



Peugeot Car Club (Auckland)

Peugeotex[©]



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Front cover – More spy shots of the new 4008 coupe SUV
Above – Don Howarth

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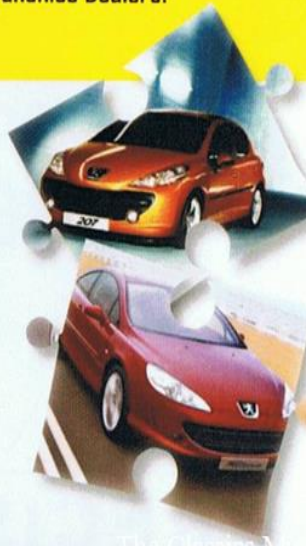
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COMING EVENTS

peugeotclub.org.nz

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

July 16 – Bastille Day Dinner

August 20 – AGM – 1pm Armstrongs

October ? – Pride of Ownership - TBC

November 11-14– Far North Weekend

**November 20 - Tricolore Trophy Navigation
Trial**

THOUGHT FOR THE MONTH

If everything is going well, you
have obviously overlooked
something.



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

AGM 2022

The AGM will be 20th August at 1pm at the Armstrong showrooms for Peugeot and Citroen at 500 Gt South Rd, Greenlane.

This is a new showroom for the brand and is hard to miss as it is huge. The facilities are stunning, so to be given the opportunity to hold the meeting there is great. For those who have not had the opportunity to visit the showroom it is worth a visit just to see the effort being put in to marketing the Peugeot brand.

The floor area allows the full Peugeot range to be displayed so you can wander between the 208e, the 2008e as well as the petrol versions, then checkout the petrol and electric versions of the 3008 and the fabulous 508, the Partner van and hopefully view the new 308 which has been awarded the "European Car of The Year" accolade and received fabulous reviews from the motoring press. It is scheduled to be released in New Zealand around August.

The AGM will be held in the spacious meeting room which is on the top floor. The feature of this area is the carlift which allows car to be put on show for special occasions such as our AGM. As such we are hoping to have three or four older models on display so if you own an older model or a rare model, then we would love to hear from you. The idea is that we have the older cars upstairs whilst all the new models are on the showroom floor.
[Contact John Cooney to offer]

Let's make this AGM a special one. It's a chance to see not only the latest model Peugeots but to also see this superb new showroom and hear from Dealer Principal Lukas Roslin, why and how Peugeot new car sales have increased dramatically. So, diarise the date and make it a "must attend" event.

Armstrongs have kindly offered to provide drinks and nibbles. The Committee look forward to seeing you there.

PS get your trophy to a committee member ASAP

PRESIDENT'S RAMBLE

Elsewhere in this report, in fact the very first article you will see a call for you – the members to attend the AGM which is kindly being hosted by Armstrongs this year at their Greenlane Premises.

I would like you to attend to

a) support our sponsor to reciprocate their support and

b) we need some new committee members as we have had problems holding quorums recently. We are coping at getting the magazine out, but not much more. So please come volunteer, you won't necessarily have to do a lot of work in the committee but the ability to commit once a month or even most of once a month eleven times a year would be appreciated. The reality is most on the committee have been there a long time, in particular the Grants and Sooland, they even make my almost 20 years (I think – I don't actually know when I first joined it!) on the committee seem like nothing. Even two more people on the committee would make a difference to running it, at the moment between various health issues and work commitments it just isn't working well every month (some months it does), so

please consider if you can afford to give that one night almost monthly each year.

Other things we need for the AGM are returns of the trophies, so if you are holding one please give it back to a committee member; it is time to collect them for the next name to be engraved.

I can't make it but for those than can, please head off to the **Bastille Day** event, organised by Citroen this year, it looks like it will be a very nice venue, further details elsewhere in this magazine, and on the subject of I can't make it, it would appear that I will not be around for the **Navigation Trial** with Citroen, not confirmed but I am likely to be in Dunedin for a conference. It is our turn to organise the event, are there any volunteers from our club to do it? If so please get hold of a committee member and put your name forward.

And then most importantly there is now a date change for the weekend away in Northland, originally planned for the October Long Weekend. The organisers haven't been able to get everything together for that date so it is now planned from Friday 11 to Monday 14 November & being organised by Peter Vuletic & Dave Duirs. We will meet at the Northern Wairoa Hotel in Dargaville on Friday afternoon. Details will follow next month... Will leave it at that, see you all soon – at the AGM!

Brent

AWARD WINNING PIE

by John Cooney

If you read the President's Rambles, and I presume everyone does each edition, then you will be well aware of his fondness for product from bakeries, especially pies. He has a knack, or should that be a nose, for seeking out some of the best bakeries on the North Island and as such I have managed when travelling to also sample products from some of his "finds".

However one bakery escaped him and that is Euro Patisserie Torbay which won the 2021 Supreme Pie Award for Steak and Cheese pies. He therefore requested that I make the supreme sacrifice and check it out on his behalf.

I do not claim to have the taste ability of our President but I must say that this was a task I looked forward to.

The pie presented well with a more ornate "lid" than normal. First bite confirmed the pastry not only looked rather light and flaky, but WAS delightfully light and flaky. The first bite also revealed a very full pie. The steak was chunky and tender and very flavoursome with just the right amount of gravy. There was also a really nice cheese taste to complement the beef, so it was easy to understand the success the pie achieved.

My recommendation is firstly to buy another, but if you are on the North Shore make the effort to visit Euro Patisserie and try this pie, or any of the many other pies they have on offer.

John C

COMING EVENTS

16 July - 6pm	Bastille Day Dinner at Le Bistro des Gourmets, 237 Parnell Rd, Parnell. Two course menu; \$57 head (dessert available at extra cost). Book with Lawrence of Citroen – 021 217 0585 lozza164@hotmail.com
20 August	AGM – 1pm - Armstrongs, 500 Gt South Rd, Greenlane
29-30 October	Targa's South Island event in Tasman/Nelson
October	Pride of Ownership; TBA
11-14 November	Weekend up North; meet at the Northern Wairoa Hotel in Dargaville on Friday afternoon; details will follow...
20 November	Navigation Trial; TBC



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JEANETTE'S JOTTINGS

On 3 May, Rocketlab here in NZ, successfully caught a rocket with a helicopter so it could be re-used.

In 1537, Pope Paul III made a decree that Native Americans were "rational beings with souls" and condemned their enslavement.

An autonomous race team from the Indy Autonomous Challenge (IAC) has set a new land speed record for driverless cars, recording a two-way average of 192.2 mph (309.3 km/h) over a flying kilometre on a space shuttle airstrip at the Kennedy Space Centre.

'Populous' has been commissioned to design a new multipurpose events arena in Munich. Described as Germany's first climate-neutral arena, it will integrate significant greenery on its exterior and will get power from thousands of solar panels.

J.K. Rowling is on the list of billionaires released by the American magazine 'Forbes', with an estimated fortune of US\$1 billion. She is the first writer to appear on the list.

Contrary to popular belief, one doesn't have to be a cardinal, or even a priest, to be elected pope. Any baptized man can actually be elected pope, although this hasn't happened since Urban VI in 1378.

Scientists have learned how to engineer an enzyme that degrades some forms of plastic in just 24 hours.

Concrete is such a popular building material, that one of its key ingredients – sand – is in short supply. Scientists are now exploring the possibility of replacing that sand with glass waste that would otherwise end up in landfills.

A study has found a link between increased generosity in old age and levels of a neurochemical called oxytocin. The research found older people with high levels of oxytocin were more likely to donate money to charity and be satisfied with their lives.

Natron's sodium-ion batteries have an enormous cycle life, practical power density, excellent safety and super-fast charging, **without using any lithium**. Through a partnership with Clarios, they'll go into mass manufacture in Michigan next year. Sodium-ion technology can be manufactured using the same equipment as lithium-ion.

Australian company Strategic Elements says it's made a step-change breakthrough in self-charging battery technology that harvests electrical energy from humidity in the air to directly power devices without ever needing to plug them in.

The UK's Royal Mail service has big plans for its delivery drones. Over the past couple of years, the UK's Royal Mail service has been exploring the potential of drones to service remote corners of the nation, and is now pressing ahead with its plans for automated aerial delivery to the isles of the UK.

Electric bikes are helping Ukrainian soldiers move quickly and silently.

The UN has accepted a request from Turkey to change its internationally recognised name to Türkiye.

FASTER BATTERY CHARGE

By rethinking a key battery component, scientists in China have come up with what's described as "extremely fast charging" technology that sees a lithium-ion battery hit 60 percent capacity in under six minutes. The breakthrough is billed as a significant one for the world of electric vehicles where recharge times lag far behind refuelling times for conventional cars, and could make them a far more appealing proposition on that front.

Led by researchers from the University of Science and Technology of China, the work focuses on one of the two electrodes in a lithium-ion battery, called the anode. This is of big interest to scientists in the field because redesigned anodes could offer great performance benefits, that include holding far more energy and charging up much more quickly.

One exciting possibility includes replacing the mix of graphite and copper with pure lithium metal, hailed as a "dream material" that could allow for up to 10 times the capacity of current devices. Other interesting examples include introducing experimental nanospheres into the anode to boost capacity, or doing away with the anode altogether to make for a smaller and cheaper battery.

The authors of this new study looked to improve on the standard anode by designing a new porous architecture with graphite particles of a certain size strewn throughout. The idea was to address the non-ordered nature of today's anodes, which feature spaces that mean the batteries don't lend themselves so well to fast charging, by using particle-level theoretical modelling to determine the optimal arrangement.

With the ideal distribution of different sized particles and spaces in the anode,

the team also added copper nanowires and a copper coating and used heating and cooling treatments to form their novel component. As reported in TechXplore, this anode was incorporated into a standard lithium-ion battery and enabled it to be recharged to 60 percent in 5.6 minutes and to 80 percent in 11.4 minutes.

Described as an "extremely fast-charging lithium ion battery," the scientists see the technology as a promising stepping stone toward more desirable electric vehicles, pointing to the US Department of Energy's "Fast Charge Goal" of 10 mile (16 km) of travel per minute of charging.

The research was published in the journal 'Science Advances'.

EXCERPTS re ERP

Here are a few excerpts from the final article in the May-June NZ Classic Driver *"Will ERP provide the right answers for the classic motoring enthusiasts?"*

"... disturbing questions have been arising about the lauded alternatives to petrol and diesel. For example, it has become apparent that land-use changes linked to bio-fuel production could actually result in an increase in New Zealand's global emissions, rather than a reduction.

Sourcing ethanol from maize or biodiesel from palm oil can result in deforestation of native forests or the destruction of wetlands and peatlands through the planting of biofuel crops. This can also impact adversely on food security and water quality...

...The Ministry for the Environment is calling for low emissions vehicles to make up at least 30% of the fleet which is more than a million cars...

...it is not just the total amount of electricity required, but the cost of upgrading the capacity of the transmission lines and local neighbourhood networks to meet the load increase when multiple EVs are being charged simultaneously at home.

To match the approximately 2000 cars a service station can refuel over a 12-hour period, EV charging stations would need 600 50-watt chargers and 30 megawatts of power from the grid which would be sufficient to power 20,000 homes. Instead of just a few minutes, it takes from 30 minutes up to eight hours to top-up or totally recharge an EV...

...In anticipation of the power system overloads expected to result from the increase in its EV fleet, from June this year the United Kingdom Government will be restricting the time of day that EV batteries can be recharged. Smart meters will be programmed to automatically switch off EV-charging in peak times to avoid potential blackouts... and the UK technology even allows EV batteries to be drained back into the UK grid if required...

...Although the modern lithium-ion battery may be four times better than the old lead-acid battery, gasoline holds 8-times the energy density. The battery in your cell phone weighs less than an ounce but a Tesla battery weighs 1000 pounds.

And what do we get for their huge cost and weight? A vehicle still less convenient or useful than cars powered by internal combustion engines and fossil fuels".

By - Roy Hughes; Submissions Secretary, NZ Federation of Motoring Clubs.
[ERP = Emissions Reduction Plan]

SITTING A UK DRIVING TEST

We had a series over the past few years of members' experiences. I came across an amusing account in the magazine BEST OF BRITISH – which I could not resist retelling...

"In 1964 'Peter' sat his test in Bury St Edmunds in his 1959 Austin A35 to which he had recently had front seat belts fitted. To his surprise, when he belted up for the test, his examiner did not follow suit and when he commented was surprised to be told '*There's no need for that*'.

When the examiner tapped his book on the dashboard as the signal for the emergency stop, the car was on a private gravelled road – and it skidded. There was no power steering to help and as Peter struggled to keep control he was aware of the examiner's head getting closer and closer to the windscreen.

Luckily the car stopped just in time and Peter finished his test expecting to fail as he had so nearly caused injury to the examiner.

It was with surprise and relief he was given not only a passing mark but a compliment on his control of the car in an emergency.

But that's not all. The two of them then went to a handy pub and had a half pint of bitter each before he drove off to conduct the next test. Can you imagine that happening today? I hope not!"

Duct tape is like 'The Force'.

It has a light side and a dark side, and it holds the universe together

BRITISH ATTITUDES TO EV

“NFU Mutual study shows charging and range concerns top the reasons for sticking with petrol and diesel.”

by James Fosseydyke.

“Almost half of British drivers would not consider switching to an electric car amid concerns about range and charging, according to new research. A study of more than 1,000 Brits by insurance firm NFU Mutual found 45% of respondents said they would not consider swapping petrol or diesel for electric power in the next decade.

Of those respondents, 58% said they felt battery range was their main reason for ruling out an electric vehicle (EV), while 58% also cited a lack of charging points. Some 44% also said the time taken to recharge an EV would also put them off.

However, 29% of those quizzed said they would consider switching to an electric vehicle in the next five years, while a further 16% said they would consider making the move in the next 10 years. Seven percent, meanwhile, said they would consider switching to hybrid power, but not a fully electric vehicle.

Perhaps unsurprisingly, NFU Mutual's research also revealed regional disparities between consumers. Only 47% of Londoners say a lack of charging points would put them off buying an electric car, while that figure rises to 70% among those in the East of England. Similarly, 68% of those in Wales and 65% of Northern

Irish respondents cited a lack of charging as a barrier to EV ownership.

The same goes for concerns about range, with just 48% of respondents in London citing range as an issue, compared with 72% in the East of England. People in Wales (70%), the south-west of England (69%), and Northern Ireland (68%) were also most likely to see range as a problem.

“There are reasons to be cheerful in this research, with 52% of Brits prepared to consider switching to an electric or hybrid vehicle within 10 years,” said Andrew Chalk, car insurance specialist at NFU Mutual. *“And although a significant proportion of the population would not currently consider switching to an electric vehicle, we believe that this number will surely fall if public charging infrastructure continues to grow at the current rate – particularly in less densely populated areas.*

“As the country's leading rural insurer, we know that the disparity in charging infrastructure revealed in the Department for Transport (DfT) figures is clearly felt by those in less-provisioned or rural areas – and this is backed up by our research. Here again, though, our research suggests reasons to be positive, with rural dwellers three-times more likely than urban dwellers to currently own an EV.

“Ultimately, we need to understand the worries consumers have about switching to EVs or alternatively fuelled vehicles. Transport accounts for 27% of UK greenhouse gas emissions, so as a country we need to ease those fears if we are to reach net-zero by 2050.” “

FOMC AGM

The 27th Annual General Meeting of the Federation of Motoring Clubs will be held at 10:30am on Sunday 24 July 2022 at the Auckland Veteran and Vintage Car Club Clubrooms, 39 Fairfax Ave, Penrose, Auckland.

We especially encourage all member clubs in close proximity to attend.

Morning tea is 10:00-10:30am for meet and greet.

Guest speakers this year;

10:30am: Garry Jackson on the NZ Motor Industry over the Years: an insider's view. Garry spent much of his professional career with Ford locally and internationally in marketing, sales and business development. He is president of the Canterbury Mustang Owners Club.

We are waiting on confirmation of the afternoon guest speaker.

Lunch is \$20.00 per person (includes morning and afternoon tea). When you register, an email will be sent to the delegate's email address with payment instructions.

Notice of Motion: Constitution Amendments. The Incorporated Societies Act (2022) came into effect on 5 April 2022, with clubs having until 1 December 2025 to update their constitutions. This year, straightforward updates are proposed for the FoMC constitution. Useful resources relating to the Act for clubs are in the introduction section.

Again, this year, the AGM registrations, topics/issues for discussion, nominations for Executive and apologies can be completed online at the FoMC Website:

Submit

- Discussion Topics/Issues:
<https://fomc.nz/agm-topics/>
- Nominations for Executive:
<https://fomc.nz/executive-nomination>
- Online Registration:
<https://fomc.nz/events/agm2022>
- Apologies:
<https://fomc.nz/agm-apology/>

Register on the FoMC website:
<https://fomc.nz/events/agm2022/>

THE WORLD'S 1ST SPEEDING TICKET

January 28th, 1896 must have started out as an ordinary day for the police constable responsible for Paddock Wood, Kent. As he pushed his bicycle through the quiet streets, he probably had nothing more on his mind than wondering whether today was the day he'd be able to say "You're nicked, son" to that rogue of a poacher.

While proceeding in an orderly fashion through the village, the peace of the constable's regular beat was suddenly and rudely shattered. He wasn't to know that what was happening was also an event of national, and, ultimately, international significance.

Belting past the bobby at a scary 8mph, a motorist by the name of Walter Arnold was about to enter the record books in a burst of exhaust fumes and a flurry of legal activity. Not only was he clearly breaking the speed limit for one of

these infernal machines, [which was 2mph], but also, and even more damningly, he had no man with a red flag preceding him as the law required!

The bobby on the beat set off in hot pursuit on his regulation issue bicycle, finally catching up with this deranged road racer after five miles. Having captured his man, what was a bobby to do in pre-speeding ticket days? It's not hard to imagine a subsequent scene between motorist and constable.

"Gasp – didn't you hear me shouting at you to pull over sir? – cough – must ask you to accompany me – hang on a minute – wheeze..."

"Have you thought of asking your superiors for an upgrade, constable? I could provide them with a very good deal on a Benz motor, finest German engineering..."

"Now I've got my breath back, I'm writing you a citation, sir."

Walter Arnold was no ordinary motorist. He was also one of the earliest car dealers in the country and the local supplier for Benz vehicles. He was well ahead of the times and set up his own car company producing "Arnold" motor carriages at the same time. It has to be said that the subsequent publicity surrounding his speeding offence probably wasn't entirely unwelcome, and it was certainly a game changer for the automobile.

The London Daily News detailed the four counts, also known as "informations", on which Walter Arnold faced charges at Tunbridge Wells court. Arnold's vehicle was described several times in the newspaper court report as a "horseless carriage", and the case clearly raised some interesting philosophical as well as legal points for the bench.

by Miriam Bibby - <https://www.historic-uk.com/HistoryUK/HistoryofBritain/Walter-Arnold-Worlds-First-Speeding-Ticket/>



TESLAs ON FIRE

[1] A Tesla owner in Canada says he was driving his electric crossover when it alerted him of an error, powered down, started smoking, and suddenly caught fire. He also claims he had no choice but to break the window to escape from the burning vehicle.

While Tesla fires don't happen often, they still happen. Some people suggest that the media shouldn't put so much attention on electric car fires since gas cars burn every day. However, EVs are fairly new in the eyes of many, and people expect that an incident like this isn't going to be overlooked.

That said, the Tesla Model Y owner was driving in Vancouver, Canada, when the car lost power and shut itself down. Not long after the power failure, smoke started flooding into the Tesla's air vents. According to Teslarati, the driver, Jamil Jutha, told CTV News:

"The doors wouldn't open. The windows wouldn't go down. I kicked through the window, climbed out, and called 911 right away."

Jutha's Tesla is a 2021 Model Y SUV that he's only owned for about eight months. After the power failure, the Model Y's doors reportedly wouldn't open. Fortunately, the driver was able to get out of the driver's side window before the car became engulfed in flames.

Tesla's vehicles do have an emergency release that will open the doors if the power has failed. However, Jutha said it wasn't easy to figure out how to use the emergency release during the high-pressure, life-threatening incident.

Source: Teslarati

[2] A Tesla Model 3 recently caught fire in California City. Thankfully, it was parked with no one inside, and there are no reports of anyone being hurt. However, the EV is clearly totalled, the owner won't get a new car until around October, and many of his belongings were destroyed.

According to Bakersfield Now, Ediel Ruiz was on a trip to visit his partner Edith Parker's family after she recently graduated from USC. Ruiz was inside a home, away from the Model 3 when he says he got a Tesla app notification about the car's alarm. When he headed out to see what was happening, the car was smoking.

Ruiz went on to share that he opened the rear door to find flames engulfing the interior. The fire was melting his infant's car seat. He also explained that all of his partner's "graduation stuff" was burned, as well as a stroller and some baby formula. The Tesla owner noted that the fire appeared to start beneath the car seat in the second row.

The couple had plans to head to Bakersfield for dinner, but the plans were cancelled at the last minute. Ruiz said:

"Luckily, it didn't happen while we were driving."

According to Bakersfield Now, HowItBroke.com founder Robert Swaim explained that EV fires are uncommon, but they're difficult to put out. This is especially true if the fire department hasn't had much experience with such fires. In addition, even after the fire appears to be successfully extinguished, a phenomenon called thermal runaway can cause it to reignite.

Swaim also suggested that Tesla has improved its models and battery chemistry over the years to make them less prone to fire. That said, he also said that *"EVs within two years of being new seem to have more of a propensity to spontaneously ignite."*

Source: Bakersfield Now

DELOREAN TO DEBUT AT PEBBLE BEACH

The DeLorean Motor Company has offered an early look at an upcoming all-electric evolution of the vehicle made famous by the Back to the Future trilogy. The Alpha5 sports coupe will debut at Pebble Beach Concours d'Elegance in August.

By the time Doctor Emmett Brown revealed his sporty time-traveling car to Marty McFly in the first Back to the Future movie, the Giugiaro-designed two-door DMC had already gone out of production and the company had gone bankrupt.

The iconic name resurfaced in 1995 to support existing owners, and relaunched earlier this year with plans to bring a luxury EV to market.

Now the DeLorean Motor Company has revealed the first concept images and key specs ahead of a full reveal later in the year. The evolved electric sports coupe has been designed with Italdesign studio, which Giugiaro resigned from in 2015, and retains a few elements from the original DMC, including signature gullwing doors and chunky rear window louvers.

The Alpha5 is a bigger vehicle than its famous ancestor – with a total length of 4,995 mm (196.6 in), a 2,300-mm (90.5-in) wheelbase, a width of 2,044 mm (80.4 in)

and a height with doors closed of 1,370 mm (53.9 in). Its modern body is designed to slip through the air, though its drag coefficient of 0.23 Cd is not as impressive as the aero chops of the Lucid Air or Mercedes EQS. Full-width strip lighting enlivens the rear while thin slit headlights sit either side of the company name at the end of the hood, the electric coupe rolls on turbine-like wheels and sports a driver-side charging port ahead of the chunky door.



Inside are two seats in the rear and two in front, a wide digital instrument cluster in front of a steering wheel rocking a flat bottom, and the square control display rises up from the floating center console.

Some estimated performance specs for the base model have been shared, such as a sprint from standstill to 60 mph (96.5 km/h) time of 2.99 seconds and up to that magical 88 mph (141.6 km/h) in 4.35 seconds for an all-important Doc Brown moment, on the way to a top speed of 155 mph (249.4 km/h).

The company is aiming to install a battery pack of more than a 100 kWh for a per-charge range in excess of 300 miles (482.8 km), though we'll have to wait for official EPA figures later down the line. And that's about it for the moment.

MAY TARGA REPORT

3 June 2022

Hello and Thank You

It has been almost a week and while we are still in pack down mode from Targa NZ, we are already focused on Targa South Island 2022 in October.

A special thanks to everyone involved with the event from officials and volunteers to participants and support crews, it was so nice to catch up with you all again and have the chance to let our hair down.

Congratulations to Cam Ross and Matt Buer for maintaining their lead and being able to keep the car together after that spectacular jump in the Inglewood stage. Many cars before have not survived for long after landing from that height. Well done to everyone for making the effort to join us and even more accolades to those who finished. We were so lucky with the weather, which can be uncertain at this time of the year. It absolutely hosed down just hours after the finish podium and then seemed to continue for the next two days as we were out collecting all the marshal gear and road closure signs.

As our focus now moves to Nelson in October, we remind you that the weather will be more settled and the daylight hours will be longer. The activities in the region beyond motorsport are well worth the visit too, so don't be shy and come join us for another new Targa adventure.

Enjoy the long weekend and we look forward to seeing you all again soon.

Peter Martin - Event Director
info@targa.co.nz or 0800 827 427

PEUGEOT 4008 COUPE-SUV SPIED

By Adrian Padeanu

It wasn't that long ago when the coupe-SUV niche was exclusively a luxury car affair, but now we have the Renault Arkana as the "poor man's" BMW X4. It would seem another French car will join the fray as Peugeot has been spotted testing a swoopy SUV. It's believed to be based on the latest-gen 308 hatchback and SUV duo.

I know what you're thinking by now: Where does this fit in the lineup considering the lion already sells the 2008 and 3008? Well, it's likely going to be more expensive than both and serve as a more stylish (debatable, I know) alternative. It will sacrifice some of the rear headroom and cargo capacity after being beaten with the coupe stick. The new model from Peugeot was recently spied as a test mule using a modified body from the previous-generation 308 SW but this one is a production-ready prototype.

Your guess is as good as ours regarding its name, although the rumour mill insists it'll be called "4008." That would not be the first Peugeot to carry this moniker since a small crossover bearing the same name was built by Mitsubishi between 2012 and 2017, based on the ASX. We do know for a fact it carries the "P54" codename and will be assembled in France at the Mulhouse factory where the 308 is made.

A "C Crossover" appears in Stellantis' product roadmap for 2022, complete with a plug-in hybrid powertrain. In other words, the Peugeot 4008 is coming out this year and will likely inherit the PHEV setup from the electrified 308 and its sister model the new Opel Astra. The EMP2-based coupe-SUV is expected to have a

combined output of up to 225 horsepower, a 12.4-kwh battery pack, an eight-speed automatic transmission, an 81-kw electric motor, and front-wheel drive.

It will follow the hatchback and wagon. Peugeot has been tight-lipped about its Arkana fighter, but we won't be surprised if it will be unveiled in October on its home turf at the 2022 Paris Motor Show. Sales in Europe should commence before the end of the year.

As far as pricing is concerned, it'll likely cost more than the equivalent 308 hatchback or wagon. The 4008 and Arkana won't be the only two compact coupe-SUVs in the main-stream segment as the VW Group has the D.5 and Enyaq, although the two are EVs.

From Motor1.com



Peugeotex

PEUGEOT NEWS

by Peter Wilson

PEUGEOT was hard hit in April in both Europe and Australia with a big drop in sales, mainly because of supply issues with semiconductors and other parts. When new car sales shrank for the tenth successive month across Europe as the supply chain crisis adds to inflation, Peugeot along with Citroën, Opel/Vauxhall and Jeep contributed to the 31% plunge in Stellantis registrations.

Electric car sales now outnumber diesel sales in Europe thanks partly to government incentives – and good supplies – plus impending diesel bans. *“The few available semiconductors were largely used in the construction of EVs, making it far easier to buy a brand-new EV than an ICE model,”* Jato said. The market research group also reported the Peugeot 2008 was Europe’s top-selling small SUV.

Stellantis chief Carlos Tavares warned an industry conference that battery shortages could be the next industry bottleneck as soon as 2025 as the electric transition accelerates. Despite the new megafactories, expansion of battery making capacity may not keep up with demand, he suggested. Also, reliance on Asia could be a geopolitical problem.

In Australia, national sales were down 11.4 % from the previous April to 81,065 vehicles, VFACTS reported. *“It’s a reflection of a global trend,”* industry spokesman Tony Weber said. *“The chip shortages are still a brake on getting production up to pre-pandemic levels while factories and shipping operations are yet to recover because of Covid-19.”* He didn’t mention pre-election hesitancy and concern about economic trends. Meanwhile, Peugeot sales dropped 84% to 105, the lowest monthly result in two years. The stock shortage was evident in one dealer’s showroom where trade-ins were among

the new cars to avoid gaps on the floor. Shop around to find discounted 2021 plates and demos. April is usually quiet and the looming election, plus interest rate talk would also have been dampeners. However, the year had begun well, and Peugeot’s own four-month total has been better than last year – up 12% to 647. A week may be a long time in politics, but a month is not as critical in the motor trade where the rolling trend counts.

Even with its plug-in variants that are so popular in Europe included, sales of the 3008 halved to 32 registrations. Still, it’s a rolling 25% ahead of the first four months last year. The Partner van improved to 29, the nifty 2008 was down a third to 20. The Expert made 11 and the heavyweight Boxer van kind of proved a champ, tripling its sales to three. When we were posting the March magazines, we noticed Experts here and there among the lines of medium postal vans. The other Pugs made single figures – six 5008s, four 508s. Bonuses are still around on the vans and 2021-plate Pugs, plus bargains on very low km demo cars but shopping around is needed to find particular models. Plug-in sales are certainly on the move with national sales of 25 cars and 603 SUVs, triple last April’s result due to a wider range meeting increased interest.

In the Citroën corners, the newish C4 SUV is selling steadily at 13 sales to make it 75 since its introduction last October. Nine C3 registrations showed an interest remains in the light car sector where it has two rivals, the Mini hatch (108) and Audi a1 (31). one C5 Aircross sale brought Citroën’s total to 23, slightly down on the recent trend. Renault, about to raise its prices for a second time in 2022, doubled its April sales to 606, led by 165 Koleos SUVs and vans (95 Master, 87 traffic and 73 Kangoo). Industry leader Toyota was down 11.1% to 17,956 units, but its Hilux led the top ten models with a 6.4% lift in sales to 4,493 units. no. 2 maker Mazda was down a quarter to 7,378, Mitsubishi

down 14% to 6,463 and Kia up 8.3% to 6,180.

Who's polluting?

Amid all the election controversy about the grudging pace in tackling climate change compared with other nations, the automotive industry last month revealed a dirty secret. Record sales of utes, vans and four-wheel-drives in the year to March made up a third of vehicle sales but produced two-thirds of new vehicle emissions.

Australian emission standards are a decade behind world best practice and fuel standards woeful. Anticipating federal action to tackle our high emissions, the industry lobby group came up with voluntary targets for each brand to get its CO2 emissions down 4% per annum to help clean the 2030 skies. The 2020 results were poor with most brands short of their own targets. In the year to March, 43 brands with less efficient vehicles missed their own targets and 22 beat them.

Peugeot Australia's results improved, its cars and SUVs a modest 2.565g/km above target, close to the desired average, but vans fell short by 8.9g/km.

Once it gets its electrics, it will do even better in the next period. Chevrolet, the biggest polluter with 63.866g/km above for its trucks. Ram, utes from IDV and Great Wall, and Jeep also scored badly. Somehow included among cars, Mercedes had the best gain with its Eurovans, 55.140 above target. Lamborghini was the worst in cars, blowing out twice the actual industry target of 150g/km. Top seller Toyota fell 11.6334g/km short with its big vehicles but with its hybrid domination its rest was below the industry average.

Tony Weber commended brands for signing up to the voluntary standards. *"What really matters is our end result in 2030"* he said.

STELLANTIS EXPANDS AT ELLESMERE PORT

Stellantis has secured planning consent for the 670,000 sq ft expansion of its site at Ellesmere Port as part of its £100m electric van investment. In a joint venture with Stoford Properties, Stellantis will use the facility for the storage and distribution of auto parts. The new warehouse will also include three storeys of office accommodation.

In July 2021 Stellantis announced the factory would cease to assemble the Vauxhall Astra and would instead produce a new generation of electric vans. The decisions safeguarded the future of the plant and around 1,100 jobs in the UK. A dark cloud had hung over the site for several years and hundreds of jobs had been lost. Its then owner, PSA Group, said Brexit had put the facility at risk. However, PSA completed a £40bn merger with Fiat Chrysler.

The enlarged business is now called Stellantis and its brands include Peugeot, Citroën, Fiat, Chrysler, Jeep, Alfa Romeo, Maserati and Vauxhall. The Ellesmere Port factory, which once employed 12,000 people, will now assemble the Vauxhall Combo-e, the Peugeot e-Partner and the Citroen e-Berlingo electric models.

Totalling 28 acres, the new development site is located within the Vauxhall Supply Park. There is a cluster of listed buildings to the south-west of the site, largely linked to the former Hooton Park aerodrome, which will be retained.

PEUGEOT 9X8

by Simon Craig

Slow and steady has been the order of the day for Peugeot Sport's wild entry into the 2022 World Endurance Championship — the 9X8 LMH (Le Mans Hypercar).

After announcing the car back in November 2019, the driver line up in February 2021 and a first track test in December 2021, it was revealed that they would not be contesting the first round of the six round 2022 WEC series in Sebring, Florida, but were hoping to enter the car in the Le Mans 24hr in June. The ACO promptly issued a warning that the car would not be allowed to compete at Le Mans unless they raced it in the second round at Spa. Consequently, the decision was made to continue testing the car, meaning that the 9X8 will miss the first three rounds of the WEC and will hopefully debut at Monza in July — sadly missing out on Le Mans 2022 on 11-12 June

This probably means Toyota will have no real competition at Le Mans this year, but in 2023 there will be a large field of manufacturers competing for the coveted LMH title. Peugeot Sport has now officially revealed the car on 20 May at Portimão in Portugal and announced that they will race the 9X8 at the fourth round of the WEC at the 6hrs of Monza on 10 July.

Six drivers for the two PEUGEOT 9X8s have been named to form the two crews at Italy's 6 hours of Monza, namely Paul Di Resta (GBR), Loïc Duval (FRA), Mikkel Jensen (DNK), Gustavo Menezes (USA/BRA), James Rossiter (GBR) and Jean-Éric Vergne (FRA). The exact composition of each trio will be confirmed in the coming weeks once the car's test programme has been completed ahead of its competitive debut. The two

PEUGEOT 9X8s will then go on to contest both the 6 Hours of Fuji, Japan, in September, then November's 8 Hours of Bahrain. Linda Jackson (CEO Peugeot): *"Peugeot participation in the Flaworld Endurance Championship is further evidence of the brand's ingenuity and longstanding passion for motorsport. It will also play a role in the essential transfer of technology from the race track to our road-going vehicles, particularly in the field of electrification."*

*To illustrate how serious we are about energy transition, **Peugeot has committed to electrifying its entire model range by 2024.** What's more, if we are to achieve our target of being electric-only in Europe by 2030, we know we need to excel in this domain, and motor racing is crucial to this objective. Even before the Peugeot 9X8 makes its race debut, the programme's engineers have already carried over its hybrid system to one of our road cars – the 508 Peugeot Sport Engineered - and other examples are similarly in the pipeline."*

Jean-Marc Finot (Director, Stellantis Motorsport): *"At Portimão today, Team Peugeot Total Energies presents its Peugeot 9X8 le Mans hypercar prototype. This bold, sophisticated car wholeheartedly embraces the brand's DNA and is the product of tireless teamwork involving our sport and Design departments, boosted by the unstinting support of our key partners whose expertise in their respective fields has been essential. Success on the race track can only be achieved via a fusion of skills."*

Olivier Jansonnie (Technical Director, Peugeot Sport): *"In presenting our new race car, we are keeping the promise that we made last summer. The Peugeot 9X8 is effectively the physical embodiment of the concept we revealed back in July*

2021. “The challenge we have faced in recent months has been two-fold and has involved forming a team to then produce a car and prepare it for its competitive debut. With only weeks to go until its maiden competitive outing at Monza, the Peugeot 9X8 has been clocking up the kilometres in testing at a variety of circuits.

At the end of the day, however, there is no substitute for actual racing and we can’t wait to discover the potential of our hybrid-electric hypercar which was developed in-house to demonstrate our skills in the realm of hybridisation and other areas.



Ready to race: Designer, CEO and Peugeot Sport director with the 9X8 and driver team for the Monza endurance race.

BELIEVE IT OR NOT

About 1960, F.T. Keable & Sons designed a “water-proofed, lightweight, and easily carried” portable garage, according to their vintage ad. It was designed in seven different sizes and was so easy that “a child can operate it!”



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FAMOUS FEMALES

Isabel, Princess Imperial of Brazil (1846–1921)

Isabel was the last imperial princess of Brazil and regent of the Empire on three occasions. She was nicknamed the Redemptress for having, through the Golden Law, abolished slavery in Brazil.

JOKE OF THE MONTH

A company owner was asked the question

‘How do you motivate your employees to be so punctual?’

He smiled and replied

“It’s simple. We have 20 employees and 19 free parking spaces. One is paid parking.”



The rotting Vitim River Bridge is in Siberia. Once a rail bridge, the structure has long since fallen into disrepair, its wooden platform decaying and its dangers all too obvious. The bridge measures 1900 feet long and just six feet across and is not much wider than most modern motor vehicles. With no rail or barrier, there’s little to stop drivers plunging into the freezing waters below.

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