



Peugeot Car Club (Auckland)

Peugeotex[©]

*Volume 35, # 11,
December 2021*





CONTENTS December 2021

- 2 President's Ramble
- 3 Editorial
- 4 Coming events
- 5 Jeanette's Jottings
- 6 Caffeine & Classics cancelled
- 6 Brit & Euro Classic Car Show
- 7 FoMC news
- 8 New life for old batteries
- 9 Peugeot's first electric car
- 11 EVs in Australia
- 12 Sochaux
- 13 Navigation Trial Report
- 16 Jeremy Clarkson's Peugeot
- 17 30 years of the 306
- 18 Helpful hint for 404 & 504 owners
- 20 Famous Females
- 20 Joke of the month
- 20 Dangerous roads - Afghanistan

Front cover – Peugeot 'VLV' – 1941-45
Above – Joshua Druskovich

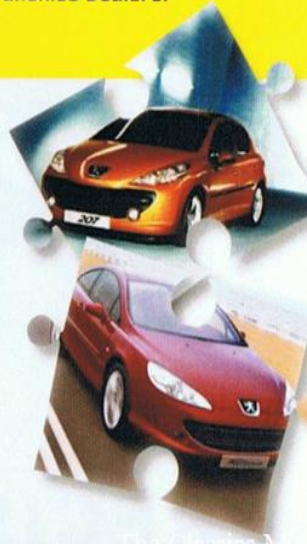
Euroline
FOR
**AUDI, VW
& PEUGEOT**

**Parts
Connection**
SPECIALIST AUTO PARTS NETWORK

New and used parts that would be the envy
of Many European Franchise Dealers!

Euroline Autoparts are an established specialist Audi, Peugeot and VW dismantler with a history of stocking parts for both NZ new and imported cars. We are a member of The Parts Connection - New Zealand's leading automotive dismantlers group.

Peugeot Car Club Member Special:
Mention this ad and receive 15% off all Peugeot parts.



60 Firth Street, Drury, South Auckland
Telephone: 09 294 7635 ■ Free Fax: 0800 492 291
E-Mail: info@euroline.co.nz ■ Website: www.euroline.co.nz

11 Railside Place
Hamilton

Peugeot Car Club (Ak) Inc
P O Box 29002
EPSOM, Ak 1023

Patrons

Don Hadfield, Ray Williams,

President

Brent Druskovich, 09 638 9421
brentdruskovich@gmail.com

Vice-president

John Cooney, 021 686 191.
coanna@xtra.co.nz

Secretary

Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com

Membership Secretary

Soo Land Wong, 09 625 5189
sojewong@gmail.com

Treasurer

Steve Cornwall, 09 402 5006
jensteve@xtra.co.nz

Webmaster

Kevin Hardie, 09 817 7033
kevin@azorah.co.nz

Committee

John Grant, 09 638 8566
jeanette_grant@hotmail.com
Peter Hagglund, 09 280 5737
haggy251@gmail.com

Immediate Past President

Greg Winkley, 09 483 4023
gregwinkley@hotmail.com

Technical Officers

John Grant, 09 638 8566
Dennis Lowe, 09 267 6461

Club Shop

Brent Druskovich - 09 638 9421

Peugeotex Layout

Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com

Printed by CopiesPlus

www.copiesplus.co.nz

COMING EVENTS

peugeotclub.org.nz

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

February 13 – Ellerslie Concours

February 20 – Interclub Gymkhana at
Cato's Farm, Karaka at 1.30pm

March 6 – Brit Euro Classic Car Show

March 20 – Pride of Ownership

THOUGHT FOR THE MONTH

Failure is no disgrace.
Indifference is.



P O BOX 29002
Epsom
Auckland 1023

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

Remember last month? - Procrastination. It's a big word isn't it, 5 syllables and 15 letters and that is exactly what has got me here tonight, 12.15am writing this for you to read - only this time it's 12.24! I am nine minutes behind last month's schedule!

We in Auckland have just been released into the traffic light system - seems appropriate for a car club doesn't it! But as yet we are not released upon the rest of the country. This year has simply not gone to plan. With the committee having to cancel and postpone events, we are technically in breach of our constitution, which requires we meet at least once every two months - but it is that kind of year, we can't do anything about it other than communicate by phone and email so we still have some activities lined up.

Firstly though I would like to acknowledge that we have recently had an interclub with Citroen, but even that didn't go to plan for me. The Friday afternoon beforehand, the garage door stopped working properly, would only open and close to just below spoiler height of my 505. Trapped! It

meant that instead of a Peugeot, Mandy, Jessica and I as the back seat driver (2nd Navigator) represented Peugeot in Mandy's Ford Falcon. At least the 308 was out at the time of garage door malfunction and so the 308 was available for Joshua and Lauren to take. Fortunately the technician could come on the Monday, but - unfortunately the opener was an old model and parts for the electronics that let it down no longer exist, so a whole new opener was required.

Coming up we have quite a few events,

Feb 13 2022 the Ellerslie Concours - the club will be represented at this - we have a line up of three cars so far, but we are looking to double it. You might expect a shoulder tap if you have one of the more unique models but volunteers are more than welcome.

Feb 20 2022 The interclub club Gymkhana is to be held at the end of Cato-Peart Road, Karaka. If you read the results page from the Navigation Trial you will see we need you to compete. There is also a place for non-competing Marshalls, so come and earn points that way too. Hopefully we can retain the Tricolore Trophy, but Citroen have a healthy points lead at the moment.

Mar 6 2022 The Auckland Brit & Euro Car Show. This is a very relaxed car show and cars of all stages of shininess are welcome; a very relaxed day and my favourite car show to be part of. Unfortunately it doesn't look like I can make it this coming year so Don will be looking for others to attend.

Mar 20 2022 the committee have decided to hold the rescheduled Show and Shine. We are still confirming the venue but we are likely to set up in a car park at Smales Farm, possibly near one of the coffee shops so you can enjoy a brew whilst marking each other's vehicles....I might even wash mine this time...but no guarantees.

Personally I am looking forward to what I hope is a resumption of something more like normal life next year, and although I have felt no great level of entrapment in Auckland so far, (though I acknowledge that some from north of 'the border' were locked out and couldn't attend the Navigation Trial as they had intended to this year – and you were missed!) I am looking forward to spending a handful of nights away in Raglan in January. It will be nice to see another part of the country, a part I haven't been to since I was a school boy.

I hope that this Christmas you get the chance to travel or have family travel to you, get out to see the country and that disruptions to show your vaccination certificates or negative results are minimal at the borders.

Merry Christmas from me and all of the committee, please come and see us at some or even all of those events early next year.

Brent

(time now 12.37am, a 22 minute job to have these thoughts and type them down in case you wondered – this time it's 12.48, a 24 minute job)

EDITORIAL

I would like to wish everyone a happy Christmas holiday and a less stressful New Year.

Thank-you to everyone who contributes to the club in their various ways. I got 16 'Replies' to my query about car models within 24 hours – but only a couple since. PLEASE send me a note of the models and years of the cars you currently own so we can have an accurate idea of the range within the club.

And to those who asked – John's hip op was a total success but the pressure sore they gave him in hospital is improving VERY slowly. Stay well

Jeanette

COMING EVENTS

February 13	Ellerslie Concours
February 20	Tricolore Trophy Gymkhana at Cato's Farm. Drive into the paddock at the end of Cato-Peart Road, off Karaka North Road, Karaka, South Auckland. Start time 1.30pm.
March 6	Brit Euro Classic Car Show. 10am to 3pm. Entry is free. A special theme for 2022 will be the showcasing of Microcars, and other smaller cars, with three or four wheels and, an engine size smaller than 750cc (46 cubic inch).
March 20	Pride of Ownership; details to follow



MotorWorks

Unit A, 19 Holmes Rd, Manurewa, Auckland 2102

ph 09 914 1590 - 0508 762343

www.euromotorworks.co.nz

sales@euromotorworks.co.nz

Full mechanical repairs on all makes and models.

Specialist repairer of Citroen-Peugeot-Renault.

JEANETTE'S JOTTINGS

The US Air Force is studying the feasibility of a process developed by tech company Twelve that could allow the manufacture of a carbon-neutral aviation fuel called E-Jet anywhere on Earth using only carbon dioxide from the air, water, and renewable energy.

The California condor is one of the rarest birds in the world, but nature may be giving the species a leg-up. Scientists have found two condor chicks born from unfertilized eggs, i.e. parthenogenesis, a form of asexual reproduction that's extremely uncommon in birds.

Statistics NZ in April reported New Zealand's life expectancy at birth for 2019 was 80 for men and 83.5 for women. In 2020, despite the pandemic, New Zealanders lived about 0.66 years longer than expected - the biggest gain of any country in the study.

On November 5, 1605 Parliament designated a day of celebration for "the joyful day of deliverance," creating the annual event on the fifth of November. Londoners celebrated the failure of the 'Gunpowder Plot' by making bonfires. The Act remained in force until 1859.

"Remember remember the 5th of November – Gunpowder, treason and plot.

We see no reason why gunpowder treason should ever be forgot."

Even now, every year the Yeomen of the Guard search the cellars in the Houses of Parliament. They even use candle-lanterns to do it, for authenticity.

With the amount of plastic swirling around in the ocean, wouldn't it be handy if the boats charged with cleaning it up could use the trash to fuel their own operations? A new study has found that ships carrying reactors to convert the waste into "blue diesel" could indeed power themselves, which would reduce the need for trips back to shore and the associated burning of fossil fuels.

Diesel-electric locomotives can be easily converted to battery-electric, says a new paper in *Nature Energy*, at a 20-year cost that can beat parity if emissions costs are taken into account. And there will be other benefits, notably for the power grid.

A future-focused ship designed as the world's first all-electric, autonomous cargo vessel has debuted in Norway, where it is intended to replace 40,000 diesel-powered truck journeys every year and significantly reduce NOx and CO2 emissions.

November marked the 50th anniversary of Intel's 4004 processor, the first commercially available microprocessor built on a single chip. Originally designed for a Japanese desk calculator, it helped spark the personal computer revolution.

An aircraft developed by Rolls-Royce to smash the speed record for an all-electric plane reached a maximum speed of 623 km/h (387.4 mph) during its latest round of testing in the UK, which would make it the world's fastest electric vehicle of any kind.

An English explorer named Martin Frobisher held the first Canadian Thanksgiving in 1578. to thank God for allowing them to travel safely through the North-West Passage. It became a National Holiday in 1859 (four years earlier than the US) and is celebrated on October 1st.

CAFFEINE & CLASSICS CANCELLED

FACEBOOK SHOWS THIS WAS POSTED ON SEPTEMBER 20...

With the NZ Government's decision to move Auckland into Level 3 from tonight for the next two weeks, it does unfortunately mean that we will be unable to hold the Caffeine & Classics event this coming Sunday 26 Sept.

Further to that, we have made the difficult decision to bring the Caffeine & Classics event to a close completely with immediate effect. The decision hasn't been an easy one. Ongoing lockdown situations have been a key factor to our decision, therefore we feel now is the right time to bring this to a close.

So after over 8 years with plenty of friendships made; fun and laughter and of course seeing such a great range of amazing vehicles, we want to thank you very much for your participation. It has meant a lot to us to have you come along and really make the event what it has been.

For those of you keen to take your machine out on the road though, our partner event of Caffeine & Gasoline at Hampton Downs would love to see you. That event also runs on the last Sunday of each month (outside of COVID lockdown restrictions), so keep an eye on the Caffeine & Gasoline Facebook page for further details.

We wish you all the best for the future and safe motoring, and remember to check out www.protectainsurance.co.nz for all of your vehicle insurance needs. Thank you to all of you and also to our very supportive friends at Smales Farm. It's been a blast!

BRIT & EURO CLASSIC CAR SHOW

SUNDAY MARCH 6, 2022; 10am to 3pm.
Lloyd Ellesmere Park Entry is free.

Entry to the classic car show is free, thanks to the good work of sponsors, the Howick Local Board, Times Media and Newspapers, Protecta Insurance and NZ Classic Driver magazine. The Brit & Euro Classic Car Show is now the largest free community event in East Auckland, with many local organisations involved. About \$7000 is raised by these community groups during the car show day. The Auckland Brit & Euro Classic Car Show is therefore very much for the community and by the community.

A popular, family-friendly and free-entry East Auckland community event in Howick's 175th anniversary year will be the annual Brit & Euro Classic Car Show.

Recognising the special anniversary year, the Howick 175 logo is already being incorporated into the show's advertising and promotional material. Car show organisers are working with the Howick Village Business Association to promote a wonderful community celebration weekend, with the World Street Eats event in Picton Street and Howick Village on Saturday, March 5, and the classic car show on Sunday, March 6, at Lloyd Elsmore Park in Pakuranga.

A special theme for the Brit & Euro Classic Car show will be the showcasing of Microcars, and other smaller cars, with three or four wheels and, an engine size smaller than 750cc (46 cubic inch). Specific types of microcars include bubble cars, cycle cars, invacar, quadricycles, and voiturettes...

See www.briteurocarshow.nz



**December 2021 To: All members,
New Zealand Federation of
Motoring Clubs (FoMC)**

From: Harry Duynhoven, President

Greetings to all FoMC club members.
Meetings with Waka Kotahi (NZ
Transport Agency)

You will recall that the FoMC delegation met with the Minister of Transport, Hon. Michael Wood on 17 August. The Minister is keen for his officials and the Federation to develop solutions to our issues, as outlined in Wheel Torque 35. We have had two further discussions with Waka Kotahi officials and are making steady progress. The FoMC delegation hopes to have another update and perhaps some solid proposals from officials before Christmas!

We are very pleased that we were able to support the Motor Caravan Association (MCA) to resolve the "Uncertified Cab Modification" issue with Waka Kotahi (a very welcome relief indeed). It also demonstrates the agency is working constructively with the sector to achieve positive outcomes, which is very encouraging.

**FoMC Submission to the
Ministry for the Environment on
the Emissions Reduction.**

Here are the main points:

1. The FoMC is NOT opposed to EV's, hybrid and other new technology vehicles.

2. We believe they are a viable alternative for those on short commuting journeys and who have the financial ability to purchase them at current prices.

3. We recognise that the Clean Car Programme is designed to incentivise the purchase of lower-emission vehicles and provide a subsidy to buyers of EV's, PHEV's, etc., through raising the price of higher-emission vehicles. We have suggested other strategies should also be considered.

4. Vast numbers of the existing ICE (Internal Combustion Engine) vehicle fleet will still be in use in 2035, so the obvious need is for a cleaner fuel that can be used in existing vehicles to reduce emissions.

5. We therefore support the development of "drop-in" biofuels which can be used in existing ICE vehicles to lower their emissions.

6. We look forward to the development of new battery technologies which will extend battery life and reduce their manufacturing emissions.

Stay safe, drive carefully and courteously.

Kind regards,
Harry Duynhoven
President, FoMC

NEW LIFE FOR OLD BATTERIES

Eventually the battery packs at the heart of electric cars are going to reach the end of their useful lives, but their story doesn't necessarily end there. They can still retain enough charge for other applications, such as energy storage, boating and even classic car conversions. Now Nissan has found another use for such batteries, replacing lead acid units in emergency power supplies at railroad crossings with second-life Leaf batteries – something the company says was previously unheard of.

Lithium-ion batteries powering electric cars are expected to last a long time, with managing director at Renault-Nissan Energy Services saying in 2019 that data from Nissan indicated its battery packs could be good for up to 22 years. Nissan also says that by the time a battery pack does come to the end of its life cycle in an electric car like the Leaf, the lithium-ion cells can still retain between 60 and 80 percent storage capacity.

We've already seen the company repurposing used batteries from first-generation Leaf EVs – most recently for its fleet of automated guided vehicles operating at its Oppama production plant in Japan. And now they're replacing lead-acid batteries in emergency power supplies at railroad crossing in Japan – starting with the Atago crossing on the Jōban Line running through Minamisoma City in Fukushima Prefecture.

"With lead-acid batteries, we have to periodically visit railroad crossings to check the state of charge and any deterioration," said assistant chief researcher at the East Japan Railway R&D centre, Kaito Tochihara.

"However, with repurposed lithium-ion batteries, there is a control system attached, similar to an EV, so we can remotely check the battery's status. This should lead to improved maintenance standards. This system also enables preventative maintenance by informing us of the battery's status before its voltage becomes too low."

The Li-ion battery packs can also be topped up in a third of the time, and last longer – an average of 10 years compared to between three and seven for lead-acid batteries.

But modifications did have to be made to the control infrastructure to ensure that the batteries could survive surges from such things as nearby lightning strikes. Testing is currently underway to analyze the effects of such surges, as well as other weather events such as typhoons.



PEUGEOTS' 1ST ELECTRIC

Today all major car manufacturers are developing electric cars. But this is not an entirely new trend. In fact, most of the major brands have a long history of electric cars.

While the ICE-powered Benz Patent-Motorwagen was created in 1885, French inventor Gustave Trouvé presented his electric three-wheeled car four years earlier – back in 1881. And the first car to break through the 100 km/h barrier was electric La Jamais Contente, driven by Camille Jenatzy – it did it in 1898.

Electric cars were quite popular in the beginning of the 20th century. Steam-powered vehicles required a lot of work and cars with internal combustion engines suffered from one major drawback – the lack of an electric starter. The danger of breaking an arm while trying to start a stubborn engine made electric cars quite attractive.

However, once the road network became more developed, people started thinking about longer trips in their automobiles. Electric cars didn't quite have the range back then and not every house had electricity. But once the electric starter became more widespread in the 1920's, electric and steam cars were done – the age of petrol had started.

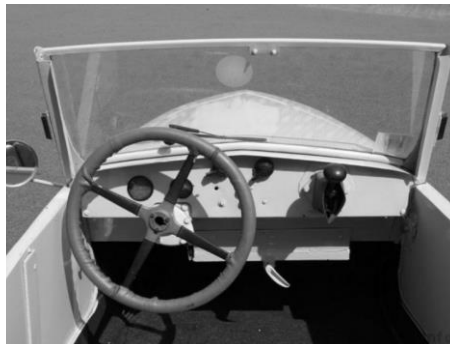
Fast forward a couple of decades and no major French car manufacturer was making electric cars. Actually, the outbreak of the Second World War put the development of all cars on hold. In 1940 France was forced to surrender to Germany, but then on 1 May 1941 Peugeot announced the launch of its first electric car. Right in the middle of WW2.

Between June 1941 and February 1945, Peugeot built 377 examples of an electric convertible – the “VLV”. This stood for Voiture Legere de Ville (Light City Car) and was designed to sidestep the fuel restrictions placed on non-military users by the occupying German forces in WW2. Peugeot was never planning to sell a lot of them, but it was a way to keep the La Garenne factory near Paris busy and build something at least some French people found useful. It proved to be very popular with postmen and doctors.

It was a small two door, two seater car weighing only 350kg while without the batteries it was under 200kg and its construction was very simple. Designed as a ‘cyclecar’, it had an electric Safi motor, powered by four 12 volt batteries placed in series under the bonnet. Their total capacity was 82 amps, 48 volts - which gave a maximum speed of 21mph or 33km/h and a range of up to 80kms.

The car had four wheels, but the track of the rear pair was very narrow so it did not need a differential for the driving wheels and from many angles it looked like a three-wheeler.

However, you could tell this car was built on a budget – there was only one headlight and the interior was incredibly spartan.



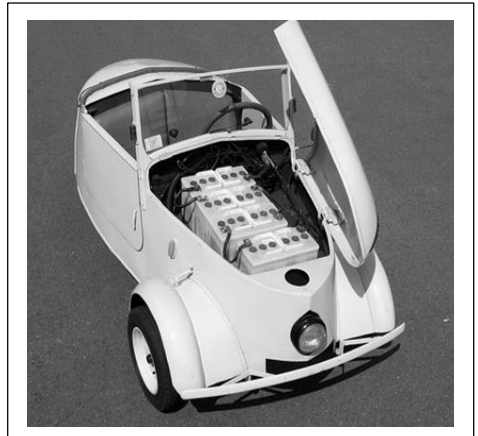


Its statistics were

- front track 1.05m
- rear track 0.33m
- wheelbase 1.79m
- overall length 2.67m
- width 1.21m
- height 1.27m

Steel was in short supply as it was destined for the production of military machinery. Hence, the designers had to design a small vehicle, using different materials that were less appreciated in the automobile industry at the time, such as aluminium.

While Peugeot continued to focus its attention on diesel and gasoline engines after the war, it made a few forays into the world of the electric cars, such as the electrified version of the J5 van launched in 1989 and more recently, the 106 electric from 1993, which reached a production of 3,542 units.



1942 VLV in the Musee de l'Aventure Peugeot



EVs in AUSTRALIA

by Peter Wilson in PUGILIST

PEUGEOT AUSTRALIA plugged into its electric future last month with the arrival at a few dealerships of a handful of its 3008 PHEV and 508 PHEV models for demonstration. The release was caught up in the global production and supply delays stemming from the pandemic and the semiconductor shortage. While the media do and sales await the shipments early next year, the omens are good.

Official industry data shows the conventional hybrid boom continues, with sales so far this year of the cars up 21% to 23,971 and SUVs up 34 % to 35,664. That's still a long way from the 385,459 diesel and 573,439 petrol registrations.

The widespread interest in electric cars is translating into a slow but steady surge in sales, particularly among the many people with rooftop solar who dream of cheap motoring or, as Peugeot UK research found, from children pestering parents to do some-thing for the planet with zero carbon motoring.

Electrics now command a fifth of the European market and in many they match conventional hybrid sales. The practicality for commuting is being accepted here as range improves and more charging stations appear – even some at my local supermarket – while the petrol or diesel second car will suffice for distant trips. No doubt the crazy petrol prices will further boost EVs in the way those increases in the 2000s created a nation-leading boom in Australian diesel sales for Peugeot... and then other

brands caught up. Battery electrics this year are up 335% to 2,690 thanks to a wider choice and more attractive offerings (plus about another 7,400 Teslas not included in national FACTs stats). State subsidies help soften that immediate premium.

Plug-in hybrids have more than doubled in sales to 2,636 SUVs but just incrementally to 325 cars this year. The plug-in choice is limited on our market, so Peugeot Australia begins its electric drive at the top with a single version of its most popular SUV, the 3008 GT sport PHEV AWD, with petrol and front and rear electric motors combined 222kW – more grunt than the 308 GTi. The price at, gulp, \$79,990 plus on roads is a \$25,000 premium on the similarly equipped 2WD-only petrol GT. The 165kW 508 GT fastback PHEV is \$76,990 plus on roads, with a petrol motor coupled to an electric motor (both driving the front axle) and is an extra \$18,000 on the petrol GT fastback.

Luxury models have challenged Peugeot dealers. My 604 sat on grass here for three years before being registered, the unsold 605s went to New Zealand and the 607 was a profitable niche model in a range of 10 Pugs catching the boom wave with 298 sales in eight years. The delay might be a blessing because it provides a gauge of Interest. Charging at home is an important concern. Peugeot UK helps with advice and chips in for installation (“owning and Driving my e-Delight”, The Pugilist, July), but it's not clear yet if this will be done here.

After all those clickbait reports of the demise or gloomy prospects for the French brands, Peugeot reported in October another strong result of 246

sales after soaring in September in 486, against raw downhill industry trend. Australian new car deliveries slumped 8% to 74,650 – despite strong demand the lowest month since 2002 and down on the previous October.

Federal Chamber of Automotive Industry chief Tony Weber said makers were having supply chain and microprocessor challenges but predicted vehicle supplies will stabilise next year. Toyota still led easily with 15,395 and a fifth market share but was down 21%.

In the top ten brands, Ford, Mazda, Kia, Mitsubishi, Nissan, Volkswagen and Subaru were down and only Hyundai and MG had the stocks to increase sales. With MG up 88.7% and Great Wall Motors up 304 %, China has become the fourth source of vehicle imports after Japan, Thailand and Korea; some iron ore is coming back.

Peugeot's 3008 October sales of 136 were the second best this year, while the 2008 sold 47 units and the 5008 was up to 17. After 33 deliveries in September, the 508 fell back to average yearly figures with five sales. With no stopping the growth in parcel deliveries, van sales were strong at 20 Experts, 14 Partners and seven Boxers. With a year-to-October result of 2,235, Peugeot is already 438 units ahead of the YTD 2020 figure and 183 ahead of YTD in 2019. Next shipments will determine if it can overtake the final year figures of 2,838 in 2018, which is just before Inchcape came in.

Citroën fortunes had a modest boost from the first of its two new models. Its new C4 SUV shares the 1.2-litre turbo engine and platform of the 2008 and its first seven registrations took the

brand's total to 17 and its year-to-date to 112. It replaces the C4 discontinued in 2018 and C4 Cactus last sold in 2020 that at times achieved annual triple figures. The C5 X is due later next year from China.

Meanwhile, Chrysler, another Stellantis brand, has quit Australia, the last of its right-hand-drive markets, in a move to forsake V8s for SUVs and electrification. Back-up will continue through Jeep outlets.

October sales of 13 Chrysler 300s took this year's total to 152. Chrysler has been here since the 1920s after rebranding from Maxwell and in 1964 became one of the big three Australians with its assembly plant in Adelaide. It became noted for its exclusively local hemi-head six engines and joined the muscle Vs with its Valiant Charger, which is still a collectible.

SOCHAUX

There were 18 203s of various kinds at the International Peugeot Meeting at Sochaux in October.

These included a rare Worblaufen cabrio, a Darl'mat saloon, the one & only Darl'mat cabrio, four factory cabrios, two coupés, two decouvrables and one stationwagon.

There were also seven 403s with four cabrios and 18 404s, including saloons, coupés and cabrios.

One of the stars of the display was the 1965 404 diesel record car, based on a cabriolet body shell.

NAVIGATION TRIAL REPORT

by Brent Druskovich

We came, we saw, we conquered and were conquered

As contradictory as that title may seem it sums up precisely our experiences and results on the Motorogaine that Citroen set for us. What is rogaining? As defined on the Intaweb – Wikipedia - **Rogaining** is an orienteering sport of long distance cross-country navigation, involving both route planning and navigation between checkpoints using a variety of map types. In a rogaine, teams of two to five people choose which checkpoints to visit within a time limit with the intent of maximising their score. Of course in MotoRogaining we compete in vehicles, and on this occasion, occupants varied in numbers between 1 and 3. I admit some admiration for anyone who attempts any form of navigation trial by themselves. Avoidance of this I think is quite smart and for what is suspected to be the first time we had a joint Citroen/Peugeot entry made up on the day with Ian Robinson from our club parking his 405 at the start and joining Kerry Bowman in his Citroen.

We came: Bronwynne Leech, Andrew Leech, Craig Pye, Sophia Pye, Pauline Johnston, Ian Robinson, Mandy Druskovich, Jessica Druskovich, Brent Druskovich, Joshua Druskovich, Lauren Kats, Kevin Hardie, Marissa Hardie.

We saw: Yes we did, with the course starting at Soljans Estate Winery in Kumeu and ending at Shelly Beach on South Head, Kaipara. In between

scouting on and off the main roads in search of answers to various clues.

Some were relatively obvious – i.e. at 465 Old North Road – what is the name of the club at this address? What is the telephone number? - the answers of which were brazenly emblazoned in large signage outside – Waitemata Clay Target Club 09 412 9910.

Others were not so easy to spot – i.e. Restall Road – What is the name of the surveillance company? - Scorpion 1000 (Specialist Surveillance Services Ltd) – which so I am told (i.e. we didn't spot it in our car!) is printed on a sticker on the gate to Forestry HQ. Others I heard afterwards were driving happily along Kiwitahi Road fast enough that they missed # 317, perhaps from the clouds of dust emitted by others in front on this unsealed road, and therefore had to take a wild stab at the answer to "what is the feature on top of the white gazebo?" – the required answer being a weather vane – in this case in the shape of a witch riding a broom.

We conquered: Just look at the scoring, Peugeot competitors topped the winners' podium with 1st, 2nd and 3rd positions as well as 5th and a share of 14th. Particular congratulations to Kevin and Marissa Hardie who came first.

We were conquered: Using an old adage of we won the battle but we lost the war. Citroen simply had more competitors, attendees (those that turned up but didn't compete) and marshals than us (no surprise there given they were the organisers. Those who give up the right to compete by being organisers are usually the most important component of any navigation trial...unless it goes very wrong – then search and rescue come to the fore!), in the end we were swamped; beaten; 187.5 points to 100.5.

CLUB	PLACING	DRIVER	POINTS
C	4	P Akeroyd	2+2+17=21
C	6	T Druskovich	2+2+15=19
C	7	L Newhook	2+2+14=18
C	8	J Evans	2+2+13=17
C	9	L Nicholson	2+2+12=16
C	10=	J Sinton	2+2+11=15
C	10=	G Tyler	2+2+11=15
C	12	B West	2+2+9=13
C	13	K Beeby	2+2+8=12
C/P	14	K Bowman/I Robinson	1+1+3.5=5.5
C	15	W Dean	1+1+6=8
C	16	C Colpi	2+2+5=9
C		A Poole	2
C	Marshall	C Grove	6
C	Marshall	P Golder	6
C	Marshall	D Cloete	5
		CITROEN TOTAL	187.5
P	1	Kevin & Marissa Hardie	2+2+20=24
P	2	Mandy, Jessica & Brent Druskovich	3+3+19=25
P	3	Joshua Druskovich & Lauren Kats	2+2+18=22
P	5	Craig & Sophia Pye & Pauline Johnston	3+3+16=22
P/C	14	Ian Robinson/K Bowman	1+1+ 3.5 = 5.5
P		Bronwynne & Andrew Leech	2
		PEUGEOT TOTAL	100.5

For Tricolour Trophy events:

1. Everyone who shows up gets one attendance point.
2. Everyone who takes part (ie, isn't merely a spectator) gets an additional Competitor's point.
3. The First Place getter gets 20 points, second 19, third 18 and so on.

4. Non competing marshalls get five points.

As K Bowman & I Robinson were of rival clubs, they got half the place score each.

So, whilst the Peugeot Club members placed better in the event, total points accrued mean that Citroen won with 187.5 points as opposed to Peugeot's 100.5



Ian Robinson's 405



Kevin & Marissa's 306



Joshua & Lauren's 308

The start in Kumeu



JEREMY CLARKSON'S PEUGEOT

If you remember the days when 'Jeremy Clarkson' and "Top Gear" were synonymous, you will also remember that French cars barely registered with him. However, according to the 2004 book *'Jeremy Clarkson's Hot 100 Cars that make you go Phwoar!'* he actually bought a Peugeot by mistake while covering the Paris Dakar rally in 1989...

"It was not good looking and its engine was not especially musical when it was new. When I came along ten years later, it was about as tuneful as Bjork.

When you arrive at an out-of-the-way desert outpost in, say Niger, you will be surrounded by hordes of chaps wanting to sell you anything, and I do mean anything. What I needed though was a car and a driver for a couple of days; someone who'd be at my beck and call and who knew the area well, someone who'd take me from the overnight rest halt to a good photographic location the next morning.

It was the man I wanted most of all, rather than the machine and it was on that basis that I opened negotiations. Now I don't speak French terribly well. Even in France, they have trouble understanding my simplest stories about how I borrowed the pen of my aunt. But in West Africa, they speak a sort of French that is way beyond even a Professor of French at the Sorbonne.

Nevertheless, I ploughed on, demanding that they clean up their areas with a lemming and a pick axe. After ten minutes, a chap grabbed my hand, took

some money from my outstretched paw and gave me in exchange, the keys to his Peugeot 504 estate car. It seems that for £7, I'd bought rather more than a taxi for two days. I'd bought the car.

And I guess I still own it today. There's no doubt it'll still be out there because that is the way with the 504 estate. They cannot be killed. You could wind one up to 100mph, though you'd need a tail wind, and drive it straight into a mountain, and the mountain would fall over. In crash tests, when they rammed the car into a concrete block to test the survivability of those inside, the concrete block simply shattered and the car emerged unscathed, as did the seven people inside.

There's been a lot of talk about people carriers of late, though not in this book because I loathe them, but the 504 was doing all that school run stuff years before. And it was doing it in Africa too, in terrain that would kill a Land Rover in eight seconds flat.

Go to the Sahara and you'll find it is still the most popular car even though it hasn't been made for years. They were shipped out there, and even though not one of them was ever serviced, they're still going strong. They run them on a mixture of paraffin and Mazola.

They're driven where there are no roads by people who don't know how to drive. And they're still out there, and they will be forever. Even if there were a nuclear holocaust and everything on Earth was wiped out, visiting aliens on a thousand years from now find that every 504 Estate had survived. And that they'd still start. For being the toughest car ever made, the Pug can wear its slot in the Hot 100 with pride."

30 YEARS OF THE 106

by Chris Deligny

It is 30 years since the 106 was released. It was September 1991 in France, and November in the UK. I remember this well, because I was in the UK that month. Do you think that I went to the dealers and got some merch and souvenired a brochure? In a word, no. In case you missed it, the 106 was basically a 104-type car that was 205-ified, because the 205 was nearly 10 years old at that point. It could logically have been called the 105, but they wanted to introduce an "06" range.

One of its claims to fame, was as the world's shortest production 4-door. The 104 had had an evil twin, the Citroën LN. For the record, the 106's evil twin, the Saxo, did not appear for another 5 years, in 1996. It was whilst researching the 106 story during the year that I came across Peugeot Sports' involvement in the 106 GTi, which led to me discovering PS' input to a whole lot of other sports cars, and indeed their own creation as PTs in 1981. That sounded like a heaps more interesting story, which from the outset would go to multiple chapters, so I started doing that instead. I had until the end of the year to do the 106, so what was the hurry? As we know, when in lockdown, the months flew by. In the meantime, every other publication did fantastic stories on the 106.

Definitive stuff. The magazines of clubs in France, UK, Italy, NZ, and Queensland had a beauty. Why re-invent the wheel, I thought, so we

borrowed the PCCQ article. Thanks Richard and Kay Marken!

Unlike in NZ, the 106 sadly never made it to our shores, officially. There was one for sale about 20 years ago, a red diesel if I recall. NZ was unencumbered by ADRs, or NZDRs for that matter. If they wanted a shipload of 106s, all they had to do was get on the blower to Sochaux (even though it was made at Mulhouse) and ask for them. The pick of the crop was of course the GTi. There was one for sale in NZ earlier this year, at the time of research, an immaculate blue one, 136k km on a 25yo car, for 8 grand. Was tempted to duck over there and buy it myself – but the international borders were closed. Also earlier this year was a video on you-tube with an English guy testing the Rallye version against a late model Toyota Yaris GR, which is essentially WRC spec. The Rallye was a much lighter car, being stripped of anything that was not bolted down. And the guy preferred it to the Toyota! more fun to drive. The 106 is still available in France, of course, where they can go for as little as a few hundred euros. They are still found in the UK, NZ as above, and curiously, Japan, as well.

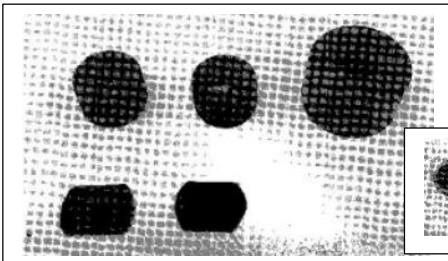
Addendum to the 106 Anniversary. The S10 programme started in 1986 and Pininfarina was solicited once again. At the end of that year, the first full-size mock-ups were considered. In September 1987, new exterior design proposals were reviewed at La Garenne design centre and the S10 proposal by Gérard Welter's team was chosen over Pininfarina's. The first running prototypes were tested in April 1988 and the 106 officially launched in 1991.

How the chip shortage hit home

Peugeot's parent company Stellantis revealed it lost 30% of its production planned across its brands in the third quarter – 600,000 vehicles – because of unfilled semiconductor orders.

Its shipments were down to 1,131,000 vehicles. However, net revenues were down only 14 % to €32.6 billion on expectations because of an improved vehicle mix, including more electric offerings. Its electrocution strategy is accelerating with several new strategic partnerships made to expand battery cell capacity more than €30 billion is being invested in electrification and software development.

Mercedes-Benz has become a new partner in Automotive Cells Company, the Stellantis/Total energy "European champion EV battery gigafactory", kicking in €7 billion to increase capacity to meet projected needs. Another gigafactory is planned for North America in 2025 in cahoots with Euronext Paris and Samsung to meet the needs of its plants in the US, Canada and Mexico. "We will lead the industry with bench-mark efficiencies and deliver EVs that ignite passion,"



The unmachined bush, the retaining plates & the finished product

HELPFUL HINT FOR 404 & 504 OWNERS

by Allan Horsley in TORQUE

One of the external gearbox linkages on a 404 and 504 is a rod of about 200mm in length with a round receptacle at each end which houses a plastic bush. Each bush has a lip on its external end which ensures the rod end and its bush stays fixed to a ball on the gear shift arms when press fitted. However these bushes wear over time and fall off.

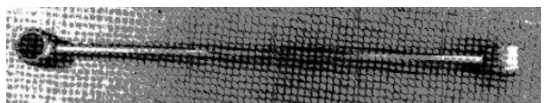
Replacement arms are not easy to come by. However Nolathan have a small round bush which can be machined to provide a replacement.

The Nolathan bush external surface must be turned with a very sharp tool at a fast speed in a lathe. Holding the bush for external machining requires a mandrel – a long bolt.

The Nolathane bush internal surface is machined with a very sharp drill. Holding the bush for internal machining requires a custom metal sleeve.

The result is a small tailored bush which is push fitted into the receptacle on each end of the rod after a small metal plate is inserted to keep the bush in the receptacle. The rod is then push fitted onto the ball on each gear shift arm.

The gear linkage rod



Auto France Ltd



Peugeot Specialists

WOF

Service and repair

Restoration



David Jones

Phone: 092784301 / 0210557117

Email: sales@autofrance.co.nz

Clarks Beach, Auckland

Apex Auto Centre

Specialise in the Manufacture of Rubber & Braided Hoses

Oil
Fuel
Brake
Braided
Powersteering
Air conditioning
Brake and fuel pipes and fittings

**Our aim is to have your parts repaired with the
Quickest turn-around times possible**

**Apex Auto Centre - 66 Killarney Rd - Hamilton 3204
ph 0800 10 27 39 or 07 8477179**

Email - parts@apexautocentre.co.nz

FAMOUS FEMALES

Trotula of Salerno was a pre-eminent physician of the 11th century. Her books were hand-copied for 400 years; she emphasized cleanliness, a balanced diet, exercise and the avoidance of stress.

JOKE OF THE MONTH

A lawyer died in his sleep and was met by St Peter at the Pearly Gates.

"This is not fair" he complained. "I was only 45."

"No" said St Peter, "We have a new system now. We do it by billable hours and according to your records you are 153."

Dangerous roads;-
Kabul-Jalalabad Road, Afghanistan



iOWN
INTELLIGENT OWNERSHIP

from \$165 / week*



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 CO₂, 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

1 Bakerfield, Manukau Phone 09-884 3020

Find us online SouthernAutos.co.nz



facebook.com/southernautosaukland

NEW PEUGEOT SUV RANGE

SET YOUR SIGHTS ABOVE ORDINARY

3.08% + 0%

FINANCE OVER 36 MTHS*

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 loan. 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.

Armstrong **MOTOR GROUP**

227 Great South Road, Greenlane | 09 887 1230
Open 7 Days | www.armstrongmotorgroup.com