



Peugeot Car Club (Auckland)

# Peugeototex<sup>©</sup>



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Front cover – The 1<sup>st</sup> 408 in New Zealand  
Above – Treasurer Steve Cornwall

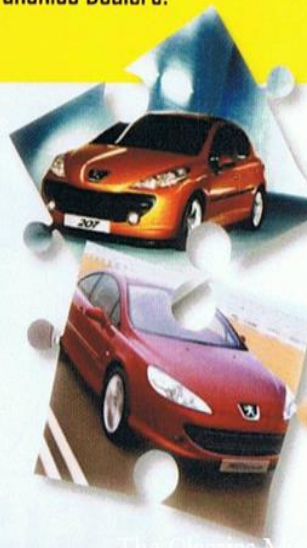
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## COMING EVENTS

**peugeotclub.org.nz**

**For updates on events, keep  
an eye on our website  
peugeotclub.org.nz**

February 11 – Eilerslie Concours

March 3 – Brit & Euro Classic Car Show

March 17 – Gymkhana – TBC

April 21 – Navigation Trial - TBC

### THOUGHT FOR THE MONTH

Coincidences are only small miracles where  
God chooses to remain anonymous



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responsibility for any views expressed in it.

## PRESIDENT'S RAMBLE

It's a little after 11 on the 1<sup>st</sup> day of the second month as I write this to you, I am hoping I am done by midnight, but sometimes I find that the brain is too active, I write too much, become overly critical of what I have written or get distracted by something else altogether and before I know it 1am has arrived and I am still writing. Hopefully not tonight, though I am now going to stop writing and make a coffee – I am unlike many of you, I often find I sleep and relax better with a late night coffee.

This year Mandy, Joshua and I did a bit of a Ramble in the South Island, Jasmine is now old enough to be working and we dropped Jessica off at a 5 day course at the University of Canterbury, before we picked her up again and had another couple of nights away as the four of us. The trip was comprised of three nights in Twizel, one in Timaru and 2 nights in Hanmer Springs. So what can I say to you from this trip along the usual Brent lines of culinary delights?

I highly recommend going to the Cafe at the Mount Cook

Hermitage, not because their food or drink is the greatest, but because I suspect the view is the best you will find in our country. Being able to have a little cake and coffee, look out the window and see Aoraki/Mt Cook was wonderful. Whilst there, we also walked the Hooker Valley track and did the short walks at the Tasman Glacier. All superb, the views of the Maunga/Mountains were fabulous, we just don't get them the same in the North Island.

If you are passing through Rangiora, then visit Artisan by Rangiora Bakery, superb, just superb. This may seem like an untruth or maybe a time to check my temperature. Mandy and Joshua also talked very highly of the bakery at Twizel, in particular their pies, but for a reason unknown to me I didn't have any on either occasion we stopped there. I did however enjoy a shared platter of delights at the High Country Salmon Farm in Twizel, superb food and coffee, and so many birds to see swimming on the waters by the salmon ponds, Scaup, Mallards, Black Billed Seagulls and even the famed John Oliver rigged New Zealand Bird of the Century – the Puteketeke or Australasian Crested Grebe.

Another find was the bakery at Hanmer Springs – though there is also a pie shop there that I would like to have investigated as well as. Anyways, I discovered some pie flavours I haven't seen before but only had a chance to sample one, a combination I had not seen anywhere before. I will say it was very good, but will not be my new go to flavour, just a once and a while flavour – in part because I wonder if anywhere else does it – it was Salmon, Bacon and Cream Cheese – never before have I seen Salmon and Bacon combined. A couple of others to try in the future – if I am ever back – are Venison and Red Current, as well as a vegetarian combination of Kumara, Cashews, Mushroom and Broccoli. I also noted they had a pie that had been sold out that was "Cheese Burger" flavour.

When it came to an absolute culinary delight however number one on the list must be MK Restaurant in Hanmer Springs. I would almost call it a hobby business. I don't know for certain that it is the same every night but I think it has a staff of two (one out front, one in the kitchen) – I wondered if they were married/a couple of some sorts but did not ask. Because they are so small they have set booking times and will

only take in a couple at each time, so that the cooking and waiting can be spread out without too big a wait for everybody. They also simplify the menu, all of the mains are the same price, there are no entrees, there are only three desserts and they are all the same price as are all of the non-alcoholic drinks, and in turn all the alcohol drinks are the same price as each other. We chose our mains – all variations on dumplings and we were given suggestions on which wine was the best fit – though I ended up with another. Anyway I cannot say enough good things about this establishment, and neither can other customers – Google gives it rating of 4.9 out of 5 from 549 reviews (as I wrote this) and Trip advisor 5 out of 5 from 612 reviews. I have never seen or experienced anything like it – give it a go!

And Peugeot delights I saw? Well I saw one 505 on the road there, another V6, so a real rarity – it was the one that some of you may have noticed as being for sale last year and has a 404 style Peugeot badge added to its front grill. When for sale I had seen it advertised in both Auckland and Dargaville, I spotted it near Fairlie. The other highlight was the vintage car collection at Geraldine. By coincidence



Nathan Yelash – a club member from Hamilton – and I were both there on the same day. There was a distinct lack of French cars though they did have a number of French tractors in the agricultural collection, but what a collection – well worth the visit. I did however manage to spot the one Peugeot in their collection – Nathan did not – a picture of a 1903 Peugeot hung in the men's toilets – I did get them checked – there was none in the women's!

As you read this it will be too late for you to join the club at the Ellerslie Inter-Marque Concours, however I am pleased to report that we have had a good show of hands and all mechanical things going right should have 8 cars on display there, ranging from a 203 as the oldest through to a RCZ as the newest.

Not that I have talked to Don about it. However I believe it is not too late to express an interest to join the club at the Brit Euro car show on March 3. Get hold of Don Howarth – enzo406@outlook.co.nz – if you wish to be part of the club's Brit-Euro display – check out their web page – <https://www.briteurocarshow.nz/> and/or search them up on Facebook.!

I would also like to ask for people to contact me for the **Gymkhana**.

We have decided to hold it only if we can get a minimum of 10 participants. This is planned for **17 March 2024**. Call me on 0274 905 336 or 09 6389 421 if you are willing to commit, or email [brentdruskovich@gmail.com](mailto:brentdruskovich@gmail.com).

I will also ask Jeanette to put out an email later in the month. **Answers by March 1 please.**

It has been suggested to me that some of the older members may be put off by too much reversing as it doesn't go too well with their necks. As an incentive I will make sure that there are no events where there will be reversing skills required (other than maybe a quick in and out of a flagged garage). If we have enough interested, the event will be held at the end of Cato-Peart Road, Karaka.

Anyway that's it, it is 12.34am, time to stop!

Happy New Year all,  
*Brent*



## COMING EVENTS

<b>February 11</b>	Ellerslie Car Show & Concours d'Elegance
<b>March 3</b>	Brit-Euro Car Show
<b>March 17</b>	Gymkhana – but only if we get a minimum of 10 entrants.
<b>April 21</b>	Navigation Trial – start 1.30pm; venue TBC



# MotorWorks

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## JEANETTE'S JOTTINGS

Wellington has the dubious distinction of being the world's windiest city (despite Chicago having the Windy City nickname). Its average annual wind speed is 29mph (47km/h), and its highest recorded wind speed is 154mph (248km/h).

However, the fastest wind speed ever on Earth actually whipped its way through the Bridge Creek area of Oklahoma City – part of Tornado Alley. Whip-fast winds of 302mph (486km/h) were registered when a tornado hit in May 1999.

Coca Cola started in Atlanta in the 1890s as a tonic for most common ailments, based on cocaine from the coca leaf and caffeine-rich extracts of the kola nut.

Male bison (called bulls) can weigh up to 2,000 lbs (907 kg) and stand six feet (1.82 m) tall. They can run at speeds of up to 40 miles per hour (64.3 km/h).

China manufactures 75% of the world's lithium-ion batteries, and processes and refines over 50 % of the world's lithium, cobalt, and graphite, according to the International Energy Agency.

During the wars in Iran and Afghanistan, British soldiers had their rifles attached to their bodies by webbing so they could not be taken and used against them.

Last year, China experienced a 10% decline in births, reaching a historic low, despite extensive government initiatives to assist parents - a mere 9.56 million births in 2022, marking the lowest count since record-keeping commenced in 1949.

The Caravan Bridge in Izmir (aka Smyrna) was built in 850BC for camel trains entering the town. This simple yet sturdy bridge with a tough slab-stone arch, is recognised by the Guinness Book of World Records as the oldest datable bridge in the world that is still in use.

The Pantheon in Rome is a case of third time lucky. Both of the building's predecessors burned down, and the one you see today was built around AD125 by the Roman Emperor Hadrian.

Kirkjubøargarður (a farmhouse on the largest farm in the Faroes) dates back to roughly AD 1100 and is probably the oldest inhabited wooden house in the world,

The current record of 65 years for the longest single-shape production car is the Volkswagen Type 1 – 1938-2003

The clifftop Acoma Pueblo was founded in the early 12th century and is the oldest continuously-inhabited community in North America.

The most affordable pure electric vehicle on the market, the GWM (Great Wall Motors) Ora, has been recalled in NZ in December over a potential software fault that can lead to owners getting electrocuted when unplugging the car. "Due to a programming issue, if the operator removes the charging cable without cancelling the charge, an electrical arc between the charging plug and the vehicle may occur. If an electrical arc comes into contact with the operator or bystanders it will increase the risk of serious injury or death.



# PEUGEOT CONCEPT FOODTRUCK

From Peugeot

This unique concept vehicle combines innovative new experiences to deliver high-quality food 'on the go'.

The Peugeot Foodtruck was dreamt up and designed by Peugeot Design Lab and dubbed 'Le Bistrot du Lion'.

Peugeot's story began over two hundred years ago in France. As early as 1810, the Peugeot family's grain mill was converted to begin manufacturing saw blades.

From there, the brand continued to expand at a swift pace; the first Peugeot coffee mill was sold in 1840 and the first Peugeot pepper mill - which has a mechanism with a lifetime warrantee went on sale in 1874.

In 1882, the first Peugeot vehicle, the Grand-Bi Penny-farthing bicycle, made its debut, followed shortly thereafter by another visionary machine: the first Peugeot automobile. Since then, Peugeot has sent more than 65 million motor vehicles out onto the world's roads.

In 2015, Peugeot is the only brand in the world that continues to manufacture tableware while also designing and producing vehicles - automobiles, bicycles and scooters - by the millions.

These two centuries teeming with ideas, ingenuity and bold design have now given rise to the innovative Foodtruck concept: Peugeot's unique vision for a roving restaurant that caters to all the senses to keep customers coming.

Since it was founded, Peugeot has designed and manufactured thousands of domestic objects and vehicles. They are proof of our multifaceted industry expertise and our ability to reconcile new forms with function.

The Peugeot Foodtruck concept is an obvious heir to these traditions: an automobile, which, once parked, becomes a food truck unlike any other.

Our goal is to appeal to all the senses - sight, taste, smell, hearing and touch - offering the unique combination of modern dining and sleek design only Peugeot can entertain.

As Cathal Loughnane, Head of Peugeot Design Lab, explains, *"The end-users are always at the heart of all of our designs."*

*For the Peugeot Foodtruck, we wanted to create a complete food truck experience, not only creating a kitchen for the chef but a restaurant and cafe for the customers. A lot of attention was given to opening up the kitchen and allowing the chef and food preparation to be as close to the public as possible. We also wanted to create a real sense of surprise as the compact Peugeot Foodtruck transforms into amphitheatre like dining space 'Le Bistrot du Lion'."*

The Peugeot Foodtruck is compact and perfectly suited to an urban environment. Its short front and rear overhangs provide enhanced manoeuvrability, while its long wheelbase offers considerable load volume.

Once on site, the Peugeot Foodtruck spreads its wings to double its width to offer a versatile space that can easily be adapted to a variety of environments and events. 'Le Bistrot du Lion' includes areas for food preparation, dining and refreshments, as well as a DJ booth.

To ensure the Peugeot Foodtruck was completely functional and in compliance with all standards and food hygiene regulations, Peugeot

Design Lab turned to Euromag, the French food truck specialist.

The professional-grade preparation and cooking appliances are all designed to be multi-functional, in order to adapt to the inspiration and talents of any chef and type of cuisine, from fine dining to fusion and molecular gastronomy.

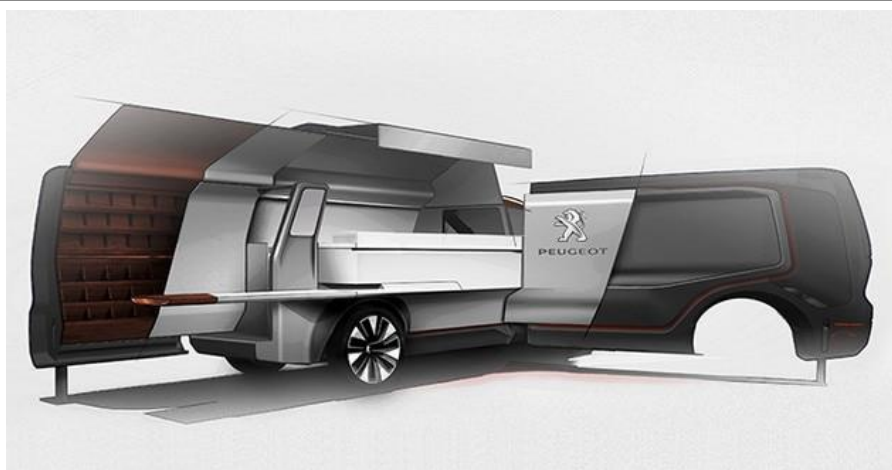
To make sure everyone gets the most out of the experience, the Peugeot Foodtruck comes equipped with everything needed to feed 30 patrons comfortably inside Le Bistrot du Lion, with a collection of standing tables all shaded under Umbrosa parasols.

Le Bistrot du Lion is also designed to recuperate and recycle all waste and ensure that once folded up, Le Bistrot Du Lion leaves the city in exactly the same state as when it arrived.

Peugeot has selected the talented French chef Sven Chartier, of Saturne and Le Clown Bar in Paris, as the first culinary tenant of Le Bistrot du Lion. An ideal pairing of the brand's first mobile restaurant with a chef who respects and believes in local sourcing and organic farming.

Chef Chartier will be using the new Peugeot salt and pepper mill set, which was designed to accompany the truck in all his culinary travels. The duo, dubbed Milan, is the brand's latest homage to the alliance of the culinary arts and design. The Milan set are the first mass-market mills designed by Peugeot Design Lab. They will initially only be available for purchase at the French Pavilion during the 2015 Milan Expo, and then will subsequently be distributed through PSP (Poivrières Salières Production) Peugeot sales outlets.

Peugeot mills are sold worldwide, with 2.5 million units manufactured each year. They hold a prized place with the world's chefs thanks to the precision of their gears and their remarkable longevity.



## FINANCIAL FAKES

NZ's score of 0.8 p per million means Kiwis are at a significantly lower risk of encountering fake money than citizens of many other English-speaking countries. Fake coins are particularly hard to come by in New Zealand due to their difficulty to forge. However, the bank still advises citizens to listen for a ringing sound when a coin is dropped on a table top; a fake will make more of a thud.

## CORROSION IN CARS

This is a 1989 article I found produced by the Australian Corrosion Centre which still seemed really relevant today.

Corrosion occurs in cars in a number of areas, many of which are not visible, so to keep a car looking good and its value high, you must pay attention to the hidden parts as well as those you can see.

When you buy a new car, consider having it 'rustproofed', but make sure it is done by a reliable professional whose material and workmanship is first rate – and who gives at least a 5 year guarantee. It **MUST** be new when rustproofed as treating a car which has been on the road may be worse than no treatment at all.

The main cause of car body corrosion is the accumulation of dirt which stays damp and allows corrosion to proceed long after the rest of the car is dry. Washing just the outside will not stop it corroding. You must hose off the caked-on mud in wheel arches, sills and under the car. This is especially important after visiting the beach or driving on unsealed roads. Countries which de-ice roads with salt in winter have a major problem as the salt, combined with damp mud, provides a lethal combination able to bite through metal in no time at all.

Wash the paintwork with a soft brush and a solution of water and special car detergent. **DO NOT** use household detergent as it may promote rust. Remove bugs and tar with tar remover or methylated spirits. Always rinse the car after using any special cleaners. All car doors have drain holes in the bottom. These should be regularly checked to ensure water cannot stay inside the door.

If/when floor mats get wet, take them out to dry, and if necessary find and fix the source of the moisture.

Putting a wet car into a warm closed garage accelerates corrosion. If your car is wet, leave the garage door open until it dries. In some ways, a large carport is better as it keeps the rain off and allows the car to dry.

If the paintwork gets chipped or scratched, repair it as soon as possible. Minor paint damage can be easily repaired as long as it is carried out correctly. Painting over rusted areas is worse than doing nothing.

Good surface preparation is the most important part of the touch-up process. Scrape away any loose paint and rust and clean to bare metal using an electric drill and silicon carbide paper. There should be no rust remaining. Wipe away dust and rust and etch the surface to provide a good key for the paint. Apply a primer and top coat. For small scratches, an artist's brush is best. Larger areas will need a spray application. If using a spray

can primer and top coat, make a mask from a piece of cardboard, cutting a small hole in the centre so that only the damaged area is exposed. Follow the instructions on the can regarding shaking, applying and cleaning off excess.

Large areas of rust will probably mean the metal has corroded all the way through. These can be repaired as long as the strength of the car has not been affected. The rusted areas will have to be cut out and replaced with a filler. Kits are available on the market for such jobs and instructions should be followed. However, for a large job, it is probably best to see a local panel beater or car sprayer. They will have the correct equipment and do a much more professional job.

Corrosion of brake pipes may cause leakage so examine your braking system periodically, wash off any encrustations of dirt and give a coating of grease. If there is a marked drop in the fluid level, there may be a leak. Badly affected metal pipes or cracked rubber pipes will have to be replaced.

When you have to replace the exhaust, consider buying one of the stainless steel exhausts as they have a much longer life than a conventional exhaust even though they cost more initially. Or you may use a zinc or aluminium-coated exhaust – which are cheaper than stainless steel but do not last as long.

Most modern cars (in 1989) with an iron engine block and

aluminium cylinder head require an inhibitor in the cooling water to prevent corrosion. The inhibitor is NOT antifreeze, although combination inhibitor/antifreeze solutions are available. It is essential to use only the inhibitor recommended in the owners' handbook and, as they may work on different principles, you must not mix inhibitors.

Provided that the water circulating system is functioning satisfactorily, it is better to leave it undisturbed than to regularly flush it out. If the system is dirty, drain it, fill and add a can of cooling system cleaner. Operate the car according to the instructions and thoroughly flush. In soft water areas, refill, but if the tap water is hard (eg in Adelaide), use tank water and add the correct concentration of inhibitor. Whenever you need to add cooling water, ensure that the concentration of inhibitor is maintained.

Before working on the battery, turn the engine off and disconnect, first the negative and then the positive terminals. Beware of explosive hydrogen gas from the battery. Avoid spilling acid. Scrub the terminal posts and cable terminals inside and out with a wire brush or special tool available for such jobs. Refit the cable and tighten terminals securely. Coat terminals with petroleum jelly to prevent corrosion – DO NOT USE GREASE

## STELLANTIS INTO BATTERY SWAPPING

Multi-brand automaker Stellantis has partnered with San Francisco's Ample to bring battery-swapping to its electric vehicles, starting with a fleet of ride-sharing Fiat 500e cars in Spain.

Instead of pulling into a charging station, plugging in and then waiting a while for an electric car's battery pack to charge up before continuing a journey, electric vehicles rolling with a special battery pack can be driven into a service hub where an automated system removes the low-charge unit and replaces it with a fresh one.

It's by no means a new idea, with China's Nio launching its first station in 2018, quickly expanding to celebrate its 500,000th swap by 2020 and most recently constructing its 2,000th unit on its home turf ahead of inking a deal with Geely to ramp up to the next level.

Ample unveiled its first battery swap hub in 2021, promising the automated removal of an old pack and replacement with a fully-charged module in under 10 minutes. Removed packs are plugged into chargers within the hub and topped up ready for future customers.

The Lego-like modules are designed as a drop-in replacement for any EV's existing battery pack, which means that manufacturers shouldn't need to reconfigure vehicles to work with the technology. And Ample reckons that swapping stations can be installed in public areas and operational within three days.

By May of this year, the company had reduced the wait time to 5 minutes and revealed that its hubs were already being used by fleet partners such as Uber in the Bay Area. Such solutions are a good fit for fleet operators, who won't want vehicles out of action for any length of time, and the idea could extend beyond electric passenger cars.

In fact, Ample partnered with Mitsubishi Fuso in July to install the technology in eCanter trucks for deployment in Japan next year. Now Stellantis is joining the party, agreeing to work with Ample to integrate the modular battery swapping technology in future Stellantis EVs.

The first real-world application will start in Madrid, Spain, next year with a fleet of a hundred Fiat 500e city cars operating under the Stellantis Free2move car sharing service.

As for regular car buyers, Stellantis revealed that future EV drivers could be offered the battery swap tech as a subscription service, which "would reduce the upfront total cost of the vehicle, as well as allow the customer to benefit from always having the latest battery technology."

Source: Stellantis

## WEIGHT OF EVS DANGEROUS

As the popularity of electric cars grows, some experts in the UK are concerned that the heavy weight of electric vehicles could cause multi-level parking lots to collapse. Due to the aging infrastructure of many parking garages in the country, many multi-story parking lots have structural flaws due to



a lack of maintenance. Engineers said there definitely is the potential for some of the early car parks in poor condition to collapse," Chris Whapples, a structural engineer and car park consultant, told The Telegraph.

Electric vehicles are significantly heavier than gasoline-powered cars, given the weight of the batteries necessary to power them. Ford's F-150 Lightning electric pickup truck, for example, is 2,000 to 3,000 pounds heavier than the same model's non-electric version, according to the Associated Press.

The UK government's ambition is to have at least 50% of cars electric by 2030, and as many as 70% of new car sales – and up to 40% of new van sales – should be ultra-low emission.

Whapples and Russell Simmons, chair of the British Parking Association's structures group, have suggested new guidance that recommends adding higher load-bearing weights to deteriorating parking lots to help adapt to the weight of electric cars. It will be published in the next few weeks, according to The Telegraph.

This is not the only cause for concern when it comes to the mass of the vehicles. Earlier this year in the US, the head of the National Transportation Safety Board said there are many safety concerns when electric cars collide with lighter ones.

Over the years, electric cars have become increasingly popular due to energy efficiency and the promise of a more environment-friendly form of transportation. Drivers of these vehicles still face challenges, however, including driving range and the amount of time it takes to recharge the car's battery.

## DON'S DEMANDING DREAM

After lengthy battling with a VTNZ testing station I finally gained a new WOF for my 1990 P 205 CTi 1.6 Cabriolet, which I acquired in October 2021 as a non-running, rather sad apology for a motor car.

If I had not taken the car it would have gone to the landfill/crusher on Waiheke Island. It was free as long as I removed it from Waiheke Island. Unbeknown to me, the car had been "pink stickered" by Waiheke Is. Police - that is a "Non Operational Order" (not permitted to be driven on road unless going for a WOF test). However due to the Covid lockdown I was unable to go to Waiheke to inspect the car, so had to take it sight unseen, a big risk. Believe me it was worse than I expected, due to a badly neglected engine and major rust in the passenger side floor, seat frames, under the bonnet (battery support & firewall, especially in the scuttle) & the soft top steel frame. There was also much cosmetic plastic broken around the dashboard & centre console.

I have scoured the internet for NZ located engine, headlights, taillights & indicator lights, centre console, gear lever knob, full set of front & rear seats & exterior plastic trim parts, wheels & tyres. I have been successful but have had to source some mechanical parts from France, Germany & the UK. After the engine, which I found in Wakefield near Nelson & had it freighted to Auckland, the heater matrix & brakes have been the most challenging to fix.

This model of 205 Convertible was imported in very small numbers because they were much more expensive in the late

80's/ early 90s (French & German hot hatches & convertibles had higher tariffs than UK or Australian), so spare parts availability has always been difficult but I was well aware of that. Nothing like a good challenge!

I still have much to do like getting a repaint, getting the carpet (which I found in Wellington) & underfelt fitted, changing the leather bound steering wheel (which I had), fitting the centre console, gear lever boot & replacement gear knob & handbrake cover.

I have been helped by many good friends, my workshop manuals, google & the internet (You Tube videos are the repairer's & restorer's friend) and car club friends, without whom I would not have got this far. Much of my government super has been sunk into this project as has my private super. I have had to sell some cars, as space & savings are radically changed as we sold & moved into a retirement village – also in Howick. Downsizing ain't easy believe me.

To be continued.....

Don\ Howarth

## PEUGEOT TODAY

Extracts from an article by Marcus Brown.

Peugeot, hailed as the world's oldest car manufacturer, actually kicked things off with coffee mill production back in 1810 but is still actively involved in the car manufacturing business, with its factories now operating under Stellantis, a multinational automotive corporation. They are focusing on producing electric and hybrid vehicles to adapt to the

growing demand for sustainable transportation options.

Stellantis, the parent company of Peugeot and Citroën, houses a myriad of auto manufacturing factories working tirelessly to develop innovative vehicles for the market. The merger between Fiat Chrysler and Peugeot gave birth to this automotive behemoth, which now includes other famous brands like Fiat and Vauxhall as well.

Factories under Stellantis harness technologically advanced techniques in car manufacturing to fulfil the increasing global demand for electric vehicles (EVs). They are facing challenges though; one major concern is about a potential rise in export tariffs for EVs between the UK and EU.

But despite these issues, their commitment towards producing high-quality vehicles remains unwavering, ensuring that auto enthusiasts around the world can enjoy top-of-the-line cars produced by Stellantis brands.

Peugeot is rapidly expanding its electrified vehicle lineup, marching towards an electric-only future. With 70 percent of its roster currently boasting hybrid or fully electric models, the French automaker's commitment to green energy is undeniable.

In a partnership with Nidec, Peugeot now produces electric vehicle motors on its home soil in France.

Controversy has emerged as recent data indicates that certain plug-in

hybrids may be more polluting than official tests suggest. Some of these vehicles come from none other than Peugeot itself.

The brand remains undeterred though, driven by a vision to draw half of their global sales from electrified autos by 2030. Amid this shift towards sustainability, Peugeot models such as the 3008 and the new jumping-to-content concept cars are expected to feature hybrid or all-electric drivetrains.

Peugeot has a rich history in motorsport, participating in various disciplines such as rallying, touring car racing, sports car racing, and even Formula One.

Armand Peugeot, a visionary entrepreneur, led the transformation of our company from bicycle manufacturing to motor vehicles in the late 19th century. It started with designs for quadricycles and bicycles before unveiling the first automobile in 1885.

Then came a pivotal moment in 1894 when we entered five cars into the Paris-Rouen Trials, marking our first major motorsport involvement. This was an era filled with innovation and rapid growth; not only did we produce bicycles and motorcycles, but we also pioneered petrol-powered cars during this period.

These early efforts laid a strong foundation for us as we moved forward into producing world-renowned automobiles that would stand the test of time.

Peugeot's involvement in rallying has a long and storied history. From the very first races, Peugeot has been an active participant in this exciting motorsport. In fact, Peugeot acquired the cooperation of Spanish driver Paul 'Zucarelli' after Hispano-Suiza abandoned racing.

Rallying became a notable aspect of Peugeot's motorsport activities. Although financial reasons eventually led to the program being abandoned, Peugeot's legacy in rallying remains as a testament to its commitment to high-performance racing.

Peugeot has a rich history in touring car racing and has achieved great success in this motorsport discipline. The brand's involvement in touring car races showcases its commitment to the sport and its passion for motorsport.

Peugeot cars have been highly competitive, consistently challenging for victory on the racetrack. In fact, Peugeot has achieved notable victories in several championships, including winning the Asian Touring Car Series three consecutive times from 2000 to 2002 with the Peugeot 306 GTi.

Currently, Peugeot is participating as a constructor in the British Touring Car Championship, further solidifying its presence and competitiveness in this exciting form of racing. Peugeot's racing heritage and success in touring car racing contribute significantly to its

overall brand image and reputation.

Peugeot has a sportscar racing program that has been an integral part of the brand's motorsport legacy. From its early days, Peugeot has been involved in various categories of racing, including sports car racing.

One notable endurance racing car from Peugeot is the 905, which competed in races like Le Mans starting from 1990. Sports car racing holds great significance for Peugeot, and their motorsport success owes a lot to their sport division, Peugeot Sport.

Peugeot has a long and storied history in motorsport, including its involvement in Formula One. Dating back to 1912, Peugeot's racing heritage extends to the pinnacle of motorsport.

Over the years, Peugeot engines have contributed to advancements in the sport, showcasing their engineering prowess. While Peugeot has had a disappointing spell in Formula One recently, failing to evolve its approach in the highly competitive arena, it remains an important part of their racing legacy.

The recent introduction of their 9X8 Hypercar demonstrates that Peugeot is still interested and investing in competitive racing, signaling potential future ventures into Formula One and other high-profile races.

Peugeot has a long and impressive history of competing in the Pikes

Peak Hill Climb, which is one of the oldest motorsport competitions in the United States. Over the years, Peugeot's involvement in this challenging event has earned them a well-deserved reputation for their performance and innovation.

One iconic moment was when Sebastien Loeb drove a Pikes Peak Peugeot 208 T16 to set a new record at the race. Known as "The Race to the Clouds," this incredible hill-climb showcases Peugeot's commitment to pushing boundaries and proving their capabilities on some of the toughest terrain imaginable.

Peugeot has always been at the forefront of innovation, and their concept cars are a testament to that. These futuristic vehicles showcase Peugeot's vision for the future of automobiles.

From the sleek and stylish Peugeot INCEPTION CONCEPT to other electric and plug-in hybrid concept cars, Peugeot is actively pushing boundaries in terms of design, materials, and technologies.

With their radical designs and innovative features, these concept cars demonstrate Peugeot's commitment to creating vehicles that not only meet but exceed customer expectations.

Peugeot Motorcycles is a separate company from Peugeot's car manufacturing business, specializing in the production of motorcycles. They have developed models with 2, 3, and 4 wheels, catering to motorcycle enthusiasts' diverse preferences.

Currently, Peugeot Motorcycles primarily offers scooters but has plans to expand their lineup to include a full-fledged bike. In line with the growing popularity and demand for electric vehicles, they have also invested in French EV specialist DAB Motors with the aim of mass-producing an electric motorcycle.

Peugeot has built a strong reputation as one of the oldest and most respected car manufacturers in the world. With over 200 years of history, Peugeot has left a lasting impact on the automotive industry, especially in Europe.

Known for their stylish design, reliable performance, and advanced technology, Peugeot cars have become synonymous with quality and innovation.

Peugeot's influence can be seen in various areas of the automotive industry. They have won numerous awards, including multiple European Car of the Year titles, showcasing their commitment to excellence.

Peugeot's success extends beyond passenger cars – they have also made significant contributions to motorsport through rallying, touring car racing, sports car racing, Formula One, and even setting records at the Pikes Peak Hillclimb.

Despite temporarily leaving the U.S. market in 1991, Peugeot remains a major player globally. Their impact can be felt through their continued production of electric and hybrid vehicles that

contribute to more sustainable transportation solutions.

Looking ahead, Peugeot faces both promising opportunities and significant challenges in the car manufacturing industry. One of the most exciting prospects is its plan to reenter the U.S. market by 2026, after a long absence since 1991.

This move will allow Peugeot to tap into one of the largest automotive markets in the world and expand its global reach. To make a splash, they are expected to focus on electrified models, including hybrids and battery EVs, which aligns with the growing trend towards eco-friendly vehicles.

However, Peugeot also confronts hurdles such as costly domestic production and high exposure to southern European markets. The company has received government rescue packages in the past due to economic downturns in these regions.

Peugeot is still going strong in the car manufacturing business. With its factories under Stellantis and a focus on electric and hybrid vehicles, Peugeot continues to innovate and compete in the industry.

Additionally, Peugeot's involvement in motorsport and other ventures further solidify its presence as a prominent player. As one of Europe's biggest car manufacturers with a rich history, Peugeot shows no signs of slowing down anytime soon.

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### WHAT MAKES THE DAKAR RALLY SO SPECIAL?

The Dakar Rally is a long-distance rally going cross-country in all-terrain vehicles. Part adventure, part long distance race, the Dakar Rally works by competitors driving on public roads and rendezvous at a liaison where they must then follow a course through waypoints to the finish line. The competitors have to be quick, versatile and super-fit. They drive their vehicles all day over punishingly rough ground, so punctures and breakdowns are very common, making good mechanical knowledge an advantage and a tool kit an essential.

The racers also must be able to read the track in front of them (at very high speed) for signs of obstacles and be able to compete across a variety of terrains, from sand dunes to rocky valleys, mountains and even marshes. Plus, they have to navigate from checkpoint to checkpoint using a GPS and roadbook or else risk losing time and penalties, although arguably getting lost is all part of the adventure.



Carlos Sainz has just won his fourth Dakar Rally title with victory in Saudi Arabia.

The race - the 46th edition of the Dakar Rally - is regarded as one of the toughest tests on the motorsport calendar. It began in 1979 and originally took place between Paris and the Senegalese capital Dakar, before switching to South America between 2009 and 2019 and then moving back to Saudi Arabia in 2020.

The 61-year-old Spaniard, father of Formula 1 driver Carlos Sainz Jr, ended one hour, 20 minutes and 25 seconds ahead of Belgian Guillaume de Mevius.

Sainz also won in 2010, 2018 and 2020, with this latest victory breaking his own record as the race's oldest winner.



*"To be here at my age and to stay at the level, you need to work a lot beforehand. It doesn't*

*just come like that," he said. "It shows that when you work hard, normally it pays off."*

France's Sebastien Loeb, who finished third, had been the Audi driver's nearest challenger but suffered mechanical problems during Thursday's penultimate stage.

Sainz had led since the sixth stage but triumphed without winning any of the 12 stages outright, crossing the line 12th in Friday's finale in Yanbu, on the Red Sea coast.

It is the first time Audi has won the Dakar Rally, with all four of Sainz's victories coming with different manufacturers after previous triumphs for Mini, Volkswagen and Peugeot.

Only Qatar's Nasser Al Attiyah with five and French eight-time winner Stephane Peterhansel have won the race more.

Asked whether he would return next year, Sainz added: *"At the moment, I want to enjoy this victory and I will think about my future in the next weeks."*

Ford is hoping to take on the Dakar in 2024. Hot on the heels of a new Mustang GT3 racing program and an F1 partnership of Red Bull comes a joint partnership between Ford, longtime partners M-Sport and Neil Woolridge Motorsport (NWM) which will encompass vehicle development, servicing and event management. Ford hopes it will put both the Blue Oval and the Ranger at the front of everyone's mind.

Elizabeth Magie Phillips- 1866-1948 invented 'Monopoly'.

She came up with the original inspiration for the board game known originally as 'The Landlord's Game' in 1903. She was granted U.S. Patent 748,626 on January 5, 1904. She was also a short story and poetry writer, comedian, stage actress, feminist, and engineer. She actually designed the game to protest against monopolists like Andrew Carnegie and John D. Rockefeller. However, the invention of the famous board game has been credited to Charles Darrow, who sold it to Parker Brothers in 1935. When Phillips patented her invention, she received only US\$500. The Parker Brothers falsely credited Darrow as the original inventor.

### THREE QUICK JOKES

1. Did you hear about the first restaurant to open on the moon?  
It had great food, but no atmosphere.
2. What did one ocean say to the other ocean?  
Nothing, it just waved.
3. Do you want to hear a construction joke?  
Sorry, I'm still working on it



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