



Peugeot Car Club (Auckland)

Peugeotex[©]



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Building badly

Front cover – The new 2021 308 HYBRID

Above – Reay Grant

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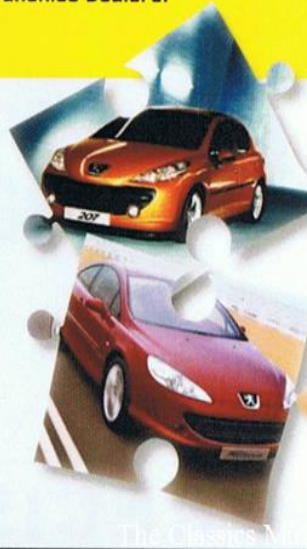
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COMING EVENTS

peugeotclub.org.nz

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

April 11 – Brit-Euro Car Show

May 21-23 – Targa Rotorua

May 30 – Smales Farm

June 8 – Trivia Night

August 8 – AGM

October 25-30 – Targa NZ

THOUGHT FOR THE MONTH

**A book is a gift you can open again and
again.**



PLEASE REMEMBER

OUR P O BOX NUMBER HAS CHANGED

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Auckland 1023**

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Peugeot Car Club (Ak) Inc. The Club accepts no
responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

Hello all,

This Ramble is brought to you with a big disclaimer – **I am busy, too busy, overworked, therefore the ramble is going to be brief.**

The committee have decided to confirm our intention to have a presence at the May 30 edition of Caffeine and Classics. It is held at Smales Farm on Auckland's North Shore from 9am on the last Sunday of every month. WE – the Club – will assemble at 8.30am at Karaka Street in Takapuna and then proceed in convoy. Anyone without a "classic" Peugeot is more than welcome to join us there, park and get a lift to the event – it is walking distance from the parking location- or alternatively if you have a classic and it's not a Peugeot come and join us anyway.

The event is referred to as a 'brunch' event, I haven't been for a good

five years or so, so I don't know what brunch options are available, but I do know that there are options for coffee so I will probably stick to that. Once settled I intend to spend some time sticking round my car, other times I will be wandering.

We also have decided to again have a club team attend the Trivia Evening at the Horse and Trap in Eden Terrace on the 8th of June – John Cooney – whose number is in the contacts of the magazine will be organising – we have a team we call "Little Joe" – code for Peugeot – Peu being the French word for little and the "geot" sounds a bit like "Joe". Come join us, it starts at at 7pm, I and others will arrive around 6ish to have dinner first which is always good quality. Let John know numbers at least two weeks ahead of time as bookings and numbers are essential – it is that popular people get turned away.

And that is it from me this time, just taking care of business. *Brent*

COMING EVENTS

May 21-23	Targa Rotorua – see p8
May 30	Smales Farm, North Shore. As space is limited, please only bring unusual cars or ones over 30 years old – i.e. ones not likely to be seen on the street every day.
June 8	Trivia Night at the Horse & Trap. Contact John Cooney for details – ph 021 686 191.- or coanna@xtra.co.nz
August 8	A.G.M. – Vintage Car Club rooms in Fairfax Ave, Penrose
October 25-30	Targa New Zealand



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JEANETTE'S JOTTINGS

Firefighting foam used by firefighters to suppress and extinguish fires was invented in Russia in 1902 by Russian engineer and chemist, Aleksandr Loran.

As part of a project that could greatly speed up the detection of tsunamis, Caltech and Google researchers have developed a method that turns operating submarine communication cables into earthquake detectors without using special equipment.

Along with its use in clothing, silk also shows promise for use in products ranging from surgical sutures to seed coverings. Scientists have recently devised a method of making the material stronger, by altering the diet of silkworms.

Public shaming, or 'mob justice', is not a new concept. The earliest recorded use in English of a pillory, or stock, in which disgraced citizens would have their hands and head locked in public spaces, was 1274. Even the Romans used crucifixion to add a layer of public and psychological humiliation to the death penalty. Despite legal, public embarrassment being phased out around 1837 in the UK and 1839 in the US, there are multiple judges still practising it today.

A new report has revealed a recent 53% surge in ownership of pure electric vehicles in the UK. The number of battery electric vehicles (or BEVs) owned privately rather than by businesses and fleets has risen by nearly 30,000 cars in the last year - However, analysis of Government data shows there is a growing North-South divide when it comes to who can afford them, with a third of all EVs being in the more affluent South East and London while motorists in regions further up the country, are appearing more reluctant - or unable - to make the switch.

In the years since Queen Elizabeth ascended to the throne at the age of 25, there have been 14 British prime ministers, 13 US presidents, and seven Roman Catholic popes! She has personally broken seven different Guinness World Records.

IN CHICAGO, THEY DYE THE RIVER GREEN TO CELEBRATE ST PATRICK'S DAY.

A global study tracking birth data from 165 countries has found more twins are being born than ever before. The study reveals twinning rates rose by a third over the past 40 years but the researchers suggest this trend may have reached a natural peak.

If you are seriously troubled by watering eyes while chopping onions, it may just be that your knife is not sharp enough as the quantity of fumes produced is in direct proportion to the number of cells cut through.

A new longest flight record has been set - by a bird. A male Godwit tagged 4BBRW flew from Alaska to NZ last September in just 11 days. It covered 12,200kms!

The earliest known single language dictionary in the English language was called "A Table Alphabetical". It was produced by Robert Cawdrey in 1604 and contained around 3000 words- using synonyms rather than definitions.

The British government finished paying a long-term loan in 2015. Two centuries ago, in 1833, the government of the day borrowed £20million (£2.4billion in today's money) from the Rothschild and Montefiore banks, to finance compensation paid to slave owners in British colonies following the passing of the Emancipation Act.

GETTING A DRIVER'S LICENCE in 1985 pt 10, Reay Grant

"Of course I do not remember, but my mother has often told me that my first word after 'dada' and 'mama' was 'car'. This is very likely as I spent a good deal of time in one – a Peugeot 404 it was in those days. I was a very bad sleeper and apparently I was often put in the carrycot and driven round and round the block to get me to go to sleep – so my parents could get some sleep.

In those days 50 years ago, the traffic was so much lighter that driving was actually pleasant and our Sunday afternoons were often spent on country roads, just enjoying the peace there.

When I was old enough to get my licence, Mum was NOT prepared to have me sharing her car, so in a very generous way, she gave it to me and bought herself a diesel 404Familiale with three rows of seats. My first Peugeot was therefore older than I was - a wine coloured 1965 404 which had been in my aunt's family from new."

However Reay and Alex both learned to drive in their father's 504GTi. John had bought it for \$6600 - which was just about its new price six years earlier. It was a deep wine in colour and looked great. We had that car for seven years and sold it for \$8500! By that time it had done 100,000 miles and still looked as good as new. It drove like new too. It had the fuel injected 2 litre motor and sunroof which were virtually standard in France.

John gave Reay driving lessons in it. In those days, supermarket car parks were deserted on Sundays and were an ideal place to practice driving and parking. However, when Reay came to sit his test, for part of it the examiner had him drive up the steep

section of Landscape Rd. The power of the fuel injected 504 motor was such that he exceeded the speed limit going uphill without realising it - and of course failed the test.

He resat it successfully and when he got his licence he took over Jeanette's old 404 and made family history by breaking the gearbox output shaft not once, not twice but three times! This is a very rare thing to do. We decided he was just too rough on the gears - trying to change in one motion instead of going into neutral and out into gear as the oldstyle gearboxes require.

He became quite experienced at repairs as John's policy with all the boys was to give advice but make them learn how to do their own repairs. Something which has proved most useful in later life.

A year or so later Reay had the 404 repainted a very pale grey which had never been a standard Peugeot colour but which suited the body shape admirably - and inspired Reay to call her "Lady Jane".

WE WON the TRICOLOUR TROPHY!

After our appallingly low turnout at the Gymkhana, I had never bothered to work out how our score combined with the Navigation Trial results from 2020.

However, as Citroen have announced in 'Traction Avant', adding the scores for the two events together has given totals of

Peugeot 243

Citroen 198

So we hold onto it for another year. Yippee.

HOW SAFE ARE ELECTRIC CARS?

by Andrew McLean
in www.motoring.com.au

There's a lot to like about electric cars – they're swift and serene to drive around and they're good for the planet. But are they safe?

That's a bit of a rhetorical question these days considering most electric vehicles on sale in Australia today are fairly new and, subsequently, equipped with all the latest active driving aids and electronic safety features, such as autonomous emergency braking (AEB), pedestrian detection, radar cruise control and lane keeping assistance.

But electric cars are fundamentally different to conventional combustion engine-powered vehicles from the components that drive them and, in some cases, how they are constructed.

At the affordable end of the scale, models like the Nissan LEAF, Hyundai Kona Electric, Hyundai IONIQ and the MG ZS EV are adapted from a traditional petrol-powered model with the same body and basic backbone. They therefore utilise mostly identical crash structures while the electric motor occupies the space of a petrol engine and the battery is generally mounted in the rear where a petrol tank would normally be.

Dedicated EVs, like those from Tesla, are designed from the outset with a different philosophy, using the battery pack as a structural part of the vehicle's platform.

This is commonly referred to as a 'skateboard' and allows for more efficient deformation in front and rear crash structures and stronger passenger cells.

As electric motors are physically smaller than most combustion engines, and require fewer auxiliary systems, they have less inertia in an accident which allows for vehicle engineers to better manage their movement in an accident and improve occupant protection.

And because they aren't fed with a mixture of flammable fuel and hot oils, electric vehicles are unlikely to spill volatile liquids in the event of a serious crash.

That's not to say that high-density battery packs don't have their own unique issues, holding flammable electrolytic solvents while having the potential to overheat and catch fire. Not to mention the threat of electrocution.

Lithium-ion batteries do have the potential to catch fire if they are overcharged, but all EVs on sale in Australia feature fail-safe measures such as only allowing users to replenish batteries to 80 per cent capacity while recharging on a high-voltage rapid or ultra-rapid charger.

They can also overheat if ruptured in an accident. But, in all cases, battery packs are protected by a unique high-strength shield that restricts them from being pierced in an accident while computer management systems will shut down the high-voltage electrical system to eliminate any chance of electrocution if it detects that occupants may be exposed.

Following the widespread introduction of EVs and plug-in hybrid electric vehicles (PHEVs) in the past decade, the United States' National Highway Traffic Safety Administration (NHTSA) began an investigation into the potential fire hazards of lithium-ion batteries as long ago as 2012, discovering the risks are "somewhat comparable to or even slightly less than those for gasoline and diesel fuels".

Manufacturers such as General Motors, Mercedes-Benz and Nissan, which have all been prominent pioneers of modern electric cars, have subsequently published training guides for first responders and fire fighters attending to accidents involving electric vehicles.

Most vehicles, from the Nissan LEAF to the Mercedes-Benz EQC, are even fitted with QR codes on critical body parts which inform emergency workers on where and how to safely cut the vehicle when needing to extract a passenger using machinery such as the 'jaws of life'.

Where problems have been identified, such as a recent recall issued for the Hyundai Kona Electric, they should be swiftly attended to in the same way as faults identified with regular vehicles.

On the whole, all battery-electric cars – including plug-in hybrids – are put through the same series of stringent crash test procedures by independent bodies such as Euro NCAP and ANCAP.

And all of the EVs currently on sale in Australia – from the most affordable MG ZS EV to the Audi e-tron, Mercedes-Benz EQC and the Tesla Model 3, Model S and Model X – have been given a top-shelf five-star safety rating.

BE PREPARED

Talking to a St Johns Ambulance nurse recently, John learned that, here in Auckland at least, their staff have been having special training in how to avoid getting burned if/when an EV is involved in a serious accident.

TIRED TYRES

Good tread does not always mean the tyre is safe. OLD tyres can be dangerous regardless of tread depth as the rubber compounds in a tyre deteriorate with age and can cause lack of grip, cracking and splitting of sidewalls or even separation of the steel belts in the tread.

The rate of degradation is affected by

[1] Heat -Tyres age more quickly in warmer climates while exposure to sunlight and coastal climates can also hasten the aging process

[2] Storage - A tyre sitting unused in a shop or garage will age more slowly than one in service, but it will still age.

[3] Treatment – If a tyre has not been properly inflated or balanced, if it has hit the curb too often or had to have a puncture repaired, its condition will degrade.

It is easy to tell the age of a tyre as it is actually marked on all tyres made since 2000 as a four-digit DOT code. The first two numbers show the week in which each was made and the last two the year eg 3507 was made in the 35th week of 2007. Sometimes they may be on the inside of the tyre, facing the centre of the car.

We should hope none made before 2000 are still in use. Experts recommend that any tyre over five years old should be checked – preferably by a professional - while any over ten years old should be discarded, regardless of the amount of tread left.

Summarised from Fourword.

TARGA ROTORUA

With just over two months to go we are very happy to confirm all the planning is coming together. We are receiving entries regularly since we sent the call for your support. I have had many phone calls asking if Targa Rotorua was going ahead.

So let me restate, **YES Targa Rotorua is happening**, so join the Targa Family and get involved.

Entries are open so enter.

AASA Licences are easy to obtain or renew online via their webpage and here is a new code to keep the price right, TNZ2021

So get your cars out of the shed and let's blow off that pent up COVID frustration.

Looking forward to seeing you all again soon.

Peter Martin - Event Director

peter@urg.co.nz

RENAULT TRUCKS PLEDGES TO PHASE OUT FOSSIL FUELS BY 2040

Renault Trucks is the latest manufacturer to lay out its electrification pledge: it'll have a battery or fuel cell option in every segment from 2023, it's aiming for 35 percent electric sales in 2030, and it'll ditch fossil fuels and decarbonize completely by 2040. Renault is the biggest-selling truck manufacturer in France, and sells nearly 10 percent of

commercial vehicles over 6 tonnes in Europe. The plan to get out of ICE trucks by 2040 is part of a zero-emissions push for 2050; the company says its trucks tend to have a lifespan of at least 10 years, so it wants the last combustion units it sells to be dropping off the road by mid-century.

It's already got battery-electric options available from 3.1 to 26 tonnes, covering distribution, deliveries, urban transport and garbage collection. This announcement heralds a new tractor unit for 2023, capable of pulling semi-trailers across regional and inter-regional distances, as well as an electric urban construction vehicle.

After 2025, the company plans to offer a range of heavy long-haul trucks running on hydrogen fuel cell powertrains, which could deliver range and refuelling speed numbers close to what today's ICE trucks can do.

The Volvo Group, which owns Renault Trucks, is putting together a development unit focused on medium-tonnage electric vehicles, as well as spending €33 million on a new R&D centre in Lyon and forging partnerships with battery specialists at Samsung SDI. Its efforts will be focused on battery design and supply,

Road transport currently contributes about 12 percent of global greenhouse gas emissions, and electrification using clean energy seems the clear path towards zero in this sector. Initiatives like this will play an important part, even if the timeframes seem long from this vantage point.

FIRST TIDAL-POWERED EV CHARGING POINT INSTALLED IN SHETLAND ISLANDS

Nova Innovation has announced the installation of the first electric vehicle charge point powered by tidal energy, Where? On the island of Yell in the Shetlands.

The evolt charge point has been installed at Cullivoe Harbour by the shores of Bluemull Sound, a strait between the northern Shetland islands of Unst and Yell. It's being operated by ChargePlace Scotland, the national EV charging network owned and operated by the Scottish Government.

"Tidal turbines in the Shetland Tidal Array supply the energy that is converted into electricity for the charge point," the company told New Atlas. "Each 100-kW turbine could provide enough electricity to charge two 50-kWh battery Teslas in an hour."

Nova Innovation's tidal turbines have been providing Shetland homes and businesses with electricity for more than five years. The first 30-kW turbine installed in Bluemull Sound became operational in April 2014. This was decommissioned two years later and replaced by a 100-kW tidal turbine, which was connected to the local grid in August 2016.

There are now four 100-kW turbines in the Shetland Tidal Array, with the energy harvested routed to onshore Tesla battery banks. The ebb and flow of the tide in the area has been found to repeat every six hours, with a short gap in between as the tide turns and changes direction. Storage during peak generation and export during slack periods allows for constant baseload delivery to the local grid.

The installation of the Cullivoe EV charge point was funded by Transport Scotland as part of a clean energy transition program, which has also seen **the Scottish Government announcing that the sale of new cars powered solely by petrol or diesel combustion engines will end by 2032.**

FOR SALE in NGONGATAHA

Two 306 Pininfarina Cabriolets. Both cars are complete but only one (1996) has a current WoF and Registration. The other (1995) is deregistered and I intended to use it as a source of spare parts. There is no rust in either body and the soft tops don't leak. Both have near new tyres.

I am looking for a reasonable offer and can send photos if asked.
Mick Hiscoke – ph 022 674 8871

THE NEW 308

by John Cooney

Just released in France are photos and description of the 2021 308. The recent releases of the new 3008 and 5008 SUVs and the 208GT has seen an increase in interest and sales of these Peugeot models witnessed by the increasing visibility of the marque around the roads, something which is a delight to see for us Peugeot fans. There is a distinctive look across the model range now with the “claw” daylight lights dominating the appearance from the front, something which sets the Peugeot range apart. Inside the “i-cockpit” design has followed the style originally seen in the recent 508 model and it also sets Peugeot models apart.

The most recent release of a new model has just taken place with the launch of the third model of the 308. Whilst it still has a resemblance to the current 308 it has a wheelbase extension of a couple of inches but it still utilises the EMP2 chassis which naturally has had some improvements.

NOTE THE
NEW BADGE



The current 308 was voted Car of the Year when launched in 2014, so it will be interesting to see if this updated model receives the same accolade, something that the 3008 and the recently released 208 have both received.



PEUGEOT BACK ON TRACK

BY John Cooney

It is great to see Peugeot competing in the Australian TCR series, a series designed for small hatch back front wheel drive cars. And it is great to see that they are prepared and entered by Garry Rogers Motorsport, the same team which gave Scott McLaughlin his start in V8 Supercars when they ran Volvos. For the TCR series there are two 308s entered by GRM and are driven by Jason Bargwanna, a Bathurst 1000 winner and Andrew Cameron. There is also another 308 being driven by Jason's son.

The good news is that at the recent meeting at Phillip Island, Bargwanna won, beating a couple of Honda Civics and with Andrew Cameron fifth and Ben Bargwanna a couple of places further back in a field comprising Audi, VW, Alfa Romeo, Renault and Hyundai models.

The series is growing in size and interest and has now attracted V8 Supercar drivers such as Chas Mostert, Craig Lowndes and Andre Heimgartner as regular competitors. It is great to see Peugeot back on the racetrack and even better to see the 308s winning and also finishing in the top five.

These 308s are built in France and are modified to produce 350hp. The gearbox, brakes and suspension are designed and modified for the track. There are a number of 308s competing in this series which attracts fields of around 40 cars. If you go to YouTube and search Peugeot in TCR, there are some great videos including one of the first lap in a race at the Nurburgring where a 308 outbrakes and out corners a GT4 Porsche and an Aston Martin! Well worth a watch.

See next page for Peugeot logos over the years and/or go to allcarbrandslist.com/logos/peugeot-logo/



Photo Peugeot Sport



1810 - 1850



1850 - 1889



1889 - 1910



1905 - 1910



1910 - 1927



1927 - 1936



1936 - 1948



1948 - 1950



1950 - 1960



1955 - 1960



1960 - 1964



1964 - 1976



1976 - 1998



1998 - 2002



2002 - 2010



PEUGEOT

2010 - now



2021 - now

THE 1960 PEUGEOT KIDNAPPING CASE

by Neil Dickie in
Peugeotmania, April 2021

In April 1960, the whole of France was shocked by the news of the abduction of four-year-old Eric Peugeot, grandson of the President of the Peugeot company, Jean-Pierre Peugeot. This was a crime comparable to the tragic and highly publicised kidnapping of the baby son of famous aviator Charles Lindbergh in the United States in 1932.

In the afternoon of Tuesday April 12th, 1960, Jean-Pierre Peugeot went to the Saint-Cloud Golf Course in the western suburbs of Paris, accompanied by his two grandsons, Jean-Phillipe, aged seven and Eric. Supervised by their nanny and the family chauffeur, the boys were playing in the playground on the course. While the adults were distracted, a man approaches Eric and convinces him to follow him down a path through a gap in the perimeter fence where a black Peugeot 403 has parked. The nanny quickly realises that Eric is missing and after a fruitless search, finds a typed letter next to the slide where Eric was playing. The letter is addressed to Eric's father, Roland Peugeot. The letter is a ransom note demanding 50 million francs for the release of Eric, and to not involve the police.

Immediately of hearing of the abduction of his son, Roland alerts the police, but the police agree to let him negotiate alone with the kidnappers to not endanger the life of the child. That same evening Roland Peugeot appears

on national television and on radio to appeal for the safe return of Eric, and to confirm that he will not be seeking prosecution of the abductors. Roland agrees however to having their phones tapped. Roland obtained the 50 million francs and together with his wife Colette and son JeanPhillipe anxiously waited at their Paris home for further instructions from the kidnappers.

A second ransom note arrives 24 hours after the kidnapping containing details of the delivery of the ransom money – a rendezvous in a Paris alleyway near the Arc de Triomphe with the promise that young Eric will be released. Roland complies with the demands, delivers the money and returns home to wait. In the early hours of the morning of Thursday 15th April, a passer-by notices a young child wandering in front of a Paris café and asks his name – “my name is Peugeot”. So, the ordeal of the family ends as Eric is delivered to Roland by the police.



Jean-Phillipe, Roland, Eric and Colette after the return of Eric

The police investigation begins in earnest to catch the perpetrators of this crime against one of the highest profile families in France. Slowly, details begin to emerge and the newspapers and magazines carry the story on their front pages. The black Peugeot 403 used in the crime was stolen and found abandoned 200 metres from the entrance to the golf course where Eric was abducted. Eric told police that he was taken to a villa and looked after, ate sweets and chocolate, played cards with two men, and watched television during his capture.

The police were concentrating their search for the typewriter used to create the ransom notes, and signs of circulation of the franc notes paid in the ransom. Unbeknown to Roland, Jean-Pierre Peugeot had secretly recorded the banknote numbers, and provided this to the police. The investigation proceeds slowly until in November 1960 when Interpol inform the French police that two individuals, later identified as Pierre Larcher and Raymond Rolland – two petty mobsters, had been spending lavishly at the casinos, holidays and buying expensive cars since April. Further information comes to light when the former wife of Raymond Rolland discloses that she had loaned a typewriter to Rolland in early April, and was waiting for the return of the typewriter. Comparing other notes typed on the machine, police deduce that it is probably the same one used in the kidnapping case.

Eleven months after the abduction, after 1500 people were interviewed, 1500 Peugeot cars examined and 80,000 man-hours on the case, the police raided a chalet at the popular ski resort at Megeve near Mont-Blanc in the French

Alps on March 5th, 1961. Raymond Rolland and his girlfriend, were arrested. Pierre Larcher and his girlfriend had already departed, but were intercepted on the road returning to Paris. Coincidentally, Roland and Colette owned a ski chalet in the same resort, and were holidaying at Megeve when the arrests were made.

After interrogating Rolland, he confessed to typing the ransom letters, and had then thrown the typewriter into the Seine river in Paris. French police divers (frogmen!) retrieved the typewriter from the muddy depths of the river on March 21st after two weeks of searching, and forensically tested it to match the ransom letters

The high-profile trial of Rolland and Larcher was heard at the Versailles Court in October 1961, and both men were sentenced to 20 years jail. Rolland served 12 years, and Larcher, 14. They both admitted that they were inspired to undertake the kidnapping after reading a novel called “The Snatchers” by American writer Lionel White. At the time of their arrest, they had only 7,000 francs left from the ransom payment. The pair emerged new men after their prison term, with Rolland becoming a teacher of law, and Larcher a publisher.

What of the Peugeot family?

Roland Peugeot became Chairman of the supervisory board of Automobiles Peugeot in 1972 after the death of his father, Jean-Pierre. He retained this position until 1998. Roland as Chairman steered the company through some of the most turbulent years, transforming the company from a French manufacturer to a multinational giant, with the acquisition of Citroen in

1976, and Chrysler Europe in 1978, with the change to PSA Peugeot Citroen.

As the grandson of Robert Peugeot, one of the founders of the company, he was the last of the Peugeot patriarchs and carried on his father's (JeanPierre) involvement with the football club he founded in 1928 - FC Sochaux-Montbéliard. Roland was the club's honorary president for many years. Roland died in 2016 at the age of 89, and was still fulfilling his role as an advisor to the company to his final years.



Roland Peugeot 1926—2016

Peugeot continued in the tradition of his father, becoming president of the Peugeot automotive subsidiaries in Netherlands, Belgium and Portugal after leading the merchandising department, and later becoming director of sponsorship and partnerships. Also, like Roland, he currently is the honorary chairman of FC Sochaux-Montbéliard.

Eric's older brother Jean-Phillipe retains the position of chairman of the Peugeot family holding company Etablissements Peugeot Freres.

STELLANTIS UPDATE

Earlier this year, Fiat Chrysler Automobiles and PSA Group finalized their merger, creating Stellantis. The two joined forces in an effort to cut costs while also creating the world's fourth-largest automaker. The new conglomerate has promised not to cut jobs or close plants, but those savings have to come from somewhere, and Stellantis is looking everywhere, including the toilets. Reuters is reporting that in Italy, Stellantis is cutting cleaning services and the number of toilets available at some of its factories!!

The merger has given Stellantis a monumental task managing more than a dozen brands, some of which now overlap each other in some markets. The merger has already seen the company cancel plans to return Peugeot back to US shores, which began in 2017. Instead, the company will focus on revitalizing the Alfa Romeo brand in the US. Chrysler will also get renewed focus. Other changes have seen Stellantis disband the SRT team, though there will be future SRT models.

Lancia, a moribund Italian brand abandoned by its former parent company during the 2010s, will survive after all. It will be lumped with Alfa Romeo and DS under the premium brand umbrella, and by 2025 it is expected to launch its first new car since 2011.

Current PSA CEO Tavares stays as the first CEO of Stellantis. He has revealed a presentation asserting that Stellantis would be "emissions-compliant

from Day 1," with a goal to meet targets by 2025. The automaker will launch 10 new "high voltage" vehicles this year, which will consist of a mix of BEVs and plug-in hybrid electric vehicles (PHEVs).

The automaker already has two dedicated EV platforms, which can't be said about many competing legacy automakers. According to Tavares, range is one of the main focuses at this time. He said:

"I am challenging my engineers hard. We are working very hard on the energy storage capabilities, but also on the energy efficiency ratio of the electric motors, on transmissions, on aerodynamics."

While cleaner petrol cars and electric car production ensured the Peugeot group passed the strict new EU emission rules from Day 1 last year, Tavares is not happy with the way regulators have driven the electric push without consulting the actual automakers – pointing out that as they cost more than thermal vehicles, the owners will have to drive more miles to offset their petrol equivalent, while the extraction of lithium for the current batteries is a very polluting process.

He has also warned that without government incentives, BREXIT could mean the end of the Vauxhall plant. However the sharing of power trains and platforms among their 14 brands will improve the spare parts situation.

Meanwhile in a flurry of new Stellantis senior appointments, the new Chief Executive of the Automobiles Peugeot brand will be an Englishwoman – Linda Jackson, the former global boss of Citroen.

The combination is being billed as a "merger of equals". This phrase was most infamously used when DaimlerChrysler

was created in 1998 although Jurgen Schrempp, CEO of Daimler, later admitted it was a takeover pure and simple.

While this merger is certainly closer to its billing, the PSA Group does have the upper hand, at least initially, in the new company. There will be an 11-member board, with FCA and PSA nominating five members each. Carlos Tavares, currently PSA CEO, will be the chief executive of Stellantis for at least the first five years. John Elkann, current FCA chairman, will become the Stellantis chairman. FCA CEO Mike Manley will be made head of the merged automaker's North American division, but is not a part of the new company's board of directors.

It should be noted international accounting standards require the firms to nominate the company being taken over and the one doing the taking over, and these state **PSA is taking over FCA**. Equity in the new automaker will be split 50/50 between FCA and PSA's shareholders.

After the Stellantis is created, the largest shareholders will be Agnelli family — long-term controllers of the Fiat Group — with a 14.4 per cent stake through Exor, their holding company.

Next up is the Peugeot family who will have a 7.2 per cent share in the new company. The French government, through its stake in PSA, will own 6.2 per cent of the combined firm. Chinese automaker Dongfeng has reduced its shareholding in PSA and will end up with a 4.5 per cent stake in Stellantis.

For a detailed analysis of the 14 brands now under the Stellantis brand – see <https://www.carexpert.com.au/car-news/stellantis-everything-you-need-to-know-about-the-new-automaker>



Greetings petrol heads, history buffs and museum lovers,

It is time to look back on the summer and then look ahead to what lies in store for the Packard Motor Museum in 2021.

At this point in time, we are open our normal summer hours: 10am to 4pm Tuesday to Saturday. Our last Tuesday will be the 9th of March 2021.

OPEN

We are now well and truly over the effects of gorging ourselves on festive goodies and have enjoyed along with the rest of the country being (relatively) COVID-19 free for the duration of the holiday season.

Of course, the bulk of our visitors have been from New Zealand this past year. It is great to see so many of our own out and about, exploring the Northland region as well as paying our historical collection a visit. People continue to rave over the extensive range of vehicles and other exhibits.



Visitors enjoy a wander through all 5 sheds (plus motorbike room) and on Northland's numerous sunny days, there is plenty on show outside. The tour guides are on hand to offer plenty of good information, as well as tall tales and Dad jokes.



Another 2 cars in the Packard room have been tinkered with, and they are now running.

The museum also has several new acquisitions from the director's frequent trips to auctions. Cannot give specifics, so you will need to come and see for yourself – suffice it to say, the walkway in our big back shed is getting smaller and smaller. We also have a new lean-to shed that has come in most handy.

Open and frank discussions are happening about when the next open/start-up day will be happening. Keep your fingers crossed, and we will let you know as soon as we have an event date.

Perhaps during the open day, you will be able to hear a straight 6, straight 8, or even a V12 engine coming to life once more...

Stay safe, hope to see you here soon!

Kind regards,

Packard Motor Museum team ☺



REGISTRATION & WoF REQUIREMENTS OVERSEAS		
COUNTRY	AGE OF CAR	WoF REQUIREMENTS
Qsld & ACT	All	Only on change of ownership
Other Aus states	10+	Annually
Canada	10+	Only on change of ownership unless an authorised mechanic says it is unfit for the road.
Japan	10+	Three years from new, then two yearly
US	10+	No requirement in roughly half the states
EU guidelines	All	Four years from new, then two yearly
Netherlands	35+	Two yearly
Netherlands	50+	None
UK	40+	None - and no Rego
New Zealand	variable	See https://www.nzta.govt.nz/vehicles/warrants-and-certificates/warrant-of-fitness/

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FEMALE INVENTORS

Maria Telkes: 1900-1995. In 1947, this Hungarian scientist invented the thermoelectric power generator to provide heat for Dover House, a wedge-shaped structure she conceived with architect Eleanor Raymond. It was the first 100 percent solar-powered house, earning her the nickname of "the Sun Queen." She was a prolific inventor of practical thermal devices, including a miniature desalination unit (solar still) for use on lifeboats, which used solar power and condensation to collect potable water thus saving the lives of airmen and sailors who would have been without water when abandoned at sea.

JOKE OF THE MONTH

A traffic cop pulled alongside a speeding car on a motorway. Glancing at the car he was astounded to see that the elderly woman behind the wheel was knitting. the policemen cranked down his window and yelled out

"Pull over!"

"No" the woman yelled back. 'It's a cardigan."

BUILDING BADLY

The Lotus Riverside Complex in Beijing began in 2010 – but one of the 15 storey apartment blocks fell over before completion.



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