



Peugeot Car Club (Auckland)

Peugeotex[©]



Volume 39, #7, August 2025

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Front cover – Steve's 1951 Citroen Traction Avant Legere, aka Light 15.

Above – Liesje Bradley

Below – Liesje and Brent at the AGM

Inside Rear cover - Matthew, Jay and Brent at the AGM



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COMING EVENTS

peugeotclub.org.nz

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

October 19 – Pride of Ownership –
venue TBC

November x - Nav Trial???

2026

February 8 – Ellerslie Concours

March 1 – Brit-Euro Concours

March 15 – Gymkhana TBC

THOUGHT FOR THE MONTH

The best revenge is massive success



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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

I am just going to make it short, Jeanette in her role as editor is likely to already have the magazine crammed with AGM related matters. I just want to express my thank you to those that made it to the Vintage Car Club rooms to pass the new constitution, Andrew Corbett for asking a couple of tricky questions that I personally hadn't thought about and grateful to have Donald Webster there to answer them. It is now up to the committee to get our new constitution registered with the government.

I no longer remember who bought it up at the AGM but whoever it was another thank you for getting me off topic and talking about pies. This year the NZ Supreme Pie winner was from Rosedale Bakery and Cafe in Albany. The weekend before the AGM, the first after the prize winner was announced, Mandy, Joshua and I went and visited to try the winner – a swirled potato top creation with a centre core of fondant-style cooked potatoes finished in au gratin layers. What can I say to you – well we were there at 8.30 in the morning and just beat a large contingent of people there, also wanting to try THE PIE! Queues went out the door, the shelves were emptied of the winning pie,

other flavours remained untouched.....I thought that there were going to be some disappointed people...and then another tray of freshly baked pies were brought out to replenish whilst the others still remained untouched.... The pie itself was \$8.90, a little beyond my usual budget, but I wanted to try it. Verdict, it would have to be the best potato top style pie I have tried, the potato gratin gave it a real point of difference. But would I get it again, the answer to that is I think that others potato top pies (and other flavours) are either equally as good or very close to it, and cheaper. Therefore I would get it again if in the immediate neighbourhood, but if going on a pie drive would generally (but not every time) prefer to drive to Euro Patisserie Torbay, another award winning pie bakery, in fact they won two of the eleven award categories this year.

As an aside we discovered at the Rosedale Bakery and Cafe that there are also separate NZ Sausage Roll awards, they have won the top Sausage Roll in NZ award too – I didn't notice which year – so we purchased one of those too to share and sample – verdict on that, other than a couple of relatives homemade venison sausage rolls – this was the best I have had....so yes worth the trip, remember it might cost you a little more than your spare change.

Brent

Presidents Report for Annual General Meeting, Peugeot Car Club (Auckland) Incorporated, 2025

Over the last few months we have lost a couple of stalwarts of the club - one of our patrons, Don Hadfield, and a long-time member and regular attendee of events, Ros Lowe. I would like to acknowledge not only their passings, but also their contributions in both the running of events, both have had things to say at past AGMs and to our social life as club members in general.

As with last year we have important business to achieve, both the prize giving and a review of the constitution, in what may be a limited time I am going to make this brief.

Although the committee has faced challenges, such as struggling to organize an interclub event with Wellington, a navigation trial and the gymkhana, we've made efforts and faced some constraints. Many of our members live outside Auckland, and in these inflationary times, it's tough to coordinate events due to travel and cost. However we have achieved a great deal, in

particular we have had good and enthusiastic attendance of members attending for the first time. There has even been a nice jaunt to Thames to celebrate the now England resident ex-member of the club, Rhys Nolan writing and publishing a book on 404s, many of the photos being contributed by New Zealanders.

And I know it is a repeated broken record, but I would also like to add the committee has not managed to meet as often as we should have, sometimes due to work constraints, others, and notably over the last year there have been a few succumb, more or less at the same time to illness.

Nevertheless, largely due to the efforts of Jeanette and to some extent as proofreaders Matthew and I, as well as support from CopiesPlus who do the printing, we have continued to put out a quality magazine, one we can be proud of.

With regards to the Gymkhana, a date has now been set for March next year, John and Wendy Cato to host us once again on their farm in Karaka, though there is one stipulation, they want a guaranteed 10 competitors or it will be called off, so let's make it worth their while. There have also been murmurs of a navigation trial being

organised, though as yet they are only murmurs.

I personally have never been busier with work, and whilst as a self-employed person this is financially rewarding it is draining of my time and energy, I typically am working 7 days a week, don't get me wrong, not 7 days and 8 hours a day, sometimes for instance it might only be an hour and a half on each day of the weekend, other times somewhat more. I currently cannot see an end to this, and between work, family, car club, friends and social activities getting the balance right is becoming even more difficult.

Therefore I am giving you all notice that I will remain as President for no more than another two years, so start thinking whether you (individually) will replace me, or who you want to nominate amongst us to replace me. I will say this much, it is not advanced resignation from the club or from the committee, and I will miss writing the Rambles. I find them quite therapeutic, being able to write for the fun of it, as opposed to the writing of reports I do for work, which are often quite prescribed in their formats. Thanks, it has been and continues to be a privilege,

Brent

PRESIDENT'S AWARD

The tradition is that the recipient of this award is only made aware of their "win" at the actual AGM

This year the Trophy went to

Frank and Pat Lester

on the grounds that

"In 2025 they were quite confused, forgetting that they are both members of a car club, and the Peugeot one at that, turning up to the Pride of Ownership on bicycles that weren't even of the appropriate brand. Hopefully the wording on this mirror will jog their memories."

TROPHY WINNERS 2024-25

ARTHUR BRINTON CUP FOR SERVICES TO THE CLUB

Jayden Hardie

COOPER CARS ATTENDANCE TROPHY

1] Matthew Ensor

2=] Liesje Bradley

2=] Jay Hardie

"04" PRIDE OF OWNERSHIP

1] Paul White

2] Liesje Bradley

"06" PRIDE OF OWNERSHIP

1] Peter Hagglund

2] John Grant

"07" PRIDE OF OWNERSHIP

1] Dennis Lowe

2] Matthew Ensor

"08" PRIDE OF OWNERSHIP

1] Don Howarth

2] Brent Druskovich

IAN GRIMMER MEMORIAL

TROPHY FOR LONG DISTANCE TRAVEL

1] Graham Pooley

2] Nathan Yelash

NEW MEMBERS CUP

Perryn Neels

COMING EVENTS

October 19	Pride of Ownership; venue to be confirmed. Suggestions welcomed
2026	
February 8	Ellerslie Concours. Entries open June 2025 at www.concours.org.nz
March 1	Brit-Euro Car Show
March 15	Gymkhana at the Cato's farm. Date to be confirmed once we have sufficient declarations of interest. Contact Brent

IN MEMORIUM

We would like to express our sympathy to Dennis Lowe on the death of his wife Rosalind on the 23rd July.
She will be sadly missed by family and friends.



MotorWorks

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JEANETTE'S JOTTINGS

Despite being the world's largest economy, the United States has over 650,000 homeless people on any given night, representing one of the highest rates among developed nations.

Almería in Spain is one of the largest producers of greenhouse-grown vegetables in the world, exporting millions of tons annually.

The greenhouses, with their reflective white plastic roofs, are so prominent that they can be seen from space.

We're currently a lot better at producing clean energy than storing it to use later. That poses a challenge in regions that have long stretches with low wind and sunlight, stressing power grids fed by renewable sources. Augwind Energy believes it might have a found a solution thousands of feet below the ground – salt caves.

Over the past two centuries, the construction of thousands of dams has done more than just tame rivers – it has shifted the Earth's North Pole about a meter off its position.

Data on WoF inspections shows that vehicles aged over 40 years have the lowest WoF failure rate than any other decade, even lower than vehicles under 10 years of age. Crash statistics also show that very few vehicles aged over 40 are involved in serious crashes where vehicle condition is a contributing factor.

Scientists have found that animal fats – butter, lard and beef tallow – sabotage the immune system's response to tumours.

Pareidolia is the tendency of the human brain to recognize familiar patterns, such as faces, in random objects or images.

Only about 8 % of people worldwide have blue eyes, and they all descend from one person who lived near the Black Sea 6,000 to 10,000 years ago. A genetic mutation in the OCA2 gene changed how melanin was produced — and that mutation spread.

Researchers in the US have found that people who ate fries five or more times a week had a 27% higher risk of developing Type 2 Diabetes, compared to those who rarely indulged.

As of March 2025, the US national debt stood at roughly \$36.6 trillion dollars. Some examples are Canada \$379billion, China \$759billion, India \$219billion, Ireland \$336billion, Japan \$1trillion, the UK \$723billion!

A meteorite that crashed into a Georgia home on 26 June leaving behind a hole the size of a golf ball in the ceiling and a dent in the floor, is older than the Earth itself, according to scientists who are studying the space rock – 4.56billion years old!

The Italian government has given the green light to an incredibly ambitious plan to connect Sicily and mainland Italy with the world's longest suspension bridge. Measuring a length of 2.24 miles, the project is expected to be completed in 2032.

AGM REPORT

By Robert Morgan

PRESENT Liesje Bradley, Andrew Corbett, Ray & Anne Cotterill, Brent Druskovich, Matthew Ensor, Peter Hagglund, Jay Hardie, Don & Wynne Howarth, Dennis Lowe, Robert Morgan, Perryn & Ashton Neels, SooLand Wong, Peter Vuletich, Donald Webster.

APOLOGIES; Dave & Dorothy Duirs, John & Jeanette Grant, David Holmes, Graham Pooley, Mary Pullman.

Peter Vuletich kindly supplied the carriage to attend from Whangarei, allowing me to take the wheel of his fabulous Renault Megan RS just at the start of the new Warkworth expressway. I must say with the changing climate of our automotive landscape, it was refreshing to get back into a true French sports car, reminding me just how much fun my old RCZ R really was to drive. I had to concede to Peter that the Renault was more refined than the RCZ (Sorry RCZ lovers, but it is some eight years newer in design), but both cars are near equally fast, frighteningly so!

Finally, we made our Penrose destination in plenty of time, not before the Renault took us on a wild goose chase, having locked the Nav into another address somehow.

Meeting convened with the reading of apologies by Brent, with the most noted with concern being the absence of John & Jeanette Grant. It also came with surprise to see Ray & Anne Cotterill arrive from Whangarei, having already given their apologies with car trouble. Well done to Ray for getting the 2008 sorted with a replacement voltage regulator in time!

Overall, a good turnout of seventeen arrived, allowing for the meeting to proceed as required.

Minutes of the 2024 AGM were tabled and approved.

The President's Report was tabled and approved along with the audited 2025 accounts.

The main matter of the day was tabled by Brent, being the new club constitution for approval. A surprisingly big document for such a small club, so understandably not practical that it was reviewed in detail on the day. Several changes were raised, such as how the club would be wound up if that were ever decided and the phase shift between the meeting and membership years to ensure that membership is still valid at the AGM.

The new constitution was approved for committee signing. Much thanks for all the work around the constitution was given to Donald in the first instance, along with Matthew, Jeanette and Brents' input.

Although the committee now sets annual subs by constitution, the topic was discussed, with the recommendation that they stay at \$60 for this coming year.

Club public liability insurance was again quickly discussed, as a couple of questions around real liability came up now that cover has been stopped.

It was around this time and I'm not quite sure just how, that Brent went off topic and advised us all about Rosedale Bakery's Supreme Pie award winning potato top pie. He was somewhat coy around just how good it was, but did say he would go back for another if he was in the area! I understand that the sausage rolls are also very good, so do drop in if you're in the Albany area.

Election of office was tabled and Brent continues as president, after advising he is happy to do so for a further two years. The existing committee stands with the inclusion of Perryn Neels.

In General Topics, SooLand raised the recent topic of proposed changes to fuel tax and the introduction of RUCs for all vehicles. A quick discussion held around this, with myself pointing out some of the Government's reasoning (not fully supported I might add), and just how this is still some time off before we can conclude the effect on older cars etc.

With general matters closing, the trophies and certificates were presented by Jay and Brent, followed by the raffle draw.

The meeting was closed and attendees all enjoyed a great afternoon tea and chat, so thank you to those that provided, especially the warm sausage rolls Jeanette!



2025 WINTER WOOLLIES

By Steve Cornwall

After a few years absence, Jen and I decided to go on the Wellsford Warkworth Winter Woollies rally in our 1951 Citroen Traction Avant Legere, aka Light 15.

As in previous years Jen and I have thoroughly enjoyed this rally which is usually based from Warkworth. Since the opening of the new Puhoi to Warkworth Expressway, they have started their rally from their clubrooms which are on the site of the Satellite Receiving Station. There were previously problems with our older vehicles crossing over the busy State Highway with about 20,000 vehicles per day using this section.

There is a new array of five satellite dishes near the clubrooms. I asked Leon Salt what they were for receiving and transmitting. He said they were "top secret" and that there was a security guard on duty 24 hours per day. A quick search of the Internet suggests that these dishes are part of Elon Musk's Starlink System. Anyway, the security guard was stopping anyone from taking photos of these arrays.

After our morning tea and coffee, we had the obligatory safety and route instructions and we were off into the unknown. Some sections of the road were described a rough and on one reeve, an orange road cone was in the centre of the road with only the top half visible. Fortunately by the time our convoy passed through, the road surface had been graded and was generally OK for Northland back roads.

The hill country that we travelled through, west of Warkworth, showed the negative effects of the 2023 Cyclone Gabrielle. Near Makarau, west of Puhoi, a major slip of 25,000 cubic metres came down the hillside taking away the road - which in turn took away the railway line. It took six months to repair. Off the side of Kaipara Hills Road we could see massive slips on the side of the hill where acres of land had moved. Dave Dreardon, an experienced farmer from near Ruawai, told me that he was amazed by the magnitude of the earth movements.

We were car 21 and the basic route was south to Puhoi, right under the new Expressway, then up into the hills above Waiwera, through Makarau and over to State Highway 16, a long way north of Kaukapakapa. Next was a

right turn onto Kaipara Hills Road, over the hills and far away, to Kaipara Flats for lunch at the Sports Club. There was heavy rain during the lunch break, hence no photos of the line up of cars.

Much of this route has been part of the New Zealand round of the World Rally Championship so the roads are familiar to Jen and me as keen WRC enthusiasts.

Kaipara Hill Road is about 16 Km of narrow gravel road that rises steeply then follows the ridge lines and has a steep decent to Kaipara Flats. This time the hazard on the road was a herd of very flighty two year old cattle that were obviously unfamiliar with motor vehicles. The grumpy owners of the stock were also unfamiliar with motor vehicles and were quite angry that motor vehicles were using the roadway that they obviously considered was their own cattle race.

Anyway, for some WRC facts.

Allowing for say, 10 minutes hold up while waiting for the cattle to pass us, we took 25 minutes to traverse the 16 Km of gravel road.

- 2025 1951 Citroen Traction Avant, 55 bhp, 3 gears, 25 minutes, 24 mph average
- 1990 Mazda 323 Group A 300 bhp 5 gears, 13min 15 sec, 44 mph average

- 2022 Toyota Yaris WRC1 500bhp hybrid, 9 min 10 sec, 64 mph average.

That's progress! The winning driver in 2022 was Kalle Rovenpera, a Finnish driver, who is a two times World Champion who won his first Championship, here in NZ, a day after his 22nd birthday; the youngest World Champion ever!

Considering that we had "only" 55 horses rather than 500 horses we did rather well.

While the morning run was relatively straight forward with Left, Right and Stop instructions, the afternoon instructions was a true navigation trial with plenty of silent checks, and only three road names given as well as the G.A.S petrol station at Te Hana.

There was a clever section west of Te Hana which involved four roads and a complete 360 degree route where some cars would have been around the circuit once and some cars were just starting the circuit. There was also a trick question at the centre of a major intersection that we missed because we were concentrating on the road junction.

There was also an "overriding instruction" of U-turn at Humber "silent check". If one actually got to this

instruction then you were hopelessly "lost"

Anyway Jen, our driver, and I arrived at the final control from the correct direction, handed our time card in and headed home for our three hour drive back to Paihia from east of Wellsford. Our Citroen, being front wheel drive may have very heavy steering but the traction on loose surfaces is excellent. A green Council wheelie bin and a letterbox, near Pakiri, on a blind corner, close to the edge of road were near misses but they made both of us laugh a bit further down the gravel road.

There were 45 cars and one motorcycle entered although two vehicles were absent due to sickness. Word must have gone through the Ford Model A community because 10 A's turned up along with another 9 British Fords.

Our Citroen was one of only three European Cars. Three cars from the Northland VCC started off including Dave and Sue Dreardon in their 1971 Austin 3 Litre, Doug and Bev Grant in their 1954 Austin A40 Somerset and ourselves.

Ray Spick, the Treasurer of the Wellsford Warkworth Branch brought four of his cars along for family and friends and it was great to see Ray's granddaughter driving a Morris 1100. Mia said she thoroughly

enjoyed driving Granddad's car on the twisty gravel roads, especially with synchromesh on all forward gears, a luxury our Citroen doesn't have.

So, our Citroen's "overheating" problems seem to have been cured by fitting a new temperature gauge and sender unit. A new problem arose when the speedo cable broke on the way south, near Kawakawa, because I had left a kink in the cable when re-fitting the wooden dashboard.

"Fifi" ran wonderfully. Our speeds on the rally were so slow that a speedo wasn't necessary, but the Sat Nav was great on the way home to keep an even speed on 55mph on the busy main highway.

Our fuel consumption on the 1st fill was 29 mpg on State Highway 1 and reduced to 24 mpg on the 2nd fill due to the frequent use of first and second gears during the rally.

The Winter Woollies restored our faith in our 1951 Citroen, and we are looking forward to the Sulphur City rally in Rotorua at the end of August

Thank you to the Wellsford Warkworth Vintage car Club for yet another wonderful winter event.

Jen and Steve Cornwall

Peugeot

DOES THE CLUB HAVE YOUR
CURRENT PHONE/CELLPHONE
NUMBER?
Email it to me please. JG

WASTE NOT – WANT NOT

While we're used to seeing cigarette butts littering public roads, such butts may soon be making their way into those roads, strengthening them in the process. It's all part of a new recycling effort, which should also reduce the need for road repairs.

The initiative is being led by scientists from Spain's University of Granada and Italy's University of Bologna, with the government of China serving as a co-funder. It builds upon a previous study conducted at Australia's RMIT University.

Although cigarette butts of any type could be used, the scientists focused their attention on butts from electronic cigarettes. These are longer than conventional cigarette butts, thus containing more of the sought-after filtration materials.

The scientists began by removing the ashy residue from the ends of used e-cig filters, which were composed mainly of cellulose and PLA (polylactic acid) fibers. Those de-ashed butts were then shredded and mixed with a synthetic hydrocarbon wax, which served as a binder. The resulting mixture was

subsequently pressed, heated, and cold-cut into the form of pellets.

Those pellets, along with old asphalt harvested from deteriorated roads, were finally mixed with bitumen to create new asphalt which was 40% butt pellets and recycled road material by weight. As the pellets came into contact with the hot bitumen, their synthetic wax melted, releasing the cellulose and PLA fibers into the asphalt matrix.

Serving almost like tiny bits of rebar, the firm-yet-pliable fibers reinforced the new asphalt, while also making it more flexible than it would be without them. As a result, it proved to be less prone to cracking under load than conventional asphalt. And as an added bonus, the pellets' wax modified the viscosity of the bitumen, allowing the enhanced asphalt to be produced at lower, more energy-efficient temperatures.



A piece of cigarette-butt-enhanced asphalt gets strength-tested.

PEUGEOT CAR CLUB (Ak) Inc

Statement of Cashflow

30th June 2025

Opening Balance in Bank account(s) - at start of financial year	4,529
Plus Cash received from Operating Activities	
Advertisements	440
Advertisement income in arrears from prior year	365
Annual Membership	2,220
Donations & Raffles	144
Membership in advance for next year	60
Other	226
Total Cash Received	3,455
Less Cash from Operating Activities	
Club Magazine	1,392
Club Subscriptions	179
Envelopes & Postage	809
Editor Honorarium	200
Other	646
Prior years Editor Honorarium paid in arrears	200
Total Cash Paid	3,426
Club surplus or (deficit) from operating activities	29
Plus Cash received from other activities	
Interest on Term Deposit	101
Net increase or (decrease) in cash	130
Closing balance in bank account(s) - at end of financial year	4,659

PEUGEOT CAR CLUB (Ak) Inc

Statement of Financial Performance for the year ended
30th June 2025

INCOME	30/06/2025	30/06/2024
Advertising	440	880
Annual subscriptions	2,220	2,235
Bank Interest	101	126
Ellerslie Concours Income	200	229
Donations & Raffles	144	65
Club Shop Gross Sales	27	-
	<u>3,131</u>	<u>3,535</u>
EXPENDITURE		
Club Shop COGS/giveaways	84	60
Editor Honorarium	200	200
Miscellaneous	149	148
Postage & PO Box	726	1,017
Printing PEUGEOTEX	1,392	1,424
Subscriptions	179	215
Travel	250	-
Trophies	105	186
Website	50	50
	<u>3,135</u>	<u>3,300</u>
Excess Income / (Expenditure)	-4	235
Less depreciation		
(Decrease)/Increase in Equity	<u>-4</u>	<u>235</u>

Statement of Movements in Equity for the year ended
30th June 2025

Equity at beginning of year	5,790	5,555
Net Surplus / (Deficit)	-4	235
Equity at end of year	<u>5,786</u>	<u>5,790</u>

PEUGEOT CAR CLUB (Ak) Inc

Statement of Financial Position as at
30th June 2025

	30/06/2025	30/06/2024
	\$	\$
Assets		
Current account	728	699
Accelerator account	3,931	3,830
Accounts Receivable	-	365
Pre paid envelopes	933	757
Club Shop Stock (cost)	234	318
	<hr/> 5,825	<hr/> 5,969
Liabilities		
Accrued Expenses	-	200
Sub in Advance	60	-
	<hr/> 60	<hr/> 200
Working Capital	<hr/> 5,765	<hr/> 5,769
 Fixed Assets	 21	 21
Net Assets	<hr/> 5,786	<hr/> 5,790
 Accumulated funds	 5,790	 5,555
Change in accumulated funds	-4	235
Total Accumulated Funds	<hr/> 5,786	<hr/> 5,790

Statement of Accounting Policies

Basis of preparation

This Financial report is prepared in accordance with the XRB's Tier 4 (NFP) Standard. The entity is permitted by law to apply this standard and has elected to do so. All transactions included in the Statement of Cashflow have been reported on a cash basis. We have also elected to base our Financial Performance & Position Report using the accrual basis of accounting.

Treatment of GST

The organisation is not registered for GST and all amounts are recorded inclusive of GST (if any).

SNIPPETS FROM THE HISTORY BOOKS

Peugeot, founded in 1810, is now the oldest surviving car manufacturer in the world. It has evolved from a family steelworks in Sochaux into a prominent automobile brand known for its innovation and motorsport success.

In 1810 Jean Frederick and Jean-Pierre Peugeot transformed their family hydraulic mill into a steel foundry where they began by producing tools, coffee grinders and later bicycles. Their LION trademark dates from 20 Nov 1858 when Emile Peugeot applied to register it. Their first actual vehicle was a steampowered tricycle built in 1889 by Armand Peugeot (1849-1915). Many brands developed steam vehicles in the 1890s but none survived past 1926. In 1906, the Land Speed Record was broken by a Stanley steam car piloted by Fred Marriott, which achieved 127 mph (204 km/h) at Ormond Beach, Florida. The record only lasted until 1910

From 1886 Peugeot collaborated with Leon Serpollet – and climaxed with their first internal combustion car in 1890 using a Panhard-Daimler engine.

Since then, Peugeot vehicles have received numerous international accolades, including six European Car of the Year awards. The brand also boasts over

a century of success in motorsport, with victories including the Indianapolis 500 in 1913, 1916, and 1919. Some other successes include

- Peugeot Sport has 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 Rally Challenge Championship three times, the Intercontinental Le Mans Cup twice (2010, 2011),
- and the Pikes Peak International Hill Climb three times (1988, 1989, 2013).

Peugeot took over Chenard-Walcker in 1950, having already been required to acquire a controlling interest in Automobiles Hotchkiss in 1942. A popular model introduced in 1955 was the Peugeot 403. With a 1.5-litre engine, it sold one million copies by the end of its production run in 1962. The company began selling cars in the United States in 1958, and in 1960 introduced the Peugeot 404, which used a 1,618 cc (99 cu in) engine, tilted 45 degrees. The 404 proved rugged enough to win the East African Safari Rally four times, in 1963, 1966, 1967, and 1968.

More models followed, many styled by Pininfarina, such as the

504, one of Peugeot's most distinctive models. Like many European manufacturers, collaboration with other firms increased; Peugeot worked with Renault from 1966 and Volvo from 1972. The results of this cooperation included the development of the V6 PRV engine, which was first manufactured in 1974.

Several Peugeot models were assembled in NZ and Australia, commencing with the 203 in 1953. These were followed by 403, 404 and 504 models with Australian assembly ending with the 505 in the early 1980s. Here the assembly plant in Thames built 404 and 504s.

In 1974, Peugeot bought a 30% share of Citroën and took over it completely in 1975 after the French government gave large sums of money to the new company. Citroën was in financial trouble because it developed too many radical new models for its financial resources. Some of them, notably the Citroën SM and the Comotor Wankel engine venture proved unprofitable. Others, the Citroën CX and Citroën GS for example, proved very successful in the marketplace.

The joint parent company became the PSA Peugeot Citroën group, which aimed to keep separate identities for both the Peugeot and Citroën brands while sharing engineering and technical resources. Peugeot thus briefly controlled the Italian Maserati marque, but disposed of it in May 1975.

The group then took over the European division of Chrysler (which were formerly Rootes and Simca) in 1978 as the American auto manufacturer struggled to survive. Soon, the whole Chrysler/Simca range was sold under the revived Talbot badge until the production of Talbot-branded passenger cars was shelved in 1987 when what was to have been called the Talbot Arizona became the Peugeot 309, with the former Rootes plant in Ryton and Simca plant in Poissy being turned over for Peugeot assembly.

On 18 April 2006, PSA Peugeot Citroën announced the closure of the Ryton manufacturing facility in Coventry, England. This announcement resulted in the loss of 2,300 jobs, as well as about 5,000 jobs in the supply chain. The plant produced its last Peugeot 206 on 12 December 2006, and finally closed down in January 2007.

In October 2013, Peugeot closed their production plant at Aulnay-sous-Bois as part of a restructuring plan to reduce overcapacity in the face of a shrinking domestic market. By December 2013, Chinese investors were rumoured to be potential investors.

In February 2014, the Peugeot family agreed to give up control of the company by reducing its holdings from 25% to 14%. As part of this agreement, Dongfeng Motors and the French government were each to buy 14% stakes in the company, creating three partners with equal voting rights.

A merger of Fiat Chrysler Automobiles (FCA) and PSA was confirmed on 4 January 2021, after an overwhelming vote of shareholders from both companies and the deal officially closed on 16 January 2021 and the name Stellantis came into use.

In 2010, Peugeot started selling the electric Peugeot iOn, a rebadged and revised version of the Mitsubishi i-MiEV.

Peugeot VELV electric concept car was presented on 26 September 2011.

It is estimated that by 2030, 100% of Peugeot sold in Europe would be electrified. Along with adopting an all-electricity approach, Peugeot also aims to reduce its CO2 emissions. Peugeot's aim is to implement its brand shift to sustainable and environmental-friendly transport solutions.

ROAD CONES

Where have all the flowers gone?when will they ever learn?"

These are lyrics from the song written in the 1950s by the late great Pete Seeger.

"When WILL they ever learn"?

Today, at noon, 7th August, we were travelling along State Highway 11 at Haruru, in a 60kmph zone, and were slowed down to 30kmph by "minor" roadside drain cleaning next to the actual carriageway.

There was a line of many closely placed road cones up the centre of

the road, many on the western side and a few on the eastern side.

With a reasonably accurate count, there were between 100 and 110 orange road cones over a short distance of about 300 metres.

The Government continues to make it very clear that there are too many road cones on our roads.

To the NZTA and FNDC "traffic engineers" and "STMS" operators; please stop the wanton placing of road cones.

How many "person hours" are wasted as "some workers" wait for the road cones to be placed by other workers before those "same workers" can start their work?

From recent reports by John Williamson, in the Advocate, road cones are charged out a \$11.00 each per week, and "Traffic Management" can account for up to 20% of each job.

"when will they ever learn?"

Steve Cornwall, [As printed in the Advocate on August 11th]

SCAM ALERT FROM Ray Cotterill

This is one way to quickly check if a suspect email is genuine.

If you hover the pointer over the sender's name on a potential scam screen, a drop down box will give a list of options to do but **the top line will show the address it came from.** If this does not match the organisation it says it is then DUMP it.

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CONES

Orange cones with silver stripes point stiffly to the sky
Ignoring all the noise and wind of traffic passing by.
They guide us into different lanes to reach our destined goal
Or cluster most protectively around a gaping hole.

We often see them ranked in rows beside a busy street
Aligned like soldiers in their ranks - though never quite so neat.
'They say' that they outnumber us by seventy to one.
That's easy to imagine when you see them in the sun.

Sun or shower, breeze or gale, they wait there night and day.
So many weeks they stand around while work is underway.
Do they dislike their standard size and wish they could enlarge?
I wonder if they dream of power and getting put in charge?

Jeanette

FEMALE INVENTORS

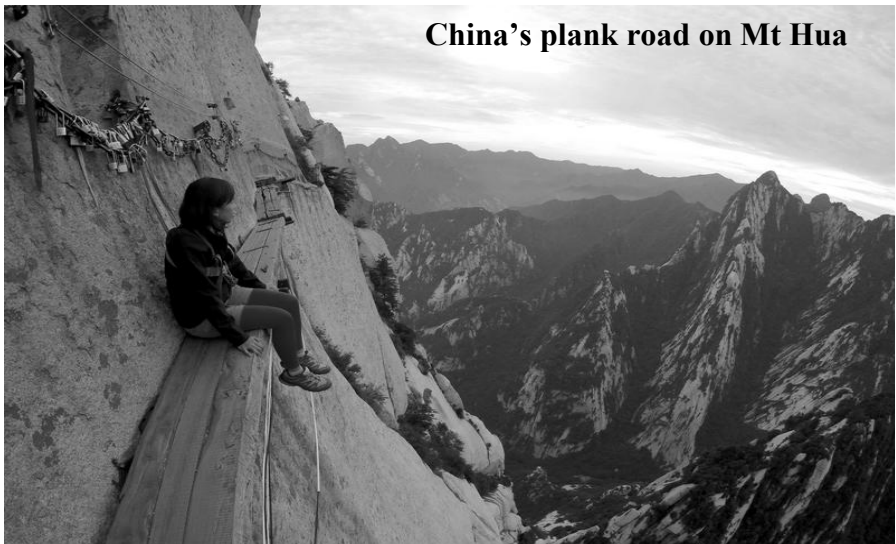
Donna Theo STRICKLAND; b Ontario 1959

The recipient of the 2018 Nobel Prize in Physics, **Donna Strickland** is a Canadian scientist whose work with high-intensity laser pulses impacted the way we use this technology for corrective eye surgery and medical imaging.

She was one of only three women in the engineering department at her university in the 1980s. Rather than deterring her, this gave her the momentum to pursue a doctorate as a student of French physicist Gérard Mourou, who shared the Nobel Prize with Strickland. Not only did her work change laser physics, it also highlighted the shortage of women in her field.

BELIEVE IT OR NOT

- Hunting unicorns is legal in Michigan.
- Q Elizabeth II became a trained mechanic during WW2.
- The formula for cold cream has hardly changed in the 1700 years since it was originally concocted by the Roman physician Galen.
- The word “swims” upside down is still “swims”.
- Wyatt Earp and Billy the Kid – and other well-known cowboys, wore bowler hats, not Stetsons.



China's plank road on Mt Hua

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