



Peugeot Car Club (Auckland)

Peugeototex[©]



Volume 37. #1, February 2023



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Front cover – The solar powered Sunswift 7
Above – David Holmes

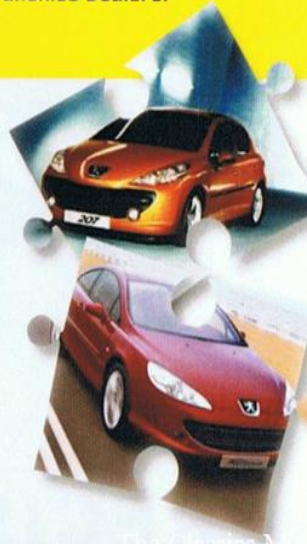
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Printed by CopiesPlus

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COMING EVENTS

peugeotclub.org.nz

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

February 12 – Ellerslie Car Show's
Concours d'elegance

March 5 - Brit & Euro Car Show

March 12 – Gymkhana at Cato's Farm

March 19 - Fortland Karaka Vintage
Day

THOUGHT FOR THE MONTH

The clock is the first automatic machine
applied to practical purposes – Karl Marx.



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Peugeot Car Club (Ak) Inc. The Club accepts no
responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

Unusually I am writing this in January. The February issue may even get to you in January which will be a first, at least in my 24ish years of receiving the magazine.

It's been an odd past year, with the uncertainties of Omicron. Fortunately to the best of my knowledge, none of our members have deceased from it. The traffic light system has now disappeared into the past, as has Tricolore Trophy interclub events with Citroen. Normally at this time of the year, we would be preparing for the Gymkhana between us and Citroen, however this year it will be in March and without them, though it is the committee's intention to invite their members to join us should they wish. And then there has been the wet weather, wettest summer anyone I know can ever remember.

This year we are getting ready to return to the Ellerslie Inter-Marque Concours, the first time our club has gone for four years (or thereabouts), on the 12th of Feb. I believe I still have a vacancy for two cars to display, so if you want to join some of us there, get hold of me – though be prepared for

someone else to have beaten you to it. My details are at the front of the magazine, as are other committee members. Do not think your car has to be pristine to be there. To put it in context, I will have my 505 there. The point being that I want the public to know you don't have to have a "show" car to be part of the club. Others of course will have cars displayed that are in better condition than mine.

Also, don't forget to get hold of Don Howarth - enzo406@outlook.co.nz if you wish to be part of the Club's Brit-Euro display – check out their web page - <https://www.briteurocarshow.nz/> and/or search them up on Facebook. Unfortunately, I won't be there (unless I am injured), as it conflicts with that great Auckland fun run – Round the Bays - which I am committed to attending with the family. However, should I have a bad knee, ankle etc I will be changing plans rapidly!

We have also had an Invitation to attend the Fortland Karaka Vintage Day on the 19th of March as a club. Free entry for the driver and passenger and \$10 per person for any additional passengers. They do have a requirement that any participating vehicles are 30 plus years old which I know will rule a number - but not all of

you - out. I have never been to this event, and most likely won't make it this year, though this is to be determined. Other members of my family have and tell me it is a great event, held at the Karaka Sports Park – corner of Linwood and Blackbridge Roads, Karaka. It would be good if members of the club could attend. We are looking for both attendees and someone to coordinate this on behalf of the club. If we only have one person attending, you can coordinate yourself ☺.

Get hold of me
(brentdruskovich@gmail.com)
if you want to attend and I will pass further details onto you. Entries close 28th of February. You are committed to being there before 9.30 am through to 4pm.

In recent years Mandy and I have holidayed in the third week of January, the rationale behind this being that we get to enjoy Auckland without the Aucklanders in it over the Christmas-New Year period, then we get to enjoy other parts of our fine country once the Aucklanders have returned. This year we were fortunate too as it meant we got to holiday in the first week of fine weather and not during the storms and rain that ruined or at least affected many others' holidays. This year we holidayed in the Coromandel Peninsula using

Whitianga as a base, from which we undertook many beach visits, a number of long drives, a ferry crossing and a number of long walks – overall an active holiday, which again is typical for us; we don't just sit still! Much to my surprise I only saw one Peugeot on the Peninsula, a 307 wagon. Was I unlucky or has the Coromandel become a Peugeot Black Hole?

I would also like to report on my moment of bureaucracy getting it wrong. I was driving through the township of Waiaua Pa, which like many areas has had its road speeds revised over the last couple of years. As I approached from the direction of Kingseat I came across a new speed limit of 60km/h only to slow down and have the next corner, with those large yellow signs with black arrows posted on the corner which give recommended maximum speeds for the corner suggesting I should take it at 65km/h. Which speed should you drive the corner at, the recommended or the speed limit? I wonder how long it will take anyone to notice?!

Happy New Year all,
Brent

COMING EVENTS

February 12	Ellerslie Car Show's Concours d'elegance; contact Brent Druskovich
March 5	Brit & Euro Car Show, Lloyd Ellesmere Park; contact Don Howarth
March 12	Gymkhana at Cato's Farm; details next month
March 19	Fortland Karaka Vintage Day; 9.30am. See page 7.



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JEANETTE'S JOTTINGS

In America, the cost of raising a medium-size dog to the age of eleven is \$16,400.

The State with the highest percentage of people who walk to work, is Alaska.

Q. What is the only food that doesn't spoil?
A. Honey.

Many years ago in England, pub frequenters could have a whistle baked into the rim, or handle, of their ceramic cups. When they needed a refill, they used the whistle to get some service. '*Wet your whistle*' is the phrase inspired by this practice.

Denmark's Hyme Energy wants to save shut-down fossil-fuel heat and power plants by repurposing them as renewable energy storage and release facilities using technology borrowed from the advanced nuclear sector. Its first plant will be online by 2024.

With a reported sonic boom the US Space Force's open-secret X-37B spaceplane returned to Earth on Saturday. The robotic craft touched down at NASA's Kennedy Space Center in Florida at 5:22 am EST after a record-breaking 908 days in orbit.

Utah's Transcend Energy Group claims it has a relatively simple and cheap way to dramatically increase the torque output of combustion engines, simply by replacing the standard connecting rods with new two-piece designs with a secondary joint.

Croatian electric hypercar manufacturer Rimac has laid claim to the outright EV top speed record, a blistering 258 mph (412 km/h), putting a 91-mph (146-km/h) gap on the highest speed we can find verifiably recorded for a Tesla Model S Plaid.

The first novel ever written on a typewriter was "Tom Sawyer".

Denmark is moving forward with Project Greensands, an initiative that will take huge quantities of captured carbon out to an oil rig in the North Sea, and pump it down to sequester it in the sandstone formations that once held oil and gas.

Los Angeles-based tiny house company Vika Living has recently revealed a compact Accessory Dwelling Unit called the Vika One, which is fully prefabricated and delivered flat-packed on-site, to simply unfold into position within an hour.

The first talking doll was designed and built by Thomas A. Edison, back in 1877. This wooden and metal toy contained a phonograph, an instrument that allowed you to reproduce and even record sounds. Thanks to this technology the doll could "speak", that is, emit a recorded sound. The cost of the toy was very high and of the approximately 500 copies sold several were returned to its creator due to malfunctions.

Sweden's Eco Wave Power has been proving its relatively simple, jetty-mounted wave energy devices for at least 10 years now, and has now inked a conditional deal for a 77-megawatt installation in Turkey - the world's largest wave power plant.

*The last slide rule was
manufactured on July 11, 1976.*

Microplastics are a growing environmental problem, but now researchers in Korea have developed a new water purification system that can filter out these tiny fragments, as well as other pollutants, very quickly and with high efficiency - i.e. 99.9% in ten seconds

Rolls Royce sold a record 6,021 cars in 2022 – the best performance in its 118-year history.

BELIEVE IT OR NOT

Porsche built the first hybrid car.

The first electric and gasoline hybrid car was the Lohner-Porsche Hybrid, presented at the 1900 Paris World's Fair. This car was capable of reaching 35 kilometers per hour and could travel almost 200 kilometers on a single charge/single full charge. It was developed by Ferdinand Porsche at Lohner-Werke. First prototypes were two-wheel drive, battery-powered electric vehicles with two front-wheel hub-mounted motors. A later version was a series hybrid using hub-mounted electric motors in each wheel, powered by batteries and a gasoline-engine generator.

At the time, however, attention to the environment was not so widespread and this vehicle never achieved success.

Ferdinand Porsche's father was a master panel-beater. From a young age, Ferdinand showed a great interest in technology, and was especially intrigued by electricity. He was already attending classes at the Imperial Polytechnical College in Reichenberg (Czech: Liberec – some 5 km (3 mi) from his home) at night, while still helping his father in his mechanical shop by day.

In 1906, Porsche was snapped up by Austro-Daimler as chief designer. Jacob Lohner said at the time: "He is very young, but is a man with a big career before him. You will hear of him again."

The Lohner-Porsche's design was studied by Boeing and NASA to create the Apollo program's Lunar Roving Vehicle. Many of its design principles were mirrored in the Rover's design. The series hybrid concept underpins many modern railway locomotives, and interest in series hybrid automobiles is growing rapidly.



RECYCLING ROADS

The crusher better known as the Keestrack R3e is believed to be the first of its kind in Australasia. It will sort, crush and shred old road materials like rocks and concrete waste.

And because it's electric with a really long extension cord *"That reduces the reliance on things like diesel loaders or diggers to move things around the yard, we can actually take the electric crusher to where it's needed,"* said Fulton Hogan Auckland regional manager James Walker.

Infrastructure company Fulton Hogan will use it to make new roading material. The crusher will recycle all milled asphalt which will then be blended with virgin asphalt at mixes of between 10 percent and 40 percent.

ALSO

A new study out of the University of Vienna (UV) shows that lettuce readily takes up particles produced from rubber car tires as they roll along our roadways. The research is part of a growing body of evidence that everyday materials such as plastic bottles and medications are flowing back into our food supply, where their potentially damaging effects are still unknown.

"Our measurements showed that the lettuce plants took up all the compounds we investigated through their roots, translocated them into the lettuce leaves and accumulated them there,"

The researchers point out that while such chemicals are stable in the lettuce plants, they could be unlocked when eaten. *"In the human body ... such compounds are very easily broken down,"* said

Sherman. *"Thus, if someone eats such a contaminated lettuce, the original chemicals could be released again in the body."*

FORTLAND KARAKA VINTAGE DAY March 19th – 9.30am

Well, we have had a lot of rallies cancelled over the last couple of years due to covid but things are looking up. The Fortland Karaka Vintage Day 2023 (formally Karaka Vintage Day) is back on the rally scene, the date being the 19th March 2023.

The Fortland and the Vintage Engine Restorers Auckland wish to extend an invitation to your members to participate in our 11th Karaka Vintage Day rally.

Please find attached a rally poster, could you please pass the poster onto your club's editor for inclusion in your club magazine to help promote the rally.

Also attached is the registration form should your club wish to exhibit.

This will be a great rally and we look forward to seeing your members exhibiting their vintage and classic vehicles.

Kind Regards

P.P. Fortland Karaka Vintage Day 2023
Organising Committee

Paul Rhodes

[Jeanette can email you the entry form if you wish to be involved; JG]

See you at the

KARAKA



VINTAGE DAY

Family \$20
Adults \$10

in association with
Vintage Engine Restorers Auckland (VERA)



19 MARCH 2023

Karaka Sports Park – 9.30am

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ANOTHER ELECTRIC RECORD SET

British electric hypercar company McMurtry has a somewhat unfair advantage over the rest of the car world, and it's used it to achieve a pair of astonishing acceleration records: 0-60 mph in 1.4 seconds, and a 7.97-second quarter mile.

This miniature, single-seat batmobile of a thing weighs less than 1,000 kg (2,204 lb) and makes 1,000 horsepower, with a super-low drag frontal profile. But there are other cars out there with ludicrous numbers attached; that's not what gives the Spéirling its unfair advantage. Indeed, since most of the field use all-wheel-drive systems and the Spéirling's entire power output has to get to the ground through just the back two 240-section tires, you'd expect it to run at a disadvantage purely from having less grip.

But you'd be wrong; this thing has a set of fans underneath it that can suck it to the ground with an insane 2,000 kg (4,409 lb) of downforce at a standstill. So when you turn those fans on, it grips the road like a 3,000 kg (6,614 lb) clingfish, but accelerates forward like the featherweight it is. This overcomes the chief problem holding back electric hypercars from accelerating faster; pure tire adhesion, and the results are, well, pretty frightening by the looks of things.

Rimac's Nevera can do 0-60 mph in 1.9 seconds, and was previously the only production car ever to do a sub-nine second quarter mile. The Spéirling beats it to 60 by an astonishing half a second, and demolishes its quarter mile by half a second as well.

Oh, and it did it in the middle of a British winter, on a damp Hangar straight at Silverstone that had been gone over with

a track drier. And if that wasn't enough, the Spéirling was speed-limited to 150 mph after its record-setting Goodwood hill climb. It sat on this speed for "approximately three seconds." In other words, it spent nearly half its time on the quarter-mile not accelerating, and still ate the Nevera's lunch.

The car in question was indeed the same pre-production machine that McMurtry took to Goodwood, so the company can't yet claim to have the world's fastest-accelerating production car. But this machine is indeed the basis for the production machines, which will weigh the same, make the same amount of power, and also make the same amount of downforce. They're unlikely to be limited to 150 mph, though, so there's a very good chance the production version will go even faster.

These times were set by Carwow motojournor Mat Watson, a veteran of many fast car launches who has done an 8.6-second quarter mile in the Nevera. This man knows what insane acceleration feels like. But in Carwow's video, it frankly looks like the Spéirling is almost too much. Fun and games!

Source: McMurtry

John Grant remembers that in the 1970s, the use of such fans was forbidden in racing as it gave an unfair advantage. Chaparral Cars in the US initially came up with them for their 2J which competed in the Can-Am series in 1970.

A similar fan was used in Formula One eight years later on the Brabham BT46B, which won the 1978 Swedish Grand Prix, but the company reverted to the fanless BT46 soon afterward due to concern for a rules violation. The car was later deemed to have been within FIA technical specifications.



SOLAR-POWERED CAR CLAIMS NEW EV SPEED RECORD OVER 1,000 KM

An engineering team in Australia working at the cutting edge of electric vehicle design have laid claim to a new world record. The University of New South Wales Sydney's (UNSW) **Sunswift 7** solar-powered car recently took to a testing circuit where it covered 1,000 km (621 miles) on a single charge in less than 12 hours, an achievement that pushes the envelope when it comes to aerodynamics and efficiency.

Engineers at UNSW have been producing solar-powered cars since 1996, and in recent years we've seen them set a string of speed records for electric vehicle performance. The Sunswift 7 is UNSW's latest solar-powered car and weighs just 500 kg (1,100 lb), or around a quarter the weight of a Tesla.

To achieve this light weight, the engineers had to forego air conditioning systems, ABS brakes, airbags, windscreen wipers and other features you'd expect to find on a street-legal production car, instead focusing on aerodynamic efficiency and rolling resistance. Where a Tesla Model S has a drag coefficient of 0.208, the Sunswift 7 has drag coefficient of just 0.095.

The team spent two years piecing together the Sunswift 7 with a Guinness World Record in mind, hoping to demonstrate the fastest solar electric car over 1,000 km. This record attempt recently took place at the Highway Circuit test track at the Australian Automotive Research Centre, with the Sunswift 7 completing 240 laps on a single charge.

It wasn't all smooth sailing, however, with the team needing to overcome a battery-management issue and a punctured tire to complete the journey. Driver changes also took place every few hours, with the vehicle completing the 1,000-km trip in 11 hours, 53 minutes and 32 seconds, at an average of almost 85 km/h (52 mph).

This unofficially positions the Sunswift 7 as the fastest electric vehicle over 1,000 km on a single charge, though the team is awaiting official confirmation on timing and car telemetry data to obtain its Guinness World Record Certificate.

by Nick Lavers



ELECTRIC CARS – ARE THEY WORTH IT?

Here are some extracts from a 2021 article on the question.

For the full account, go to https://www.westpac.co.nz/rednews/electric-cars-are-they-worth-it-with-the-government-rebate/?fbclid=IwAR19POinzHGKhmFO NRXq83w_Lk3Fg6hT9JME-UzKs97anE9YtRtUs5s8vY

The cheapest new electric vehicle on the New Zealand market – the MG ZS – sold out across the country within weeks of the Government's new Clean Car Discount kicking in.

Battery and plug-in hybrid electric vehicles costing less than \$80,000 are eligible for the rebate, which can take between \$2,000 and \$8,625 off the price of an electric vehicle (EV), depending on whether the car is a used import or a new vehicle.

So, does the rebate now make buying an EV worth the initial upfront cost?

It appears the answer is yes for many buyers – the MG's retail price of \$49,000, was reduced by \$7,600 by the subsidy and flew out of car dealerships nationwide.

"Our EV sales increased by 550% in July, and New Zealand has sold out of the MG ZS, but we have another fleet arriving in August," Winger Hamilton General Manager Michael Bryant said.

Overall, in the first 19 days of the rebate scheme more than 1300 electric or plug-in hybrid vehicles were

registered, Stuff reported. In the year to date, the market was up 51.2% compared to the first seven months of 2020, Stuff reported.

Looking at both cost-effectiveness and environmental factors, REDnews investigated whether electric cars are now worth the cost...

Even with the government rebate, electric vehicles are more expensive to buy than petrol cars.

However, they are cheaper to run through recharging via electricity rather than paying for petrol or diesel.

"Someone travelling the NZ average of 12,500km every year would spend about \$2,500 (on petrol). If they were driving an electric car, they'd pay about \$500," according to EV-advocate non-profit Drive Electric...

"When figuring out if an EV is right for you, we recommend working out the average mileage you travel per annum and calculate the cost of litres per 100km in fuel," he said.

Even with the government subsidy, EVs and hybrids are more expensive to buy than petrol cars. However, if you have the budget to pay that cost and your mileage is more than 50,000km per year, the annual cost savings going forward make the EVs worthwhile.

If you're a low-mileage driver, a petrol car with low emissions is more cost-effective and is also a better environmental option than a large diesel vehicle.

Conclusion: It all comes down to how many kilometers you drive per year and what you need the vehicle for.

STELLANTIS UPDATES

If you are travelling to Europe this year, you may be glad to know these things...

SITES NEW OPENING DAYS

L'Aventure Peugeot Museum and the Citroën & DS Conservatory are changing their opening days in 2023. The Sochaux Museum will now be open from Tuesday to Sunday, from 10am to 6pm (same opening days as the Brasserie) and the Aulnay-sous-Bois Conservatory from Tuesday to Saturday, from 9.30am to 12pm and from 1pm to 5.30pm. Naturally, we will always be ready and delighted to open our sites on Mondays to welcome groups by reservation, in private mode in order to enjoy our collections in an exceptional intimate context! The pleasure of welcoming you there does not change, please feel free to contact us! billetterie-aventure@stellantis.com

ALSO - PEUGEOT 205, un sacré numéro» exhibition from February 23rd to September 3rd at L'Aventure Peugeot Museum to kick off the 205 anniversary celebrations. Other events are planned throughout 2023.

INCEPTION

Peugeot has for years been adding serious lionish ferocity to its cars, with design elements like triple-claw headlights and slashed DRLs. We thought that trend might have found its ultimate conclusion in the absolutely feral 9X8 race car, but we were wrong. The all-new Inception concept bowed at CES 2023 last week, showing even more extreme styling with edges so sharp you might slice a finger on them, a full glass cockpit, and digital technology woven throughout the interior and exterior. The concept promises a much bolder future for the Peugeot EV.

The 5-m (16.4-ft) Inception concept previews the styling direction Peugeot will take with future EVs, and the company says the radical design language will find its way to actual products starting in 2025.

The French automaker will undoubtedly dull down those razor-sharp edges a little before sending the design package through to production, but it does plan to mix more geometry into a formula of smooth lines and athletic curves.



The Inception's feline stance supports undulating volumes and bulging muscles surrounding a space-age-like 7.3-sq m (78-sq ft) glasshouse so huge it dives below hood height. That hood area doesn't look particularly friendly for heavy snows, but it's definitely eye-catching, framing out a recessed front end that appears to be derived from the retro-licious 2018 e-Legend concept. Within that facial recess, the Inception's front fascia glows from within a single piece of glass, tying together Peugeot's triple-claw headlamps and an illuminated badge.

Like the Ram 1500 Revolution BEV concept, the Inception comes built atop Stellantis' upcoming STLA BEV architecture. Peugeot imagines the 670-hp (500-kW) dual-motor AWD powertrain driving it for up to 800 km (497 miles) of range per charge of the 100-kWh battery pack. Once drained, the 800-V battery can add 150 km (93 miles) of range in just five minutes of fast-charging.

Inside the multi-chrome-treated glass, the Inception debuts a next-generation version of Peugeot's i-Cockpit, complete with what the company calls a Hypersquare steer-by-wire control system. In place of the classic steering wheel, this digitized command centre houses a central touchscreen and circular corner controls inside a rounded rectangle controller. The driver can manage drive and interior functions with mere swipes of the fingertips, or switch over to Level 4 autonomous mode to sit back and enjoy content on the panoramic screen that emerges to replace the retracted Hypersquare controls.



Behind the Hypersquare, Peugeot goes 3D with the instrument panel to create what it calls the Halo Cluster. The ring-shaped display delivers information to the driver and also communicates with those outside the vehicle, such as passengers approaching the door. The car also includes a digital "Tech Bar" door design that furthers communications with outsiders.

The Inception's seats boast an immersive design meant to conform to the body, utilizing inflatable quilting around the shoulder rests to better customize fit. All front and rear passengers enjoy a full view of their surroundings thanks to the bubble-like glass and the lack of dashboard. A soundbar-based Focal premium sound system adds audio to the visuals.

The Inception concept becomes the latest component of Peugeot's ongoing efforts to fully electrify its lineup. The automaker plans to launch five new all-electric models over the next two years ahead of electrifying 100% of its European range by 2030.

Source: Stellantis/Peugeot



CAR OF THE YEAR 2023

The Jeep Avenger has been named European Car of the Year 2023 at the Brussels Motor Show.

The Avenger won by a clear margin over seven other finalists, which included the Kia Niro, Nissan Ariya, **Peugeot 408**, Renault Austral, Subaru Solterra and Toyota BZ4X, and the Volkswagen ID.Buzz.

57 Car of the Year jurors voted for the Jeep – ensuring the brand won on its first ever entry into the award.

The electric Jeep Avenger arrives in the UK later this year, as the smallest-ever Jeep, and the brand's first pure electric vehicle.

The Jeep Avenger succeeds the Kia EV6 as the latest Car of the Year – meaning a pure electric car scoops the award for the second year running.

FOR SALE

Hi everyone,
My very good 1969 Peugeot 404 is for sale on Trade Me under Classics. I would of course prefer that a member took it over.
dave.duirs@xtra.co.nz



THE CD PEUGEOT SP66

In the early 1960s Charles Deutsch & Rene Bonner collaborated on the building of sports racing cars for the Le Mans event. These used a DKW, then a Panhard engine – and with each season their designs developed.

After Bonner pulled out, Deutsch persisted and built three CD Peugeot SP66 cars (#s51,52 & 53) using a much modified 1135cc 204 engine which produced 105hp. With a weight of just over 700kg and aerodynamic aids that were then at the forefront of this science, the car was capable of 250kmh. The two dominant fins were an optional fitment depending on the circuit. These gave the car a Cd of 0.17, an amazing figure for the time.

Their spectacular design and the courage of the builder-craftsman earned the CD immediate popularity.

Unfortunately, none of the three cars made it to the chequered flag. Two retired due to accidents while the third had a clutch failure. They suffered further retirements when they were entered in the 1967 event.

One however survived to be driven in the 2022 Le Mans Classic



CD-PEUGEOT SP66

Team: S.E.C. AUTOMOBILES C.D.

Drivers: Pierre LELONG, Alain BERTAUT

Result: Did not finish 24 Hours of Le Mans 1966

BUYING PARTS FROM EUROPE!

With the growing number of enquiries being received about sourcing parts for older model cars, we thought it time to update this 2013 article, with further assistance from *Club Peugeot UK's* own guide.

Once upon a time, it was relatively easy to source parts for older model Peugeots. You went to your local dealer, who often had parts on the shelf that had been there 10 or more years. If it was not available in NZ, you had to wait for a shipment of parts to arrive in the country, but Mr Peugeot would have them available in France, waiting on your order. In fact, Peugeot had a reputation for maintaining parts stock for considerably longer than many other manufacturers, such was the longevity of its models in some parts of the world.

Times have changed, not helped by the frequent change in franchise holders in NZ back in the eighties. Then, slow moving and old model stock was routinely disposed of, sometimes to the benefit of the club. Now both here and in France there is pressure on stock rotation, cost control, shelf space etc, etc. Peugeot France no longer maintains any significant parts stocks for older cars – We are not talking just 203, 403, 404 and 504 here. It has passed most of what is available onto the L'Aventure Peugeot organisation, for on-sale to its members and the public.

Owners of more modern Peugeot, say from the 206 onwards have it much easier, in that they can expect the local dealer to source any part required, either off the shelf, from the national distributor, or from the Peugeot empire off-shore (though with probable shipping delays). There are also many businesses offshore offering a Peugeot parts service via their website for those prepared to make the necessary enquiries. One we found seemed well set up - <https://peugeotpartsdirect.co.uk> You do need to be confident you can adequately describe your vehicle details, starting with

the VIN number, the part you require and beware of shipping costs and delays.

So what does an owner of one of the Peugeot classics, or 205, 405 or 505 etc, have to do to keep his pet on the road! One option is to locate and purchase a donor parts car. This would be excellent for non-service items that do not normally fail/wear-out, but for most of us, it is not realistic as storage is always an issue. However, all is not lost if you have access to the internet and a credit card, for there are a number of specialist parts retailers in Europe catering specifically for these cars

It helps if you can determine a part number first, but it is not so easy. For most of these early models, Peugeot produced a paper based parts book, which incorporated diagrams of every sub assembly, so are easy to use. Parts books for some models used to be accessible via the L'Aventure Peugeot web site, though they were French language versions. Unfortunately, they disappeared with the introduction of a recently revamped website. We are making enquiries about this.

The [Wgtn] club also has English language versions of some of these books – see the directory page in their magazine for club contacts. A 404 parts book can also be viewed at

www.peugeot404na.com/parts-manuals

Please remember when buying parts on the web that the correct identification of the part is your responsibility.

So, whom to try? Here are a few links to start you off!

www.laventure-association.com

This is the spare parts operation of L'Aventure Peugeot Citroen DS and it now Peugeot's principle stock holder of parts for classic models (they even hold stock for the RCZ). Click on the Peugeot links and select Spare Parts. Parts are initially grouped by specific model (e.g. 504) then by main assemblies and all are pictured. Don't forget to select the English version (top right of screen). Members of the association receive a 10% discount on parts sales.

www.peugeotparts.co.uk/

English Peugeot parts supplier for models up to 2005, with very extensive parts number

(with description) list with quantities available. Lists can be downloaded, but beware, they claim 30 thousand different items. The website includes a list of information required on your vehicle for general parts enquiries. The business is closed on Sunday and Monday. Dean Hunter has provided good service to NZ customers in the past.

www.boutique-de-la-404.com/en/

Site has some English content, with search on Peugeot part number or by major categories. Part numbers specified but descriptions are in French with a photo and availability specified. Numerous parts were originally sourced from Argentina where the 404 was last assembled, but availability now appears to be on the wane. Customer can pay using credit card or Paypal.

www.serie04.com

An excellent web site with parts available up to the 406. It has an English translation built in, with parts grouped by car model and then major assemblies, with pictures, parts numbers etc. It does appear to have an extensive stock. Payment by credit card.

www.franzose.de

German site has an extensive collection of parts for all classic Peugeot models up to the 205 (along with Citroen and Renault), with English descriptions, photos and stock levels, but they use their own numbering scheme. A large Peugeot catalogue can also be downloaded. Payment by credit card or Paypal, but watch shipping costs with a minimum to NZ of about €45 for one kg

www.tealmaxlion.com

This is a Peugeot parts business that sells via ebay.fr. There is a list of sub-assemblies (in English) and pictures and descriptions of the parts and models they fit. Don't forget that ebay now adds NZ GST to the total payment due, including shipping costs.

www.loewenland24.de

This is a German language site featuring photos of many 404 and 504 coupes/cabriolets. The associated 'shop' has available brake cylinders, brushes, points & plugs, lights and door rubbers, each pictured but with German description. Contact is by

email, to mail@loewenland24.de but English is understood.

www.melun-retro-passion.com

This is a major French site serving all the French makes with parts available up to the 406 model. It has some English text, photos and descriptions etc but they use their own parts numbering. Payments by credit card or Paypal.

www.veteranen-fischer.de

Another German seller specialising in older French cars, including Peugeot's up to the 404. Though there is an English language option, the parts/price list is a .pdf document in German. Peugeot parts numbers are used, and there are some pictures. Payment is via Paypal.

www.comptoir-carrosserie.fr

This business specialises in supplying rubber parts – door and boot rubbers etc for many Peugeot models, amongst others. They also accept credit cards and Paypal.

www.renelauto.fr

Parts for the 203/403 are offered. Parts are pictured, but are displayed in random order with description, but their own part number.

One issue commented on earlier is the cost of shipping to NZ. Many European sellers want to use courier services, to provide a degree of protection from non-delivery, and this costs! At present there are significant delays in freight forwarding to NZ, along with further cost implications. We can only hope that things return to normal, once airline capacity returns.

Paypal is an international on-line payment intermediary. You register with them and deposit your credit card details. If the seller is also registered with Paypal, you send payment via Paypal, hence your credit card details are not divulged to the recipient.

And finally there is always www.ebay.com and www.ebay.fr but do check the seller will accept buying bids world-wide, before you get too far into the process, and remember ebay now adds GST onto the amount owing.

Note: The Editor makes no specific recommendation or endorsement in this article.

REMOTE PECULIARITY

[This happened to a member of the Peugeot Car Club of Victoria.]

Mrs X bought a new 2008GT which had the convenient 'proximity keyless entry'. However, it did not work first thing in the morning when she needed to go to work although it was fine for the rest of the day.

She described the problem when it went for its first service and was asked an unusual question.

"How far was the proximity key located from the car at night?"

The answer was

"About 4 metres"

His response was that that was too close when the car was locked up as the car could still 'see' the key and not correctly go to sleep. An added problem was the fact that the spare key was in the same place.

After storing the spare at the far side of the house and ensuring that the other in her handbag was kept a good ten metres away from the garage, the problem ceased to exist.

Has anyone here had a similar experience?

ALSO

Any devices connected to the internet – including connected electric vehicles (EVs), internal combustion engine cars (ICE) or EV chargers – can, and are, being hacked.

But even in this hi-tech world, maybe the biggest threat to new EV

owners is much more low-tech: don't leave your EV key too close to the front door or wherever the signal for keyless entry can still reach the car – allowing a thief to open the door just by touching the handle.

The Genesis Climate Change Hub reports that hacking is a new phenomenon coinciding with the growth in ownership of EVs. Last year, in the UK, the Isle of Wight council's electric vehicle chargers were hacked to show a porn site. Nissan Leaf owners were warned their EVs could be remotely accessed by hackers via their app. A demonstration of this was filmed with the UK-based vehicle hacked by someone in Australia.

Modern cars arguably have more in common with your phone than with a Model T Ford. They can make calls, track traffic, play music and potentially talk to other connected devices and platforms. But, as our modern vehicles and chargers become more connected, they also become more vulnerable to cyber-attacks...

So, if you are choosing a new car, look for a manufacturer that takes these risks seriously and pushes out regular software updates. When you recharge, choose a network that protects itself too.

For more details about these kind of risks, look up <https://www.nzherald.co.nz/brand-insight/can-your-electric-car-be-hacked/6IRSZBPBRHARE45JAENWARS44/>

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FEMALE PHYSICANS

There are many records of the vital role played by women in the development of medicine and its practice.

Indeed, the role played by women flourished until it was declared illegal by King Henry V111 in 1519.

JOKE OF THE MONTH

Q. Do you know why chicken coops only have two doors?

A. Because if they had four, they'd be called chicken sedans.



Highest bridge

Becoming the highest bridge on Earth when it opened in 2009, the Sidu River Bridge is enormous. Close to Yesanguan in China's Hubei province, the bridge forms an important route between East and West, linking Shanghai and Chongqing. the river below is more than 1,000 feet down — this is a structure that must be seen to be believed. It's more than 5,000 feet from end to end, a distance so great that the engineers tasked with building it had no option other than to use rockets to string the pilot lines from one side to the other.

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