

the pugilist

Magazine of the
Peugeot Car Club
of NSW Inc

April 2014



■ Hawks Nest motor
fest — a great day
for pugs in the sun



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308 named European Car of the Year



THE PEUGEOT 308 was named Europe's Car of the Year after winning more votes than six other vehicles, including electric autos from BMW and Tesla Motors. The win gives PSA/Peugeot-Citroen a boost as the automaker struggles to return to profit.

Last year, the Volkswagen Golf, which competes directly with the 308, won the award.

"We talked a lot about Peugeot in the past few

The cover

The weather was a standout performer at the recent Hawks Nest Motorfest, attended by quite a few club members

Photo: Graeme Cosier

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months, but not enough about cars, so I'm happy now to talk about cars," Maxime Picat, head of the Peugeot brand, said at a press conference on March 3 to announce the award.

In reference to the Peugeot brand logo, he said "the lion is hungry" after waiting for its first award since 2002.

The 308 received 307 points from the jury of European business and trade journalists. The BMW i3 came second with 223 points and Tesla's S model was third with 216 points. In the group of seven nominated vehicles, the Citroen C4 Picasso took fourth place with 182 points followed by the Mazda3 with 180 points. Skoda's Octavia took sixth place with 172 points and the No. 7 position went to the Mercedes S class.

"Today's award is a good indication that PSA is at the strong point in their model cycle right now", and "it is now up to PSA to translate this into increasing market share in Europe", Erich Hauser, a London-based analyst at International Strategy & Investment Group, said. "It feels like it's now or never for Peugeot in Europe."

Picat said Peugeot made some "radical" decisions on the 308 to improve efficiency and streamline the interior, including a smaller steering wheel to give a sportier feel.

"Today is only a starting point," he said. "The award will help my sales and marketing teams" throughout Europe.

The 308 is part of PSA's strategy of developing upscale cars to end losses following a six-year contraction in Europe's auto market. The French company has been unprofitable for two years in a row, and it agreed last month to sell 14 percent stakes to Chinese partner Dongfeng Motor and the French state as part of a €5.27 billion (US\$7.25 billion) fund-raising effort to overhaul the model line.

The market share of Peugeot and its sister brand Citroen in Europe narrowed to 10.9 percent last year from 11.7 percent in 2012, according to figures from the ACEA regional industry group. In February, the group's share of industry sales expanded 0.2 percentage point from a year earlier as its 6.9 percent gain in deliveries exceeded the market's 5.2 percent growth.



Hawks Nest motorfest: it's the best

Ross Berghofer

SANDRA AND I ATTENDED the Hawks Nest Motorfest on 9 March in our 505 Familiare wagon. Its air conditioning decided not to work, but after taking it to the workshop, a re-gas was all that was needed.

What a big day the motorfest is. Cars, trucks, motorcycles and vehicles you do not see in Sydney's motoring events were there. Particularly impressive was the cake stall run by the local Red Cross volunteers where country cooking was at its best. It is food for thought for French Car Day on 13 July.

The club received a copy of a book written by Neville Summerill on his experiences in the 2003 Redex re-run. It is an interesting read and available from the club library.

The Peugeot Car Club of NSW Inc has great pleasure in announcing the PoTY awards for member achievements in 2013.

Pugilist of the Year goes to Brendan Fitzpatrick for his achievements as club librarian. His flair and enthusiasm for the job has sustained the popularity of borrowing club books.

Consistency award for attending club events: Robert Oakman.

Wally Best award nominated by the editor for providing material for The Pugilist: Steve Palocz.

Ladies Sporting award: Donna Kerr.

Junior Sporting award: Colin Spencer.

Outright sporting award: Colin Spencer.

There are no nominees for the Bent Grill award for a vehicle involved in an accident.

The trophies will be presented at the April club meeting.

This month the Peugeot Car Club of Victoria is celebrating its 60th anniversary. I sent the fol-

lowing message to the club:

To all the members of the Peugeot Car Club of Victoria Inc.

Congratulations on achieving 60 glorious years of Peugeot pleasure, courtesy of your club and its committee.

Your friends of the Peugeot Car Club of

NSW Inc. offer best wishes not only for the anniversary

celebrations on 23 March but for the next 60 years of your club activities. We look forward to catching up and talking the Peugeot talk.

Yours sincerely

Ross Berghofer

Club president on behalf of the Peugeot Car Club of NSW Inc.

And remember, if you are driving an H plated vehicle to a club event, take the magazine with you to indicate to a road management official that you are on a club excursion.



The presidential chariot (AKA 505 wagon) at the Hawks Nest Motorfest.

April Guest Speaker

Ross Berghofer

IF YOU ARE THINKING of hiring a car in Europe, our April guest speaker will give you something to think about.

Andrew Morgan runs Global Cars — a company that offers a choice of rental or leasing (or a combination) cars in Europe. His company offers Peugeot, Citroën and Renault tax free leasing in France and Europe and he knows the ins and outs of the whole game and

can help you choose which company and deal to choose, based on the length of your stay in Europe.

His presentation will be about 20 minutes duration, followed by questions. He will stay for supper when other questions can be asked of him.

His website can be found at www.globalcars.com.au

See you at the April club meeting.



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Do we have your details correct?

Simon Craig

Lots of events email reminders are bouncing (usually from a work address) and the club secretary Geoff McHardy (and other committee members) are struggling with a very poor and out of date member list of cars and email addresses.

Geoff would really appreciate it if you could send him an email or call him and let him know what your current email address details are.

You can send Geoff an email at: renewals@peugeotclub.asn.au

If you don't have email, Geoff would still love to hear from you about your current Peugeot fleet. You can give him a call on 02 4576 3506.

Crawling the Hume

Neville Summerill

In 2013 there was Hauling the Hume, which is held bi-yearly.

In 2014 there is Crawlin' the Hume – Hwy 31 — on 12 and 13 April.

The event is organised by the American Truck Heritage Society.

The run starts at the Ford factory at Campbellfield, a suburb of Melbourne and travels north along the Hume Highway, finishing at the Albury Racing Club.

With an entry field limited to 250 trucks, the convoy will travel through Kallkalo, Wallan, Kilmore, Tallarook, Seymour, Eurora, Benalla, Winton, Glenrowan, Wangaratta, Chiltern, Wodonga and into Albury.

More information is available at: <http://ath.com.au/ath-events/1710/>



12—13 April

QLD Pageant update

ARE YOU HEADING to the Pageant in Boonah, QLD?

Final payments are due by 5 April so exact figures for catering can be given, and trophies can be engraved ready for the Presentation.

Preparations have been finalised. The Navigation Run is typed up ready for checking, the Driving Skills going well, the bag prezzies are piling up in member's garages, the guest speaker John Wright is a definite, and Peugeot Australia and Peugeot dealer Cullens & Sons of Nambour are both on board as well.

So, go to our website www.peugeotclubqld.org.au and click on the 2014 Pageant tab to check out the details.

— 2014 Pageant committee

PS: The Rocker Cover Rules are being refined, and a special track has been organised, so be prepared for a fun time with that.



Euro Day

Simon Craig

For many years now, we have been a part of this large car show in Lambton Park, Newcastle.

Unfortunately, this year it falls on the same day as the Wings Over Illawarra event and in the middle of Neville Summerill's seven day Braidwood and beyond run.

Yes, the 4th May is the day set and it's usually a pretty big affair for the Hunter region.

Last year, entry was via Elder St and admission was \$5 per car with proceeds going to a charity.

Entry to the field is available from 8:30am.



OASIS

Tue, 1 April

Reg Short

The next OASIS run will meet at McDonald's, Greenacre, at 9.45am for morning tea and departing at 10.15am for Lydham Hall at 18 Lydham Avenue, Bexley.

Admission is adults \$4; concession \$3. Afterwards, lunch will be at the Kingsgrove RSL from 12.15pm.

Lydham Hall stands on the crest of a high ridge overlooking Botany Bay. It is one of the oldest homes in the St George area.

Built in the early 1860s for businessman Joseph Davis and his family, it later became the childhood home of Australian author Christina Stead.

Rockdale City Council purchased Lydham Hall in 1970.

Lydham Hall has one of Sydney's finest collections of antique furniture, most of which is on loan from the National Trust, as well as a unique collection of willow pattern china.

Club diary

- Tue, 1 April**
OASIS Run to Lydham Hall. MickyDs, Greenacre
- Wed, 2 April**
Club Meeting, Veteran Car Hall, Five Dock, 8pm.
- Wed, 9 April**
Committee Meeting, Wenty Leagues Club, 8pm.
- 12-13 April**
Crawling the Hume. Melbourne to Albury
- 18-21 April**
Peugeot Easter Pageant, Boonah, QLD.
- Sun, 20 April**
French car tyre kicking, 10:30am at Holker Rd..
- Sun, 4 May**
Wings Over Illawarra, Albion Park.

- Sun, 4 May**
Euro Day in the Hunter. Lambton Park, Newcastle.
- Tue, 6 May**
OASIS Run. tba.
- Wed, 7 May**
Club Meeting, Veteran Car Hall, Five Dock, 8pm.
- 3-8 May**
Pugger Buggers ACT with Neville Sumerill.
- Wed, 14 May**
Committee Meeting, Wenty Leagues Club, 8pm.
- Sun, 18 May**
National Motoring Heritage Day.
- Sun, 18 May**
NSW Motorkhana round 3. Nirimba.

Neville's Canberra & surrounds tour

**new date of
3—8 May**

Neville Summerill

A bit like a mystery tour of sights in Canberra and surrounding districts from Saturday 3 May to Thursday 8 May 2014.

Please note the amended dates to those that have appeared earlier.

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, with 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.

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

Sat, 3 May

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, 403s & 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

Thur 8 May: Captains Flat, Jindera, and return through Burra and Googong. Then home to Queanbeyan for a farewell dinner.

Tyre kickers welcome

Robert Rigg

THIRD SUNDAY OF the month at the Newington Reserve business car park, at the northwestern corner of Holker Street and Slough Avenue, Silverwater.

French car owners now have a once a month very informal tyre kicking gathering.

Regional, interstate "froggers" along with all age groups and sexes are welcome. No commitments and no memberships are required.

The tyre kicking will be held every third Sunday of the month, commencing nominally around 10:30am. This tyre kicking should continue through until all tyre kicking, parts exchanging, information gathering and sharing, boot sales, spruiking, skiting and general talk is complete.

Attendees may arrive and leave at any time at their leisure, attendees may continue on to a walk, a bike ride, a river ferry trip, a meal, a drive, a drink, an engine overhaul or whatever.

Anything formal, along with any hooning shall be frowned upon.

The venue is central for most, is a sizable off-street parking area with a well maintained lawn area that should not be parked out, has amounts of shade, toilets and under cover awnings if it rains,

Newington shopping centre is 500m away,



Inaugural tyre-kickers day on 16 March.

along with a nearby river, walks, playgrounds and pushbike tracks for mum and the kids (1km away).

You may also wish to arrive by ferry (3km), a very pleasant style of transport.

The next meeting is on Easter Sunday (20 April).

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Wings over Illawarra 4 May

Ross Berghofer

I HAVE SOME important information for members and non-members who are attending.

I have arranged for Peugeot to be the focus marque this year at Wings Over Illawarra. Anyone planning to attend must do two things:

Email me (ross.berghofer@gmail.com) to indicate your attendance so that I know to expect you; and register your attendance with Wings Over Illawarra – go to www.wingsoverillawarra.com.au/page/classic-motor-clubs and select Peugeot Car Club from the drop-down list of clubs.

After you register, a complimentary entry ticket will be sent by WOI. If you do not have access to a computer, let me know so that I can register for you. I require driver's name; address; telephone number; and vehicle rego or H plates.

Note that unless you register, you will not get entry to the car display area, and will have to park in the street.

Unfortunately, passengers in your vehicle will need to buy their own ticket separately (which can be done online before the event).

The organisers of Wings Over Illawarra provide the following information. These are WOI rules:

To comply with insurance requirements, all

vehicle owners wishing to display their vehicle at Wings Over Illawarra must be a current member of an approved registered club.

However, I have been informed by the WOI people that if a Peugeot driver is not a member of a club, the person can register with me for entry into the display.

This year the car and bike display area will be located on the hardstand area to the east of the HARS hangar and to the right of the main visitor entrance gate.

This will eliminate any issues with vehicle movements on damp grassed areas and allows for vehicles to enter the display area directly from street access within the airport precinct. Unfortunately however, this also means the size of the display area is limited, and as such display space will be allocated as vehicle registrations are received from the clubs.

As a special thank you for those displaying cars or bikes, drivers of participating vehicles will be issued with a complimentary entry ticket and admitted at no charge.

Vehicle passengers however, will be required to either purchase a ticket online prior to the event or enter via the public access

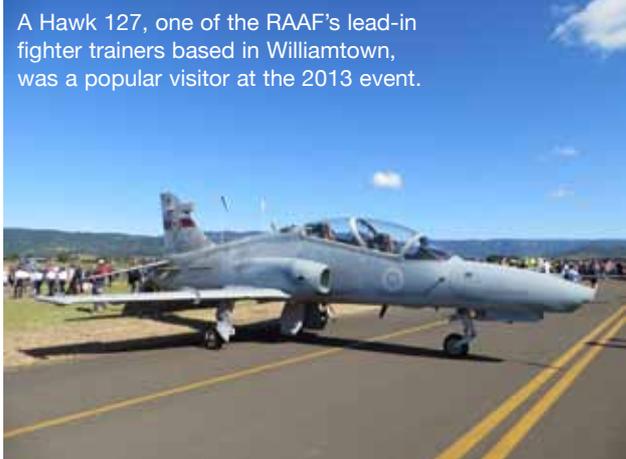
gates to purchase their ticket.

All tickets will be scanned on entry, including complimentary tickets. To register your vehicle and receive your complimentary entry ticket, please complete the online Owner Registration Form.

The vehicle access gate will be open for display vehicle access between 8:00am and 9:00am and display cars and bikes will be required to be parked in the display area by 9:00am at which point the gate will be closed.

In the interest of public safety the organisers do not wish to have any unnecessary vehicle movements once the public access gates are open.

Similarly display vehicles will be required to remain on display until the conclusion of the Air Show which is expected to be approximately 3:30pm at which time vehicles will be permitted to exit the display area.



A Hawk 127, one of the RAAF's lead-in fighter trainers based in Williamstown, was a popular visitor at the 2013 event.

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The Peugeot Car Club of New South Wales Inc – now 41 years old – was formed in January 1973 in succession to one begun in the early 1950s and it still has some original members.

It has a great mix of car models, from old to new and cult diesel, a mix of restorers, home mechanics and service customers, and a marvellous mix of people.

All enthusiastic about their Pugs.

Some members restore, modify or work on their cars; others have their servicing done for them. But our interest and enthusiasm in Peugeot is mutual.

Our meetings

We meet on the first Wednesday of each month, except January, at the Veteran Car Club hall, 134 Queens Road, Fivedock, from 8 pm. All are welcome. Call in and meet the stalwarts, and share some Pug tales.

Meetings are relaxed, with chats and tyre kicking in the car park, management reports, regular guest speakers. Club Pug videos and Pug books can be borrowed. Cars and parts for sale are announced and a fantastic range of Peugeot merchandise can be bought.

Supper is provided.

What we try to do

Members can take part in social functions, including runs and outings, events with other French car clubs, motor sports and the annual national Easter Peugeot Pageant. This year's in Wadonga, Victoria, whereas Boonah, QLD will host next year's venue.

Restoration of older vehicles is encouraged and low-cost club concessional rego on historic plates is available for 30-year-plus "original" Pugs. Mods are generally limited to those of the period.

Your benefits

- Club members get this terrific magazine 11 times a year.
- Technical advice is available from model registrars and from fellow members.
- Some help to track down spare parts.
- Discounts are available using your CAMS card at motor parts suppliers. These will be sent to new members after they sign up.
- Shannons, NRMA Vintage Insurance and Lumley Special Vehicles have special policies on club enthusiasts' or club plate cars.

**Inquiries 02 9456 1697
ABN 86 542 472 493**

- Bargain rate conditional registration (club plates) to drive collectors' unmodified 30-plus-year-old Pugs to club and special events with notification to the registrar.

- Conducted tours of Europe with a Peugeot flavour. The next tour will be Europe in September (see Interlude Tours advert).

Our alliances

The club, founded in January, 1973, is affiliated with the Confederation of Australian Motor Sport, which licenses motor sport participants and insures our activities. It is a member of the car movement lobby group Council of Motor Clubs and of the Peugeot family's great heritage museum, L'Aventure Peugeot, in France.

How to join

Club membership is a modest \$55 a year, \$26 for a second person at the same address, \$7.50 junior and AS\$66 a year overseas. (The club year begins on 1 July.) An application form for membership should be with the mailing sheet with this magazine. **In February, a part year concession rate of \$30 kicks in.**

The Puglist

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- Mag wrapping at 25 McElhone Place, Surry Hills. 7pm on Thursday, 1 May. Historic registered vehicles welcome.

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Crowning touches for a hungry lion

Peter Wilson

THE NEWS HAS been extremely positive on the Peugeot front in the past month, about cars and production instead of financial woes, and may help bring a shine back to the brand.

The new Peugeot 308 became the fourth Peugeot to be declared European Car of the Year and demand for the model is so strong that a night shift will be put on at the Sochaux plant.

In addition, the alliance was being inked with the French government and the Peugeot group's Chinese partner Dongfeng Motors to further shore up the group's steadily improving financial position so the papers will have less about the losses.

The 308 was outright choice for Car of the Year with 307 points from the panel of 58 journalists compared with 223 for the BMW i3 in a field of 30 European, North American, Japanese and Korean models.

Peugeot has previously won the crown with the 504 in 1969, the 405 in 1988 and the 307 in 2002.

These models sold well in Australia though it was more likely because they were good cars than because of the award that, while being a plus for marketing, is still rather far away; it's a foreign jury and the new model has not been available here until many months later.

This may explain why there was no mention of the Car of the Year from the Homebush headquarters of Peugeot Automobiles Australia. It would not have been the case of the PR department being asleep at the wheel; more that hard-nosed reality that there are still series II 308s both here and on the water that have to be sold this year before the new model arrives.

There were suggestions last year that the new 308 would be released here early in the year, but now it seems it will not arrive until the final quarter.

Although right-hand drive new 308s are being

produced for the UK market, the assembly plant is too busy meeting initial demand to get to setting up the special requirements of Australian Design Rules for a relatively small run.

Automobiles Peugeot brand chief Maxime Picat said in Geneva the award had helped Peugeot sell more cars this year.

Although official figures show the European market continues its slow recovery the French market fell 1.9 per cent compared with the previous February – it is still down 20 per cent on its 2009 level.

Mr Picat said 7 per cent more Peugeots were sold in February, helping make up for flat Citroën figures.

The company said it had 60,000 orders for the new 308 and Sochaux would introduce a night shift on June 2. This would boost output by 180 units to 1,683 a day as the new 308 Touring comes into production.

After all the recent French political fallout of Peugeot having to shed jobs, this move will create 600 jobs, with some people moved from other sites. Sochaux already has 10,800 permanent staff and 600 temporary workers and the new staff will be the first hirings since 2011.

Job losses and prospects are an Australian political issue and may be affecting the motor-ing trade.

With new vehicle registrations down 3.8 per cent or 3,400 units to 86,816 vehicles in February compared with the 2013 month, the Federal Chamber of Automotive Industry noted large falls in the mining and manufacturing states, particularly in light commercial vehicles.

Industry officials blame nervousness in the economy, but insiders say it's really a catch-up on too many cars having been registered before purchase. Such cars end up being sold as undriven demonstrators, the giveaway being discounts for less-than-full warranty terms.

Although market leaders Toyota, Mazda, Holden and Hyundai improved their positions, the shine went out of most brands, with, Nissan,

Handing it to Peugeot: A quality control inspector checks a new 308 at Sochaux amid news to put a shine on the brand.

Honda and Mitsubishi taking hits of 43, 33 and 15 per cent respectively so far this year.

There were winners and losers among the smaller brands. Renault (583), Fiat (538) and Volvo (430) did well.

Another 283 Peugeots took to the road for a year-to-date total of 646 units. This was down 130 units on the February 2013 total of 413 and the lowest February total since 2001.

Peugeot is battling in a highly competitive market. Obviously, it will take a while for the good news from France to trickle through, and for sales to pick up through its revamped dealer representation.

For instance, the 208 regained its position as the top selling model in France in January. Here, little more than a year after its launch the 208 sold 59 units in January and 47 in February.

The Mazda2, Yaris and Fiesta lead the booming small vehicle class while Peugeot 208 is third in the "small vehicle over \$25,000" category.

Back in 2007, the Peugeot 207 led this class with average figures of 167 units a month.

The Audi A1 has captured the expensive small car market to the tune of 121 and 168 units in January and February. The Mini is also popular, with sales of 105 and 180 in the class.

Of the other Europeans, Skoda was down (226), Porsche up (192), Alfa Romeo up (186), Opel down (146), Citroën improving to 71, and Maserati up (16).

Toyota, despite its factory news, was market leader (16,200, with four models in the top ten vehicles), with Mazda (9,177) and Holden (8,697) further back.

The Mazda3 (3,969) led the most popular models, followed by the Hilux (3,348), the Corolla (3,332) and in an unexpected surge, the Commodore VF (2,777).

Careful, your car is talking about you

Peter Wilson

SMART CARS OF the future will go much further than a wife in reminding a driver he's exceeded the speed limit.

A driver can ignore a wife, particularly if he is deaf in the left ear.

The intelligent car can intervene to inhibit your speed because it is linked to the engine management system, John Wall explained at the March club meeting.

It can be programmed to know every speed limit sign on the 225,000km New South Wales road network, even the school signs with varying hours.

As road safety technology manager for the Centre for Road Safety in Transport, John has been supervising private and business owners who have covered 1.9 millionkm in testing a system with the speed zone reminders for two years.

Independent analysis of the data suggests speed restraints could lower the road toll by as much as 18 per cent.

There's even an iPhone app with the speed maps, though a tester complained it drained her battery.

Many safety measures have helped a dramatic reduction in the road toll – deaths last year were

the lowest in the state since 1924, John said.

Speed limits introduced from 1915, traffic lights (the first on General Holmes Drive in 1937 when it was a dirt dual carriageway), corner signs, cats' eyes and line markings on roads, random breath tests and the start of an acceptance that drink-driving was socially unacceptable in the 1970s, seat belts, radar, door bars, mobile speed cameras and airbags have all contributed to reducing the number of deaths by 3.3 per cent per annum.

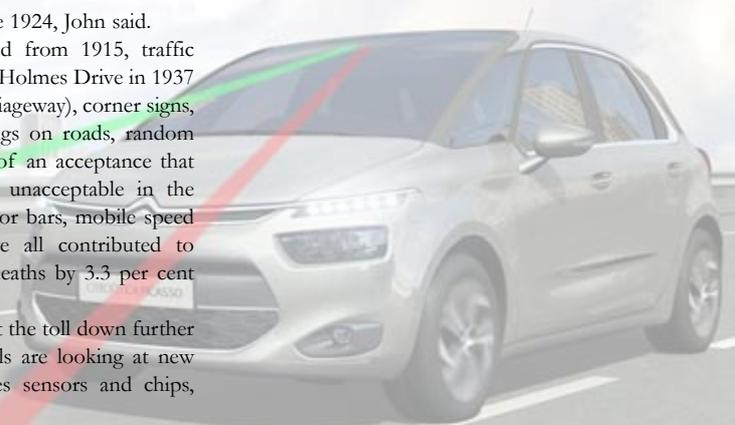
It's getting harder to get the toll down further each year so safety officials are looking at new approaches. "If it involves sensors and chips, we're involved," he said.

John is an agricultural scientist who has been involved with road safety work for 20 years.

He acknowledged research into safe car systems in Sweden, the UK and the Netherlands, but admitted he was not familiar with the Peugeot group's safety research.

John said the thinking is that people will make mistakes and the human body is vulnerable to impact at speed.

The result is that some European manufacturers are now selling cars with safe systems that have awareness of other cars and of a driver who is lane weaving, and can brake to avoid a collision.



Line detection: An illustration of a C4's safety system at work indicates a development in the Peugeot group's safety research.

Photos: Ross Wheeler, Graeme & Anne Cosier



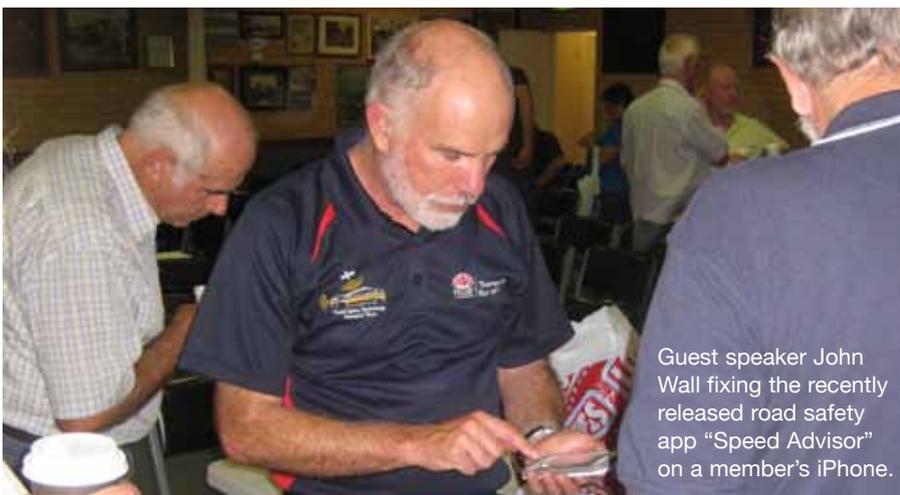
Driven to distraction? Graeme Cosier tries on the full suite of smart cap, glasses and headset in John Wall's Commodore test vehicle.



Voluntary alcohol locks are available. On a Nissan, a sensor in the gear lever detects alcohol in the sweat on a hand. In another car, the headrest has an alcohol sniffer.

To combat driver fatigue, which causes about 10 per cent of deaths and is a hard problem to crack, eyesight cameras can monitor a driver's blink rate and tell when he or she is nodding off. Special glasses and skullcaps can do the same.

Cooperative systems are available that plug into the vehicle's computer to collect data on position, acceleration, braking, cornering and



Guest speaker John Wall fixing the recently released road safety app "Speed Advisor" on a member's iPhone.

speed, and divert mobile phone calls and SMS messages without disturbing the driver.

However, John said once when a system alerted a truck control centre to a weary driver, there was no response. The staff was all asleep.

The latest Mercedes trucks can monitor more than 100 aspects of a driver's behaviour.

If a system can pinpoint and report the location of an accident, it will help rescuers to get there quickly, particularly when a car has gone out of sight of the road.

In a trial on the South Coast, 100 trucks have now been set up with systems that talk to each other.

Mobile phone blocking was suggested to reduce driver distraction, but a member pointed out it would not be permitted until federal legislation was changed.

John told a questioner that the zone mapping was a NSW initiative. Other states were not involved.

John brought a Commodore set up with a range of smart safety equipment. He had trouble backing it out of the hall as the rear camera kept raising the alarm about the Citroën C5 wagon it was approaching. He turned to pass it and Bruce Knowling was very happy.



Nearly as many gadgets as a NSW Highway Patrol car.



The 5008 people mover

Simon Craig

A NUMBER OF CARS from the Peugeot group have recently been awarded 5 star safety ratings from the local ANCAP ratings agency.

In the latest press release, at the top of the ratings tree are four more models. The new Toyota Kluger, Peugeot 2008 and Citroën Grand C4 Picasso all reached the 5 star mark. A 5 star rating has also been extended to the hybrid variant of the Mitsubishi Outlander, the Outlander PHEV.

The Citroën Grand C4 Picasso offers a wide range of safety assist technologies including, emergency stop signal, blind spot monitoring, daytime running lights and reversing camera. Side head-protecting airbags extend to the second and third row seats in the Grand C4 Picasso and Toyota Kluger.

The Peugeot 2008 comes with a reversing camera and hill launch assist — well sort after features on a car in the mini SUV class.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard.

Earlier in the year, the Peugeot 5008 people



5 Star Pugs

mover scored well across all tests to also achieve the top 5 star ANCAP safety rating.

In addition to Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) the 5008 comes standard with a reversing camera and advanced seat belt reminders are fitted to all seats, including the third row. Head-protecting side curtain airbags also extend to the third row.

These two new models join the current fleet of pugs that have already achieved 5 star ratings, including the 208, the 308, the 3008 and the 508.

Lucky club members recently toured the ANCAP's main source of testing data in Australia: the Crashlab facility at Huntingwood in Sydney's west.



Despite their diminutive size, the 208 hatch and the 2008 mini SUV (pictured) have both achieved a five star rating from ANCAP.

I've almost got my money's worth

Still looking good: Neville agrees that the 505 was engineered to be enjoyed.

Neville Summerill tells the true story of \$100 Bill, his Peugeot 505 that has covered over 80,000km since he bought it as a possible wrecker.

Neville Summerill

TOWARDS THE END OF 1990 I needed a better tow car for the horse float than my XD Falcon.

I had been using a 1971 Peugeot 504 Ti until the authorities told me the Pug was unsuitable and I should get a heavier car.

I thought the Falcon would do, but how wrong I was. Towing the float to Sydney to attend the Pony Club dressage championships used \$105 worth of fuel – that was when fuel was relatively cheap – and its performance was very poor.

The Pug would eat the Ford in every aspect; in towing and braking it was miles ahead.

So off to Sydney I went looking for another Peugeot or Citroën. First, an inspection of a Citroën CX 2400 for \$8,000, then a Peugeot 604 with 15,000km up and as new, five-speed, fuel injected and white leather seats. It was a really lovely vehicle for \$8,500 but I had heard that they had problems so it too was bypassed.

On to Leo Geoghegan Car Sales on Victoria Road where I found a 1983 Peugeot 505 GR, a five-speed, 100,000km, in snow white with blue trimming, rego PG-590 for \$9,500. The Falcon made up more than half the price, which surprised me because I thought it would have been hard to move.

This proved to be the best car I have owned so far. In all the years very little has failed.

I have replaced the ignition switch, an exhaust system, a water pump, two sets of rear brake pads (but never the front), three sets of front shock

inserts, a set of rings and a piston that broke possibly through overheating.

I never touched the transmission. I found the Monroe Whylic inserts were the best for the shocks as they lasted 245,000km compared with 25,000km for the Koni inserts.

Now after 15 years of fairly tough work as my everyday car, with a high 750,000 plus km and up, even though it was still a nice car, I decided to try and buy another one for wrecking in case parts became hard to get in the years ahead.

In 2005 I asked Colin Handley in Canberra to keep a lookout for a Peugeot 505 manual for wrecking.

He rang in a couple of days. He had found one with a problem in the transmission, but the car was not too bad and would cost \$100.

Enter \$100 Bill. I thought the Pug was a good buy so I trailered it home. Little at the time did I know how good it was.

Being curious, I went looking for the problem as to why it had failed and found a broken tail shaft. It seemed to have come undone along the seam.

I replaced that by cleaning up and fitting an old 504 tail shaft from my rubbish dump.

That problem fixed,

Pictures: Paul Playoust

I went to see what the motor was like. The first impression was not good. It started on a couple of cylinders, then progressed to four with plenty of smoke out the back, so it was taken to the wrecking shed to await its fate.

Then 2007 came around, and the Victorian Peugeot Car Club was organising a trip right around Australia. I have always dreamed of doing this, so I had another look at the car to see if it could be repaired for the trip.

I still don't know why I decided to check the spark plugs. That turned out to be the problem. I turfed out the new Bosch plugs and fitted an old set of NTE plugs that was lying on the bench. The car started the first time and ran beautifully without smoke.

I think those plugs are still in the car.

Don't ask me why the plugs can make such a difference but I have been caught a couple of times before with Bosch.

We had our car for the trip.

On top of Big Red.



A left hand door was replaced as it had a large rust hole, a little bog and a couple of cans of snow white paint covered the crease in the right front door and the car looked pretty good.

I was very happy with it. The Pug drove beautifully with no rattles or squeaks and it passed inspection to be registered as PUG-210.

The day before we were to set out on the big adventure, the clutch – or so I thought – began to squeal. I took the motor out to replace the throw-out bearing, a weakness in the 504 and 505. Although there was nothing wrong there, I fitted a new one.

On start-up the same squeal occurred. I found the fan belt was slipping – the silly old bugger forgot to check it.

Upon changing the oils the gearbox yielded circlips in bits from the synchros. That explained why the gear change was a bit noisy. I decided I had all the circlips out and that there wouldn't be a great deal of damage.

I had to use a hammer to loosen the tight sump plug and heard something rattling around. I removed the small sump and found a main bearing bolt lying in the sump. All the other bearing bolts were tight.

As the previous owner—the fourth—said, it had done a lot of km.

We completed the trip of 17,647km. The engine used no oil between 5,000km changes. The only problem was a blown fuse coming into Melbourne. When we were approaching Burra in South Australia the Pug decided to reduce speed drastically and I could not find out why. The next morning it was all right.

I had to fit new tyres at Katherine. The new Goodyears we started off with were stuffed by the time we got there.

For the next two years we used \$100 Bill as our everyday car. I had retired the original 505 to wait until I had time to work on it.

We ran up another 4,011km taking part in the Worm Wander to the Flinders Ranges.

All the while on this trip we could smell gas but the source of the leak was a mystery. Two days later we found the left hand shock was leaking and not working.

When I arrived at my front gate the engine blew a head gasket. It was good timing. When I removed the head very little gasket was left. I do not know how it lasted so long. Also, the sleeves were level with the block, which is not as they

should be. The pistons were very worn so it was surprising it used no oil. I decided to leave things as they were.

In 2008 I took the Pug on the Three Tracks trip, one of the better outback runs that took in the Strezlecki, Birdsville and Oodnadatta, a total of 7,653km.

The only problem was muffler damage from the large gibbers around Dalhousie Springs.

The highlight was to drive the 505 to beside Allen Parker's 404 at the top of Big Red, the biggest dune in the Simpson Desert.

It was priceless to see the stunned four-wheel-drive owners at the bottom, some still debating whether they could get through the first test of about 45cm of water, wondering why they paid so much money for their vehicles when old Peugeots could get up there without any hesitation.

To add insult to injury our 4WD back-up vehicle was the only one to require assistance; it got really bogged.

The virtues of the tough Peugeot were tested, hence the old saying, "Engineered to be enjoyed". They never let us down.

In 2009 Hank organised an inland lap of Australia, not around the coast but around. I could not go so two Victorian club members took \$100 Bill and covered 13,845km without any problems.

Later that year Hank organised a trip through outback Queensland and New South Wales in November. Boy, it was hot. At Nocundra it was 55 degrees.

About 50km out on the Tiboooburra road we hit a rock in a wash away and broke the gearbox extension housing. The box was holding only by a bolt at the bottom, there was oil everywhere and the impact was so much that the rubber of the two front engine mounts was torn away.

By filling up the gearbox every 100km and driving in fourth gear we got home OK –14 fills in 1,450km.

When I repaired the box with a second hand extension housing everything else was OK. Once again the virtues of this car came to the fore.

There were no problems on the 2010 Outback Queensland, NSW and South Australia trip, though it was very wet and we had to detour and take alternative routes to avoid flooding.

Later that year we made a trip around Western Victoria to celebrate the 50th year of the Peugeot 404, another 2,243km.

In 2011 we covered the Sunset Country and mallee area of outback Victoria and went into South Australia, 3,615km and playing around in the sandhills.

In 2012 we had more playing around in the sandhills, making Ouyen in Outback Victoria our base – 2,290km this time.

In 2013 we made a great trip to Mudjee for the National Rally, 1,322km. Another run was 570km to Gunning to watch the great spectacle of old trucks on Haulin' the Hume, a run that is being repeated this year on the Old Hume Highway.

The Pugger Buggers' run to Cameron's Corner was another 5,000km without any trouble.

This car has now travelled over 80,000km since it came into my possession and it still looks good.

It has proved itself under trying conditions. It still drives so well and still uses no oil. It's quite distinctive now, covered with stickers of the places it has been.

It is certainly one of the best models to come from Peugeot and still has many trips left in it yet – that's up to me.

I am sure this story will continue. In May I am joining Hank's trip to Central Australia and in August the Corner to Corner run. And yes, I have almost got my money's worth.

Happy as pie: Neville tracks a snack on the 2008 Three Tracks trip.



Dune rider: \$100 Bill is gunned up a sandy slope during its 2008 adventure.





Racing glory: A 402 Darl'mat roadster from the series built for the 1937 and 1938 Le Mans 24 Hour races.



Resurrected: Babs was originally Count Louis Zborowski's aero-engined Chitty Chitty Bang Bang. Parry-Thomas broke Campbell's record but died when the car rolled in a 1927 attempt.



Soft top, hard top: A Peugeot 304 cabriolet next to a 504 coupé.

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Peugeot inspection: Guy Masmonteil, left, the president of Les Amis du Lion who visited Australia his summer, was honoured to show Xavier Peugeot, centre, and Thierry Peugeot his recently restored 402 when they were looking over the L'Aventure Peugeot and Peugeot clubs display.



Contrast in speed: Peugeot's powerful RCZ R displayed next to a hotted-up Peugeot 172 R sport with a factory body from the 1920s. A member of Les Amis du Lion restored it and later sold it to the Peugeot Museum.



Wartime workhorse: A Peugeot Type 1525 truck offered extremely basic transport.



Speed demon: This is the Sunbeam Blue Bird that gave Campbell his first two land speed records. He named most of his racing cars after a French play and painted them all blue.



Rare showpiece: Guy Masmonteil with his recently restored 1939 Peugeot 402 B D5 coach *découvrable grand luxe*.



WRC driver Kris Meeke takes Peugeot's insane 208 T16 Pike's Peak for a spin.

A car to take the breath away

To test drive the Peugeot 208 T16, Top Gear outsourced the handling of the beast to Irish rally star Kris Meeke, reports Rowan Horncastle

PEUGEOT'S CUPBOARD was bare of good-news stories for the PR department to share until, off in a small corner of the company, a man called Bruno had a plan.

"We needed a project that was cheap, fast to implement, and would maximise media coverage to show that we were still in motorsport," explains Peugeot Sport boss Bruno Famin. "Maxime Picat took over as the new MD of the brand in late 2012, and I told him it'd be good to do Pikes Peak."

Ah, yes. The Peak. Peugeot already had history with the race: Ari Vatanen and Robby Unser won back-to-back titles in 1988 and '89 in the bewinged Peugeot 405 T16. The feat documented in the famous film *Climb Dance*, where Vatanen scythed through hairpins, skimmed sheer cliffs and nonchalantly blocked the sun from his eyes while sideways on dirt.

Eager for a rematch, Famin approached Gilles Vidal, Peugeot's style director, who got one of his designers to sketch a 208 – the company's contemporary product – morphed into a car that could take on such a specific race.

He showed Monsieur Picat, who green-lit the operation. There was one slight hitch: they only had a few months to cook up a one-off racer from scratch.

So, in four months, with just 12 people, Bruno's team designed and built a car specifically for the Pikes Peak Unlimited class, and the 208 T16 was born.

An 875bhp, 875kg, super-specialist, hill-climb weapon. A supermini shape fitted with modified versions of the

turbocharged 3.2-litre V6, steering components, brakes, suspension and massive two-metre-wide rear wing/diffuser from Peugeot's 908 Le Mans programme.

One of the most inspired examples of inter-brand piracy ever demonstrated.

But that wasn't all. In order to maximise the much-needed publicity, Peugeot struck a deal with Red Bull: the French manufacturer would supply the car, while the energy-drink company would use its PR nous to excite the world. But there was a catch. Red Bull had a designated driver. His name was Sébastien Loeb, nine-time WRC champion. Peugeot, presumably, hesitated for milliseconds.

The result was as expected; the margin of victory, unprecedented. The little Pug was so fast that Red Bull's helicopter couldn't keep up. Loeb didn't break the Pikes Peak record, he unequivocally obliterated it, turning in a time of 8:13.878, which equated to an average 90.53mph on the 12.42-mile, 156-turn, 4,720-foot ascent to the



clouds. He shaved 92 seconds off Rhys Millen's record. A whole 16 per cent faster. It sent the motoring world into a bit of a frenzy.

"The media coverage that we got at Pikes Peak was bigger than our win at Le Mans in 2009," Bruno admits with a smile. "With such a car, such a race and such a driver, we discovered many were interested in Pikes Peak – even people who knew nothing about motorsport." The whole project had a tiny budget, costing less than a gentleman racer's rally programme, but the return on investment was huge. Job done.

But not for TopGear.

The only way to find out what the T16 is really like is to drive it. Which is why it is now sitting in a sparse pit garage at Circuit La Ferté Gaucher, just outside Paris, with the same small team from Pikes Peak fussing gently around it. TG has it exclusively for the day, just before it gets mothballed and put in a museum. Problem is, we need a driver.

Not anyone can get into a four-wheeled bomb like this and test it to the limit. Luckily, we knew someone who could: TopGear's favourite rallyist, Kris Meeke.

He enters the garage suited and booted, and immediately has a quick scan of the car. Round and round, shaking his head constantly as he feels the tyre compound, eyes up the aerodynamics and takes in the finer details.

"This. Is. Insane," he spurts in his Northern Irish accent. "You can't imagine what a car like this is going to feel like, I'm going to have to rely on my instincts."

At exactly 9.30am, the near-deafening sound of an engine bred from an anarchical, no-rules policy reverberates off the garage's cold, breeze-block walls. The car tentatively rolls out of the garage with Peugeot's development driver Grégory Guilvert at the wheel.

It's in the configuration for testing at Mont Ventoux - subtly different from the Pikes Peak set-up, as we're at a much lower altitude, so the turbo is in a different state of tune and we don't have the trick post-combustion system. The ground is also wet, so grooved tyres sit



at all four corners – something they didn't need in the US. But, even with a damp track, it's just a case of a quick slalom to get some heat in the tyres then Grégory engages full warhead mode.

The combination of crisp, relentless revs from the engine, punctuated by instant gear changes, plus the sheer rate that the Pug gets from one part of the track to another, requires a complete recalibration of the senses.

Kris has a hungry look in his eye. Soon enough, it's his turn.

"Ah... ei... ow... h..." Letters stutter out of Kris's mouth when he returns to the pits. "It's f****g fast!" He shakes his head in disbelief. "Mind-blowing, it's absolutely mind-blowing. So capable. The power delivery is completely smooth – the smoothest thing I've ever driven. You're fired back into your seat, so your eyes have to poke out to try to read the road ahead. It's not familiar at all."

Speaking to the car's creator, Kris expresses his shock at how quickly it takes gears: "You don't appreciate, even when you're in it, how quickly it gathers speed. You have to have your wits about you to anticipate everything and just keep firing gears at it.

"I'm still nowhere near the potential, even in a straight line. I'm not even using the rev lights at the moment, just doing it through feel."

After a quick look at the telemetry, Kris opens the wafer-thin carbon door and hops back in for another session. The track's getting drier, and Kris is pushing harder.

Through the fast chicane the car changes direction instantly, doesn't flinch when the calipers grab the carbon-ceramic discs. Light whis-

ting from the turbo flutters on half throttle, and around slower corners, fiery flatulence is discharged from the T16's side-exit exhausts. On the main straight, the car ejects our man from the last corner then chews through a handful of ratios until it hits its limiter in sixth: 151mph.

Removing his helmet, Kris is drenched in sweat. "I've driven Group B rally cars, and you could say this is a state-of-the-art Group B car," he confesses while sponging

his brow with his balaclava. "But to have the Holy Grail of a one-to-one power-to-weight ratio, in a car of this spec is pretty special. It constantly blows your mind in terms of what it's capable of. The car is not the limiting factor... it's the driver.

"In this environment, it makes a WRC car feel like a toy – another level. I was trying to explore a bit more of the brakes, and I stopped 60 metres before the corner."

But is he getting near the limit? "Not yet. The problem is trying to figure out how it reacts in a corner. You keep on probing a little bit, a little bit more, but you're so afraid that as soon as you go at it, you're gone. It takes every sinew in your body to not let yourself go too far."

After a break for lunch, the track is dry. Time for slick rubber. And everything gets really serious. Taking chunks of kerb, and braking later, the Irishman is flowing round the technical circuit faster than ever before.

"I just got in and tried to drive it as fast as possible," he explains later. "At first, it felt like the car was a bit on edge, but as I got more relaxed, I pushed it more and more. I learnt that it's not a wild horse trying to buck you off. It's actually more rewarding the more you push it."

This becomes obvious when we see Kris correcting the first signs of oversteer. He begins walking the tightrope of grip, constantly correcting and managing a slide to then catapult out of the corner, up the gears and into the limiter. Lap after lap, he gets quicker and quicker, until he's ushered in for the last time.

"It's another level completely when it's on slicks. It's nuts, absolutely nuts," Kris says shocked, eyes alight. "It's fascinating. I couldn't

breathe in certain corners because of the g-forces. As you get more ground effect, you rely on your inputs to see how much grip is available, so you can push harder in faster corners. There are some long, long corners here, and I couldn't get a breath mid-corner. That's the first time I've experienced that.

"In rallying, I'm used to short changes of direction, but this car quite literally takes your breath away."

So what might it be like to pilot this car against the clock, up a tight mountain road, with boulder fields to the left and mile-high drops to the right?

"It's only now, from a driver's point of view, that I can see how much of an accomplishment it was for Sébastien to have done what he did," Kris says in admiration. "I knew it was a fascinating achievement to drive something with so much performance in such a confined environment, where you can't make a mistake. But it's only when you sit behind the wheel and experience the potential that it really sinks in how big an achievement it was."

The thing is, this car is so capable it could go on a crusade - destroying legendary lap times around timed stretches of tarmac the world over. After a bit of quick TopGear maths, we reckon that the T16 could smash the Isle of Man car lap record by an even bigger margin than Séb achieved at Pikes Peak. Even quicker than the bikes, perhaps. Kris Meeke's eyes light up again.

"The gearing would have to be right, but I think there's something there," he says with a huge grin. "And, if you need a driver, my hand is up."

Now, that would be better than seeing the T16 in a museum, wouldn't it?

— from topgear.com.uk.



208 T16: Ready to rally

The eagerly-awaited competition debut of the Peugeot Sport-designed and developed 208T16, successor to the 207 S2000, will take place this weekend. The new car will get its first chance to compete directly with rival machinery in the hands of Paolo Andreucci on Italy's Rally Ciocco, in the colours of Peugeot Italy.

Peugeot Sport's R5 challenger: the 208 T16

The 208T16 is ready for its first taste of competition! "The new R5 class introduced by the FIA fits perfectly with today's economic situation and with the call for real cost savings, including those relating to on-event budgets," underlines Peugeot Sport Director Bruno Famin. "The 208 T16 is a strategically important flagship product for Peugeot Sport, especially this year which marks the 30th anniversary of the 205T16's introduction! The delivery of the first car is just the first episode of what promises to be an exciting adventure. "There is significant demand for the 208 T16 and our priority is to work closely with all our customers, whether they be subsidiary-

backed or privateer teams, to help them win on all types of surface, with the 207 S2000 as our benchmark!"

22 orders

To date, Peugeot Sport has received 22 firm orders for the 208 T16: eight in Italy, five in

France, three in the Czech Republic, two in Germany and one in Brazil, Denmark, Latvia and Belgium. After the Rally Ciocco, another two 208 T16s are due to play leading roles in Greece later this month. The ERC round (March 28-30) will effectively be attended by two Peugeot Rally Academy representatives, namely Craig Breen (Ireland) and Kevin Abbring (Netherlands).



Heaven by the sea

Peter Wilson

IF YOU SAW THE Tarzan movies – in the cinema in your youth or on Sunday daytime TV – you’d know all about ivory hunters trying to find the fabled elephants graveyards.

Even the Lion King gives a nod to the idea of elephants heading for one place to die.

Fuelling the myth of the group die-off has been the discovery of 27 prehistoric skeletons all minus tusks in a lake in Germany and finds in Africa where elephants have gathered in times of drought until their food has run out.

Elephant remains have been found scattered through the African bush and these days hunters are blamed for herding them to sites with an accumulation of remains.

Of course the American desert boasts the modern equivalent of a graveyard for the flying elephants.

At first World War II military aircraft were mothballed during the Cold War ready to be recommissioned for service in any emergency. Great numbers of propeller aircraft were left there well into their obsolescence because of the jet age.

Later airlines took the cue to park their unwanted planes in the gentle desert conditions until a buyer could be found or a decision could be made to scrap them.

The former military Lockheed Super Constellation Connie that is a star of Wings Over the Illawarra was restored to fly again and was rescued from the desert graveyard.

The development of more efficient commercial aircraft means that older planes, including Qantas jumbos, are still heading for the US boneyards.

Commercial considerations have always led to the accumulation of cars at wrecker’s yards on the outskirts of towns and cities.

The unsightliness of auto graveyards in the vision of neighbours and local authorities imperils their survival as urban growth overtakes them.

That was the fate of the Canberra club’s Peugeot collection outside Queanbeyan when subdivisions blighted the neighbouring hills.

Wrecking yards, like timber yards, tend to be spread out over land increasing in value and developers arrive with offers that cannot be refused.

It does not always happen. For years, the Flynn wrecking yard on the approach to Cooma was criticised as an unsightly blight. These days it is more tidily behind a belt of mature trees, both a tourist attraction and a warning to motorists of the dangers of winter travel.

Bumper prices for scrap metal led to the

cleaning up of many collections of cars and machinery on farms.

The death of an owner, sales of a property or pressure from a wife can lead to the disappearance of a private collection.

Top Gear has a “secret stash” category on its website to show finds.

Reports of Peugeot graveyards surface from time to time.

A blogger found one in German in 1998 that boasted seven 504s, including a Ti with four headlights, and five 404s, including a tax paid and drivable 404 wagon but nothing for sale. Everything had gone when he visited the



Working yard: An unidentified Australian collection has been a useful source of parts and panels to Peugeot owners.

site again.

Soon after the launch of the www.504.org website in 1999 it included photos from an Australian Peugeot graveyard with a good range of models as its Photo of the Week but gave no details of its location.

It was a working yard, helping keep other cars on the road as doors, B pillars and rear boot panels had been carefully cut out. The plates indicated it could even have been the Queanbeyan yard.

The long survival of rear-wheel-drive Peugeots in Africa is legendary and a tourist in Dakar saw so many 504 station wagons offering transport to neighbouring towns as soon as they had paying passengers for seven seats that she



Mediterranean fare: A huge well picked over Peugeot treasure trove in Libya.

called the city “a Peugeot graveyard”.

Last month we heard via South Africa, France and Belgium of “a Peugeot heaven by the sea”.

This was the final resting place for an amazing collection that included 505 wagons, 504s, 404s and sedans lined up in orderly ranks.

There would not be an accumulation of Peugeots of this size in Australia.

Some cars showed crash damage. Others had been stripped of engines, front and rear suspension, doors, guards and other panels. Even most of the wheels had gone. They Pugs had been well picked over to keep local Peugeots in service.

The nature of the buildings suggested it was somewhere in North Africa.

We learned the photo of “somewhere in Libya” came from the Facebook page of a member of the Dutch 208 club and tried to get a larger version of it.

Guy Nolleau in France confirmed the yard was 100km from Tunisian border and 40km from Tripoli in a place named Zawia near Al Harsha.

A quick track on Google Earth revealed that there is an oil refinery at Al Zawia and a jetty for loading

oil tankers.

Thanks to the country’s oil riches, the coast is sprawling with an abundance of seaside residences and other urban development.

Still, developers don’t want dunes and Simon Craig found the site near the refinery at <http://goo.gl/maps/14ybX> and reported: “There appears to be more cars than one would imagine.”

A nice touch to the sun-bleached satellite image of the cars spreading across the sand dunes is an Eiffel Tower-like shadow of either an oil rig or an electricity transmission tower.

The Libyan wrecking yard is indeed a wonder of the Peugeot world.

Peugeot 504: A French warhorse in Africa

The Peugeot 504 wagon is used as a bush taxi in West Africa. It was assembled in Nigeria until the mid 2000s.

PSA/Peugeot-Citroën may be struggling to find its way but the Peugeot 504 wagon is still going strong on some of the world's most treacherous roads in the former French colonies of West Africa.

The indefatigable wagon, based on the sedan produced by the French automaker starting in 1968, remains the mainstay of the cross-border bush taxi trade in the region. Millions depend on the vehicles to visit relatives or trade goods between countries such as Mauritania, Senegal, Mali, Burkina Faso and Guinea.

Local cab-owners jack up the rear-end to provide greater ground clearance, then add a third bench in the back of the car to pack in even more passengers — typically a total of eight plus the driver.

The bodywork is then festooned with stickers, favourite maxims (Chaque jour est une vie — French for “Each day is one life”) or professions of faith, including sometimes the name of the driver's local religious leader or “marabout.” Luggage — and the occasional live goat — are stored on the roof rack.

A 500-mile (800km) trip currently runs at about €20 per passenger, or slightly more for those wanting a seat by the window or up-front

with the driver.

“Even if some say it's old and only good for the breaker's yard as soon as you find some spare parts it finds a new life,” said Insa Diaw, 56, a Senegalese cabbie who has been driving his 504 since 2002.

A lively trade in second-hand spare parts from France and an abundance of mechanics mean that even in West Africa's smallest villages, it is possible to get a broken-down 504 back on the road within an hour.

For nearly four decades until the mid 2000s, the 504 was assembled in Nigeria. But in the past decade it has been shunned by Africa's growing middle-class for whom the Toyota Land Cruiser became a status symbol in the same way that Europe's middle class aspire to a Mercedes-Benz.

A Land Cruiser is well beyond the means of the average taxi driver, whose tight daily cash flow means he often has to resort to buying just \$1 or \$2 of gas at a time as he waits for his next fare. “But I can tell you,” said Diaw, “if you know how to drive a



504 properly, it can go places where a four-wheel drive can't.”



Gallois takes over from Peugeot family

LOUIS GALLOIS, A former Airbus chief, will take over as chairman of the Peugeot group's supervisory board from Thierry Peugeot as part of the group's reorganisation.

He is well connected with the French socialist government and has a good track record in industry and as a civil servant.

It will be the first time since the PSA Peugeot Citroën board was created in 1972 that a non-family member is in charge.

Thierry and his cousin Robert have the two Peugeot family seats, Gerard Hauser, former chief of cable maker Nexans SA, has the other government seat and Xu Ping and Liu Weidong will represent Dongfeng Motors, the Chinese 14 per cent shareholder.

Jean-Philippe Peugeot and Thierry's sister Marie-Helene Roncoroni have stepped down.

Sascha Gommel, a Frankfurt-based analyst at Commerzbank AG, told Bloomberg News of Mr Gallois: "His track record is quite good with regards to his performance at his former employers. He's well aware of the needs of PSA in terms of investing not in France, not in Europe, but rather elsewhere. He might help to get the message across to the government."

Mr Gallois, 70, has had an impeccable role in running state-owned or state-controlled enterprises and ran Airbus for almost six years until May 2012. He joined the supervisory board in 2012 as part of the government agreeing to guarantee up to €7 billion of refinancing.

A graduate from France's elite Ecole Nationale d'Administration school for civil servants and the HEC business school, Mr Gallois started his career at the French Treasury before holding several government positions in the early 1980s.

He ran France's state-owned railway SNCF for 10 years before joining Airbus. He published

a report in 2012 on France's business competitiveness commissioned by French president Francois Hollande.

As Peugeot's new chairman, Mr Gallois will work with Carlos Tavares, who replaces Philippe Varin as chief executive officer on March 31.

The deal for France and Dongfeng to contribute half the money for the planned €3 billion capital increase was being signed on March 26.

Meanwhile, Dongfeng has hosed down suggestions it is aiming to take control of the group. Its chief executive Zhu Fushou told French newspaper L'Alsace it was to help it compete more strongly in the Chinese and Asia Pacific market while getting Peugeot to return to growth.

— from Bloomberg, Reuters and Automotive News Europe.

Louis Gallois, incoming PSA Chairman



More hot 308s the priority

Tim Nicholson

AUTOMOBILES Peugeot plans to devote much of its development resources to creating sporty versions of the new-generation 308 hatch, rather than cashing in on the global growth in SUVs.

Peugeot chief executive Maxime Picat said developing a hot hatch rival for the Volkswagen Golf GTI was a priority, while adding that he felt Peugeot's current batch of crossovers and SUVs was "enough", despite the worldwide boom in high-riding models.

"We want to develop the 308 as a focus for the market by having more powerful versions. GT (and) maybe GTi, so we are focusing our development in that direction," he said in Geneva in March.

Mr Picat said the Golf R-rivalling 308 R concept from last year's Frankfurt motor show was still not locked in for production, with the company concentrating on other sportier 308 variants first.

"The 308 R was clearly the vision. We have several steps to make before like the GT, like the GTi. It depends on the success of the other versions," he said.

Mr Picat was less enthused on broadening the company's SUV range beyond the 208-based 2008 urban crossover, the unusual 3008 soft-roader, the Mitsubishi ASX-in-drag 4008 and the high-riding 508 RXH wagon, a rival for the Volkswagen Passat Alltrack.

"For the moment we think that's enough," he said.

In 2009, Peugeot launched the 4007 seven-seat SUV – essentially a second-generation Mitsubishi Outlander with a new face – but this has since been discontinued. [Runout stock in Australia has almost been exhausted.]

The company now has no major player in the significant medium and large SUV markets.



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Meantime, the French company also used the Geneva motor show for the international debut of its 108 city car, the result of a joint-venture between parent company PSA and Japanese car-maker Toyota. It shares its underpinnings with the new Citroën C1 and the Toyota Aygo that also had their first showing at the Swiss expo.

The 108 will continue with PSA's strategy of pushing the Peugeot brand further upmarket, with a design that sits in line with the company's new styling direction, while the Citroën carries bolder style and will be pitched as the more accessible alternative.

Toyota's version features polarising front-end styling with a colour contrasted X-mark theme

that stretches from the exterior mirrors down to the headlights and further down to the lower part of the front bumper.

Mr Picat said he doesn't believe there would be an issue selling the three models in the same European markets as the styling will set them apart.

"It (the Aygo) is really different from 108 and C1. It is something we really wanted to achieve from that new model, to push the differentiation towards the different cars to be sure that that car is a real Peugeot. If you put 108 close to 208 or 2008 you will see it belongs to the family," he said.

— from *GoAuto News*.



Peugeot chief executive Maxime Picat

Taveros targets profits

THE PEUGEOT GROUP needs to change its culture to achieve profitability, according to Carlos Taveros, its new chief executive from March 31.

"The profit culture of the company is not very developed," he told reporters at the Geneva Motor Show. "Making money is not at the core of the company."

He plans to use the alliance with Dongfeng Motors to source more aggressively from China and to cut waste from its loss-making French operations.

It's a strategy he has used as chief operating officer at Renault to steer the French rival unscathed through the European slump.

In his first interview since taking operational command at Peugeot, Mr Taveros, 55, set out his priorities:

- Improved pricing power;
- A simplified model lineup;
- Nissan-style "Kaizen" production savings; and
- A Renault-inspired push to increase the use of local suppliers in emerging markets.

Mr Taveros pointed out that Peugeot built 68 per cent of its 2.8 million cars in Europe in 2013, a higher proportion than its mass market rivals and a considerable financial disadvantage. A third are built in France, compared with a fifth by Renault.

PSA Peugeot Citroën plans to build a new joint engineering centre with Dongfeng to

design and select components to allow both companies to pool their purchasing in China, reducing costs for both.

The three brands will have the full access to the Chinese supplier base by working together on engineering, he said.

Mr Taveros has had many years of working with Dongfeng while setting up its joint venture with Nissan and later for Renault. He got the boot from Renault for saying in August he would like to run another auto maker because Renault chief Carlos Ghosn, 59, planned to stay for the foreseeable future.

"The fact that I see a certain number of contrasts with my previous experience gives us the ability to (identify) room for improvement," he said.

Peugeot lost €1.35 billion at the operating level in 2013, while Renault's profit rose 58 per cent to €1.24 billion, helped by price increases and cost cuts.

New model launches at higher sticker prices were followed by panic among sales directors when the initial orders surge waned during the tail-end of the European slump, according to a source close to Renault.

"They said we must discount or sink," the source said. "But Taveros said no, we've raised prices and we're sticking to it. Sure enough, sales stabilised and he'd beaten the rebellion."

Mr Taveros said in a press panel interview organised by French trade publication 7pm Auto

in March Peugeot would respect the union deal for no further factory closures for at least two years.

Whether plant cuts are needed after 2016 "will depend on the results of the company".

Peugeot is making good progress towards the existing savings goal announced in 2012 and could go further, Mr Taveros also indicated. "I am not the kind of guy to stop at the objective just because he has reached the objective," he said.

France now has a 15 per cent stake in Renault and 15 per cent stake in Peugeot and industry minister Arnaud Montebourg may expect the two to pool more resources.

An early test may be self-driving vehicles, where Renault is leading a government-backed research push.

"The natural play would be to have both your French car companies involved," a serving Renault-Nissan executive said.

Renault and Peugeot already cooperate fruitfully on early-stage engineering projects through France's government-assisted PFA industry body, Mr Taveros said.

"If, to accelerate the PSA turnaround, there are opportunities to collaborate then of course we should address them," he said.

— from *agencies*.



Personalised Pug: The new 108, built alongside the Citroën C1 and the Toyota Aygo at the Toyota Peugeot Citroën Automobile Czech (TPCA) in the Czech Republic. It was revealed at the recent Geneva motor show in March.



Carlos Taveros (L) greets outgoing chief Philippe Varin at the recent 2013 results press conference.



From Peugeotmania

Why not a 205 — part 4

Richard Marken

THE PARTS FROM the Melbourne turned up, but I only fitted one of the rear quarter windows, the second rubber seal was not as good as the one I fitted and I had a new one on its way from Germany.

The air-conditioning hose fittings had still not arrived so I went down to the local fibre glass supply company (boat builder) and picked up some resin and woven matting along with a sheet of 12 mm thick high density foam, I am going to make up a box/cover for the spare wheel and tools that will live in the boot of the 205.

Another week and the hose fittings were only partially here, half of what was needed, frustrated and with little I could do to the 205, I laid up the first coat of fibreglass and resin into the inside of the 504 cabriolet roof I was constructing before

I bought the 205. Doing this worked in well with the construction of the 205 spare wheel compartment and cover, I could work on one part while the other cured.

Another day and I had all the fittings, I then proceeded to silver solder up all the new spigots to suit the 205 air-conditioning fittings and cut all the hoses to length and set the lot up so I could get them crimped at the air-conditioning shop.

At last I can fit the radiator and fan assembly, with the air-conditioning pipes finally in place, the front of the car can be finished off, a morning's work and with the cooling system finally filled the 205 can be driven.

This means that I can get the brake and seat modifications certified and also go and get the air-conditioning system gassed and a wheel alignment.

With only the carpets to be done and a set



of GTI wheel arch moulds on their way from England. I thought that another week would finally see the 205 finished, no such luck.

The seat and brake certification went without a hitch, next was the re-gas of the air-conditioning system, we had a problem with the pressure switch but bypassed it so we could charge the system and all looked okay, a wheel alignment that afternoon and I was really getting excited.

Back in the shed that afternoon I replaced the suspect pressure switch for the air-conditioning system, that's when things started to go wrong.

The replacement didn't work in the 205, worked fine in my runabout 605 so I knew that the switch was working.

Phoned Mike, my air-conditioning man, he said to check if the system still had pressure, now I have a problem, no pressure, this meant much searching for a leak, I came up with two possibilities, the delivery hose to the condenser and the evaporator with its TX valve, both looked like they may have leaked.

The hose was a fairly easy removal, an hour or so of fiddling around behind the radiator and under the engine, I had the hose out, no real obvious signs of leaking under a pressure test but I rebraized one of the fittings anyway.

Next was the evaporator, this requires the complete removal of the dashboard and then the fan and heater box unit, not an easy job by oneself, a good half a day later I was still none the wiser, I pressure tested the evaporator unit and ordered a new T X. Valve just to be safe.

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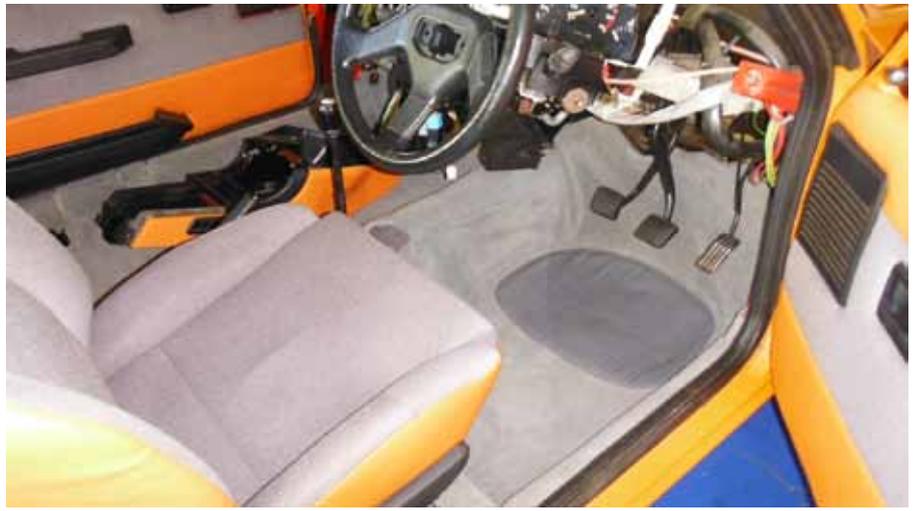
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tioning box out again. I did a few more electrical repairs and sorted out a problem I had with the ventilation control switches, I have also sent the speedo and clock out for repairs, the trip meter does not reset and the clock doesn't work, these will take about a week to get repaired.

the 205 went to the motor trimmers this morning for the carpet(2nd of December 2013), should only take a day or two, I will then recharge the air-conditioning before I refit the dashboard and console, hopefully it won't leak this time.

I am hopeful that another two weeks and the 205 will be finished, however, my wheel arch moulds have yet to arrive from England and this may be another hold-up, it's all ready four weeks since dispatch and the particular supplier usually has parts to me within one week.

I live in hope.



Rally life for 'too old' 203



Cutting edge: This official Automobiles Peugeot picture is not as quite as bad as it seems. French firemen got the 308 to practise passenger extrication on nice new metal near Paris.

40 years ago

1974 At the club's first presentation night, Flemington Peugeot identity Norm Saville gives Paul Brownlow the Championship Trophy for out-driving everyone in his Peugeot 403 and Beryl Palin is named Pugilist of the Year for her support of club events.

35 years ago

1979 A survey finds more members driving on Uniroyal tyres than Michelins, mainly as their Peugeots 504s had them as original. A member got 90,000 km from his rear Uniroyal 180s.

Editor Greg Churm to tie the knot with Maria Samartzopoulou and seeks two Peugeot 604s for the wedding day while committee stalwarts Anne Barrett and Graeme Cosier are engaged and, alas, Graeme is selling his 1973 Peugeot 504 Injection for \$6,000.

Alan Baird ponders what causes rhythmic pulsation in worm drive diffs – he's heard eight explanations, including it's because you held your mouth in the wrong way.

30 years ago

1984 Alex Strachan selling a Peugeot 403 wagon for \$50 while Roger Bayler wants \$700-ish for a registered Peugeot 403 sedan with 93,000 miles up.

Peter Burden's Top Ten Cars in The National Times include a Peugeot 505 STi.

20 years ago

1989 Jon Marsh spots interesting different trim on a Peugeot 403 in the 1963, South African-set movie, A World Apart.

Mudgee winemaker and club bottling ace Paul Tumminello admits he has toted many tonnes of wine home to Epping in his Peugeot 404.

20 years ago

1994 Stuart McPhee gets the Bent Grille Award after a rear-end collision with ... another Peugeot!

Steve Palocz and Phil Challinor help editor Chris Deligny get his brown 504 on the road in one piece and in one smart colour.

Rob Oakman spots nine Peugeot 306s at the

marque's Wetherill Park HQ.

John Geremin has no problem fetching unwanted bulky old computers in his Wonder Wagon. It's having somewhere to store the computer museum collection that's giving him grey whiskers.

15 years ago

1999 Keith Bridge recalls how he and his brother experimented with Hilma's blue shopping

Peugeot 203, trying soft suspension, to try to get more traction when they commandeered it for racing. They stripped it of seats, trim, bumper, grille blades and even door handles to lighten it – everything that the regs allowed. Then CAMS said the Pug was too old so they made it a rally car.



Former club treasurer and Pugilist editor Tim Moore visited his Japanese-speaking daughter in Japan and had a great time, trying new foods, exploring places where Westerners are rare, and ski-ing on the fabulous long runs of Northern Honshu. One day, he spotted a lone Peugeot 306.

Orange Pugger Keith Plummer marvels at the great run he's had from his 1984 Peugeot 505 STi in response to regular pampering. It's now done 375,000 km and the only major work has been a new clutch and a rebushed dizzy.

The Peugeot 504 is still the most popular car with in the club's fleet of around 600 vehicles, boasting 154 examples to 96 Peugeot 505s. But will it last? Already 137 members have voted for these new-fangled front-wheel drivers, the latest being Robert Rigg, enjoying the legroom of a Peugeot 605.

10 years ago

2004 When a neighbour asked John Baker if he would mind if his house at Asquith was used for a Peugeot advertising photo shoot, John thought his leg was being pulled. So he got a considerable surprise when

he became host to the crew and the yet-to-be released Peugeot 407 sedan and 407 SW for three days for the global launch TV ad.

Darn it, despite the best efforts of members, a cute 1926 Austin Seven beat Andrew Park's superb Peugeot 504 cabriolet in the popular vote at the Newcastle Euroday. All we can say is that the era's Pug babies inspired the Seven design.

John Taylor travels 14,634km around Australia in a Peugeot 307 Touring HDi in 25 days and sets a world record of 3.49 litres/100 km by using only 511 litres of fuel.

Five years ago

2009 Ean McMaster lost his 404 ute gear linkage after bumping along Ian Robinson's farm drive and sailed downhill backwards in neutral. Bill Barry crawled underneath and selected third with a pair of pliers to get Ean slowly up the hill.

Quitting Peugeot to work in New Zealand, technical manager Nick Allen advertises his competition 306 GTi, modified with enough "genuine or better parts to embarrass EVOs at Wakefield Park", for sale for \$19,500.

The GFC economic slowdown is affecting the car industry, with national sales down a fifth, servicing being delayed, workshops quieter, fewer spares moving and staff being put off.

The club gives credit card renewals the snip because they cost \$10 for each member making plastic payments.

Precise planning: Member Patrick Vanson, back in his French rallying days, begins fitting everything onto and into his Peugeot 203 for an event.

Philip Challinor and Graeme Cosier get a preview of the 407 SW with Natalie Le Matre from Automobiles Peugeot at the ad shoot at John Baker's.





Daminda's 504

Steve Palocz

NEW CLUB member Daminda Wijesekera wanted a good 504 and finally through Aussie Frogs found one for sale in northern NSW. This 504 had a list of work completed as long as your arm. It even came with twelve months rego. The owner drove the 504 500kms down to Sydney to complete

the sale. The 504 was trouble free after the drive down so Daminda gave the owner the train fare to get back home and is now the proud owner of a very nice 1977 504.

Daminda contacted me via the club web site for advice on parts and maintenance for his 504 sedan and drove over to my home so I could have a look at his "new" 504. The bronze paint work (Deep Flamingo) looked very nice. The suspen-

sion was nice and firm and many new parts were showing on and around the motor.

It's nice to see a 504 being used as regular transport. Daminda mentioned that people would comment at how nice his 504 looked or how they had a 504 in the past.

Daminda also mentioned that 504s were in regular use in Sri Lanka. This surprised me as I did not know that 504s were sold in Sri Lanka. The reputation of Peugeot spreads all over the world.

Through PCC of NSW contacts and information there should little effort in keeping this 504 in regular use.

504 & 604 parts in abundance

Steve Palocz

ON 14 MARCH I made a parts order over the internet from Serie04's internet shop. On the same day I ordered a tool from Victoria.

This Wednesday morning on 19 March the parcel contractor was at my door saying he had two parcels for me. I told him I was expecting one this week and another next week. He mentioned the second parcel was from France.

The French parcel arrived five days after I placed the order and came in the same time as the other parcel from Melbourne.

All I can say is Serie04 get the delivery through Australia Post ASAP.



Hank's Outback Trips 2014

Trois Pistes de L'Outback. Monday 12 May – Sun 25 May

Simpson Desert Crossing. Sunday 16 Aug – Sun 30 Aug. This is for club members who have a well set up 4WD.

Lowest to Highest – Lake Eyre to Mt. Kosciusko. Tuesday 14 Oct – Mon 27 Oct.

If you require further information and would like to be put on the email list for further updates please email Hank at: verwoert1@bigpond.com

If you are using an older Peugeot these days getting parts for it could not be easier. Last year I ordered new parts for my 504 and 604 that I have not seen for over 20 years in Australia.

My 604 is 36 years old and still in regular use thanks to Serie04 and Franzose.

<http://www.serie04.com/en/>

<http://www.franzose.de/>

For sale

206CC, Black, 2002 model, 1.6l, 2 door coupe convertible, 192 000km, yellow & tan leather interior. New clutch and timing belt recently done, everything works fine, goes well & looks good. This car has been reliable and well looked after by a lady owner/driver, going overseas soon. Car at Hardys Bay. Rego no. CDH86L. Contact Robyn on 0415 744 495. \$5,950 ono.

306 GTi6, 1998, white, excellent condition, 172,000km, reg to 11/14, \$5,000 ono, Peter Orr, Tamworth 02 6760 9130

307 XSE 2007, Auto Hatchback. 80 yr old owner who cannot drive any longer. It's always been garaged in Bowral; serviced by a Peugeot centre; well cared for, 38,000km, and most those km were clocked-up with long-distance country driving. There is a small chip on the windscreen, and some minor carpark scuff marks on the driver and passenger doors, but apart from these the exterior of the car is in tip-top condition — as is the interior. It's a one-owner car, and all the logbooks are up-to-date.

Registration expires March 2015. \$9,000ono. Zoran, Epping, zorankovich@gmail.com

308 XSE HDI Man Wagon, 2010, Vapour Grey, Grey leather trim, Country car, Scone area, full service, 68000km, BNV 25N, \$19,000ono, George Parfoot, mackie28@bigpond.com

403 Ute, Driven and parked up 15-20 years ago, Location; Adelong NSW, Inspect/Pickup Easter or following few days. Hoping for interior and underbonnet pics before Easter and will send to interested parties, Offers invited, Ross, 0427 624 494 or rkl21@bigpond.com

403 wagon. Complete, but not currently registered. Also, 2 x 403 sedans, not complete but with engines fitted. David Perry, Tarana, 6337 5830.

403 I have 2 x 1955 403s for sale, One was used as a Variety club bash car and did a couple of round Australia trips. It has a fully rebuilt short engine and lots of spares, the other is a (was) running 403 I purchased in Canberra 8 years ago and drove to Newcastle where it has sat in a paddock since I am in Seaham.

Email your free ad to nswforsales@peugeotclub.asn.au (there is a link to this address on the club website) or contact PHILIP CHALLINOR.

THE DEADLINE FOR NEXT MAG IS TUESDAY, 22 APRIL, 2014. The ad must include a CASH PRICE ono and a name. No price ono, no ad. With mobile numbers and country, please give the location. Registration number and expiry is advisable.

If any one is interested, it is make an offer as I am disposing of all my "projects", and moving off a rural property. I can assist with photos if there is any interest, David Griffin, david@instantprint.net.au

406 coupe, 1998, auto, wants a buyer. Lugano green, excellent condition, near new brakes, & Michelins, reg AYS24H, to August, \$7,990ono, Keith Bridge (owner of too many cars), Nowra, 4421 2824, 0427 212 824

Parts

203 & 403 workshop manuals for sale at \$30.00 plus postage, books in Sydney, John Everett, 0408 852 878

404 front disc brake struts complete with disc calipers. Struts need overhaul. \$45 each or \$80 for the pair. 504 workshop manual

\$15. 505 as new workshop manual \$30. 505 reconditioned radiator in as new conditioned for 2.2L motor \$140. 206 factory workshop manuals. Four A4 binders in very good condition. Covers body, electrics and all mechanicals. \$135. 306 N5 (2000) LH head lamp assembly. Very good condition. No scratches or cracks. \$35. Steve, 0409 504 604

Free

405SRDT, white complete, unregistered, plus 405 body shell (red) minus doors bonnet boot and some other bits. Peter Orr, Tamworth, 6760 9130

Wanted

505 weather shield for 505 driver's door and sunvisor external for 505, Neville, (Bombala) 6458 7208

Peugeot chooses BlackBerry

BLACKBERRY RARELY makes headlines for positive reasons these days.

Its latest range of handsets designed to compete with iPhone and Android phones failed to sell in the expected numbers and led to the company recording a \$965m operating loss in the three months to August this year, and analyst Gartner has warned BlackBerry customers to consider alternatives.

But despite these difficulties, there are signs that major customers are sticking with the Canadian handset maker. Europe's second largest car manufacturer PSA Peugeot Citroën is to provide 10,000 Z10 smartphones to staff in France and Spain and is moving to the latest ver-

sion of BlackBerry's mobile management system, BlackBerry Enterprise Server 10.

Why has the company chosen BlackBerry? Partly it is down to the fact that the company is already a BlackBerry shop, running a fleet of BlackBerry Curve and Bold devices on BlackBerry Enterprise Server 5.0.2, so it will not have to invest the cost and time of starting from scratch when setting up its infrastructure to manage the Z10s.

"We have no diversity, no iOS and no Android, and we do not want to go into this technology because it's costly," said Eric Marchand, head of telecom at PSA Peugeot Citroën told ZDNet.

However a key reason for choosing

BlackBerry, said Marchand, is a clear view of the future development of the BlackBerry hardware and software, which he said isn't available for other mobile platforms.

"For iOS you have no roadmap. That's not the case with BlackBerry. We have an 18 month perspective with them and they are pretty reliable with their roadmap," he said.

"We have to schedule a two year project and that's not possible with Android or iOS because there's no real roadmap in terms of mobile."

In spite of BlackBerry's recent operating losses and the disappointing sales of its recent BlackBerry OS 10 handsets Marchand said he remains confident BlackBerry's portfolio of services is broad enough to guarantee its future.

"We believe that BlackBerry is not only devices but also provides MDM (mobile device management) and worldwide infrastructure that is very consistent," he said.

"We do not feel in the very short term we will have trouble with BlackBerry because of the value of this infrastructure."

Peugeot plans to deploy the Z10s between March and June next year to staff who work outside the office. As well as providing access to Microsoft Exchange mail, calendar and contacts, the handsets will be able to connect to a web portal offering a suite of corporate apps, covering manufacturing, retail and general corporate services.

PSA refreshes its handsets every two years and Marchand says he anticipates that the next fleet of handsets will also be BlackBerry.

— from www.zdnet.com

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NEW SOUTH WALES					
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Dominelli Prestige	Service Unit	Ann Street	ARNCLIFFE	NSW 2205	02 9335 9220
	Service Unit	53-57 Waratah Street	KIRAWEE	NSW 2252	02 9545 9090
Riverina European	Sales Showroom, Service & Parts	41 Hammond Avenue	WAGGA WAGGA	NSW 2650	02 6923 1100
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Muir's European (from March)	Sales Showroom, Service & Parts	205 Parramatta Road	HABERFIELD	NSW 2045	02 9798 8888
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Paradise Garage	Service Unit	25-27 Dunning Avenue	ROSEBERY	NSW 2018	02 9313 7866
Tamworth City Prestige	Sales Showroom & Service	1-5 Jewry Street	TAMWORTH	NSW 2340	02 6766 5008
	Service Unit	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	4 Dickson Road	BALLARAT	VIC 3350	03 5331 5000
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayford South Yarra Peugeot	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	436 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2844
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhuntly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
Bendigo Motor Group	Service Unit	140-150 High Street	BENDIGO	VIC 3550	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6244
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Taylor Motors	Service Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service & Parts				07 3253 1440
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Ipswich European	Sales Showroom	34 Brisbane Street	IPSWICH	QLD 4305	:07 3454 4111
	Service & Parts	21 Limestone Street	IPSWICH	QLD 4305	07 3454 4111
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Motoco Group	Sales Showroom, Service & Parts	199 Lyons Street	CAIRNS	QLD 4870	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDBERG	QLD 4670	07 4152 7355
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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Grip Control®

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