



Peugeot Car Club (Auckland)

Peugeotex[©]



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Front cover – Peter Hagglund's Peugeot 206 at Mangere PoO.
Above – Linda Jackson; Stellantis CEO.

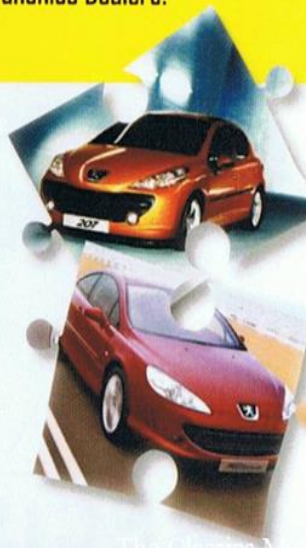
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COMING EVENTS

peugeotclub.org.nz

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

2024

February 11 – Ellerslie Concours

March 3 – Brit & Euro Classic Car Show

March 17 – Gymkhana – TBC

April 21 – Navigation Trial - TBC

THOUGHT FOR THE MONTH

The only way never to make a mistake is
never to make anything at all,
and that is the biggest mistake there can be.



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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

In my spare time, which hasn't been much, family visiting from overseas, work overload and chores around the house, you know how it goes, some months are worse than others!.....anyway I digress. I have been following various Peugeot Auctions on Trademe, some for real cars, some for model cars, some on Peugeot paraphernalia.....and purchased none of them. One of them however got me rambling through the internet and I landed on the Peugeot website of Indonesia, possibly the best I have come across for rambling in. In particular they have a fantastic section on some of the Peugeot concept cars put out in recent years. It will probably come as no surprise to my regular readers but I particularly like the "Food Truck", check it out - 'Le Bistrot du Lion', you will find it and others at;

<https://www.peugeot.co.id/brand-and-technology/concepts-cars.html>

Another interesting thing I found is that Peugeot are only offering the 2008, 3008 and 5008 in Indonesia, no cars, wagons or commercial vehicles, just the SUVs. Clearly they are the vehicles that they think are suited to those local conditions. Personally I am glad we still get the 308, 208 and currently the 508 wagon (but not the fastback) in NZ, as well as a wide range of commercials. It will be interesting to see if it stays this way here.

A few of us farewellled John Cooney during the month, It was a well

attended memorial, lots of people from many walks of life, farewell our friend.

The committee is in a bit of a state, having recently lost John. SooLand Wong has also resigned from the committee after many decades in it, thank you SooLand for your service. You will be missed, SooLand was very much the foundation stone that the rest of us rested upon, quietly arranging the magazines going out, putting address labels on the envelopes etc. All background work that gets no fame and little recognition. Perhaps our collective weight became too much ☺.

This leaves us frankly short of numbers. I have not talked to the other committee members but I am of the opinion we need one or two of you to join us (maybe even three). There is no need for a vote as our constitution states;

26. CASUAL VACANCY *Any casual vacancy in the Committee or Sub Committee, may be filled by the co-option of a member, and he may hold office until the next succeeding General Meeting of the Club.*

I know the wording is somewhat antiquated, happy to have anyone else of any preferred pronoun to join us, in fact I might even consider this a plea, I am sure the other committee members would be more than thankful to have you join us. **Please** any volunteers put your hand up now!

In the meantime enjoy this, the last magazine for the year, see you in February 2024, we will have our usual January break, hope it is full of family, relaxation or as full on as you prefer.

Merry Christmas and Happy New Year, Brent ✨

COMING EVENTS

February 11	Ellerslie Car Show & Concours d'Elegance
March 3	Brit-Euro Car Show; please contact Don Howarth on 883 2123 ASAP if you are interested in displaying your car in 2024. There is a deadline for registering so decide NOW!
March 17	Gymkhana; venue - TBC
April 21	Navigation Trial – start 1.30pm; venue TBC



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JEANETTE'S JOTTINGS

Currently, if someone wants to see if they have type 2 diabetes, they have to travel to a clinic for blood tests. According to a recent study, however, a 10-second smartphone voice recording may soon deliver on-the-spot results immediately.

Researchers have created a paint containing living cyanobacteria that produces oxygen and can capture carbon dioxide.

Cruise, General Motors (GM) and Honda have announced plans for a joint venture that will begin a driverless ridehail service called Cruise Origin in Japan in early 2026, pending regulatory approvals.

Microsoft's new glass data storage system saves terabytes for 10,000 years.

The extraordinary Hadrian X bricklaying robot rocks up to a building site looking like a regular truck, then extends a 32m (105-ft) boom arm and starts precisely laying up to 300 large masonry blocks an hour.

Wyoming's Airloom Energy claims its design will bring the Levelized Cost of Energy (LCoE) of wind energy down to about one third of what it costs today per kilowatt-hour, somewhere around 1.3 cents per kilowatt hour – making one of the cheapest forms of renewable energy much, much cheaper.

The latest Guinness World Record for Rimac's electric Nevera hypercar is the fastest speed ever recorded in reverse - a blistering 171.34 mph (275.74 km/h), faster, Rimac notes, than the V12 Lamborghini Miura managed going forwards when it became the world's fastest car back in 1972.

A dinosaur that has been derided as plain and boring has had its reputation upended, with new technology revealing that it was in possession of some serious Late Cretaceous-era sensory superpowers that suggest it could have been thriving below the ground and "living under the feet of T. rex and Triceratops."

Known as *Rafflesia arnoldii*, this rare flower is three feet in length and weighs around fifteen pounds. It smells like rotting meat. The odour attracts bugs that pollinate its plant, ensuring its survival; that's why this beautiful, gross plant is often nicknamed "The Corpse Flower."

The Forrest Fenn Treasure was hidden by a wealthy art dealer who created a series of clues that would lead the most intrepid of treasure hunters to the stash. Reportedly, the Fenn Treasure was worth \$1 million. Eventually a medical student named Jack Stuef found the hoard after cracking a twenty-four-line poem – and sold it.

COPPER CANCELS COLD

Ice build-up can pose a problem for roads, aircraft, wind turbines and power lines, among many other things. Now scientists at Dalian University of Technology have developed a new structure made of copper nanowires that can passively de-ice surfaces with an efficacy of close to 100%.

There's been no shortage of de-icing systems developed and tested over the years. Some require chemical coatings, while others involve nanoscale structures that don't allow water and ice to find a grip. Some use electricity to warm up surfaces infused with graphene or carbon nanotubes, while others are made of magnetic coatings that slide ice right off.

For the new study, the Dalian team designed assemblies of copper nanowires which have the benefits of warming surfaces without needing an artificial energy supply. Instead, they get their energy from sunlight, and are designed to effectively absorb and distribute that heat smoothly across the whole array.

Through a series of experiments, the team identified the most effective designs – upright nanowires with as little as a 2 or 3 micrometer gap between them. This allowed them to capture more than 95% of the sunlight that strikes them, and the high thermal conductivity of the copper allowed that to spread out efficiently. The end result was a superhydrophobic surface with a reported defrosting efficacy approaching 100%.

BEST PERFORMING CLASSIC CAR DECADES

The research was published in the International Journal of Extreme Manufacturing.

Analysis of how classic cars have performed over the past five years shows 1970s cars have seen the highest price rises. The analysis conducted by The Classic Valuer looked at how prices of cars produced from each decade from the 1920s through to the 2000s have performed in price over the past five years.

All decades have shown positive price growth over the period except from the 1920s and 1930s which are down 10% and 9% respectively.

Aside from the 1970s, the strongest performing decades were the 1960s up 51% and 1950s up 29%. The data is global and prices are based on the median sales price of vehicles from public auction between 1st January and 30th June each year.

The trend in the analysis reflects the demographic movement as new, younger generations come into the market.

The popular US online auction platform 'Bring a Trailer' confirmed this trend when they reported last year that half of its users are 44 and under.

"Buyers tend to favour cars they idolised growing up... however, people are increasingly becoming aware of these trends and those with the means are buying up swathes of a certain model and storing them away, banking on values increasing in the future."

The following figures are based on global median prices sold in the first six months of 2019 compared with the first six months of 2023.

- 1920s, minus 10%
- 1930s, minus 8.8%
- 1940s, +20.6%
- 1950s, +29%
- 1960s, +50.8%
- 1970s, +64.8%
- 1980s, +25.1%
- 1990s, +17.1%
- 2000s, +10.4%

RESULTS OF THE FOMC SURVEY

STUFF – Nile Bijoux

This has found that New Zealand is home to a proper treasure trove of classic and historic cars.

The research, undertaken between June and July by Glasshouse Consulting at the request of the NZ Federation of Motoring Clubs (FoMC), found that – brace for this – the total economic footprint of the historic and classic vehicle sector is a staggering \$11 billion.

It comprised seven separate sector surveys completed online by 15,500 respondents. These included motor vehicle clubs, individual club members, automotive museums, owners of private collections, businesses serving the sector, along with a random sample of the public.

Garry Jackson, FoMC President said: *“with no such research ever undertaken previously, there was no prior expectation of the total value that could be put on NZ’s love affair with these special vehicles... The FoMC was inspired to undertake this survey by our UK counterpart, who has done*

several such surveys which have provided really valuable information on the importance of the historic and classic vehicle sector to that country’s people and economy.”

That \$11 billion figure is made up of some 279,200 classic and historic vehicles in New Zealand, and includes all their expenses covering insurance, garaging, servicing, restoration, and presentation.

Interestingly, the FoMC says the number of employees across the supporting trades and services for these cars is estimated at 5700, or more than the total number of dentists and opticians in NZ combined.

As for the cars themselves, the Federation puts the average value at just over \$43,000 per car, \$20,900 per vintage truck and tractor, and \$12,000 per historic and classic motorcycle. Annual expenses per classic car was just under \$10,000. However, this only applies to those part of the Federation of Motoring Clubs.

The average annual spend per car, including insurance, running costs and servicing, was found to be \$9302, while the total estimated annual spend across historic and classic sectors was rated at \$1.03 billion.

This love for classics doesn’t seem to be diminishing as time goes on either. Just over 70% of Kiwis said they see historic and classic vehicles as part of NZ’s heritage, with 26% revealing that they would love to own one.

As much was confirmed in the recent Webb’s August auction, which saw a selection of gorgeous machinery from the late as the 1990s go under the hammer for big money.

A 1990 BMW M3 Sport Evolution sold for \$297,000, while a Nissan Skyline GT-R Nismo from the same year was rated to sell at as much as \$250,000, but didn’t find a buyer.

CORRECT PRONUNCIATIONS

This list was compiled by Citroen's Patron, Alan Poole...

Alfa Romeo	ah-fa-ro-me-yo
Audi	ow-dee
Bugatti	boo-gaah-tee
Citroen	si-troy-en
Chevrolet	shev-ro-lay
Ferrari	feh-rah-ree
Hyundai	hun-day
Jaguar	jag-u-are
Lancia	lan-cha
Maserati	mah-ze-rah-tee
Mercedes Benz	mur-say-dees-bens
Nissan	ne-sun
Peugeot	per-zho
Renault	ren-oh
Seat	say-it
Subaru	soo-ba-roo
Volkswagen	folks-var-gn
Volvo	vol-voh

REMEMBER THIS?

A living language is always creating and losing words. For instance my grandchildren have never heard of 'benzine'.

When I was their age it was in common use as the word for petrol. It was named after Karl Benz (1844 - 1929), a German engine designer and automotive engineer. His Benz Patent Motorcar from 1885 is considered the first practical modern automobile. His company Benz & Cie., based in Mannheim, was the world's first automobile plant and largest of its day. In 1926, it merged with Daimler Motoren Gesellschaft to form Daimler-Benz, which produces the Mercedes-Benz among other brands.

THE SPEED OF CHANGE

TEN YEARS AGO, these were some of the things being said about electric vehicles.

- Electric cars run on power that's produced in fossil fuel plants so their overall CO2 per mile is hardly lower than petrol cars.
- If we did have a widespread conversion to EVs, the grid could not cope anyway.
- Besides, the batteries won't last so a car will need two or three in its lifetime – and that means huge manufacturing CO2 and waste disposal headaches.
- Who would have one anyway, given that their range is inconvenient and charging slow and spotty?

An article in the August 2023 issue of the Top Gear magazine describes the varied generation systems observed in the UK in the course of a recent drive in a Renault Megane from London to the Stwlan Dam in Wales – and back again.

Among the sites visited en route were

- Gridserve's solar installation near Easingwold in Yorkshire. It covers 140 acres and took only five months to install. Such installations are being created on the poorer land.
- In contrast, Enfinium's twin power stations at Ferrybridge recycle 1.5million tonnes of waste a year. It goes into a huge furnace and becomes hot gas which boils steam to drive turbines.
- North of Bolton are the eleven, 125 metre high wind turbines at Crook Hill which produce the cheapest

electricity. So far this year, the UK has 42% of its electricity from renewables and aims at making that 75-88% by 2030.

- Ffestiniog power station is a reversible hydro plant which has been operational for 60 years on the Stwlan dam. In times of grid surplus, water is pumped up above the dam and when the sluices are opened the generators can create 360MW within a minute and can power all of North Wales for several hours.

If there were ten million EVs by 2030, they would only be using about 6% of the grid's capacity and as most EV charging happens overnight, the National Grid is planning on using two-way EVs to balance demand when there is no wind. They would form a giant distributed smoothing battery.

Large nuclear reactors are the most reliable power producers and some now generate it 90-95% of the time, compared with about 45% for the best off-shore wind turbines and 25% for photovoltaic cells in even the sunniest climates. Germany's solar panels produce electricity only 12% of the time.

[In 2013, England agreed to underwrite a new nuclear power plant at Hinkley Point in Somerset. It will be largely owned and run by the Chinese but the cost has ballooned to 2½ times the 2013 estimate and delays are lengthening.]

GOOD NEWS

Thanks to the masks and other hygiene precautions sparked by the threat of Covid, in April 2020 flu cases world-wide had dropped by an incredible 99% since April 2019, while flu's genetic diversity had also diminished.

IT'S NEVER TOO LATE!

As part of the commemorations for its 140-year anniversary, the University of Auckland has conferred three posthumous honorary doctorates on a group of extraordinary New Zealanders.

Bruce McLaren [1937-1970] was an intuitive engineer and innovator who became a motorsport legend. As a University of Auckland engineering student, Bruce won the first New Zealand International Grand Prix Association's "Driver to Europe" scholarship. It changed his life.

In 1959 at the age of 22, he became the youngest winner of a World Championship Formula 1 Grand Prix, a record that was unbroken for 44 years.

Just four years later he established Bruce McLaren Motor Racing Ltd, designing, building and racing cars for the NZ/Australian Tasman summer series. With kiwi teammate Denny Hulme he dominated the North American Can-Am Championship series from 1966 to 1970, a record cut short by his premature death in June 1970 while testing his latest Can-Am car.

From its beginnings as Bruce McLaren Motor Racing Ltd, McLaren has evolved into one of the world's most admired racing and automotive brands.

The McLaren of today is a validation of Bruce's vision, as a producer of lightweight, carbon-fibre constructed supercars and a pioneering racing team competing around the world in Formula 1, Indy Car, Formula E, Extreme E and esports.

[The other two doctorates went to Kate Edger 1857-1935 and Epeli Hau'ofa 1939-2009.]

From INGENIO - Spring 2023.

STELLANTIS CEO

Linda Jackson (born 1959) is a British businesswoman, currently the chief executive officer (CEO) of Peugeot since 2021. She was the CEO of Citroën from 2014 to 2020.

Linda Jackson grew up in Coventry. In 1977, she began working her first job in the auto industry in a temporary position as an accounting clerk at Jaguar. Later that year, she began working in a clerical position at British Leyland, later Austin Rover, and subsequently Rover Group. During her time at the company, Rover sponsored her through an executive MBA (EMBA) program at Warwick Business School at the University of Warwick. She attended evening classes while working and completed the program between 1988 and 1992.

Jackson held multiple positions in finance and sales at Rover before being named finance director of Rover France in 1998. She was promoted to managing director in 2000, and European finance director in 2004.

In 2005, Jackson joined Citroën as finance director. In 2009, she became finance director of Citroën France before serving as the managing director for Citroën UK and Ireland from 2010 to 2014. Her main goal during this tenure was to boost brand recognition of Citroën in the UK, a market where Citroën remained a small player on a declining slope, and focused on the dealership distribution network.

In 2014, Jackson became the CEO of Citroën. She is the first English woman, and third woman overall, to run a major car company. During her time as CEO, Jackson began overseeing a plan to stabilize and secure profitability of the company.

In January 2020, she was succeeded as CEO of Citroën by the deputy CEO Vincent Cobée, and she would instead "lead a study to clarify and support brand differentiation within a brand portfolio".

In January 2021, she was appointed as CEO of Peugeot following the formation of Stellantis, the company created by the merger of the PSA Group and Fiat Chrysler Automobiles (FCA). She took over the position while her predecessor, Jean-Philippe Imparato had transferred to Alfa Romeo.

Jackson met her late husband, David, at Jaguar while completing her EMBA. He died of cancer in the summer of 2014.

In 2018, Linda Jackson was named the "Most influential woman" in the motor industry by Autocar. The same year, Jackson won the Sue Brownson Award for 'Outstanding Leadership in Automotive'.

PEUGEOT e-3008

Peugeot has been known in the past for some really engaging sporty models, but it doesn't plan on rolling out any more, instead focusing on electric vehicles (EVs). Peugeot CEO Linda Jackson says that the brand has no plans to introduce additional Peugeot Sport Engineered models

"The launch of the Next-Level E-3008 is a major step in Peugeot's radical transformation into an alluring 100% electric brand that sets new benchmarks for design, driving pleasure and efficiency. With its exterior design, spectacular Peugeot Panoramic i-Cockpit®, driving pleasure and unprecedented electric performance, the Next-Level E-3008

ushers Peugeot into a new era as the French brand offering the widest range of mainstream electric vehicles on the market. "

The new Peugeot E-3008 is immediately recognisable by its fastback SUV styling. With its dynamic and aerodynamic shape (Cx 0.28), the new E-3008 combines elegance, efficiency and spaciousness.

The vibrancy of the new E-3008's feline lines also stems from the vehicle's well-balanced dimensions (length: 4.54m, width: 1.89m, height: 1.64m), which remains one of the most compact in the C-segment 100% electric SUV category, while still providing plenty of passenger and luggage space.

When it comes to cars, Peugeot's pure electric 'e-...' models are an appealing alternative to their petrol or diesel stablemates. The latest model is this new Peugeot e-3008 'fastback SUV', which follows on from the smaller e-208 and e-2008, and has grabbed our attention with a predicted electric range of up to 435 miles.

As anyone who runs an electric car knows, real-world range usually falls short of the official number, but nonetheless that figure represents a big leap forward for this price point, not just for battery-powered Peugeots but also for mainstream electric SUVs in general. There's a 'But' here, though – that official range applies to the e-3008 Long Range version, and we'll have to wait a little longer for that.

When the e-3008 goes on sale in the UK in February 2024, you'll only be able to buy the entry-level electric model, with a 73kWh (usable capacity) battery, one motor for front-wheel drive and 210bhp, and a predicted range of up to 326 miles. There will initially be a petrol mild-hybrid Peugeot 3008 too,

with a plug-in hybrid (PHEV) expected to follow later.

The current Peugeot 3008 is a best-seller that has charmed more than 1,320,000 customers in 130 countries over the past 7 years. Peugeot is committed to offer a complete EV line-up as soon as 2025 and 100% of the brands' sales in Europe will be electric by 2030. Peugeot is entering a new era with the unveiling of its new E-3008.

The Peugeot E-3008 is the first model to use Stellantis' brand new STLA Medium platform, which takes the brand to the next level. This innovative platform has been designed to offer best-in-class performance for the most important criteria for customers: range (up to 700km), recharge time (30 minutes), driving pleasure, performance, efficiency and connected services and functions (Trip Planner, Smart charging, Vehicle to load and Over The Air updates).

The Next-Level Peugeot E-3008 will be produced exclusively at the Sochaux plant in France and will be on sale from February 2024.

The range will be based on two trim levels, Allure and GT, with three option packs to keep the choices simple, and three all-electric powertrains (210bhp, 230bhp Long Range and 320bhp Dual Motor (4-wheel drive). Hybrid powertrains will also be available, according to market.



EXTINGUISH ELECTRIC FIRES

With the rise in sales of EVs and PHEVs, the fire risk has also been noted as rising. Several brands of battery packs have found recalls necessary. The lithium ion batteries currently in use have been found to run the risk of an internal short circuit causing a “thermal runaway” if exposed to excessive heat or if the casing is penetrated in a crash.

This can create an intense fire which cannot be quenched by normal means and to cope, the ‘Bridgehill Car Fire Blanket’ has been developed. It works quickly and effectively on both conventional and EV car fires. It is also eco-friendly as it prevents harmful toxins and smoke from affecting first responders.

By draping the blanket over the burning vehicle, the fire is starved of oxygen and can be contained within minutes. This also makes it safer for transporting a damaged vehicle.

It is also recommended that a crash-damaged EV be stored in the open and away from other vehicles or combustibles for 48 hours limiting the risk of re-ignition – even if no fire had previously started.

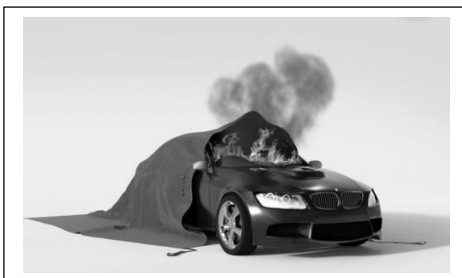
The Car Fire Blanket is made from a heat resistant fabric called BridgeTech, using technology pioneered by NASA in the space shuttle programme. It measures 6mx8m and is designed for use in locations with a high concentration of cars such as dealerships and service centres, workshops, parking garages, passenger car ferries, road tunnels and EV charging

stations. If kept in the purpose built smartbag it comes in, it carries a lifetime warranty – and the PRO fire blankets can be used up to 30 times.

UK pricing - £1,798.80 inc VAT
£1,499.00 ex VAT

Bridgehill also makes a range of small blankets designed to deal with electrical fires resulting from lithium ion batteries in such things as fork lifts, open battery packs and small electrical goods.

email RESCUE@PTHYDRAULICS.COM.AU
or call +64 21 743 432



IN ADDITION...T-ISS Safety Suppliers

The T-ISS Fire Blanket FI-BL0906 is part of the Fire Isolator concept and can be used for normal, combustion-engined, and EV car fires...The Fire Blanket is reusable and can be cleaned. The blanket can stand temperatures of 1600°C for more than 50 hours. The Fire Blanket FI-BL0906 is easy to deploy and can be/should be pulled over a car by 2 people.

Article number: VR0906Li

Dimensions: 9 x 6 m

Dimensions package: 1200 x 400 x 300 mm

Weight: Approx. 37 kg

Lifespan: + 10 years

Material: Hi Silica >98%

Temperature resistance: up to 1600 °C

Packing: Bag with instructions

<https://t-iss.com/shop/fire-isolator-concept/ev-fire-blanket/>

PRIDE OF OWNERSHIP REPORT

by Peter Hagglund

PRESENT; Brent Druskovich, Matt Ensor, John & Jeanette Grant, Don Hadfield, Peter Hagglund, Don Howarth, Dennis & Roslyn Lowe.

Hi everyone,

At 1.30 on Sunday 12th November we all gathered at the Mangere Boating Club carpark on the Kiwi Esplanade waterfront for a Pride of Ownership day.

The weather was great and would you believe it, there were four V6s and three 4 cylinder cars, including a diesel and a mint Renault. We all got to judge by forming two groups and following a check sheet. This meant we could all have a good look at every car.

There was probably more catching up on stories and who was who and where the cars came from.

Don's 406 coupe was immaculate BUT alas it is off to Wellington to a new home in a few days.

There were some new faces as well and I'm sure we gave them a great welcome. So, roughly two hours later we all left the sunny (but windy) spot and carried on with our normal life – but ready for the next lot of excitement.

Place in class	Name	Model	Score
1	Don Howarth	406C	277
2	Jeanette Grant	306xrdt	185
3	Peter Hagglund	206	177
1	Dennis Lowe	607	276
2	Matt Ensor	407	272
1	Brent Druskovich	505	232
-	Don Hadfield	Megane	275.5



THREE EXAMPLES OF ENGINES USED BY MULTIPLE BRANDS

Ford built the **Model T** at the rate of nearly one million per year from 1908 to 1927. Its simple 2.9-litre four-cylinder engine therefore appeared in an enormous number of cars and related trucks, ambulances, race cars and tractor conversions. It was also used in boats, a New Zealand railcar and an American single-seat aircraft, and as a stationary engine.

The little **Austin Seven** was one of the UK's most popular cars during its production life from 1922 to 1939. Its simple engine powered many production cars, including not only several variants of the Seven but the first ever BMW, which was a Seven built under licence in Germany. In both naturally aspirated and supercharged forms, the engine brought Austin great success in motor racing. It was also for many years the only permitted engine in the 750 Formula for home-built competition cars. The Formula was later rebuilt around a Reliant engine, which was itself based on the Seven unit.

The **Fiat Twin Cam** made its first appearance in 1966 under the bonnets of the Fiat 124 Sport Spider and Sport coupe. Designed by Aurelio Lampredi (1917-1989), the engine was used for the remainder of the century in Fiats, Polski-Fiats, Lancias and Alfa Romeos, and in the mid-1980s version of the Morgan Plus 4. In supercharged form, the Fiat Twin Cam powered the formidable Lancia 037 rally car. In 1983, the 037 became the last rear-wheel drive car to win the Manufacturer's title in the World Rally Championship.

FAVOURITE FRENCH CARS

A poll carried out in May this year by RTL radio in France drew 100,000 votes for the FAVOURITE FRENCH CAR. In 1st place with 34% of the vote was the Citroen 2CV; in 3rd place was the Citroen DS followed by the Peugeot 205. Another survey listed these as the most popular – 1; Peugeot 208. 2; Renault Clio, 3; Peugeot 2008, 4; Dacia Sandero, 5; Citroen C3, 6; Renault Captur 11, 7; Peugeot 3008. 8; Toyota Yaris

French cars are the most common on the market in Europe, as approximately 25 % of European vehicles are manufactured in France. Peugeot is one of the most famous car manufacturers and has a long history in France and in Europe. The brand grew steadily from the mid-nineteenth century to become one of Europe's largest car companies.

The rest of the PSA Peugeot Citroen is known for its radically revolutionary car manufacturing strategy, which was obvious when it became the first manufacturer outside of the USA to build large vehicles. Peugeot is, along with Citroen, a pillar of the economy of France, manufacturing just under 1 million vehicles annually and employing 83 000 individuals. But the French auto giant has understood very well the limits and challenges of a market economy, especially in times of economic downturn. That is why it moved some of its facilities to Russia, Latin America, and China after having already started manufacturing vehicles in the rest of Europe. With Citroen Dongfeng reporting a 16% rise, China remains a major player. The fusion between Dongfeng & Citroen in 1992 led to a range of models being sold on the Chinese market, including the C2.

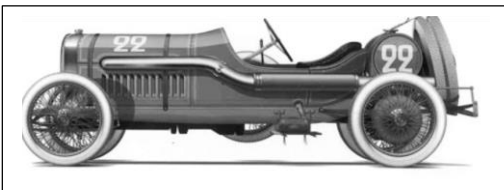
Some PEUGEOT CONCEPT CARS

FROM

<https://www.peugeot.co.id/peugeot-l500-r-hybrid-l750-r-hybrid-vision-gran-turismo.html>

PEUGEOT L500 R HYbrid pays tribute to the **L45** and to Peugeot's illustrious past in the USA, when the Lion claimed three victories in the 500-mile event at the Indianapolis speedway, the world's second-oldest racetrack. The L45 (for 4.5 litres) took over from the **L76**, put together in **1912** by a team of intrepid young drivers known as the "Charlatans", who produced a whole series of racers that would open a new age in racing engine design, through to 1919.

The L76 was the first car in the world to use a four-cylinder engine with four valves per cylinder plus a dual overhead camshaft, and was the first modern racing car to reach 190 km/h.



At the wheel of Peugeot's first racers —L76, L57, L3 and L45— the Charlatans claimed success after success on the racetracks of the world. Drivers Georges Boillot, Jules Goux and Paolo Zuccarelli, and engineer Ernest Henry, enjoy enduring renown for bold innovation. The team's early

American exploits marked the start of a string of exceptional victories for PEUGEOT Sport in the USA: Ari Vatanen in 1988 and Robby Unser in 1989 won the mythical Pikes Peak hill race with PEUGEOT 405 T16, and Sébastien Loeb's PEUGEOT 208 T16 Pikes Peak made a record-breaking run in 2013, completing the 20 km to reach the summit in 8'13"878.

There's no let-up in the spirit of conquest at Peugeot; this was quite clear, for example, when Stéphane Peterhansel victoriously signed PEUGEOT comeback to the Dakar, after its four successive wins from 1987 to 1990.

"With the PEUGEOT L500 R HYbrid we're paying tribute to PEUGEOT racing exploits dating to the early 20th century. Inspired by this spirit of performance and innovation we wanted to convey a sculptural, elegant and technological view of the future of PEUGEOT motor sport" says Matthias Hossann, Peugeot's concept car and technological advance chief.

Because the PEUGEOT L500 R HYbrid racing car is designed to be one with its driver, driving sensations are amplified by a driver compartment deliberately designed to form an individual floating capsule enclosed in the bodywork.

Through a prospective concept, the PEUGEOT i-Cockpit technology takes a radical motorsport stance, with a small steering wheel embedded in the structure and two holograms showing information in dual disc displays. In their

relentless quest for aerodynamic, the PEUGEOT teams reinterpreted the original L45 two-seat architecture to produce a single seater that offers a virtual co-pilot an amplified real-time racing experience through a virtual reality headset.

To mark the release of the new PlayStation®4 exclusive video game **Gran Turismo Sport**, PEUGEOT and PEUGEOT SPORT have unveiled their new, sleeker, sportier version of the car; the PEUGEOT L 750 R HYbrid Vision Gran Turismo.

Ever striving for greater efficiency, PEUGEOT equipped the L750 R HYbrid Vision Gran Turismo with an internal-combustion engine and an electric motor. The petrol engine produces 580 horsepower and a top engine speed of 10,000 rpm.

That is backed up by a 170-horsepower electric motor, giving the PEUGEOT L750 R HYbrid Vision Gran Turismo a total of 750 horsepower.

The electric motor is powered by a liquid-cooled lithium-ion battery. The sequential 7-speed gearbox is cutting-edge technology from the world of racing. The entire engine and transmission assembly is mounted on the rear axle.

Weighing just 825 kg - 175 kg lighter than the PEUGEOT L 500 R HYbrid - it gets from 0 to 100 km/h in 2.4 seconds. Whichever one you choose, both of these racing machines are perfectly suited to the 17 locations and many tracks available in the Gran Turismo Sport video game.



40th ANNIVERSARY OF THE 205.

Sat 15th July and Sun 16th July saw the meeting of examples of the 205, 1st at the L'Aventure Peugeot Museum and then at the historic Prescott Speed Hill Climb near Cheltenham which is organised annually by the Peugeot Sport Club (UK). This year it saw the largest gathering of Peugeot vehicles of various models in the world

A 1909 LION VC 2

This is a summary of the translated account of a 1909 Lion Limousine Luxe "VC 2" which appeared in Vol 17 of Le Bulletin de L'Aventure Peugeot.

This vehicle which joined L'Aventure Peugeot Museum on Jun 30th 2023, has only had two owners in 114 years so far.

The first took possession of it in August 1909. He was the Count of Ganay de la Cour domiciled in the castle of Tavernay (20km from Autun-Sadne et Loire)...

After the Ganay family stopped using it, the "Limousine Luxe-Chauffeur" hibernated for decades in the outbuildings of the chateau.

During the summer of 1950, the widowed Countess of Ganay attending a parade of vintage cars in Autun, gave it (in a state of wreckage) "free of charge" to a collector... Maurice Quincey – who promised to restore it on his retirement in 1987. From that year on, he began restoring the VC2 with the help of a mechanic friend but entrusting the restoration of the bodywork and upholstery to professionals. He had the roofrack rebuilt by an art ironworker who made it foldable so that the car could fit in his garage.

The collector's objective was then to be able to take his two grand-daughters to their weddings in May and June 2000.

Following his death in 2007 it was used again at the 2009 wedding of a great-grandson.

These three outings are the only times the VC2 has been used since its restoration. This time it was well protected during its hibernation.



ELECTRON INDUCTIVE COIL CHARGING ROADWAY

We've been hearing about in-road EV charging tech for a number of years, including tests from Renault and Stellantis. Now the City of Detroit is reported to be the first installation of wireless charging in a public roadway in the US.

The basic idea behind the technology is, rather than drivers of electric vehicles having to factor in stops to top up batteries, inductive coils embedded under roads could wirelessly send power over a short air gap to receivers mounted under EVs and juice up the cells when vehicles are parked up or moving along.

Such infrastructure could also potentially remove the need for large battery packs, lowering vehicle manufacturing costs and leading to more widespread adoption of electric mobility while essentially nipping any perceived range anxiety in the bud.

The Detroit project sees inductive charging coils from Electreon Wireless installed beneath road surfaces along a quarter mile stretch of 14th Street in the Corktown

neighborhood between Marantette and Dalzelle. The copper coils will only be activated when a vehicle fitted with an Electreon receiver moves over, sending "electricity wirelessly through a magnetic field" to charge the vehicle's battery.

Initially, a Ford E-Transit fitted with a receiver will be used to gather data as part of a five-year pilot to perfect the technology in real-world settings and study potential public transport applications – though there are plans to open the electric road system to the public within the next few years.

Electreon has already installed two static inductive charging stations outside of the city's Michigan Central Station, and the Michigan Department of Transport will look at installing more of the technology next year as part of a rebuild project along a section of Michigan Avenue.

"For more than a century, Detroit has been known around the world as the leader in transportation innovation," said Detroit's Mayor, Mike Duggan. "We are birthplace of the auto industry, and the home of the first mile of concrete road and the first three-way traffic signal. Today, thanks to Gov. Whitmer and our partners at Michigan Central and Electreon, we can add the nation's first wireless charging public roadway to that list of innovations."

Source: City of Detroit

Auto France Ltd



Peugeot Specialists

WOF

**Service and repair
Restoration**

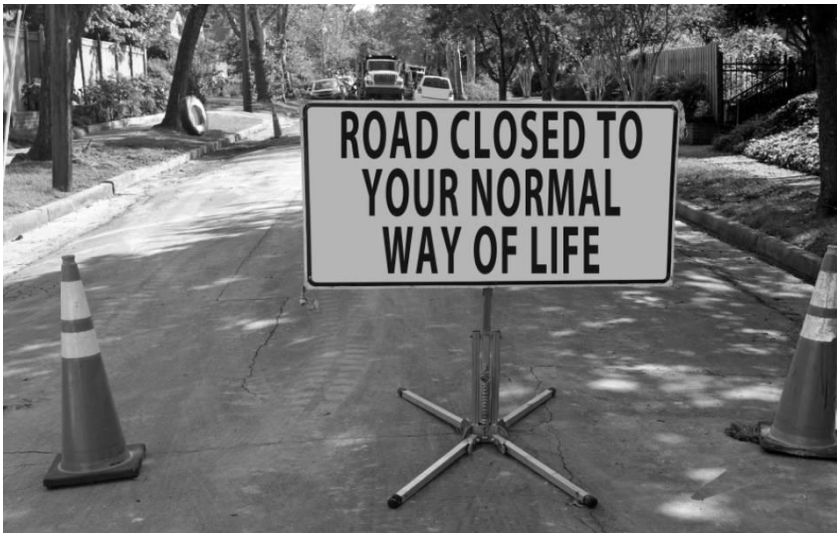


David Jones

Phone: 092784301 / 0210557117

Email: sales@autofrance.co.nz

Clarks Beach, Auckland



"No, you can't go this way. Didn't you see the orange cones?" After getting tired of uttering this sentence over and over, exasperated U S construction workers eventually put up this sign telling people that the street was closed.

FOR SALE

The first two sellers contacted us through the club website. The latter two through the Wellington Peugeot Car Club

[1] Peugeot 307 XSP 2006 model for sale.

Carol Brown <rodcarol@xtra.co.nz> or phone: +64274810512

We have a very tidy car in immaculate condition throughout which I have owned since new. It has low mileage of 72,000 kms. We have recently had some work done on it, including new petrol pump, new battery, brakes, and new wiper blades. It has a current WOF (August 2024) and rego. (30 Jan 2024). The gearbox is sometimes clunky and may need attention.

A beautiful car....Carol -

[2] 406 coupe for sale

Richard <affan@slingshot.co.nz>

Hi there,

I am selling my 2000 406 coupe if anyone is interested

Its Trade me auction listing (#4430159205)

Richard

[3] 1979 504Ti auto

Former Wellington club committee member Hugh MacLeod has been hospitalised, so his 504TI is up for sale. Details are 1979 504 TI auto, white, about 110,000m, Has had recent professional panel and paint, but has been sitting, garaged in Wellington for a little while, so is presently running erratically. His brother Don is arranging Wof & Rego.

Contact Don at 04 476 4961 (work 8.30-3.30 weekdays) or 021 0256 5257

[4] 306 Cabriolet

306 Cabriolet for sale 2002, silver, 88,000km has WOF & rego. Everything in good working order. The car is in Nelson. Contact Nigel Whinney at n.whinney@xtra.co.nz

FEMALE INVENTORS

We should thank Hollywood star Hedy Lamarr for wireless communication. During World War II, she worked closely with George Anthelil to develop the idea of "frequency hopping," which would have prevented the bugging of military radios.

Unfortunately, the U.S. Navy ignored her patent. Years later, it was rediscovered by a researcher, which led her to receive the Electronic Frontier Foundation Award shortly before her death in 2000.

JOKE OF THE MONTH

I just asked a joiner to make me a double bed,
But he's done a bunk.
It's just one thing on top of another.



The highest railway bridge in the world is in north India.

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.

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