



Peugeot Car Club (Auckland)

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Volume 37, #5, June 2023





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Front cover – Vintage Car Club outing; see p 14

Above – Don Howarth

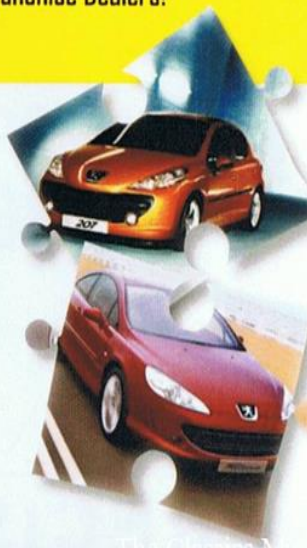
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Printed by CopiesPlus

www.copiesplus.co.nz

COMING EVENTS

peugeotclub.org.nz

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

June 18 – AGM of the FoMC in
Wellington

June 28 – Citroen Conservatory -
change of date

August 3-5– Redex Rerun in Australia

August 13 – AGM – Sunday 1.30pm p9

October – Visit Don Webster's Car
Collection; details to follow

October 23-28 - Targa New Zealand

THOUGHT FOR THE MONTH

It is better to be a few minutes late than
arrive dead on time.



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responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

RSVP.....that is what we

need you to do, preferably a yes, but a no is better than no answer, we would like to plan numbers for the AGM with some level of accuracy, please reply to the email that Jeanette put out a couple of days ago, let John Cooney know now - coanna@xtra.co.nz or 021686191.

Preferably with a yes, Armstrongs have offered to host us again, it will be good to once again hear what Peugeot have in store for New Zealand. Stiaan Kriel, the new dealer principal has offered to present the latest news. That AGM Date – Sunday August 13.

For inspiration I decided to check last year's June Ramble, not a lot there, it was a short one and I suspect this one will be too. Currently I am typically working 7 days a week, though not necessarily full hours on any given day, and I suspect it has tired me out. Not a lot going on, Children are growing older, two at University, one at school; have a new fence and planted one or two vines to grow on it. Most of my leisure hours appear to be taken up by once or twice a week getting some tennis in or going for walks which just about always involves going for a drive to the location before the ambulation starts. Usually with Mandy, sometimes we organise friends to join us, other times we don't. Almost always involves a coffee. This has had me out and about many of Auckland's Reserves, beaches and parks, and occasionally suburbs. Our city has a lot to offer, as does our country to be fair. The last 19 or so months I have been attempting to lose weight, and have

managed to do so, and will continue to do so. It has its benefits, I am faster around the tennis court, both in take-off and stopping, generally feel better and as I am doing it with exercise rather than just diet, I can still have a nice Cherry Danish or similar without feeling guilt. Some of the shirts that probably last fitted me remotely properly 22 years ago suddenly aren't so tight and in general I am feeling younger.

It also has its disadvantages, I have had to stop using a perfectly good belt, it can no longer hold my shorts up and I have purchased a smaller model. If I get innovative perhaps I should get a knife and cut another hole in the old belt to keep it on the wearable clothes roster. I have also found I have had to buy a new pair of shorts to use as swimming togs, something that annoys me, the old ones were only a season old, however I have found that from fitting me nicely I am risking, especially if in the surf, of emerging from the water as though I am at a clothing optional beach! So now I have a nice new pair of sport shorts to use in the coming summer.

In the Peugeot world not a lot gone on, the 505 is back on the road with a refurbished generator and the 308 has had some oil leaks, now fixed. Unfortunately we only had three say yes (plus two apologies) to the quiz night so I pulled the plug. I am keen to give it another go. How is September looking for you all?

Another more pressing thing is the upcoming AGM. Again we could do with a couple of new committee members. A couple of months over the last year we haven't had enough of us for various reasons to hold and organise meetings, plan our future. It is not taxing, but one or two of you to help would make a real difference, please see what you can do.

**Thanks for reading this, do RSVP,
Brent**

COMING EVENTS

June 18	28 th AGM of the FoMC at Wellington Vintage Car Club, Jackson St, Petone. Morning tea 10-1030am. Lunch \$20
August 3-5	REDEX RERUN – see page 12
August 13	AGM – 1.30pm Armstrongs – see page 9 for details
October	Club visit to Don Webster's Car Collection
October 23-28	Targa NZ



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JEANETTE'S JOTTINGS

Wind the clock back 1.4 billion years and a day would pass in less than 19 hours. On average, Earth days are getting longer rather than shorter, by about one 74,000th of a second each year.

On average, kiwis eat 15 pies a year; Australians eat only 12.

In WW2 the British created the myth that eating carrots improves night vision. In reality their pilots' success was due to the invention of radar.

The world's saltiest body of water is the Don Juan Pond in Antarctica which is so salty it does not freeze even in the Antarctic winter.

It is 1.3 times saltier than the Dead Sea.

The film 'Titanic' cost more to make than was spent on building the actual ship.

After a lengthy legal battle, a Colombian doctor has been ordered to pay child support to his patient after a vasectomy he performed on the man proved unsuccessful.

Researchers have proven that plants are effective in ridding the air in your home, school, or workplace of toxic, potentially cancer-causing pollutants, providing a sustainable, low-cost way of ensuring that the air you breathe is cleaner.

Research has revealed that prenatal and childhood exposure to lead increases the likelihood of a criminal record. On average, each increase of 50 micrograms of lead per litre of blood resulted in a 26% higher rate of arrest.

Casual bird buddies and ornithology obsessives alike can now trek to far corners of the globe and identify any feathered friend they find – as long as they have their phone with them. The free digital app, available from the Apple Store, Google Play Store and the Cornell Lab of Ornithology, currently has more than three million active users, and includes a worldwide digital field guide and ID assistant to help them build their bird knowledge.

Like other animals, human saliva contains a proline/glycine/glutamine rich phosphoprotein, which when placed onto wounds can cause the affected area to halve in size roughly every 24 hours. This is the major reason why animals lick their wounds – and we could do the same.

There has been a Cross Channel Association monitoring swimming the English Channel since 1927.

Scientists have identified the oldest known Homo sapiens footprints. Found in South Africa, the tracks have been dated to over 150,000 years ago.

Most of us have heard of Parkinson's Law – first published in an article in 1955, but how many of us know what it says? **"Work expands to fill the time available for its completion"**

Air New Zealand has been honoured as the world's best airline for the seventh time by AirlineRatings.com - the Australian-based aviation safety and product rating agency - followed by Qatar Airways, Etihad Airways, Korean Air, Singapore Airlines and Qantas

Maunga Moana 2023

After missing several Taranaki Maunga Moana rallies due to Covid restrictions, Jen and I again packed up our 1951 Citroen to travel to our stay in Inglewood to attend the 2023 event.

We were on the road by about 7.30am and we now break our trip at Te Awamutu to make the trip through the Awakino Gorge and over Mount Messenger on the second day.

The first day down to Te Awamutu was uneventful - except that the Brynderwyn Hill was closed so we had to make the detour through Waipu and Mangawhai. In previous trips over the Mangawhai Hill have been with other classic and vintage cars so the trip was easy and rather slow. However this time there was all the other Whangarei to Auckland traffic, so the run was quite stressful due to the heavy volume of traffic.

The second day was a later start and there was a portent of things to come. The car started easily. However as the engine was warming up, there was a bit of spluttering from the carburettor which eventually cleared itself. I said to Jen that it was the cooler night-time air that most likely caused the problem and when under way at 55 mph all seemed business as usual.

After a coffee stop at Pio Pio we started off into the Awakino Gorge which was suffering the effects of Cyclone Gabrielle with quite a few road subsidences controlled by traffic lights. The trip south was therefore quite slow and after a picnic lunch at

Urenui we arrived at our motel in the mid-afternoon.

Saturday morning was a bit cooler than we were used to so the car was still spluttering slightly on warm up and seemed a little bit noisier than usual. Anyway things were normal by the time we got to the rally start at the Plymouth Hotel.

The number of entries was fewer than last year and our car numbers appeared to be quite random. The organizer had given us unused numbers from the Vero International Rally so we were number 218.

We were soon off on our run with quite straight-forward instructions - except that there were "average time sections". Unfortunately the cars immediately in front of us thought that to travel at an average of 29mph you had to travel at 29mph. They were not allowing for stopping at intersections or slow hills which lowered their averages.

Our Citroen has a high ratio crown wheel and pinion which helps with cruising speeds but is a disaster on some of the very steep Taranaki hills where 1st gear of 3 is very high and our car was almost stalling on hills where there wasn't a good run up. Something was amiss.

We started to travel in the hills to the east of Inglewood where the roads become bumpier and twistier. Fortunately the cars had started to spread out and we had the road to ourselves. As we went over a bumpy section the exhaust started to get noisier and soon there was a bit of a bang and the exhaust broke at the front resonator which is unsupported by brackets as the main muffler is.

The road was particularly narrow as we approached the Tarata Tunnel and I suggested to Jen that we just keep on going and pull over on the

downhill section which would cool the exhaust system down. The noise through the tunnel was actually rather pleasant.

When we were able to pull over at a farm gate-way everything had cooled down and it was easy to wriggle the resonator off the straight section of pipe.

Thank you to the Masters in their MG TC who stopped and asked us if they could help. However by then we were ready to abandon the set route and continue back to lunch.

We set off back to lunch near Inglewood and took the easy route because the lack of "back pressure" in the exhaust was quite noticeable and power was well down. Our Satnav set the route to go via the Waitara By-pass and when we got back to the Clubrooms there weren't any cars there. I said to Jen that maybe everyone had finished lunch - however we were in fact the first to lunch.

While we were talking about our misadventure, Steve Oliver said that Combined Motors in Inglewood were very capable with car repairs so we took his advice.

After lunch we returned to Inglewood and I said that we should pass by the garage in case anyone was there. We found two young men who were at the garage repairing their "drifting" car which had blown an oil pipe, spraying oil all over the windscreen.

They heard our car coming down the road and thought it was one of their mates. When they saw a silly old car drive in and a couple of oldies get out they were stunned. These young men then kept asking questions about our car and were shown all of the Citroen's "special features".

The young mechanic phoned the garage owner to see if he could reweld the pipe straight away. However he wasn't allowed to weld a Customer's car at the weekend. We were asked to come back Monday morning and our repair would be the first job of the day.

Fortunately, because we would have to stay an extra night, the motel still had a spare room.

Sunday in Inglewood was very wet in the morning but later cleared so we walked around Inglewood and saw the sights including afternoon tea in a café that was an old Solicitor's building.

Monday morning was an early start and it was very hard to quietly start a car without a silent exhaust system. At one point we passed a Police Highway Patrol car so I briefly turned the engine off until the Police car had gone by. Our car repair was the first job of the day for Combined Motors and fortunately the exhaust joints could be undone so the resonator and pipes could be laid flat on the workshop floor to re-weld.

By 10.30am we were on our way northwards back to Paihia, and then the delays started.

For some unknown reason NZTA Contractors stopped the traffic on the south side of Mount Messenger for about 30 minutes. Because the up-hill crawler lane was closed off, progress was slow and I had to stop in the main lane to engage 1st gear which stopped all of the following traffic.

The Citroen gear-change comes out of the centre of the dashboard, turns through 3 sets of right angles to get to the gearbox which is in front of the front axle; double de-clutching is therefore impossible and a full stop is required.

As we went further north to Piopio, for lunch, we got caught at each of the road works' traffic lights and it took us 2 hours 30 minutes to travel 90 miles.

Because we were late leaving Inglewood we decided to wait until after lunch, when there was cell-phone coverage, to book another night in Te Awamutu. Horrors! All the accommodation in Te Awamutu and Cambridge was booked out for rowing regattas at Lake Karapiro so we decided we would continue north and stop at Wellsford for the night where we had stayed for the Warkworth VCC rallies.

The day had started off a bit cloudy. However by the time we were on the Waikato Expressway it was bucketing down. We stopped at Gordonton BP to re-fuel for the rest of the trip north and the rain stopped.

With the exhaust expertly welded and back pressure restored we able to cruise at an GPS speed of 60mph, 100 kmph, on the Expressway and Motorway.



At Manukau we were starting to get into rush-hour traffic so I decided to try the Southwestern Motorway through Onehunga to avoid the stop-start traffic at Penrose, Greenlane and on the Harbour Bridge. This Southwestern route was far more pleasant travelling with only a couple of slow sections and the new Motorway connection at Constellation Drive ensured an easy run.

When we got to Wellsford we found that both motels were booked out so we agreed to continue straight home in one day.

Being old school, we carry plenty of food and drinking water with us and apart from a 20 minute delay at the bottom of the Brynderwyn Hill it was plain sailing back to Paihia. By the time we passed through Kamo it was dark and by maintaining a speed of 50 mph, the generator was still in the positive and we were home about 8.30pm.

It had taken us 10 hours to get from Inglewood to Paihia, 380 miles at an average speed of under 40 mph, and we were completely worn out but the car was running fine.

Another great adventure survived.

Jen and Steve Cornwall
Paihia



Two of the cars who shared the Maunga Moana with us.

BATTERY SWAP

As electric vehicle adoption ramps up, drivers may start to find queues adding to their top-up times at charging stations. One alternative solution with potential is to swap out the run-down battery pack for a fresh one, and Ample has just revealed that it's managed to do so in just five minutes.

Ample launched its first-generation battery swap station back in 2021, after developing the solution in stealth mode for seven years. Electric vehicles fitted with "Lego-like" battery modules could roll onto the platform and have its spent modules automatically removed and replaced with fully charged ones in under 10 minutes. The removed battery units are then recharged, ready for the next customer.

Since launch, the company reports that stations have been deployed across the San Francisco Bay Area to support fleet partners such as Uber and Sally in testing the quick-swap solution. Ample has also been in consultation with last-mile delivery services to get a better understanding of their needs.

"When working with these fleets, we continuously heard that despite well-intentioned efforts to electrify fleets, drivers could spend upwards of 10-12 hours, or 25% of a work week, at a charging station," said Ample in a blog post. "We've heard from cities that, in the race to electrify, there is a lack of reliable EV charging for city dwellers who don't have access to garages and the option of overnight charging, and our new solution seeks to fix that."

The latest station is designed to support electric vehicles of all sizes – from small passenger cars to Sprinter-sized delivery vans. The EV rolls onto the platform, which raises while the swap

is in progress. Drivers and passengers now have the option to remain within the vehicle throughout the process, or exit and stretch their legs. And five minutes later, the low-charge battery modules have been removed and replaced with fresh ones and the vehicle can be driven out of the station.

Ample has described the recent experience of an Uber driver in San Francisco, who picked up and dropped off passengers around the Bay Area and clocked up 120 miles before the batteries needed some attention. The Ample station's door automatically raised after identifying the approaching authorized vehicle, the driver parked up and then initiated the quick-swap process using a smartphone app.

The domestically produced shoebox-sized battery modules have been tweaked for improved safety, and are designed for integration into any modern electric vehicle. The new stations have been redesigned for easier deployment to a site in just three days, and have also been made more durable to suit different local conditions as the company eyes expansion. They can also be remotely monitored 24/7 "for enhanced safety and customer support."

Ample is now calling for more electric vehicle manufacturers, fleet operators and municipalities "to join us in the quest to electrify."

Source: Ample

CHINESE CHARGE

The world's first electric car capable of travelling more than 1,000 km on a single charge could hit the market as early as this summer and will be produced by Nio, the Shanghai-based electric vehicle manufacturer. The solid-state battery with a capacity of 150 kW will be supplied by compatriot WeLion.

Nio had announced the introduction of this new type of battery as early as 2021 and it seems that it could be available very soon.

The report filed with the Chinese Ministry of Industry and Information Technology does not specify the names of the three models on which Nio intends to use the solid-state battery, but it is assumed that they will be the ET7 sedan, the upcoming ES6 and the EC7 SUV-coupe. It is unlikely, however, that this technology will be used for older cars or for the ET5 hatchback, which wants to maintain a lower list price.

All batteries in Nio cars are interchangeable and easily replaceable through the network of battery swap stations. Users could then adopt the solid-state battery on any model on the road, simply by subscribing to the service. This feature makes Nio an attractive option for those who want to use electric cars without worrying about range and battery life.

Solid-state batteries represent a major step forward in the electric vehicle industry. They offer higher specific energy than lithium-ion batteries, a longer range and faster charging time. They are also safer and less prone to overheating problems, as they do not contain flammable liquids.

Nio has been collaborating with WeLion for many years, even before launching its first car on the market. This partnership has led to the production of increasingly efficient batteries. The Chinese manufacturer therefore seems intent on keeping up with the latest technology in the field of electric vehicles and offering its customers ever better products.

Story by startmotori.it

AGM ALERT

FOR YOUR DIARY

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

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

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

So please put the date in your diaries and let's have a fabulous attendance for the meeting.

See you there

John Cooney

PEUGEOT MEMORIES

by Jeanette Grant

The current fuss about police taking photos in public, reminded me of another police state – Russia in June 1967.

John and I were touring Europe in a brand new fuel injected 404 which he had picked up on arrival in the UK. Because he intended to bring it back to NZ, he had not paid the British customs duty – which was only due on vehicles staying in the country for 12 months. So, every time the car went over to the continent, it was re-registered as a new arrival on return.

Looking back it is incredible how much we managed to do and see on how little money. The return fare to the UK was £450 – one way by sea and return by air with a detour to S Africa to visit an aunt.

My total savings at that time – after selling my Mini - were just over £1200 which meant I had less than £800 to live on – and I only taught for six weeks in the UK during that year.

We toured Ireland with John's uncle and family in his caravan towed by a 403 and then went to Europe in the 404 – with a tent in the boot. As I had a NZ passport, not an English one, I needed more visas than John – but we both needed them to get behind the Iron Curtain. We went to the Russian embassy in London and were interviewed by three 'men in black' who wanted to know our reasons for going. As I taught history and geography, that was deemed a genuine need and we

got the visas. However, it was stressed that we must NOT take any photos of 'places of military significance' – a real disincentive to take any photos as we were unlikely to know of the existence of such places.

We spent some time in the Low Countries and Scandinavia. This was just before Sweden changed from driving on the left to the European pattern. All the new signs were in place, just covered in black plastic. There was no speed limit! When I drove I was supposed to average 70mph as that was the most economical speed but I found it very hard to stay under 90mph. The car's top speed was supposed to be 108mph but on at least one occasion it was doing 112mph. The drivers in Sweden were the best I have ever met. If we were coming up behind a car on the motorway, the car ahead would change lanes to let us have a straight run through.

We had to book our Russian campsites and pay for them in advance. A letter I wrote to my parents said

"We drove on into Russia and it was immediately obvious that we were in a different country. The road was shocking! In Finland we had been on a 1st class highway which we had all to ourselves. The Russian road was only ½ the width and had a shocking surface. It did not seem as though they had bothered to prepare a smooth foundation but had just tarsealed the ground and patched it frequently since. It was shockingly rough and very twisty in spite of the fact that it was going over flat ground. However the road did improve as we got nearer to Leningrad. We passed a gang tarsealing a stretch and they were just putting a new layer on top of the old.

In Leningrad we found the Intourist office and bought £6 worth of petrol vouchers (150 litres) and insured the car for one week in Russia £37.0 This was necessary because insurance companies state quite clearly that they do not cover the car here. It was rather funny arranging this because the woman representing the Russian insurance co spoke no English. We then drove on to Repino to the campo which is reserved for foreigners. The road was mainly through forest – pines etc with relatively little undergrowth. We went through several towns where there were so many trees along the streets and in parks that it was almost impossible to see the houses.

At the camp we had to hand over our passports for the night. The facilities were a mixture. There was a kitchen where you could cook but there was no hot water. There was a shop which sold only souvenirs and there were the most primitive and neglected toilets I have ever seen. There was no toilet pan or seat – just a hole in the floor and raised grooved pads to stand on!!! There was one shower for the whole camp.”

The very first day of our week in Russia, we had a couple of men in the campground trying to see if we had anything to sell – coffee, jeans etc were in great demand. That day we gave a camp employee a ride into Leningrad and asked him questions about road rules etc. Without success. It was ‘not his job’ so he couldn’t or wouldn’t give us any help.

After dropping him off we looked for the road south to Moscow. The map we had been given was of little use as it only showed the roads we were permitted to use. After going round a huge multiroad roundabout several times without seeing any signposts in our alphabet, we took a road which seemed to be heading

in the right direction – but soon wondered if we had made a mistake. On the previous day there had been regular milestones giving the distance to the border and to Moscow. Here there were none. However there were also no side roads until we had driven nearly 20 miles.

Then a cop waved us down and told us off for being on the wrong road. We smiled and looked apologetic. He took a little pad out of his breast pocket and drew a U-turn. We nodded. He drew the roundabout and put a tick by the right road and a cross by the one we had taken. We were only one road out! He then escorted us back and made sure we were headed in the right direction.

That evening when we signed in at the campground, John was told off for taking the wrong road. Big Brother had been watching.

Another letter said

“The roads are poor. They are wide and sealed but have a very uneven surface, few markings and no sign posts that we can read... There are very few sideroads and most of those are narrow clay roads. The traffic is not dense but slow. 90% of the vehicles are trucks due for retirement. John is very caustic about their wheel alignment, smoking exhausts, lack of rear vision mirrors and general lack of *power*... *The city roads are no better than the open roads. I have seen potholes over a foot deep. The cars are locally made. They sit high off the ground with their undergear showing. Their lines would have looked very in place in the mid 1950s. They seem to be made to stand rough usage. We can only buy petrol at about 12 places in the entire country. We have coupons from Intourist for 93 octane petrol which is not generally available. We*

either have to find a garage tucked away discreetly down a back street or else they bring out jerrycans from under lock and key."

The 404 attracted a lot of attention as it was so totally unlike the local vehicles. It often seemed to be the only one on the road with rear vision mirrors.

We had one incident when the petrol from a jerrycan proved so dirty the 404 was running unevenly and John had to stop and clean out the filter.

Another problem came when we realised that we were going to run out of petrol before we reached the border with Poland. How could my calculations have been so wrong? Well it turns out that the size of the Russian litre is based on the American gallon which only had six pints instead of the eight in the English gallon. We had to therefore leave the official route to find another Intourist office to obtain the petrol vouchers – without which it was impossible to buy petrol.

Luckily there was a sign with an arrow on the tram power lines saying HOTEL so we followed it to find someone who spoke English. To our delight, the Intourist office had moved to the HOTEL a couple of months earlier so we got our coupons, got the petrol and got out of Russia and in to Poland.

At the border we had to sit and wait while the Russian customs searched a bus bringing Russians home. They not only searched the passengers and their luggage, but looked inside the airvents, the wheel arches, in fact everywhere experience had shown them it was possible to smuggle foreign goods in to the country.

We were glad to be leaving.

REDEX RERUN 3-5 August

This 70th anniversary Redex Rerun from Melbourne to Sydney will start from Balwyns Park, opposite Regan Peugeot on 3 August.

Meals at the overnight stops will be at Kinross Woolshed Hotel, Albury and the Carotel in Canberra. The dinners will have entertainment in the form of speakers and movies from the old events.

The final night's dinner will be at the Penrith Panthers Leagues Club in western Sydney which was also the site of the final dinner in the 2003 rerun.

The route is planned to take entrants along the Old Hume highway as much as possible and also include the special elimination section near Marulan, which determined the winner back in 1953. Apart from the Marulan section there is only about 100 metres of gravel.

Fifty cars from the Redex era have entered already, so it's going to be a big event.

To join, contact Graham Wallace on 0429 939 619 or ewal7731@bigpond.net.au

Last school year, 2021-2022, 1,648 books were banned in U.S. schools, resulting in a total of more than 2,500 currently banned books, said PEN America. Iowa has just added the Bible to the list. Why? It contains violence and vulgarisms.

CHANGES TO THE NZ CLEAN CAR PROGRAMME

The Clean Car Programme consists of rebates and fees based on CO2 emissions for new and used eligible vehicles the first time they are registered in New Zealand. The higher the CO2 emissions, the greater the fee; the lower the emissions, the greater the rebate. Vehicles with moderate emissions will not incur a fee or be eligible for a rebate.

The recently announced government changes to the Clean Car Rebate programme effective 1st July, mean

- an overall reduction in the highest rebate amount,
- fewer new cars will qualify for a rebate,
- an increase in the number of vehicles that will incur a fee,
- an increase in the fees and maximum fee applied for larger cars.

These Government Clean Car programme changes mean that from July '23 all New Cars purchased will be more expensive for customers in NZ.

- The rebates for brand-new EVs and low-emitting vehicles have been reduced,
- neutral vehicles that did not incur a fee will in many cases now have a fee applied,
- high emitting vehicles will face increased fees up to \$6,900.

- for vehicles that have rebates available, the maximum rebate is reducing.
- For brand-new electric vehicles (EVs) under \$80,000, the maximum rebate will be reduced from \$8,625 to \$7,015, a decrease of \$1,610.
- For Plug-in Hybrids that emit between 1 and 100 grams of carbon dioxide per km (usually plug-in hybrids), the rebate will be reduced from \$1700 to \$1500.
- The calculation for this rebate has also changed. Instead of having separate ranges for emissions levels, there will be a base rebate of \$1,725 applied to a vehicle that emits 100 grams of CO2 per km, and an additional \$57.50 for every gram less than that, up to a maximum rebate of \$4,025.
- The vehicle rebate CO2 range has reduced.
- The "zero band" of 149g and 192g which currently incurs no rebate or fee is moving lower to 101 to 149g/km of CO2.
- Vehicles that emit between 101g and 149g will no longer receive a rebate,
- Cars between 149g and 192g that currently do not currently attract a fee will incur a clean car fee from 1st July.

Vehicles that will incur a fee.

For new vehicles that emit 149g to 192g of CO2 per km, there will be a new fee calculated as a base charge of \$575, plus \$57.50 for every additional gram of CO2.

For new vehicles that emit above 192g of CO2 per km, the maximum fee will increase from the current limit of \$5,175 to a new maximum of \$6,900.

Overall, the changes mean that rebates for brand-new EVs and low-emitting vehicles have been reduced and in turn, high-emitting vehicles will face higher fees will be applied to them.

ARMSTRONG'S PRICE REBATE CHANGES

Used Imported Vehicles first registered in NZ.

Used imported vehicles first registered in NZ are also impacted by the same CO2 range changes with fewer vehicles qualifying for rebates, lower rebates, more vehicles incurring a fee and fee levels increasing.

Model	Powertrain	Powertrain Type	Combined Fuel Consumption (L/100km) 3P-WLTP*	Combined CO2 Emissions (g/km) 3P-WLTP*	Clean Car Discount**	New Clean Car Discount (From July 1st 2023)	MSRP***
208							
GT	1.2L Puretech 130 EAT6	Petrol	7.0	159	\$0	\$1,092.52	\$41,990
e-208 GT	Electric 50kWh	Electric	-	0	-\$8,625.00	-\$7,015.00	\$67,990
308							
Allure	1.2L Puretech 130 EAT8 S&S	Petrol	6.2	119	-\$2,490.34	\$0	\$48,990
GT	1.2L Puretech 130 EAT8 S&S	Petrol	6.2	119	-\$2,490.34	\$0	\$53,990
GT Hybrid	1.6L Puretech 225 e-EAT8	Petrol Plug-in Hybrid	1	5.0	-\$5,750.00	-\$4,025.00	\$74,990
508							
Fastback GT	1.6L PureTech 225 EAT8 S&S	Petrol	6.1	141	-\$1,356.21	\$0	\$63,990
Station Wagon GT	1.6L PureTech 225 EAT8 S&S	Petrol	6.1	141	-\$1,356.21	\$0	\$65,990
2008 SUV							
Active	1.2L Puretech 130 EAT6	Petrol	7.2	165	\$0	\$1,437.50	\$37,990
Allure	1.2L Puretech 130 EAT6	Petrol	7.2	165	\$0	\$1,437.50	\$44,990
GT	1.2L Puretech 155 EAT6	Petrol	6.8	153	\$0	\$747.50	\$50,990
GT Euro 6D	1.2L Puretech 130 EAT8 S&S	Petrol	5.6	135	-\$1,665.52	\$0	\$50,990
e-2008 GT	Electric 50kWh	Electric	-	0	-\$8,625.00	-\$7,015.00	\$75,990

Evening at the Citroën Conservatory - June 28

The evening "Les grandes heures de la publicité Citroën", initially scheduled for 25 May, will take place on Wednesday 28 June 2023 at the Citroën Conservatory, again with the exceptional participation of Jacques Séguéla. □ Book your seats now!

The program remains unchanged.

- 7pm: Launch of the evening and free visit
- 7:30 pm to 9 pm: Conference led by Xavier Crespin, Managing Director of L'Aventure Peugeot Citroën DS and Denis Huille, expert in Citroën history and member / club / event manager of L'Aventure Peugeot Citroën DS. Animated conference around Jacques Séguéla, renowned publicist. And other surprises!
- 9pm: Time for exchanges around a plancha dinner, Parisian guinguette atmosphere.

Information and booking -
<https://laventure-association.com/evenement/publicite-au-conservatoire-citroen/>

Tickets purchased for the date of May 25 remain valid for this new date. However, if you are unable to attend, please send an email to conservatoire@citroen.com

Thank you for your understanding.

OUR VCC TOUR TO OKOROIRE HOT SPRINGS AND DISTRICT 17.5.2023

Don Howarth

We started earlier than usual at 10am with a good sized tour group, more than half going only to the Kaihere School above Hauraki Plains on Highway 27. (This school has 32 pupils, years 1-8.) We travelled through by-roads of Ararimu, Papanui, Mangatawhiri; through Coalfields Rd, past the open cast Bathurst Resources mine, eventually reaching Highway 27.

We stopped at a café by Ngatea turnoff for coffee and takeaways, before returning to Highway 27 for Kaihere school, where we met Richard the principal, who welcomed the group and spoke briefly about the school. We ate our lunch in a classroom which had been prepared for us, with plenty of chairs, hot water, tea and coffee. The 2 head girls welcomed us, told us a bit about the school and themselves. The school had recently celebrated its 100th anniversary! After we had eaten, Norm offered rides in the vintage cars to the children, enthusiastically accepted. They loved the big old Austin 12/4 tourer, TR6, MGB, old Wolsely, Model A and Jaguar XJ6, and much fun was had by all. It was great seeing the pleasure on all the faces, once they got used to NO SEATBELTS!

We departed again at 1.30pm for Morrinsville via high hills, narrow one way gravel roads in parts, and arrived at our destination at 3.35 pm - Richard Marshall's huge collection of mostly U.S. cars - Chevrolet, Cadillac, Chrysler, Ford T-birds, Triumph TR2 and TR4, & Stag, Daimler SP250 sports, Daimler 2.5 V8 saloon, Holden Monaro and Morris Minor convertible. We arrived at Okoroire about 5.15, checked in, had drinks and dinner and fell into bed.

18th MAY THURSDAY

Today was a free day to do as we chose. With good friends Scott & Colleen Begbie in their Mercedes 280 SLC we left the hotel about 9.30am, and took a wrong turn, which took us to Tirau instead of Matamata. We quickly viewed the shopping area- very few antique shops and no book shops – so carried on to look for the Tirau Museum with a good apiary collection. However on arrival to its run-down state, it appeared closed with no notices and no staff. There was nobody at all at the house or the Museum. Perhaps the elderly owner had passed away?

So we headed back to Matamata, to visit the Firth Tower Museum. We viewed the “old concrete Tower” which was surrounded by scaffolding, and while doing so, the receptionist/guide stopped to explain that an earthquake back in February had shaken the tower causing visible cracks in the concrete outer shell. She told us the concrete was 100years old, reinforced with chicken wire mesh on a wooden frame, so was not as robust as it looked. They had invited a structural engineer to investigate and report.

His report was imminent, and the outcome may be that the Tower is dangerous, which means removal will be necessary. We investigated the many other buildings containing farm machinery and tractor displays, Post office, telephone exchange, schoolroom, and a typical country farmhouse etc. Altogether a very good museum, well presented, and good value for our \$5 each senior fee. We spent about 4 hours there!

Next it was into Matamata for lunch, and to find a Jeweler to replace the battery in Wynne’s watch. Then back to Tirau to meet friends Colleen and Scott to visit the big SPCA op-shop where Wynne found a book by a favourite author, and I bought a shirt.

We all assembled for dinner, dressed in our finery and our Mad Hatter headwear, as we were to be judged for the best Mad Hat. We enjoyed a good dinner, and the staff were suitably impressed by our hat selections. The deserving winner was Mike Loosemore, chosen by the Maitre D’, the driver of the 1924 Austin12/4 Clifton. He had put much thought and effort into his “millinery creation” – it was enough to frighten small children with its bouncing black spider on his well decorated top hat! A good night was had by all.

19th MAY FRIDAY

Prior to departing in our assorted vintage cars, we were asked by the hotel’s new manager to line up the cars in front of the hotel, for a photo opportunity. Although it was raining steadily we lined up, took lots of photos, then took off for Putaruru. We went via Tirau, then on to Arapuni, where a big swing bridge over the Waikato River was a recommended stop. However it was raining hard when we reached the turn off, so we continued to Kihikihi, as did most of the touring group. The heavy rain eased as we arrived at our destination.

Our destination was David Nordelle’s restoration workshop, specializing in Bugatti cars, with a world- wide reputation for the marque. David is also a Riley specialist and former President of the Riley Club. He had a Riley pre-selector gearbox on the bench, and explained some of the quirks to us. Member Murray Firth asked several questions and listened carefully to the answers!

David showed off a customer’s Bugatti Type 43 with the distinctive alloy wheels. The owner lived in Vanuatu and expected the car always to be ready for use, WOF and Rego up to date. He also encouraged David to use it to keep everything in order, so it was often seen at local car shows. He normally kept 2 oversea owner cars on the property in

NZ. I was deeply impressed by the quality of every part and fitting on this French classic eg machined gear lever and handbrake lever, machining of engine block and head which are one unit, seats etc. I took many photos!! David explained he was in regular touch with owner's suppliers, Bugatti specialist engine builders, tyre makers etc and that it had become more expensive, and that deliveries took longer since Covid to source vital parts. Something that many of us can confirm. I happen to be restoring an eligible Peugeot 205 CTi Cabrio, when I tried to source a top suspension strut repair kit, no usual UK supplier could help so I found a supplier in Germany, who would only supply to UK or the EU. I needed to use a relative in Sussex, UK to accept the part then repost it to me in Auckland. It took exactly 1 month at a cost of GBP22.20 or NZ \$45.00 for that post freight alone, more than the parts!

David Nordell had a most impressively equipped workshop, had made many specialised Bugatti tools, had Riley and Chevrolet chassis and engines visible, so happily restored many different marques. New Zealand is so fortunate to have so many expert restorers dotted about the country in places like Pirongia, Kihikihi, Geraldine, Oamaru, Christchurch, Wellington and Auckland.

Departing David's workshop we travelled through Kihikihi village where I spotted Viands Bakery, a gourmet's delight if you like delicious pies. We stopped and bought some to take home, buying lunch as well as the group had decided to stop at Pirongia for lunch.

We caught up with a much smaller group of tourers there as some had headed home directly from Okoroire, some had diverted to visit friends en route but the remaining tourers set off for the BP Bombay/Autobarn destination following Norm and Pat's very clear route directions, avoiding main roads

and duly arrived about 4.45pm. We swapped stories over tasty coffees, enjoying the assembled company for a last time on this most interesting. Autumn tour, a little wet weather on the 2nd and 3rd days did not dampen our spirits.

Don Howarth

1970 Peugeot 404

PAST MEETS FUTURE

The February 2023 issue of 'Classic & Sports Car' had this interesting little item....

"The Vintage Sports Car Club is the latest group to encourage the use of alternative fuels. At its Winter Driving Test, held at Bicester Heritage on 3 December, there was the increasingly familiar sight of orange stickers being worn by entrants running on petrol substitutes.

This time, 10 cars were using 'alkylate petrol' a gasoline blendstock of olefins and isobutane. It can take many forms, but the most common is C4 alkylate, which has a RON rating of 94-98

The Gulf Pro 4 formulation used by the VSCC members is marketed for outdoor equipment (and non-highway) use, but December's test was part of the club's commitment to investigating the use of synthetic fuels for future road use.

The VSSC is working with club member and Gull distributor Guy Lachlan of Classic Cars."

FOOD FOR THOUGHT

Today was the absolute worst day ever
And don't try to convince me that
There's something good in every day
Because, when you take a closer look,
This world is a pretty evil place.
Even if
Some goodness does shine through once in a while
Satisfaction and happiness don't last.
And it's not true that
It's all in the mind and heart
Because
True happiness can be obtained
Only if one's surroundings are good
It's not true that good exists
I'm sure you can agree that
The reality
Creates
My attitude
It's all beyond my control
And you'll never in a million years hear me say that
Today was a good day

NOW READ IT FROM THE BOTTOM TO THE TOP.

LIGHT CAN REDUCE POLLUTION

Traffic is among the biggest sources of air pollution, but engineers in Korea have now demonstrated that photocatalytic concrete can help reduce pollution in tunnels. These air-purifying concrete systems rely on a coating of titanium dioxide, which reacts to sunlight to produce molecules called reactive oxygen species (ROS). These have strong oxidizing power, which breaks down air pollutants like volatile organic compounds (VOCs), nitrogen oxides, sulphur oxides, and ammonia and prevents the formation of fine particulate matter. Researchers at the Korea Institute of Civil Engineering and Building Technology (KICT) developed this kind of photocatalytic concrete and tested it in a traffic tunnel, where pollution is often higher due to poor air circulation. Artificial lights were installed along the walls to fuel the light-activated reactions in the concrete. Levels of nitrogen oxides dropped by about 18% over 24 hours,.

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FEMALE INVENTORS

Marion O'Brien Donovan (1917–1998) was an American inventor and entrepreneur. She was one of the most prolific female inventors of her time, having received 20 patents in total for her inventions. Donovan was inducted into the National Inventors Hall of Fame in 2015. Her most notable innovation is the invention of a reusable, leak-proof waterproof diaper cover in 1946. She received four patents for her invention in 1951, which she sold that year to the Keko Corporation for \$1 million. This led to her invention of the disposable paper diaper, which was eventually commercialized by Victor Mills, creator of Pampers. Amongst her several inventions around the home are a 30-garment compact hanger (the "Big Hangup"), a soap dish that drains into the sink, and the "Zippity-Do", an elastic cord that connects over the shoulder to the zipper on the back of a dress. She also invented the DentaLoop for flossing teeth.

DEFINITIONS

Motorist – one who keeps pedestrians in running order

Pedestrian – a man who has found a place to park his car.

Split second – the time between the lights changing and the fellow behind sounding his horn.

Garage hint – to ensure safe motoring, ensure that every nut is tight – except the one behind the wheel.



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