



Peugeot Car Club (Auckland)

Peugeototex[©]



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Front cover – new e-Expert Hydrogen van appearing 2021; p13
Above – Mike Grant today

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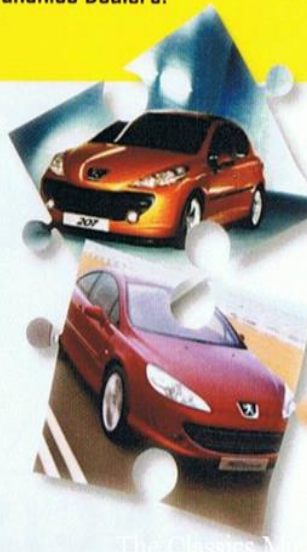
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COMING EVENTS

peugeotclub.org.nz

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

July 11 – Sunday 12 noon – Bastille
Day luncheon

August 8 – AGM

October 25-30 – Targa NZ

THOUGHT FOR THE MONTH

Never make fun of someone who
speaks 'broken English.'
It means they know another language.



PLEASE REMEMBER

OUR P O BOX NUMBER HAS CHANGED

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

PRESIDENT'S RAMBLE

Going to make it short again. A select few of us have attended recent events – The Caffeine and Classics which Andrew has written about elsewhere in this magazine and the Pub Quiz night at the Horse and Trap in Eden Terrace (Little Joe – the club team was a prizewinner – you will have to read elsewhere to find out how – I have no idea if the report will make this magazine or the next – we will all have to wait and find out!). John Cooney and I were the only ones to make it to both. We (that's a Royal we – in reality John) have also been busy organising Bastille Day luncheon (and I don't mean the cheap sausage) with Citroen, this time to be held at the Vintage Car Club rooms in Fairfax Avenue in Penrose. I hope to see a few of you there in that I hope a number of you make it and I hope I make it. I have a job I may or may not have to do that day.

On that subject of the Vintage Car Club rooms we will again be holding our AGM there and again I would like you to consider the following;

- Please if you have a trophy please give it back to a committee member, it is time

to collect them for the next name to be engraved.

- Please consider the committee – to state the obvious a couple (or so) of members are no spring chickens, our Vice-president is doing a lot at the moment on the clubs' behalf and of the other three members two of us have had a terribly busy time with work recently – I personally have never been under so much pressure as I am now and then a third does shift work and can't make every meeting we have. Please show your smiling faces – there usually isn't a lot of work to be done but having a little more spread of the load off John (at the moment), the President and Secretary would be appreciated, not to mention maybe some new ideas.
- I do not want to look but if you revote me in I will be heading into the 12th year of being President, something I never aspired to, something I possibly never wanted but I will admit to enjoying the creative writing with my Ramble that it has given me. I am equally however more than happy to be voted out and just contribute articles and reports from time to time as I tend to do anyway.

Will leave it at that, see you all soon.

Brent

COMING EVENTS

Sunday July 11	Bastille Day celebration with Citroen from 12 noon at the Vintage Car Club Rooms in Fairfax Ave, Penrose Cost \$40 per head, BYO. This must be paid in advance to the club as exact numbers are needed. Please contact John Cooney to give him your names and assure him the money has been paid into 12 3069 0209308 00
August 8	A.G.M. – Vintage Car Club rooms in Fairfax Ave, Penrose
October 25-30	Targa New Zealand
	Pride of Ownership



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JEANETTE'S JOTTINGS

Believe it or not, but in Scotland during the pandemic lockdown, getting a haircut was not deemed an essential service - but getting your dog groomed was!

The newly approved Vineyard Wind 1 project off the coast of Massachusetts adds 800 MW generation, and is expected to create around 3,600 jobs in area constructing 84 turbines around 12 nautical miles (13.8 mi or 22 km) off the coast of Martha's Vineyard. They will be spaced at least one nautical mile (1.8 km or 1.1 miles) apart and will be installed in an east-west orientation. Vineyard Farm is expected to start delivering enough energy for up to 400,000 homes in 2023.

**With a population just under 5 million,
New Zealand has 5.3million cars!**

Researchers in Singapore investigating some unusual ancient coral structures known as "microatolls", have discovered evidence of the slowest earthquake ever found. It lasted 32 years!

Popeye the Sailor's passion for spinach was based on a misplaced decimal point in an 1870 set of food tables which made it appear that spinach had ten times more iron than other vegetables.

The earliest known legal text was written by Ur-Nammu in Mesopotamia about 2100BC. It dealt with compensation for bodily injuries and the penalties for witchcraft and runaway slaves.

Doctors studying the patterns of disease in Utah, have found that Mormons – who abstain from alcohol, tobacco, tea and coffee – are nearly 40% less likely to get most common forms of cancer.

**If your brothers/sisters are your
siblings, your nieces/nephews are
your niblings.**

The Great Wall of China was built around 215BC when the first Chinese Emperor, Qin Shi Huangdi, used convict labour to link up long stretches of much older walls. It has been rebuilt many times and the present one dates from the Ming dynasty 1368AD to 1644AD.

In the first World War, no Allied pilots were ever equipped with parachutes – although by 1918 German pilots were using them to save lives. Why? They were so unreliable, they preferred to have none.

The terms 'hardwood' and 'softwood' have nothing to do with actual density. A broad-leaved deciduous tree is a 'hardwood' – even one like balsa. An evergreen is a 'softwood' even though some – like yews – are very hard.

The largest living organisms on Earth are trees. Giant redwoods can weigh over 2000 tonnes.

A Paraguayan stamp printed in 1932 started a three year long war which killed 100,000 men. Why? It had a map showing disputed territory as all belonging to Paraguay.

The Vatican City's Swiss Guard still wear a uniform designed by Michelangelo early in the 16th century

CLASSICS AND CAFFEINE. SMALES FARM 30TH OF MAY 2021

I have attended the end of month Classic Car get together a number of times and taken the Peugeot 504 once before, so when Brent suggested at the Brit Euro Show that we assemble early and enter as a convoy I was interested.

Arriving at the appointed time only to find Brent and his 505V6 waiting and no one else, we waited and discussed the details of each car, Brent making amusing remarks as to the amount of dirt on the 505 and where it had come from!

We decided that the total Peugeot representation on this cold morning with threatening skies was 2, so we headed into the carpark at 9am to find that there were already 100 plus cars there. We lined up together and Brent went off for a coffee. I started to walk to examine the range of cars –from Alfas to VWs and everything in between, Copycat E type Jaguars to 2 wonderful old MGs and more Americans muscle and Australian Holdens, over 20 Minis, good turnout of seven Citroens including two very well presented 2CVs

The Carpark filled very quickly but still the cars entered - overflowing to the north carpark – I estimate 200-250 cars by the finish.

The Peugeots looked the part with a lot of interest shown- with the usual comments *I haven't seen one of these for a long time* or *My Grandma had one from new and was still driving it in her 80's*". The show brings some wonderful knowledgeable people together. One interested person, in discussing the 504,

remarked that he had spent 30 years at Campbell Motors and had worked on both the 504 and 505 models - also parting with some gems of knowledge on issues or problems they encountered.

The car of the show for me was the Alfa Romeo 2600SZ- a 1965 Zagato designed car – right hand drive coupe – looking absolutely fantastic. (see below) The owner had his friend park next to him in a Lamborghini Espada- magnificent vehicle – all of the V12 noise, 3,9 litre engine- one of 3 Lamborghini on show.

There are always some cars that get the emotions going- a beautiful light Blue 1969 Alfa Romeo Guilina, or a 1990 Fiat Coupe, or the Lancia Fulvia or the latest Renault Cup car or the well-presented Black 65 Jaguar MK 2. Replica Rally cars – Mitsubishi "Tommi" Evo, Possum Bourne Subaru 555 WRX, the latest Toyota Yaris and Subaru Sti WRX - all featured.

The show is a great meeting place and I continued to be amazed at the number of Cars that get presented each month. You need to be there.

Andrew Corbett





TRIVIA NIGHT AT THE HORSE & TRAP

PRESENT; John Cooney, Brent, Dianne & Tom Druskovich, Jeanette Grant, Shayne Mathieson, Greg Winkley, SooLand Wong - and Greg's neighbour John who acted as our secretary.

For those who have never been to one of these evenings, it is necessary to book in advance as each team is seated together so the venue is full without being overcrowded. However, it was very noisy – and warm. Our team again used the name 'Little Joe' – which of course you will recognise as a play upon the word 'Peugeot'.

Not everybody ordered a meal, but those who did seemed happy with their choices and got value for money.

The questions were read out by the compere but were also visible on four screens placed around the walls. For many of them, there was a musical (or unmusical) accompaniment.

The questions are arranged in eight groups of ten, each with a different theme. Each team has a booklet in which to enter their answers and each group of questions are answered, torn out and marked before the next commences. The whole contest takes just over two hours. A running total is visible with prizes for the eventual 1st, 2nd 3rd and 2nd to last places.

WE CAME 2ND TO LAST!! Our prize was a bottle of wine which will be brought along to the Bastille Day luncheon.

We could have done with some younger members if we had any hope of being among the top placegetters as a very high proportion of the questions referred to modern 'music', recent movies or current sporting heroes.

However as a once a year event, it was different and interesting, while the competitive element in our case, worked in reverse.

RECENT MAIL

Hi

I have a Peugeot 505 V6 going in the Webbs auction's in Auckland on the 27th 6 2021. lot 51. Let people know

And also I have 4 old Peugeot 505 rims. Not for the V6 model. if any one would like them they can send me and email. The Tyers on the rims do need to be replaced
cheers

Lance Dowson
lance2@outlook.co.nz
ph 02102265972

Hi

I've got a 2002 206gti, I'm stripping the interior out which I'm wondering if any one would like. It's leather and in really good condition.

Look forward to hearing back
Regards

Grant Johnstone
Grantscars1@gmail.com
ph 0275353066

DRIVING IN THE MIDDLE EAST

The following article has been written by a foreign correspondent who wishes to remain anonymous.

I was asked to provide my comments on driving in the Middle East. My first comment is that there is no such thing as driving in the Middle East - each area is at least as different as it is similar. The wildest driving I have seen is in Egypt or Jordan but Central Asia, specifically Turkmenistan, has by far shown me the worst roads I have ever seen.

Currently I live in a regional town in Oman. The conditions here are quite different compared with the capital, Muscat, only 250km away. I know that my driving will have to readjust when I return to New Zealand. I have had to become a faster more aggressive driver to survive on the roads here - a style which is not appropriate for New Zealand laws or conditions. Turns out the left hand / right hand drive thing takes a bit of adjustment too. Indicators, I will have to start using them again too.

Here are a few thoughts on my driving experience:

- It is an accepted fact by many people here that, if you are not VERY close behind the next vehicle flashing your headlights, they couldn't possibly know that you want to pass - it happens often and does not reflect how quickly anyone is travelling. On

the whole people are quite good at pulling to the side to let the faster cars through. However, nose to tail accidents are extremely common. The worst offenders of this behaviour are drivers of white Lexus' and drivers of the very smallest hatchback of any brand - this started as a personal theory but I think I've now gathered enough evidence to call it a scientific fact.

- Speed is a factor in daily driving. On many of the larger roads, the speed limit is 120kph. The accepted allowance for speed is 15km with a 15km band. So generally, if you don't want to speed you drive at 134kph but if you do want to speed you will usually drive 149kph. The ticket in this range is only OMR10 or about NZ\$35 - not enough pain to slow many people down. The next range is 150 to 180kph and the ticket is still not expensive. There are some really fast drivers here. On the slower roads the speed limit is either 40kph or 60kph, so people generally drive at about 75kph - except Friday morning. On Friday mornings people drive at 20kph.
- In my area you can enter or exit the motorway anywhere you like (provided no physical barrier). One must keep their wits about them, cars and trucks can come out at you from anywhere or vehicles can cross 4 lanes at 140kph to exit onto a dirt verge between 2 trees. It is unbelievably common for people to try to enter the motorway from an unofficial entrance right before an official exit - the chaos as people merge on (usually slowly) as others

are crossing lanes to get to the exit (usually at speed) is something that has to be seen to be believed - but somehow it works.

- It is also normal for people to stand on the side of the motorway to flag down taxis, taxis also drop people off anywhere on the side of the motorway. It is extremely common for pedestrians to cross the motorway, night and day. When I say pedestrians they may have a bike, a wheelbarrow, a mattress or a 20kg bag of rice with them. Sometimes they would have just got out of a taxi or a bus and it may be 20 people trying to cross at once. Once you've been here a while you know the favourite places for pedestrians to cross and you know where to be extra alert, especially at night.
- Animals are another common driving hazard. Where I live the common animals on the road are cats, dogs, foxes, goats, donkeys and camels. Donkeys are by far the smartest and are very rarely hit by vehicles. The dogs are more road-smart than the cats. A fox will not damage your vehicle. Goats are stupid and regularly killed. Camels are big and when hit by a vehicle can be propelled upwards, land on a car roof and kill its occupants. Do not hit a camel - they're also very expensive and you (your surviving relatives) may have to compensate the owner. Comments on road-smartness of animals, also now a scientific fact.
- Indicators are considered a sign of weakness so rarely used. One can never guess where, when and how another vehicle may turn.

Confusingly, both indicators / emergency lights are regularly used - there is a common courtesy that where you need to slow down because of traffic or something else everyone puts on their emergency lights so everyone behind knows to slow down. I would have thought it equally courteous to let others know when you are turning - wrong.

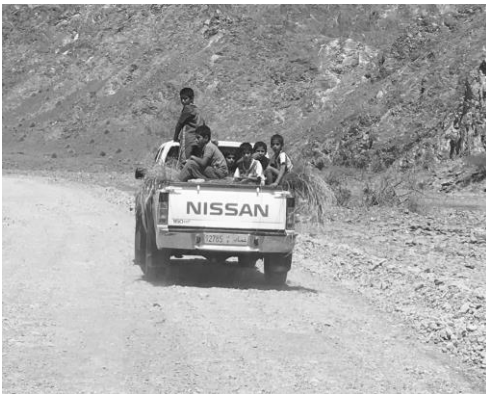
- One can't live anywhere in the Middle East without knowing when it's Ramadan. Between 3pm and 6.45pm during Ramadan is the single most dangerous time to drive every year and should be avoided if possible. Fasting (food and water) generally commences at about 4am and finishes at about 7pm, depending on the time of the year. In those last few hours before the break of the fast the statistics show that driving is significantly impaired, the accident rate hugely increases. Don't put yourself in God's hands during this time.

So, with all that danger, why would anyone drive? Well firstly, kind of like Auckland but not, everything is spaced out here so without a car life is extremely limited. Because of the space the risks of all of the above hazards are significantly reduced. Much of the time I am driving on a pretty good quality 3-4 lane (in each direction) road with not too much other traffic. If there's a problem, there's usually space to safely move to. When the roads aren't good, they are very narrow with buildings and people close either side, sometimes only wide enough for one or one and a half cars or they are dirt tracks. When this is the case there is

no option but to drive quite slow and safe. The quality of cars is pretty good here and once a car is 10 or more years old it must receive an annual inspection by the Royal Oman Police to be able to obtain insurance and registration. Third party insurance is compulsory. These factors even the balance against the risk factors. However, as anywhere, care is required at all times.

Then there's the real space - desert driving. I've been learning to drive in the desert. I'm doing quite well. It is addictive.

I have never experienced anything like the space and freedom that can be experienced by driving in the desert. It takes a lot of skill, accordingly I go out with a group that has support vehicles. Learning to get yourself out of a spot of bother is also a lot of fun, sometimes terrifying. There is so much more to see in the desert than most could ever imagine. I would not recommend the typical Dubai dune bashing experience but if you ever have the chance to do real desert driving, take it!



BETTER BATTERIES?

Australian company Graphene Manufacturing Group (GMG) has announced exciting performance test results for a new type of aluminum-ion battery that can charge 10X faster than today's lithium-ion units, while lasting much longer and needing no cooling.

In experiments performed by the Australian Institute for Bioengineering and Nanotechnology at the University of Queensland, coin cell prototypes of the new battery delivered the following key performance figures.

Firstly, a power density around 7,000 W/kg. Power density puts a number on how quickly a cell can charge and discharge. With current lithium-ion batteries sitting between 250-700 W/kg, this is a huge leap, and it puts the aluminum-ion battery nearly on the level of ultracapacitors, which can deliver around 12,000-14,000 W/kg.

Secondly, an energy density of 150-160 Wh/kg – so it carries only around 60 percent of the energy per weight of today's best commercial lithium-ion cells.

Energy density has long been the key spec sheet number for electric car batteries; the greater the energy density, the more range you can get out of your battery pack. So on energy density alone, this new GMG battery wouldn't get a second glance from an EV manufacturer.

But its monster charge rate could change that, along with a couple of other key advantages. These things can charge so fast, says GMG, that a mobile phone running on this aluminum-ion tech could get a full charge in 1-5 minutes. Take that concept across to the electric car world, and you're looking at an EV

that travels 60 percent as far as an equivalent Tesla on a charge, but that charges so damn fast that range might become far less of an issue.

What's more, they vastly outlast lithium batteries in life cycle testing, undergoing 2,000 full charge and discharge cycles with no apparent deterioration in performance at all, they are extremely safe, with low fire potential, and they're more recyclable than lithium batteries too, at the end of their useful life. And yes, they need no lithium. With some 90 percent of the world's lithium production and purchasing running through China, the world's supply chains are definitely vulnerable in trade disputes.

Another ace up the GMG battery's sleeve is outstanding thermal performance. Even when they're charging and discharging at enormous rates, they don't seem to overheat. "So far there are no temperature problems," said GMG managing director Craig Nicol in an interview with Forbes. "Twenty percent of a lithium-ion battery pack (in a vehicle) is to do with cooling them. There is a very high chance that we won't need that cooling or heating at all. It does not overheat and it nicely operates below zero so far in testing. They don't need circuits for cooling or heating, which currently accounts for about 80 kg in a 100 kWh pack."

That fact changes the range equation; taking the 100 kWh battery described above, a GMG battery of the same weight would only carry 60 kWh. But if the extra 80 kg of cooling gear isn't needed, the GMG-powered car can run an extra 80 kg of cells, which would give you a total of 72.8 kWh, according to the back of our envelope – along with massively faster charge rates that could pretty much put an end to range anxiety.

That seems like a pretty compelling tradeoff, particularly in a

battery that might well outlast a few vehicles before it gets retired.

GMG has tested its tech in coin-cell prototypes, which it'll be sending out to customers for further testing later this year

GMG has tested its tech in coin-cell prototypes, which it'll be sending out to customers for further testing later this yearGMG

But – and there's always a but with these things – there are other considerations.

One is charging infrastructure. Mobile phones can charge up quickly without frying the power grid, but electric cars simply can't right now. Tesla's Superchargers already pump electrons at rates up to 250 kW – representing a 60 kWh energy transfer in about 15 minutes. If you want to charge just 10 times faster than that, you need to be able to instantly supply 2.5 megawatts at the charge cable.

For reference, a typical coal-fired power station has a total output around 600 megawatts – so if 240 of these ultra fast charging cars happened to plug in at the same time, they'd put an instant load on the power grid equivalent to a whole power station. That's charging 10 times faster than today's batteries; GMG says it might be able to charge 60 times faster than some cells.

So super-fast charging electric vehicles are definitely going to be difficult to scale, particularly as the world moves toward renewable energy sources rather than things like coal and gas that can rapidly fire up to meet spikes in demand. And even if the charge stations had their own fast-discharge energy storage on site, trickle charging from the grid at slower rates, you'd also need a heck of a cable from the box to the car to move that many electrons that quickly.

Another is the key ingredient in GMG's battery – the porous graphene in and around which the aluminum

molecules are diffused in GMG's manufacturing process. GMG says it can produce high quality graphene at low cost and in scalable quantities, but doesn't put any figures on what these batteries could cost if manufactured at scale. With graphene prices sitting around US\$100 per gram, even a "low cost" version could end up being pretty damn pricey.

And the final one is the timeline. As you're surely painfully aware, there tends to be a bit of a gap between the test bench and the final product; even more where automotive companies are concerned. GMG says it'll be making coin cell prototypes for very small scale customer testing by the end of this year, with pouch cells in the works, but there's no indication of when these things might hit the market at scale.

The company didn't develop the battery tech itself; it was originally developed at the University of Queensland and the test results have been published in the journal Advanced Functional Materials.

Still, there are no guarantees in the battery game, and it's anyone's guess whether GMG will get this thing manufactured in scale at a competitive price. But the technology itself definitely seems promising.

Source: GMG / University of Queensland via Forb

BUILDING BATTERIES?

One of the more interesting areas of battery research centres on how these devices can, not just store energy, but also double as structural components. We've seen some impressive examples of this that could be worked into electric vehicles, and now scientists in Sweden have applied this type of thinking to big buildings, demonstrating a novel type of cement-based battery that could see large structures constructed from functional concrete doubling as energy storage devices.

DECEASED ESTATE SALE RENAULT 2002 MEGANE

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Peugeot announce e-Expert Hydrogen vans

from 'insideevs' by Mark Kane

Peugeot has announced e-Expert Hydrogen vans that will join the conventional diesel and battery-electric (Peugeot e-Expert) versions at the end of 2021 (initially only in France and Germany).

The introduction of e-Expert Hydrogen mirrors the introduction of Opel Vivaro-e Hydrogen (Vauxhall Vivaro-e Hydrogen in the UK) earlier this month. The specs are the same in line with guidances outlined for the mid-power hydrogen fuel cell system architecture by Stellantis in April.

Production of the gliders will take place in Valenciennes, France along other versions, and then completed at Research and Development Centre in Rüsselsheim, Germany.

That alone suggests a very limited production. It appears that

Stellantis will simply test the hydrogen solution with some fleets in selected markets and compare the results with ICE and already great selling BEVs. Depending on the outcome, we could see series production at a higher scale.

That's actually a great project that might give us an important answer and validation about the viability of hydrogen fuel cells. Whether skeptics will be proven wrong or maybe fleets will stick to battery-electric vans? The time will tell.



40 years of Peugeot Sport

by Chris Deligny
pt 1

Amongst the other anniversaries this year, such as the 307 and the 106 later in the year, there is one that has been largely overlooked.

Not a model, but a part of Peugeot that has been there for 40 years, always present, very diversified, and increasingly relevant, especially since the retiring of the GTi nameplate.

This story cannot be a definitive look at Peugeot Talbot Sport, later Peugeot Sport, as their achievements over 40 years in virtually every branch of motor sport are far too many to document here. WRC, WRX, sportscars, endurance such as le Mans, Formula one, touring cars in multiple countries, stock cars (Brazil), rallycross, rally-raid such as Dakar, hillclimb (Pikes Peak), you name it. on just about any type of surface, on just about every continent, in just about every form of motor sport, except speedboats, Moto GP and rocker cover racing.

Although some may consider that putting the words "Peugeot" and "Sport" next to each other is some kind of oxymoron, they go hand in hand. And if one considers Peugeot's motor sport history, then it is a fair bit longer than the last 40 years.

That history spans three centuries, with Peugeot winning the world's first motor race, the Paris-Rouen time trial of 1894, after the first-across-the-line steam-powered De Dion was disqualified. Then came the pre-war 1912 and 1913 French GPs and the 1913 and 1916 Indianapolises. After the first war Peugeot had success at the Targa Florio and Spa 24hr, and after the second, well most of us know the history from there.

not only factory sports cars, you could

even include the likes of after-market sportifiers such as Darl'Mat and Constantin as contributing to Peugeot's sporting history.

Mention must be made too of their designer, the late Gerard Welter, who campaigned his own WM Peugeot cars in the Le Mans races of the late '80 and '90s, with some success.

Even at the time of formation of PTS, Peugeot had been involved in nearly two decades of notably successful rally-raids, such as those in East Africa in the '60s and '70s. Although Peugeot Sport was founded in 1981, as Peugeot Talbot Sport, its roots go back a few years earlier, '78-79, when Talbot was participating in motorsport. PSA decided that the newlyformed (indeed resurrected) brand needed a higher profile. So PSA formulated a two-pronged approach, by rebranding the Ligier Formula 1 team as Talbot and supplying F1 engines under the Matra name, as well as the continuation of the rally-bred Talbot Sunbeam Lotus development, under the direction of the late Englishman Des O'Dell. Now one out of two ain't bad, with the F1 going on to two notably unsuccessful seasons, but the rally car scored a win in 1980 and the maker's title in 1981, against all odds.

Formed by the boss of PSA, Jacques Calvet, and head of Automobiles Peugeot, Jean Boillot, they wanted a Frenchman at the helm. And so it was that Peugeot asked a then 35 year old Jean Todt, 2iC at Talbot, to head their motor sport division, to be called Peugeot Talbot Sport.

Jean Todt was a natural choice due to not only his rally experience but managerial talent. And he was French. The announcement was made late in 1981 in a press conference in London at the end of the rally season.

He outlined the creation of a radical 4WD, announced Group B regulations for the world Rally Championship. He also made several bold predictions at the time, such as when they would win rallies, then the championship.

The new department was basically a marketing tool. Best known for their sedans, PSA wanted to shift their focus into the small and sporty car market. Peugeot already had a base for development in their motor sport department, in the Talbot Sunbeam, but their hand was forced for several reasons.

The unlikely Sunbeam had just won the manufacturer's title but was going out of production. The new Renault 5 Turbo called for development of a similar car by PSA, which started to be realised on the larger Talbot Horizon platform.

That was soon abandoned when the Audi Quattro made it apparent that Peugeot needed a brand new, from the ground up, balls-out 4WD competitor for the up-coming group B regs. The M24 project, aka the 205, known only to Peugeot insiders at this stage, was the perfect vehicle, in both senses of the word.

Their budget was nearly unlimited; the initial payroll was about 20 engineers, with some in England, although their base soon moved to France. Their only real constraint was fitting the mechanicals into a car body in the size and shape of a 205.

Development of the new PTS car started as soon as the department was announced, well before the release of the 205 in early 1983. Once the ball was rolling, progress was rapid.

They made several key decisions on configuration, such as moving the engine to behind the driver for weight distribution and making it transverse

which was easier to access the gearbox bits. That is the technical term.

Speaking of gearboxes, they needed a 5-speed with a particular configuration. As it happened, the Citroën SM one fitted perfectly, so they used that.

The back of the car was cut off and a large hatch installed, as one of the primary considerations was ease of servicing. They could, according to PTS, change a gearbox in 12 minutes flat.

To gain homologation, Peugeot first had to produce a minimum quantity of 200 units based on the road-going car 205. These were made, in a rush, by coach builder Heuliez.

They ended up making 219 of this model, and another 20 were made into the rally car – even if the rally car was designed as such from day one. It was a silhouette car – it looked similar to the road-going version you could buy, without really sharing any components.

Released in early 1984, the 205 Turbo 16 started winning rallies in its first year, and the title in the second – which is just what Todt had boldly predicted.

The first version of the rally car became the Evo 2 when the rules changed for 1986, and again the PTS car won the title.

Indeed the car, and the formula itself, were victims of their own success, and by the end of 1986 the category was banned for being too powerful. Let us not forget that several people died in the group B era, including a PTS driver.

So PTS were all revved up with nowhere to go, still needing an outlet for this winning combination. In one of many bifurcations, They found two outlets – rally raid, and hill climb.

TO BE CONTINUED.....

Peugeot U.S. Return Cancelled Because "Alfa Romeo Needs More Attention."

by Mircea Panait in autoevolution

Peugeot exited the U.S. in 1991 after being surpassed by Japanese rivals. The brand's 3,500 sales over the course of a calendar year weren't enough to break even. Despite this woeful result, the Sochaux-based automaker made it clear that Peugeot would return stateside in 2023 with better products.

As fate would have it, the second coming has been cancelled because FCA and PSA have other priorities under the Stellantis umbrella. More specifically, Automotive News reports that existing brands take priority in this part of the world. The question is, what took them so long to admit that Peugeot isn't meant for the U.S. market and never will be under Stellantis?

Alfa Romeo, which returned to the U.S. with Fiat Chrysler Automobiles' help when the late Sergio Marchionne was leading the Italo-American automaker, is one of the brands that need attention. Dwindling sales, poor reliability, and a limited range of models have prompted the board of directors at Stellantis to change the local head honcho of the brand with the previous president and chief executive officer of PSA North America.

Larry Dominique will develop Alfa Romeo in the United States from here on in. Under his leadership, the Italian marque will introduce two new crossovers to attract new customers. A mid-sized utility vehicle and the production version of the Tonale Concept are most likely the culprits.

Now let's analyse the French automaker's line-up in Europe for a second. The mid-sized UV and Tonale-based crossover have two counterparts in the guise of the 3008 and 5008, which means that Alfa Romeo and Peugeot would have clashed with similar products in the most competitive market for SUVs.

The Sochaux-based manufacturer already has a strong presence back home in the European Union, and lest we forget, Peugeot thrives in China thanks to a joint venture with Dongfeng Motor. Given these circumstances, it's crystal clear why the higher-ups at Stellantis decided against the return.

As for other brands that Fiat Chrysler Automobiles has to revitalize with help from Groupe PSA, Chrysler and Lancia definitely need their attention. Ram is also worth mentioning because the truck-only brand still hasn't launched a mid-sized pickup truck as the successor to the Dodge Dakota and therefore lacks a product in this highly-competitive and lucrative market.

The new Peugeot lion logo is the eleventh version since the lion first became associated with the brand more than a century ago. They say

The Peugeot Brand is timeless. It is reinventing itself, over and over again."

It is, with all the changes it suffered since 1847, the oldest logo in the industry, despite the fact it didn't get to appear on cars until after the end of the Second World War, in 1948.

GETTING A DRIVER'S LICENCE in 1990 Mike Grant

When he was 16, Mike was forced to leave school for several months through ill-health and actually sat his School Certificate exams through the Correspondence School. He was eventually diagnosed with the debilitating Epstein Barre Syndrome which fortunately had been cured by homeopathy.

As a diversion while he was stuck at home, he had built up a go kart using a motorbike engine with a hand operated clutch. It had a gearlever made from a vertical pipe attached to what would have been operated by foot on a motorbike with a linkage rod. There was no reverse. You just pushed the square lever back or forwards to change gear as there was no 'gate'. One day when it ran out of petrol on the front lawn, he had run out of energy and left it there. The next morning it was gone. After a long argument, the household insurance company eventually paid up as I was able to give them the receipts for all the parts that had gone into it – and he bought a 404ute with the money - but never drove it.

He says "My older brothers and friends found it very useful. They all had full licences (but no cars) and could carry passengers. The only time I actually drove it was to move it on my parents' property.

He sold it a year or so later. One brother had borrowed it so he and a friend could take their motorbikes off-road and it came back with a broken windscreen. John had a close look at it and found that without the windscreen you could see down inside the firewall – which had never been painted and was rusting badly. He concluded it was not worth the cost of derusting and putting in a new windscreen so he sold it for parts to a

Napier car club member who was restoring a similar vehicle.

"The first Peugeot I owned and actually drove was a green 404 I bought for \$50. It had been sitting under a tree and had not been driven for some time and the owner admitted it was not in going condition. However, it proved a simple matter for me, with the help of several energetic friends, to get it started and I found that all it needed was a new battery and a set of better tyres as the originals were so hard (although legal) that the car went sideways on a dry road on the way back from the Arch Hill Testing Station. My mother actually used it for six weeks while she was waiting for a new wheel cylinder to arrive for her 404SW - and found the radiator leaked so badly she had to carry a gallon of water everywhere."

When Mike changed schools from AGS to MRGS in 1989 for his 6th form year, it was not so easy to get to school on a bike. Under the new licencing process, he had to start by going to the testing centre in Gt South Rd and passing his theoretical test so he could have a Learner's Licence to actually get behind the wheel. This time, John did not teach him. Instead he had professional lessons in a dual control car. The instructor used to pick him up from school and make him drive through rush hour traffic, round the Royal Oak roundabout etc. He particularly showed him the corner where the examiner used to ask applicants to back around a corner and then fail them because they went too far from the curb. As a result, he passed his test at the first attempt and was legally able to drive himself to and from school on his Restricted Licence.

He bought himself a white 504, [see photo] and did a theoretical Defensive Driving Course which cut the waiting time for a Full Licence from 18 months to 12 months. His full licence is dated the 3rd November 1990, the year after he left school and only a matter of weeks after his 18th birthday.



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FEMALE INVENTORS

The modern medical syringe which could be operated with only one hand was invented in New York in 1896 by a woman by the name of Letitia Mumford Geer (1852-1935). She was granted a patent in the USA in 1899.

EMBARRASSING MOMENT

About 1955, Miss NZ was due to fly out from Whenuapai Airport one evening to compete in the Miss World competition. My father was a photographer and took me along with him when he went to take the official photos. We even went on board to get photos of her seated. However, one of the flashbulbs exploded – and in the confines of the cabin it sounded like a gunshot.

There were men in uniform appearing from all directions.



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