



Peugeot Car Club (Auckland)

# Peugeotex<sup>©</sup>

*Volume 34, #6, July 2021*





## CONTENTS July 2021

- 2 President's Ramble
- 5 Coming Event
- 6 Jeanette's Jottings
- 7 Trophy List for 2020-2021
- 8 Peugeots at the Brit-Euro Show
- 9 Thankyous from P Anderson & M Pullman
- 9 308SW unveiled
- 10 Stellantis going electric
- 11 Idiots on the road
- 12 The 'RIVIERA' – the lost Peugeot wagon
- 14 Forty years of Peugeot Sport, pt 2
- 16 A racing licence is not the same
- 17 F.O.M.C. news
- 18 Bastille Day lunch report
- 20 Joke of the month
- 20 Dangerous roads – Skippers Canyon

Front cover – Brent's 505.  
Above – Ashton Grant

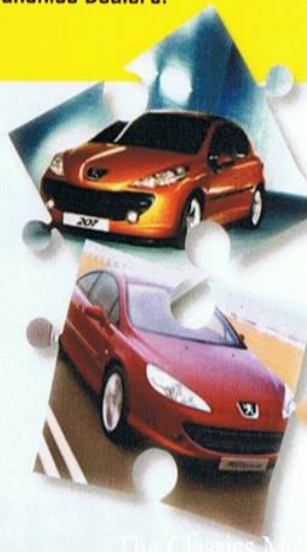
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## COMING EVENTS

**[peugeotclub.org.nz](http://peugeotclub.org.nz)**

**For updates on events, keep  
an eye on our website  
[peugeotclub.org.nz](http://peugeotclub.org.nz)**

P O BOX 29002  
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August 8 – AGM

October 25-30 – Targa NZ

October 17 - Pride of Ownership

Labour Weekend – possible  
‘weekend away’ up north

November – Tricolore Trophy  
Navigation Trial

## THOUGHT FOR THE MONTH

ALWAYS UNDERPROMISE AND  
OVERDELIVER



Peugeotex is the monthly magazine of the  
Peugeot Car Club (Ak) Inc. The Club accepts no  
responsibility for any views expressed in it.

## PRESIDENT'S RAMBLE

In May I wrote "*another trip to Rotorua beckons*" as I had the disappointment of finding Ciabatta Bakery shut on a Sunday. Well. July began with the New Zealand Archaeological Association holding their annual conference in Taupo (in this case biannual with Covid putting it back a year. I believe the first miss for the Association). I decided it was the perfect excuse to take the 505 on a jaunt with careful navigation considerations to be made. These included bakeries and coffee and the chance to show some of these locations to my buddy Nic who is my most regularly used subcontractor and was also attending the conference.

The conference began with a Powhiri on Sunday morning with Ngati Tūwharetoa welcoming us, followed by the first lunch of the conference. This of course is what the navigation had to be planned around, arrive by 11am on a Sunday morning.

Those of you that are attentive will have noted that this ruled out Taupo via Rotorua, Ciabatta Bakery being shut on a Sunday. This of course left the obvious decision, Taupo via Kihikihi was required.

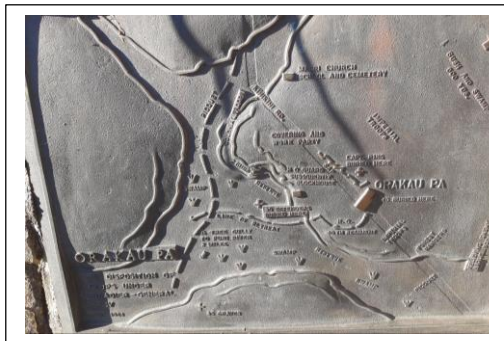
Now I wasn't sure what hours Viands Bakery are open on a Sunday so I rang, I wouldn't have coped if it had been shut. It was on, they cater to the truckies that drive State Highway 3, open 4.30am 7 days a week. First stop, 8.30am Kihikihi, Breakfast Pie, a beautiful and well-made Creamy Mushroom and Bacon pie with a mocha on the side. Dare I admit it I don't think all of Viands Pies are much better than average, the Creamy Mushroom and Bacon is not one of them; it is just superb. Viands cream their mushrooms well.

That Sunday morning the Waikato fog was out in force. First appearing just above Pokeno, State Highway 1 was in and out of its shroud. To say pockets of fog were present would be misleading. The fog was the norm, pockets of clear air were rare. It was a strange sensation to enter one large fog bank in the dark, to come out on the other side in the light. There had been no indication on dawn from within the cloud. Between Ngahinapouri and Kihikihi we largely travelled in light, though there was always fog somewhere on the horizon.

After our fulfilling breakfast we drove in brilliant sunshine. We stopped for a moment to examine the memorials, dioramas and signage at the Orakau Battle Field, the last



fight of the Waikato Campaign in 1864, but still distant fog lurked.



Turning and heading towards Wharepapa South, fog was reached, then the fog came in thick and heavy and only got heavier as we neared the Waikato River and the second scheduled stop. Mangakino, just the right distant for a comfort spot after the coffee has "hit the spot."

My go to place is the reserve and toilets by Lake Maraetai, a lake created out of the Waikato River to supply a water source for a hydro dam converting water motion to electricity, one of many along the Waikato River between Taupo and Cambridge. Often, and this was no exception, I will combine this stop with coffee, and in this case my go to location is the Bus Stop Café. To the best of my knowledge there is no bus stop here, but there is a stopped large purple SB Bedford Bus, complete with almost open air lean-tos

attached. As an aside did you know that New Zealand Railways were the largest operators of the SB Bedford in the world, having almost 1300 of them in their fleet? Here I recommend sitting down, having a coffee and enjoying the views - but not this time. Nic and I bought our coffee, but decided to retreat to the 505 to enjoy it. Mangakino was cold, very cold, entombed within a thick, very thick layer of fog, yet despite this cold there was a group of forestry workers holding a meeting in the lean-to. About half of them were wearing shorts. I wasn't alone! Although we were parked on prime waterfront real-estate, we could see at most 20m across the lake, not the usual scenic views I was used to.

Coming back it was a Tuesday, the conference wasn't finished but I was only attending the first half. Tuesday means Ciabatta was open so that is exactly where I was headed, Auckland via Rotorua. This may come as a surprise to you, not so much that it is my favourite bakery, but the fact it doesn't sell pies; who would have thought! I got my vegie sandwich, (the combination of chilli beans is magnificent with the sour cream), a coffee, what is the best mille feuille I have ever tasted - and some cronuts to take home.

One of the most amazing things in taking this route was observing the huge farms that Landcorp owned along State Highway 5. This is a State-owned Enterprise. The fencing, regular and recent tree plantings as well as the impressive iron work at each farm's gate is truly awe inspiring. I wish I had recorded when I first noticed them at Wairakei. I suspect they lined both sides of the highway to Ohaaki, an approximate 20km, or 40km of road frontage when you consider they were on both sides of the road.

Later, over the Mamaku Ranges, we drove to Matamata via Tirau, another one of my favourite break spots, depending on my mood. I have more than one retailer I like to pop into for food in coffee. The most frequent I go to there is the New World and we did so again this time. They have one of the better supermarket Delis and Bakeries around, as well as their own in-house coffee shop at the front. Their Mochas are good, they also have a weekly special. You just never know which coffee it will be.

From there we used various backroads that I travel from time to time that lead me through to Morrinsville, to Tahuna and back to State Highway 1 at Ohinewai. This route takes me through rolling hillsides, more interesting than

the plains the State Highways take. For the archaeologist there are also a number of Pa sites around these roads less travelled.

You now have a feel for my latest Rambles, not all was mentioned, the conference was good and I got to catch up with a number of friends and acquaintances I hadn't seen for a couple of years or so. I will add - check out Taupo Museum, it's a good one!

The next thing of importance for the club is our **AGM**, to be held at the **Vintage Car Club rooms in Penrose**. We have just finished our financial year (June 30) and have the AGM on **August 8**. Please come along, make sure we have a quorum and cast your vote for the coming year's fees. Certainly if you are a Cup/Trophy winner come along so you can be presented with your winner's reward. The winners are presented elsewhere in this magazine.

As per usual we will be hoping someone amongst you will join the committee, I am happy for someone to take my position as President, I am not certain as I write this but I think I have completed 11 years now, time for a new face?

Will leave you with that thought,

*Brent.*

## COMING EVENTS

<p><b>AGM</b> <b>2-4pm</b> <b>August 8</b></p>	<p><b>A.G.M. – Vintage Car Club rooms in Fairfax Ave, Penrose from 1.45pm</b>  <b>The AGM will start at 2pm and end with afternoon tea – ladies a plate. The Agenda will include the Treasurer’s Report, and the President’s Report as well as the Presentation of Trophies. We need to approve the subscriptions for the coming year and elect (or re-elect) the committee.</b>  <b>All the current committee members are prepared to stand again but we would like some new nominations and/or volunteers.</b>  <b>See you there.</b></p>
<p><b>October 17</b></p>	<p>Pride of Ownership; Sunday 1.30pm; venue TBA.</p>
<p><b>October 25-30</b></p>	<p>Targa New Zealand</p>



# MotorWorks

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## JEANETTE'S JOTTINGS

Concrete has a massive carbon footprint, so technologies that boost its performance and enable it to last longer could have profound benefits for the environment. Tiny cracks that form in concrete mightn't pose an immediate problem to the structural integrity of a construction, but as water gets in and the rupture spreads it can greatly compromise its strength. The idea with self-healing concrete is to intervene in this process while the cracks are still tiny, sealing up the material to prevent not just a catastrophic collapse, but expensive maintenance or a complete replacement of the structure.

This has led to the development of self-healing concrete that can repair its own cracks, and scientists have now demonstrated an exciting new form of this that makes use of an enzyme found in human blood. An enzyme in red blood cells called carbonic anhydrase (CA) is able to quickly transfer CO<sub>2</sub> from the cells into the bloodstream. The team put the CA enzyme to use by adding it to concrete powder before the material is mixed and poured. When a small crack forms in the concrete, the enzyme interacts with CO<sub>2</sub> in the air to produce calcium carbonate crystals, which mimic the characteristics of concrete and promptly fill in the crack. This doped concrete can repair its own millimeter-scale cracks within 24 hours.

Pentheraphobia is the fear of your mother-in-law and Novercaphobia is the fear of your stepmother.

*There are about 68,000 Kiwi left in the wild – a population dropping 2% per year. A video of an excited kiwi bird is shocking parts of the internet after some revealed they thought the NZ icon was actually extinct, while others thought it never existed in the first place.*

Genghis Khan's Mongols would often attack with a relatively weak force and then suddenly retreat apparently in disarray. Yet when the enemy set off in pursuit of what was actually a planned withdrawal, the main Mongol force would strike. Taking the advancing enemy soldiers unawares, Genghis Khan's men would comprehensively rout them so these feigned retreats apparently resulted in many victories.

The first officially reported case of Covid-19 in the US was on January 19th in a traveller recently returned from China. However, a pair of new studies looking for SARS-CoV-2 antibodies in blood samples gathered as early as December 2019 are suggesting the virus may have been circulating the country for weeks, if not months, prior to that first official case.

After claiming victory in the Unlimited Class last year in a 900-horsepower turbocharged Toyota 86 sportscar, Daijiro Yoshihara is swapping petroleum for electrons in a bid for back-to-back triumphs at the Pikes Peak International Hill Climb. Again working with carmaker Evasive Motorsports, the Japanese driver will be taking to the famous route in a modified Tesla Model 3 Performance, despite the fact that not many motorsports components for the vehicle exist. This meant Evasive's engineers had to get creative in adapting the 450-horsepower, all-wheel drive electric vehicle in their quest for glory.



# TROPHY LIST 2020-21

Arthur Brinton Cup for Services to the Club	John Cooney
Cooper Cars Attendance Trophy	1 Brent Druskovich 2 Wynne Howarth 2 Don Howarth
Pride of Ownership Cup – “05”	1 Jordan Hart – 205 2 Connor Hart- 205 3 Brent Druskovich - 505
Pride of Ownership Cup - “06”	Don Howarth - 406
Pride of Ownership Cup - “08”	John Cooney - 308
Gymkhana Shield	1 Jayden Hardie 2 Brent Druskovich 3 Kevin Hardie
Ian Grimmer Memorial Trophy for Long Distance Attendance	1. Dave & Dorothy Duirs 2= Robert Morgan 2= Peter Vuletich
Inchcape Trophy for Club Competition	1 Brent Druskovich 2 Don Howarth 3 Jayden Hardie
Ladies Gymkhana Cup	1 Jenna Hardie 2 Wynne Howarth 3 Marissa Hardie
Marshall's Cup	Don Hadfield
Hadfield-Sparkes Motul Cup for Interclub Competition	1 Jayden Hardie 2 Kevin Hardie 3 Brent Druskovich
Navigation Trial Cups	1 Kevin & Marissa Hardie 2 Jayden Hardie & Joshua Druskovich 3 Brent & Jessica Druskovich
Youth Trophy	Marissa Hardie
New Member's Cup	Andrew Corbett
President's Award	Revealed on the day

## Peugeots at the Brit Euro Show

by John Lavas, Editor of the  
newsletter of the Auckland Consul,  
Zephyr & Zodiac Car Club

Peugeot was represented by a collection of 404s, 504s and post-classic models. The 1970 Peugeot 404 (registration AYQ950) was again the only 404 in attendance (as it was at previous Brit & Euro shows), which is a shame as this model was not uncommon on NZ roads during the 1960s/70s. The car's striking external similarity to the Morris Oxford is due to the fact that both models were styled by the Italian design house of Pininfarina. The 1.6litre-powered 404 was built from 1960 to 1975 (a 1.9ltr diesel was also built) and was available as a sedan, estate, convertible and pickup. The car was noted for its remarkable durability and was commonly used as a taxi in many countries. In Africa it gained a reputation of being able to negotiate terrain that thwarted many lesser vehicles, including 4-wheel drives. Outside France the 404 was also built in Argentina, several African countries (notably Kenya), Canada and Chile. French production was 1,847,568 and total world production was 2,885,374.

Building on its success with the 404, Peugeot produced yet another classic which would prove even more durable, the 504. Over 3 million examples were made in Europe between 1968 and 1983 but it was also built elsewhere including NZ (at the Thames Assembly Plant). Argentina, Australia, Chile, China, Egypt, Kenya, Nigeria, Tunisia, S Africa, Portugal, Spain and Taiwan.

The most notable stylistic feature of the 504 was its uniquely angled boot. The unconventional panel was actually never intended for production. As the story goes, the 504 design had been organised as a competition between Peugeot's in-house

design team and Pininfarina. As a result two full-sized clay models were delivered to Peugeot for evaluation of its directors.

On the day, Pininfarina's Aldo Brovatrone decided that the boot-lid was not yet right. Assuming he had time to make alterations he began hacking away at the clay but before he could finish he was ushered out of the studio by the unexpected early arrival of the Peugeot management team. While evaluating the rear of the model and without realising that the boot was still a work in progress, the directors unanimously approved its shape.

A single Peugeot 504 was on display at Brits & Euro, namely a 1975 2 litre sedan. At previous Brits & Euro, a 504 estate has also been in attendance.

## CLASSIC CAR STORAGE

I have recently opened a new business in January of this year, a classic car storage facility based in Whangaparaoa near Orewa. I was wondering if you wouldn't mind making your members aware of our business and hopefully we could help some of them out who may need storage for their vehicles. Our facility is fully alarmed and monitored and we are fully insured for our customers' peace of mind.

Our website is,  
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and our email is,  
[info@precioussteel.co.nz](mailto:info@precioussteel.co.nz) or  
alternatively I can be contacted on  
0212136892.

Many thanks  
Allan McIntosh  
Precious Steel,  
Vehicle storage solutions NZ

## THANK YOU

[1]

I have been off the road since Dec 2020 with, I now know, the incorrect installation of an alarm system in my 306 cabriolet.

Up to this week, my info from registered auto electronic and repair companies here in Taupō and Rotorua, has been that my car is too old and control units are too old.

A small effort was made to source a control unit for my Airbag system as this was the problem. To no avail.

After contact with Mark Davis at Fix & Fit Auto here in Taupo, and 3.5hrs of physical detective work, the defect was indeed found to be the installation of the alarm system.

Control unit for Airbag Control unit now working well. WoF done.

I have my lovely 306 Peugeot Cabriolet back on the road and am planning some super trips.

Mark Davis is my "go to guy" for the life of this car and anything else I might buy.

He is now going to look at my driver's door window control unit. Electrics work but window jams 1/3 of way down.

Kind regards,

Pauline Anderson in Taupo  
pwandersonnz@gmail.com

[2]

Mary has asked me to express her gratitude for all the helpful suggestions she received about the 306 heater hose she needed. Her garage has now managed to source one from Australia.

Many thanks

Mary Pullman in Whangarei  
fanciglass@xtra.co.nz

## 308 SW UNVEILED

by Alex Misoyannis

The 2022 Peugeot 308 SW wagon has been officially unveiled, ahead of an Australian launch in 2022.

Following in the tyre tracks of the 308 hatch unveiled earlier this year, Peugeot's new-generation compact wagon – likely to be badged 308 Touring, as per the current model – extends the five-door hatchback for increased practicality.

The 308 hatch's wheelbase and rear overhang have been lengthened by 55mm (to 2732mm) and 210mm respectively, increasing boot space with the rear seats up from 412 to 608 litres, or 1634 litres (up 311 litres) with the 40:20:40 second-row bench folded, the latter configuration capable of housing objects longer than 1.85 metres.

Versus the outgoing 308 wagon, the new model is 60mm longer (4640mm) and 20mm lower (1440mm), with a windscreen mounted further back into the body. There's now 129mm of knee room for second-row passengers on the styling front, the SW wagon differs from the hatch at the rear, where the wagon's longer roofline extends into a redesigned tailgate, which sees the shorter car's connected LED tail-lights replaced by freestanding units of a different design. The registration plate has been moved up into the tailgate from the bumper, while the long-roof 308's window line "falls faster" than that of its regular sibling.

Inside, the 308 SW shares the hatch's Peugeot i-Cockpit dashboard up front, with a 10-inch infotainment touchscreen with Apple CarPlay, Android Auto, satellite navigation and multi-connection Bluetooth, along with a 10-inch 3D digital instrument cluster in front of the driver. A row of 'i-toggle' shortcut buttons sit below the infotainment screen, joined by other interior highlights including an 'OK Peugeot' voice assistant, 10-speaker

Focal premium sound system, wireless smart-phone charging, two USB-C ports, eight-colour ambient lighting, and a compact gear shifter on automatic models under the bonnet. The wagon benefits from the same array of petrol, diesel and plug-in hybrid powertrains as the related hatch – with both vehicles riding on Peugeot's EMP2 platform – though exactly which options will be offered in Australia isn't clear.

An all-electric version of the 308 hatch has now been confirmed overseas, though it remains to be seen whether the wagon will too benefit from the EV treatment. The 2022 Peugeot 308 SW will go on sale in Australia "later in 2022", after the launch of the 308 hatch in the first quarter of 2022 (January to March inclusive).

*"We are thrilled to confirm we will be welcoming the all-new Peugeot 308 SW to Australia in 2022. Following the Australian launch of the new generation Peugeot 308 in Q1, we will expand the 308 range with the introduction of the Peugeot 308 SW later in 2022,"* said Kate Gillis, General Manager of Peugeot Australia

## STELLANTIS GOING ELECTRIC

Stellantis announced in July that it will invest more than €30bn (£26bn) in electric vehicles between now and the end of 2021. It aims to make the total cost of owning an electric vehicle equal to that of a petrol-driven model by 2026.

Stellantis also said it would build at least five battery plants in Europe and the US to support its strategy. It has already announced two plants in France and Germany, and the third will be in Italy in Termoli.

The world's fourth-biggest car maker, which was formed in January from the merger of Italian-American firm Fiat

Chrysler and France's PSA, is gearing up to compete with electric vehicle leader Tesla and other big car manufacturers and all 14 of its vehicle brands, which include Peugeot, Jeep, Ram, Fiat and Opel, will start selling fully electrified vehicles.

The company said it wanted to focus on keeping the vehicles affordable and sustainable. However, a spokesman declined to indicate what sort of prices Stellantis intended to charge for passenger cars. It will also electrify its commercial vehicle line-up, and roll out hydrogen fuel-cell vans by the end of 2021.

*"This transformation period is a wonderful opportunity to reset the clock and start a new race,"* Stellantis Chief Executive Carlos Tavares said. *"The group is at full speed on its electrification journey."*

The company said its electric cars would be built on four platforms, have driving ranges of 500 to 800 km (300 to 500 miles) on a single charge, and fast-charging capability of 32 km (20 miles) per minute.

The firm has also announced plans to build electric vans at its Ellesmere Port plant in Cheshire. The £100m investment, to which the UK government will contribute about £30m, will safeguard more than 1,000 factory jobs. The future of the plant had been in doubt after Stellantis scrapped plans to build its new Astra model there.

Stellantis is currently building two battery plants, one in France and one in Germany, and it said it would establish a third at Termoli in Italy. The two "gigafactories" at Douvrin in France and Kaiserslautern in Germany will get French and German government support of €1.3bn (£1.1bn). They would build at least two more such plants, which are likely to be in the US.

He added that the company planned to build the battery factories at its major production hubs, and did not have current plans to build any gigafactories in the UK.



If you thought NZ  
drivers were idiots –  
they are in good  
company.





# THE "RIVIERA" – THE LOST PEUGEOT WAGON

Research by Neil Dickie in Peugeotmania

In October 1971, Pininfarina surprised the public attending the Paris Motor Show with the unveiling of the Peugeot 504 "Riviera" concept car actually a 3 door "Shooting Break". This was only the second Peugeot concept car after the Peugeot 402 "Andreu" displayed at the 1936 Paris Motor Show, 35 years previously.

The "Shooting Break" (or Hunting Station Wagon") style of sporting estate car were popularised by the limited production run of the special coach built Aston Martin DB5 version of 1965, and the Reliant Scimitar GTE of 1968, with Princess Anne of the U.K. having owned a number of examples.

The more affordable, and better seller, the Volvo P1800 ES (Estate) did not come onto the market until 1972, and the Jensen Healey GT, also a 3-door sporting estate was launched 1975.

The Peugeot "Riviera" was based on the 504 coupe, first launched in 1968, and from the B-pillar forward, the concept estate was indistinguishable from the regular coupe including using the same 2-litre fuel injected motor.

The rear section was reworked to create a spacious rear deck with the same timber panelling as was also used on the 504 Deluxe Estate launched the same year. The passenger seats could also fold forward to provide extra room for the golf clubs or the polo gear, or the hunting hounds, and the tailgate was attractively proportioned, opening above a low waistline containing the same tail-light and bumper assembly as the coupe.

The exterior was blue, and the interior was tastefully trimmed in white leather, and unique alloy wheels replaced the coupe's standard steel wheels.

There was strong interest from Peugeot initially for a limited production run, and reportedly a marketing brochure was designed and printed. Ultimately management determined that the market for such a vehicle would be limited (although Volvo later achieved sales success with the P1800 wagon) and the Peugeot "Riviera" remained just a concept model. It was understood that Pininfarina produced two examples the running prototype displayed at the Paris Show, and non-running "mule" which was later destroyed at Pininfarina's headquarters in Cambiano.

The "Riviera" was last displayed at the Barcelona Motor Show in May 1972 and then disappeared, reportedly sold to a Spanish car collector. A German enthusiast converted his 1978 504coupe to a "Riviera" copy in 2005, although it had the later headlights, grille and taillights, with a sunroof and finished in a dark brown metallic colour with "Dunlop" alloy wheels. Christened the "Cote d'Azur", it was later sold in 2014 for around 18,000 Euros.

Members of the Peugeot Club Netherlands started searching for the original "Riviera" in the hope that it survived somewhere in Europe. After over 10 years of research and following leads, they tracked down the car collector in Spain, who was then in his eighties, and was interested in selling his rare Peugeot. In 2019, the car was purchased and transported to Holland, where it now resides. The "Riviera" was found in reasonable condition, although the white leather interior had been replaced sometime earlier and it was fitted with different wheels. Reportedly, the new Dutch owner has been restoring the car to its' former glory, and has not (we believe) been publicly displayed as yet.

The Peugeot "Riviera" also inspired a later Peugeot concept design – the Peugeot "Instinct" shown at the 2017 Geneva Motor Show. The styling of the "Instinct" certainly echoes the attractive lines of the original "Riviera", even to

matching the colour. Who knows, maybe Peugeot may decide in the 21st century to finally commercially produce a 'Shooting Break' which will likely be propelled by the latest electric-hybrid technology.



Photos from the marketing brochure designed and printed for the 'RIVIERA'.



## 40 YEARS OF PEUGEOT SPORT – PT 2

by Chris Deligny in the PUGILIST

At the end of 1986, with the group B rally cars banned, PTS were all revved up with nowhere to go, still needing an outlet for this winning combination of mid-engine turbo/AWD. In one of many bifurcations, they found two outlets for the 205 T16 –rally raid, and hill climb. Let's start with the one with the shorter trajectory, again in both senses of the word. In 1987 PTS prepared a 205 Turbo 16 for the Pike's Peak hillclimb, making numerous tweaks and mods to what had been the rally car. Taking on their main WRC rival, Audi, the 205 missed the mark by 7 seconds, due to the proverbial broken part on the car worth 10 cents. The other prong of the fork was the rally raid, or GR (grand raid) as it was known. The Paris to Dakar rally, as it then was, seemed a perfect fit, and the gnomes set to work. The 205 needed a bit of modification, such as strengthening, an elongated heel-base, suspension, and some engine mods. The 205 Turbo 16 Grand Raid débuted in 1987, leaving Paris in about 250th place after a mishap at the start, and still won. Don't forget that the 405 was released mid-1987. PTS was busy in the back office well before it was released, so it too was subject to a healthy injection of PTS, although in vastly limited numbers. Clearly never intended to be a "win on Sunday, sell on Monday" vehicle, the 405 was highly modified into a 2-door version, and only four examples of the 405 T16 were made, three of them dubbed the GR for long, flat Grand Raid, and the other kitted out for a short, steep climb. In early 1988 both models – 205 and 405 Grand Raid – competed in the Dakar. That was the year, you may remember, when Ari Vatanen's car was stolen after he left the

keys in the ignition. That it was in Parc Fermé was a worry. Peugeot still won again, with the 205. Speaking of 1988, the 405 T16 in hill-climb mode won Pikes Peak in the hands of Vatanen. It won the unlimited class in a record time (which to be fair was only 0.63 seconds inside). This particular race every-one will recognise as the Climb Dance video.

The 405 T16 won again in 1989, in a time only one second slower, but still the other side of the record time from the Audi two years before. PTS was blitzing the world of motor sport, as the 405 T16 GR won the Dakar in both 1989 and 1990. But PTS were not resting on their laurels or twiddling their thumbs. Back at the factory just outside Paris, they saw a fourche (fork) in the road and took it. In 1988, as if they didn't have enough on their plate, Peugeot had decided to pull out of raids in the next couple of years and pursue a career in the World Sportscar Championship. They announced in November of that year that they would contest the 1991 WSC under the new group C rules and set about making a competitive vehicle. Development ceased on the Grand Raid cars, although it was effectively transferred to Citroën, where the ZX won the Dakar four times in the next 10 years. The 905 was under development for two years, using an aviation-derived carbon-fibre chassis, and a non-turbo 3.5 litre V10 – the kind that could, conveniently, power an F1 car. Unveiled in mid-1990, it had its first races at the end of 1990, where it ran midfield. The 905 then made its full-season début in 1991, and even though it did score a win in its first race that year, it subsequently suffered performance and reliability issues, with lowly places and some DNFs. Failing dismally at Le Mans that year (two x DNF), PTS overhauled the engine and aerodynamics, improving so much that it scored a couple more wins, and a second place in the 1991 Sportscar Championship. It was a pivotal year in 1992. The FIA changed the specs of WSC engines, in an attempt to reduce

costs and improve competition, as well as an attempt to rival F1. This standardisation meant that everyone had to spend money to adapt, particularly Porsche, Toyota and Mazda. Peugeot Sport already had such an engine, and they "encouraged", read pressured, the FIA into even holding the series at all, as Mercedes Benz and Jaguar were not returning.

The 905 EVO 1B won five out of the six rounds that year, including a first (and third) at Le Mans, although with an historically low number of entries. needless to say, they won the championship that year.

The fiasco of the rule changes meant that there was not even a WSC in 1993. everyone thought that if they had an F1 engine, bugger it, they may as well enter F1.

There was, mercifully, still Le Mans in 1993. Here the 905 gained its historic 1-2-3 finish, with Australian Geoff Brabham at the wheel of the winning car. The F1 money pit started for PTS in 1994 as the engine from the 905, the 3.5 litre V10, was now available and supplied to McLaren, who had ditched their Honda engines. They did not do too badly this year. The McLaren team picked up six thirds, two seconds, but 17 retirements. Still got 4th in the championship however.

Ari Vatanen's 405T16 on Pikes Peak 1988



The next year PTS were supplying the 3.5 V10 to Jordan cars, as McLaren changed their engine supplier to some new, unheard-of mob going nowhere, called Mercedes Benz. The engine, and Jordan team, did even worse. Fewer DNFs but fewer points, coming 6th in 1995.

In Europe, cigarette advertising was (mostly) still allowed, and in 1996 the Jordan team was sponsored by Benson & Hedges. They had a new 3.0 litre V10 this year. You could say that they ran out of puff. Same old DNFs, points and position on the ladder. not a lot changed in 1997. I am sure that the boys in the back room were working hard, and the team got 50% more points than the previous year, including two podiums, but by all accounts, the improvements were within the bodywork and aerodynamics. And even then, that improvement was gained by swapping Eddie Irvine for some wind-tunnel testing. Talk about a bad deal. They still had a monumental amount of retirements and again finished 5th.

In one of the most widely-trumpeted alliances in a long time, and I can still recall it like it was yesterday, in 1998 Peugeot teamed up with Alain Prost in an all-French affair. The French being the French, they were sponsored by Gauloises coffin nails. You cannot even say that they ran out of puff. You would have to say that no-one ever even gave them a light in the first place. They got one measly point in 1998, but at least they were not last in the championship.

That was the all-English Tyrrell Ford team who, like their countryman in Eurovision, scored a resounding nil points. In their last season they scored more retirements than points, and although they did get a P2, they never troubled the top step of the podium, and pulled out of F1 at the end of 2000.

## A RACING LICENCE IS NOT THE SAME

*Ashton Grant has had a racing licence from the age of six – for karts. He is the 4<sup>th</sup> generation to need a Driver's Licence and by 2018, things had got complex.*

Firstly, he had to be 16 years of age

Secondly, he had to pass a theory test before he was allowed behind the wheel to have actual driving lessons.

Thirdly, there are now three levels of licence - Learner, Restricted and Full.

The rules are:-

Learner Licence - In New Zealand, any eligible person 16 years or over can sit a learner licence test, which is a theory multiple choice test on road rules. Once they have passed this, they may drive with an adult who has had their full license of the same licence class for at least two years (a 'supervisor'). They must display L plates at all times when driving. Learner drivers may observe the posted speed limits. They may carry passengers with an adult in the car who has had their full licence for more than two years.

Restricted licence - After at least 6 months have passed, they must pass a practical test in order to receive their restricted license. On a restricted license, the learner may only drive between 5am - 10pm, with no passengers other than their dependent children, spouse or someone for whom they are the primary caregiver; they may drive at any time when accompanied by a supervisor. Learners who sit the practical test in an automatic car are only legally allowed to drive an automatic while on the restricted licence. If a driver has successfully completed an approved defensive driving course, the wait time between passing the restricted licence practical test and taking the full licence practical test is reduced from 18 months to 12 months.

According to the official website

"The test is made up of 35 questions about road rules, road hazards and safety practices that relate to the type of vehicle licence you are applying for. See New Zealand's driver licensing system for the different classes of licence you can apply for. The questions will appear in a random order.

The questions have a mix of multi-choice and true/false answers. You select the answer you think is most correct by clicking on it. You can change your mind after clicking an answer but it will be locked in when you decide to move on to the next question. You will know if you have correctly answered the question before the next question displays.

To pass the theory test you need to get at least 32 questions right out of 35. If you get more than three questions wrong, you will need to book to take the test again at another time, and you'll need to pay another test fee, but not another application fee.

If you pass the test, you'll be given a temporary learner licence, which is valid for 21 days. Use it until you receive your photo driver licence in the mail.'

Well, Ashton had no trouble passing the theoretical test and got his restricted licence. He had been racing karts successfully for many years but, driving on the road required a different set of skills – managing gears! His father bought him a Peugeot (naturally). It was a 207 and has already proved to be a good buy.

In July 2020 he passed his Defensive Driving Course and on Aug 5<sup>th</sup> passed his full licence test.

[PS 2020 - The knowledgeable grapevine says that if you sit your licence at the Greenlane Licencing Centre, there is a failure rate of 93%. Why? It is not that new drivers are NBG. It is because testing is now a money making enterprise and therefore more profitable if you have to pay to sit a second time.]



## FOMC NEWS

Despite much fear mongering and widely shared concerns for the future of heritage motoring there is no immediate serious threat to the continued enjoyment of driving our treasured vehicles in the draft emissions budgets released by the Climate Change Commission.

While the Commission is recommending more electric vehicle imports and further increases in cycling, walking and use of public transport to curb CO2 emissions, there are no suggestions of a ban or any restrictions on the use of fossil fuel-powered cars in the foreseeable future, or for at least fifteen years anyway. Indeed the Commission urges increased production of biofuels suitable for internal combustion engine vehicles.

There will continue to be a need for liquid fuels for some transport uses, such as off road vehicles and machinery, aviation and shipping. *“Aotearoa should take action to scale up the manufacture of low emissions fuels like biofuels or hydrogen-derived synthetic fuels in the first three emissions budget periods,”* the CCC draft report says

The Commission believes the budgeted emissions reductions can be achieved by gradually eliminating imports of light ICE vehicles between 2030 and 2035, a timeframe consistent with the phasing out of production of ICE cars in a growing number of other countries.

“While electric vehicle supply grows, there would also need to be a focus on importing more efficient internal combustion engine vehicles, including increasing the share of conventional hybrids. Our path assumes the average

efficiency of light internal combustion engine vehicles improves by 15 percent by 2035, or around 1 per cent per year,” says the CCC report.

While the Commission's draft recommendations are still subject to the consultation process the Government has already announced the implementation of a ‘Clean Car’ or CO2 emissions standard. Passing the legislation is scheduled for this year and will apply from 2022, with the target of just 105 grams of CO2/km in 2025 phased in by graduated reductions to give importers time to adjust.

The CO2 emissions of the New Zealand fleet currently average 171 grams of CO2/km so to meet the Clean Car targets will require a reduction of almost 40 percent in less than five years by speeding up the conversion to more EVs and hybrids. New Zealand is one of only two OECD countries without emissions standards. The other is Russia, while the Australian car industry has adopted a voluntary standard.

The 105 gram target has nominally been achieved by Japan in 2014 and by Europe last year, although their vehicle fleets are not readily comparable with New Zealand.

The claimed Japanese target includes the sub-660cc ‘Kei’ class minicars, which make up a third of all sales and don't meet minimum safety standards so can't be sold in NZ. While the European target excludes utes - which are especially popular in NZ - and vans which, being larger and heavier, consume more fuel and so have a less stringent target. Yet despite these differences, from 2025, new cars and light commercials sold in NZ are expected to meet the same so-called target as Japan and Europe.

The 40% reduction in current CO2 emissions of new cars/utes/vans

sold in NZ is the steepest rate of change of any country in the world, which arguably no country has yet achieved with an equivalent fleet profile.

Thanks in part to the submissions of the FOMC and other motoring organisations Special Interest Vehicles and Vintage and Veteran vehicles (i.e. over 40 years) will be exempted, although the “20 year rule” will not apply. Being exempt means they can still be imported, without incurring the CO2 penalty for used vehicles that will be set at \$50 per gram of CO2 over the target of 105g in 2025.

To put the effect of the CO2 penalty fee into context even a Toyota Prius or Suzuki Swift would exceed the target, so once the Clean Car Standard comes into effect thousands of dollars will be added to the cost of importing many later model (under 40 years) petrol powered classics which do not comply with the SIV requirements.

For current Kiwi owners of such vehicles an unintended benefit is likely to be an increase in the market value of their collectables.

What remains to be evaluated is how the structuring of other incentives and increases in ETS fees will impact on the price and availability of fuel supplies, vehicles and the other costs motorists incur. It is possible the emissions budget projections compiled by the Climate Change Commission may be seen as too optimistic without the implementation of further restrictions on our freedoms to choose our favourite forms of transport.

So like our colleagues in Australia and the United Kingdom the FOMC will also stay on the case with the aim of ensuring heritage motoring remains exempted from any legislative changes designed to curb the climate change problem.

BASTILLE DAY REPORT  
by Wynne Howarth

PRESENT; John Cooney, Tom & Diane Druskovich, Peter Hagglund, Don & Wynne Howarth.

APOLOGIES; Neil Andrews & Brent Druskovich (at work) John & Jeanette Grant (John in hospital).

It was a sunny but COLD day, when 30 brave souls gathered to celebrate Bastille Day. at the Vintage Car Club's rooms in Fairfax Ave. There were only four from Peugeot - John Cooney, Peter Hagglund, Don and Wynne Howarth, plus Tom and Dianne Druskovich who wear both hats.

There was a bit of a cold start, but once the VCC club room's heaters kicked in, the conversations started to flow. Many topics were covered!

We had a very pleasant first course of meats and salads, followed by a midwinter dessert of mince pies, meringues and fruit salad.

John Cooney presented the Tricolore Trophy to Peter Hagglund on behalf of Peugeot, as we had retained the Trophy.

Our thanks to John Cooney for the organisation of the event.

BEST WISHES to John Grant whose intended three-day stay in hospital for a hip replacement, has now stretched to over a fortnight – until they cure a pressure sore.

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