



Peugeot Car Club (Auckland)

# Peugeotex<sup>©</sup>



*Volume 38, #6, July 2024*



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Front & rear inside cover – Peugeot Type 177 B  
Above – Barry & Carla Barnes

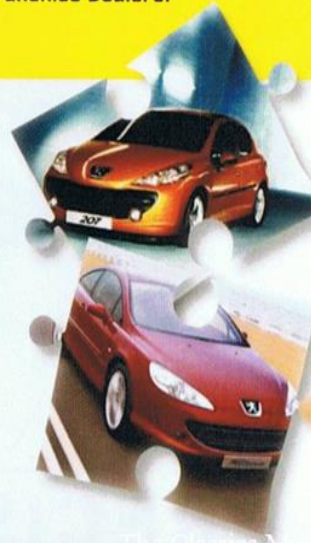
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## COMING EVENTS

**peugeotclub.org.nz**

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

August 25 – AGM at 1pm at Vintage Car  
Club rooms

October 24-28 – NZ Targa

2025

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

## THOUGHT FOR THE MONTH

Teachers teach people not subjects



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

## PRESIDENT'S RAMBLE

This last month I have been in contact with Barry Barnes who has supplied a nice long article on what is more than likely the oldest road registered Peugeot in the country. He also supplied a number of photos which I have sent on to Jeanette to select from. Between these and other articles and photos she already had lined up I am informed I have little space for my Ramble.

I have been on both a physical and organisational Ramble in the last month. With the Interislander grounding itself, my travel plans to Nelson and back changed many times, including multiple times on some days, but that story is for next month's Ramble. What it did mean was that I got to the potluck dinner, not well attended but it worked! I also got to meet up with Tony Haycock and his 1937 302, again a story for next month. This month's Ramble is all about the Club which I will make my point by putting it into points, in particular my points are all about the upcoming AGM.

- AGM is August 25 at the Vintage Car Club Rooms in Fairfax Avenue, Penrose.
- Don Webster in conjunction with the committee has been finalising a proposed new Constitution that will conform with the New Act. We need to pass this!
- A draft will be distributed by email to members so you can preview it prior to the AGM. If you don't have an email address call me 09 6389421 or 0274905336 and I will arrange a printed copy to go to you.
- We intend to ask for it to be adopted as is at the AGM rather than debating through it line by line, last year we tried that and ran out of time.

- You can still bring up any given point for debate or explanation if required, but we don't want to have to go through it point by point. So please pre-read the proposal or simply accept that the Committee and our tame lawyer Don have tried to represent your needs in the best possible way.
- We need more committee members; at times that committee has struggled to perform this year!
- For example; we lost our Vice-President with his death and then Soo Land resigned due to other life commitments. The treasurer has had his own issues and lives out of Auckland so doesn't attend the meetings. John and Jeanette take a prolonged period outside of Auckland to live over summer, and Peter works shifting shifts that often don't come out in time to know if he can make the next meeting...or not. Then the rest of us that you voted in, Liesje, Jayden and myself have occasional work commitments, life, illness or whatever that prevents us attending, as well as Matthew who volunteered at the call of help last year. Kevin has not been to a meeting in the last year, but has replied to some email calls for ideas etc. and has now learned to send his apology in to the meetings. Although Greg is the immediate Past-president, in theory a committee/executive role he gave us notice years ago he would no longer be attending, in effect it is a named position only, an illusion, something I do not hold against him, he gave many years' service to the Club.
- Currently we have the positions of Vice-President, Secretary and Membership Secretary vacant, as well as in my opinion requiring two more committee members.
- Please put your name forward either prior to the AGM or at the AGM itself. We really do need you.

**Brent ☺**

## COMING EVENTS

Sunday Aug 25	– AGM at 1pm Vintage Car Club Rooms. 39 Fairfax Ave, Penrose
October 24-28	NZ Targa
2025 February 9	Ellerslie Classic Car Show; the theme is "Summer Holiday".



# MotorWorks

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### CAR JOKE OF THE MONTH –

I'm addicted to brake fluid, but it's okay because I can stop at any time.

## JEANETTE'S JOTTINGS

Multirotor drones may one day be able recharge their batteries while out and about, instead of having to return to a charging station. They could do so via onboard ultra-thin solar cells, which have already been tested on a small quadcopter.

CO2 levels are now increasing at a rate that's 10 times faster than at any point in the last 50,000 years.

45% of China's urban land is rapidly sinking due to manmade development.

In April, the European parliament adopted new rules that will force manufacturers to make it easier for consumers to repair their products. The directive will initially only cover household goods like phones, washing machines and vacuum cleaners, but it is estimated that it will save customers €176.5bn over 15 years and prevent the emission of 18.4m tonnes of CO2.

Researchers have found that petri dishes placed under hand dryers for up to 30 seconds grew up to 254 colonies of bacteria, versus one colony of bacteria or none for those that were simply exposed to bathroom air. Every time a lidless toilet is flushed, a fine mist of microbes gets aerosolized. This faecal cloud can disperse over an area as large as 6m<sup>2</sup> (65 square feet).

Just 4,000 steps a day could be enough to reduce a person's risk of early death, according to a new study and walking at least 2,337 steps a day started to reduce the risk of dying from heart diseases.

C Hoare and Co is the world's oldest privately owned bank. It has been run by the Hoare family for 12 generations after it was set up initially as a goldsmith's by Richard Hoare in Cheapside in 1672. It has been at 37 Fleet Street since 1690.

*Evidence of a previously uncharted branch of the Nile has been found snaking along the pyramids, suggesting this is how the construction blocks were floated to sites.*

There has been a decline in how long Britons are expected to live. In 2017, a man born in 1971 was expected to live to 85.6 and women had a life expectancy of 88.1 years. This has now fallen to 83.9 for men and 86.7 for women.

Throwing old concrete into steel-processing furnaces not only purifies iron but produces “reactivated cement” as a by-product. If done using renewable energy, the process could make for completely carbon-zero cement.

A super-effective molecule that stops influenza from even entering our bodies stands to revolutionize how we treat flu.

The Domesday Book of 1086 tells us that about 74% of the population of the English countryside was not free. Serfs, cottars, bordars, and slaves were all bound in servitude to a lord for life, and needed his permission for every major decision—even marriage.

## NURBURGRING RECORDS

The Nurburgring Nordschleife 12.9-mile (20.8-km), 154-corner, "Green Hell" racetrack is the renowned place for full-throttle, full-send driving to attain prestigious lap records for car manufacturers. Its fast, twisty, hilly, often 5th-gear blind-entry corners with unforgiving run-off also make it one of the most dangerous road courses.

Ever since the track was built nearly a century ago in 1927, drivers and car manufacturers have fought to be number one. Back then, Mercedes lapped a pretty magnificent 12-minute lap time averaging 60 mph (96.5 km/h). Skip forward 96 years to October of 2023 and Lotus enters the 'Ring with its all-electric Evija X one-off race car, based on the Evija street legal EV platform.

The drivetrain and four electric motors remain the same as Lotus' production model (thus retaining its production-spec chassis classification), however, its suspension and aero package are vastly different, soaking up bumps and hugging the ground better at 214 mph (345 km/h) while also producing over 6,600 lb (2,994 kg) of downforce with its additional front splitter, canards, and 747-sized rear wing.

Those four electric motors I mentioned: 1,972 bhp (1,470 kW) and 1323 lb-ft (1,794 nm) of torque pushing it down the track like a bat out of Hades. It has a 70-kWh battery pack to draw from (for illustrative purposes, the Long Range Tesla Model 3 comes equipped with a 75-kWh battery).

Combine all that with Dirk Müller at the helm and you've got yourself a shot at the record books. And shoot their shot they did indeed: 6:24.047.

That's good enough for 4th fastest car to ever lap 'Green Hell.'

The Lotus Evija X is the second fastest all electric vehicle to lap the 'Ring. And even more notably, it's the very fastest production-based chassis to ever lap the insanity that is the 12.9-mile Nordschleife, beating out the Mercedes AMG-One time of 6:35.183 set in 2022.

The fastest EV ever was a purpose-built time-attack electric vehicle called the Volkswagen ID.R which ran a staggering 6:05.336 in June of 2019. Boasting a mere 670 hp with a meagre 44-kWh battery pack that was sorely lacking and a top speed of 152 mph (245 km/h) down the fastest straights, Romain Dumas still managed to set the record.

The outright record-holder around the present-day Nordschleife configuration is Timo Bernhard, driving a Porsche 919 Hybrid Evo prototype in June of 2018. He set a time of 9.546.



The  
Lotus  
Evija X

## PEUGEOTEST

1: In which year did Peugeot first participate in the Paris Motor Show?

- A) 1900
- B) 1898
- C) 1920
- D) 1935

2: What was the notable feature of the Peugeot e-Legend Concept introduced at the Paris Motor Show 2018?

- A) Hydrogen fuel cell
- B) Fully electric powertrain and autonomous driving capabilities
- C) Solar panels on the roof
- D) Bi-fuel engine

3: What is the name of the futuristic Peugeot concept car unveiled at the Paris Motor Show in 2022?

- A) Peugeot Vision GT
- B) Peugeot E-Motion
- C) Peugeot Inception Concept
- D) Peugeot Future Concept

4: What was the key highlight of the Peugeot 508 PSE (Peugeot Sport Engineered) introduced at the Paris Motor Show 2020?

- A) All-wheel drive
- B) High-performance hybrid powertrain
- C) Hydrogen fuel cell
- D) Solar panels

5: What was the engine specification of the Peugeot 907 concept car displayed at the Paris Motor Show in 2004?

- A) V6 engine
- B) V8 engine
- C) V12 engine
- D) V10 engine

6: What feature did the Peugeot 3008 Hybrid4, showcased at the Paris Motor Show in 2010, pioneer?

- A) All-electric drive
- B) Diesel-electric hybrid powertrain
- C) Hydrogen fuel cell
- D) Solar charging capability

7: Which Peugeot model, unveiled at the Paris Motor Show in 2012, was designed to cater to emerging markets with a focus on affordability and practicality?

- A) Peugeot 208
- B) Peugeot 301
- C) Peugeot 308
- D) Peugeot 3008

8: Which Peugeot model, unveiled at the Paris Motor Show in 2016, marked the debut of Peugeot's new i-Cockpit interior design?

- A) Peugeot 208
- B) Peugeot 308
- C) Peugeot 3008
- D) Peugeot 5008

9: What special feature did the Peugeot 208 Hybrid FE Concept, unveiled at the Paris Motor Show 2013, offer?

- A) Fuel economy of 1.9l / 100km
- B) 0-60 mph in under 4 seconds
- C) Extremely low CO2 emissions of 49 g/km
- D) Hydrogen fuel cell technology

10: At the Paris Motor Show in 2006, Peugeot introduced the 908 RC Concept. What unique engine configuration did this concept feature?

- A) Front-mounted V8 engine
- B) Mid-mounted V6 engine
- C) Rear-mounted W12 engine
- D) Mid-mounted V12 HDi diesel engine

**Answers on page 8**



## AUTOMOBILES AT THE 1900 PARIS OLYMPICS

The 1900 Summer Olympics, (officially the Games of the II Olympiad), were a chaotic international multi-sport event which was held in Paris, France from May 14 to October 28, 1900. Planned as part of the immense Exposition Universelle, the 1900 Olympics were under-publicized and completely disorganized. The confusion was so great that after competing, many participants did not realize that they had just participated in the Olympics. Although more athletes attended the 1900 Games than the first one in 1896, the conditions that greeted the contestants were abysmal. Scheduling conflicts were so great that many contestants never made it to their events. Even when they did make it to their events, athletes found their areas barely usable.

It is important to note, however, that it was in the 1900 Olympic Games that women first participated as contestants e.g. 32-year-old Hélène de Pourtalès, who participated in the 1-2 ton sailing event aboard the *Lérina*, with her husband and nephew, became the first female Olympic champion.

The concept of the new, modern Olympic Games was still new and travel to other countries was long, hard, tiring, and difficult. This, plus the fact that there was very little publicity for the 1900 Olympic Games, meant that few countries participated and that a majority of the contestants were actually from

France. The croquet event, for example, not only had just French players, all the players were from Paris. For these very same reasons, attendance was very low. Apparently, for that very same croquet event, only one, single ticket was sold - to a man who had travelled from Nice.

Gold medals were not given at the 1900 Games. A silver medal was given for a first place and a bronze medal was given for second. The International Olympic Committee has retroactively assigned gold, silver, and bronze medals to competitors who earned 1st, 2nd, and 3rd-place finishes respectively in order to bring early Olympics in line with current awards.

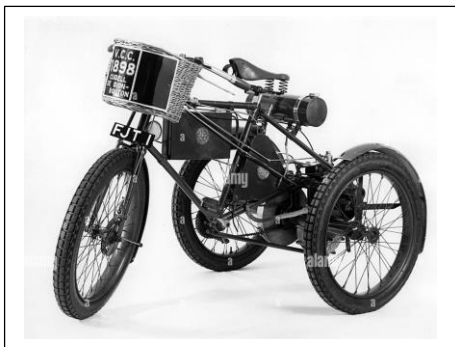
Automobile racing has never been contested at the Olympic Games, even as a demonstration sport, but, at Paris 1900, auto racing was contested during the sporting events held in conjunction with the Exposition Universelle. As it is difficult to know which events were Olympic in that year, some historians do list the auto racing events in their records.

What form did the 1900 event take? It was an 837 mile race from Paris to Toulouse and back which was won by Georges Teste on a 7hp de Dion tricycle. What? Yes, a motorised tricycle.

There were 16 different automobile contests at the 1900 Paris Exposition. The drivers drove from Vincennes to Montgeron, where they departed for the timed part of the race at 3:07 in the morning, with two-minute intervals between the contestants, covering a course from Paris to Toulouse and back, whose distance is

variably mentioned at 1,347 to 1,443 km. The race took place in three stages over three days – Paris-Toulouse, Toulouse-Limoges, Limoges-Paris. Fifty-five (55) vehicles started the three Paris-Toulouse-Paris events, from 78 entrants, but only 21 finished, with 9 cars, 9 motorcycles, and 3 small cars (voiturettes) making it to the finish line, although only 18 had a time recorded.

According to <https://www.olympedia.org/results/925080>, this event was won by Georges Teste, who rode a De Dion motorised tricycle. He finished the course almost 3½ hours ahead of Victor Collignon. Teste received a prize of 2,000 francs, from a total purse of 8,000 francs, and a gold medal for winning. The race was marred by one motorcyclist falling due to a combination of sunstroke and champagne. The temperature during the race was noted to be around 40° C. (104° F.)



The machine probably looked much like this.

At the London 1908 Olympics, automobile racing was on the preliminary program, but the sport was not contested and there have been no moves to include the sport in the Olympic Games since. Until

recently, automobile racing was actually precluded by the Olympic Charter, in which Rule 47.4.2 stated, "*Sports, disciplines or events in which performance depends essentially on mechanical propulsion are not acceptable*," although in more recent versions of the Charter, this distinction has been removed.

(Internationally, automobile racing is governed by the Fédération Internationale de l'Automobile (FIA), which was founded in 1904 and has 244 affiliated members as of 2022.)

The fad for motorised tricycles peaked in 1900, One factor was the lack of banking on tracks which made them increasingly inadequate as power increased. They acquired a range of engines specifically designed for racing, sometimes with multiple cylinders and power outputs of 10-12hp that ultimately reached speeds of 50-70mph.

However, they lacked the stability of four-wheeled vehicles - which came to dominate the field.

## PEUGEOTEST ANSWERS

[Apologies for leaving out the answer to #10 last month. It was "B"]

## JULY ANSWERS from page 6

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

## BELIEVE IT OR NOT –

Two clocks with 13 foot long pendulums which were built in 1676 are still working today – in the British Museum and Greenwich Observatory - and are accurate to two seconds a day!

## ROADSIDE CHARGING

By Paul Ridden

Back in March, not only did Gravity Technologies open the fastest EV charging station in the US, but the company also unveiled a super-quick curb-side charger. Now a new on-street system has been revealed that will see "DEAP Trees" raising the charging game.

Rolling up to a fast-charge station is getting easier for drivers of electric cars, but topping up at home is cheaper and more convenient. Unless you don't have a driveway or garage outside your house, which is where curb side solutions come in.

Though on-street charging already exists in one shape or another, they are still relatively rare. Gravity is eyeing a near future where tens of thousands of parking spots on US streets will have an adjacent charge point – and is "striving to develop a network of on-street DEAP charging more expansive than Tesla's current Supercharger network."

The company has partnered with Rangr Studio for the design of a system that gets around potential pain points – such as tripping hazards, preventing or restricting access or potential vandalism – of existing setups.

Right now, American cities are choosing the curb side charging that drivers will use for decades to come," said Gravity founder and CEO, Moshe Cohen. "Unfortunately, many are looking to obsolete overnight Level 2 charging with cables that clutter sidewalks and that don't fit the needs of urban EV drivers. EV drivers require and deserve so much better."

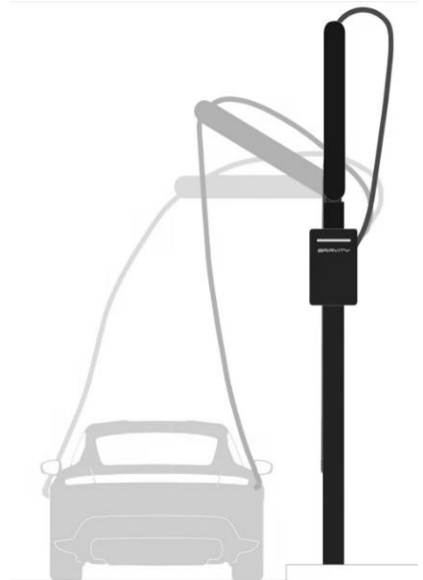
The DEAP Trees essentially mount Distributed Energy Access Points to posts positioned at the curb side. The charging cable is held above street level by a hinged swing arm, with the EV driver pulling it down to plug in and

releasing it at the end of the fast-charge session for automatic retraction. Gravity says that the solution doesn't require utility upgrades, and offers 200-kW charging for up to 200 miles of range in 13 minutes or just 5 minutes at 500 kW.

"With even partial adoption by American cities, this product alone could quickly become the largest fast charging network in America, eclipsing even the Supercharger network," Cohen added. The DEAP trees can add 200 miles of range to a street parked EV in 13 minutes at 200kW or 5 minutes at 500kW.

The solution is reported capable of serving any EV make or model, is suitable for metered and residential parking areas, and could help with grid resiliency thanks to bidirectional readiness. It's also designed to host other smart city tech like LED street lighting, 5G/public Wi-Fi, environmental sensors, public address systems, and traffic cameras.

Source: Gravity Technologies



Will we see these EV charging trees here one day?

# ELLERSLIE CLASSIC CAR SHOW

**June 2024**

Hi Everyone,

## **Feedback from clubs and the AGM**

We asked for feedback on the last event, and we got it – thank you to everyone who responded. The committee has been addressing the feedback, which generally fell under the following headings:

### **50/50/50 Competition**

Feedback centred around members wishing to see older cars and younger entrants in this competition. The Organising Committee set up a subcommittee to address your concerns and sought further feedback by way of a Questionnaire to committee clubs. The results backed up the feedback. As a result, the 50-50-50 competition will be renamed the 30-40-50 to make it even more attractive to a younger demographic. There will be no maximum age limit for the cars but it will focus on earlier (i.e. pre-2000 cars) because of the difficulty in judging older classic cars compared to later models, particularly under the bonnet. The judging system will give more points to the older cars and the younger the entrant. The website and application forms are being revised at present to keep a lookout on the website for more details.

30-40-50 stands for:

- Cars over 30 years old
- Entrants under 40 years old
- Maximum spend on car including purchasing price is \$50k

## **Tours d'Elegance**

The MG Car Club has done an excellent job of running the Tours d'Elegance on the Saturday before the show and we thank them for all their work on this successful event. In its heyday it attracted hundreds of cars but in recent years the numbers have been dwindling. Feedback from the AGM was that most clubs were focussing on the Sunday show and therefore it has been decided to drop this event from our calendar.

## **Site Condition**

The condition of the site in the southern portion of the show was poor. We apologise to clubs who had to contend with the poor state of the pavement in this area and the ensuing dust whipped up by the wind. This area of the site will be avoided next year. We will be continuing to arrange clubs in countries of origin and because an American club (Mustang) won the Teams event in 2024 and is therefore host for 2025, other American clubs will follow them to the vicinity of the host club site, which will be repositioned to the location of the old Winners Circle

## **Public Address**

We always get feedback on the public address, some saying that it is too quiet and some saying that it is too loud. The Chairman of the Organising Committee will personally get involved with the setup of the PA system on the Friday and the testing and sound checking then to ensure that we have the best coverage over the whole site

Keep an eye on our website:

[www.concours.org.nz](http://www.concours.org.nz)

and our Facebook page:

<https://www.facebook.com/EllerslieIntermarque>

and share, share, share!

The more people through the gate the better the show will be

**Help us make this the greatest show ever.**

Ellerslie Car Show Committee

## ROAD SAFETY - HOW DOES NZ COMPARE?

ROAD DEATHS PER MILLION  
POPULATION – AS MEASURED  
IN 2019

### **Road safety statistics: best to worst**

Road safety varies enormously from country to country – some places see very few fatalities on the road, others suffer large numbers each year. Based on 2019 data collated by the UK's Department for Transport we've listed the safest countries first, with those that saw the highest road deaths towards the end of this slideshow. Note that the international comparisons of road accidents data are based on 38 selected countries in Europe and worldwide with comparable data.

**#38. Most safe: Iceland** (17 deaths per million population) Despite changeable and often adverse weather conditions, along with dramatic and potentially hazardous landscapes, Iceland has a good record of road safety with only six fatalities recorded in 2019. With a population of a little over 360,000, this equates to 17 deaths per million. Off-road driving is forbidden here and only 4x4 vehicles are allowed on its more challenging mountain roads. Other laws include headlights being switched on at all times and a maximum speed limit of 90 kilometres per hour (55.9mph) on paved rural roads.

**The Most dangerous: USA** (110 deaths per million)

The USA saw the highest number of fatalities from road accidents in 2019, at 36,120 deaths. That's around 110 deaths for every one million of its citizens. According to state-by-state analysis in 2019, South Carolina had the highest death rate per 100 million miles (160 million km) travelled at 1.73, compared with Massachusetts, the lowest, at just 0.51. It also found 45% of motor vehicle crash deaths in 2019 occurred in rural areas.

**Where did we come? 7<sup>th</sup>  
Highest with 72 deaths per  
million.** (Australia 22<sup>nd</sup> & UK 34<sup>th</sup>)

## PECULIAR PROBLEMS

by John Grant

Over the years I was working on Peugeotots – and other models - I came across three instances where no logical explanation was found for a failure to start.

For instance

[1] I had a customer with a fuel injected Peugeot 405 which behaved perfectly normally until she tried to drive up the hill just north of Orewa. There were three or four occasions when the engine just stopped going when half way up the hill. Naturally she called the AA – which naturally took a while to arrive, by which time the car had decided to start and behave normally. She used to drive up and down to Wellington regularly and the car never misbehaved anywhere else.

[2] I also encountered a Mitsubishi in the 1980s which consistently died every time the owner drove underneath the main power cables which cross the southern motorway near Drury. He eventually found that if the traffic was clear enough for him to really speed up, he could get through the problem stretch.

[3] When the MGF model first came on the market, many – but not all – found it wiser not to park at St Lukes because the engine management system would fail to start. However, if the car was close enough to be pushed to a sloping off-ramp, once it was out of the parking building it would be fine. I never heard of the problem occurring in other parking buildings.

Has anyone any similar stories to retell?

## PEUGEOT SABOTAGE in WW2

During WW2, French production figures show an increasing majority of 'industrial' vehicles, which were used for war. There were still 100,000 private cars produced in France in 1940, but this figure crumbled down to just 2,700 in 1942 and 20 in 1943 before lifting slightly to 150 in 1944. But truck production went from 25,000 in 1940 to 45,700 in 1941 and 36,300 in 1942 before falling as well.

Many cars (Peugeot 202 and 402) and light trucks (Peugeot DMA, DK) were produced: between 1941 and 1944 and Peugeot delivered to the Germans 12,500 Peugeot DK5, 15,300 Peugeot DMA

and about 15,000 Peugeot 202 and 402.

However in 1944, only 10,000 vehicles came out of French factories, equivalent to the production level reached around 1910. Searching into how each French manufacturer handled the German occupation unveils some fascinating stories...

Several times during World War II, Great Britain's Special Operations Executive (SOE) proved that covert operations could be more effective than a direct approach. One of the most effective of these operations was the 1943 attack on Peugeot's Sochaux factory in occupied France.

This was one of the most impressive industrial facilities in Europe. The Peugeot car factory sprawled across acres of land and employed over 60,000 people. It even had its own power generation facilities, so that if the grid failed elsewhere, production could keep going.

Soon after the fall of France in 1940, the Germans took control of the factory. The Peugeot family would still supervise work, but they would be forced to do so in service to the needs of the Nazi regime, churning out tanks and planes.

The Peugeots trod a fine line, trying to keep their staff employed while helping the Vichy and German regimes as little as they could. They transferred almost half of their workers to lumber sites, road sites and farms, assisted undercover workers and Resistance efforts.

Low-key sabotage efforts saw six out of every ten vehicles



emerge from the factory with faulty clutches.

Still, the factory kept producing large volumes of war material. In the spring of 1943, skilled workers were assigned to build parts for a secret project, the V1 missile. For the British, it was more critical than ever that the plant be taken out of action.

Responsibility for the job was first given to Chief of the Air Staff, Charles Portal, and his head of Bomber Command, Arthur Harris. They were men who believed in brute force over sophistication, leading to the carpet bombing of German cities. Now they brought a similar plan to the Sochaux problem.

On the night of July 15, 1943, 165 Halifax bombers followed Pathfinder target-marking planes in a bombing raid against the plant. The Pathfinders dropped their flares, the bombers used them to target the factory, and the night was ripped apart by the sound of hundreds of bombs laying waste to the area below.

The pilots came home full of reports of their success. The Peugeot plant had been flattened. They slapped themselves on the back for a job well done.

Then came the reports from the ground. The flares had fallen short, drawing the bombers to the wrong targets. Instead of flattening a factory, the Royal Air Force had hit four nearby villages, killing 125 civilians and seriously injuring 250. Only 30 stray bombs had hit the factory, to little effect.

Fortunately, SOE had another plan in mind.

Earlier in the year, an operative named Harry Ree had parachuted

into France. Even by SOE standards, Ree was a curious character. Originally a pacifist, he had taken up arms in response to Germany's treatment of Jews, as his father was half-Jewish.

Dropped into occupied Europe in spring 1943, by the time of the air raid, Ree was staying with Resistance members in Besançon, near Sochaux. He watched the air raid from his host's garden and heard about its disastrous aftermath from witnesses.

Daringly, Ree phoned Rodolphe Peugeot, told him who he was, and explained that they had two choices – sabotage the factory or see more bombing raids and civilian deaths.

At first suspicious, Peugeot was persuaded of Ree's identity by a radio message from London. He was reluctant to see his own factory sabotaged, but Ree convinced him that it was the best way to protect local civilians. Once convinced to accept this, Peugeot became an enthusiastic supporter of the mission.

Peugeot provided Ree with plans for the factory and contacts within its staff. Ree took a tour of the plant in disguise, planning for the attack. Stocks of incendiary devices and limpet mines were parachuted into the region by SOE and stockpiled inside the factory, under the very noses of the Germans.

The attack would be led by Pierre Lucas, as sending Ree in was too risky. The first attempt had to be postponed thanks to an encounter with German guards, who kept the team of factory workers busy with a friendly game

of football, unaware of their real reason for being out after hours.

On November 5, Lucas's team made their second attempt. They slipped into the factory after dark, avoided the guards, retrieved the explosives, and waited tensely until eleven at night.

Then they planted the bombs in line with Ree's plan, designed to cause maximum destruction. After nearly an hour's work, they slipped out of a back door, shook hands, and scattered into the night.

Just after midnight, the first explosives went off. People in Sochaux were awakened by a series of staggering explosions that hurled steel doors eighty feet into the air. Fire swept through the wreckage, leaving only blackened ruins.

In the days after the attack, Ree and his team kept up a sabotage campaign, attacking further industrial facilities and even destroying replacement parts for the Peugeot plant.

Another dramatic sabotage act happened later in November 1943 when two pressing plant compressors were destroyed. They were replaced by a new auxiliary compressor which was fenced in and had a guard on duty. Two workers approached the guard carrying a large canvas cover and said they had orders to cover it to protect it from attempted attacks. The guard let them in and did not notice when they placed a live magnetic charge against the machine. Half an hour later the compressor and cover blew up.

The attack put the factory out of use for long months and gave SOE the evidence it needed to stop bomber attacks on the area, saving

civilian lives. The Peugeots were questioned by the authorities but managed to cast off suspicion against them.

[What happened in Renault factories during the war remains to this day highly controversial as it was the basis of the complete expropriation of the company by the French government in 1944 on the official excuse of collaboration. Louis Renault prevented the Germans from physically moving his factory and equipment to Germany, thus saving its company from displacement and absorption by Daimler-Benz, and put his factories at the service of Vichy France, which in however meant that he was also assisting the Nazis.]

## FACTS ABOUT THE PEUGEOT 177

The Peugeot Type 177 B was a mid-range car produced between 1924 and 1929 with a fiscal horsepower of 10 CV, and a wheel base of 2670 mm.

The car was derived from the Peugeot Type 173, from which it inherited its mechanical components and with which it shared both its overall dimensions and, when launched in 1924, its 1,525 cc ohv in-line four-cylinder engine. Claimed maximum power output was 29 hp at 1,900 rpm.

The car was available in three different equipment levels, designated B, BH and BL. A year after the launch, in 1925, of the Type 177, the Type 173 was

delisted and the newer model took its place.

Also in 1925 the company launched the Peugeot Type 181, broadly similar to the 177, but with a slightly larger 1,615 cc engine for which a maximum power output of 30 hp and maximum speed of 75 km/h (47 mph) were given.

At the end of 1926 production of the three original versions of the 177 B came to an end. 16,039 had been produced. A replacement 177 was launched at the start of 1927, in the shape of the 177 M. The 177 M of 1927 was of particular interest because of its transparent roof, a feature which would become widespread as an option on many cars only some 50yrs later.

This was replaced for the 1929 model year at the 22nd Paris Motor Show in October 1928 by the 177 R. The wheelbase was slightly longer at 2695 mm. Shortly afterwards the power unit was also changed, new cars featuring a smaller engine of 1,393 cc. This distanced the 177 from the more powerful Peugeot 181, leaving the new Type 177 with a maximum power output of only 25 hp, which was nevertheless sufficient to support a listed top speed of 70 km/h (44 mph).

The 177 and the more powerful 181 were commercially successful, with more than 40,000 177s produced. The 100,000th Peugeot produced was a Type 181, which was also one of the last cars produced at the company's Audincourt plant. Type 181 production continued until 1928, by which time 9,259 had been produced.

The Type 177 continued to be offered for one more year, powered in its final year by the larger 1,615 cc engine hitherto reserved for the Type 181. By the time Type 177 production ended in 1929, a further 18,202 had been built.

*Brent has asked me to provide a story on my own 177B. I hope this will be of interest to fellow Peugeot owners. Barry Barnes*

## 1924 Peugeot Type 177B Torpedo

by Barry Barnes

I left school in December 1958 with a long held ambition to find a vintage car to restore. Mooching around the Invercargill environs over the next few months did not result in any finds of note until we came across a 1924 Studebaker carefully covered up on a suburban front lawn.

The owner said it was not for sale but he did have a 1924 Peugeot in need of restoration he would sell. This was quickly acquired as a family project. We joined the Vintage Car Club and my younger brothers and I set to dismantling it.

My Dad was in on the project too, largely in a financial role and 6 months later he bought a complete 1915 Humber that had previously been rallied but needed some repairs and shortly afterward my brother bought a job lot of 3 veteran motorbikes. At this point the Peugeot devolved to me.

A little bit about the car. It has a 1525cc side valve engine, 4 speed gearbox with torque tube drive to a worm drive back axle suspended on long cantilever springs, with conventional semi elliptic leaf springs in front supported with Houdailles friction type dampers all

round. 4 stud Michelin disc wheels are fitted of the Bibendum type and tyres are 45cm sizes 12x45 or 13x45, very hard to get. If anyone has some surplus ones in their shed, I would be glad to get them!

The radiator has a very large capacity for water and there is no water pump, water circulating on the thermosiphon principle. It works well, never overheating. Carburation is by a side-draft Zenith 16HAK carburettor which is mounted directly above the steering box and is such a tight fit that a portion has been shaved off the steering box casting so it can bolt up to the inlet manifold cast as part of the exhaust manifold. (The original design and most production was of course left hand drive and had no such problem) It has a Ducellier dynamo which also acts as the drive to the distributor, a modification made before I got the car, replacing the original magneto.

The 4 speed box has an unusual pattern with 1<sup>st</sup> right and up with reverse engaged by lifting the knob and sliding straight through. At least one previous owner thought it only had a 3 speed box not realizing low was there. Low gear was very badly worn and was initially built up with a work hardening welding rod and hand filed. This was not totally successful and some 30 years later a new gear was made and welded to the cluster after turning off the remains of the old gear.

The clutch is a multiplate affair running in the engine oil and has always been problematic either not releasing or slipping under load. For years the technique was to start the car in gear with foot on the clutch thus forcing the plates to separate. When the oil was warm it was not so bad so a quick snick into top then a quick shift round the corner to second and away we went. Latterly after dismantling the clutch again and checking things out I have been running the car on a motorcycle oil as used in bikes running clutches in engine oil and this has substantially improved things.

The motor has a beefy 2 bearing crankshaft running on ball races with splash lubrication. The flywheel ring gear serves to pick up the oil and fling it into a funnel arrangement and is thence piped to the big end troughs. All very simple and effective.

The engine is rated at 10CV and possibly develops 20 bhp. Not exactly a road rocket but it is surprisingly perky and maintains a speed on the flat between 40 and 45 mph with perhaps another 5 to 10 miles per hour available in favourable (like downhill) conditions, though not wilfully driven at such a speed. Uphill gradients produce a fairly rapid drop off in speed but 2<sup>nd</sup> gear will handle all but the very steepest roads, while 3<sup>rd</sup> will handle road undulations that it won't manage in top.

Brakes are on rear wheels only and are surprisingly good. There are 4 shoes in each drum which are reasonably wide and about 12 or 13 inches in diameter. Both hand brake and footbrake shoes are lined so both can be used together to, for example, aid downhill retardation.

When purchased it was in a very shabby condition requiring replacement of the main timber runners for which I used Southland beech and I had a coachbuilder rebuild the woodwork for the rear tub but could not reuse the panel work for this area either, so a whole new panel was made by a local panel beating firm. Although the guards were in terrible condition looking as if they had been used as bumpers for many years they are still the original ones albeit with a fair amount of filler!

The windscreen had been replaced with a heavy wood frame affair so my mate made up frames out of old Austin and Morris ones trying to copy as best we could what we could see from a very small photo of a Peugeot in the car park behind the main subject of the photo after spotting it in a Veteran and Vintage magazine. Prior to that we had no inkling of what it looked like and even so it is

not quite right. There should be no metal framing going across the bottom of the top portion. The glass should extend below the join and overlap the bottom piece. The opportunity was taken to fit an accessory rear windscreen I had acquired. It has a fixed mounting whereas it is more common to be mounted on hinged arms that allow the screen to be drawn toward the passengers and I had also obtained one of these of Auster manufacture but when extended and locked into place the passengers would be crammed between the windscreen and the hood with noses against the glass! It was not wasted, however, being fitted to Dad's Humber for which it was just the right size.

There were only fragments of the original upholstery left but sufficient to determine the pleat size and copy the original design for the door panels, in particular the way the upholstery comes around over the top of the doors. The original padded dash was replicated and the missing clock and speedo replaced with Jaeger units from a Rover in the local wrecker's yard along with two dash lights from a vintage Nash just about identical to the one remaining unusable unit.

We had no idea of how the hood should look. It has a steel frame (made in England) so fortunately I only had to make a new wooden front bow out of laminated beech. The upholsterer who did the trimming also did the hood and really neither was up to scratch but are still with the car 60 years later.

After the original burst of enthusiasm, we got waylaid with work on the Humber, the motorbikes, and other vehicles including the 1925 Studebaker purchased in 1963 as my first car for everyday transport. Still have it too!

With the advent of the 1965 "Haast" International Rally work began in earnest and it duly took part. It was extensively rallied early on with one trip from Invercargill to Blenheim and trips from

Invercargill to Timaru several times in the days when you could easily drive an old car on State Highway 1 without incident or anxiety - all but impossible in today's traffic. At various times over the next 50 years it was mothballed while a move to Timaru, other projects and the raising of a family meant it could not be given the attention it needed. It did, however, get a bit of a makeover in the mid-90s to take part in the 1996 International Rally which saw it make its way from Christchurch to the West Coast and back carrying my wife and me and my parents. Somehow we managed to carry our gear too with the aid of a running-board carrier.

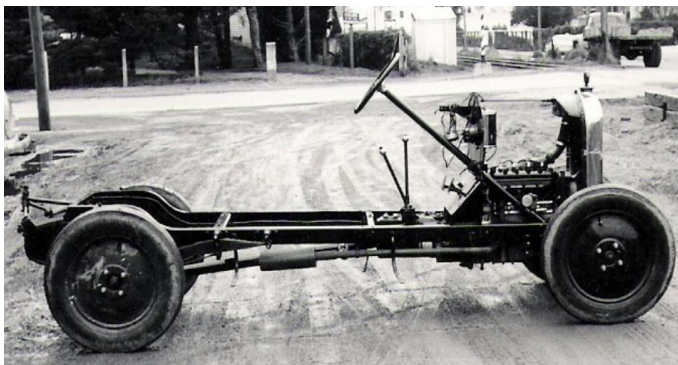
A couple of years ago I realized it had been lying fallow for over 10 years and decided that with my approaching 80 years of age, I had better make an effort and get it going again. In the usual pattern of things, I found that as well as the little jobs I knew needed doing, many more surfaced that extended the time it took. It was great to finally get it going again and my wife and I have enjoyed taking part in Club events with it again now finding it's often the oldest car present.

It is a rare wee car with no others in NZ. I am aware of a couple of unrestored ones in Australia, restored ones in Norway, Sweden and France while examples have turned up in auctions in the UK and USA the latter being a boulangerie van. Most of these are left hand drive.

Because mine has right hand drive, I think it was assembled in England before coming to New Zealand and the Coventry manufactured hood frame lends some credibility to that viewpoint. An old cigarette card that I have in an album given to me years ago features a different model Peugeot of about the same year and makes the statement that Peugeot cars are fitted with the best quality English bodies but also that French standard bodies are also fitted, and my car seems to have a similar body to those

mentioned above, so who knows? It is quite feasible that the standard French bodies may have been imported in basic form and completed with English fittings such as the hood frame.

I find it good fun to drive once you are acquainted with its little quirks and hope to drive it for a few more years yet, though ultimately the plan is my eldest son will end up with it. *Barry*



## HELPFUL HINT

If your 307 headlight lens are a little bit dim, I have a solution.

Turtle wax have a \$38.00, 2 in 1 product in a green plastic bottle; **NOT** the \$64.00 2 bottle kit.

Repcor and Supercheap both sell the product.

Apply the solution with a soft microfibre cloth as directed and the product works a treat.

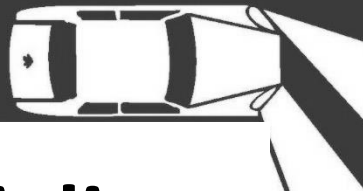
If you do one headlamp at a time you will notice the difference, one compared with the other. Stand back and you will see a vast improvement!

*Steve Cornwall*

*Paihia*



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### TECHNOCAT

Old cars can have remarkable second lives.

This 'sculpture' is part of the annual Glastonbury Festival in England.

The photo was sent by Reay Grant who is at the Festival again as a sound engineer.



## WOMEN'S WORK?

Men weren't the only ones fighting battles and running castles in the Middle Ages. Nicola de la Haie was a noblewoman at the turn of the 13th century who inherited the titles of Sheriff of Lincolnshire and Constable of Lincoln Castle from her father, and twice defended Lincoln Castle from a siege. Though the aging and widowed Nicola tried to retire in 1216, King John convinced her to continue her duties for another ten years.

## MEMORABLE SAYING

**Diplomacy** is the art  
of telling **people** to go to hell  
in such a way  
that they **ask for directions.**

– *Winston Churchill*



Seven Mile Bridge  
in the Florida Keys.

## The Peugeot 177B





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