicles builds on an initial partnership between the automaker and technology consultant announced a year ago.

The companies said in a joint statement they planned to develop services for drivers and passengers, as well as back-end applications that could perform preventive car maintenance and traffic management functions.

The partnership looks beyond existing driver navigation, roadside assistance and infotainment offerings popularized by tech firms such as Google and Apple, and map services from Nokia's K1V.HE> HERE unit

and TomTom.

Software analytics from the car and tapping into smart grids of sensors on traffic signs and streetlights could help manage congestion and cut down on pollution, as well as feeding back to service networks for preventive car maintenance programs.

It could also link vehicles to retailers, an IBM executive said.

Axel Rogaichus, head of IBM's automotive consulting practice in Europe, told Reuters it was one of the largest partnerships the computer services supplier had agreed so far in the automotive industry.

IBM reached a separate partnership agreement in 2013 with Germany's Continental AG, a top global auto parts supplier, to build an "electronic horizon" platform that enables cars to anticipate upcoming obstructions, for example.

IBM and PSA, Europe's second largest carmaker, said they had agreed to share responsibilities for developing, selling and marketing, and im-

plementing connected services with new and existing clients of the firms.

The companies said they had established a centre to work together in Paris to develop the new range of services.

The latest deal focuses on connecting passenger vehicles into a variety of network-connected platforms that IBM is developing with other auto industry partners.

But Rogaichus stopped short of saying whether Peugeot might consider working with other automakers to advance urban smart-grids and other remote, connected-car functions.

Courtesy Reuters



Coil springs gone the way of the dodo?

Hutchinson, a subsidiary of Europe's second-biggest oil company Total is a global supplier of smart solutions in automotive, aerospace and other industries.

Working with Total and Peugeot, Hutchinson developed front and rear axles made from composites for the Peugeot 208 FE, a hybrid car which touts acceleration of 0 to 100km/h in 8 seconds, fuel economy of just 1.9l/100km and CO₂ emissions of just 49g/km, a reported world record for a non-rechargeable hybrid.

According to an article in Electric Vehicle News, an overall weight reduction of 20% was the target for achieving such high performance.

"Reducing the weight was a primary area of consideration. To achieve the 20% reduction in the weight of the vehicle we carried out a study part by part and equipped the 208 HYbrid FE with the most innovative materials from Hutchinson, CCP Composites and Total's Polymers activity," said Philippe Girard, Scientific Department Representative, Total Composite materials. This process is even more virtuous as it does not sacrifice any of the safety and comfort used in the vehicle while introducing

real innovations."

Composites replaced steel in bodywork panels and the floor, cutting the body shell weight from 295 to 227kg. The one-piece outer skin — weighing just 20kg — as well as the flat



base (8kg), door panels (2kg) and the lower front panel are all made using carbon fibre. The bonnet (5kg) and the guards (2.1kg) are made from carbon fibre reinforced vinylester resin which reportedly can be used untreated, painted or colour-dyed.

But perhaps the most innovative development is the glass fibre composite axle, which

integrates four functions: the suspension (eliminating the need for springs), the wheel guide (eliminating the need for wishbones), roll control and damping of road vibrations and rolling noise.

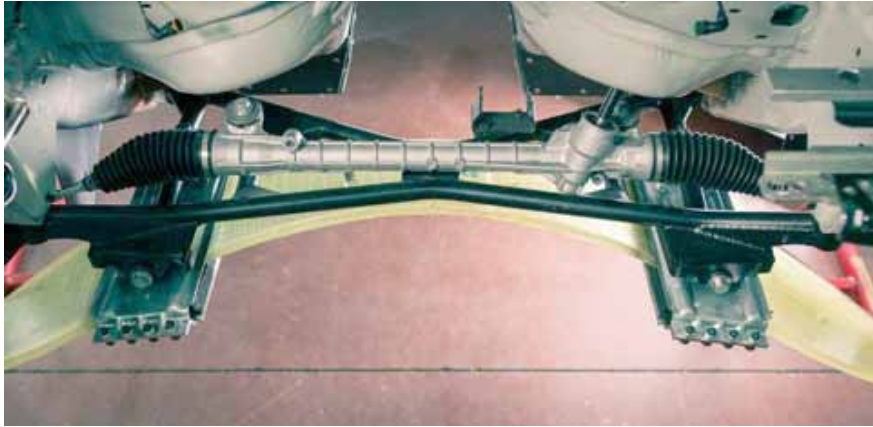
Total's website credits both front and rear axles with an overall weight reduction of 20 kg.

According to an unnamed Hutchinson project manager, "This is consistent with the weight reduction strategy adopted by car builders to comply with European regulations, which stipulate < 90g CO₂/km by 2020, with even stricter requirements to come.

In terms of architectural gain, the part is more compact, and our technology enables a one-step assembly process, instead of the usual 12 steps."

The glass fibre composite transverse blades replace suspension springs, lower wishbones and anti-roll bar. The front blade is also tailored with varying flexibility along its length. The front and rear blades were designed and produced by Hutchinson.

On its web-site Total claims that beyond the "technology demonstrator" effect,



the Peugeot 208 will positively impact the energy efficiency of production vehicles, with 80-85% of new cars utilizing its solutions. "At Hutchinson, innovation is part and parcel of the approach. Approaching the design of a composite part by integrating a large number of functions makes the use of composites all the more attractive from the cost viewpoint," says Bertrand Florentz, director of Hutchinson's Composites Technical Centre (CTeC).

Opened in 2014, the CTeC also works on other integrated parts to reduce component weight and cycle times. For example, the innovative cockpit developed in collaboration with Airbus, won a 2014 JEC Innovation Award in the Design category.

Florentz says a new, even lighter instrument panel will be displayed at JEC 2015 - a European Composites Industry Group exhibition. Hutchinson's innovative

composites are also featured in various new aerospace applications, including air-conditioning ducts, insulating wire bundle brackets and new lightning protection for fuel-tank rivet heads.

Meanwhile, Reuters announced on 4 February 2015 that Total is preparing for the sale or listing of Hutchinson, which could be worth up to US\$4.6 billion.

Total has reportedly asked potential advisers to pitch for the business with a mandate

to be awarded soon, as it faces pressure from shareholders to improve its cash flow and protect dividends as oil prices collapse. Sources say Total could either launch an initial public offering (IPO) of the unit or could attract strategic or private equity bidders. —

from CompositesWorld

Transverse spring back in fashion - but made of carbon fibre



Sochaux : sur les traces de l'inoxidable 403



Les 14, 15 et 16 mai, un rassemblement international aura lieu pour fêter les 50 ans de la Peugeot 403. Metteur aux sources, à Sochaux, où certains perpétuent le mythe... In dernier page Photo Jean-Luc GILLME

