



Peugeot Car Club (Auckland)

Peugeotex[©]



Volume 38, #11, December 2024



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Front cover – The 1937 Peugeot 302 at New World, Otaki.
Above – Frank & Pat Lester – and their bikes.

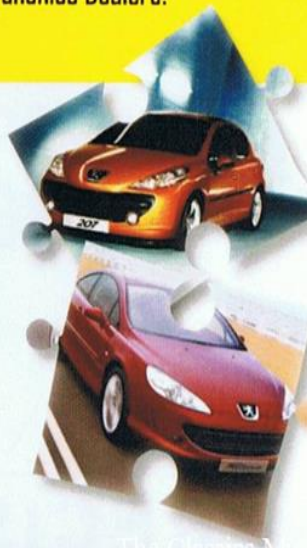
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Printed by CopiesPlus

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COMING EVENTS

peugeotclub.org.nz

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

2025

January 17-19 -- The Repco Kumeu
Classic Car & Hot Rod Festival

February 9 – Ellerslie Classic Car Show;
the theme is “Summer Holiday”.

March 2 – Auckland Brit & Euro Classic
Car Show

THOUGHT FOR THE MONTH

Being able to read freely is the first thing
a tyrant suppresses. The ignorant make
the best slaves.



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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

As we enter December I can't but take a slight sigh of relief, the relief knowing that I won't have to write anything till the February edition, as much as I enjoy writing the Ramble and enjoy reading the magazine, I enjoy the January break as well.

The only downside of the January break is that it doesn't leave a lot of time to do other things in preparation. In particular, this year in February we have the Ellerslie Concours, which I am sure will be before both the next committee meeting and the next magazine. The show is all about shiny cars...or is it? In particular, our car club and a minority of others always has some cars on display that are far from perfect. I am of the attitude that the club is for all Peugeot members, whether they have a car that is better than the day it left the factory, or if it is only just legal, or even if it isn't and it is mid-restoration feel free to trailer it to the show.

The show is to be held on Sunday February 9 2025 and we have a vacancy for one more car on the stand. If you are interested you need to know the following, we will meet preshow at 8.15am in Remuera and go to the show in convoy. Once in the show there are no vehicle movements after 9.30am until it closes at 4pm, so you are committed for the day. Other than extreme weather events (i.e. forecast cyclones) the show must go on, rain or shine or anything in-between. Those that have attended before have tended to

have a wander, enjoy everything on display, come back and natter with each other and typically members of Citroen and the Renault drivers that are there, bring a chair and sunhat and money (or card) for the inevitable queue at the coffee and other stands.

Currently the club display is likely to be a 404 sedan, 404 ute, 505 v6, RCZ, 504 saloon, a 407 Coupe and whatever it is Jayden Hardie is planning to bring, which reminds me I must ask him! Often the exact makeup on the day varies with last minute breakdowns, restorations etc. If you are interested in displaying your car please get hold of me by email, let me know what you intend to bring, I am not going to offer it on a first in basis, but on the basis of what else can we put on display, so based on what we have so far a 404 is unlikely to be accepted unless it is a wagon version to round the range off. However, if only a 404 is put forward you are in!

The Club display theme this year is Summer Holiday, so if you have any ideas they are welcome too, as are any props that you may have to offer.

Dennis, if we still have room, and assuming we are put at the same location we will unofficially sneak your 607 in too if you want.

So email me, I want to make the decision prior to Christmas, so the deadline is December 23 – brentdruskovich@gmail.com -----if you are one of the handful of club members without email call me on 0274 905 336. I will let you know on the 24th if you are the last one in.

Brent ☺

COMING EVENTS

2025 January 17-19	The Repco Kumeu Classic Car & Hot Rod Festival
2025 February 9	Ellerslie Classic Car Show; the theme is "Summer Holiday".
2025 March 2 10am -3pm	Auckland Brit & Euro Classic Car Show, Lloyd Elsmore Park, Pakuranga. https://www.briteurocarshow.nz NB Note the change of date!

THANK YOU

As editor/ writer, I would like to thank the various members who have contributed articles throughout the year – and I look forward to receiving more for 2025. Merry Christmas everyone. *Jeanette*



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JEANETTE'S JOTTINGS

Researchers have developed a non-addictive painkiller that remains inactive until it reaches sites of chronic pain. Instead of dulling the nerves that send the pain signals like other analgesics, this new pain pill directly addresses the underlying cause.

A new study has found a link between the rollout of high-speed internet services and a rise in obesity rates in Australia. The researchers attribute the increase to the effect of high-speed internet access on physical activity and eating habits.

Unofficially, Bugatti has managed to beat Koenigsegg's official two-way open-top speed record from 2017 with an W16 Mistral, logging an insane one-way speed of 453.91 km/h (282.05 mph) despite the inherent aerodynamic disadvantages.

Pushing heavy loads in a wheelbarrow is easier than carrying them, but is still a task. The eBarrow Kit electrifies existing wheelbarrows - and the kit is now commercially available for US\$499.

A mounting pile of research is suggesting that female doctors are more compassionate and more likely to save patients' lives.

The World Wide Web was not invented by Bill Gates but by Sir Tim Berners-Lee in 1989.

The cat flap was, allegedly, invented by Sir Isaac Newton so his cat, Spithead, could come and go as he pleased without interrupting Newton's experiments.

New research shows that regular consumption of nuts not only holds off death, but also keeps the mind sharp and limits persistent disability.

Mosquitoes do a superb job of spreading diseases like malaria. Now researchers have shown it's possible to hijack these pests and distribute vaccines via mosquito bite. In human trials, these mozzie-borne vaccines proved around 90% effective.

Hyundai & Kia have had to Recall Over 200,000 EVs Because They Might Lose Power While Driving.

The Bible was first translated into Welsh in 1588.

The first English translation of the Koran was published in 1688.

Electronic mail (email) was invented in 1965 at the Massachusetts Institute of Technology (MIT) and the first message from computer to computer was sent in 1969 via the US Department of Defences' Advanced Research Projects Agency Network (ARPANET).

The US Republican Party is also known as the "GOP" (Grand Old Party).

PEUGEOT 302

By Brent

You may recall in my July Ramble I wrote that I would report on test driving Tony Haycocks 302 in the next month's edition. Well I didn't. It is now October (make that November – I didn't complete what I started) and I am getting on to it! I must say that the 302 was a new experience for me in many, so many different ways, but first a few facts.

- Tony's 302 was sold new in Paris – 17 March 1937 (a St Patricks Day gift? - not likely).
- Prior to NZ it was last registered in Paris 9 June 1969.
- Sold to a second owner in 1974 before Tony got it in 2019.
- At that time, it had a documented 53000km on it.
- First driven by Brent 6 July 2024 - not that I expect that day will be a great or remembered day in the history of the car!
- Tony believes that his is one of two 302s outside of Europe

A few other things you should know;

- Peugeot introduced the 302 in 1936 and stopped production in 1937, one of the shorter production runs!
- In that time just over 25000 were produced
- It did remain on the "for sale" books until April 1938 as the last of them were sold.
- Models offered included the saloon and a two door four seat cabriolet.

- Special bodied versions were also created by Darl'mat, including a retractable hardtop coupe.
- The engine is 1758cc, reputed to put out 32kw of power for a top speed of 105km/h.

Other features of the Tony mobile are that it is unrestored, it has a patina, but in my opinion not much of one, generally I would describe its condition as very good, in places excellent. Amongst the unrestored features is the Lion on top of the bonnet, it is missing the upper body and head, part of the history of the car from when the French Regulations required all protruding mascots etc to be removed. I am not sure whether it has been sliced to comply or whether it originally came in more than one part and simply has had the upper half removed, I suspect the former. And a list of firsts/records for me;

- The oldest car I have been a passenger in
- Also now the oldest car I have driven
- I suspect it is also the first time I have been in a pre-war car that was mobile
- First time I have been in anything but a tractor that hasn't had seatbelts for the driver
- First time I have driven a 3 speed manual
- First time I have driven a left-hand drive manual

So what were my experiences and impressions? Well it all began in the car park of New World in Otaki, where I met up with Tony on a sunny and beautiful July morning. The photos that accompany this article were all taken there. The photos of the two cars



together really made mine look quite modern; something that rarely happens when you are driving a 36-year-old 505! Unfortunately, I was so in awe of the vehicle I didn't notice the sun direction and have cast long shadows across most of the photos, rookie mistake, especially when my camera has a good zoom that could have avoided those issues.

Once the photoshoot was over Tony took me for a drive down the former State Highway 1 (now labelled on Google Maps as both "Old SH1" and "Main Hwy") towards Te Horo. I was rather taken by the interior, never before had I travelled in a car with netting in the ceiling to use as storage. The dashboard was rather sparse with a couple of gauges and switches that I didn't necessarily understand their use or purpose of. Naturally being curious I asked their functions but have now forgotten. Other than the gauges the dash was a plain but well painted pressed steel.

One thing that surprised me was how loud it was, limited sound dampening in the design. I was even more surprised when Tony turned around what I would call a moderate corner, I was caught out and found myself sliding across the seat to join him. Whilst I am old enough to have experienced 1960s and 1970s cars without seatbelts in the rear I never recall any of them having so much slide factor, later corners I held on to the handles to stop myself from sitting on Tony's lap. Something probably both of us were glad about.

After a brief but at the same time more than adequate run Tony let me

drive. Now having won a Gymkhana or two, and having driven many makes of cars and light trucks, generally but not exclusively of 1980s manufacture or later, I consider myself to be an above average driver and rightly or wrongly to be better than the vast majority of other drivers on the road (don't we all?). Anyway I was terrible and Tony was forgiving. I was in third slowing down, brakes on – which don't stop like more modern cars – change down. Graunch, the gearbox sang like a loud and discordant choir of Banshees. Never before and hopefully never again will I hear such protest coming from a gearbox. So what did I learn, 1st and 2nd are only for very slow speeds, third does everything else. Apparently normal for a three speed manual, but little did I know.

Another oddity was the shimmer, I may well have been holding the steering wheel straight ahead, and the 302 may well have been going straight ahead, but there was a definite move left and right, left and right, not just straight, but it did even it all out. This I know wasn't me!

As for cornering, a lot easier with a steering wheel in your hand, none of that slide factor. Vision through the mirrors was the worst I have personally experienced. A combination of being both small and the car having a lot of metal to window ratio.

So overall what can I compare it too? The answer is nothing I have ever driven or being driven in before. What I can say is if Tony invites me to drive or ride in it again, the answer is a resounding yes. It is the best pre-war car by far I have ever experienced.

CHRISTMAS PEUGEOTEST



1. Why did Santa choose the Peugeot e-Partner for his deliveries this year?

- a) It's silent and won't wake up sleeping children
- b) It has zero emissions, keeping the North Pole's air clean
- c) It offers excellent torque for icy roads
- d) All of the above

2. What is the maximum range of the electric Peugeot e-Partner on a full charge, helping Santa deliver in urban areas?

- a) 175 km
- b) 275 km
- c) 300 km
- d) 350 km

3. Santa values efficiency. Which feature of the Peugeot Partner makes it easier to load and unload gifts?

- a) 180° opening rear doors
- b) Dual sliding side doors
- c) Flat load floor
- d) All of the above

4. Which technology in the Peugeot Partner helps Santa stay on course for his deliveries?

- a) Real-time GPS navigation with 3D mapping
- b) Advanced Driver Attention Monitoring
- c) Built-in augmented reality heads-up display
- d) Satellite-linked auto-pilot system

5. Santa chose the Peugeot Partner's Multi-Flex seating system for its versatility. What unique advantage does it provide?

- a) Allows the front passenger seat to fold down for extra cargo length
- b) More seating for elves in the back

- c) Converts into a sleeping area for naps
- d) Doubles as a magic sled base

6. To handle the heavy load of presents, what is the maximum payload capacity of the Peugeot Partner?

- a) 600 kg
- b) 800 kg
- c) 1,000 kg
- d) 1,200 kg

7. How does the Peugeot Partner's Advanced Grip Control help Santa deliver gifts in tough winter conditions?

- a) Adjusts traction settings for snow, mud, or sand
- b) Activates an anti-slip mode for icy rooftops
- c) Automatically deploys snow chains
- d) Warms up the tyres for extra grip

8. Which feature of the Peugeot Partner's drivetrain makes it suitable for climbing steep, snowy hills on Christmas Eve?

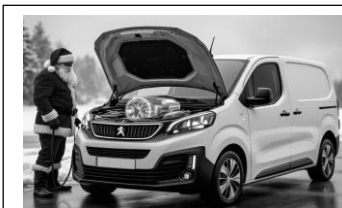
- a) Front-wheel drive for better traction
- b) Four-wheel drive with torque vectoring
- c) Rear-wheel drive for extra power
- d) All-wheel drive with lockable differentials

9. Santa equipped his Peugeot Partner with LED headlights. What is their primary advantage during night-time deliveries?

- a) Longer lifespan than halogen lights
- b) Better illumination for spotting chimneys
- c) Reduced energy consumption
- d) All of the above

10. Santa uses the Peugeot Partner's electric motor for quiet operation. What type of motor powers the e-Partner?

- a) Permanent magnet synchronous motor (PMSM)
- b) Induction motor
- c) Brushless DC motor
- d) Transverse elvish motor



TESLA'S ACCIDENT RECORD

A new study by automotive research firm iSeeCars puts Tesla at the top of the list of automakers with the most frequent occupant fatalities.

- Both the Model Y and Model S are several times more susceptible to fatal accidents than an average car or SUV.
- Teslas have top crash safety ratings from the Insurance Institute of Highway Safety (IIHS). But distracted driving is a growing headache.
- Engineering breakthroughs and improved chassis designs have made cars structurally safer than ever. Cars nowadays come loaded with standard safety features like multiple airbags, advanced cameras and sensors that can monitor surroundings and step in during emergencies.

However, a new report highlights a troubling trend: rising levels of distracted driving undermine these safety gains and Tesla appears to be the most affected.

Automotive research and data analytics firm iSeeCars said **the Tesla Model Y has a fatal accident rate of more than three times the average car over a billion miles driven.** The Model S is twice more likely to result in a fatal crash than the average car.

The firm analysed data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System. It included model year 2018-2022 cars with crashes that resulted in at least one occupant fatality to identify the most dangerous vehicles.

Despite being awarded the IIHS Top Safety Pick+ label, the Model Y has a distracted driver problem.

"New cars are safer than they've ever been," said Karl Brauer, iSeeCars Executive Analyst. "Between advanced chassis design, driver assist technology and an array of airbags surrounding the driver, today's car models provide excellent occupant protection," he added.

But these safety features are being countered by distracted driving and higher rates of speed, leading to rising accident and death rates in recent years."

Tesla's advanced driver assistance systems, Autopilot and Full-Self Driving (both Level 2 systems requiring active driver supervision), are under investigation by the NHTSA for links to crashes and fatalities.

Misleading labels like "Full-Self Driving," touchscreen-centric controls and driver complacency have raised growing concern over safety. While Teslas and most cars with ADAS include infrared driver-monitoring cameras, they're far from fool-proof. As a result, iSeeCars said Tesla has the highest fatal accident rate of all car brands, followed by Kia, Buick, Dodge and Hyundai. It noted that the vehicle design itself isn't at fault—Teslas are, after all, built to be among the safest cars on the road in terms of crash structures and design.

"The biggest contributor to occupant safety is avoiding a crash and the biggest factor in crash avoidance is driver behaviour. A focused, alert driver, traveling at a legal or prudent speed, without being under the influence of drugs or alcohol, is the most likely to arrive safely regardless of the vehicle they're driving."

The car that actually topped the occupant fatality rate is a Hyundai Venue, which reportedly has a fatal accident rate of 13.9 deadly crashes per billion miles driven, followed by the Chevy Corvette and the Mitsubishi Mirage.

PRIDE OF OWNERSHIP REPORT

PRESENT; Liesje Bradley, Brent Druskovich, Matthew Ensor, John & Jeanette Grant, Peter Hagglund, Don & Wynne Howarth, Frank & Pat Lester, Dennis, Rosalind & Tony Lowe, Paul & Isabel White.

Sunday 17 November turned out to be a cloudy day with intermittent sun and wind. Jeanette had brought road cones and used them to mark off a spot with a view of the harbour where we could line up alongside each other.

Frank & Pat Lester arrived by bike but otherwise as the score chart below shows, we had a great variety of models ranging from Paul's 1967 404 to Don's 2020 2008.

As usual, the judging was done by three teams of judges who marked every car in one of three specific categories. There were allowances of up to 5 points each for age and high mileage.

Those not actively involved in the judging sat in their chairs and/or wheelchairs to talk and share biscuits etc. A most enjoyable social occasion.

Congratulations to Dennis whose week's work won him a well-earned 1st overall placing.

PRIDE OF OWNERSHIP SCORES & PLACINGS

Name	Model & year	A	B	C	Allow- ances	Total	Model Place	Overall Place
Dennis Lowe	607 2005	49	47	46	2	144	1	1
Paul White	404 1967	47.25	44	43	7	141.25	1	2
Matthew Ensor	407Coupe 2007	47	46	43	2	138	2	3
Liesje Bradley	404 1969	44.5	45	39.5	6	135	2	4
Don Howarth	2008 2020	41	47	42	-	130	1	5
Brent Druskovich	308 Sport 2009	42	45	38	2	127	2	6
Peter Hagglund	206 S16 2001	31.25	41	35	4	111.25	1	7
Jeanette Grant	306xrdt 1996	34	39	34	4	111	2	8



Pride of Ownership
Kiwi Esplanade,
Mangere Bridge



FROM THE HISTORY BOOKS

Where/when did 'petrol' originate?

In 1859, Eugene Carless opened a distilling & refining business in West Hackney, London to deal with the newly imported crude oil from America as well as refining coal tar and shale. He produced bezoline, paraffin oil, burning naphtha and carburine.

In 1889 Frederick Simms bought the rights to use Gottfried Daimler's engines in river launches which he demonstrated on the Thames in 1891 and in 1893 founded the Daimler Motor Syndicate Ltd to use these engines in boats. It was decided to call the fuel used 'Petrol' but he was unable to register the name as a trademark as 'petroleum' was already in use as the trade name for 'paraffin oil.'

For many years, Carless Petrol was virtually the only British source of highly refined motor fuel and the company pioneered its distribution by using its existing contacts with a multitude of small businesses – grocers, ironmongers, engineering businesses, cycle agents, chemists etc until by 1906 it had 1500 agents throughout the country.

When I was a child in NZ, we were just as likely to talk about fuel as 'Benzine'. However, the definition today is - *"Petrol, used as a fuel in internal combustion engines, is synonymous with gasoline, while benzine, a lighter petroleum*

distillate, is used as a solvent and in chemical synthesis."

In the United Kingdom and many Commonwealth nations, the preferred term is "petrol." which has its roots in the shortening of "petroleum" and has become the standard term in British English. The word "petroleum" has its origins in Latin and Greek. The Latin word "petra," = rock, and "oleum" =oil.

In the United States and Latin countries, the widely accepted term for this fuel is "gasoline." This term has become standard American English usage. The word "gasoline" is also used in Spanish-speaking and Portuguese-speaking countries. The term "gasoline" finds its roots in the trademark terms "Cazeline" and "Gazeline". These were stylized spellings and pronunciations derived from Cassell, the surname of British businessman John Cassell.

The word "benzene" used in Germany, Arab countries, Eastern Europe, and former Soviet Union countries, originated from the German term "Benzin," which was a name given to a highly volatile fraction obtained from the distillation of crude oil. The term was coined in the mid-19th century when benzene, a specific aromatic hydrocarbon, was isolated from this fraction. Not from associations with Karl Benz!

In French-speaking countries, particularly in Europe and Africa, the term "essence" is commonly used.

The term "naphtha" used mainly in several South American countries, is derived from the ancient Greek word "naphthen," meaning "bitumen" or "pitch."

HONDA BUILDING THEIR OWN BATTERIES

Honda realizes that solid-state technology has the potential to directly address the biggest problems facing today's electric vehicles. First and foremost, it will work to leverage solid-state's superior energy density toward batteries that supply double the range within the same size footprint as modern lithium ion-powered EVs, providing up to 620 miles (1,000 km) per charge by the end of the decade.

Since not every driver needs that much range, Honda will also rely on the superior energy density to decrease battery size and weight in some cars, allowing for more design flexibility and more spacious interior layouts. In addition to cutting battery size by 50% for the same amount of energy as a lithium-ion pack, the company estimates weight-saving potential at 35%.

Honda also cites lower costs, increased charge/discharge rates, shored up stability and safety, and improved overall durability as target advantages of its solid-state battery program.

If those advantages are realized, solid-state batteries will underpin a new generation of Honda EV that can compete with and downright outshine ICE vehicles in critical areas like price and everyday driving convenience. Honda aims to launch the second half of the 2020s as it works toward offering a lineup consisting exclusively of battery electric and fuel cell electric vehicles by 2040.

The all-solid-state battery is an innovative technology that will be a game changer in this EV era," said Honda R&D president and director Keiji Otsu. "We will continue taking on challenges to launch our mobility products equipped with our all-solid-state batteries as quickly as possible so that Honda can offer new value to our customers."

The broader term "mobility products" foreshadows solid-state battery tech playing a key role in future Honda products beyond cars and trucks. The company points specifically to motorcycles and aircraft as two other product line-ups' poised to benefit from the new technology and help achieve the economies of scale necessary to further drive down battery costs.

PEUGEOTEST ANSWERS

1 D	2 B	3 D	4 A	5 A
6 D	7 A	8 A	9 D	10 A

MERCEDES REINVENTS BRAKES

In the simplest terms, nearly every modern car on the planet uses disk brakes: a rotor attached to a hub with a calliper with brake pads fixed to the control arm at each wheel. The driver presses the brake pedal and hydraulic fluid is pushed down the brake lines into the calliper, expanding the pistons and pushing the brake pads against the rotor, slowing down the rotation of the rotor connected to the hub, thus slowing down the wheel.

There are other systems, like drum brakes, air brakes, band brakes, the Flintstones method, et cetera, that have also been around since the dawn of the automotive industry. The concept almost always remains the same: using friction to slow down. And so it doesn't go unsaid, yes, there are compression brake systems as well, but that's entirely different.

Mercedes-Benz has put a new spin on an age-old concept with what it calls "in-drive brakes" for electric vehicles. The system being developed at the company's research and development department in Sindelfingen, Germany, integrates the brakes right into the drivetrain, in an arrangement that works very much like a transmission brake. It resembles clutch plates – but with a unique twist.

There are no callipers, instead a circular brake pad connected directly to the output shaft of the electric motor is pressed against a stationary

water-cooled ring, all of which is in an enclosed system.

According to Mercedes, the in-drive brake system shouldn't require servicing for the life of the vehicle, potentially saving the owner thousands of dollars in brake repairs and replacements. Even the brake dust is collected in a small inner compartment that won't require emptying.

Brake dust is a major contributor to pollution, particularly in urban areas with lots of stop-and-go traffic. And if you've ever driven down a long, steep grade like the Grapevine, just north of Los Angeles, California, you're no stranger to the smell of brake dust – and the discomfort in your nasal passages. EV motors inherently act as a brake when the accelerator is released, as EV motors have the ability to regenerate electricity back into the batteries, slowing the vehicle down in the process. An actual brake system is still needed, however.

Though the in-drive brake is still undergoing testing, Mercedes reckons that brake fade will be a non-issue as the system is water-cooled. Given the in-drive brake system relocates all the necessary "slow down" bits away from the wheels, unsprung weight (weight that isn't carried by the chassis, and instead spins or moves with the wheels, creating gyroscopic forces) is significantly reduced, making the vehicle both handle better and improve the ride. Wheels could also be made more aerodynamically efficient without the constraints of rotors and callipers.

OUR 404 ACCIDENT

BY John Grant

In August 1967 we drove on into Czechoslovakia. It had a totally different feel. For instance, in Russia we saw women working in the fields. The older women were in traditional long black skirts. The younger ones were in boiler-suits. In Poland they worked in summer frocks. Here they wore bikinis!

We were coming out of the village of Senec near Bratislava, when a bus ahead of us pulled into the middle of the road without signalling and stopped dead. As I had been expecting it to pull the opposite way to a group of people waiting at a bus stop, I was accelerating to pass it. Then, without warning I had to try and stop! If there had been another three feet to spare, we might have made it. As it was the front of the car was well down under hard braking so that the rear bumper of the bus hit us at headlight level.

We had our safety belts on and were not hurt. I had a reel type belt - something quite new at the time - which held and slipped and held and slipped. It allowed me to go far enough forward to split the end of my nose on the horn ring. Jeanette had a conventional fixed seatbelt which was not fastened as

tightly as it should have been. She went forward three or four inches on to it before being held and as a result was very sore for a week or so with internal bruising. These were our only injuries.

The only glass broken in the car apart from the headlights, was one lens of Jeanette's glasses which fell off and cracked. None of the doors jammed or flew open. The 404 was one of the first cars designed with a reinforced cab to protect the passengers.

It was also designed so that the engine dropped down instead of coming straight back into the cab. This was great for us but it meant more damage done to the engine and in the end the car was a write-off as there were no spare parts available behind the Iron Curtain!

The locals were great. We were picked up in an ambulance and taken to a hospital to be checked out and then taken back to the accident site. There we found that the car had been towed off the road and into the grounds of a neighbouring tractor factory. This had high fences and a night watchman who showed us into the boardroom and made it clear that we could use the toilet facilities and stay there overnight. We were still a bit shaken and making bad jokes about whether we should spread out our sleeping bags on the huge board-table or underneath it.

Then a stranger appeared who spoke a little English and insisted that we were to *"Come with me"*. This involved getting into a baby Renault – the smallest four door car ever made – and driven into the centre of Bratislava to a tower block of workers' flats. It was very interesting. It was built of concrete blocks and the internal walls were just painted, not lined in any way. We were welcomed by our driver's young wife and given a bed overnight in their flat. This was quite against all the rules and they were taking a big chance and could not risk it for more than one night.

We had to spend the rest of the week in the only motel where foreigners were allowed to stay. We wired our insurance company asking what we were to do but we never received a reply. We had to go to the police to get our visas extended for a few more days. This was the only time Jeanette really HAD to speak French. With her Eng/Fr dictionary and the policeman's Cz/Fr dictionary, we managed to explain our predicament and get them extended.

This was only the year before the Czech uprising and people were only too keen to talk to outsiders. Every day we were in the middle of a group of university age students wanting to practise their English. One of the group was the granddaughter of a Major-General who

had been the head of the Czech Air Force. He was now retired but everyone knew him by sight. If he travelled on a bus, he travelled free. If we were with him, we did not pay either. Incredible. We got invited to his home for dinner – a small unpretentious house with his granddaughter to interpret. They told us to watch the newspapers as there would be changes there. They were right but not the way they had hoped.

At the end of the week we had to leave - without the car. We were all packed up when about 10am, in walked the General –without his interpreting grand-daughter. He just grabbed me and said *"Come. Come"*. We left Jeanette on her own with all our gear and he took me across the city to a courthouse. There was a queue of people waiting but he just jumped the queue and talked to the judge. It was only then that I realised what he was getting at.

When we entered the country we had signed the usual documents agreeing to take everything we had brought out with us when we left. Well obviously the car could not move and without official documents permitting us to leave without it, we would have been in real trouble.

Armed with the appropriate documents he took me back to the motel and Jeanette and I gathered

up all our camping gear and took a hydrofoil down the dirty brown Danube to Vienna. There we hoped to meet up with some of our new friends who were driving to England and had promised to give us a ride. Unfortunately they did not turn up - so we bought tickets on the train.

The first people we saw were these friends. Their government had given them permission to leave the country for six weeks provided they left their children behind, but it would not give them any petrol coupons - so there they were on the train too.

On our return to England, we approached the insurance company again but got no satisfaction. It became obvious that they were totally at a loss as they had never had to cope with an accident behind the Iron Curtain before. Initially they said they could not find the car which we could not understand as we gave them the full address where we had left it – in the Major-General's care. He had raced in his youth and was obviously hoping to be able to do something eventually with the 404. As a modern fuel-injected car, it was unique in Czechoslovakia.

Eventually we had to go down to head office in London a week before we left to return to NZ and suggest that it was time they made up their minds what they were going

to do. As I was unsure of my plans when I bought the car, I had not paid any English tax on it and as it had only spent a few weeks in England none was due.

However, just in case I did stay for over twelve months, I had insured the car for the full price including tax i.e. £1450 instead of £1000. As the car was only a few months old, the insurance company finally agreed to split the difference and I not only got my money back, but made a profit which more than covered the entire costs of our European trip.

STELLANTIS NOT ALONE

The boss of Ford's UK arm has warned that Britain's car industry is in crisis due to a lack of demand for electric cars.

Lisa Brankin, the chairman and managing director of Ford UK, called for the Government to urgently introduce 'incentives' such as tax breaks to convince drivers to switch away from petrol and diesel.

It came after Business Secretary Jonathan Reynolds told carmakers he was '*profoundly concerned*' about how policies meant to phase out new petrol and diesel vehicles by 2030 were operating, and would consult on

'a better way forward' while still keeping the target. Between January and October just 19.8% of EVs were sold to private motorists, with businesses buying the rest.

Sir Keir Starmer was challenged at Prime Minister's Questions about the potential 1100 job losses caused by Vauxhall owner Stellantis saying it would close its van-making plant in Luton. It will consolidate its British production of light commercial vehicles at its Ellesmere Port site in northern England, where it is investing 50 million pounds (\$63 million) in an all-electric vehicle hub.

The company, born out of the 2021 merger between Fiat Chrysler and Peugeot maker PSA, called on the government in June to do more to boost demand for electric vehicles (EVs) to help it comply with rules requiring automakers to sell more EVs, cautioning that inaction could lead to a halt of its British production. Industry figures obtained by the Daily Mail reveal that less than one in five EVs have been sold to private buyers this year, plunging Labour's net-zero plans deeper into chaos.

The announcement came as automakers such as Volkswagen, Ford, Nissan and GM are also cutting jobs in response to softening demand for EVs, which consumers see as too expensive,

and increasing Chinese competition.

European carmakers are also facing the possibility of an indirect hit from U.S. President-elect Donald Trump's pledge to impose tariffs on imports to the U.S. from Mexico.

Under the zero-emission vehicles (Zev) mandate, at least 22% of new cars sold by each manufacturer in the UK this year must be zero-emission, with the threshold rising each year.

The mandate as it stands sets out a target to reach 80% by 2030, but the Government has committed to bringing the ban on the sale of new petrol and diesel cars and vans forward from 2035 to 2030, reversing a change introduced by Rishi Sunak's government last year.

The consultation is not expected to result in changes to the Zev mandate's percentages but could include amendments to the options for how manufacturers who miss their targets can avoid being fined.

However, Britain is not alone.

Stellantis will again halt auto production at its historic Italian Mirafiori plant from Dec. 2 to Jan. 5 due to continuing poor sales for the electric Fiat 500 city car made there.



REPCO KUMEU CLASSIC CAR & HOT ROD FESTIVAL

The Repco Kumeu Classic Car & Hot Rod Festival returns in 2025 with Three Days of Non-Stop Action!

- Friday, January 17: 1:00pm – 7:00pm
- Saturday, January 18: 7:00am – 6:00pm
- Sunday, January 19: 8:00am – 1:00pm

Festival Highlights are -

- Nearly 3,000 Vehicles on display, including hot rods, muscle cars, street machines, pick-ups, race cars, exotics, and more.
- A huge outdoor swap meet to find those hard-to-get parts and treasures.
- Retro caravans and a camping showcase, with the best vintage caravan display winning a free spot for the 2026 Kumeu Vintage Caravan Park!
- Live music, trade sites, and entertainment for kids, making this a fun-filled event for the entire family.

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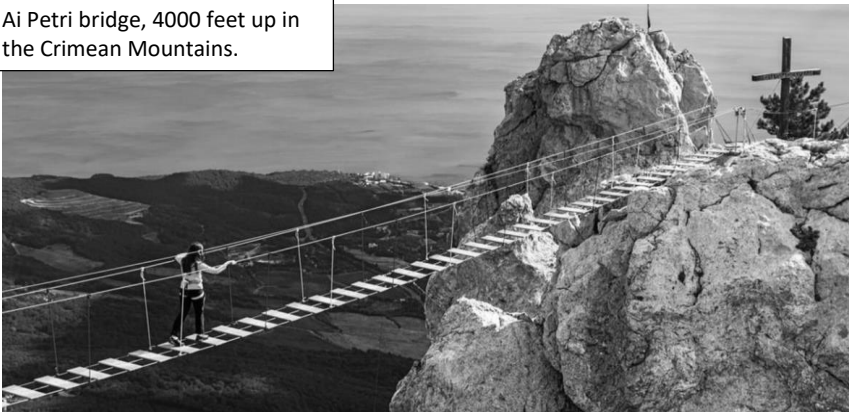
Mary Phelps CROSBY nee JACOBS, 1892-1970

While corset-like garments can be traced back to 1600 BCE, the modern bra, with straps and cups, was invented in 1914 when the United States Patent and Trademark Office awarded the patent for the “backless brassiere” to Caresse Crosby. Jacobs was put in a position to sell her patent to Warner Brothers Corset Company for US\$1,500 during World War I. She then watched as the company ended up making over US\$15 million for her invention over three decades.

JOKE OF THE MONTH



Ai Petri bridge, 4000 feet up in the Crimean Mountains.



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