Peugeot Car Club (Auckland)

# Peugeotex©


Volume 36, #7, August 2022

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## August 2022



Front cover – 402B chassis & Moteur Diesel HL50 engine
Above – The Peugeot Lion in 1971

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# COMING EVENTS

## peugeotclub.org.nz

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

**August 20 – AGM – Armstrongs 1pm**

**October 15-16 – Targa South Is**

**October 30 – Pride of Ownership**

**November 11-14 – Far North Weekend**

**November 20 - Navigation Trial**

**THOUGHT FOR THE MONTH**

When men are easy in themselves, they let others remain so.

[Lord Shaftesbury, 1711]

**P O BOX 29002**
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# PRESIDENT'S RAMBLE

We are approaching the AGM, I have heard circa 20 of you have accepted the invitation of Armstrongs to turn up and enjoy their hospitality. I hope a few more of you can make it on the day; it should be a very good one.

When I last was in contact with Peter Vuletich he had six cars turning up for the Northland event in November, I will be driving one of them, though at this point of time I haven't been able to figure out if I will have any passengers or not, most likely not with it being at that awkward time of the year for my children with University and School exams. If anyone wants to come with me it looks like there will be a spare seat, having said that I haven't even broached the subject with Mum and Dad – my usual travelling companions, Tom and Diane if you are reading this I think we should talk!

What I did want to emphasise for those that feel like they can't take the Friday off work you can join us later that night rather than making it for dinner or even join us the next day, get hold of Peter for details/coordination. peter.vuletich@slingshot.co.nz or 0272703764.

We still need someone to coordinate or run a navigation trail (I am in Dunedin on the day so it won't be me), I will say more at the AGM, but it looks like there won't be one with Citroen this year.

Anyway that's it for now, *Brent*

# AUTOCAR

I did not realise until I read the Jan 2022 issue, that 'AUTOCAR' was not only the very first automotive magazine in existence, but is also now the oldest.
No. 1. Vol.1. was published on Saturday NOVEMBER 2ND 1895. [price 3d] Its subtitle was "A Journal published in the interests of the mechanically propelled road carriage."
The very first article began…
THE AUTOCAR
Horseless carriages – automobile carriages – automatic carriage- autocar.

All these names have been used to designate the latest production of the ingenuity of man, the motor-driven road carriage, irrespective of whether steam, electricity, hot air or petroleum be the motive power. The latest is the best, and, as "the best is good enough for us" – as our American cousins have it – its adoption to indicate the journal as well as the machine in whose interests it is published, scarcely needs explanation. Nor is excuse needed for our entry into the world of periodic literature. Every new movement is fostered and encouraged by publicity and the free letting in upon it of the light of public opinion…..

# COMING EVENTS

| | |
|---|---|
| **August 20** | AGM – 1pm on Saturday at Armstrongs, 500 Gt South Rd, Greenlane, Auckland |
| | |
| **29-30 October** | Targa's South Is event in Tasman/Nelson |
| | |
| **October 30** | Pride of Ownership; Smales Farm, Northcote from 1.45pm |
| | |
| **November 11-14** | Weekend up North; meet at the Northern Wairoa Hotel in Dargaville on Friday afternoon; a flyer has been emailed. |
| | |
| **November 20** | Navigation Trial; TBC |

## JEANETTE'S JOTTINGS

Researchers have discovered the largest plant in the world – a meadow of seagrass off the coast of Western Australia that covers a total of 200 sq km (77 sq miles). The entire expanse has grown from just one seedling, spreading by cloning itself.

France shares its border with 11 other countries.

The United States, Liberia, and Myanmar are the only countries that currently still use the 'imperial system' of measurement.

Italian company Energy Dome has opened the first of its remarkable grid-level energy storage plants. These "CO2 batteries" can store renewable energy over long periods and release it quickly, at less than half the cost of big lithium batteries.

Instead of burning methane, it may now be possible to convert the gas directly to methanol, a high-value chemical that can be used to produce biofuels, solvents, pesticides and fuel additives for vehicles.

Research in America shows that flu vaccination in older adults reduces the risk of developing Alzheimer's disease for several years. The strength of this protective effect increased with the number of years that a person received an annual flu vaccine.

According to the National Shooting Sports Foundation's best estimation, there are 434 million firearms in civilian possession in the U.S. - around 1.3 guns per person.

Built and tested by researchers at ETH Zurich, a solar thermal tower in Spain takes carbon dioxide, water and sunlight as its only inputs, and produces carbon-neutral, sustainable versions of diesel and jet fuel.

US/German auto parts company ZF has released an innovative strut suspension front axle concept that allows the front wheels to turn up to a ludicrous 80 degrees, delivering incredibly tight u-turns and extraordinary agility for parallel parking.

The World Health Organization has declared the monkeypox outbreak a Public Health Emergency of International Concern. The outbreak has now spread to 75 countries with more than 16,000 cases officially recorded, 72 of which have been seen in children.

Scientists now know that outbreaks of plague are linked to changes in the climate. A drop in temperature directly affects how the plague bacterium forms and spreads.

The Earth has recorded its personal best time for a single rotation and scientists are now theorising that it may have been caused by the melting polar ice caps. However, the day was just 1.59 milliseconds short of the usual 24 hours.

**The Pantheon in Rome was completed in 129 CE. It's still being used 2,000 years later.**

**Sweden changed to driving on the right on 3 September 1967.**

# PEUGEOT'S FIRST DIESEL

by Kris Culmer in Autocar
and from Wikipedia etc

Rudolf Diesel patented an engine that would ignite its fuel-air mix by compression, rather than a spark, in 1892, but it took a quarter of a century for the concept to be developed enough for use in cars.

It was Peugeot that took the leap and in 1923 it invited Autocar to make a comparison test in Paris. It provided two Type 156 six-seat tourers, identical except that one had the usual 3.0 litre four-cylinder four-stroke carburetted petrol engine; the other the new 2.2 litre two-cylinder two-stroke direct injection 'heavy oil' engine.

They ran for a whole day, doing 209 miles in various tests and the conclusion was…

"While there was very little difference in speed over a normal road, the petrol car was quicker in getting into its stride. On a long steady rise, however, on top gear with full throttle opening, the [diesel] car could close up."

"In the matter of economy, the advantage is enormous, for while the fuel bill for the [diesel] is only 3s 5d for a distance of a hundred miles, the petrol cost 12s 6d."

France and Germany continued to drive progress, and so Citroen released the first diesel production car in 1933, just before Hanomag, Mercedes-Benz and Peugeot.

Production diesel car history started in 1933 with Citroën's Rosalie, which featured a diesel engine option (the 1,766 cc 11UD engine) in the Familiale (estate or station wagon) model.

Peugeot's HL50 engine, developed in 1936, was first fitted as a standard engine on the light commercial truck MK. The first tests on a 402 were done in 1938, but before mass production began, the war in 1939 stopped the development of the 402 Diesel as the French government was so concerned with the drain on diesel fuel stocks they discouraged diesel car production. The chassis shown on the cover, is the only one known to survive.

Immediately after World War II, and throughout the 1950s and 1960s, diesel-powered cars began to gain limited popularity, particularly for commercial applications, such as ambulances, taxis, and station wagons used for delivery work.

Beginning in 1959, Peugeot offered the 403D with their TMD-85 four-cylinder engine of 1.8 L and 48 PS (35 kW), followed in 1962 by the 404D with the same engine. In 1964, the 404D became available with the improved XD88 four-cylinder engine of 2.0 L and 60 PS (44 kW).S

In 1967, Peugeot introduced the world's first compact, high-speed diesel car, the Peugeot 204BD. Its 1.3 L XL4D engine produces 46 PS (34 kW) at 5,000 rpm.

A big step forward for mass-market diesel cars came in 1982 when PSA Peugeot Citroën introduced the XUD engine in the Peugeot 305, Peugeot 205 and Talbot Horizon.

# ROAD TEST REVIEW: PEUGEOT 208 GT

by Damien O'Carroll- STUFF 2020

The Peugeot 208 was crowned European Car of the Year in 2020.

**PEUGEOT 208 GT**

Base price: $39,990 (in 2022)

Powertrain and economy: 1.2-litre turbo-petrol three-cylinder (petrol GT) or permeant synchronous electric motor with 50kWh battery (electric GT), 96kW/230Nm, 8-speed automatic (petrol GT) or 100kW/260Nm (electric GT), FWD, combined economy 5.6L/100km, CO2 127g/km (source: Peugeot).

Vital statistics: 4055mm long, 1765mm wide, 1430mm high, 2540mm wheelbase, luggage capacity 311 litres, 17-inch alloy wheels.

**We like**: Fantastically fun car to throw around, eager and willing powertrains - petrol and electric, impressively high quality interior.

**We don't like**: No hot GTI version, we have to wait so long for it...

The Peugeot 208 has just scored the European Car of the Year award, but it isn't due to land in New Zealand until next year. Luckily we were over in France for the launch of the 2008 late last year and got to also spend a couple of days in a pair of fresh 208s around Paris - one petrol and one electric.

**Wait, why do we have to wait so long?**

Demand, basically. Peugeot are selling pretty much every 208 they can make at the moment, so little RHD markets like us just have to wait until they can free up some space for us.

And after spending a couple of days buzzing around in the two different 208s, I have to say I really can see why the demand is there - it is a fantastic little thing.

The two we spent our time in were top spec GT models, one powered by the Peugeot's brilliant 1.2-litre three-cylinder petrol engine, while the other was the pure electric version that packs a 100kW/260Nm electric motor and a 50kWh battery pack, and both were an absolute blast to scurry around the streets of Paris in.

**Does the EV look weird so people will know it is electric?**

Nope, not at all. The 208 follows the same approach Peugeot has taken with its 2008 SUV cousin, with the company offering multiple trim levels with a choice of petrol, diesel or electric propulsion across them, rather than a separate dedicated EV model.

While we won't see the diesel powertrain here, both the most powerful 96kW petrol engine and the 100kW electric will land here, with only minimal visual differences between them - the EV gets some body-coloured grille highlights and some modest badging.

Peugeot's clever battery packaging means that there is no difference in cargo space of interior room between the petrol and electric models, and while the EV is obviously heavier, the driving experience is remarkably similar as well.

**So does that mean the electric one doesn't have insane punch off the line? Or is the petrol one truly mental?**

It's the former - the EV does have a noticeable edge over the petrol off the line, but it isn't ridiculously fast, rather - either by design or co-incidence - it delivers its performance much like the petrol model once the initial electric 'instant-torque' punch has occurred. This is likely by design, as Peugeot is trying to keep the electric 208 as 'normal' as possible. And it really is quite remarkable how similar both are in terms of performance and dynamics - among the frantic, impatient and unforgiving traffic in Paris, both are utterly fantastic at sliding into the smallest gap when it presents itself.

The EV has a slight edge here because it always has that instant electric torque, but the petrol doesn't lose out by much, as the engine is willingly strong right across its rev range and the 8-speed transmission has the almost uncanny ability to be in the right gear at the right time. This is particularly uncanny for a French car too...

Out on the highways and open roads heading away from Paris both 208s are equally at home as well, with the petrol taking that slight edge back from the EV, thanks to its lower weight and wonderfully eager engine, while the electric version's regenerative brakes are also a bit of a letdown, lacking the feel and positivity of the petrol car's stoppers.

Both are an absolute blast to flick around a winding back road, genuinely bringing back memories of a 1996 205 GTI I owned many years ago with their sharp, accurate handling and superbly eager and responsive chassis.

**So which one would you buy then?**

It actually really doesn't matter, as both are quite brilliant - it literally comes down to which one would fit your life better.

The EV has a range of up to 340km (under the new WLTP test cycle, or 450km under the older, less reliable NEDC test cycle), which is perfectly fine for most of people, but if it makes you nervous or you can't get your head around the whole charging thing, then you are literally not missing out by going with the petrol.

Both have the same utterly fantastic interior that features a lot of the same design and tech as the 508 we have raved about here previously, and if Peugeot's local distributor can pull the same trick it managed with the pricing of that 508 with the 208, then it is on to an absolute winner.

And it is pricing that will probably be the biggest deciding factor between petrol and electric too - the EV will be more expensive than the petrol, but quite what that gap will be is yet to be determined. [$63,990 plus ORC in 2022]

**Any other cars I should consider?**

In terms of the petrol model, Peugeot is aiming the 208 directly at the Audi A1, and will go largely head to head with the top spec 35 TFSI S-Line which sells here for $48,900. Peugeot's New Zealand distributor is aiming to get the 208 GT petrol here somewhere in the "high $30s", which should worry Audi, to be honest.

The A1's platform-mate - the Volkswagen Polo - heads down the performance route, with the ferociously fun GTI being its entrant in the high $30k arena, while the dynamically similar Ford Focus ST also drops in at $35,490. Both are

awesome, but neither can touch the 208's level of quality.

Heading further down the price scale, cars like the Mazda2, forthcoming new Toyota Yaris and, the leader in private car sales numbers in New Zealand - the Suzuki Swift - all compete in terms of size and segment, but, again, none offer the 208's level of quality and equipment.

As for the EV? Only really the Renault Zoe is a direct competitor in terms of size, albeit likely a more expensive one, depending on how much the Peugeot lands here for...

The electric 208 weighs more, but offers identical interior & cargo space.

It was more than 15 months ago when I first got to drive the Peugeot 208 just after it had been crowned the European Car of the Year, and my biggest complaint after driving it for a few days in France was that we would have to wait so long for it to finally get here. Well now it's here.

Okay; obvious question – was it worth the wait? Well, yeah, of course it was…. And it is only the GT that is coming to New Zealand, both petrol (now) and electric (soon) … D O'C

## PEUGEOT SPORT'S 308 SUCCESS

by Paul Watson in TORQUE

The 308's amazing performance in the TCR events at Bathurst in April made many people take notice.

In Race 1, the cars of Aaron Cameron, Ben Bargwanna and Dylan O'Keefe took the first three places. This was after a great year in 2021, when Cameron finished second to Chas Mostert in an Audi.

According to Auto Action, there are good reasons why Garry Rogers Motorsport chose to go with Peugeot when they could have had Volkswagen, Renault, Hyundai, Audi, Alfa, Subaru, Honda or Alfa Romeo.

Peugeot's motorsport section, Peugeot Sport, develops and supports the 308 TCR

GRM's team manager, Stefan Millard, told Auto Action: "*It's the most closely factory backed of all the brands that are out there, you get direct technical support and parts so in terms of the quality of the car it's first class. When you look around, they're just a well put together car…There's nothing overtly exotic about them at all. It's just a solid package and we haven't had to spend any effort getting to know how the thing works because it's been reliable and easy to work on… They've got two or three full-time technical assistants that are there to answer any of our questions and keep us running at the track…They have access to all the OEM information; the documentation goes into great detail about how the car works and how best to maintain it… They've been great to work with and are interested in how we're going over here and the competition in Australia."*

The 308TCR is derived from the 308 Racing Cup car of the mid-2010s which in turn is based on the 308GTi road car – a favourite in PCCV circles.

# STUDENT PROTOTYPE EV

A student team from the Eindhoven University of Technology has built a prototype electric passenger car that removes and stores carbon dioxide from the air as it rolls down the road, with the aim of capturing more CO2 than is emitted during the full lifecycle of the vehicle.

The project is the seventh for the TU/ecomotive students, following 2018's Noah concept and the Luca from 2020. The challenge for the Zem (EM-07) team was to build a carbon net-zero electric vehicle.

The team created a monocoque and body panels using additive manufacturing techniques to reduce material waste and produce "as little CO2 emissions as possible" while also making use of recycled plastics, which can be shredded and re-used for other projects.

The use of recycled plastics continues inside, along with sustainable materials like pineapple leather. Polycarbonate is the material of choice for the windows instead of glass, which the team says is better for the environment. And a modular infotainment system, modular electronics and modular lighting were installed as well, which can all be reused in other products.

The fact that the Zem is an electric vehicle means that zero carbon dioxide is emitted while it's being driven around. As the focus of this project was the car's carbon footprint and recyclability, details on the drivetrain are scant but the students have told us that there are nine 2.3-kWh modular battery packs installed, there's a 22-kW motor and there's "an old Audi differential with a relatively high gear ratio to increase the torque."

We also know that regenerative braking has been included to eke a little more out of the batteries, and photovoltaic cells have been incorporated on the upper surfaces to extend range. Bi-directional charging is cooked in too, and digital mirrors employed to reduce aero drag.

What looks like a fairly standard grille to the front actually flows to direct air capture technology – for which the students are seeking a patent – that scrubs the air as the vehicle moves along. The team claims that up to 2 kg of CO2 could be removed for every 20,600 km (12,800 miles) travelled per year at around 60 km/h (37 mph).


though this isn't a great deal on its own, if the technology was to be rolled out to the millions of cars on the road around the world then it has the potential to make a real contribution to decarbonization efforts.

Source: TU/ecomotive

# NO SMOKING!

Smoking can be bad for your health in more ways than one and this Russian man learned his lesson the hard way. CCTV footage from Chelyabinsk shows the driver of a second-generation Renault Logan setting himself ablaze after firing up a cigarette at the worst location possible. While refuelling his subcompact sedan, the owner decided to have a smoke, thus ignoring what his chemistry teacher told him in school.

The incident took place on July 23 in west-central Russia, and it goes without saying it could've ended much worse. The already slightly damaged small sedan immediately caught fire but thankfully its gasoline tank didn't explode, and the man was able to get inside the car and move it to a safer area. We can see him returning to the scene to put out the fire by using the gas station's fire extinguisher.

Local media reports he sustained some injuries to his legs and is currently in the hospital, but will be ok after a skin graft. The video is a little reminder of why it's always a bad idea to light up a cigarette at a gas station, and while this man lived to tell his fiery story, the outcome could've been downright tragic. Not just for him, but also for the gas station employees as well as other drivers refuelling their vehicles at that moment.

This is exactly the reason why virtually all gas stations around the world have "no smoking" signs – to avoid this kind of reckless behaviour. Refuelling a gasoline or diesel car takes three to four minutes, so that next cigarette can certainly wait until the smoker reaches a safer zone where there isn't a fire hazard.

By Adrian Padeanu – in motor1.com

# EV CHARGING

There is some confusion about the charging infrastructure and the different types of plugs a potential favourite new EV comes with. It's a young technology at the mass-market level with protocols and proprietary technology still evolving.

However there is some positive industry consolidation occurring and most public chargers around NZ are compatible with multiple legacy connection types as well as more contemporary fast charging style connectors. The two key elements are

- the type of electrical current a vehicle charger uses
- the physical shape and pin configuration for your vehicle.

To increase charging speed on an AC power source, you'll need to have a wall-mounted charger installed. This is generally done on a standalone, higher amperage circuit. It's a simple procedure for a qualified electrician and this allows you to charge 3-4 times faster than using AC household charging. Many car brands such as Polestar have existing arrangements with charge box providers and can help you assess this. And depending on what is required at your home, the costs of installation could even be built into the vehicle's finance plan.

the great thing about using an intelligent/smart charger at home, is that you can charge off-peak when electricity is at its cheapest (generally in the middle of the night). The smart changer can ensure you're optimising your energy costs and can also provide reporting on the electricity used and costs day-to-day to charge your car.

AC public charging is also available. AC charging is largely fine for maintaining a charge from home overnight to ensure you're topped up for the day ahead. For those longer runs, or if you're caught short, the best solution is to use a public DC fast charging station.

For 'fast charging' we're really referring to more commercial grade, three phase DC charging. DC is the fastest way to charge your compatible EV. Public DC fast charging stations supply power from 5OkW and above. With this method you can top up your battery from 20 to 80% usually in around 40 minutes. But even this charge time is improving rapidly. Audi's eTron GT or the Porsche Taycan are both capable of ultra-fast 350Kw charging which is supported at select public chargers in NZ.

This technology means you can charge up to 80% full in just 20 minutes.

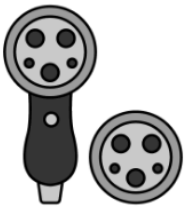
While there are a few free public chargers in all main centres, you'll need to set up an account for paying for public charging. This is painless and can be done very quickly. Energy costs at public charges vary, but it is far less than fuel. At the time of writing, it is about the same as paying 30 cents per litre for traditional fossil fuel.

So what about connection types?

This can be a little confusing but does not need to be. In essence, it merely refers to the shape and configuration of the connector your vehicle uses. You just need to keep this in mind when selecting the right type of cable at a public charger. Consider it the same as selecting 91, 95 or Diesel at a fuel pump. But don't panic; you can't mate the wrong connector to your car by accident.

The various connector styles are really born from regional standards developed either for Japan or Europe. Regardless of charging or connection type, you can rest assured that the connectors are typically made from an extremely resilient nylon/plastic polymer that protects the user from shock and thee are multip0le fail safe systems built into both the car and the charging devices themselves.

**Type 1 AC (SAE J1772)**



Type 1 is also known as a J plug. It can deliver up to 7kW of power and is limited to single-phase charging with a maximum voltage rating of 120V. It was developed in the US but is also a standard connector used in Japan.

**Type 2 (IEC 62196)**

Also known as "mennekes" in reference to the company that originated the design. Unlike Type 1 connector, Type 2 connector can support 3-phase charging. This means that this type has 2 additional wires which increase the maximum power to 22kW. Most vehicles that use Type 2 connectors today can charge with a maximum power of 11kW.

This is considered the Australian and NZ standard and is found at most NZ charging stations.

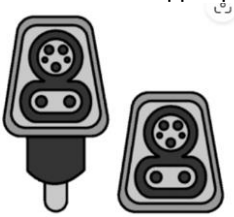
## DC charging plugs and sockets.

**The Combined Charging Standard (CCS)** may be the only DC standard you need to know. The majority of the automotive OEMs have switched or are switching to this standard.

CCS covers two versions.

- the American version (Combo 1)
- the European version (Combo 2):

Note that the upper portion is exactly the same as the Type 1 or the Type 2 plug. This is where its name comes from – it combines the AC charging connector with two high-power DC pins.



American version CCS 1 (Combo 1)

European version CCS 2 (Combo 2)

CCS standard was developed by a consortium of European and American automotive manufacturers to standardise DC charging plugs across different car manufacturers. Very much like the Tesla Supercharger network – CCS enables long cross-continental traveling as well as local commuting.

CCS is the standard DC plug type for most new electric vehicles, with the exception of Tesla Model S, Model X, and Nissan Leaf. When buying a new vehicle, CCS should be preferred. Even Tesla and Nissan use CCS with their newer models. The plug itself is quite impressive: it can deliver up to 350kW of power when water-cooled.

## ChaDeMo

This connector is used for DC charging in Japan and is the DC inlet suppler with most imported Japanese vehicles. However, even though it is a very popular plug type, ChaDeMo is slowly being phased out. Even Nissan, who has used this standard most widely, is switching to CCS with their newer mass-market model Ariya. The biggest advantage of this plug type is the possibility to support bi-directional charging.

## Tesla connector

Unless you own a Tesla Model S or Tesla Model X, then you would never need to know about this connector type.

It has been one of the most innovative connector types in the past, combining both AC charging and DC charging into one socket and plug. For newer models like Model 3 and Model Y CCS standards will be used. Therefore it is likely that the Tesla connector type may be slowly phased out.

If you have any further questions, please take them to contact@homechargingstations.com

# BUYING PARTS FROM EUROPE

from July-May Peugeot Torque

Thanks to Wellington's Peugeot Torque for the following information.

Once upon a time it was relatively easy to source parts for older models Peugeots. You went to your local dealer, who often had parts on the shelf that had been there for 10 or more years. If it was not available in NZ you had to wait for a shipment of parts to arrive in the country, but Mr Peugeot would have them available in France, awaiting your order. In fact Peugeot had a reputation for maintaining parts stock for considerably longer than many other manufacturers, such was the longevity of its models in some parts of the world.

Times have changed, not helped by the frequent changes in franchise holders in NZ back in the eighties. Then, slow loving and old model stock was routinely disposed of, sometimes to the benefit of the club. Now both here and in France, there is pressure on stock rotation, cost control, shelf space etc, etc. Peugeot France can no longer maintain any significant parts stocks for older cars – We are not talking just 203, 403, 404 and 504 here. It has passed most of what is available onto the L'Aventure Peugeot organisation, for on-sale to its members and the public. Owners of more modern Peugeot, say from the 206 onwards, have it much easier, in that they can expect the local dealer to source any part required, either off the shelf, from the national distributor, or from the Peugeot empire off-shore (though with probable shipping delays). There are also many businesses off-shore offering a Peugeot parts service via their website for those prepared to make the necessary enquiries. One we found seemed well set up – **https://peugeotpartsdirect.co.uk**

You do need to be confident you can adequately describe your vehicle details, starting with the VIN number, the part you require and beware of shipping costs and delays.

So what does an owner of one of the Peugeot classics, or 205, 405 or 505 etc have to do to keep his pet on the road? One option is to locate and purchase a donor parts car. This would be excellent for non-service items that do not normally fail/wear out, but for most of us, it is not realistic as storage is always an issue. However all is not lost if you have access to the internet and a credit card, for there are a number of specialist parts retailers in Europe catering specifically for these cars.

It helps if you can determine a part number first, but it is not so easy. For most of these early

models, Peugeot produced a paper based parts book, which incorporated diagrams of every sub assembly, so are easy to use. Parts books for some models used to be accessible via the L'Aventure Peugeot web site, though they were French language versions. Unfortunately they disappeared with the introduction of a recently revamped website. We are making enquiries about this. The (Wellington) club also has English language versions of some of these books. A 404 parts book can also be viewed at **www.peugeot404na.com/parts-manuals**

**Please remember when buying parts on the web that the correct identification of the part is your responsibility.**

So, whom to try? Here are a few links to start you off.

**www.laventure-association.com**

This is the spare parts operation of L'Aventure Peugeot Citroen DS and is now Peugeot's principal stock holder of parts for classic models (they even hold stock for the RCZ). Click on the Peugeot links and select Spare Parts. Parts are initially grouped by specific model (eg 504) then by main assemblies and all are pictured. Don't forget to select the English version (top right of screen). members of the association receive a 10% discount on parts sales.

**www.peugeotparts.co.uk**

English Peugeot parts supplier for models up to 2005, with very extensive parts number (with description) list with quantities available. List can be downloaded, but beware, they claim 30 thousand different items. The website includes a list of information required in your vehicle for general parts enquiries. The business is closed on Sunday and Monday. Dean Hunter has provided good service to NZ customers in the past.

**www.boutique-de-la-404.com/en/**

This site has some English content, with search on Peugeot parts numbers or by main categories. Part numbers are specified but the descriptions are in French with a photo and availability specified. Numerous parts were originally sourced from Argentina where the 404 was last assembled, but availability now appears to be on the wane. Customers can pay using credit cards or Paypal.

**www.serie04.com**

An excellent web site with parts available up to the 406. It has an English translation built in, with parts grouped by car model and the major assemblies with pictures, parts numbers etc. It does appear to have an extensive stock. Payment by credit card.

**ww.franzose.de**

This German site has an extensive collection of parts for all classic

Peugeot models up to the 205 (along with Citroen and Renault), with English descriptions, photos and stock levels, but they use their own numbering scheme. A large Peugeot catalogue can also be downloaded. Payment by credit card or Paypal, but watch shipping costs with a minimum to NZ of about €45 for one kg.

**www.tealmaxlion.com**
This is a Peugeot parts business that sells via ebay.fr. There is a list of sub assemblies (in English) and pictures and descriptions of the parts and models they fit. Don't forget that ebay now adds NZ GST to the total payment due, including shipping costs.

**www.loewenland 24.dec**
This is a German language site featuring photos of many 404 and 504 coupes/cabriolets. The associated 'shop' has available brake cylinders, brushes, points and plugs, lights ad door rubbers, each pictured but with German description. Contact is by emails, to mail@loewenland24.dc but English is understood.

**www.melun-retro-passion.com**
This is a major French site serving all the French makes with parts available up to the 406 model. It has some English text, photos and descriptions etc but they use their own parts numbering. Payments by credit card or Paypal

**www.veteranen-fischer.de**
Another German seller specialising in older French car, including Peugeots up to the 404. Though there is an English language option, the parts/price list is a .pdf document in German. Peugeot parts numbers are used and there are some pictures. Payment is via Paypal.

**www.comptoir-carrosserie.fr**
This business specialises in supplying rubber parts – door and boot rubbers etc for many Peugeot models, amongst others. They also accept credit cards and Paypal.

**www.renelauto.fr**
One issue commented on earlier is the cost of shipping to NZ. Many European sellers want to use courier services, to provide a degree of protection from non-delivery, and this costs! At present there are significant delays in freight forwarding to NZ, along with further cost implications. We can only hope that things return to normal, once airline capacity returns.

Paypal is an international on-line payment intermediary. You register with them and deposit your credit card details. If the seller is also registered vis Paypal, you send payment vis Paypal, hence your credit card details are not divulged to the recipient.

And finally there is always **www.ebay.com** and **www.ebay.fr** but do check the seller will accept buying bids world-wide, before you get too far into the process, and remember ebay now adds GST onto the amount owing.

# PEUGEOT CAR CLUB (Ak) Inc

**Statement of Financial Position as at**
**30th June 2022**

| | 30/06/2022 | 30/06/2021 |
|---|---|---|
| | $ | $ |
| **Assets** | | |
| Current account | **1,549.73** | 1,875.47 |
| Accelerater account | **3,625.56** | 3,609.89 |
| Accounts Receivable | **-** | 330.00 |
| Pre paid envelopes | **648.60** | 705.00 |
| Club Shop Stock (cost) | **564.00** | 586.00 |
| | **6,387.89** | 7,106.36 |
| Accrued Expenses | **-** | 50.00 |
| Bastille Pre Paid | **-** | 720.00 |
| Sub in Advance | **50.00** | 100.00 |
| | **50.00** | 870.00 |
| **Working Capital** | **6,337.89** | 6,236.36 |
| Fixed Assets | **21.00** | 21.00 |
| **Net Assets** | **6,358.89** | 6,257.36 |
| Accumulated funds | **6,257.36** | 6,252.21 |
| Change in accumulated funds | **101.53** | 5.15 |
| **Total Accumulated Funds** | **6,358.89** | 6,257.36 |
| | - | - |

# PEUGEOT CAR CLUB (Ak) Inc

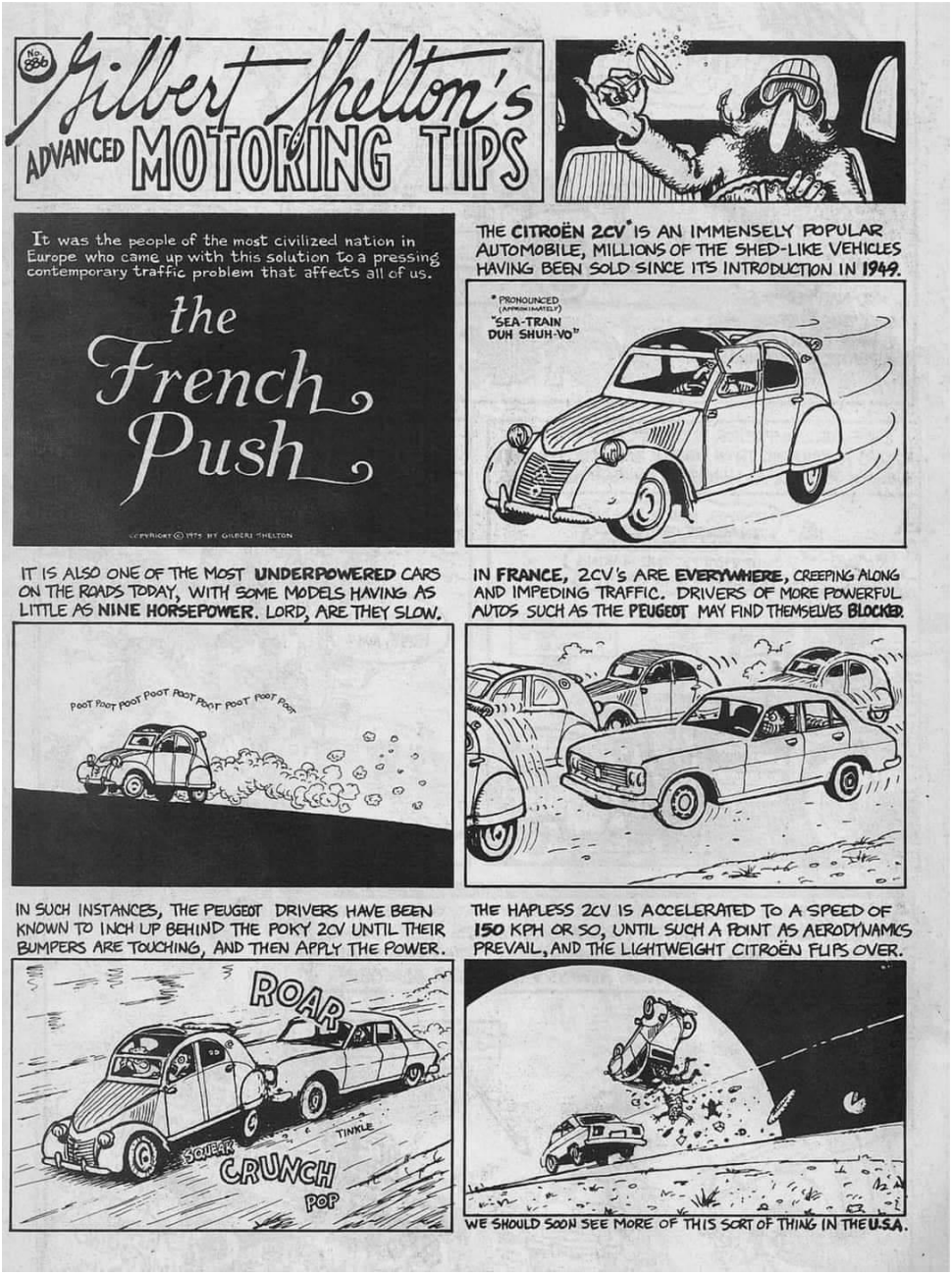
## Statement of Financial Performance for the year ended 30th June 2022

| INCOME | 30/06/2022 | 30/06/2021 |
|---|---|---|
| Advertising | **844.00** | 969.00 |
| Annual subscriptions | **2,030.00** | 2,000.00 |
| Bank Interest | **13.67** | 6.88 |
| Raffles & Other | **40.00** | 75.00 |
| Club Shop Gross Sales | **-** | 40.00 |
| | **2,927.67** | 3,090.88 |
| **EXPENDITURE** | | |
| AGM | **-** | 195.00 |
| Club Shop COGS/giveaways | **22.00** | 63.00 |
| Editors | **-** | 100.00 |
| Insurance - Public Liability | **579.46** | 585.93 |
| Miscellaneous | **150.00** | 92.80 |
| Postage & PO Box | **830.20** | 501.00 |
| Printing PEUGEOTEX | **1,044.48** | 1,201.00 |
| Subscriptions | **55.00** | 50.00 |
| Trophies | **95.00** | 247.00 |
| Website | **50.00** | 50.00 |
| | **2,826.14** | 3,085.73 |
| Excess Income / (Expenditure) | **101.53** | 5.15 |
| Less depreciation | **-** | - |
| (Decrease)/Increase in Equity | **101.53** | 5.15 |

## Statement of Movements in Equity for the year ended 30th June 2022

| | | |
|---|---|---|
| Equity at beginning of year | **6,257.36** | 6,252.21 |
| Net Surplus / (Deficit) | **101.53** | 5.15 |
| Equity at end of year | **6,358.89** | 6,257.36 |

Jayden Hardie spotted this and thought we might all enjoy it.. Thanks Jay.



## FEMALE INVENTORS

In 1902, Mary Anderson (1866-1953) visited New York and noticed that in bad weather, drivers were having to stick their heads out a window to see where they were going.
On 10 November 1903 she was granted her first patent – for a windscreen wiper on a spring-loaded arm controlled from inside the car. By 1913, they had become standard equipment.

**Myanmar's famed U Bein Bridge**


# NEW e-208

## FOR THOSE AHEAD OF THEIR TIME

Full Electric - 340km range - Rapid charge 80% in 30 min**

**0 GRAMS OF CO2, 340KM RANGE (WLTP**)**

*Based on a Peugeot e-208, RRP of $59,990. Offer of $116per week over a 4 year term, and a one-off payment of $8,789.55 (Standard payment + Govt Subsidy) in week 8. With no deposit required and a final balloon payment (the Guaranteed Future Value) of $26,995.50. Total mileage of no more than 30,000kms over the term applies. A fixed interest rate of 5.95% p.a. applies. The total loan amount is $69,682.35. Lending criteria, T&Cs and fees (including a $262 establishment fee and a $7.39 PPSR fee) apply. iOWN is provided by Heartland Bank Limited. At the end of the term you can choose to keep the car, by paying the Guaranteed Future Value, trade it, or return it (subject to T&Cs and excess charges). Offer excludes ORC. Limited stock is available for pre-order at participating dealers arriving in Spring 2021. Not available in conjunction with any other offer. Subject to government subsidy (zero emission) of $8,625 including GST applies and is necessary for week 8 one-off payment, available to one new registration between 1 July & 31 December 2021. **WLTP cycle, 2019 standard, corresponding to 340 km WLTP. Rapid Charge at public ev 100 kW charging station.

# SOUTHERN AUTOS

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# NEW PEUGEOT SUV RANGE

## SET YOUR SIGHTS ABOVE ORDINARY

**3.08%** **FINANCE** OVER 36 MTHS + **0%*** **DEPOSIT**

Powered by bnz

PEUGEOT 2008 SUV
FROM $29,990 +ORC

PEUGEOT 3008 SUV
FROM $39,990 +ORC

PEUGEOT 5008 SUV
FROM $49,990 +ORC

PEUGEOT

*This advertisement is for a credit agreement with BNZ. BNZ lending criteria, terms and conditions and fees apply. Application fee of $330 applies to consumer loans. Fees differ for business purpose loans. Offer only available on the PEUGEOT SUV range, prices include GST. Fixed interest rate of 3.08% p.a. 0% deposit required, maximum term of 36 months. For business purpose loans, the GST component must be repaid within the first three months of the loan term. Loan to be secured by the asset or other current business assets if additional security is required. You will be required to insure the asset. Insurance covers are subject to the terms and conditions and exclusions contained in the relevant policy document and schedule. For further details contact BNZ on 0800 236 777. Each offer not in conjunction with any other special, discount or promotional offer. Available at participating dealers only. Valid until 31st July 2018 or while stocks last. PEUGEOT reserves the right to vary, withdraw or extend this offer.

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