



Peugeot Car Club (Auckland)

Peugeotex[©]



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Front cover – Peugeot 404
Above – Don Hadfield in 1964

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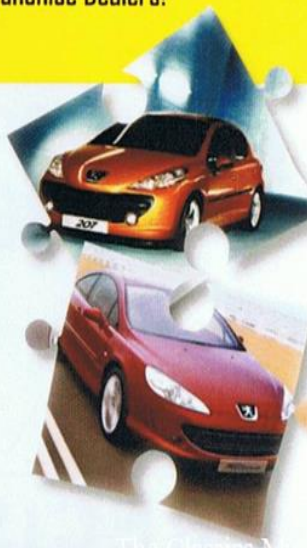
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11 Railside Place
Hamilton

Peugeot Car Club (Ak) Inc
P O Box 29002
EPSOM, Ak 1023

Patrons

Don Hadfield, Ray Williams,

President

Brent Druskovich, 09 638 9421
brentdruskovich@gmail.com

Vice-president

John Cooney, 021 686 191.
coanna@xtra.co.nz

Secretary

Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com

Membership Secretary

Soo Land Wong, 09 625 5189
sojewong@gmail.com

Treasurer

Steve Cornwall, 09 402 5006
jensteve@xtra.co.nz

Webmaster

Kevin Hardie, 027 625 0505
kevin@azorah.co.nz

Committee

John Grant, 09 638 8566
jeanette_grant@hotmail.com
Peter Hagglund, 09 280 5737
haggy251@gmail.com
Jayden Hardie, 022 359 3749
jayden@localeyes.co.nz

Immediate Past President

Greg Winkley, 09 483 4023
gregwinkley@hotmail.com

Technical Officers

John Grant, 09 638 8566
Dennis Lowe, 09 267 6461

Club Shop

Brent Druskovich - 09 638 9421

Peugeotex Layout

Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com

Printed by CopiesPlus

www.copiesplus.co.nz

COMING EVENTS

peugeotclub.org.nz

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

August 3-5– Redex Rerun in Australia

August 13 – AGM – Sunday 1.30pm

September 19 – Trivia Night at the
Horse & Trap

October 7– Visit Don Webster's Car
Collection;

October 23-28 - Targa New Zealand

November 12 – Pride of Ownership

THOUGHT FOR THE MONTH

Work expands to fill the time available



P O BOX 29002
Epsom
Auckland 1023

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

VICE-PRESIDENT'S RAMBLE

First thing, let me get this correct. Our President is enjoying a fabulous holiday in Europe, so this is the Vice President's ramble, a first for me and one that hopefully does justice to the task I have been given.

Not having written this before I was wondering where to start until - driving through Torbay at the northern end of Auckland's East Coast Bay suburbs I spotted the "Euro Patisserie Torbay". By now you should be well aware of our President's liking for pies, particularly excellent ones and as this Patisserie has won numerous awards for their pies, I thought it appropriate I stop and try one of their award winners, the Mince and Cheese pie. The pastry was delightfully flaky and filled totally with fabulously flavoursome mince and cheese, an absolute delight and no wonder an award winning pie. Our President would have approved.

Rain is something which we have endured in copious amounts so far this year. It has wreaked havoc in many places, many across the North Island. Insurance companies are obviously working under an avalanche of claims so delays for settlements are a matter of course. Like the many we had water entering the downstairs rooms of our home. Nothing too

serious, but rendering them unusable since the end of January and for who knows how much longer. Probably we will get a payout but then the fun begins in finding trades-people as most of the ones I have spoken to are booked out months in advance.

I had the opportunity to experience driving a Peugeot 2008 recently and I must say it was a rewarding experience. I can well understand why overseas reports have been so fulsome in praise for it. The quality of fittings and finish inside is excellent and the fabulous little three cylinder 1.2 litre turbo engine is a delight especially with the smooth eight speed auto. It is the smallest of the Peugeot SUV range, a range which is becoming more and more a common sight around our roads, but still offers plenty of space. I seem to have reached an age where an SUV has appeal. With my 308 I get DOWN into it and CLIMB up out of it. Once in the car I love driving it, but part of the appeal of the 2008 is that you SLIDE in and out of it! And once in it you get to enjoy the appeal of the engine and the 3D instrument cluster. Most of us have most likely not had the experience of a 3D digital instrument panel, so it is a novelty which had me playing with the various displays available for quite some time. Eventually I thought it wiser to concentrate on the job in hand so settled on a screen with basic information, but every hour or so

I selected another display. Great fun!

I was delighted to find that the 100th running of the Le Mans 24 Hour race was being screened live. Having had the opportunity in 1976,77 and 78 to work with a British team at the event it was, for me, something special and I was not disappointed with the quality of the coverage. The commentary was excellent with people such as ex-winner Anthony Davidson part of the team. There were cameras mounted in a number of cars including the fabulous Hypercars which gave incredible in-car vision and comments from the drivers. And talking of the Hypercars class, there were factory teams from Toyota, Cadillac, Porsche, Ferrari and Peugeot. In 24 hours the winning Ferrari covered 342 laps which was 2896 miles and was just 80 seconds clear of the 2nd place Toyota one of whose drivers was Brendan Hartley. The third and fourth placed cars were also co-driven by Kiwi drivers.

The fabulous Peugeot 9X8 was unusual in that it does not have a rear wing but rather it relies on the overall aerodynamics of the vehicle to remain on the tarmac. Two were entered and one of them led the race for 5 hours, until an off at one of the Mulsanne chicanes and then other issues arose to hold it up.

When I worked there back in the 70s, the pits were small, cold and uncomfortable concrete

boxes. Now days they are spacious well lit and inviting with room to work on the cars off the pit apron. We had to do any work which may have been needed whilst the car sat on the apron with cars coming into the pits just a couple of metres from the mechanics. Safety was not a priority.

On August 13th at 1.30, we have the AGM at the superb Armstrong showrooms at 500 Great South Road Greenlane. These showrooms are not only large but also beautifully appointed and have an area on the first level where we can display some of the wonderful models different members own. There is also a fabulous facility where food and drink can be prepared and served. Nibbles and drink are being kindly provided by Armstrongs. If you are not familiar with the current range of Peugeot models then the showroom offers the opportunity to see the complete range. Come early to the meeting and take the opportunity to sit in them and discover just why more and more Peugeot are appearing on our roads. If you are coming to the meeting can you please let me know so that I can give Armstrongs a heads up on how many they need to cater for.

Well, that's enough rambling from me. I look forward to catching up with everyone at the AGM and hearing tall tales and true about travelling around Europe from our President.

Cheers, John Cooney

COMING EVENTS

August 3-5	REDEX RERUN – see June issue for details
August 13	AGM – 1.30pm Armstrongs – see page 8 for details
September 19	Trivia Night at the Horse & Trap; contact Brent if you are coming so he can book us a team table.
October 7	Club visit to Don Webster's Car Collection, 16 The Knoll, Greenhithe at 11am; with a rain check day of Sunday 8 th .
October 23-28	Targa NZ
November 12	Pride of Ownership; any suggestions for a venue?



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JEANETTE'S JOTTINGS

French champion of pedal power, Stéphane Rousson, is developing a twin-prop waterbike designed to beat a 30-year-old world record for the fastest human-powered watercraft.

Iveco's eDaily has just towed a linked convoy weighing over 153 tonnes to secure the Guinness World Record for the heaviest weight towed by an electric van

A new study has compared MRI scans of pet dogs and humans and found that both use the same area of the brain to perceive faces.

A student team from TU Delft presented the latest Eco-Runner in May, a hydrogen-powered city car concept designed to be more than a hundred times more fuel-efficient than modern fossil-fuel vehicles. The vehicle travelled at 45 km/h (28 mph) during the record run, almost double the speed of last year's prototype, and the previous record of 2,056 km was broken on the Sunday. There was still some fuel in the 300-bar tanks, so the Eco-Runner kept on going. It finally came to a stop at 8:26 am on June 26, clocking up 2,488.45 km (1,546.18 miles) on 950 g of hydrogen to set the new Guinness World Record for "the greatest distance driven by a car on full tanks of hydrogen fuel (prototype)"

Like humans, dolphins also use "baby talk" to bond with their young.

In societies in which hunting was the primary source of sustenance for the community, women actively hunted 100% of the time.

Researchers have developed a surfactant spray that counters the mosquito's natural water-resisting properties, offering a safe and effective means of taking down mosquitoes without using insecticides. The spray could be used to protect people from the spread of mosquito-borne diseases.

Ammonia has been proposed as a clean fuel for ships, airliners, trucks and trains, but China's GAC has built a combustion engine to test the theory, capable of reducing emissions by around 90%.

French transport multinational Alstom debuted the world's first hydrogen fuel-cell passenger train back in 2016, which went into service in Germany last year. Now the Coradia iLint is rolling down the track in North America for the first time. This two-carriage train has been designed specifically to serve non-electrified or partially electrified railway networks. It's reported able to achieve a top speed of 140 km/h (87 mph), and boasts similar acceleration and braking chops to regional diesel trains.

Exercise in the afternoon might work better than exercise in the morning for glucose control, and exercise after a meal may help slightly more than before a meal.

A blue crane was caught in 1931 in NY with 140 trout in its crop

JUNE O.G.M.

The 2023 L'Aventure Peugeot Citroën DS Ordinary General Assembly was held on Friday June 2nd, 2023.

We are very happy to have been able to gather you in Vélizy at the Stellantis Automotive Design Network (ADN). The quality of the speakers combined with the unique atmosphere of the place will certainly remain a very strong moment for our Association this year.

"Thank you to all our members, clubs and volunteers, as well as to Jean-Pierre Ploué (Stellantis Design Director), Matthias Hossann (Peugeot Design Director), Pierre Leclercq (Citroën Design Director) and Thierry Metroz (DS Automobiles Design Director) for their magnificent presentations on the essential link between history and future!"

Xavier Peugeot, CEO of L'Aventure Peugeot Citroën DS.



ANOTHER BARN FIND

RM Sotheby's has announced the sale of what may become the most valuable automotive barn find in history: 20 Ferraris consigned to the mercy of time in 1990. Unearthed in 2004 when Hurricane Charley collapsed the Florida barn they were housed in, the cars were then rescued and relocated to Indiana and left to gather dust for another two decades.

The vehicle count of just 20 cars is significantly less than the world's previous largest "barn find" – French industrialist Roger Baillon's 60-car collection which was left to decay in barns on a French estate for half a century. The average value of the cars in this barn find however, is MUCH higher.

When the Baillon Collection was auctioned by Artcurial in Paris in 2015, it achieved a total sale of USD \$28.5 million (EUR €25.15 million), making it one of the most valuable car collections ever sold at auction.

Though there were 60 cars, the vast majority of the value of the collection was a 1961 Ferrari 250 GT California Spider which fetched \$18.45 million (€16.23 million) to become one of the top five most expensive cars ever to sell at auction at that time.

Apart from the California Spider, only two other cars sold for more than USD \$1.0 million: a 1956 A6G Maserati Grand Sport that fetched \$2,263,840 (€2.0 million), and a Saoutchik-bodied 1949 Talbot Lago T26 Grand Sport (\$1,946,902 = €1.72 million).

The "Lost & Found" barn find is different to the Baillon Collection as it contains only a third as many cars, but they are all Ferraris and most of them can be expected to sell for in excess of \$1 million, with several fetching multiples of that. It doesn't have a \$20 million dollar foundation in one car though, so it will be fascinating to see if the new barn find collection can equal or even surpass the \$28.5 million figure that we thought could never be matched.

We were astonished when we saw RM Sotheby's announcement that a 20-Ferrari collection had been unearthed. One wonders how many more such vast and valuable collections are hidden away. That's the collection back in 2003 when in 2004 when Hurricane Charley collapsed a barn on it. Look through the images below and you'll see several of the cars show the signs of that collapsed barn, in particular a Ferrari 365 GT 2+2 with a concave roof.



As a form guide as to what might happen, we've looked at the cars that make up the collection and the record prices that have been fetched for those models in the past. While most of these cars are not in pristine condition, some of them have extraordinary provenance and as we saw with the Baillon Collection, the fame of the collection adds to the value of the car on the day and subsequently. That the collection will be auctioned during Monterey Car Week without reserve prices just adds to the intrigue of the entire affair - with no safety net, there are often bargains to be had.



This 1954 Ferrari 500 Mondial Spider Series I by Pinin Farina doesn't look all that flash in its current condition, but once restored, it could be reasonably expected to be a \$4.0 to \$5.0 million car with massive historical gravitas.

AGM REMINDER

The 2023 AGM is to be held at the showroom of Armstrong Peugeot, 500 Gt South Rd, Greenlane, on Sunday August 13th at 1.30. This is the second time that our Club has been offered this fabulous venue and the new Dealer Principal, Stiaan Kriel is continuing what was offered last year in that Armstrongs will again provide refreshments.

This is a repeat notice of the AGM and is intended to give all members the opportunity to keep the date free so that we have the opportunity to have as many members as possible attending.

The Armstrong showroom is full of the latest Peugeot models so it is an opportunity for all of us to see first-hand just how good the model range is so that when we are speaking to friends or family thinking of buying a new car, we can promote Peugeot models. There is also a good range of used models to view.

So please put the date in your diaries and let's have a fabulous attendance for the meeting. **Please** let me know if you are coming as they need NUMBERS for the refreshments.

See you there

John Cooney

2022-2023 TROPHY WINNERS

Arthur Brinton Cup – Steve Cornwall

Cooper Cars Attendance Trophy – 1= Brent Druskovich & Jayden Hardie,
3= Don Howarth/John Cooney/Andrew Corbett

Pride of Ownership “03” – 1 Jayden Hardie

Pride of Ownership “05” – 1 Brent Druskovich, 2 Joel Hardie

Pride of Ownership “06” - 1 Don Howarth, 2 Jeanette Grant

Pride of Ownership “07” - 1 Dennis Lowe

Pride of Ownership “08”- 1 Andrew Corbett, 2 John Cooney

Gymkhana Shield – 1= Brent Druskovich & Jayden Hardie,
3 Joshua Druskovich

Ian Grimmer Longdistance Trophy – 1 Graham Pooley, 2 Nathan Yelash

Inchcape Club Competition -1= Brent Druskovich & Jayden Hardie

Marshall's Cup – Jeanette Grant

Youth Trophy - Joel Hardie

New Member's Cup – Liesje Bradley

Don Hadfield's article from
'MOTORMAN', August **1964**
"The Bay of Islands with a
Peugeot 404."

WET, muddy, roads, and weather which didn't know exactly what to do; these were the conditions we experienced on a recent trip test. But there was one thing that completely made up for the poor weather and unpleasant conditions because of its superb and unbeatable ventilating system. A Peugeot 404.

Coming from a long line of quality cars, the Peugeot 404 is a big improvement on the 403 (which it does not replace). The car is not revolutionary in design, although it has an interesting engine, and the Italian styling could not really be called distinctive. Motorman took a 404 over miles and miles of some of the roughest roads in Northland and could scarcely fault the car which was supplied by the New Zealand distributors, Campbell Motors Ltd. Not a particularly impressive car at first, the Peugeot grows on the driver and after two or three days he becomes very reluctant to part with it.

The 1618 c.c. motor which powers the 404 is outstandingly smooth and flexible. Peugeot were the first with a 45° slant four (they beat Pontiac) so that the bonnet line could be kept low. It is a re-design of the 403 unit, has 10.2 per cent. more piston displacement and 10.6 per cent more power and torque, with a stiffer crankshaft and large bearings. Instead of leaving the gear ratios as on the 403 (which would result in better acceleration, etc.), Peugeot decided to drop engine

revolutions considerably so that the car is very much more pleasant to drive, and it is a little quicker, anyway.

Although a 1.6 litre car, the Peugeot 404 is in the class of Veloxs, Zephyrs and Holdens. As usual with Continental cars, it is overburdened with tax, and although locally assembled, the price is high at £1496. Remember, however, that this includes a number of extras built in to the car, such as a first class ventilating system. The car is available on the New Zealand market without overseas funds and on almost immediate delivery. Much of the tradition of Peugeot is apparent with their latest model. For example, the hub caps are still held on by a nut, which isn't such a bad idea when one considers it. Without being ornate the 404 is handsome and very much Pininfarina. It can easily be mistaken for the B.M.C. Oxford and A60 range.

Wide-opening doors allow good access to front and rear seats, and although the front windscreen is of the wrap-around type, there is no obstacle created when entering the car. The interior is not ostentatious, but practical, and the general layout is well planned. Visibility is good, but there is a rather high waistline making it a little difficult to give hand signals, as one has to lift the arm. (Yes, we do like to give hand signals). But, ah, the seating! You can have virtually any position you like with the semi-bucket seats which hold the front two passengers firmly but comfortably. It doesn't matter whether a driver has short arms and long legs or long arms and short legs — a comfortable position can be attained. Pull a lever at the side and the rake of the individual

seats can be altered to any position, including a sleeper. One can alter the rake for different types of motoring. We found this applicable when loose-metal motoring induced a more upright position than highway cruising.

The lower edge of the dashboard is padded, while the rest is finished in matt-black crackle paint. To the left is a handy glove locker which holds more than it looks, and the instruments are contained in a simple group in front of the driver.

The speedometer calibrated to 100 m.p.h. includes a total mileage and trips recorder, and there is a fuel gauge, ammeter, water-temperature gauge and electric clock. The heating and ventilating system takes a while to learn, with its complexity, but once mastered becomes your greatest friend.

It is a cinch to prevent windows misting up on the Peugeot 404 even under the worst conditions. A circular directional air louvre is situated at either side of the fascia panel, and this is opened by a sliding lever underneath the dash. By turning the louvre one can direct the fresh air on to the windscreen, side windows or himself. A powerful electric fan boosts the heater-demister, opened and closed by a knob in the centre. Because there are no quarter windows, a ventilating system such as this is really necessary. Our test car was fitted with a weather shield on the driver's side which did allow the window to remain open comfortably when it wasn't raining too hard.

Door handles on the Peugeot are of an unusual design. They are fixed grips with a sliding button to open the catch. To the left of the 16 inch two-spoke steering wheel is a flasher

switch and the lights are operated by a lever to the right. This works in a "U" movement, consisting of parkers, low beams and high beam. There is a central armrest in between the rear seats, but the set-up here is not as good as in the front. We found the rear windows too low geared, resulting in a longer time than usual to raise and lower them. Carpet is used in the back, but only rubber mats in the front.

The mats did, however, fit well and looked neat. The flat-floored boot is quite deep, and provides about 17 cubic feet of space. We were able to try the Peugeot on all sorts of roads, with an interesting Northland trip being carried out. The route we followed was a varied one which some readers might like to try when they have three or four days to spare.

All controls of the car are very light and it doesn't take one long to become accustomed to the Peugeot except, perhaps, for the un-usual gear change. This is almost as if you took the movement of a common floor change and transferred it to the column. The lever is pushed across and down for first, and has an easy movement into second so long as the driver lets the lever do its own work and doesn't try to lift it into second. Second and third come easy and the lever is then lifted into top. Reverse is a simple movement.

Once the change has been mastered it is a delight. Dropping the box into third is easy and the synchro- mesh on the top three gears is unbeatable. Synchro is on bottom, but we found that this wasn't very effective above about 5 m.p.h., and even below this it sometimes missed. Gear changing in the Peugeot can be carried out so

smoothly that other passengers would never know, apart from a slight change in engine revs. You don't have to double declutch if you don't want to, but this is easy enough to do.

The twisty Northland roads are a good test for any car, and the Peugeot came out with top marks for an average sized saloon. Just to tell you a little more about the very flexible donk under the bonnet, it is an oversquare unit with wet sleeves (good from a longterm point of view) and has hemispherical combustion chambers. The valves are inclined and are driven from a single high mounted side camshaft. The Peugeot is so quiet that it is difficult to tell what speeds are being attained, and performance thus appears to be nothing startling. However, when it is realised that the car weighs a ton and the performance figures are closely looked at, the 1600 c.c. motor does well. The 404 has ample performance for what it was designed for.

The Peugeot uses New Zealand made wiring loom throughout. Made by Allied Industries Ltd, the car wiring looms are subject to exacting quality control, and the makers believe that the inspection given is equal to overseas standards.

A large petrol tank holds eleven gallons (this took a long time to drain during our petrol test!) and the filler is found behind the rear number plate, just like the bigger British Fords. Coil-type springs are used on the suspension all round, a departure from previous Peugeots. Single, independent wishbones and springs are damped by telescopic shocks on the front, and upper spring location points are high to raise the roll centre. As well as this, the car is

fitted with an anti-roll bar front and rear. Incidentally, the starter switch requires no key and is situated on the right of the steering column. One has to be sure to leave the car locked because of this at most times.

Our first stop after Auckland was the Whangarei Oil Refinery at Marsden Point. A short, smooth highway off the main road about 18 miles short of Whangarei takes you to the site of the Refinery. Over wet, dirty roads the car soon became a mess on the outside, but passengers were kept warm and comfortable. Road noise was very low and the relaxing handling also helped to make us feel fresh on arrival. The 404 is reluctant to go anywhere else but the course it is directed on, and when it is taken to its limit, the car is easy to correct and bring back into line. Steering wheel movement is light, and general handling can be acclaimed as excellent. Better than it looks for a car of this nature.

After the Refinery visit came the short journey to Whangarei for a night stop. There are plenty of attractions in Whangarei, particularly the kind that males usually appreciate, and also a number of drives. One of the most interesting is a windy stretch to the head of Whangarei Harbour. Here a magnificent view of the Oil Refinery (across on the other side of the harbour) brightly lit by night can be obtained.

Next morning, cold but fine, the Peugeot started instantly and didn't take long to warm up. The direct route to Russell, although not used by many people, is a most interesting run. The turn-off is taken at Whakapara and the road (fairly narrow) soon develops into a twisty, loose-metal ribbon over the hills.

The car's horn should be in constant use on this road with its countless blind corners and slow hairpins. The Peugeot took the run in its stride, with the suspension ironing out even the worst bumps. Soon the sea is spotted from high in the hills and the first beach to be encountered is Helena Bay. Relatively untouched by humans, the scenery is already worth the trip. Then follows Mokau Bay and Oakura Bay, all just short deviations from the route.

Before entering the attractive wooded section of the road, the traveller can make the short jaunt to Whangaruru Beach, a long sweeping stretch of sand more populated than the earlier mentioned places. The road over the Ngaio tonga Saddle is a delight as it sweeps to the left and right with sharp bends. It is the kind of road one likes to amble along at a leisurely pace. This rises to 825 feet above sea level before dropping down to the quiet little town of Russell.

Out of season this historic settlement can be the quietest civilised area in the world! The only noise (and this was spasmodic) on a fine Saturday afternoon came from the Duke of Marlborough, the local hotel, which we can genuinely recommend. Some don't like Russell because of its quietness. More do. You are at the end of the road and the only way to go further is by boat.

We need not comment further that Russell is world famous for its deep sea fishing and pleasure trips. Cape Brett, Waitangi, the Cream Trip, fishing — and so on. All kinds of people can be met at Russell, a place which rarely changes.

The following day brought rain and the trip home. This time back and across the ferry which takes cars



across to Opua, a barge-like affair attached to a launch. This is soon to be replaced by an up-to-date ferry.

Once at Opua, the port of the Bay of Islands, one can drive to Waitangi, Keri Keri, and many other places. So homeward in one of the most comfortable cars we have tested in a long time. A change was made just before Wellsford, taking in some of the roads running near the East Coast. Here some fog was encountered and the fog lamps (fitted as an extra) came into use.

Through the entire test there was not the slightest rattle anywhere in the car and only a few minor problems. The boot is not counterbalanced and proved tricky to open and close. Controls were noticeably light. Over 60 m.p.h. the remaining speeds came up slowly, but the Peugeot did have the ability to cruise at high speeds with ease. It was a very desirable family car.

Before the 404 was returned, photographer Jack bought a Golden Kiwi lottery ticket. "If I win this," he said "I'll buy one of these Peugeots."

He didn't win it. But the thought was there. — DH 1964

DAVE DUIRS' 1988 PEUGEOT 504 GL PICK UP

As you all know I am a bit of a Peugeot nut, so its probably not surprising that a Peugeot 504 Pick Up, one of only two in NZ, sleeps in my shed with other Pugs and Pug stuff.

I grew up in Kenya where most of our roads were corrugated, dusty gravel in the dry season and total quagmires of mud in the wet. So vehicles that could handle those conditions dominated. Being a British colony, obviously English vehicles were the big volumes and Austin, Vanguard and Morris had utes which worked hard but when it came to the real challenges the European vehicles did well and Peugeot in particular with the 203 soon after the war was very popular because it had a one tonne payload, superb suspension that just did not wear out and a 1300cc engine that went for ever, but with wet sleeves was very easy to rebuild.

Later the larger 403 and then 404 really dominated the market all over Africa and South America while the sedan was winning tortuous rallies regularly. The 504 ute came with the highly successful and tough 504 sedan and was manufactured in Kenya till 2004, Nigeria 2007, China as a double cab till 1997, S America into the 90s and as a 4x4 ex France and many battered examples still ply the roads today as they are still very repairable and popular and were called "King of the African Road". Many being diesel have banged away

for ages. For whatever reason the marque did not manufacture utes after this and Toyota Hiluxes took over.

Our ute was imported to NZ as a demo as the local agents were contemplating NZ assembly at Thames. This did not eventuate and it went in to a private collection in Christchurch for a while until we brought it here in 2006 in as new condition. We slid an NZ made STAG camper on its back and that was the start of our campervanning around NZ. We were planning to join the Victoria Peugeot Club for a drive right around Australia, but unfortunately had to pull out at the last minute when I was preparing for shipping and an exhaust valve was damaged. We didn't have time to repair and acquired a donor sedan engine through the Peugeot Club but could not meet the shipping deadline and the ute still runs on that engine.

Those campers were made specifically for Holden and Falcon utes and they needed overload springs, but our ute with 1250kg payload took it on board without any sagging and we actually did a rally around Taranaki on our way home from Wellington. It has been my daily runner for years and has carted many a load to and from our garden and trailored a few old cars when restoring the 403. It's very comfortable to drive and draws quite a bit of attention in car parks.

SPECIFICATIONS:

- Engine: 4 cylinder inclined at 45deg 1795cc (now 2000cc).
- Gear box: All synchromesh, 5 speed floor change.

- Final Drive: Limited Slip differential attached to the back of the gear box via a torque tube; (no visible prop shaft or UV joints to tangle up with rubbish on rough roads).
- Front Suspension: Heavy duty McPherson struts & positive rack & pinion steering. Large disc brakes.
- Rear Suspension: Long leaf springs with integrated overload leaves which come in to play with heavy load.
- Large steel well deck.
- Cab the same as the sedan.
- Chassis is unusual as it is of monocoque design as in sedans so has NO chassis rails like other commercials right up until today, yet it is very strong and withstood the terrible African conditions.

Peugeot is the oldest car manufacturer still with original family at the top table although Citroen was added way back as was Talbot and recently the joint venture with Fiat known as Stellantis has swallowed Opel, Vauxhaul and Jeep/ Chrysler to form the fourth largest global vehicle manufacturer by volume.



HAVE A LOOK AT THIS SITE – CarHenge at the Glastonbury Music festival
<https://www.theguardian.com/music/2023/jun/23/carhenge-returns-to-glastonbury-joe-rush-photo-essay>

WORLD RECORD SET FOR STEAM BIKES

For Yorkshire-based engineer, granddad, and precision madman Graham Sykes, speed has been an obsession for most of his life. He's been involved in straight-line motorsport efforts (both on two wheels and more) since 1979 and is turning 60 years old in 2023. His wife Diane is also heavily involved in the family engineering and speed efforts, working both in the office and on the crew, towing the bike back where it needs to go after speed runs are complete.

What bike are we talking about? It's a steam-powered monster of a thing that Sykes calls Force of Nature. At Elvington Speed Week in late May 2023, this bike—which Sykes has been taking to events for the past several years—officially set a new world record for a steam-powered motorcycle. It did a standing 1/8th mile run in just 3.878 seconds, achieving an exit speed of 163.8 miles per hour. To run it, water is heated using hydrogenated vegetable oil, keeping the pursuit of speed as environmentally friendly as possible.

After completing that 1/8th mile run, the top speed achieved by the Force of Nature and its operator was 180 mph, but that number is just fun to talk about, and didn't count as part of this record-breaking achievement. As you may already have guessed, Sykes isn't just the engineer behind this bike—he's also the pilot.

It's just a big bomb really, and it all started in my shed. I've taken the principles of chemistry, and married them with precision engineering to create something I'm passionate about – fast bikes. I wanted to do this in a way that is sustainable for the planet (I've got nine grandkids after all), and demonstrate that you don't have to compromise on speed, you just have to get creative,” Sykes said of his creation.



The record was certified by the UK and ITA governing body for UK and European Land Speed Records. Project Force of Nature has been a journey that was 10 years in the making. It's an impressive achievement on its own, but it also follows a previous British national speed record for fastest three-wheeled vehicle that Sykes set on another homemade machine in 2015. There, he crafted a V8-powered three-wheeler that he named Syko, which hit a top speed of 180.3 mph and did an average speed of 171.4 mph on a flying quarter mile.

What's next for the Sykes family and Force of Nature? In the future, they plan to surpass 200 mph top speed on a standing 1/8-mile run. If you'll be anywhere near the Hockenheim Circuit in Germany in late August 2023, you can also catch Force of Nature appearing at the Nitro Olympics night show from August 25 through 27, 2023.

NEW ACCESS TO LITHIUM

Canadian company **Volt Lithium** has developed and pilot-tested a new low-cost lithium extraction method to pull this critical battery metal out of low-concentration brines. Now it plans to turn old oil fields into lithium production operations.

As the global transition to electric vehicles gathers momentum, and power grids worldwide turn to huge banks of batteries to balance demand against the intermittent supply of renewables, the world is going to need unprecedented amounts of lithium to fuel its insatiable hunger for batteries.

Many people are expecting a lithium squeeze in the coming decade; it takes around 13 years to start up a new mining operation, for example, and the International Energy Agency projects that existing mines and brine projects, plus those currently under construction, are only going to deliver about half of the projected demand.

Direct Lithium Extraction (DLE) offers a "potentially revolutionary" way to quickly and cheaply boost production from brine "much like shale did for oil," according to a Goldman Sachs report from April.

The typical way to extract lithium from salty groundwater brine is to pump it up from underground, then sit it in gigantic ponds on the surface. Over the course of a year or more, the Sun gently evaporates the water away until the lithium concentration can be precipitated out with chemical reagents and processed into lithium carbonate or

hydroxide for sale. Operating this way, you can extract 40-60% of the lithium in your brine at a cost between US\$3,300 and US\$4,900 per metric ton of lithium carbonate equivalent.

The DLE process is much faster, taking a matter of hours instead of more than a year. It can pull up to twice as much lithium out of a given brine as an evaporative process, potentially doubling the output of a given brine operation. It uses about 95% less land, and is economically viable with considerably lower lithium concentrations in the brine. And it costs less per ton of lithium carbonate equivalent than evaporation.

Essentially, the DLE process involves adding a highly selective absorbent molecule to the brine, which captures the lithium and quickly separates it from the water, rejecting impurities in the process.

Calgary's Volt Lithium is one of many companies pushing forth on this potentially game-changing technology. Volt announced earlier this year that its pilot program had managed to extract 90% of the lithium from concentrations as low as 34 mg/liter, and a stellar 97% from concentrations of 120 mg/liter...

"This technological discovery opens up multiple oilfield reservoirs across North America that can now offer commercial lithium extraction using Volt's proprietary DLE process..." The company is moving to establish its first permanent pilot plant...

Brine makes up around two thirds of global lithium resources, according to Goldman Sachs, but only about 40% of current production.

Source: Volt Lithium

RETIRED TYRES

Because they're made of vulcanized rubber, old tires can't simply be melted down and used to make new tires. Such is reportedly not the case, however, with new rubber-free tires made from eco-friendly elastomers. Although conventional tires can be recycled, they're typically ground into rubber crumbs that are utilized in materials such as asphalt. Since the vulcanization process is not reversible, using them in the production of new tires generally isn't an option.

That's where Norwegian company reTyre comes in.

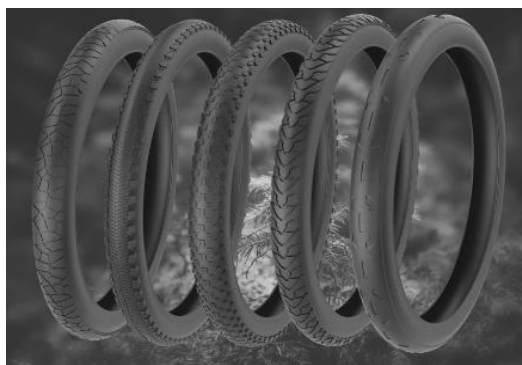
It has started making tires out of proprietary bio-based TPEs (thermoplastic elastomers), which are claimed to be 100% recyclable. In other words, entire tires made from the material – including both the casing and the beads – can be recycled into more tires.

Total manufacturing costs are said to be comparable to those of rubber tires, as the company's "advanced production technology" allows the tires to be produced at relatively small regional factories as opposed to larger far-away plants. This should result in much lower shipping-related CO2 emissions, and lower shipping costs. What's more, the production process is claimed to use up to 90% less energy.

"Generally speaking, TPEs are a little pricier than rubber," reTyre brand designer Friedemann Ohse told us. "But since our machines are small and our tires will be locally produced, it will save companies a lot of time and money due to short supply chains (freight costs) and reduced waiting time."

Importantly, Ohse also stated that the material lasts longer than rubber, and has better abrasion resistance.

reTyre is now seeking industry partners who may be interested in utilizing the technology in the production of their own tires. The company can be contacted via its website.



For now, reTyre sees its material being used in tires for things like bikes, strollers, carts and wheelchairs.

Source: reTyre

HAVE A LOOK at CarHenge
<https://www.glastonburyfestivals.co.uk/areas/carhenge/>



The Ellerslie Intermarque and Classic Car Show Inc

info@concours.org.nz

<https://www.concours.org.nz>

July 2023

Hi everyone,

Like the Phoenix, the committee has been recreated and planning is getting underway for the next show. The dates are.

Sunday 11th February 2024 - with the Tours being held

Saturday 10th February 2024

And, of course, a new theme....."Dress to Impress"

We're hoping you're going to give your displays and the show some real elegance and class.

Entries are open now for Club entry Stage 1 Concours website

Kids Passports

We are going to create Kids Passports which will be given out at the gates and will list all the Clubs that have something to engage the junior car enthusiasts. Whether it be a car that they can sit in, or engine parts they can connect together or anything else you can think of then tick the box on the Stage 1 entry and we will list your Club as a 'must visit' destination.

Special Displays

If your club is celebrating a special anniversary, or the restoration of a special car please let us know, we have spaces and opportunities for something extra to your normal club display.

Help us make this the greatest show ever.

Barbara Lokes

Ellerslie Car Show Committee & Mercedes-Benz Club Auckland

bglokes@gmail

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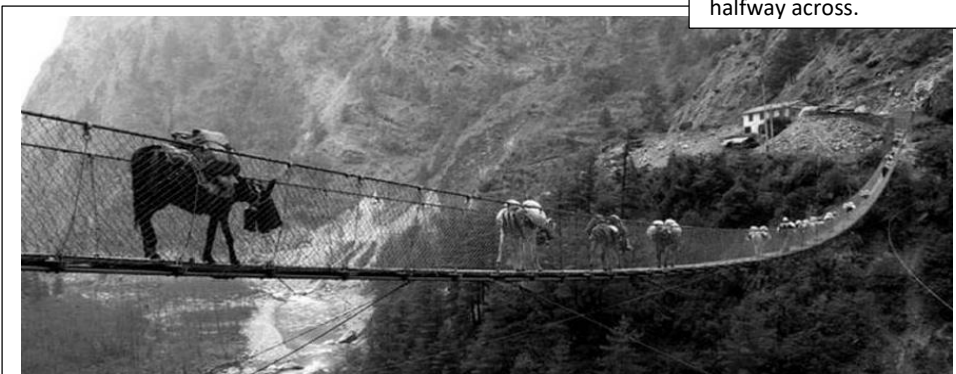
LISE MEITNER 1878-1958 - an Austrian-born physicist. Lise Meitner discovered the true power of uranium, that atomic nuclei split during some reactions. Sadly, the discovery was credited to her lab partner Otto Hahn, who won the Nobel Prize for Chemistry in 1944. She was the first to describe and coin the term "nuclear fission" in a scientific paper. The rise of the Nazis forced Dr Meitner to flee Germany to Sweden because of her Jewish ancestry. In 1997, element 109 was named in her honour: meitnerium.



JOKE OF THE MONTH

DANGEROUS BRIDGES

Located not far from Ghasa — a small town in Nepal — the hanging bridge does little to inspire confidence, suspended between the cliffs, sagging in the middle, with the white water rushing by below. The chances are that you'll meet the cattle, heading for market, halfway across.



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