



Peugeot Car Club (Auckland)

Peugeotex[©]



Volume 34, #7, August 2021



PEUGEOT 9X8

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Front cover – The new Peugeot racer – the 9X8
Above – John Grant

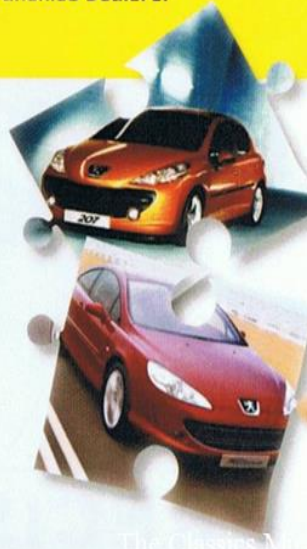
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COMING EVENTS

peugeotclub.org.nz

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

September 19 – Economy Run to
Kaiaua

October 25-30 – Targa NZ

October 17 - Pride of Ownership

Labour Weekend – ‘weekend away’
up north now unlikely; we will try
2022 instead

November 21 – Tricolore Trophy
Navigation Trial

THOUGHT FOR THE MONTH

IT IS CHEAPER TO CHANGE YOUR OIL
THAN YOUR ENGINE



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Peugeotex is the monthly magazine of the
Peugeot Car Club (Ak) Inc. The Club accepts no
responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

This one is coming at you in a rush, so will say very little. At short notice I lost use of my house to an insurance repair, kicked out, no computer etc, Part of the repairs haven't gone well, but I am home for 3 hours before I lose the house and computer again, so this is a real cram it in job.

What can I say? We just had the AGM. I am writing the Presidents Ramble, so there's the result, you still have me! Jeanette Grant, against her late mother's advice is now the Secretary. Since Wynne resigned we haven't had one and between me and Jeanette we have taken on the duties, such as the committee meeting minutes, but it has been mostly Jeanette.

It's official. Not enough takers for the Labour Weekend trip to Northland, so it has been postponed rather than called off. It was all a bit short notice to say the least. Instead we are putting it back a year, so **Start Planning now** – try and make it, Dargaville 2022, our own version of the Olympics – putting it back a year!

In the meantime I don't have a lot to say, not even on

pie tips, other than clearly I have influenced the club as pie stops/bakeries became an item of general business during the AGM, much to my amusement, and I didn't even bring it up!

We had a good AGM, well attended, special thanks to Anne and Ray, Mary and Buster who made an effort to travel a little further than others with the first three travelling from Whangarei together and Buster from Whangaparaoa. I am going to finish here - except to announce I accept Jayden Hardie's challenge. We handed him the "*Log Of Wood*" – not the Ranfurly Shield, but our own Log Of Wood, a piece of swamp kauri that we use for the Gymkhana Shield. Now that he has his young hands on it, young Jayden reckons he's going to keep it. I suspect that both me and his father Kevin, possibly Greg Winkley and a few others are more than keen to accept the challenge and try to prevent him.

That's it; need to fit some work into this small window of opportunity before the house is lost to the kitchen floor guys and their smelly chemicals once again. Sometimes, but not often it would be good not to work from home!

Brent

ECONOMY RUN to KAIAUA

Sunday September 19th

- **Meet at the Gull Service Station in Hunua and fill up ready for an 11am start. [There are no additives in their 91 to worry about.]**
- **You will need a navigator with a clipboard to support your map. It is NOT a Trial; the map is there to help you.**
- **Lunch will be at the iconic fish & chips shop in Kaiaua.**
- **The Economy Run will end approximately 160 km later back at the same Service Station to refill your tank and record your results.**
- **In case of emergency – Don Hadfield's number is 021 797 340**
- **PS – be prepared for traffic lights controlling roadworks at the Papakura end of the Hunua Gorge.**

DISCOUNTS!

The FoMC offers special fare discounts on both the Interislander and Bluebridge through the MotorSport NZ Discount Booking Agent (MSDA) Tony Hirst.

The arrangement includes the following

- 1] All bookings made through MSDA are fully flexible discount rated and payment is not required until one week prior to departure.
- 2] All bookings made through MSDA are fully refundable providing cancellation is made 24 hours prior to departure
- 3] All rates are the best available at the point of booking.

To receive these rates and conditions the bookings need to be made by contacting Tony Hirst on 021 726 711 or email tony@cookstraitcrossings.co.nz

Make sure when booking to mention you are part of the Federation of Motoring Clubs. Some of the FoMC Executive have used the services of Tony Hirst already and found the rates and service offered by MSDA to be of a very high standard.

COMING EVENTS

September 19	Kaiaua Economy Run – starting 11am at the Gull Service Station in Hunua - and finishing there as well. How are your mapreading skills? Organiser Don Hadfield – 021 797 340
October 17	Pride of Ownership; Sunday 1.30pm; venue Smales Farm
October 25-30	Targa New Zealand
November 21	Tricolore Trophy Navigation Trial organised by Citroen



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JEANETTE'S JOTTINGS

In NZ it is illegal to hunt or kill any animal that is not wild - such as a domesticated, pet cat. Cats have the right to trespass, meaning they are able to roam on properties other than that of their owners. Maliciously killing a cat here is a criminal misdemeanour punishable by a fine of up to \$1000 or up to a year in prison.

In mid-August, two deep-space probes made flybys of Venus within 30 hours of each other on their way to the inner reaches of the solar system. On August 9, the Solar Orbiter passed by the planet often called "Earth's twin", followed by the BepiColombo Mercury orbiter on August 10.

Nuclear and fossil fuel power plants consume huge amounts of water for cooling, which then goes to waste as water vapour. MIT engineers have now developed a system that can capture and recycle that lost water - which is 10 times purer than regular drinking water.

Nine rat snakes with monitors GPS & VHP transmitters superglued to their bodies are being used to monitor radiation patterns around the mess left by the meltdown of Fukushima Daiichi Nuclear Power Plant in 2011,

Space company Rocket Lab has announced it will launch an unmanned mission to the moon from N Z's Mahia Peninsula later this year.

Two hundred years ago, there were over 2000 varieties of apple grown in England.

Mrs Beeton's famous 1859 'Book of Household Management' was largely plagiarised from Eliza Acton's 1845 book 'Modern Cookery for Private Families' - the first book ever to give exact quantities and cooking times.

The word 'dairy' is derived from an Old French word '*dey*' meaning maiden.

Lobsters used to be so abundant on the coasts of Britain, that they were fed to prisoners and orphans or ground up for fertiliser!

A parliamentary investigation of bakeries in England in 1862 found many of them filled "with masses of cobwebs weighed down with flour dust that had accumulated on them and hanging in strips ready to drop down."

Mediaeval diners had to accept three fish days a week, plus forty days of Lent and many other saints' days when land-based flesh was forbidden.

English history lessons tell us that after the Romans left Britain, it was invaded by 'Angles, Saxons and Jutes'. The authority for this is the Venerable Bede writing 300 years later. However, no-one has ever been able to identify the mysterious 'Jutes' satisfactorily. They did NOT come from Jutland which was not named that till centuries later.

When we lose weight, fat cells turn into carbon dioxide and are then expelled through our lungs.

Redheads actually need around 20% more anaesthesia than other people to feel no pain.

PRESIDENT'S REPORT FOR THE 42ND AGM 8.8.2021

Last year I began with

"To say it has been a difficult year would be an understatement, and the last few months have affected our lives in many different ways, personally, financially for many, emotionally and has separated friends and family for weeks or for those with overseas connections for an ongoing unknown length of time. Recent months have seen a difficult time for the committee too, not so much in that things are that difficult to organise (difficult meaning hard work that is taxing on the body). It is just a big unknown on whether we can actually hold the events or not. "

Although much has changed this year, little has changed. We have had events affected by the Auckland lockdown; many of us are still separated from loved ones, though I suspect many have now found electronic communicating skills, and the committee is overworked still. On a personal note I haven't been able to get my favourite instant coffee for about three months now. My research into the problem has found that it is not a case of it will no longer be supplied, it is a case of the disruptions to worldwide shipping has meant none has arrived in the country.

This time however it has been a difficult year for the

committee members with some having health issues or their immediate loved ones having them. Two of us (maybe three) I believe have never been so busy with work and have severe issues in balancing work, club and family life. I am one of those. Frankly in my opinion the committee has underperformed this year, but I am not laying blame, it is just fact that we have all had a rough year one way or another and at times life is a balancing act. In particular, we have made a real hash at converting to a non-cheque book society. It should have been simple but between all of our various problems including the Treasurer living out of Auckland, mis and non-communications and to make it a little more difficult the ASB (our bank) shutting down the Paihia branch – the only one reasonably close to the Treasurer - and then their staff giving conflicting information to him, as well as different information to enquiring committee members in Auckland - we have managed to get to the point where we don't have systems in place and cheques can no longer be used. Thankfully a solution is near. This is just a small taste of what has gone wrong for the committee this last year, most of it personal life related rather than club related and for some of us it looks likely to continue into the foreseeable future. Frankly at times we have been a bit of a lame horse, a duck with a broken wing or whatever other metaphor you wish to use.

Despite of these failures, I would like to personally thank at

this AGM and for those of you who only get to read it later, John Cooney who when able quite frankly has stepped into the breach and organised and managed much of what we have achieved, Soo Land Wong who just gets on with it, quietly and efficiently and Jeanette who although hasn't been able to attend and be the temporary secretary at a few of the meetings this year she has still not missed a beat in getting our magazine out. I would also like to thank the committee as a whole, for despite our issues all have volunteered to stand again.

With this in mind I ask if anyone else seated here today, or reading this later would join us, either elected at the AGM, or simply as an acting committee member. Your help would be appreciated if you have the time; we all understand you may not!

I also would like to take this opportunity to thank Peter Vuletic who has also put some effort into trying to get an event running in Northland this Labour Weekend. With not enough at this relatively short notice saying 'yes,' I have already instructed him, at his suggestion, to try for Labour Weekend 2022. You have been given notice, now let's do it! And Don Howarth who year after year has been organising our participation at Brit Euro. The work of these non-committee members is appreciated by all in the club and it is only right we acknowledge it.

And that's my wrap for 2021,
Brent ☺

TREASURER'S REPORT FOR THE YEAR ENDING 30 June 2021 by Steve Cornwall, Paihia

For this year the Club made an Audited Profit of \$5.15 compared with \$293.23 last year.

Considering the implications of Covid 19 this is a very good result.

Memberships fees were down, Bank Interest was down and Receipts from Club events were lower.

Postage remains a significant cost to the club.

The most important result is that the Bank Account is very healthy.

The Closing bank balances at 30th June were \$5,485.36, a gain of \$386.15 over the previous year.

This increase, when compared with the profit of only \$5.15 was made up of "year end" accounting adjustments including more prepaid envelopes off set by the pre-paid deposits for the July Bastille Day event.

With ASB Bank stopping using cheques the Club intends to use ASB's "2 to sign" process where Brent Druskovich, John Cooney and myself will have the "electronic signatures"

Any 2 of us 3 can authorise electronic payments.

I am happy to continue as Treasurer for the foreseeable future.

Steve Cornwall
Treasurer
Paihia
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PEUGEOT CAR CLUB (Ak) Inc**Statement of Financial Position as at
30th June 2021**

	30/06/2021	30/06/2020
	\$	\$
Assets		
Current account	1,875.47	495.40
Accelerator account	3,609.89	4,603.81
Accounts Receivable	330.00	330.00
Pre paid envelopes	705.00	153.00
Club Shop Stock (cost)	586.00	649.00
	7,106.36	6,231.21
Accrued Expenses	50.00	-
Bastille Pre Paid	720.00	
Sub in Advance	100.00	-
	870.00	-
Working Capital	6,236.36	6,231.21
Fixed Assets	21.00	21.00
Net Assets	6,257.36	6,252.21
Accumulated funds	6,252.21	5,958.98
Change in accumulated funds	5.15	293.23
Total Accumulated Funds	6,257.36	6,252.21
	-	-

PEUGEOT CAR CLUB (Ak) Inc		
Statement of Financial Performance for the year ended 30th June 2021		
INCOME	30/06/2021	30/06/2020
Advertising	969.00	932.00
Annual subscriptions	2,000.00	2,160.00
Bank Interest	6.88	51.86
Raffles & Other	75.00	45.00
Club Shop Gross Sales	40.00	90.00
	3,090.88	3,278.86
EXPENDITURE		
AGM	195.00	-
Club Shop COGS/giveaways	63.00	81.48
Editors	100.00	50.00
Insurance - Public Liability	585.93	575.00
Miscellaneous	92.80	162.15
Postage & PO Box	501.00	741.00
Printing PEUGEOTEX	1,201.00	1,104.00
Subscriptions	50.00	47.00
Trophies	247.00	225.00
Website	50.00	-
	3,085.73	2,985.63
Excess Income / (Expenditure)	5.15	293.23
Less depreciation	-	-
(Decrease)/Increase in Equity	5.15	293.23
Statement of Movements in Equity for the year ended 30th June 2021		
Equity at beginning of year	6,252.21	5,958.98
Net Surplus / (Deficit)	5.15	293.23
Equity at end of year	6,257.36	6,252.21

AGM REPORT

8 August 2021
39 Fairfax Ave

PRESENT; John Cooney, Ray & Anne Cotterill, Brent Druskovich, John & Jeanette Grant, Don & Dawn Hadfield, Peter Hagglund, Jayden, Jenna & Marissa Hardie, Don & Wynne Howarth, Roslyn & Dennis Lowe, Mary Pullman, Buster West-Hill, Soo Land Wong.

APOLOGIES; Pauline Anderson, Jen & Steve Cornwall, Dave & Dorothy Duirs, Kevin Hardie. Roger Herbert, David Holmes, Bronwyn Leech, Peter Vuleitch

The minutes of the 2021 AGM were approved as circulated. The Financial Statement and Treasurer's Report were accepted as circulated & printed in this issue. The subs were retained at \$50 and Mandy Druskovich re-appointed as Auditor.

The committee was re-elected unopposed and Jeanette Grant was changed from 'Interim Secretary' to 'Secretary.'

After considerable discussion it was decided to retain the printed version of Peugeottex but to also email a copy to all paid-up members – a few days later.

A vote of thanks was given to Jeanette and her team of proof-readers for the time and effort put into Peugeottex over the past 34 years.

The raffle winners were Don Hadfield and Brent Druskovich.

The Trophies and Certificates were presented by Don Hadfield with interesting comments about the origin of many of them. The President's Award went to Jeanette.

The meeting ended with a rich and varied afternoon tea. Many thanks to all the members who "brought a plate".

New BEV and PHEV models to lead Peugeot New Zealand's charge

Extracts from DRIVEN

In the mid-1990s, Peugeot was the best-selling European automotive brand in this country and looks set to repeat this as kiwi car buyers are rapidly acquiring a taste for new Battery Electric Vehicles (BEVs), following the \$8625 government rebate.

Peugeot has two BEVs coming in the form of the \$59,990 e-208 GT premium hatch and the equally well-furnished \$69,990 e-2008 compact SUV.

Forward orders for the entire 2021 allocation of 100 of these vehicles for this market are nearly filled. Both qualify for the maximum rebate under the Clean Car Discount and will soon be joined by an expanded range of Peugeot Plug-in Hybrid Electric Vehicles (PHEVs) that are eligible for a \$5750 rebate.

Next year will see the New Zealand release of PHEV versions of the 308 hatch, 508 sedan and wagon, and 3008 SUV, the latter available in both 4WD and 2WD. All are capable of around 50km on EV power alone, before switching to their ICEs. This will include two high-performance Peugeot Sport versions of the 508 sedan and 508 estate/wagon pumping out 265kW and 520Nm which will still be capable of roaming 48km on their electric motors alone.

In the second half of 2022, Peugeot will enter the battery-powered light commercial vehicle field with the debut of the mid-sized e-Expert and smaller e-Partner vans. Both will have payloads (e-

E: 1226kg; e-P: 800kg) and daily operating ranges (e-E: 330km; e-P: 245km) that will make them workable vehicles for businesses keen to be seen doing "the right thing".

"It will be our strongest model line-up ever in 2022," says Auto Distributors NZ chief executive, Chris Brown, his confidence that Peugeot is about hit this market with the right models at the right time obvious. Both these models are crucial to Brown's aim of making Peugeot "the cleanest European car brand by the end of 2022." The release of all the new electrified vehicles next year will allow the entire NZ model range to achieve an overall average of 99gm/km of CO2 emissions. Brown has a history of shepherding the French automotive brand through less promising times, having led the marketing team of Peugeot Automotive Australia in the 2000s. His LinkedIn profile describes him as "a leader of turnarounds".

Next year, 1100 new electrified Peugeots will land locally, and 70 per cent of that number will be BEVs like the e-208GT and e-2008. That's a huge step up from the 100 units to be distributed this year, and it seems we have the government rebate scheme to thank for the increase. As soon as the factory heard that the government had brought in the discounts, NZ suddenly had a new priority when it came to the allocation of production numbers."

Peugeot's "3D cockpit" and sporty cabin trim setting them apart and making other BEVs available at these price points look a little plain and utilitarian. Both come with a 50kWh battery, and the lighter, more aerodynamic GT can make its stored energy go a little further. Stated

operating ranges for the two Peugeot BEVs are 340km and 320km respectively. Both possess a 7.4kW onboard charger, enabling recharging to 80 per cent in a 30-minute fast charge. Peugeot will offer an 11.4kW onboard charger as an option next year. There are three driving modes – Eco, Normal, and Sport – and the last has instant acceleration to claim any gap in an adjacent motorway lane.

2021 Winter Woollies Rally. Wellsford and Warkworth Vintage Car Club by Jen & Steve Cornwall

On Saturday 3rd of July, the Wellsford and Warkworth Vintage Car Club held their annual winter rally around the roads of the Rodney Area. This year we headed off south to Puhoi, then across country to State Highway 16, north through Te Hana and Mangawhai to Tomarata for a break at the Tomarata School where a great lunch was provided by the local School Committee.

The day was bright and sunny however there was severe frost, particularly in the hills around Puhoi where the sun had yet to reach the road surface. Our Citroen is always garaged at our house so is usually quite easy to start on cold mornings so we were grateful that, firstly, I had recently replaced the sparkplugs and, secondly, that I had taken our car-cover that helps to keep the overnight frost at bay so no problems getting going.

The event started at the Wellsford and Warkworth clubroom which is the old visitor centre for the Warkworth

Satellite Receiving Station. The club has wonderful rooms, but being in an active telecommunications site, they are not permitted to operate machinery, especially arc welders etc. The site occupies a square mile which prevents houses being built where the steel roofs will interfere with the satellite transmissions.

Thirty-one vehicles started the event including one hardy Wellsford and Warkworth entrant who completed the event on his Honda 125 motorbike. All vehicles completed the event except for one British car that failed before lunch.

Once we were in open country, west of Puhoi, our car interior warmed up so we were more comfortable, since our car doesn't have a heater.

The navigation trial started well for us for about the first hour until the navigator, me, made a silly assumption that there was an error in the instructions so instead of continuing to keep "left" until a "give way sign" I asked Jen to turn right at a "stop sign". At this juncture there were competitors travelling in all directions; lost, as we were.

After a few guesses at trying to get back on course we were feeling rather hungry so the rally instructions were thrown on the back seat and I got the Sat Nav out of its bag and found Tomarata School for lunch. At this point we weren't looking for instructions so it was "pedal to the metal" and off to the lunch break.

One of the reasons we enjoy going away on vintage car rallies are the wonderful lunches we have and the most memorable meal was 3 course sit down lunch at Atiamuri on the Rotorua Sulphur City rally.

The afternoon rally was considerably shorter as we returned to Warkworth via Leigh and Snell's Beach. Dinner was at the Warkworth Bowling Club where the prize giving was held. Unfortunately we failed with the rally prizes. However Jen and I won a bottle of wine for getting 91 out of 100 in the quiz competition.

We always stay at Snell's Beach so we had a cold 10 minute drive in the dark after dinner. This made us close to Sunday morning's special demonstration of a fully electric 50 seater bus that is re-charged over-night on a high capacity charger at Snell's Beach School. The bus doesn't have a diesel auxiliary motor but has the range to make 2 and 3 round trips from Warkworth to Auckland and return. The bus driver is a club member who owns a Ford Model T pick-up.

We finished off our trip by making a diversion in to Maungaturoto for brunch before returning to Paihia.

During the event we met many friends from other Clubs and we were especially happy when we were asked, by their rally organiser, to come again to the Rotorua Sulphur City Rally; so guess where our next road trip will be to.

Jen and Steve Cornwall
Paihia



The rally transport; Jen drives; Steve navigates

READY TO FLY –MINUS WINGS

by Peter Wilson in PUGILIST

Peugeot caused a sensation in the sports car world when it revealed the dramatic design of its sleek 9X8 LMH Le Mans hybrid racer without a conventional rear wing.

Two 9X8s will contest the 2022 FIA World Endurance Championship. The hypercar's looks are futuristic and exciting, developed from an initial sketch of "a big cat ready to pounce," according to design director Matthias Hossan. It has styling cues such as claw lighting fore and aft to tie in with Peugeot road cars. A fairly low tail fin extends nearly all the way back from the roof scoop and a small fin sits on each rear quarter panel.

"Hoo boy, is it awesome," US Road Show magazine said. Peugeot driver Kevin Magnussen said: *"There's been nothing like it before. It looks like the future of racing... The absence of a rear wing was a huge surprise. It feels like the beginning of a new era."* The rear wing has been part of Le Mans since Chaparral 2F introduced it in 1957. Most attention has focussed on its innovative aerodynamic set-up that relies on the underbody to generate the bulk of the car's downforce. Don't ask how as Peugeot is trying to keep it secret.

"We are 100 per cent confident that the car will start testing without the rear wing," Olivier Janssonie, technical director of Peugeot Sport's WEC programme, said at the Monza WEC round viewing of the prototype. *"You have to correlate what you do in calculation – in computational fluid dynamics and in the wind tunnel – and what you do on the track... If it is not the right direction, we are sufficiently experienced to change our mind and revise our opinion."* Hossann said race car interiors are typically purely functional so

the design team styled the 9X8's interior to match Peugeot's i-cockpit themes and put the instruments on a blocky steering wheel. Peugeot's drivers also had some input into the cockpit design.

The first 9X8 is already in build and will be ready for track tests in December with a view to race in 2022. Powering the 9X8 is a mid-mounted twin-turbo 2.6-litre 90-degree V6 engine with 500 kW (680 hp) and paired with a 200 kW electric motor at the front axle. This provides the 9X8 with all-wheel drive. It uses a seven-speed sequential gear-box and a 900-volt battery co-developed by Peugeot and total energies. The twin-turbo has been running on the bench since April with the focus on reliability and is due to be mated to the front-axle hybrid system on the dyno in October or November. *"Peugeot, Please Bring the 9X8 to Daytona,"* pleaded Road and Track, recalling that Peugeot's diesel hybrids competed in the 12 Hours of Sebring as a major tune-up ahead of Le Mans. *"Peugeot's latest racer is the most exciting-looking car in the most exciting category in auto racing,"* the US magazine said. *"The design clearly indicates that this car is about more than just winning races, so why not lean into that illogical sort of dream and get it in front of as many eyes as possible?"*

Jalopnik noted the Le Mans hypercars were approved last month to compete alongside the upcoming LMDh cars in other US events, giving *"the smorgasbord of brands that is Stellantis a proper car to potentially win endurance races against Ferrari, Toyota, BMW and Porsche"*.

Stellantis VP Jean Marc Finot told Racer that this development and whether this Peugeot might have opportunities with other brands was now being discussed. The present focus was on testing, he said. When it had the desired performance and reliability would determine commitment to Le Mans in 2022. Powering the all-wheel-drive 9X8 is a twin-turbo 2.6-litre 90-degree V6 engine with 680hp mounted in the middle of the car and paired with a 268-hp electric motor at the front axle. It

uses a seven-speed sequential gearbox and a 900-volt battery. Describing Le Mans as an extreme laboratory, Peugeot chief executive Linda Jackson emphasised the importance of the hybrid power train for future Peugeot sport engineered models.

"Le Mans gives us a competitive environment to validate the hybrid systems and technologies we are developing to reduce the fuel consumption – and therefore CO2 emissions – of our road cars," she said

40 YEARS OF PEUGEOT SPORT

PT 3

by Chris Deligny in PUGILIST

In part two, we looked at what PTS did in the late '80s and all through the '90s, from the 205 and 405 Grand Raid to the 905 sports car, and then the supply of engines to F1.

To make some forward progress in the story, we have to back track over virtually the same time period but this time in sedans, rallies and touring cars. A quick internet search showed that in just a dozen years, say 1989 to 2001, which is PTS' half-way point, there were no less than 19 different championships in several different countries and geographies. There were at least 93 titles up for grabs, although Peugeot did not contest all of them, far from it. Even from the early '80s there had been some private 505 sedans running around in various competitions – Tour d'Europe, French touring cars, IMSa, WRC rounds. There were also PTS offshoots, with Deutschland preparing a 505 for long distance events in 1981. There were to be subsidiaries in Italy and Belgium. By the mid '80s PTS were now entering the fray with the 505 GTi and turbo, but not great extent. This was the era of the giant-killing 205, just a slight distraction.

Then the 405 came along. The Mi16 was entered privately in the British series, with PTS not really cranking it up until 1992, when Peugeot Talbot Italia entered two of them in their domestic series. They finished 1 and 2 in class two, rarely finished out of a place, despite a share of DSQ and Ret.

In 1993, which is the same year they scored 1-2-3 in Le Mans, PTS contested the British, French, Italian and Belgian championships, with just a couple of podium finishes between them.

They hit the jackpot in 1994, with Laurent Aïello winning the French cup and teammate Yannick Dalmas just off the podium in 4th. Across the border, Fabrizio Giovanardi scored third in the Italian equivalent.

The next year, 1995, was mercifully the last year of the 405. The less said, the better.

Let us skip 1996, when the 406 made its début, both off and on the track, and go direct to 1997, where Laurent Aïello won the short-lived German Super Tourenwagen cup in his Peugeot Esso 406, scoring nearly double the points of the second place



Laurent Aïello racing the 406 in the German STW series

Like the previous year, the 406 was a factory entry in the BTCC, but was lowly-placed. There were various privately-entered 406s then 306s in various championships around the world, such as Asian and Danish. When the 306 GTi scored the first two places in the inaugural

Danish title in 1999, Peugeot sport entered the fray. In 2000 PS won the title in a 306 GTi, and had a 406 coupe place 4th for good measure. The next year they got the top two spots with the 306.

Peugeot Statoil won the next two titles with my favourite, the 307 Xsi. That was five consecutive titles in a row, one after the other. Whilst the mid to late '90s marked the demise of tin tops, the boffins were ramping up a return to rallying, starting with the 306 Maxi. The 306 had been released in 1993, and in 1997 PTS developed a wild version for the Poverty class in WRC. It was light, had no turbo, but developed 280-300hp. This kit car, as it was known, contested two WRC seasons with no success. They then got serious with the 206 model, which had been released in 1998. To qualify for the WRC's size limit, they needed a car at least 4m long. As the standard car was 3.83, they fitted big, boofy bumpers at both ends (how was that for alliteration?). In 1999 the Peugeot Esso car competed a full season, managed only one driver's podium, and second last in the manufacturer's. But that was about to change. The turn of the century totally

(ESSO – Total – geddit?) vindicated PS's decision to engage the latest in the long succession of Flying Finns. Grönholm blitzed it, winning the driver's title with only 4 wins, yet 4 retirements. Despite Grumpy coming only 4th in 2001, PS won the maker's title thanks largely to Panizzi (who had been driving the 306 prior) and Auriol, not venturing too far from their original credo of having a French team.

The third maker's title in a row arrived in 2002, with Grönholm winning his second driver's. Rarely off the podium, he scored more than double the second-place points. Burns, the reigning champ who had been poached, was well down. In one of PS's darkest days, but not the darkest, special mention must be made of the 2002 Rally Argentina, one of the most dramatic in WRC history. Grönholm's 206 would not start on the morning of the last day, and he push-started it in parc fermé, apparently

with some out-side help. A chasing Mäkinen in the Suby ended up in that monumental barrel roll. Grumpy thought that he had won but was disqualified for the assistance in the push start, a decision with which he was not at all happy as PTS did not appeal. The other 206 driver Burns was the nominal winner, but overnight scrutineering found his flywheel to be 20g underweight, and he too was excluded. Bugger.

Entrants not registered as manufacturers that year included Peugeot Bastos Racing, and Peugeot Sport Finland. The Peugeot team was now sponsored by Marlboro. Maybe they should have taken the hint from their last time when they were sponsored by Gauloises in F1, where they could not even win an argument.

The 206 continued to campaign in 2003, but their drivers channelled the days of the BTCC where they had more retirements that results. Worth noting that second in the driver championship was a no-hoper called Sébastien Loeb, one point behind Solberg. He assisted Citroën to win the makers prize, with Peugeot coming second, I don't know how.

In 2004 the (pause for effect) 307 WRC was campaigned. Despite a win during the season, both cars again scored a double disqualification in Cypress this time, for an illegal water pump - and Grönholm had been first across the line. The year was a write off, well down in the standings in both titles.

2005 was to be a tragic year. The red CC cars still had Marlboro painted on their side, and the year had been up and down until the Rally of Wales. This was where their number two pilot, Estonian Markko Märtin, crashed into a tree just after the start of the last stage, instantly killing his co-driver. Peugeot pulled out of rallying at the end of the year, and they discontinued using the 307, although it was used by private teams, as was the 206 still in lesser grades.

EARLY DAYS OF PEUGEOT

The Peugeot company and family are originally from Sochaux where Peugeot retains a large manufacturing plant and Peugeot museum. On 20 November 1858, Émile Peugeot applied for the lion trademark.

Peugeot is actually one of the oldest brands on the car market today even if at first they didn't exactly make cars. The Peugeot family business started out in 1810 with a steel foundry, became a pepper, salt and coffee grinder manufacturer in 1842 and, from starting with making steel rods for crinoline dresses, it turned to umbrella frames, then wire wheels which seemed only a natural step towards bicycles. And once there, it was only a short distance from cars at the turn of the century when personal transportation was right in the middle of a revolution.

The first one of the Peugeot family to become interested in automobile manufacturing was Armand Peugeot who built the company's first car, an unreliable steam tricycle, designed by Léon Serpollet in 1889. However, steam power was heavy and bulky and required lengthy warmup times. Only four examples were made.

In 1890, after meeting Daimler and Émile Levassor, steam was abandoned in favour of a four-wheeled car with a petrol-fuelled internal combustion engine built by Panhard under Daimler licence. The car was more sophisticated than many of its contemporaries, with a three-point suspension & a sliding-gear transmission. An example was sold to the young Alberto Santos-Dumont, who exported it to Brazil.

Numbers steadily increased thanks to many innovations such as the first rubber tire wheels – solid not pneumatic. The

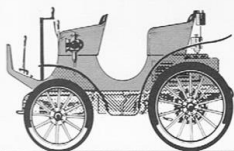
Type 12 as they were called were even entered in races starting with 1894.

More cars followed, 29 being built in 1892, 40 in 1894, 72 in 1895, 156 in 1898, and 300 in 1899. These early models were given "type" numbers. Due to family discord, Armand Peugeot founded the Société des Automobiles Peugeot, in 1896 with a factory in Adincourt, but in 1920 it was merged back with the family's Peugeot bicycle and motorcycle business.

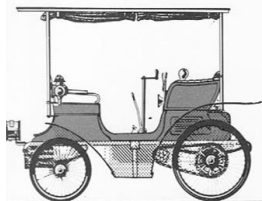
In 1896 Peugeot had started making its own engines, an 8 horse-power horizontal twin. By 1899 car sales for Peugeot got up to 300, which is pretty decent considering that during that year only 1200 cars were sold in France. In 1903 Peugeot added motorcycles to his factory production.

Peugeot has received many international awards for its vehicles, including six European Car of the Year awards. Peugeot has been involved successfully in motor sport for more than a century. Peugeot Sport won the World Rally Championship five times (1985, 1986, 2000, 2001, 2002), the Dakar Rally seven times (1987, 1988, 1989, 1990, 2016, 2017, 2018), the 24 Hours of Le Mans three times (1992, 1993, 2009), the World Endurance Championship twice (1992, 1993), the Intercontinental Le Mans Cup twice (2010, 2011) surpassing Toyota and Audi and the Intercontinental Rally Challenge Championship three times. During the last year, Peugeot Sport has surpassed the record set in the Pikes Peak International Hill Climb with the Peugeot 208 T16 driven by Sébastien Loeb.

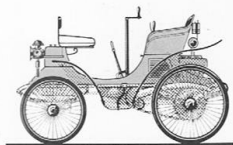
After a brief period out of racing, a Peugeot car managed to win the Indianapolis 500 with Jules Goux at the wheel in 1913. The success of the car was due to the introduction of the DOHC 4valves per cylinder engine. As war dawned in Europe, Peugeot turned to making arms and military vehicles of course. . to be continued....



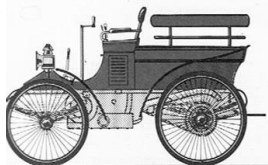
TYPE 15 Phaéton 4 places.



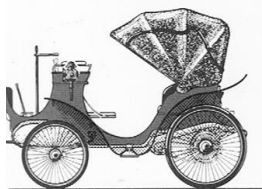
TYPE 16 Vis-à-vis 4 places.



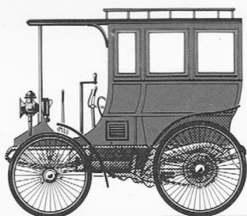
TYPE 17 Voiturette 2/3 places.



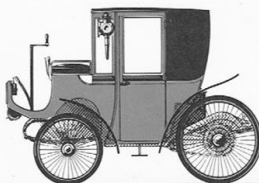
TYPE 18 Break 8 places.



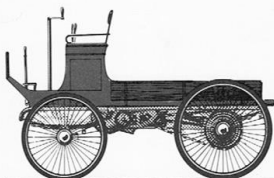
TYPE 19 Victoria 4/5 places.



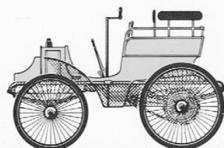
TYPE 20 Omnibus 8 places.



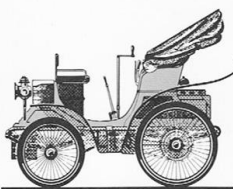
TYPE 21 Coupé 4 places.



TYPE 22 Pick-up 2 places.

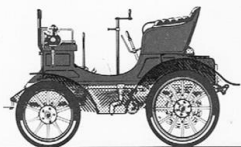


TYPE 23 Wagonnette 6 places.

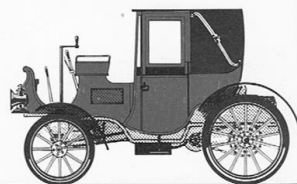


TYPE 24 Voiture 2/3 places.

Tous les types de cette page
sont identiques aux modèles correspondants
de l'année précédente.



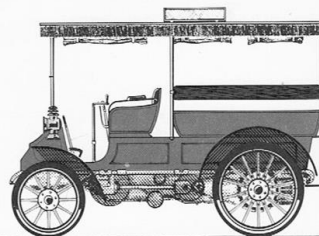
TYPE 26 Voiturette 2/3 places.



TYPE 27 Landaulet 3 places.



TYPE 28 Phaéton 4 places.



TYPE 29 Break 8/10 places.

THE VARIETY OF MODELS PRODUCED IN 1900

1961 PEUGEOT 403 SEDAN for sale

This car is now for sale as we downsize our "fleet". It has been difficult to decide which goes first. There are many, many spares which can go with this car.

- Mileage: 97495 miles. I doubt this is the first time round, but not a lot since we have had it. Been all over the N Is and to Wellington and back OK.
- Body: Tidy. Little rust. Some previous repairs. A1 sills. Fishoiled throughout and drilled in to cavities known to be potential bad spots. Recent total enamel repaint.
- Upholstery: Good seat covers, renewed carpets, inside door linings replaced, door rubbers and window seals replaced at repaint.

- Engine: Excellent
- Gear box: Very smooth change mechanism but noisy bottom gear. Spare box available.
- Rear axle: Excellent.
- Brakes: All shoes relined and cylinders SS sleeved in our time.
- Tyres: 4x Michelin X 165x15
- Expressions of interest by club members before it goes on the open market are welcomed.

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LOCAL IDIOCY

Some New Zealand owners of Ford Model Ts have imported rear brake kits that improve the SAFETY and efficiency of the braking system.

The kits are 'safety certified' by the United States Department of Transport – DOT - the largest 'Transport Department' in the world.

However, they CANNOT be legally fitted here in NZ!

WHY? because the Model T has a top speed of 55mph, but bless them, the NZ Transport Agency says these kits must be tested here in NZ at 60mph or 100kmph!!!

Apparently some NZ Model Ts in fact have the kits fitted on the basis of 'who would ever know?'

FEMALE PIONEERS

Hattie Elizabeth Alexander (April 5, 1901 – June 24, 1968).

Pediatrician, microbiologist, and educator Hattie Alexander won international acclaim for developing a serum to combat influenzal meningitis, a common childhood disease that is nearly always fatal to infants and young children. She also pioneered the study of bacterial mutation and resistance to antibiotics, and in 1964, she became one of the first women to head a national medical association as president of the American Pediatric Society.

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