



Peugeot Car Club (Auckland)

Peugeotex[©]



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Front cover – The three 2023 Gymkhana competitors
Above – Jayden Hardie

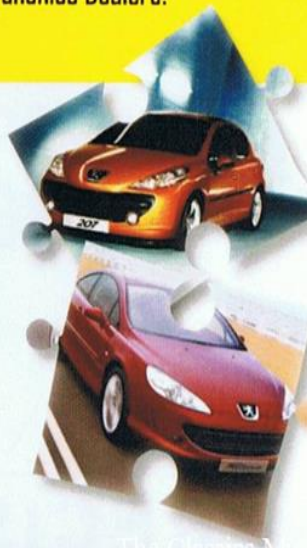
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11 Railside Place
Hamilton

Peugeot Car Club (Ak) Inc
P O Box 29002
EPSOM, Ak 1023

Patrons

Don Hadfield, Ray Williams,

President

Brent Druskovich, 09 638 9421
brentdruskovich@gmail.com

Vice-president

John Cooney, 021 686 191.
coanna@xtra.co.nz

Secretary

Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com

Membership Secretary

Soo Land Wong, 09 625 5189
sojewong@gmail.com

Treasurer

Steve Cornwall, 09 402 5006
jensteve@xtra.co.nz

Webmaster

Kevin Hardie, 027 625 0505
kevin@azorah.co.nz

Committee

John Grant, 09 638 8566
jeanette_grant@hotmail.com
Peter Hagglund, 09 280 5737
haggy251@gmail.com
Jayden Hardie, 022 359 3749
jayden@localeyes.co.nz

Immediate Past President

Greg Winkley, 09 483 4023
gregwinkley@hotmail.com

Technical Officers

John Grant, 09 638 8566
Dennis Lowe, 09 267 6461

Club Shop

Brent Druskovich - 09 638 9421

Peugeotex Editor

Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com

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COMING EVENTS

peugeotclub.org.nz

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

April 23 – Postponed Ellerslie Car
Show's Concours d'elegance

May 19-21 – 75th Anniversary of the 203
being celebrated near Sochaux.

August 13 – AGM – to be confirmed

August – REDEX RERUN in Australia.

THOUGHT FOR THE MONTH

Resentment is taking poison – then
expecting the other person to die.



P O BOX 29002
Epsom
Auckland 1023

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responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

Hello all,

Welcome to a definite change in weather. The temperatures have been dropping, the mornings colder and a bit more moisture is to be found on the grass. Elsewhere in this magazine you will read about the Gymkhana, I will just leave my comment to it being a "rather exclusive event".

As I write this some of us will be gearing up for the Ellerslie Concours display, however I suspect most of you will get it in the post just after the event. If you happen to happen along come and say hello to our club display, I am sure all of us will wander at some time or another, but equally I am sure at least one of us will be there with our cars.

Again my Rambles have been limited in the last bit, no further south than Karaka, no further north than Whangateau, no further east than Howick and west has hardly existed, making it to Avondale – it can't even really be thought of as West Auckland, though there are good views of the Waitakere Ranges from the ridges above the township.

In these limited ramblings, work has taken me to Devonport a fair bit. This has made me particularly grateful that I don't live in the Takapuna to Devonport peninsula area and work in the city. The traffic commute for those in rush hour is the worst bumper to bumper hardly moving stuff I have seen – assuming that the 2 out of 3 days traffic I saw was the normal and the day with lesser traffic was unusually good.

One of the advantages of working in Devonport is that I have had to go home past Hauraki Corner. Here I like to stop at the Aquarium Project, a store that I always enjoying popping into and observing their Tropical Fish stock. They always seem to have what the other stores have, but also usually have something a little different. The guy (I have never asked his name) who owns it is also both quite knowledgeable and very affable as well. He even has what I consider to be a unique bit of hospitality. There are coffee mugs on the bench that he encourages you to take to the Cafe in the block of shops and they

will give you a free coffee, come back and enjoy the fish at your leisure, sit down and have a chat in the store. As yet I haven't felt I have had the time to make use of his hospitality, but hope to some day. I asked him what the arrangement was; he informed me he gets a bill from the Cafe at discounted rates. In the meantime he enjoys people taking time in his store whether they purchase more fish or just enjoy looking and chatting, and he has supported another local business. It is a business plan with a difference. I also found it interesting that he has one customer from Pokeno that he reckons comes most Saturdays and just about always buys a fish or two off him as well as comes for a coffee. That is customer loyalty, perhaps because of his unique operation; meanwhile I will continue going perhaps 4 times a year.

At Hauraki Corner there is also a butcher. In older days this was part of the Mad Butcher chain, but has not been one for many a year now. It is now trades under the name of "The Village Butcher". They are not cheap, but are competitive, at least for Auckland prices when it comes to quality above average butchers. I purchased a Pork Sirloin roast, a Venison family sized pie and some superb Lamb, Feta and Pumpkin sausages. My first thoughts were the boys will enjoy the pie, a risk with some of the girls in the household, should be some leftovers for me...but alas no...all gone, Joshua was quick and got the sixth portion. Never had Pork Sirloin as a roast before, hope we like it, two extras over for dinner, none left for the next day. And the risk, who puts Pumpkin in sausages? Shouldn't have worried, matched the Lamb and Feta perfectly. The answer then is - a genius puts pumpkin in sausages! I will be going back for more soon – probably before you get to read this.

In the meantime, for those of you that travel to the AGM and those that usually attend, it is yet to be confirmed, but we are looking at August 13 this year as the likely date for it. Pencil it in your diaries now.

Happy travelling and eating,

Bon appetite!

Brent

COMING EVENTS

April 23	Postponed Ellerslie Car Show's Concours d'elegance
May 19-21	The 75 th Anniversary of the 203 is being celebrated near Sochaux by L'Aventure Peugeot and L'Amicale Peugeot 203 Franche-Comte.
June 18	28 th AGM of the FoMC at Wellington Vintage Car Club, Jackson St, Petone. Morning tea 10-1030am. Lunch \$20
August 13	AGM –TBC - and the REDEX RERUN in Australia; see page 5



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GYMKHANA REPORT

by Jayden Hardie

PRESENT; John & Wendy Cato, Brent & Joshua Druskovich, Jayden Hardie

I arrived at Cato's farm around 20-30 minutes after the posted start time of 1pm, armed with my 306 cabriolet, a cowboy hat and an apology of absence from the rest of my family. Only to find the only other present contestants were Brent and Joshua Druskovich!

After waiting for a little while and no other people showing up, we decided to get right into it with the first event, which was a skill based one involving throwing 5 different items from one side of the 5 sided course into the centre, with the way it was judged being the sum of the total distances of each object from the centre marker. The discovery was made that 3 people was the perfect number for doing the gymkhana whereby one person competed, the second person marshalled and the third was the photographer.

With the first event over, with middling success from the three competitors, we moved on to the second event, involving first rolling a pair of dice and then taking that number and guessing/estimating the total distance that that number of rotations of your vehicle's wheel would take you and placing a shoe in the appropriate spot. It turned out that all three of us are remarkably skilled at figuring this out, with all the estimates being fairly accurate.

After this, we moved on to the third event which was the first event that was more speed based and was timed. It was a basic slalom and we quickly discovered that all the torrential rain over the summer had made it so the grass was a lot greener and therefore much

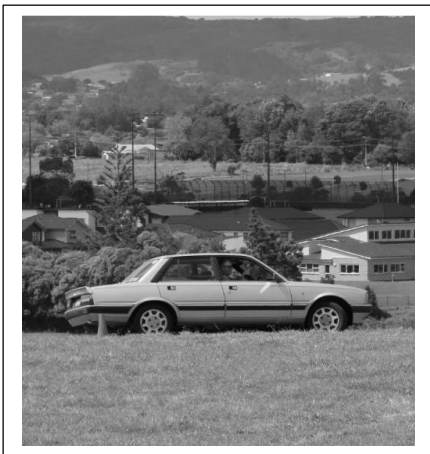
slipperier than usual, which meant that myself in particular, in a front wheel drive car, struggled to turn the tight corner at the end of the slalom in order to head back up the course to the finish line which cost me precious seconds in my final time.

That event over, thankfully, we moved on to the 4th event which also involved the slalom but was coupled with driving into a garage, grabbing a long stick out of the cone where it was, then reversing out of the garage and heading back down the slalom again, whilst holding the stick outside the car the whole time. This event I had an obvious advantage over Brent and Joshua with my convertible giving me better reversing vision and more freedom to easily remove the stick from the cone, which the other two struggled with in Brent's 505 V6.

The 5th and final event involved the standard ever decreasing circles course, in which we discovered that the green, slippery grass was even more detrimental to the event. I managed to take the win on this one after pulling off the only successful handbrake turn I managed during the whole time with my pathetic 306 handbrake. Brent managed to lose after completing half the course sideways but in my opinion deserved bonus style points. Joshua actually got the fastest time on this one but ended up with a penalty after obliterating a cone. The final score saw Brent & Jayden tied for 1st with Joshua in 3rd place.

After packing up, we were invited into the house for afternoon tea, provided impromptu by Wendy Cato, seeing as how there were only three of us.

All and all, it was a good afternoon and despite how few contestants there were, fun was had by all and the paddocks were torn up much less than usual, mostly due to the absence of my father and his lead foot.



JEANETTE'S JOTTINGS

The seat belt was invented by George Cayley, an English engineer in the late 1800's who created these belts to help keep pilots inside their gliders. In 1954, Sports Car Club of America required competing drivers to wear lap belts during competitions and in 1958 the three-point seatbelt was invented by a Volvo engineer. The world's very first seat belt law that required passengers and drivers to buckle up was created in Victoria, Australia in 1970.

The inception of the airbag dates back to the 1950s when an industrial engineer who had served the US Navy met with a car accident while he was driving with his wife and daughter on board. His name was John W. Hetric. He got his airbag design filed for a patent with the United States Patent Office in 1952 and received the patent by 18 August 1953. However no car companies seemed to be interested in car safety during that era. In 1985 the Porsche 944 Turbo, became the first car to have driver and passenger airbags as standard.

Leading 3D printing firm Icon has revealed an ambitious competition that aims to revolutionize affordable housing. Named Initiative 99, it will solicit designs for 3D-printed homes that can be constructed for under US\$99,000.

Higher blood caffeine levels may reduce weight and the risk of type 2 diabetes.

The *Turritopsis nutricula*, known as the immortal jellyfish, has a continuous regenerative ability, which makes it considered immortal. This type of jellyfish has only been discovered in recent years.

New Zealand black coral has a very long life expectancy because it can live to about 2,000 years.

The Greenland shark may be the longest-lived vertebrate on Earth since it has a life expectancy of about 400 years.

NZ has been rated the 10th happiest country in the world. The winner was Finland. The UK was 19th, the USA 15th and Australia 12th, just ahead of Ireland 14th and Canada 13th.

The UK Space Agency has awarded Rolls-Royce a £2.9-million (US\$3.5-million) contract to develop a demonstrator modular nuclear reactor that could be installed on the Moon by 2029 to support permanent human outposts on the lunar surface.

According to palaeontologists, the sauropod *Mamenchisaurus* has the longest neck of any known animal ever, measuring 50 ft (over 15 m).

Studying how bacteria interacts with the environment, a microbiology team have discovered a powerhouse of an enzyme that consumes hydrogen and turns it into electricity.

A monastic brewery near Munich says it's created the first powdered beer. Just add water, and it'll froth up, complete with a foamy head and full flavor. The result promises massive savings on transport, because it can be shipped at 10% of the weight.

70th REDEX RERUN

The Victoria Car Club has announced plans for another Redex Rerun to celebrate the 70th anniversary of the event. They say "Owners of some 30 Peugeots – with models from 203 to 404 - have expressed interest in joining the 70th anniversary Redex Rerun from Melbourne to Sydney in early August. Graham Wallis of the Victorian club is organising his third anniversary celebration of the outsider victory of Ken Tubman and John Marshall in a Peugeot 203 in the 1953 Redex Reliability Trial.

Acknowledging the ageing cars and ageing drivers, Graham plans a three-day run to follow the finishing stretch from Melbourne to Sydney instead of the previous 10,600km events. He will include the famous Marulan Horror Stage, the original special stage tiebreaker where Peugeot got the advantage in the now bridged river crossing. Graham has already been busy scouting the route, reporting on Facebook he charted the old Hume Highway alignments from Melbourne to Albury in a day last month.

So many Peugeot 203s were restored for the first rerun in 2003 that European owners complained that local supplies of 203 engine parts had been drained by Australians.

Peugeot Automobiles chief Thierry Peugeot commended the Australian clubs on their enthusiasm and L'Aventure Peugeot devoted much of its magazine to Redex coverage, including the two left hookers from France that had taken part.

Peter Wilson".

PEUGEOT IN DAKAR

There were no Peugeots competing in the full Dakar rally in Saudi Arabia this year BUT there were several competing in the Dakar Rally Classic.

This is an event for cars that competed in the Dakar Rally 20 or more years ago. The African editions of the Dakar used to pit the competitors against longer courses than the modern version of the rally, as well as more frequent marathon stages, held over two days. This time round, the Dakar Classic will diverge from the main field of the race on two occasions: in the evening of stage 10, in a bivouac reserved for the Dakar Classic, and again at the end of stage 12. Furthermore, their trek will come to an end the next day, after stage 13, in which they will take the coastal road that will also wrap up the main race 24 hours later.

The Dakar Classic standings are mainly about consistency, but there are also navigation sectors with the potential to extract a heavy price from the competitors (as a reminder, the winners of the race are the crew with the fewest points). A third parameter will be introduced this year, namely, dune tests that will reward drivers with solid dune-jumping skills.

Peugeot were represented by a couple of 504 coupes. a 504 Ute, a 205 T16, a 404 and a unique Peugeot P4 T6 4WD.

The P4 was made for the French military with an engine from the 505. It was tough but a bit slow – so Petitwellracing took the PRV V6 from the 505, tuned it to over 200bhp and fitted it into the P4.



L'AVENTURE PEUGEOT NEWS

Chères adhérentes, chers adhérents / Dear members,

New format, new dates: this year we are working on a new set for the international meeting of L'Aventure Peugeot.

In substitution of our traditional bucolic rally in June, the gathering will take place this fall during a special event that will celebrate our brand of heart.

The spirit of meeting and sharing around our common passion will be more present than ever!

More information to come soon, stay tuned!

Bien cordialement / Best regards,
L'Aventure Peugeot Citroën DS
<https://laventure-association.com/>

PEUGEOT 104 from L'Aventure Peugeot

"The shortest 4-door car in Europe"

This is how the Peugeot 104 was presented to European dealers on October 4th 1972 at the Palais de Chaillot in Paris, then the next day to the general public as part of the 59th Paris Motor Show which was held from October 5th to 15th Porte de Versailles.

In 3.58m, Peugeot has been able to design a spacious comfortable 4-door car that is easy to park. With a very elegant line, it is a safe car that will amaze you with the flexibility and brilliance of its engine in town and on the road.

Fitted with a 954cc engine (Française de Mécanique), the Peugeot 104 is assembled at the brand new factory in Mulhouse.

This new model which widens and diversifies the Peugeot range - which has become "104-204-304-404-504", has its own personality. Spacious and comfortable, despite its small size, fast and responsive, it has a real road outfit and not a car designed only for the city.

Its small size and manoeuvrability allow it to hold its own in the densest traffic. In addition, comfort due to real space for four people, underlined by a flexible suspension and silent mechanics, safety obtained thanks to excellent road holding, confirmed by enduring and progressive braking make this Saloon a real Peugeot, which means a road car.

FROM TRUNK TO TAILGATE

In 1966 Peugeot and Renault signed a partnership with the aim of developing common engines. At the same time, the two brands are working on a new types of vehicle: a small city car...Due to their collaboration, one will not encroach on the territory of the other.

Peugeot is moving towards a 4-door with a trunk, which, even if it is compact, corresponds to what its customers are traditionally looking for.

Renault, more daring, developed a 3-door coupe, with a tailgate, which began to impose itself on buyers by its practicality.

In 1973 with the release of the 104 coupé, the Brand reviewed its copy and incorporated a rear hatch into its 3-door, derived from the small sedan. The trunk opening is much wider.

The success of the coupé will accustom Peugeot customers to this type of trunk opening, and access made even easier by lowering the threshold line. In 1976, the 104 sedan in turn adopted the hatch, becoming a 5-door in the process.

Launched in 1975, the ZS coupé is offered in a Rallye version with a spoiler-shield assembly 4 fenders, 4 alloy rims fitted with 175/70 tyres.

The engine included a cylinder head with 4 separate entries, an intake manifold with 2 double-body Solex 35 carburettors and a special camshaft.

In 1979, Peugeot launched the 104 ZS2 (1000 units for Group 2 homologation). Equipped with the new XV four-cylinder in-line engine of 1,360cc and a power of 93hp, the 104 ZS2 can go up to 180mph. In Coupé ZS versions, the 104 have delighted many motorsport enthusiasts, their performance working wonders in rallies.

In 1977, Jean-Claude Lefebvre won the winter round of Serre-Chevalier and Jean-Pierre Nicolas, the 24 hours of Chamonix.

In 1979, Timo Makinen won the Crampon d'Or at Serre-Chevalier in the Alps, an event taking place on snow and ice.

From the 1970s, the taste of European automobile customers focused on a new style of car bodywork equipped with a hatchback. We then speak of bodywork with 2 or 3 bodies: the passenger compartment being the main body, and the engine and trunk compartments being the second and third.

This is how the 104 break and the 104 tri-bodycar projects were born but abandoned because of aesthetic reasons for the tri-bodycar and because of a pessimistic study for the break.

1,624,992 copies of Peugeot 104 were produced between 1972 and 1988, mainly in Mulhouse but also in Aulnay-sous-Bois (119,745), Poissy (53,178) and Mechelen in Belgium (11,712) as well as in the Chausson workshops (213,059).

DIGITAL TOUR OF L'AVENTURE PEUGEOT

L'AVENTURE PEUGEOT MUSEUM projects itself into the future and offers to its visitors a digital tour guide. On smartphone or tablet, everyone will be able to deepen the information on the objects and vehicles they discover in the Museum. Photos, videos, document ... many archives will allow visitors to dive into the history of the Brand, to get to know the men and women who made it or even to enjoy a few anecdotes. Whether you are simply curious or a fan of technical information, this digital tour guide will adapt to your wishes for knowledge of the Peugeot universe.

The + of this digital visit

- Ease of use. The chosen technical solution does not require any data loading or internet connection, so that use is as simple as possible for the visitor.
- Multilingual application and adaptors to people with disabilities.

This digital tool was developed and financed with the help of the European Regional Development Fund (ERDF) and the Bourgogne Franche-Comte Regional Council

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NEW NOSE FOR 508

Peugeot is moving its 508 mid-size sedan further upmarket with the official reveal of a heavy facelift that introduces new design language elements to bring the car inline with other new-gen Peugeot models.

Aside from the new face, the 508 has also been given a drivetrain refresh to introduce more electrification, including three plug-in hybrid variants.

A 110kW and 132kW version of the front-wheel drive PHEV engines have been revealed, with a 147kW all-wheel drive version topping the range, while three ICE engines (one of which is a diesel) are also confirmed to carry into the update.

The 508 launches in its updated guise in sedan, sportwagon, and 'sport engineered' versions, the latter being the only examples with the all-wheel drive plug-in hybrid drivetrain available.

Each variant's engine is paired with the brand's eight-speed automatic transmission.

All hybrid versions of the 508 have a 12.4kWh battery, which can be charged from a 7.4kW wall box in one hour and 40 minutes.

CarsGuide has contacted Peugeot Australia for further details regarding local confirmation on timing and likely variants for the 508 and has been told "anticipated

launch details for the Australian market will be confirmed in due course".

Peugeot Australia managing director Kate Gillis told CarsGuide in late 2022 the brand's move to electrification and its distinctive design language are key to Peugeot growing its success in Australia.

"Electrification is at the top of our mind. People are embracing it. it's a topic that is hot on everybody's lips. it's in media every-where. the question is, how does Australia start to build credibility within that space?"

"Electrification is inevitable and there's a shift in that thinking, and what's great for us is that at this point in time we'll have the choice of engines, be it ICE or electrification," she said.

Aside from the new face, the 508 has also been given a drivetrain refresh to introduce more electrification, including three plug-in hybrid variants.

"As we move forward, we've got... 508 with the PHEV. People are seeing that as a natural transition. it's not one brand, like us doing it, it's the entire industry."

Nothing's set in stone yet, but it wouldn't be a surprise to see the plug-in 508 here in Australia in due course.

For Europe, the updated 508 launches in mid-2023, meaning if it launches here, it could do so in late 2023.

— from CarsGuide.

CHOOSING e-2008?

BY Peter Wilson in PUGILIST

Peugeot Australia has hit the electric accelerator with its choice of the e-2008 small SUV over Europe's 2022 top-selling e-208 as its first battery passenger vehicle and it will arrive after July.

Industry figures show buyers last year voted 18,824 to 14,533 for e-SUVs over e-passenger cars. This year to February, however, buyer preference has switched to 6,230 e-passenger cars against 4,482 e-SUVs; sales of the highly popular hybrid have begun to slip. The e-208 city car could still be introduced.

The BEV market has been rising steadily as more models have become available from more brands, particularly more lower-priced ones from China. [Of course there are plenty of higher-priced BEVs from China as well, including Tesla, Polestar and Volvo].

In line with the company's focus on the premium market, Peugeot will bring a single highly specified model from the home of haute couture.

"This year, we have set out to accelerate our local electrification journey and the exciting addition of the e-2008 will play an important role in building our electrified offering and ultimately offering more choice for Australian consumers," Peugeot Australia

Kate Gillis said. *"The 2008 has a powerful and distinctive style and now the addition of an electric vehicle variant, this will certainly strengthen the appeal of our small SUV range."*

The e-2008 is equipped by a 50kWh battery with a single 100kW/260nm electric motor driving the front wheels. While more details on Australian spec and price will be released closer to the launch, Peugeot said customers can register interest on its website.

The New Zealand e-2008s have a range of over 300km. The Tesla 3 (10,877) and Tesla Y (8,717) dominated BEV sales last year with the newcomer BYD Atto third with 2,113, according to Federal Chamber of Automotive Industries analysis.

"Growing sales of electric vehicles proves that where a battery electric product exists which suits the driving habits, needs and finances of Australian motorists, they will purchase these vehicles," FCAI chief Tony Weber said in his monthly report.

Before the e-2008 arrives, Peugeot's plug-in versions of the 308 GT sport hatch and the 508 GT sports wagon will arrive before June, not the battery versions my fried brain suggested last month, joining the 3008 GT Sport PHEV and 508 GT PHEV.

Interest in PHEVs last year increased 85 per cent to 5,525 sales compared to 2022. The trend is continuing with 848

sales to February. What models are selling has been hard to gauge because electric and petrol sales are listed together for each model. Until now. The FCAi in its comprehensive first annual Zero and Low Emissions Vehicle Report revealed the Top Ten in each electric category.

The top plug-in hybrids are as follows: MG HS 1,444 sales, Mitsubishi Eclipse Cross 926, Volvo VC60 591, Mercedes-Benz GLC300e 4MFL 363, Mitsubishi Outlander 303, Volvo XC90 267, BMW x3 XDrive30e230, Lexus NXx450H 230, Mini Cooper 189, BMW x5 Xdrive 45 176.

China may lead PHEV sales, but a top ten source chart indicates PHEVs are also made in Japan, Germany, US, Sweden, Korea, Spain, England, Slovak Republic and Belgium (147).

Peugeot PHEVs come from France and the planned increase in the Australian PHEVrange indicates the company's confidence in its relatively modest results.



As women have an important influence on sales, Peugeot continues to target mums with their preference

for SUVs. Motoring writers' test drives are everywhere but Peugeot is encouraging word-of-mouth praise, lending its cars to influencers as well. Only last month Leanne Cotte, a working mum with two children, was giving her initial impression on Youtube of the 3008 gtsport PHEV as a "hot looking car" and "a mum car that any mother would love to own". She loved the savings on fuel on her trips, mostly her short school pick-up and shopping trips, the big sunroof and seat massages. She got her family to say what they liked about the borrowed Pug and the video shows dad putting a surf board in the rear.

In the small vans, Peugeot's e-Partner will take on Renault's e-Kangoo. I'd better clarify that the e-Partner Premium van will be just the long-wheelbase model, not the two variants that have federal approval.

The FCAI reported 49 electric light commercials sold last year were from France. Renault has been quick off the mark with its e-Kangoo van and I sighted a Bonds delivery in my neighbourhood in one with huge signage boasting it was a Zero emission vehicle.

Chip shortages, shipping hold-ups and port problems meant French sales were in the doldrums – Renault down 44% to 569, Peugeot down 38% to 113 and Citroën down 26% to 13, eight being C5 Xs.

With 30 deliveries, the Peugeot Expert van was close

to the sales-leading 3008's 35. Other sales were the 2008 13, the new 308 down to 15, seven 5008s, seven 508s, two Boxers and four Partners. In the best February since 2019, national sales rose 1.8% on 2022 to 86,878 vehicles with BEVs accounting for 6.8 % the FCAI reported.

Toyota led the market with a total of 13,332 vehicles sold and the Ford Ranger was the highest selling model with 4,473 sales.

STARTING A CAR THROUGH THE CENTURY

As Michal Velebny, the Restoration Workshops Coordinator at the Skoda Museum explains, starting a car is like the machine comes to life. He gives a history of the car starter, illustrating its evolution with a series of vintage cars in the museum's collection.

The process for starting a 1905 Laurin & Klement Voiturette was complex involving five steps before turning the crank. It included opening the brass petrol tap, moving the electric spark plug advance lever to start, adjusting the hand throttle, turning a key to switch on the electric circuit, and checking that the gear level was in neutral. Only then could you turn the crank, which required strength

and a feel for the compression cycle of the engine.

Hand cranks caused lots of injuries and were phased out in favor of electric starters by the early 1920s. During that era, Laurin & Klement cars featured a "toggle starter" which used a mechanical device like a switch or pedal to engage the starter. There were still other steps involved, like turning on the fuel tap and setting the choke, but the process was much easier, safer, and didn't require you to leave your car.

For Skoda, the significant change came in 1964 with the S 1000/1000 MB, which was the company's first car that started with a key. The steps of switching on the electrical system and engaging the starter were now done in one motion and became the standard for almost 60 years. Other innovations quickly followed, like mechanical and electric chokes to replace manual ones.

Keys themselves also underwent many changes. Initially, they were small and simple, making them easy to forge or recreate. Eventually, Skoda went to a one-sided key which was harder to copy. Gradually keys evolved to double-sided keys that were more secure. That innovation led to keys with built-in electronic immobilizers and then key fobs allowing for keyless entry and remote start.

INSIDE-OUT WANKEL ROTARY ENGINE DELIVERS 5X THE POWER OF A DIESEL

By Loz Blain

Is this the way of the future?

"LiquidPiston says its new XTS-210 solves the efficiency, lubrication and fuel type issues of Wankel rotary engines. This supercharged, liquid-cooled two-stroke claims 5X the power of an equivalent size or weight diesel engine, and 3X the torque.



Targeted at military, commercial and aerospace applications, the XTS-210 is about the size of a basketball, weighs in at 19 kg (42 lb), and displaces 210 cc. It'll run on multiple fuels, including diesel and kerosene/jet fuel. The company is shooting for about 20 kW (26.8 hp) and 29.4 Nm (21.7 lb-ft) of torque, both at 6,500 rpm...

So how do they work? "If you recall the Wankel," LiquidPiston co-founder and CEO Alec Shkolnik explained to us in a 2020 interview, "they have a triangular rotor inside a peanut-shaped housing. We have the opposite, a peanut-shaped rotor in a tri-lobed housing. So take everything you know about the Wankel and turn it literally inside out.

They have a long, skinny, moving combustion chamber, we have a stationary combustion chamber that's nice and round. You can drive it to a high compression, just by making the chamber smaller. And because it's stationary, we can directly inject fuel where the Wankel could not. So those are the two key advantages of the diesel: high compression ratio and direct injection.



And then there's our apex seals, they're like our piston rings. In the Wankel engine, they're inside the rotor, again. They move at a high speed, and bounce around, they're very hard to lubricate. In our case,

they're stationary, they don't bounce around, and you can lubricate them directly from the housing.

"So we basically solved the key challenges the old rotaries had with combustion and with oiling. Those oiling challenges caused both durability issues and emissions problems. By making those components stationary, we solve the challenges of the old rotary. And we also upgraded its cycle to give it much higher efficiency."

LiquidPiston has been working on these X-engines for nearly 20 years now, with numerous prototypes already tested in small planes and go-karts. Other prototypes have included naturally aspirated versions making up to 40hp, and forced-induction engines up to 70hp. They've run these things on diesel, gasoline, hydrogen and propane, and they're developing the XTS-210 at the moment on JP-8/Jet-A fuel due to its ubiquity in defense and aerospace..."

8 'MILLION MILERS'

from <https://www.msn.com/en-nz/news>

Lincoln Town Car (1983)

Some people reach enormous mileages not through work but simply because they love driving. Chet Belisle of Topeka, Kansas was one of these. When he bought his Lincoln Town Car it had travelled just 53 miles, but he raised the total to over 1.3 million miles in a

three-decade series of very long journeys.

The car's Ford Windsor small-block V8 engine, whose fuel economy was at best 22mpg, needed one rebuild but was never replaced.

BMW 325i (1990)

This BMW 325i bought by Mobil Oil in 1990 had what was probably the easiest million-mile run in history. After being driven on public highways for around 1000 miles, it spent four years on the rolling road at Mobil's research centre in Paulsboro, New Jersey, stopping only for oil changes at 7500 miles and normal BMW servicing.

The six-cylinder BMW M20B25 engine was in wonderful condition by the end of the test, but it would be fair to say it had had a less challenging life than most million-milers.

Chevrolet Silverado (1991)

Wisconsin food distributor Frank Oresnik bought his five-year old Chevrolet Silverado when it had 41,000 miles on the clock. Powered by the legendary Chevrolet Small Block engine, it went through the million-mile barrier twelve years later, in 2008, having notched up roughly 80,000 miles per year.

Having paid for this one, Oresnik was not keen on putting himself back into debt buying a replacement, so he maintained his truck very carefully and drove it no harder than he needed to, though it did have to do a lot of towing.

Volvo 240 DL (1987)

Selden Cooper drove his first Volvo, a 1967 164E, for nearly 250,000 miles, a distance which seems much less impressive now than it did then. In November 1986 he traded it in for a 240 DL, fitted with Volvo's famously reliable B21 series engine, and from then until September 2012 he put one million miles on it.

Many consumable parts were changed in that time, and the body was resprayed, but according to the Lehman Volvo Cars dealership in Mechanicsburg, Pennsylvania, which serviced it, the engine was barely touched. Cooper donated the car to Lehman in June 2015.

Chevrolet Silverado (2006)

A later Silverado, this one a 3500 HD fitted with a GM Duramax diesel engine, hit one million miles in just six years – or a mighty 166,000 miles per year. Why? Well, it's owned by Hugh and Tammy Pennington, and they deliver trailers (in some cases nearly 40 feet long) to car dealerships across North America.

Interviewed when the truck reached seven figures, Tammy estimated that she and her husband regularly drive up to 700 miles a day, either on business or when they take long-distance holidays.

Toyota Tundra (2007)

Delivery driver Victor Sheppard bought his Toyota Tundra pickup new in 2007 and drove it for

1,020,130 miles before handing it over (with some reluctance) to Toyota in 2016. The company dismantled it for inspection and gave Sheppard a new Tundra in return.

Toyota Tundra (2007)

In 2019, Victor Sheppard's friend Aaron Morvant also reached one million miles in another 2007 Tundra. On Sheppard's advice, he has had it serviced at Greg LeBlanc Toyota in Houma, Louisiana, which is presumably the only dealership in the world to have looked after two million-mile Tundras.

Hyundai Elantra (2013)

Almost unbelievably (though Hyundai has confirmed, after initial doubts, that it really happened), Farrah Haines, a car parts delivery driver from Olathe, Kansas, racked up a million miles in her Elantra in only five years – that's 200,000 miles per year, or 548 miles per day for every day of the year.

She hoped to reach 1.5 million in the same car, but was stopped in her tracks when asked to deliver a package to a local auto shop. She was told the package was actually hers, and found that it contained the keys for her new 2019 model year Elantra, given to her by Hyundai in recognition of her extraordinary achievement.

How did she do it? Quite simple, Haines reported in 2018:

"The key is to prioritize regular maintenance and to have a quality vehicle."

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Anna Connelly

Buildings in the United States are a lot safer today thanks to Anna Connelly's invention. In 1887, Connelly patented the first outdoor fire escape with an external staircase. This invention was technically known as a fire escape bridge as it was surrounded by railings and with openings at the ends. It became part of mandatory building safety codes across the U.S.

SENIOR MOMENT

A friend of a friend of mine was sitting on a lawn sunning and reading, when he was startled by a fairly late model car crashing through a hedge and coming to rest on his lawn. He helped the elderly driver out and sat him on a lawn chair.

"My goodness" he exclaimed, "you are quite old to be driving!"

"Yes" he replied. "I am old enough that I don't need a licence anymore."

"No, why is that?"

"The last time I went to my doctor he examined me, and asked if I had a driving license. I told him yes and handed it to him. He took scissors out of a drawer, cut the licence into pieces and threw them in the wastebasket".

"You won't be needing this anymore," he said.

"So I thanked him and left."



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