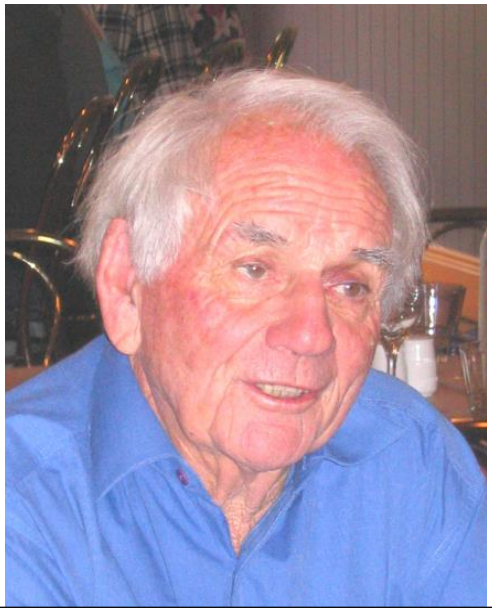
Peugeot Car Club (Auckland)

Peugeotex©

Volume 39, #3, April 2025



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April 2025

Front cover – The Peugeot BB1 EV unveiled in London.
Above – Don Hadfield
Inside Rear cover - The 2009 electric Peugeot BB1 concept car.

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COMING EVENTS

peugeotclub.org.nz

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

April 27 – Invitation from Citroen

May 1 – Ellerslie Concours AGM at Remuera Club

May 11- 9am meet up with Rhys Nolan at BP Drury for a tour.

August 10 – AGM, VCC rooms, Fairfax Ave, Penrose.

2026
February 8 – Ellerslie Concours

THOUGHT FOR THE MONTH

When you've passed your driving test, it does not mean you are entitled to pass everything else.

P O BOX 29002
Epsom
Auckland 1023

IN MEMORIUM

March 28th was the sad day one of our earliest members died. Don Hadfield – of Hadfield Sparkes Motors – has been active in the club in a variety of roles since he joined in 1990, most recently as one of our two patrons. We would like to express our sympathy to Dawn and the family for their loss.

PRESIDENT'S RAMBLE

It is with much sadness that I must report the loss of one of our two patrons – Don Hadfield. Don died late last month and has left Dawn behind.

However, it isn't all about sadness, there is also reflection to be had and joyful reminiscences to be thought of. After all death is as much part of life as life is itself.

I think the most important reflection is one that Dawn relayed to me, simple but it says it all "*We had a wonderful life of love and adventure spent together*."

In my earlier years in the club it took me a while to figure out exactly who Don was; he seemed to be revered by different people for different reasons. I figured he was someone that many respected, but it didn't always seem to be for the same reasons. There appeared to be some who respected him for a motor sport past, something I never and probably will never quite fully grasp exactly what his involvement was. Others for his business, a used car salesman that appeared to be liked and on one occasion I heard someone refer to him as "Honest Don", probably no better acclaim can be given to a car salesman, unless of course it is said very much tongue in cheek, which it wasn't when I heard it!

I noticed also others seemed to think he had knowledge of trivial Peugeot and other French automotive brands (and others too) that somehow made him useful – this was particularly the case when it came to him organising fuel economy runs. And then there were others that seemed to enjoy him for who he was, someone serious but comedic. For me he was someone who always had a glint in his eye, or when on the phone I reckon he had a glint in his voice (is there a term for that?).

Anyway enough said, those of you that knew him will have your own reflections.
In the meantime - farewell Don.

Brent

COMING EVENTS

27 April 10am Invitation from Citroen	Starting from Whitford Village, this drive takes you out to Maraetai along the Pohutukawa Coast to Magazine Bay, Clevedon, then on to explore the Clevedon scenic Reserve finishing with drinks at Hallertau Brewery. - 26 Clevedon-Kawakawa Road, Clevedon 2582. Tel: (09) 869 2989. **Starting Point** – Starting in the small country village of Whitford you can enjoy a light lunch at **The Stables**. The Stables Pub is located at **1 Whitford Wharf Rd**. **If you are interested in going, please let Hasita know - wimalachandra@hotmail.com**
May 11	Meet at BP Drury at 9am to travel in convoy out through Clevedon and Kawakawa Bay, down through Miranda to Waitakaruru, and across to Thames for a meet up at the old Peugeot assembly plant, and some lunch. The idea is to get as many 404s together as possible. Other models are also welcome.
August 10	AGM – Vintage Car Club Rooms, Fairfax Ave, Penrose

JEANETTE'S JOTTINGS

RM-Sotheby's sold the one-of-four Fangio/Moss Silver Arrows at the Mercedes-Benz Museum in Stuttgart for US$52.4 million (€51.15 million) at auction.

America is notorious for its wide economic disparities and New York University (NYU) professor Scott Galloway recently issued a stark warning that income inequality is out of control in the US and could even spark a revolution.

The carbon-14 diamond battery is a revolutionary energy source developed by researchers at the University of Bristol and the UK Atomic Energy Authority (UKAEA). With a lifespan of up to 5,700 years, this new technology could redefine the way we think about power, sustainability, and even nuclear waste.

National Lamb Day celebrates the famous 1882 voyage of the Dunedin between Aotearoa and the United Kingdom with a frozen shipment of mutton, lamb, poultry and dairy.

New Zealand was famously the third richest country in the world per capita in the 1950s thanks in part to refrigerated shipping.

According to the New Zealand Meat Workers and Related Trades Union, a single solo slaughterman once butchered 238 sheep in one day—starting at 7am and working until midnight

New research has found that, when it is combined with particular oral drugs, milk significantly improves their absorption by the body

A perfectly preserved ancient tree fossil offered scientists an unprecedented view into a moment 42,000 years ago when the Earth's magnetic field went haywire. The compelling 2021 study tells the story of temporary environmental chaos, potentially influencing everything from an increase in cave paintings to the extinction of the Neanderthals.

Russia sold Alaska to the US for $7.2 million in 1867. At the time, the territory was seen as a remote and inhospitable land. However, the discovery of vast natural resources, including oil, transformed Alaska into a valuable asset. Russia's decision, driven by financial strain and military concerns, is often seen as one of the most significant real estate blunders in history.

An asteroid measuring between 40 and 90 meters in diameter, named 2024 YR4, has recently been identified as a potential impact threat to Earth. Initially discovered on December 27, 2024, this space rock has now been classified by NASA's Center for Near Earth Object Studies (CNEOS) as a possible hazard, with a 1 in 43 (2.3%) chance of colliding with Earth on December 22, 2032.

The five safest countries in the world are - Iceland, Denmark, Ireland, New Zealand and Austria. Japan is #9 and Canada #11. The UK & USA are not rated among the top 15.

In 1767, English chemist Joseph Priestley discovered that when water was exposed to carbon dioxide gas, it became effervescent. His accidental discovery led to the invention of carbonated water, which became the base for fizzy drinks like soda.

IMPROVING ICE EFFICIENCY

Internal combustion (ICE) has long led the way for modern transportation, but did you know that combustion engines squander up to 75% of their energy, which is either released as engine heat and/or released through an exhaust pipe?

Researchers from Pennsylvania State University claim to have discovered a technique for converting exhaust heat into energy using a small device that can be mounted on an automobile's tailpipe, according to a report published in the scientific journal ACS Applied Materials and Interfaces. It is called a thermoelectric generator (TEG) and uses temperature gradients to turn heat into energy.

When positioned close to a heat source, like a tailpipe, electrons bounce from the hot side to a cold side, generating an electrical current. Bismuth-telluride, a semiconductor material that effectively promotes this electron flow, has been used in TEGs by the researchers.

In order to maintain a temperature differential between the device's two sides without compromising efficiency, the researchers developed a heatsink device with fin-like protrusions that are wrapped around the tailpipe, dissipating heat through forced convection.

The prototype produces a maximum output of 40 Watts, which is enough for low-power applications such as charging your phone. The team was able to generate 56 W of electricity when they ran simulations with a car going at a high speed, but when connected to a helicopter's exhaust vents, the system produced 146 W of power.

It could easily be installed in the tailpipes and other exhaust vents of existing cars without the need for extra cooling systems, guaranteeing increased efficiency and cleaner energy sources.

This breakthrough indicates that ICE energy efficiency can still be improved, regardless of its many shortcomings and this technology could potentially be best employed in hybrid vehicles, which would use the electricity produced to boost battery range. Any advancement that increases the efficiency of combustion engines today is worth the effort.

PEUGEOTEST RESULTS

1.B	2.B	3.D	4.C	5.B
6.A	7.C	8.B	9.B	10.C

CONCEPT CARS WHICH NEVER MADE IT

The **Peugeot BB1 EV** was a fully electric concept city car that was introduced by Peugeot at the **2009** Frankfurt Motor Show. Peugeot said its priority was to create a versatile, compact and manoeuverable vehicle.

It incorporated rear in-wheel motors, designed in collaboration with Michelin, each with a maximum power output of 7.5 kW (10 hp) and torque on each wheel of 320 N·m (236 lbf·ft).

The two-door four-seater is 2.5 metres long, 1.6 metres (63 in) wide and has an electric range of 75 miles.

The four adults sit tandem fashion, with the rear seat occupants' legs wrapping around the torso of the front passengers in the same way that a pillion sits behind the rider of a motorbike.

The BB1's occupants also adopt the posture of bike riders, their seats providing no more than vestigial backrests, this packaging being the key to the Peugeot's provision of four seats. As with a bike, the driver steers via a pair of handlebars, which rotates through 40 degrees each way for a very compact seven-metre turning circle.

BB1 is propelled by two rear-mounted in-wheel electric motors co-developed with tyre-maker Michelin, which has been working on this technology for some years.

Each motor develops 20bhp peak power, but more significantly, 236lb ft at each wheel. No wonder designer Yann Pissonier, who has driven the prototype, described BB1's acceleration as 'vivacious'.

It's top speed is currently 56mph and range is 75 miles from its under-seat lithium-ion batteries, but those figures are likely to improve with development.

A Peugeot spokesman in 2009 described the project as 'very serious', hinting at production. Intriguingly, he also described the BB1 as being on the edge of qualifying as a quadricycle, and believes that it

will need a new homologation classification.

Peugeot's motorbike division has played a key role in the concept's development, its tubular steel understructure similar to a motorbike's. The concept's body is carbonfibre, contributing to its low 550kg weight, though a production version would be clothed in different materials to reduce costs - a rough price for this city transport would be half the price of the Mitsubishi-based Peugeot Ion, at 15,000 euros (£13,000).

Sitting in the BB1 is impressive, for the 'bike'seating position as well as the unexpected impression of space, part-provided by the glass roof, but also the compactness of its saddle-like seats.

SOME PEUGEOT AWARDS

Peugeot has produced six winners of the European Car of the Year

1969 – Peugeot 504

1988 – Peugeot 405

2002 – Peugeot 307

2014 – Peugeot 308

2017 – Peugeot 3008

2020 – Peugeot 208

Four other Peugeot models got either second or third in the contest.

1980 – Peugeot 505

1984 – Peugeot 205

1996 – Peugeot 406

1999 – Peugeot 206

THIS NOTICE CAN BE FOUND IN SOME FRENCH CHURCHES

En entrant dans cette église, il est possible que vous entendiez l'appel de Dieu. Par contre, il n'est pas susceptible de vous contacter par téléphone. Merci d'avoir éteint votre téléphone. Si vous souhaitez parler à Dieu, entrez, choisissez un endroit tranquille et parle lui. Si vous souhaitez le voir, envoyez-lui un SMS en conduisant.

TRANSLATION:

It is possible that on entering this church, you may hear the Call of God. On the other hand, it is not likely that he will contact you by phone. Thank you for turning off your phone. If you would like to talk to God, come in, choose a quiet place and talk to him. If you would like to see him, send him a text while driving.

SELF-HEALING ROADS

If you want to stop potholes from forming in asphalt roads, you need to start early. A new self-healing asphalt could one day do that very thing, utilizing spores obtained from moss. The experimental material is currently being developed by scientists from Swansea University and King's College London in the UK, working with colleagues from the University of Bío-Bío in Chile.

The researchers started by utilizing machine learning algorithms to model the manner in which bitumen (the sticky black stuff in asphalt) oxidizes and hardens in response to environmental factors. Once it has hardened past a certain threshold, the bitumen cracks instead of stretching when subjected to heavy loads.

In order to heal the initial micro-cracks before they can form into larger cracks – and ultimately into potholes – there needs to be a way of rejuvenating the oxidized bitumen. That's where the spores come in.

The scientists started by obtaining spores from the stag's horn clubmoss plant (Lycopodium clavatum). Utilizing a variety of chemical treatments, the researchers were able to remove the reproductive cells from within those spores, leaving them hollow.

Next, utilizing vacuum and centrifugal encapsulation techniques, the scientists loaded the spores up with payloads of sunflower oil. The loaded spores were then added to bitumen, which was in turn used in the production of small pieces of asphalt.

When the asphalt samples were subjected to conditions that caused micro-cracks to form in the bitumen, the spores within those cracks ruptured and released the sunflower oil. That oil rejuvenated the oxidized bitumen, causing the cracks to disappear in less than one hour.

"In our research, we want to mimic the healing properties observed in nature," says King College London's Dr. Francisco Martin-Martinez. *"For example, when a tree or animal is cut, their wounds naturally heal over time, using their own biology. Creating asphalt that can heal itself will increase the durability of roads and reduce the need for people to fill in potholes."*

Source: Swansea University

FRANCE UNCOVERS THE WORLD'S LARGEST HYDROGEN DEPOSIT,

This discovery is worth a staggering $92 Trillion.

France has just made a game-changing discovery in the quest for clean energy. Beneath the soil of Folschviller, in the Moselle region, scientists have uncovered a staggering 46 million tons of natural hydrogen—a hidden treasure with the potential to revolutionize the energy transition.

The discovery, made by researchers from the GeoRessources laboratory and the CNRS, was entirely unexpected. Scientists were initially searching for methane, but what they found instead—buried 1,250 meters underground—was a colossal deposit of natural hydrogen.

To put it into perspective, this find represents over half of the world's annual production of gray hydrogen, but without the carbon emissions that come with it.

This white hydrogen is different from its well-known green and gray counterparts. It doesn't require complex industrial production, nor does it generate CO_2 emissions. Instead, it exists naturally beneath the Earth's surface, waiting to be tapped. If exploited properly, this resource could redefine how we produce and consume energy worldwide.

For years, the hydrogen economy has been held back by two major obstacles. The first is the cost and complexity of producing green hydrogen, which requires vast amounts of renewable electricity. The second is the pollution associated with gray hydrogen, which is derived from fossil fuels.

White hydrogen could eliminate these challenges in one stroke. It's already there, ready to be extracted, offering a clean, low-cost, and highly efficient alternative. No energy-intensive electrolysis, no fossil fuel dependency—just a natural source of power waiting to be unlocked.

The potential is enormous. If similar geological formations exist elsewhere, this could open the door to a global revolution in sustainable energy production. Countries across the world could suddenly have access to a clean fuel source without needing to invest in costly hydrogen production infrastructure.

Source - Arezki Amiri in Daily Galaxy

HOW DOES HYDROGEN COMPARE WITH ELECTRICITY?

From Climate Cosmos

Electric cars, often referred to as EVs, rely on electricity stored in batteries as their power source. These batteries are recharged by connecting to the electrical grid, much like how you would charge a phone.

This method is straightforward and has gained popularity due to the increasing availability of charging stations. On the other hand, hydrogen vehicles, known as Fuel Cell Electric Vehicles (FCEVs), are powered by hydrogen gas.

The hydrogen is stored in tanks and used in a fuel cell to generate electricity, which then powers the vehicle's motor. This process is quite different from EVs, as it involves a chemical reaction rather than direct electricity storage.

When it comes to energy efficiency, electric cars generally have the upper hand. They can convert about 60-80% of the electrical energy from the grid to power at the wheels.

This high efficiency is one of the reasons why EVs are seen as a promising solution for sustainable transportation. In contrast, hydrogen vehicles are less efficient, converting only around 30-40% of the energy in hydrogen to power at the wheels.

This lower efficiency is mainly due to the energy losses in hydrogen production, transportation, and conversion to electricity. Despite this, hydrogen vehicles offer other advantages that make them an interesting alternative.

Electric car charging times can vary greatly depending on the type of charger used.

Fast chargers can recharge a battery to 80% in about 30 minutes, making them a viable option for quick stops during long trips. However, standard home charging can take several hours, which might be inconvenient for those with tight schedules.

In comparison, refuelling a hydrogen vehicle is a much quicker process, taking only about 3-5 minutes. This speed is similar to filling up a traditional gasoline car, making FCEVs more convenient for long-distance travel.

The range of a vehicle, or how far it can travel on a single charge or fill, is crucial for drivers. Modern electric cars typically offer a range between 150 to 400 miles per charge, depending on the battery size and model.

This range is continually improving as battery technology advances. Hydrogen vehicles, however, generally have a range of 300-400 miles per fill, which is comparable to many gasoline-powered cars.

This makes FCEVs a compelling choice for those who often travel long distances and need a reliable range.

Many EV owners also have the option of charging at home, adding to the convenience. On the flip side, hydrogen refueling stations are less common and are primarily concentrated in specific regions like California, Japan, and parts of Europe.

This limited availability poses a challenge for the widespread adoption of hydrogen vehicles.

The environmental impact of these vehicles largely depends on the source of their energy. For electric cars, the emissions are contingent on how the electricity is generated.

If renewable energy sources like wind or solar power the grid, the emissions are minimal. However, if the electricity comes from fossil fuels, the carbon footprint increases.

Hydrogen vehicles have a different set of environmental challenges. Hydrogen production can be carbon-intensive, especially if derived from natural gas through steam methane reforming.

Cost is always a significant factor in any purchasing decision. Electric vehicles tend to be more expensive initially due to the high cost of batteries.

However, these costs are decreasing as technology advances and economies of scale come into play. Additionally, EVs often have lower operating and maintenance costs compared to vehicles with internal combustion engines.

Hydrogen vehicles, on the other hand, face higher costs for hydrogen production, storage, and infrastructure development. The vehicles themselves are also more expensive due to the complexity of the fuel cell systems.

HOW DO EVs COPE WITH THE COLD?

The ambient temperature was way below freezing during the Canadian Automobile Association's winter range test.

They drove 14 EVs until they ran out of power.

The ambient temperature was between 19.4 and 6.8 degrees Fahrenheit. The EVs lost between 14% and 39% of range.

Over a dozen electric cars were put to the test in the harsh Canadian winter to see how their advertised driving range fared in freezing temperatures. Spoiler alert: All cars performed worse than what their official range figures stated. But some were better than others.

The test was put together by the Canadian Automobile Association (CAA). The association's reps drove 14 new EVs in temperatures ranging from 19.4 to 6.8 degrees Fahrenheit (-7 to -15 degrees Celsius) until they couldn't move under their own power. Then, they were plugged into a 350-kilowatt fast charger to see how much time it would take to replenish the batteries.

Compared to the estimated average range figures published by Natural Resources Canada (NRCan), the 14 EVs lost between 14% and 39% of range in the freezing cold. Among the tested cars were seven of the ten best-sellers in Canada.

Two models—the Chevrolet Silverado EV and Polestar 2—came out on top with a 14% drop in real-world range. The Silverado EV, with a NRCan-estimated range of 450 miles (724 kilometers) and a huge battery pack, drove 283 miles (456 km) before needing a top-up. No, that's not even close to 14% but before you jump into the comments, the CAA mentioned the Silverado EV started the test at a 74% state of charge. The result was calculated to take this into account.

Meanwhile, the Polestar 2, with a NRCan range figure of 276 miles (441km), died after driving nearly 255 miles (410 km). The popular Tesla Model 3 had a 30% difference between the official range figure and its real-world performance, with a NRCan estimate of 363 miles (584 km) and a real-world result of nearly 255 miles (410 km).

The Kia EV6 did not participate in the range test "due to a complication." The calculation was adjusted to reflect that the Chevrolet Silverado EV started at 74% state of charge and the Ford F-150 Lightning started at 89% state of charge.

These figures are similar to what Recurrent found in its latest study. After analyzing data from over 18,000 EVs, the startup concluded that modern EVs lose between 11% and 37% of their driving range in the winter compared to ideal conditions.

After the range test, the 14 EVs were hooked up to a 350 kW charger—except the Tesla Model 3—to see how much time they needed to replenish their batteries. That said, it's unclear if the batteries were preconditioned before plugging in.

The Honda Prologue was not included in the charge test as it encountered an error and data was unavailable, according to the CAA. All vehicles were charged using

350 kW chargers, except the Tesla Model 3 which was charged at 150 kW due to compatibility requirements with the non-Tesla adapter.

Despite Tesla's apparent disadvantage, it charged the quickest by gaining 127 miles (205 km) in 15 minutes. To get from 10% to 80% state of charge, the Model 3 needed 37 minutes and the average charging speed for the entire session was 96 kW.

The Chevrolet Silverado EV was in second place in the charging test, adding 123 miles (199 km) of range in 15 minutes and going from 10% to 80% SoC in 32 minutes. Its average charging speed was 233 kW. Third place went to the Chevrolet Equinox EV, which added 81 miles of range (131 km) in 15 minutes and had an average charging speed of 100 kW.

Losing driving range in the cold is inevitable for electric vehicles. That's because the battery's chemistry is physically affected by the cold, making it more difficult for energy to flow. Charging speeds are also affected by the cold, but only if the battery has not been preconditioned before a charging session.

Preconditioning uses energy from the battery to heat it, ideally reaching an optimal temperature when it's time to plug in. The trade-off is that you lose energy in the process, but the charging stop should be quicker.

https://insideevs.com/news/750335/14-evs-canadian-winter-range-test/

TESLA SALES BOMB

Tesla's sales in Europe are tumbling like a kid at gymnastics camp. In February they were down 42% in Sweden, 48% in Norway and—wait for it—76% in Germany. This is not great news for the global EV transition or for Tesla, folks.

Why the slump? It's complicated, but we can't rule out Elon Musk's meddling in politics as one huge factor. Plus, Tesla's rather skimpy lineup is facing stiffer competition there than ever before, especially from the bargain-basement Chinese EVs we don't get here in the States due to massive tariffs.

SOME UNUSUAL LAWS TOURISTS NEED TO KNOW…

It is illegal to

1] wear camouflage clothing in Barbados
2] hike naked in Switzerland
3] build sandcastles on several Spanish beaches
4] use chewing gum in Singapore
5] drive with your headlights OFF in Sweden
6] run out of fuel in Germany

A 203 LOVE STORY

By Clement Gros in Automobile

Philippe Tranchon and his Peugeot 203 are celebrating 40 years of “life together” this year. A symbol of a time “back when people were happy,” he says. Ever since I was a little boy, I used to say that my first car would be a Peugeot 203.” Between Philippe Tranchon and the Eastern France automaker, it’s the story of love at first sight. If we use the lexical field of love, it’s because he himself claims it. “Yes, I can talk about an intimate relationship with my car,” he says when asked if this is the case. “But I don’t mistake the human with the machine. I share my life with my wife. You can tell by the fact that the car never answers when I talk to it.”

It all began in 1985, when Philippe, a recent high-school graduate with a brand new driver’s license, fulfilled his dream of buying a Peugeot 203: “My parents had made me a promise: if you pass your baccalaureat end-of-high-school exam on the first try, we’ll give it to you. And obviously, this carrot worked for me, because I achieved the goal. “Then it was absolute freedom, I could go wherever I wanted, whenever I wanted.” " The car, "a second-hand Parisian but also a first-hand one", was waiting for him on rue Poliveau in Paris, a university district. "In fact, I came back to see its owner regularly because he was moved when I left with him. It touched me," recalls Philippe.

The date of registration, October 10, 1958, strangely coincides with the date of purchase, 27 years later to the day, "like a sign of destiny". Since then, he has done miles with this 203. Together, they have crisscrossed France and part of Europe. One of his memorable memories dates back to the summer of 1992 when, to celebrate his architecture degree, Philippe set off on a tour of Corsica with his 203.

While it may seem indiscreet, we couldn't help but wonder: what made Philippe never part with his 203? "It's kind of in my DNA, it's a passion, there's nothing we can do about it. I even told myself that if one day I had an accident with it, it became unusable, I would make a compression of it that I would put on at home." Like you keep the ashes of a deceased loved one? "Almost," he replies with a laugh.

As Philippe and his 203 are preparing to celebrate "their 40 years of life together with growing complicity", he philosophizes: "life will take care of separating us". "We had some good times: I can list romantic walks, languorous kisses or several weddings where the 203 played the stars," he says.

For the more difficult moments, "it's quite classic, a few memorable breakdowns, like this undone wire on the igniter that almost compromised a wedding where I was taking the two bride and groom." For Philippe, this Peugeot 203 is therefore "more than just a car", it is also the symbol of a time "when people were happy". "Nostalgia for a time when life seemed less hard, when we took the time to contemplate the world around us," he concludes.

PEUGEOTEST

By Matthew Ensor – Answers on p 5

Question 1:
What was special about the Peugeot 405 T16 road version, built to homologate the rally car?
A. It had a naturally aspirated V6 engine developed by Peugeot Sport
B. It had a limited-production run with a turbocharged engine and all-wheel drive
C. It featured Peugeot's first electronically controlled suspension dampers
D. It used aluminium panels to reduce weight

Question 2:
Which legendary Italian designer created the unique Peugeot 504 Riviera concept in 1971?
A. Giorgetto Giugiaro
B. Pininfarina
C. Marcello Gandini
D. Nuccio Bertone

Question 3:
The Peugeot Oxia concept (1988) featured an exceptionally high top speed. Approximately how fast was it?
A. 250 km/h
B. 280 km/h
C. 300 km/h
D. 350 km/h

Question 4:
What was unique about the Peugeot Quasar concept car from 1984?
A. It had a hydrogen-powered drivetrain
B. It featured a central driving position
C. It used a Group B rally engine
D. It was fully electric

Question 5:
The Peugeot Onyx concept car from 2012 featured body panels made of which unusual material?
A. Wood
B. Copper
C. Ceramic
D. Titanium

Question 6:
What was unique about the Peugeot 908 RC concept car from 2006?
A. It had a diesel V12 from a race car
B. It was purely electric
C. It had three axles
D. It was hydrogen-powered

Question 7:
The Peugeot Hoggar Concept vehicle from 2003 was primarily designed for which environment?
A. City commuting
B. Military transportation
C. Desert off-roading
D. Race track driving

Question 8:
What distinguished the Peugeot Fractal concept from 2015?
A. First Peugeot concept with self-driving technology
B. It was a 3D-printed interior concept
C. Hydrogen-powered drivetrain
D. A fully transparent glass body

Question 9:
How many units of the Peugeot 208 T16 Pikes Peak record-breaking car, driven by Sébastien Loeb, were built?
A. 5
B. 1
C. 10
D. 20

Question 10:
The ultra-rare Peugeot 104 ZS2, a homologation special, featured what notable upgrade from the standard 104 ZS?
A. Turbocharged engine
B. Dual exhaust
C. Increased displacement and dual carburettors
D. Four-wheel drive

TESLA'S TROUBLES

Tesla's reputation is closely tied to the image of its CEO, Elon Musk. However, the one who was once hailed as a visionary entrepreneur is now plunged into multiple controversies that harm the brand.

The latest setback concerns the Cybertruck, whose deliveries have been suspended, according to the site Electrek, after several customers reported that certain parts of the vehicle were coming loose. This problem with Cybertrucks is not an isolated incident. Since launch, these vehicles have been criticized not only for their controversial design, but also for frequent technical failures: locked doors, neglected finishes, defective batteries and unreliable electronic systems. The fact that some parts are literally falling off the vehicles represents not only a risk to safety, but also a blow to Tesla's reputation, which had presented the Cybertruck as a revolution in the automotive world.

Quality issues seem to be rooted at Tesla. For several years, customers have been denouncing manufacturing defects on various models, ranging from irregular paint to inaccurate body alignments, including faulty touch screens and frequent Autopilot failures.

These flaws, long tolerated due to the brand's «innovative» status, now weigh heavily, especially with the rise of competition, which now offers quality products that are competitive on the market. Tesla has announced that it is recalling every Cybertruck sold between Nov. 13, 2023, and the end of February because parts of the vehicles fell off.

The brand is facing a large boycott. In response, Musk and Trump have even recently launched a Tesla infomercial live from the White House lot!

A man had his Tesla Cybertruck graffitied with swastikas - as protests against Elon Musk ramp up. The driver - who wishes to be known as RoRo - left his Cybertruck at the Tesla dealership in Lynnwood, Washington for repair work. He was later notified it had been vandalised along with five other vehicles. Since Elon Musk was announced as the leader of the Department of Government Efficiency, protests targeting Tesla garages have erupted across the United States.

A Tesla driver has staged the world's biggest anti-Elon Musk protest - a 250m long "Don't buy a Tesla" message raked into sand. The driver, named only as Prama, carved out the words - alongside a silhouette of Musk's now infamous 'salute' he gave at an inaugural event in Washington, DC. British political campaign group Led By Donkeys staged the protest on Black Rock Sands - Traeth y Greigddu - near Porthmadog, Wales. The protest took place on March 14, 2025.

FoMC AGM Preview and President's "Call to Action"

All Clubs have received the initial notice and program details for the **FoMC 30th anniversary celebration** and dinner on Saturday May 17 and **AGM** on Sunday May 18 2025, based at the Sudima Hotel, Christchurch Airport.

We thank clubs who have registered so far. Some are travelling more than 1,000 km!

The purpose of this note from myself is to register with you the importance and significance of this occasion.

The 30th anniversary of the Federation itself is an important milestone that deserves as much support as possible, starting with a tour at Auto Restorations in the afternoon, then Saturday evening celebration dinner at the Canterbury branch of the Vintage Car Club of NZ, with guest speaker Allan Dick - both deserving great attendance.

The AGM itself (Sunday, 10am through approx. 3pm) is particularly important given two weighty agenda items:

The FoMC's constitution has been revised as required by the Incorporated Societies Act (2022) We thank Parry Field Lawyers for their guidance and assistance with this update, which fully complies with the requirements of the new Act.

We have also taken the opportunity to modernise some areas of the constitution (such as allowing email voting), and have added a section on Associate membership. Otherwise, the Constitution remains similar to the outgoing version.

Major proposed changes in our funding model for member clubs.

The current membership fee structure doesn't meet our current operating costs due to increased travel costs for meetings with Ministers and Agencies. Technology costs have substantially increased over the last couple of years. Additional funding will also be required for upcoming projects such as recognising the sector (moving monuments) by the Ministry for Heritage and Culture (similar to the Historic Places Trust) and working with Industry Training Organisations and MBIE regarding specialist crafts. The proposed fee structure is currently being prepared by the executive. We will post it on the website as soon as it is available.

These subjects will be complemented by a keynote guest speaker of vital importance to us all (details are still to be confirmed, so no names right now. We will advise you when confirmed).

Nominations for FOMC officers and Executive are now open, closing at 5pm this coming Saturday April 5.

In line with each of the foregoing points I strongly urge all Clubs to give serious attention to what we

need of you in line with all of the points in our initial mailing: give serious thought and consideration to joining us in Christchurch May 17/18 for this special 30th AGM occasion. Think hard about nominations for any or all of the positions open for election for the year ahead. The Federation is poised for growth and progress, and we all have a democratic responsibility to ensure we have the strongest management team to deliver our future. All of our current team are up for challenge and competition, so play your part with nomination(s).

Members of the executive will soon be in touch with clubs who were inaugural members and those who are based or may have representatives in the South Island. Thank you. See you at the 30th AGM and the special celebration FoMC dinner.

Very best wishes
Garry Jackson, President
NZ Federation of Motoring Clubs Inc.
E: garry.jackson@fomc.nz

406 FOR SALE

Peugeot 406 Coupe For Sale

Is anyone in the Peugeot Car Club interested in purchasing a 406 Coupe painted yellow? she runs, rego on hold. Could be a project or for parts.

James Carmody; 0214191486

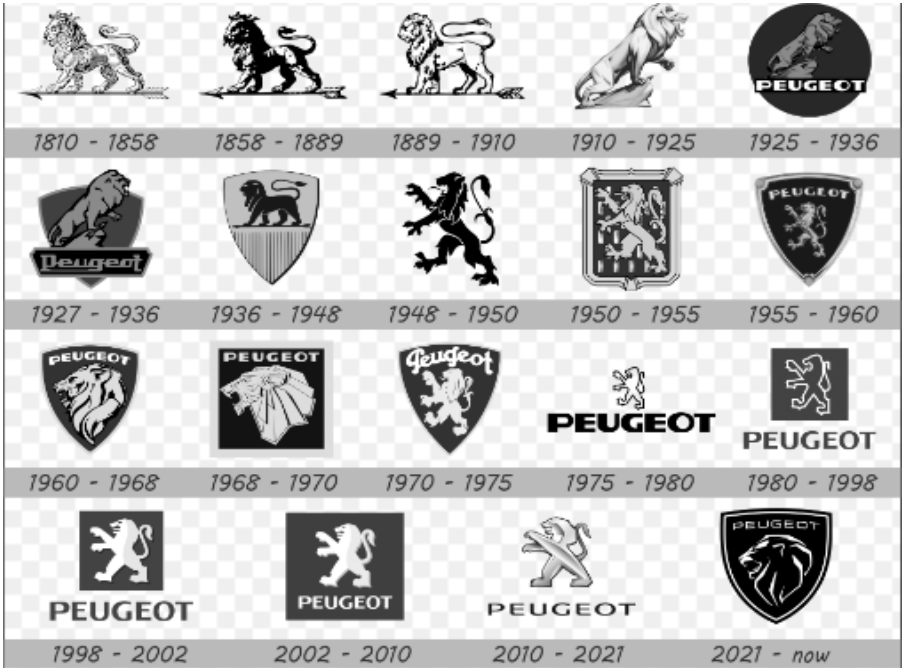
thecarmodys@xtra.co.nz

ELECTRIC SCOOTER

. The Peugeot Ludix was launched in 2000. Thirteen years later, it was a best-seller with more than 230,000 manufactured. The French brand is now looking to revalidate the title of best-seller on the two-wheel market with the Peugeot e-Ludix, the electric version.

The Peugeot e-Ludix is a 100% electric scooter. You can drive with a moped license and a B driving license.

Peugeot e-Ludix has a German Bosch motor of 3 kW, powered by a removable lithium battery that can be recharged in 3 hours for 80% regeneration. The manufacturer announces a range of between 42 and 50 km.



FAMOUS FEMALE INVENTORS

Ruth Handler nee Moska 1916-2002 - is credited with creating the Barbie doll, which has become one of the most influential and successful toys ever. After her husband, Elliott Handler, founded the Mattel company in 1945, along with business partner Harold Matson, Ruth quickly assumed a key role in the firm, particularly after identifying a huge gap in the market.

One day, when watching her daughter play with paper dolls, Ruth realised that there was a distinct lack of dolls that resembled adults. When it rolled out in 1959, Barbie catapulted the company to success, selling 300,000 dolls in its first year of release. In 2009, Forbes estimated that one billion Barbie dolls had been sold since they first came to market.

MOTORING QUERIES

How do you double the value of a Ford? Just fill the tank with fuel.

Why do Skodas have electronically heated rear windows? So your hands don't get cold when you're pushing it.

What do you call someone who dances on cars? A Morris dancer.

How many people can you squeeze into a Honda? The Bible said that all 12 disciples were in a single Accord.

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