



Peugeot Car Club (Auckland)

# Peugeotex<sup>©</sup>



*Volume 37, #7, August 2023*



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Front cover – A Peugeot 3008 Brent spotted in Dubrovnik  
Above – Dylan Grant – 2023 North Is Formula Ford Champion

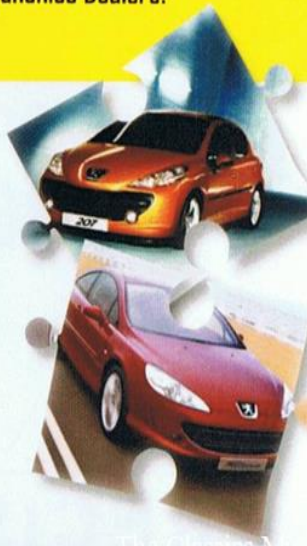
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## COMING EVENTS

**peugeotclub.org.nz**

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

August 3-5– Redex Rerun in Australia

August 13 – AGM – Sunday 1.30pm

September 19 – Trivia Night at the  
Horse & Trap

October 7– Visit Don Webster's Car  
Collection;

October 23-28 - Targa New Zealand

November 12 – Pride of Ownership

### THOUGHT FOR THE MONTH

The advantage of being a pessimist, is that  
all your surprises are good ones



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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

We are fast approaching the AGM. I last heard circa 20 of you have accepted the invitation of Armstrongs to turn up and enjoy their hospitality and hear from Stiaan about the future of Peugeot and associated stablemates in NZ. I hope a few more of you can make it. If you can please contact John Cooney ASAP on 021 686 191 or coanna@xtra.co.nz.

On the subject of John I think he did a reasonable or should I say a very good job at the VPs Ramble, good enough that perhaps I should go on holiday again!

My trip overseas was to Croatia, Slovenia, Austria (with a day trip into Germany) and to the Czech Republic, as well as about an hour in Italy where we cut through its borders between Slovenia and Austria. I will keep my reporting vehicle related. Mandy and I are well organised, beyond I believe what most people put into their planning. This included the rental vehicle. We booked a Mazda CX5 months in advance, through Alamo (which meant they would supply it through Enterprise Car Rentals) from Dubrovnik in Croatia, and booked a one-way drive to drop it off in Prague. In all we travelled about 2500km in three weeks and 2 days, with at least a week of that having no vehicle use, us just paying to have it

sitting whilst we used shanks pony or local trains. Being organised we did our due diligence and checked a friend's CX5 that it could carry the three suitcases required for the travelling family as well as extra room for some hand luggage; it did. All is good, then we regularly checked to see if we could get a better deal as we had free cancellation of the rental almost up until the date. No firm was able to beat Alamo with pricing or a suitable vehicle; most amazingly the price kept dropping every time I checked the rental right up until about 10 days before our departure. This meant I kept rebooking at the cheaper rate and cancelling the old. In all, this frequent checking saved us a few thousand, something I would never have guessed. I would have expected the price to keep rising, not falling!

Not that we are frequent travellers nor rental car hirers (perhaps once every three or so years?), but we have got to the point now where we expect 60% of the time that the rental car companies do not give us what we ordered - and this was the case in Croatia. We arrived and they had a Jeep Compass waiting for us. At least it was a Stellantis product, but no...the boot couldn't take three bags - only two. Then began the negotiations, the rental agreement says 'or similar'. The rental car franchise argued it was similar; we argued it wasn't as it couldn't fit the same amount of bags; they relented. What did

we get? An Opel Grandland, an SUV that again is a Stellantis product and has recently been released in NZ and thankfully has a big enough boot. The Grandland shares the same platform as is found in the Peugeot 3008, 5008 as well as a couple of Citroens.

As well as sharing the engineering internally, the dash and display is very much like what is also found in the modern Peugeots with the i-cockpit layout. Having recently test driven some when helping my mother buy a new car it was all quite familiar. Our Grandland came equipped with the Peugeot 1.6L turbo petrol engine mated with an 8 speed gearbox.

So what can I report on it? Well it was fuel economical, the gearbox behaved generally effortlessly, but the combination was slightly mismatched and struggled on the very steepest sections of the Vršič Pass in Sloveni. To be fair to the combination, it was no ordinary road as far as steepness goes, with some 50 hairpin bends to help you rise and fall across the mountains. The road itself was constructed by Russian prisoners of war being worked by the Austrian-Hungarian Empire during the First World War. Whilst most of the road has a bitumen surface, the hairpins are largely cobblestoned, creating both a visual and audible distinction when traversing. The gearbox also struggled at high speeds, at least in changing down a gear or two, many of the

motorways where we travelled have a 130km per hour speed limit - not entirely observed, with many drivers I would estimate travelling at about 150 – other typical limits on the motorways are 110, 90 and often 80 when going through what are sometimes kilometres-long tunnels (few are less than 800m). This means that when you want to get into the fast lane to pass something else (often large truck and trailer units which are limited to a 90km/h speed limit and almost all keep to it or slightly below it) in the often one and only other lane, you have to be a good judge of others' speed as the gaps between traffic close quickly.

I found that although the Grandland could propel me to those speeds and beyond (on one occasion I looked down and I saw I was doing 146 in a stream of traffic) the gearbox just didn't kickdown enough if you were travelling between 110 and 120 which I often was to fill those gaps. Other vehicles would suddenly be on your backside before you knew it. The more I drove in these conditions the better I got at picking the gaps; it was a learning curve. These of course are conditions you are unlikely to experience on NZ roads, so it isn't really something to worry about here if you are buying a new Stellantis product with the same engine and gearbox combination here.

From a Peugeot point of view much of the fleet, both new and old were what we see in NZ. A

few models we don't see, and sometimes colours we never got or don't get in the latest models for sale here. Current models that we don't see here that I observed were the 301 (a four cylinder sedan with much engineering in common with the 208), I saw one 408 in Slovenia, a model offered in Europe since 2022 and described by Peugeot as a blend between SUVs, hatchbacks and saloons (will we see it here?), all sorts of variations of the commercial fleet (we get them all but not with the variation of colours and setups such as mini buses) and in particular we don't get the new 308 wagon, which having now seen it is in my opinion the most beautiful vehicle in the Peugeot Range. There are also other colours offered than those that we get here I suspect across the whole range, but otherwise they are basically the same.

Of older models I saw "submodels" not sold here such as a 106 "Sketch" that was in Český Krumlov in the Czech Republic and four 807s I spotted, two in Slovenia near the entrance to the Vintgar Gorge walk, near Lake Bled and two in Prague. I have previously seen one of these imported by a private individual into NZ from the UK. A few of their smaller models the 107, 108 and 1008 were also seen about, especially in the bigger towns and cities of Croatia and Slovenia.

Most Peugeots I noticed were from this century or the late 1990s. In Croatia and in particular

those that resided near the Adriatic Sea, I suspect endure significant amounts of sunshine and were noticeable as having their paint severely peeling, especially those of the early 2000s vintage, much like we have seen here. The paint peel issue I noticed on a number of cars of that age, not just Peugeots.

I am unsure what the oldest Peugeot I saw still in use was. I am not enough of a "trainspotter" to pick up subtle differences in particular years and then to be able to compare them across models, but I believe I saw three that were likely 1980s models, a 309 on the island of Korčula, Croatia, in one of the western bays of the township of Korčula. Other contenders were a 205 I observed parked in Vienna and another I saw driving in Prague.

Generally speaking, the vehicle fleet was modern. The oldest car I saw driving on the road would have been from the 1960s, was possibly a beautiful Triumph Herald I saw being driven on more than one occasion in Salzburg, Austria, or any one of a half dozen or so Fiat 500s (Bambinas) that I saw in all of the countries I visited except Italy! Or perhaps the even rarer Zastava 750, that was made in Yugoslavia between 1962 and 1985, a badge engineered but slightly modified Fiat 600, I saw that beauty in Račišće, the village my Dida and Baba (grandparents) came from in Croatia.

That's enough to keep you entertained,  
*Brent*



## COMING EVENTS

<b>August 3-5</b>	REDEX RERUN – see June issue for details
<b>August 13</b>	AGM – 1.30pm Armstrongs – see page 8 for details
<b>September 19</b>	Trivia Night at the Horse & Trap; contact Brent if you are coming so he can book us a team table - 09 638 9421 or brentdruskovich@gmail.com
<b>October 7</b>	Club visit to Don Webster's Car Collection, 16 The Knoll, Greenhithe at 11am; with a rain check day of Sunday 8 <sup>th</sup> .
<b>October 23-28</b>	Targa NZ
<b>November 12</b>	Pride of Ownership; any suggestions for a venue?



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## JEANETTE'S JOTTINGS

Leonardo da Vinci designed the earliest parachute - and when one was made from his plans and tested – it worked!

The Toyota which came 2<sup>nd</sup> at the 100<sup>th</sup> 24 hour Le Mans, was hydrogen and electric powered.

With an endurance race in its sights, a team of more than 30 students at Eindhoven University of Technology (TU/e) in the Netherlands has developed a technology that's allowed a 250-km battery pack to be fast-charged in under four minutes.

While New Zealand has a reputation for being a magnet for billionaire doomsday preppers, the country is home to just three people with a net worth in excess of 10 figures: Lord of the Rings director Peter Jackson, investor Richard Chandler, and packaging tycoon Graeme Hart.

A nice strong cup of espresso is great for clearing the cobwebs out of the brain first thing in the morning. It might also be good for clearing Alzheimer's-causing protein tangles away too if lab tests hold up in further research.

Three Gorges Energy has connected the world's first 16-megawatt monster offshore wind turbine to the power grid. With a mind-boggling 260-meter (853-ft) rotor diameter, this towering colossus will supply clean energy for about 36,000 Chinese homes.

The sweetener Aspartame is still deemed safer than bacon and red meat.

Results from the James Webb Space Telescope (JWST) suggests that the universe may be twice as old as previously thought.

New analysis of a tool that dates back 300,000 years has revealed that our ancestors were skilled craftspeople that made useful hunting weapons designed for comfort, efficiency and longevity. Some of these skills are still seen in woodwork today.

The tomb of Richard III, the King of England who died in battle in 1485 and the “hero” of Shakespeare's play of the same name, was finally found in 2012 — under the parking lot next to Greyfriars Church in Leicester. Three years later, the king was reburied, this time in a marble tomb next to the altar in Leicester Cathedral.

After focussing on an asteroid that was struck in 2022 by a half-tonne NASA robotic probe traveling over seven times faster than a bullet, the Hubble Space Telescope has detected a swarm of 37 boulders that were dislodged by the impact.

The earliest spice mix for a Southeast Asian curry has been identified on a sandstone slab excavated from the Óc Eo site in Vietnam. Many of the ingredients are still key in curries today.

Astronomers have detected a radio signal that blares for several minutes at a time, every 21 minutes, and has been doing so for at least 35 years. This bizarre signal doesn't fit any known object without some major revisions to current physics.

Now, scientists believe they may have the antibody treatment to regrow lost teeth!



## 408

from Drivelife

Peugeot New Zealand says that efficiency was a key concern for the designers of the Peugeot 408, since the combination of efforts in terms of aerodynamics, weight reduction (from 1,396kg) and low-emission engines means that the vehicle can now boast remarkably low average energy consumptions (under homologation), both for the hybrids as well as for the 130bhp petrol version.

The new Peugeot 408 will be produced at first in Mulhouse, France, for the European market and then, soon afterwards, in the Chengdu factory in China for the local market.

*"At Peugeot, we believe that life is better with allure. With its unique look, innovative fastback silhouette and unbridled elegance, the new 408 is the perfect expression of the Peugeot Brand's philosophy and inventiveness,"* says Linda Jackson, CEO of the Peugeot brand. *"Unexpected from every angle, the new Peugeot 408 has been designed for lovers of cars and of life, who want to break free from the traditional while seeking responsible pleasure. It embodies Peugeot's exacting technological standards – controlled efficiency and a very high-level digital experience – as well as the intense emotions of instinctive driving pleasure".*

The 408 features a specific exterior architecture. Based on the multi-energy EMP2 (Efficient Modular Platform) version, it has a long wheelbase of 2.787m, with an overall

length of 4.69m and a width of 1.859m with the mirrors folded in.

The tracks are wide, with 1.599m at the front and 1.604m at the rear, with large diameter wheels (720mm) and rim sizes of up to 20 inches. Although raised, the Peugeot 408 nevertheless has a slim and sporty profile, thanks to a height of just 1.48 m.

At the front, there is a long bonnet set between raised wings, which is characteristic of the latest Peugeot models. This styling choice reinforces the look at the front end while streamlining the profile, since the wing/hood cut-out is invisible. This construction principle also simplifies the outer line of the bonnet to allow the body parts to fit perfectly, says Peugeot.

The Matrix LED technology used for the lighting has made it possible to design ultra-slim headlights. These headlamps are the look of the new 408: a resolutely Peugeot look. The light signature extends downwards with two strips of LEDs in the shape of fangs that plunge into the bumper.

The rear of the roof is a particularly aerodynamically sensitive area. The air flow is optimised and guided by two "cat ears" which create an optimal aerodynamic corridor towards the boot lid spoiler. These two features, which are as angular as they are efficient, are distinctive elements of the new Peugeot 408's style.

### **2023 Peugeot 408: Powertrain**

Two plug-in hybrid engines are available on the new PEUGEOT 408:



**PLUG-IN HYBRID 225 e-EAT8:** 2-wheel drive / combination of a 180 bhp (132 kW) PureTech engine and an 81 kW electric motor coupled with the e-EAT8 8-speed automatic gearbox / currently undergoing homologation.

**PLUG-IN HYBRID 180 e-EAT8:** 2-wheel drive / combination of a 150 bhp PureTech engine (110kW) and an 81kW electric motor coupled with the 8-speed e-EAT8 automatic gearbox / currently undergoing homologation.

The Li-ion battery on both plug-in hybrid versions has a capacity of 12.4kWh and an output of 102 kW. Two types of on-board chargers are available: a 3.7kW single-phase charger as standard and an optional 7.4kW single-phase charger.

Estimated charging times are the following:

- From a 7.4kW Wall Box (32 A) and with the 7.4kW single-phase on-board charger, fully charged in 1 hour 55 minutes.
- From a reinforced socket (16 A) and with the 3.7kW single-phase on-board charger, fully charged in 3 hours 50 minutes.
- From a standard socket (8A) and with the single-phase on-board charger (3.7kW), full charging takes approximately 7.5 hours.

An internal combustion engine is also available: the 130hp 1.2-litre PureTech 3-cylinder petrol engine, which complies with the latest €6.4 emissions regulations, is combined with the 8-speed EAT8 automatic gearbox and a Start & Stop system. This version is currently undergoing homologation.

No diesel version is available and a 100% electric model will be launched going forward.

### **2023 Peugeot 408: Driving Aids**

On board the new Peugeot 408, a comprehensive range of latest-generation driving assistance systems, fed by information gathered by 6 cameras and 9 radars, make driving, manoeuvring and travelling safer and smoother, according to Peugeot. Some of these systems are directly derived from the higher segments:

- Adaptive Cruise Control with Stop and Go function and adjustable inter-vehicle distance setpoint.
- Automatic emergency braking with collision warning: detects pedestrians and cyclists, day and night, from 7 km/h to 140 km/h depending on version.
- Active lane departure warning with lane correction.
- Driver Attention Alert, which detects impaired alertness over long periods of driving and at speeds of over 65 km/h, by analysing the micro-movements of the steering wheel.
- Extended road signs recognition and display on the digital cluster: stop signs, one-way signs, no overtaking signs, end of no overtaking signs, in addition to the usual speed-related signs.

- Night Vision system, which detects living creatures (pedestrians/animals) in front of the vehicle at night or in poor visibility. The range of the system ensures detection, beyond the range of the high beam, with a central infrared vision display in the digital cluster located directly in the driver's field of vision.
- Long-range blind spot monitoring (75 metres).
- Rear traffic alert: when reversing, alerts the driver to a nearby hazard.
- High-definition reversing camera with integrated cleaning nozzle.
- 360° parking assistance with 4 high-definition cameras (front, rear and side),
- Door mirror angle adjustment when engaging reverse gear.
- Matrix LED headlamps for maximum use of high beam power without dazzling preceding or approaching vehicles.
- Automatic high beam.

The Drive Assist 2.0 package is a further step towards semi-autonomous driving, which will be available later. This package consists of Adaptive Cruise Control with Stop and Go and Lane Keep Assist. It adds two new functions, which are available on dual carriageways:

- Semi-automatic lane change, which allows the driver to overtake the vehicle in front of him or her and then turn back, from 70 km/h to 180 km/h.
  - Anticipated speed recommendation, which suggests that the driver adapt his or her speed (acceleration or deceleration) according to the speed limit signs. Other

equipment is available to facilitate the daily use of the new PEUGEOT 408:

- Proximity hands-free access and start,
- Lidded arm access with a motorised boot lid,
- Fully defrostable heated windscreen and heated steering wheel,
- Perimeter, volumetric and deadlocking alarm,
- Electric parking brake on all versions,
- Sunroof equipped with a velum.

The interior of the new 408 uses Peugeot's common i-Cockpit design, with a low steering wheel and higher dashboard. Powered by 6 cameras and 9 radars, new driver assistance systems should provide peace of mind and safety. They include:

- Adaptive Cruise Control with Stop and Go function,
- Night Vision, which warns of animals, pedestrians or cyclists ahead before they appear in the high beam,
- Long-range blind-spot monitoring (75 metres),
- Rear Traffic Alert, which warns of a potential hazard when reversing.



<https://www.drivelife.co.nz/2022/07/2023-peugeot-408-ph-ev-details/>

# SAFETY BELTS

by Jeanette Grant

I think the first car I saw with seatbelts was the brand new fuel injected Peugeot 404 that John had waiting for him when he went back to England in 1967. There were only two belts for the front seats and nothing in the back. It was still many years before they were to become common, let alone compulsory.

Seat belts were invented by English engineer George Cayley in the mid-19th century, though Edward J. Claghorn of New York, was granted the first patent on February 10, 1885 for a safety belt 'for tourists, painters, firemen, etc. who are being raised or lowered'. In 1911, Benjamin Foulois had the cavalry saddle shop fashion a belt for the seat of Wright Flyer Signal Corps 1 to hold him firmly in his seat so he could better control his aircraft as he bounded along the rough field used for takeoff and landing. It was not until World War II that seat belts were fully adopted in military aircraft, and even then, it was mainly for safety reasons, not improved aircraft control.

American car manufacturers Nash (in 1949) and Ford (in 1955) offered seat belts as options, while Swedish Saab first introduced seat belts as standard in 1958 at the New York Motor Show. However there were serious disadvantages to both the early lap and the diagonal belts. It was possible to slide out from under the diagonal while the lap belts caused many serious spinal injuries. The first car with a three-point belt as a standard item was the 1959 Volvo 122, first outfitted with a

two-point belt at initial delivery in 1958, replaced with the three-point seat belt the following year. The three-point belt was developed by Nils Bohlin who had earlier also worked on ejection seats at Saab. **Volvo then made the new seat belt design patent open in the interest of safety and made it available to other car manufacturers for free.** Unfortunately there was a certain amount of initial backlash to these public spirited action. The general public worried that the Volvo must be unsafe if such a newfangled item was considered necessary.

John's 1967 404 had a fixed belt for the passenger seat and a retractable one for the driver. This was essential as the 404's handbrake was under the dashboard and it was impossible to reach it with an ordinary seatbelt tightened up correctly.

I have been a convinced fan of retractable belts since we crashed the car behind the Iron Curtain in July 1967. Coming out of the village of Senec near Bratislava we were looking for the sign of the camp where we intended to stay that night. We could see people waiting at a bus stop ahead of us and a bus slowing down so we presumed it was preparing to pull up there. John therefore pulled out & accelerated to overtake the bus. The next thing we knew, the bus, without any indication of its intentions – no indicator and no brake lights – pulled out into the MIDDLE of the road and stopped dead. John had to decide whether to try and swing wide of it - which there wasn't room to do – or to brake hard and take the impact squarely. He took the latter course. If it had been a car, the damage would have been minor, but with a bus, the bumpers of the two vehicles did not

coincide and therefore the radiator etc was smashed.

We were both wearing safety belts and came off with little damage. John got a small cut on his nose as the retractable belt held – and slipped – and held and actually let him go forward far enough just to split the end of his nose on the metal horn ring which was set inside the steering wheel. I bruised the heel of my hand and we were both a little stiff for a day or two. Well I was more than a little stiff. It was OK in the daytime but there were two or three nights when I would seize up solidly, totally unable to move and have to call John to wake up and help me change my frozen position. I believe I had internal bruising as my seatbelt was not done up tightly and I went forward a couple of inches against it before being held in place.

We were initially taken to a clinic to have John's nose fixed up and they took Xrays to make sure that nothing was broken. You should have seen the doctor's face while he studied the Xray of John's nose – according to it he has none. The Auckland doctor – Mr Manchester – had replaced the bone in his nose with a frame of silver wire. after his accident in a time trial in the Waipu Gorge some four years earlier. This really had the local doctor puzzled for a while.

The people in Czechoslovakia were marvellous. While a girl who spoke English was ringing up the police for us to find out where we had to go to report the accident, a young man waiting to use the phone – Ladislav Stritz – gave us the name address and phone no. of a friend of his who he said could fix the car. This man – Algiz Zuffa – was a Lieut-General and in

charge of the Air Force during the revolution. He was then retired (54yrs) on a pension and amused himself building and racing cars. He was extremely helpful and extremely well known. When we were with him, we got free rides on trams, jumped queues and generally got preferential treatment.

After the accident we spent about an hour and a half at the police station making a statement while the local chemist – Mrs Anna Stolarik – interpreted with the aid of a huge dictionary. Everyone was very kind. We then went to the tractor station where the car had been put for the night under the eye of the night watchman. He showed us into the office block and told us that we could sleep in the conference room so we set up our stretchers and sleeping bags alongside the conference table and used the managing director's bathroom etc. We were just getting settled when Ladislav Stritz arrived with Mr Zuffa and Josef Novan who spoke some English. He said that they were starting work on the car right away and that we were to go to Ladislav's apartment for the night – which we did.

The next day they took us out to Zlate Presky which seems to be THE holiday place in Bratislava. Everybody comes there daily to go swimming. It is apparently the only place in the city where foreigners are officially allowed to stay. There is a camp site, a motel, a very good restaurant and thousands of locals sunbathing and listening to the latest western hits on the juke box. We were there for almost a week waiting for an answer --- which never came - from the London insurance office.

Mr Zuffa had sent them a report on the state of the car and we expected that the cost of doing repairs locally would be too high for them to consider. The Peugeot is so designed that on an impact, the engine drops instead of coming straight back into the cab. This meant that we were unharmed but of course it had done considerable damage to the car. It is a marvellously designed car. Not one piece of glass was broken and none of the doors jammed or flew open.

Finally we left the car in Mr Zuffa's custody with legal papers to show the local authorities that he had a right to it. We expected that the insurance company would give it to him to pay for his time investigating the damage and having the car towed to his place. We hoped so. He was marvellous to us and if he kept it, I am sure the car will have run again in some form – maybe as a sports car.

Once married and back in NZ, it was not long before we were considering how to keep children safe in a car. For a couple of years while Reay was a toddler and Alex a baby, I drove a rear-engined Renault Dauphine. John took out the back seat and replaced it with a couple of 4x2s and some carpet so there was a flat base for the carrycot. This was just a fabric sided box with a hardwood base – little more than a padded drawer with carry handles. No harness or real protection for the baby it held. However, it was comfortable and roomy enough that for the first months of his life, our youngest slept in it every time we went away in the caravan. The earliest child's safety seat we had was just intended to hook over the back of a seat. John was not happy with that casual approach and

drilled two holes through the rear parcel shelf, inserted the legs through into the engine compartment and anchored them together under the shelf so the car seat could not come loose. This had the added advantage of keeping the baby out of his brother's reach. When they were a little older, a rather neat safety-belt was added in the back. It was just a harness with a length of belt firmly anchored to the frame of the seat. It allowed the child enough movement to sit or lie down but still ensured they could not leave the car or get thrown through a windscreen.

We were then in a minority in even attempting to secure child passengers. It was not until 1972, that the law in NZ made it compulsory to use seatbelts – if you were over 15 years of age. In 1978 this was reduced to the age of eight. As our boys grew older and started school, there were wet days when they – and the neighbours' children – needed a drive to school. In pre-seat belt days, I can testify that seven small passengers will fit in a Simca 1000 for a short distance. However, as they grew older and bigger, their schoolbags also increased in size, so I progressed to a Peugeot 404 saloon and later a diesel 404 Family Estate which by then (the 1980s) had three rows of seats and could and did carry seven people – all with safety belts.

A far cry from the days of the 1950s when John remembers packing seven into a Standard 10 after the Blossom Festival at Napier.

PS. this included 1½ passengers in the boot, which was accessed from inside the car.

## CARS MUST LIVE LONGER

from AUTOCAR, 14 June 2023

“Stellantis is aiming to extend the life of its vehicles beyond the current 12-year average, with 15 years ‘not crazy’ as the new target.”

[As the owner of several Peugeots which have served several times that 12 year average, I know that given decent care and attention, those goals are certainly within reach. Ed.]

Stellantis plans to harvest reusable parts from scrapped cars, among other initiatives to cut its overall CO2 footprint by extending the cars’ lives. They have pledged to reach “net zero” emissions by 2038 despite the potential extra carbon footprint of building electric cars.

The current Stellantis 12 year average is the same as the European average. The UK car parc is one of the youngest in Europe – an average of only 8.6 years. Length varies very much, eg Germany is 10.1 and Estonia 16.8!

Factors reducing the average age include higher numbers of new cars sold as well as inflated scrappage rates due to incentives or high scrap value. Stellantis has announced they plan to “remanufacture” used parts along with complete vehicles using the Miraton plant in Turin which will become a used vehicle reconditioning, dismantling and parts remanufacturing hub as part of an investment totalling more than £8.7m. They are confident that they can quadruple this side of their business by 2030.

## STEER BY WIRE

Unlike a conventional steering wheel, a steer-by-wire system doesn't have a mechanical connection to the vehicle's wheels. Instead, the steering configuration uses cables that send electronic signals to the vehicle's gear.

Since steer by wire relies on digital signals, it can adjust feedback from the vehicle's wheels to remove vibrations and improve the steering ratio. However, steer by wire also gives you the freedom to customize the feedback if you prefer to feel the vibrations and torque response. Not to mention, it's possible to shift the steering wheel to any position inside the vehicle, including the passenger seat, using drive-by-wire.

By replacing conventional steering components with Steer-By-Wire technology you gain all of the following:

- Significantly reduce the number of moving parts in a vehicle
- Reduce weight and increase fuel economy
- Increase operational accuracy and efficiency
- Eliminate the maintenance of hydraulic systems and other mechanical adjustments
- Gain ergonomic efficiency as steering takes less effort and can reduce operator fatigue

While electric power steering removes the hydraulic components but retains the traditional mechanical steering linkage, Steer-By-Wire does away with the steering linkage. These systems use electric motors to turn the



wheels, sensors to determine how much steering force to apply, and devices that provide tactile feedback to the driver. These motors are more efficient, quieter, and require no maintenance.

The chief customer concern with Steer-By-Wire is the lack of physical linkage. Because there are no mechanical linkages between the driver and the wheels, a controller is used to control the positioning of the motors used to steer the wheels. Products such as the InMotion APS (Advanced Power Steering) controller that meets the ISO standard 13849-1, category 3, level PL=d for functional safety, meet those safety needs.

From a practical standpoint, this controller can detect any single fault in the controller, or items attached to the controller such as the steering motor or input device, and take action to bring the system to a safe stop. With a redundant processor supervising the actions of the first processor, this is an example of a product designed to meet your safety needs.

But perhaps the biggest benefit of steer-by-wire is that it delivers a more precise steering ratio. In other words, if you're trying to navigate a tight corner at low speed, you don't need to do hand-over-hand movements. Because of that, steer by wire makes it easier to drive a car using a steering yoke instead of a steering wheel. Steering-by-wire can even make driving safer. For instance, if you're disabled or a senior citizen, it will be easier for you to drive since drive-by-wire filters out vibration feedback on rough terrains.

A drive-by-wire system can be programmed to prevent inexperienced drivers from oversteering. It can also make it easier for autonomous driving to take charge of your vehicle since it doesn't rely on a mechanical connection to the wheels. In the future, a steer-by-wire system could make it possible to drive your vehicle remotely from the comfort of your home.

HOWEVER - The biggest concern of steer-by-wire is that a software malfunction or a miscalculation in transmitting the digital data will cause an accident. It's because of that reason that some vehicles with steer-by-wire are built with a backup system in case of a malfunction.

Another disadvantage of steer-by-wire is power issues. If you experience electrical failure while using steer-by-wire, you could be in trouble. It will also consume more power than a traditional steering wheel.

Since the steering wheel is connected to sensitive cables and actuators, it could be more expensive to install and maintain compared to a mechanical steering wheel. However, drive-by-wire systems are designed with fewer mechanical parts and are less likely to fail than conventional steering wheel systems.

Currently it's mostly used in racing competitions such as Formula One or rare sports cars such as the Audi R8 LMS GT3, BMW M6 GT3, and Mercedes-AMG GT3. For the cars that are street legal, it was first introduced in the Infiniti Q50, but Nissan switched back to its traditional steering wheel after criticism. Others using a steering yoke are the 2022 Toyota bZ4x and the 2023 Lexus RZ450e.

## TARGA NEW ZEALAND 23-28 October 2023

Hello Targa Family

With the recent announcement across the ditch that Targa Tasmania has been cancelled for 2023, we welcome the return of Tony Quinn in his Nissan GTR-35. Tony is a long term supporter of Targa NZ and in his words "With all the uncertainty here in Australia, I encourage you all to do Targa NZ and have some fun". We thank Tony for his support and remind everyone to enjoy yourselves doing the things you love while you still can.

Again we have put together a package deal with Roy Dass and his team at Blast Experiences based in Melbourne as a point of contact for anyone in Australia keen to join us, here is a link to his website, click here.

As we approach the end of July we would like to thank those who have registered to join us in October. Lisa has been processing your entries and now that she is full time in the office is more than ready to assist in any way, so reach out if you need some help before the end of the month and take advantage of the current pricing before it increases. Click here.

<https://www.blastexperiences.com.au/>

We are currently finalising the numerous official roles and now that the maps have been completed by Bryce and his Team, on the new 'Kiwi Maps', we will be

allocating stages to the timing crews and sending them out early next week.

It was great to see both host countries (Australia and New Zealand) win their first games of the FIFA Womans World Cup 2023. This event is a great spectacle and amazing atmospheres so well worth going to a game live if you get the chance.

That's all from me for now, enjoy the weekend and we look forward to hosting you in October.

Regards

Peter Martin

Managing Director

Ultimate Rally Group Limited

M: 0274'525643

T: 09 298 8322

A: Unit 8, 20 Hampton Downs Road,  
Waikato 3782

P: PO Box 499, Drury 2247

Targa New Zealand 2023

### WHY?

This year's Targa Tasmania has been cancelled amid an ongoing safety review and four deaths in the last two editions.

Three competitors lost their lives in 2021 and, despite an Investigatory Tribunal Report which made 23 recommendations to improve safety, there was further tragedy last year.

Motorsport Australia responded by suspending permits for Targa-style tarmac rallies and commissioning a Targa Review Panel, which would find the risk both to competitors and of further serious incidents to be "unacceptably high"...

Now, it has been cancelled altogether, as has the Targa Great Barrier Reef which was to take place September 1-3.

## FOR SALE

### 1999 Peugeot Pininfarina 306 Cabriolet

*[This car belongs to a friend of Peter Vuletich in Whangarei.]*

I have owned the car for seventeen years and it has caused me very little trouble in that time but it recently failed its six monthly warrant due to the handbrake not holding effectively. It apparently needs new cables and rather than go to the trouble of doing this we thought it would be best to sell it. While I hate to part with the Peugeot, Steve and I are presently considering having just one car, so now seems the right time.

We wonder if you know of someone who loves Peugeots who may be interested in buying it?

Some other details about the car.

1999 Peugeot Cabriolet 306 –  
Pininfarina

Colour China Blue; ;4 x door;2000cc  
Japanese Import purchased in 2006  
with 49,510 certified kms on the clock.

Present mileage 98,932 kms

N5C Shape (recognised as the new  
shape)

All leather interior (tan) all in very  
good condition. Automatic, Air con.,  
Power Steering, Elec. Windows, radio.

Soft top. I have only ever had the  
top down a few times over the years.  
The last time the mechanic tested the  
hood it went down automatically but  
he had to manually put it back up. It  
hasn't been used or tested since.

Tyres good

Paint on bonnet is looking a bit  
smudgy and there are a couple of  
minor scratches elsewhere but  
otherwise the paintwork is pretty good.

Registration expires July 2024

No current WOF

Full Service done February 2023

Handbooks (one in Japanese and  
one in English)

If you have any ideas about a  
possible new owner for my little car  
could you please get back to me.

Happy to answer further questions  
and send more images if required. We  
would like \$2,000 o.n.o. for the car  
with the purchaser to remove from  
Punga Grove at their cost.



Kind regards,  
Anne Perkinson

11a Punga Grove Ave  
Riverside,  
Whangarei 0112

Anne 021 060 6353  
Steve 021 114 1010



# PEUGEOT CAR CLUB (Ak) Inc

## Statement of Financial Performance for the year ended 30th June 2023

INCOME	30/06/2023	30/06/2022
--------	------------	------------

Advertising	881.00	844.00
Annual subscriptions	1,875.00	2,030.00
Bank Interest	78.58	13.67
Ellerslie Concours Income	276.31	-
Raffles & Other	66.00	40.00
Club Shop Gross Sales	175.00	-
	3,351.89	2,927.67

## EXPENDITURE

Club Shop COGS/giveaways	186.00	22.00
Donation	300.00	-
Editors	200.00	-
Insurance - Public Liability	786.46	579.46
Miscellaneous	79.89	150.00
Postage & PO Box	820.33	830.20
Printing PEUGEOTEX	1,459.12	1,044.48
Subscriptions	143.72	55.00
Trophies	180.00	95.00
Website	-	50.00
	4,155.52	2,826.14

Excess Income / (Expenditure)	( 803.63)	101.53
Less depreciation	-	-
(Decrease)/Increase in Equity	( 803.63)	101.53

## Statement of Movements in Equity for the year ended

### 30th June 2023

Equity at beginning of year	6,358.89	6,257.36
Net Surplus / (Deficit)	( 803.63)	101.53
Equity at end of year	5,555.26	6,358.89

<b>PEUGEOT CAR CLUB (Ak) Inc</b>			
<b>Statement of Financial Position as at</b>			
<b>30th June 2023</b>			
	<b>30/06/2023</b>	<b>30/06/2022</b>	
	<b>\$</b>	<b>\$</b>	
<b>Assets</b>			
Current account	625.01	1,549.73	
Accelerater account	3,704.14	3,625.56	
Accounts Receivable	276.31	-	
Pre paid envelopes	550.80	648.60	
Club Shop Stock (cost)	378.00	564.00	
	<b>5,534.26</b>	<b>6,387.89</b>	
Accrued Expenses	-	-	
Sub in Advance	-	50.00	
	-	50.00	
<b>Working Capital</b>	<b>5,534.26</b>	<b>6,337.89</b>	
Fixed Assets	21.00	21.00	
<b>Net Assets</b>	<b>5,555.26</b>	<b>6,358.89</b>	
Accumulated funds	6,358.89	6,257.36	
Change in accumulated funds	( 803.63)	101.53	
<b>Total Accumulated Funds</b>	<b>5,555.26</b>	<b>6,358.89</b>	
	-	-	

If  
you think NZ placenames can be confusing/amusing, what do you think  
about these genuine English ones?

- Butt Hole Road
- Brown Willy
- Booty Lane
- Nether Wallop
- Honeypot Lane
- Mudchute
- Six mile Bottom
- Titlington Mount
- Ogle Close
- Old Sodbury
- Slag Lane
- Crapstone
- Fanny Avenue
- Bitchfield
- Happy Bottom
- Lickey End
- Hooker Road
- Bladda
- Snatchup
- Feltwell
- North Piddle
- Old Sodom Lane
- Spanker Lane
- Upper Dicker

**Auto France Ltd**



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Restoration**



**David Jones**

Phone: 092784301 / 0210557117  
Email: [sales@autofrance.co.nz](mailto:sales@autofrance.co.nz)  
Clarks Beach, Auckland

## FEMALE INVENTORS

Caresse Crosby, 1892-1970:

Caresse Crosby was tired of wearing corsets, and so she developed the modern bra, known as the "backless brassiere." She later sold her patent to the Warner Brothers Corset Company, which left her in the shadows. She was the first recipient of a patent for the modern bra, an American patron of the arts and a publisher.

## JOKE OF THE MONTH

Q] Do you know what is an astronaut's favorite part of a computer?

A]The space bar.



This newly completed 516m (1,692 ft) Arouca bridge in Portugal is 175m above the river – the longest pedestrian bridge in the world. Cost US\$2.5m.



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CLEAN CAR  
STANDARD  
REBATE



## NEW e-208

FOR THOSE AHEAD OF THEIR TIME

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

**0 GRAMS OF CO<sub>2</sub>, 340KM RANGE (WLTP\*\*)**

\*Based on a Peugeot e-208, RRP of \$53,990. Offer of \$165 per 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 to 31 December 2021. \*\*WLTP cycle, 2019 standard, corresponding to 340 km WLTP. Rapid Charge at public ev 100kW charging station.

# SOUTHERN AUTOS

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DEPOSIT

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**PEUGEOT**

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