



Peugeot Car Club (Auckland)

Peugeotex[©]



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Front cover – Joshua Druskovich and Lauren Kats' 308 Sport at Soljans Estate Winery, Kumeu, for the start of the Navigation Trail.

Above – Dylan Grant

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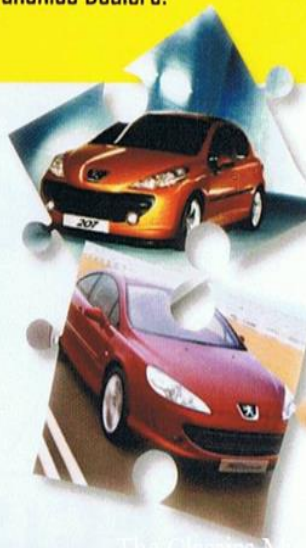
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COMING EVENTS

peugeotclub.org.nz

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

February 13 – Ellerslie Concours

POSTPONED – I will email everyone as
soon as details are available.

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

I don't know how to act my age.
I have never been this old before.



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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

Unfortunately we are in Red which means that we will be running the Gymkhana only for those that show their vaccination passes. It was a difficult decision for the committee to make. Debate was held ranging from vaccination passports required under all settings to none required. We in the end decided (and it was a split vote) that we would run the event in orange and green without passports, under red with passports – this was in part to reflect a combination of members concerns and in part as it is possible but unwieldy to hold it under Red making sure that all were separated and didn't cross paths. In short it would have been difficult for whoever was running it administratively.

We will not have a vaccination pass reader at the Gymkhana, but in order to enter the property you will have to present a pass (whether on your phone or in a printed format). If not you will be turned away. You will also be expected to show your pass and enter in a book your name (and those of any passengers) as well as a contact phone number. We have no intention of taking down or keeping

anymore details than that. I know some of you won't be able to attend because of these rules and there are likely to be some who won't attend because you don't support the government regulations or our decisions to run the event this way. You will be missed but I hope after this has all passed that we can move on together. I also hope that all who read this know that the committee did take much time to think and discuss/debate what to do. We tried to take in all elements of society, of which our club is a microcosm, with thoughts ranging from those that totally oppose the government's position, to those that agree with it, those that are indifferent as well as those who might be health compromised in some way or another -plus worry about us as individual committee members and decision makers to face obligations. I personally cannot afford nor want a fine and I am pretty sure that the Club's liability insurance wouldn't cover us if things went wrong. The same policy will also apply to other club events under the red light system, let's hope we get out of it soon.

On another note; my Rambles. I stayed within Auckland over the Christmas - New Year period, spent many a day either working, going to the beach or undertaking a combination of both. Saw New

Year in at Greenhithe and enjoyed being in a spa pool for possibly the first time this century. In the second half of January Mandy, Jasmine, Jessica and I had four nights away at Raglan, enjoyed the Hamilton Gardens, made the short trek to the Bridal Veil falls and then the many steps down to view them from the bottom, canoed (or was it kayaked?) on the Whaingaroa Harbour, visited the kiwi house at Otorohanga, explored the coastline between Raglan and Ruapuke Beach, did a small tramp/walk on Mt Pirongia and discovered the wonderful "The Shack" café in Raglan. Plus we even managed to get to Kihikihi and have one of my favourite pies – the Plum and Port fruit pie. So a very packed few days away, and I haven't even mentioned some of the swimming and walks we did.

On the interweb – and mostly on Facebook and Trademe as well as a few overseas used car sites I have also been rambling, looking at this and that. But I only wish to tell you one tale from there and I would like to thank Tony Haycock and Malcolm McGibbon for allowing me to retell it. Some of you will know Tony, some of you won't, but to put some perspective on it; Tony comes from a family long associated with Peugeots and Vintage Cars in general. I don't

know what Tony's current Fleet is exactly but it involves a 1930s Peugeot, a 1920s Durant, a Porsche from the 1980s and I assume a daily driver as a minimum, but there may be more. Tony, I think it would be fair to say, is a larger than life personality on the Vintage Car Club Facebook page and started up and administers a "Peugeot 202 302 402 Enthusiasts Page" on Facebook. Any way I am now going to leave the start of the story to Tony and what he posted.

I had to go out and buy milk today. As the 302 is at home and now legal to drive I decided to take it. As I was pulling away from the kiosk where we buy fresh milk the owner of the garage next to it frantically waved to me from the truck he was moving so I stopped.

He came over to me and said "There's one of these in my shed" and then (as I was thinking 'sure you do...') he looked at the registration label in the windscreen and said "but it's a 1947, with the same headlights behind the grille".

Aha! He goes... The only other '02 on the road in New Zealand is a 1947 202 which a friend imported from Europe a few years ago and he recently sold.

It's currently sitting in a garage 5 km from here waiting for space on the ferry to the South Island to be freighted to its new owner.

The chance of seeing my car out on the road is almost nil... and yet he did. Needless to say we pushed the 202

out of the garage and got a photo of the entire New Zealand '02 fleet.

What a small world it is!

Some of you who have been to Taranaki will have seen this car (the 202) a few times, possibly crawled and drawled over it and maybe even had a ride in it when Sven, a member of both our club and Wellington owned it. I had been watching the 202 on Trademe for some time, thinking, can I have it – rapidly followed by where would I put it? Turns out that the new owner Malcolm McGibbon, who is also a member of the page and has filled in a little more about its destination. Malcolm is a member of both the aforementioned Facebook pages and I believe a member of the Vintage Car Club (but I stand to be corrected).

Malcolm has purchased the 202 and it now resides in Canterbury where he intends to take it out on regular runs where he reports that he will be out and about and looks forward to enjoying it and sharing with others.

The chances of seeing these two related Peugeots together is very slim, Tony was lucky to get the photo opportunity.

I am going to leave it at that for now, I really hope to see all those that can make it to the Gymkhana, remember we are behind in points in the Tricolour Trophy race with Citroen. I also hope that these traffic lights change colour quickly so we do not have any locked out for the next event.

Brent



NZ's Peugeot 02 Fleet. Malcolm's 202 on the left, Tony's 302 on the right.

COMING EVENTS

February 13	<p>Ellerslie Concours POSTPONED</p> <p>We have been told we will hear the new date by Feb 4th – so I will email everyone as soon as we know.</p>
February 20	<p>Tricolore Trophy Gymkhana at Cato's Farm.</p> <p>Drive into the paddock at the end of Cato-Peart Road, off Karaka North Road, Karaka, South Auckland.</p> <p>Start time 1.30pm. Vaccination passes needed.</p>
March 6	<p>Brit Euro Classic Car Show. 10am to 3pm. Entry is free.</p> <p>A speciality show for cars, with three or four wheels and, an engine size smaller than 750cc (46 cubic inch).</p> <p>CANCELLED</p>
March 20	Pride of Ownership; details to follow



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JEANETTE'S JOTTINGS

The number of school children in Auckland has fallen for the first time in at least 25 years. Education Ministry figures show Auckland schools had 284,702 pupils in July 2021, 1095 fewer than the same time the previous year. The fall followed several years of growth of 2600-4000 students per year that put pressure on many schools. Principals told RNZ the decline was likely due to a decrease in immigration and families leaving the region for areas with cheaper housing. The figures also indicated foreign students contributed to the fall.

California startup H2 Clipper wants to bring back hydrogen-filled airships, claiming they can unlock completely green intercontinental cargo operations carrying 8-10 times the payload of any cargo plane over 6,000 miles at a quarter of the price.

Recent research has uncovered a range of plastic-degrading enzymes, and a new study has revealed this to be part of a broader trend in which such enzymes are increasing in numbers and diversity in direct response to plastic pollution around the world.

A study has found epileptic children treated with whole plant cannabis products displayed 86% reductions in seizure frequency. The researchers call for clinical trials to test whether whole plant products are better at treating epilepsy than CBD alone

Although there are now biodegradable single-use electronic devices such as environmental sensors, the batteries in those devices can still pose an ecological problem. That's why scientists have now created a fully biodegradable paper-based battery.

Data from a comprehensive study into Thwaites Glacier is painting a bleak picture. A research team has found that a protective ice shelf will likely collapse within five years, which will speed up the destabilization of the West Antarctic ice sheet.

The latest assessment report from the Intergovernmental Panel on Climate Change finds global average sea levels rose by about 20cm between 1901 and 2018.

A huge new deposit of water has been discovered on Mars in a formation often called the Red Planet's Grand Canyon. The Trace Gas Orbiter (TGO) has detected an area about the size of the Netherlands where water could make up as much as 40 percent of the material within metres of the surface.

Most millipedes are frauds – despite their name being Latin for “thousand feet,” they usually only have a few hundred at most. But a newly discovered species is the first to really earn its name with well over 1,000 legs, far more than any other creature on the planet.

De Havilland Canada has partnered with ZeroAvia to develop a zero-emissions hydrogen fuel cell powertrain for its Dash 8-400 airliner, which can either be retrofitted to existing planes or supplied as a factory option on new aircraft orders.

The guillotine, specifically designed to behead people mechanically, dates back to the Middle Ages and beyond and was used as late as 1977 to carry out a death sentence.

Want to change your car's colour at the press of a button? The VW on display in the Las Vegas Motor Show can do just that.

The first speeding ticket was issued in Kent in 1896 for a driver going four (4) times the legal limit. What was it? The legal limit was 2mph (3km/h) and he was doing 8mph (13km/h)!

One horse produces 15hp. A human produces 1hp!

RARE PEUGEOT SOLD

The famous Pebble Beach Auction last August saw a rare Peugeot bought at a bargain price. It was an unrestored 1924 Type 174S which the Mullins Museum in Los Angeles had bought from the Schlumpf reserve collection in 2009. The auctioneers had estimated it should reach between US\$25 and \$35,000 but it went for only US\$6,160.

The Type 174 was sold as a bare chassis to be bodied by coachbuilders, and featured a 3.8L inline four engine at the front. Two versions were built, the Standard and the Sport (174S).

The Type 174 was Peugeot's luxury car and 810 were built between 1923 and 1928 in various versions. You could buy a 'landaulet coupé de ville' if you wanted to be chauffeured around, or have it as a limousine or just as a chassis and add your own custom coachwork.

Only 208 examples of the sportier 174S were available with a torpedo body. Peugeot was then the biggest French auto maker and began entering trios of them in races with various body styles, including a strange so-called streamlined sedan body. They began winning famous European events, including the Targa Floria back to back. Should Peugeot enter the 2022 Le Mans with its new hypercar, it will overtake Bentley as the marque with the longest participation in this classic race.

This particular example of the 174S was little more than a rolling chassis with 'Sappers Pompiers' (Paris Fire Brigade) on its fire engine red bonnet. The odometer shows 49,448km but there is no way of knowing if that is a genuine figure. Mullins may have contemplated restoring it to the appearance of a Le Mans contestant and decided it was too hard. Its big French-spec Knight-type sleeve valve engine offers a challenge to a modern workshop. The 174S normally did 86hp at 1,800rpm but could be tuned to produce over 110hp and a top speed of 160km/h.



Le Mans 1926- 174S #2 - André Boillot - Louis Rigal

In 1926, two 174s entered the 24 hour Le Mans – its 3rd running. Louis Wagner was sharing the driving with Christian Auvergne and setting the pace – until in the 76th lap, a window stay broke and the glass fell out. The car was then disqualified as it had to be intact from start to finish.

On the 82nd lap, the other 174S driven by Andre Billot and Louis Rigal, reversed to the pit when the battery went flat and tried a bump stop. They were also disqualified.

Peugeot Sport, first with Frenchman Jean Todt at the helm and then with his pal Olivier Quesnel, has won the 24 Hours of Le Mans three times since two 174S took part in the French race all the way back in 1926. The company has also enjoyed success as an engine supplier, powering the early Pescarolos as well as the WM P88 Group C car, the fastest car to ever race at Le Mans that reached a top speed of 253 mph in 1988.



Peugeot, will be back at Le Mans in the summer of 2023 as part of a fully-fledged assault on the FIA World Endurance Championship from 2022 onwards. Peugeot, like Toyota, will compete with a bespoke hybrid hypercar not based on a current production model and the work will be carried out in-house by Peugeot Sport, although it's believed outside partners such as ORECA could offer some assistance. Peugeot will thus make its debut in the FIA WEC in the third season of the new 'Hypercar' regulations that have come into effect for the 2020-2021 season.

With almost a century of history at Circuit de la Sarthe by the time Peugeot Sport's new hypercar will debut in 2022, it's safe to say the French automaker set its own bar very high for its comeback.

OUR CAR MODEL REGISTER

I am still waiting for replies about members' current Peugeot ownership. One third replied promptly – and I have heard nothing since.
Jeanette

e-208GT is THE BEST!

In mid-December we got this notification

"We're pleased to tell you the new Peugeot e-208 GT has been crowned Best In Class in the Clean & Green Battery Electric Vehicle (BEV) category at the New Zealand Car Of The Year Awards 2021.

Packed full of our latest innovations, we've always known the sporty e-208 GT was special, but to have it praised as the best EV in New Zealand by the AA and Driven, is a testament to just how special it is. So, if you're thinking of making the switch to an electric vehicle, switch to the award-winning one and put good times on repeat."

<https://www.driven.co.nz/news/a-a-driven-nz-car-of-the-year-best-clean-green-bev/>

Extreme Fast Charge Battery:

In December, Amprius Technologies announced that its lithium-ion battery cells with silicon anode (Si-Nanowire platform) achieved a breakthrough fast charging capability of 0-80% state-of-charge (SOC) in just 6 minutes.

The capability of extreme fast charging has been validated and confirmed by Mobile Power Solutions for three 2.75 Ah sample pouch cells.

0-70% charging takes less than 5 minutes, and 0-90% is usually above 8 minutes. Then, the charging rate is much

slower, so 100% is achieved after 25-27 minutes (90-100% takes 17-19 minutes).

According to the press release, the energy density of the cells is amazing, at 370 Wh/kg, however, there is no word about the longevity and cycle life.

The 2.75 Ah cells are about an order of magnitude too small for electric cars, but it's probably just a matter of time to scale them up. Amprius Technologies produces the cells with the Extreme Fast Charge capability for "a variety of products including power-intensive drone applications":

"Amprius Extreme Fast Charge is enabled by the properties of the company's proprietary Si-NanowireTM anode, which is much thinner and lighter than conventional graphite anodes and has much higher conductivity due to the high electrical continuity between silicon and the current collector. The very low tortuosity of the Si-NanowireTM anode structure also facilitates Extreme Fast Charge.

Amprius continues to advance Li-Ion cell technology by leveraging the patented attributes of its Si-NanowireTM anode, and this result reinforces its industry-disrupting performance capabilities.

The need to shorten charge times extends well beyond the rapidly growing EV market and into the broader electric-mobility markets, including micro-mobility and aviation. This third-party validation confirms that Amprius Technologies' Si-NanowireTM platform delivers the highest energy density, power density and now fast charging rate for real commercial applications."

An interesting thing is that Amprius Technologies' corporate headquarters is in Fremont, California, nearby Tesla's pilot battery facility, but there is no official info that the two are partnering on batteries:



Hello Targa family

Welcome to 2022, a year of much anticipated motorsport activity after we struggled through the last two years feeling somewhat frustrated. We would like to thank those of you who took the time to get your online entries in over the holiday period and appeal to all the others who have not entered to please enter. There is a lot of time, effort and money invested in creating these events and we need your support to protect the events going forward.

We appreciate that some may still have a level of uncertainty around the Covid-19 management with new strains likely to develop over time, there is light at the end of the tunnel and we urge you to remain positive and focus on the things in life that keep you energised. As mentioned previously, we encourage you to get your vaccination certificates ready for the event as many of the venues we use such as at documentation and schools for lunch stops, will require this. If you have any concerns please feel free to call me to discuss.

Targa Bambina is now only 8 weeks away and all the planning is done, the pre-event execution has begun. Resident notification and traffic management plans are being finalised, so the only thing missing is you. PLEASE ENTER NOW.

Targa South Island

The route has been scouted and I am off to plot the full course in a few weeks.

URG Office on the Move

Yes, we are on the move so there may be a few days when we go silent during the switch over. We are packing at present and hope to have completed the transition by Friday next week. However, all telephone numbers will remain unchanged as will the PO Box, it will just be a new physical address.

Have a great weekend and enjoy the long summer days, just make sure that when you are sitting down for a cold one use the time to get your entries in.

Peter Martin - Managing Director

STARTING OUR AUSTIN SWALLOW

by John Grant

If you are wondering what an Austin Swallow is doing in a Peugeot magazine, the answer is simple. Our family had one in England – new price £175 in 1931 in Cheshire. I learned to drive it as soon as my legs were long enough to reach the pedals as my aunt had a stiff neck and found it very hard to back it out of the garage and round a bend in the drive so this became my job. Its number plate was KF6989 and we toured large parts of England, Ireland and Europe before selling it on the eve of our departure for Canada in 1953. We sold it for £50 and some years ago I saw it advertised in a car magazine with an asking price of £10,000. The last I have seen of it was when it was on loan to a museum outside Chester.

I remember sitting for my driver's licence in it on my 16th birthday - 3.9.1935. A few months later I was driving it through the Pyrenees while the family was on holiday.

Like most cars of the period – and earlier- although it had a starter motor, the battery always seemed to be flat – so - here are the necessary stages involved in getting it to start.

1] Make sure the brakes were on and it was out of gear.

2] Open the bonnet and turn on the petrol. (It was not left on as the petrol tank was higher than the carburettor so could flood it and/or leak onto the road.)

3] There were two small levers on the centre of the steering wheel. The left one was used to retard the ignition and the right to control the idling speed. They had to be set so the ignition was fully retarded and the throttle only slightly open.

4] "Tickle the Carburettor". There was a little pin on the top of the carburettor which had to be pressed down to flood it as there was no choke.

5] Then you went to the front of the car and inserted the end of the crankhandle into the open hole under the radiator so that it engaged with a nut on the end of the crankshaft.

6] Next you had to wind the crankhandle S L O W L Y a couple of times in a clockwise direction to suck petrol into the motor. When it reached compression, you could hear it suckling and feel a little resistance.

7] You then gave it a good hard yank to start it up – and repeated several times if necessary. N.B. There was a toggle on the end of the nut which threw the starting handle out of engagement once it started. Some other cars had the starting handle permanently attached to the front – but they rattled!

8] Once it was running, you could shut the bonnet, get into the car and start driving.

RENEWING MY DRIVER'S LICENCE - 2021

Early on Wednesday December 8th 2021, I took my 306xrdt up to the AA Vehicle Testing Station in Mt Roskill and got a WoF. I was home by 10.30 and found an email waiting for me which said my Drivers Licence would expire on my birthday – 31st January 2022. As I would then be 82, I needed a doctor's certificate to say I was fit to drive, so I rang the Mt Eden Medical Centre and was lucky enough to get a 9.30am appointment with Dr Rebecca Lawton for the following day.

I went to the nearest Post Shop counter in the chemist at Three Kings to get the application form – but they only had forms for vehicle change of ownership, registration etc. I had to go back to the Testing Station to get the necessary Licence Application forms which fortunately were available at a desk outside the office door – so I did not have to queue to get them.

The following day, I visited the MEMC and got the necessary medical approval forms. The next question was when to take them to Mt Roskill. They had set up two queues going through the door – with a limit of four people allowed inside. The right hand line for WoF was short. The left for licences was usually about 8-12 people long. All standing two metres apart in the open with no shade anywhere within reach. I was not looking forward to that. However, about 2pm it clouded over and cooled a little so I decided to chance it. I was lucky and found myself only the third person in the outdoor queue. I was also prepared to wait.

I had a folding stool, an umbrella and a folding fan that lived in my purse. I needed them all as the sun came back

out and I had to wait 45 minutes before it was my turn to go inside. My turn was brief as I had all the paperwork and just had to hand it over and pay. The slowest part of the process was waiting while my new temporary licence was written out for me. As they confiscated my current one, I had to have this to make me legal for the rest of the month. I was told my new licence should arrive within ten working days.

That was Thursday 9th December and on Saturday we moved up to Arkles Bay for the summer leaving Julian at home to check the mail – which these days only arrives on Mondays, Wednesdays and Fridays.

On Saturday the 18th, I was online watching the funeral at Pitt St Methodist Church of an old friend Helen Laurenson. About 11.30am, the phone went and a stranger introduced himself as Garth living in Peary Rd and told me that he had come across a pile of opened mail blowing down the road. Among it was a letter addressed to me from the MOT saying it included my new licence but it was no longer there! He was sufficiently public spirited to have tracked down my phone number and rung me.

In consequence, over the weekend I was able to track down the requisite forms online and report the theft to both the MOT and the Police and got automatic replies from both. I spoke to Julian who said it must have been delivered late on Friday afternoon as there had been no mail in the box when he checked earlier. He then went down and had a look at the box – which has a simple lock - and reported that it had been forced open. (He was able to rebend the metal so the lock engaged again.)

On Monday, 20th I had another email from the MOT saying the new licence had now been cancelled and a replacement would be in the mail within

15 working days. We had to go into town for a hospital appointment that day and went home for lunch. Checking the mailbox, I found another opened letter – this time a Xmas card from England which some kind person had found and bothered to put in our box.

On Saturday – Xmas Day – Julian came up to see us and among the mail he brought with him was my new Drivers Licence valid for two years.

Very quick work indeed. Thankyou MOT.

PEUGEOTS AND ME

by Nathan Yelash

I was bitten by the Pug Bug in Raglan when I was a little kid. The company that my dad worked for was a family owned business run by the children of the founder, and a good majority of the family, from top to bottom, were into Peugeot's. From what I know; personal memories, stories I've heard and photos I've seen, the family Peugeot fleet, at various times, consisted of about 10 company 404 ute's (I believe I can account for 8), 6 or 7 404 sedans, a 404 wagon, a 203, 2 403 sedans, 3 504 sedan's and 2 504 wagon's. A few of the utes and the 404 sedans ended up in a paddock at the company quarry when they gave up, and years later finished as landfill when the quarry closed. In addition to all these, another 4 or 5 404 sedans, 2 or 3 504 sedans and a 505 wagon were owned by other Raglan locals.

We had one of the company 404 ute's, in fact, we had the last one, and it was there that the bug bit. I loved going out for missions with dad in the ute, and at age 5 I decided I was going to get my own ute, one day. In early 1990 I was informed that the ute was past it, and it

was off to Wanganui to serve as parts for another. I was not impressed, especially when I learned it was getting replaced with a crappy Bedford van. Later in 1990 we were in Wanganui, and while walking down the main street, stumbled across a rather shabby looking blue 404 ute, belonging to Miles Bockett Motors. We headed round there, made ourselves known, and got shown into a shed, and there was our old ute sitting in the corner. I was rapt. I still remember looking back and seeing it for the last time through the open door as we drove away. In mid 1992 we were back in Wanganui, so, under my instruction, we had to go visit the Miles Bockett ute. It had been given a bit of a freshen up since I'd last seen it, seems our old ute had done its job. Another Wanganui visit in mid 1993 meant another ute visit also. And, again in mid 1995, although this time, the ute was green. Another freshen up I thought, but as I found out a few years later, it was another ute altogether. It seems Miles had found another one, sold the blue one to a Wanganui local, and freshened up the new one. The blue ute ended up in a wrecker's yard only months after it was sold, the green ute was sold a few years later, and is now owned by Ian Lambess from Masterton.

So, that's where my 'problem' started. And, it seemed I hadn't 'seen' the last of our old ute either.

In late 2005 I decided that I was sick of my little Mitsi wagon, time for a change. Jumping on TradeMe, I came across a 1970 404 sedan in Levin. That was me, I was in. Upon picking it up, the guy I bought it from introduced me to Merv Steele, who informed me he knew about a 404 ute that may be up for grabs. Brilliant. A few months later I got hold of a slightly older 404 sedan for parts, and the next weekend, I headed down to Bulls to see Len Haycock, and pick up a 1970 404 ute. I'd done it. 17 years after I'd said something silly as a kid, I'd achieved my 'goal', I had my own ute.

Coincidentally, Len mentioned to me about a ute shell he'd gotten from Wanganui years earlier. Apparently it was still on the farm. The description seemed familiar. Len showed me a photo. There on a trailer behind a 405 in his driveway, was the shell of our old ute.



We went for a look out in the paddock, where we came across an upside down ute wreck, not our old one. But, buried in the blackberry next to it, was what I wanted to see. And it's still there today, although mother earth has taken a firm grasp.

Over the next few years a couple more ute's were bought for parts, and the restoration process of my ute began. After a lot of time and money, mainly money, the restore is currently on hold, but it will pick up again some time in the future. At some point during this time I decided that because I had both the sedan and the ute, I needed a 404 wagon as well. In 2016 I sold the sedan to a mate, who decided a year later he wanted to do something 'better', so I bought it back. The trio idea flared up again, and late in 2020 I was gifted a 1971 404 wagon from Nick Watson when he headed over the ditch. I was stoked, once again I'd achieved my 'goal' and had my set of 3.

Early in 2021, I decided once again, that I was sick of my little Mitsi wagon (yes, another one) and started looking for something new. I was keen on trying to get a 406 coupe, but with a limited supply of them on the market,

especially manual, I decided to go with the next step, a 2006 407 coupe 3.0 V6 6spd manual that I came across on TradeMe. Definately a great purchase. In mid 2021 I was looking into all the options for getting back into the restoration of my ute. After a lot of thinking and head scratching, I decided to ask Len Haycock if he was still looking at selling his ute, the suggestion for me to buy it had been jokingly made a few times. A deal was struck, and a couple of weeks later I came home with the ex Campbell Motors/Industries ute, 1977 model, and the only diesel version in the country. So far, it has also proved a great purchase, it'll come in handy once the restoration of the other ute starts again.

So, currently the collection sits at a 404 sedan, 404 wagon, 2 404 ute's and the 407 coupe. There are definitely plans to increase the collection in time, a new dwelling is also in need. A couple of years ago, one Saturday night after what was probably a couple too many bourbons, I thought I'd write up a Pug wish list if I won Lotto; 56 of them, so I'd better win big.

But, next on the list, once funds and space allow, is a 203 and a 504 wagon. We'll see how we get on.

JUST MORE THINGS TO GO WRONG

Honda and Acura owners around the world are reporting that their clocks and calendars are getting stuck at a certain time in the year 2002. "The spread is impressive, impacting Honda and Acura models as old as 2004 and as new as 2012," reports Jalopnik. "There is no fix for the current issue. Honda says it's investigating and if it does not find a fix, the clocks should correct themselves sometime in August." From the report:

As a number of Honda and Acura owners have noted on these forums, their clocks read correctly until what appeared to have been the first time update of 2022. Then, their navigation systems turned into time machines, leaving them behind as they went back to 2002. I asked Honda about the cause of the issue and received this back: "American Honda is aware of a potential concern related to the clock display on certain older Acura and Honda models equipped with navigation systems. We are currently investigating this issue to determine possible countermeasures and have no additional details to share at this time." Owners have also reached out and received different responses.

If you have experience coding or troubleshooting software, the possible cause of this time warp probably popped into your head early on. Drive Accord forum user Jacalar went into the navigation system's diagnostic menu on Sunday and discovered that the GPS date was set to May 19, 2002, or exactly 1024 weeks in the past. Global Positioning Systems measure time from an epoch, or a specific starting point used to calculate time. The date is broadcasted including a number representing the week, coded in 10 binary digits. These digits count from 0 to 1023 then roll over on week 1024. GPS weeks first started on January 6, 1980 before first zeroing out on midnight August 21, 1999. It happened again April 6, 2019. The next happens in 2038.

If software isn't coded to account for the rollover, weird stuff can happen, like a calendar going back exactly 1024 weeks. It's impossible to know for sure without being able to look at Honda's programming, but these navigation systems might be programmed so that the start of their week counter is a date 19.6 years in the past, but not in-line with GPS epoch. Owners should be able to turn off the automatic update function and set the date and time manually, but they're finding that the functionality doesn't work right now. Likewise, the clock resets back to the incorrect time every time the car is started.

IMPROVING CORROSION RESISTANCE IN STEEL

by Michael Irving

As useful as steel is, its main weakness may be its vulnerability to corrosion. Researchers in Korea have now developed a new alloy coating that boosts steel's resistance to rust, by adding a simple extra step in the surface treatment.

Steel is often coated in other metals to improve its corrosion resistance, but the salty marine environment poses an extra challenge. Aluminum is a common anti-corrosion coating, but it itself tends to react with chloride ions in seawater and rust easily.

So for the new study, engineers at the Korea Maritime and Ocean University (KMOU) developed a new alloy coating made of aluminum, magnesium and silicon (Al-Mg-Si). The team started with aluminized steel, which is steel that has been hot-dipped in a bath of aluminum and silicon to coat it. The missing ingredient – magnesium – can't be applied through this method, so the team coated the steel using physical vapor deposition. Finally, the coating was then exposed to a high temperature of 375 °C (707 °F), for different amounts of time.

The team then tested the corrosion resistance of the new coating by subjecting it to a standard salt spray test. They compared versions of the new alloy that had been heated for zero, five or 30 minutes, as well as a regular aluminized steel sheet and a galvanized steel sheet.

And sure enough, the new coating performed far better than the other materials. The aluminized and galvanized steel sheets showed significant rusting after 800 hours of salt spray exposure. The non-heat-treated new alloy fared better, but was corroding significantly by 1,600 hours. The alloy that was heat-treated for 30 minutes showed very little rust until the 2,000-hour mark, by which time it rapidly built up. But the clear standout was the alloy that had been heated for five minutes. Even when the test ended after 2,400 hours, very little corrosion had occurred.

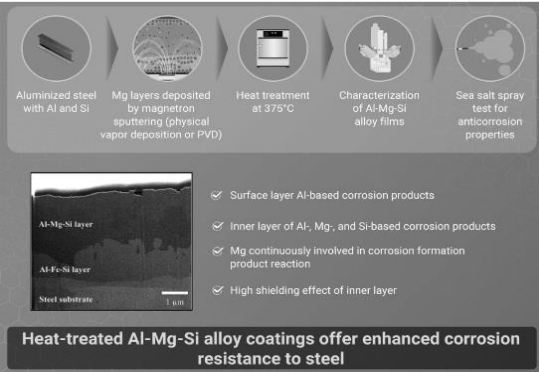
On closer inspection, the team identified the mechanism behind the coating's anti-corrosion properties. The corrosion products formed two layers – those near the surface were mostly aluminum-based, while those deeper down were made up of aluminum, magnesium and silicon. This inner layer created a shielding effect that protected the steel from corrosion for longer. The initial heating of the samples helped this process along by allowing the magnesium to migrate deeper into the material.

It's important to note that salt spray tests don't have a direct correlation to real-world corrosion rates – they are, after all, a concentrated blast designed to speed up a process that can take years or decades in a normal environment. They also can't take into account all factors, such as wetting and drying cycles and other corrosive agents besides plain saltwater. But the results do suggest that the new alloy coating has great potential.

“Our research reveals how a highly corrosion-resistant steel can be produced using a simple change in the surface

treatment protocol,” says Professor Myeong-Hoon Lee, lead author of the study, “This makes it very meaningful for conserving energy and environmental resources.”

The research was published in the journal ‘Corrosion Science.’



GOODYEAR AIRLESS TYRES PUT TO THE TEST

Although many people have heard about Michelin's airless tire, they may not realize that Goodyear has developed one of its own. What's more, a special version of it has been created for use by ground-based delivery robots.

Working in a similar fashion to the Michelin tire, Goodyear's non-pneumatic tire (NPT) incorporates a thermoplastic internal connective structure – known as DuraWeb technology – instead of an air chamber. This flexes under load, while remaining sufficiently stiff to support the weight of the host vehicle. It is not the same airless tire that the company previously developed in partnership with NASA, which utilized internal springs instead of DuraWeb.

A Goodyear representative tells us that in 2017, the NPT was being offered as an option on a third-party line of riding lawnmowers. Although that's no longer the case, last July it was successfully trialed on a fleet of autonomous shuttles used by the Jacksonville Transportation Authority.

Now, a smaller version of it has been fitted to a fleet of autonomous delivery robots utilized by Goodyear-affiliated Starship Technologies. The new tire was developed in response to a request from the startup, which wished to extend the tire life of its six-wheeled robots while also reducing maintenance requirements.

While Starship currently operates a worldwide network of over 1,000 of the robots, the tire is currently being tested on a small fleet that operates at Ohio's Bowling Green State University campus. The trial already looks promising, in respect to factors such as tread wear, braking performance and vibration damping.

"We are excited to extend our unique airless tire architectures into new forms of mobility," says Michael Rachita, Goodyear's senior program manager, non-pneumatic tires. "The micro delivery space presents a different set of needs as it relates to the tire, and our NPT technology is ideal to meet those needs."



ORIGIN OF OUR INTERMARQUE CONCOURS

The first Intermarque Concours event was held on December 1, 1972 at the sunken gardens, Cornwall Park by the MG Car Club. Then as now, it was an inter-club affair and MG became the first winner of the Inter-Club Challenge Shield. Honours also went to Alvis, Studebaker, Jowett, Riley, and Citroen Car Clubs. Until 1981 MG and Jaguar dominated the Cornwall Park event. Then Porsche took the Shield and moved the rapidly growing show to Ellerslie.

Today over 70 car clubs, leading new vehicle dealerships, sponsors and the restoration industry are part of the day. Vehicles and visitors not only come from around the country but also the world – one year, for example, we welcomed 27 Alvis owners and their cars from the UK.

It takes almost a year to put a show like this together. The winning club each year hosts the subsequent event with the support of other leading clubs and an experienced executive committee. Continuity, procedure and judging is overseen by TACCOC, the Thoroughbred and Classic Car Owners' Club. The organising committee meets monthly.

Displayed vehicles range from the early '20s through to the latest modern exotics, and vary from Micro cars through to the latest exotic and high performance new cars.

DAKAR RALLY 2022

The 2022 Dakar Rally was a rally raid event held in Saudi Arabia and the 44th edition of the Dakar Rally organized by Amaury Sport Organisation (ASO). The event took place between 1–14 January 2022. This was the third time Saudi Arabia had hosted the event, with support from the Saudi Automobile and Motorcycle Federation.

The race started in Ha'il and ended in Jeddah, going through canyons and cliffs in the Neom region, passing by the Red Sea coastline, into stretches of dunes surrounding Riyadh, with a lot more action on sand dunes in the Empty Quarter. The route consisted of one prologue stage and 12 normal stages, with one rest day in Riyadh on 8 January.

When ASO signed the five-year deal with Saudi Arabia, there was a first-year exclusivity clause. Since it has expired, more countries could have been added to the route. However, due to COVID-19 travel restrictions a decision has been made to remain only in Saudi Arabia.

In 2021, the FIA World Motor Sport Council granted full World Championship status to the FIA's cross-country rallying discipline. On 5 December 2021, the FIA and FIM jointly combined both of their cross-country rally championships to form the World Rally-Raid Championship, which is co-sponsored by both organizations. The 2022 Dakar Rally served as the first event in the inaugural championship calendar.

The winning car was a Toyota GR DKR Hilux driven by Nasser Al-Attayah and Matthieu Baumei.

The highest placed Peugeot was a Peugeot 3008 driven by Cyril Despres and Taya Perry in 19th place – 4.58.22 hours behind the leader – followed by two Peugeot 3008 DKRs- in 42nd place driven by Khalid Al Qassimi and Dirk von Zitzewitz and in 48th place driven by Lionel Baud and Jean-Pierre Gaucin. There were 72 competitors in this class.

This is a far cry from the early years when “the baby Peugeot changed the heart of racing.” According to the article under this title written in 2015 by John Gunnell...

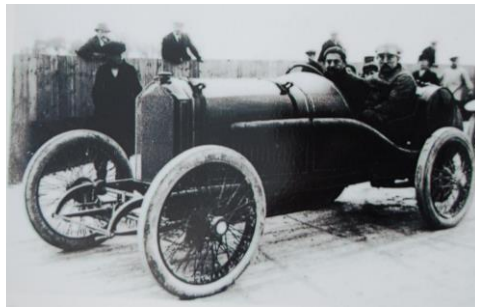
“Until 1912, achieving victory in automobile racing was directly connected to building increasingly larger engines: the more cubic inches, the more checkered flags. Then, three racing car drivers—Georges Boillot, Jules Goux and Paolo Zuccarelli—joined forces with brilliant engineer Ernest Henry to change the sport. They convinced Robert Peugeot that some of Henry’s ideas—such as the use of twin camshafts operating four inclined valves per cylinder—could produce more power from a smaller engine.

Peugeot’s technical staff dubbed the four men “Les Charlatans,” but they proved their ideas by setting up a “skunkworks” in Paris, France, far from Peugeot’s factories in the Eastern part of the country. Boillot, Goux, Zuccarelli and Henry proved that good design, rather than gigantic displacement, worked.

Their testing ground was the 1912 French Grand Prix race. There, the Peugeot racing car with a 7.6-liter engine whooped a 15-liter Fiat. The victory marked the birth of the modern

racing car engine and the following year saw 3.0 and 5.6-litre engines setting pace for voiturette and Grand Prix racing, respectively. . .

RJ71 below



Equally memorable for Peugeot was the 1914 Indianapolis 500-Mile Race when Arthur Duray entered a 3.0-liter Peugeot, owned by French chocolate maker Jacques Menier, in the Brickyard Classic...

BELOW - The 1913 Peugeot 3.0-liter Coupe de L'Auto at the Milwaukee Mile.



Amazingly, the Peugeot 3.0-liter engine was just a tad bigger than a Ford Model T motor.

Within a few years, racing car builders worldwide were introducing engines copied from the basic Peugeot design..."

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MY FAVOURITE LINES FROM SOUTH CAROLINA TROOPERS.

"No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."

"If you run, you'll only go to jail tired"

"Warning! You want a warning? O.K, I'm warning you not to do that again or I'll give you another ticket."

"The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"

BEST IRISH JOKES OF THE MONTH

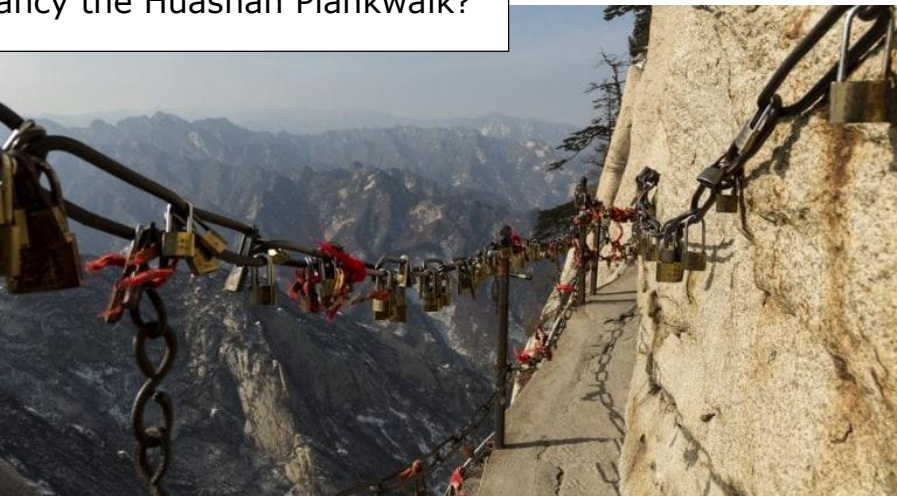
Reilly went to trial for armed robbery. The jury foreman came out and announced, "Not guilty."

"That's grand!" shouted Reilly. "Does that mean I can keep the money?"

A tourist asks an Irishman: "Why do Scuba divers always fall backwards off their boats?" To which the Irishman replies: "Well if they fell forwards, they'd still be in the bloody boat."

A day without a pun makes one weak

Fancy the Huashan Plankwalk?



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