



Peugeot Car Club (Auckland)

# Peugeotex<sup>©</sup>

*Volume 39, #5, June 2025*





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Front cover – Jay's 1970 Peugeot 404 diesel

Above – John Grant

Inside Rear cover - One example from Auto Restorations.

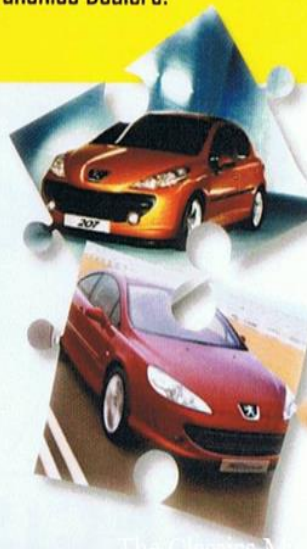
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## COMING EVENTS

**peugeotclub.org.nz**

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

August 10 – AGM, VCC rooms,  
Fairfax Ave, Penrose.

October 19 – Pride of Ownership –  
venue TBC

2026

February 8 – Eilerslie Concours

## THOUGHT FOR THE MONTH

If arms are outlawed, only  
outlaws will have arms



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

## PRESIDENT'S RAMBLE

I am still under the pump with work and family life and achieving a little less than I would like as far as my ability to perform for the club goes. I am nevertheless glad to say in the last month I had a good chat to Olive Dean, a member I haven't met as yet (let's hope we do some day), and have just heard that one of our past members John Bartrom has re-joined the club, despite the fact he no longer has a Peugeot, "welcome back to the fold John." And Perryn Neels has also just joined the club, possibly rather backhandedly by compliments of the Vice-President paying his membership fee with the expectation Perryn will pay him back. Hope you got it off him Jayden as he now gets to read this mighty magazine and my Rambles. Not to mention the good work and effort that Jeanette puts into it, as well as regular contributions from Steve Cornwall, Jay Hardie and Matthew Ensor and a few others with irregular contributions as well.

I have recently had the opportunity to pick up and read a few other clubs' magazines and I truly rate ours for

content. Yes I admit an element of bias; some may be glossier, some may be bigger in terms of pages or the format size, but few in my opinion have the content. Something we can be proud of.

As for me, well I just got my warrant from David Jones at Auto France for my 505, drove home and noticed that the annual service was due the next day, neither David or I had paid attention to the sticker he had stuck to the window the year before. I rang him up and we had a good laugh at the irony of it. Because work is busy looks like the service will wait till August or thereabouts.

Last month we managed to get tickets to go and see the live filming of 7 Days. Experiencing it is quite something. It is amazing how much is filmed and then doesn't make the director's cut when it is shown the following night. It is also amazing that they managed to stretch out one nights show through a 3-hour period; granted there was a short intermission. There are some minor breaks for set changes but in general it runs from one thing to another. They are clearly monitoring it as they go because at the end they had Jeremy Corbett retake some of his introductions (all auto-cued) a few times, the directors had clearly reviewed it



all whilst filming was still active and wanted better!

Last May my family and I also attended the Comedy Fest, seeing Ray O'Leary and Melanie Bracewell. We loved them both so much we went back for more this year. Of note, none of us thought Ray O'Leary was as good this year; differing opinions on whether he was average or good. Melanie however was a hit. Two years running, both very different shows from each other, both told great stories intertwined with off-shoots into other stories. We will be looking for tickets to see her again next year.

Ray, well not, maybe in another three years or so for him. All I can say is if you get the chance go see Mel, do, just do. Not only is she funny, she is a brilliant mind too.

In the meantime, if you are after a well sorted and unique Peugeot, Nathan Yelash has his well looked after and maintained 404 Ute up for sale- the million mile plus ute that used to be owned by Campbell Motors. I believe it is both the newest 404 (1977) in the country and also the only diesel Ute, the rest being petrol. Have a look at it on Trade Me. I wish I had another garage space or two for it!

*Brent*



*This ute was imported new by Campbell Motors in 1981. The only diesel 404 ute that was brought in. It was used as a parts hauler and to cart exhaust tubing. It's not perfect by any means, it can still be used as a ute. It ain't gonna win any races, but it'd probably have a go at climbing a wall given the chance. Runs and drives well, was recently used on the Peugeot club outing to Thames.*

## COMING EVENTS

August 10 <b>AGM</b>	1PM - AGM – Vintage Car Club Rooms, Fairfax Ave, Penrose
October19	Pride of Ownership; venue to be confirmed. Suggestions welcomed
<b>2026</b>	
February 8	Ellerslie Concours. Entries open June 2025 at <a href="http://www.concours.org.nz">www.concours.org.nz</a>



# MotorWorks

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## JEANETTE'S JOTTINGS

Scientists at RIKEN in Japan have developed a new type of plastic that's just as stable in everyday use as regular plastic, but dissolves quickly in saltwater, leaving behind only safe compounds.

Recently, satellite data has unearthed something astonishing: a sudden shift in global ocean currents. This revelation is significant, as ocean currents play a crucial role in regulating our planet's climate.

A potentially destructive Soviet Venus lander that was lost in space for over half a century has re-entered the Earth's atmosphere. Tracked by various space agencies and individuals, the capsule crashed on May 10 in the Indian Ocean.

The British Army has successfully tested a Radiofrequency Directed Energy Weapon (RF DEW) that took out multiple swarms of drones simultaneously and near instantaneously using high-frequency radio waves at a cost of 10p (US\$0.13) per shot.

In 2024, the income tax a single person in Europe with no children and earning an average salary paid, varied between 6.2% in Poland and 35.7% in Denmark. Italy had the highest rate among the five biggest economies, with 20.9%. Germany, France, Spain, and the UK were all between 15% and 17%.

Stretching across almost 10 million square kilometers, Canada claims the title of the second-largest country in the world. Its vast expanse is nearly as large as the whole of Europe

Canada's relationship with the United States is one of a kind. It stretches 8,891 kilometers, making it the longest international border in the world, with most sections unfenced and undefended by military forces.

In Sweden, Tesla sales plummeted by a staggering 81%, while Denmark recorded a 67% decrease. The pattern continued across the continent with drops in the Netherlands (−73%), France (−59%), and Portugal (−33%).

A study by Cambridge University and the RSPB in February found that: "solar farms managed with nature in mind have nearly three times as many birds compared to nearby arable farmland... There is a growing body of evidence to show that solar farms have the potential to provide renewable energy and support farmland wildlife."

There are 12 US states where you are legally obliged to look after your parents.

After more than twenty years of steady ice loss, the Antarctic Ice Sheet (AIS) surprised experts by gaining about 108 gigatons of mass per year between 2021 and 2023.

## TWO OPINIONS OF THE 408

### TOP GEAR SAYS

“The 408, to most eyes, carries things off with a bit of panache.

Inside, the dash is like the 308's, itself a pretty angular assembly of screens and switches. As usual for a Peugeot the driver's screen is above the steering wheel rim, almost like a head-up display. The centre touchscreen has its own additional mini touch bar where you can configure your own shortcuts. Trim is reasonably plush, too.

It feels more spacious than a 508 inside, too. It's decent up front, rear legroom is impressive, and head space is just about OK for the outer two. But only two, really. But when did you last see a car with all five seatbelts in use? More on all this in the Interior section of this review.

Any good out on the road?

The Peugeot PHEV system isn't the best integrated. It occasionally drops the ball, hesitating between petrol and electric power if you come on and off the throttle suddenly. But the engine cuts in and out quietly, so you don't realise how big a proportion of a journey might be made with it switched off.

Anyway, the hybrid and battery system adds 300kg so the performance boost over the little pure petrol engine isn't that great, and the electric set-up isn't a fan of slow corners or accelerating too hard.

The hybrid's handling is more than acceptable though, once you've tuned the way you drive. The steering is sharp but the suspension rolls a bit. Use smaller, more gradual inputs and it's actually quite engaging and fluent. The petrol car has a slightly different character to it – it feels more agile with less weight onboard, it's more fun to drive down a country road than you'd expect.

In aiming to touch so many bases, Peugeot was in danger of smashing none. But the 408 turns out to be a tempting concept. The rear space is a good step up from the slightly cramped 308 hatch, and the boot has a lot of floor area.

It drives more engagingly than most crossovers, especially in petrol form, but the PHEV version struggles to justify itself unless it's a company car tax play. Or unless your regular radius from a home charger is little more than 10 miles (in which case do you really need a new car?).

In the end, it's down to looks and image. How much do you want something that isn't the something you had before, nor the somethings that fill the middle lane? And if so, how much do you want something that looks like this? As a rule, we admire brave design, and at the very least this qualifies for your shortlist.”

### ARMSTRONG SAYS

“The 2025 Peugeot 408 1.2 Hybrid is a true game-changer in the crossover-fastback segment, offering premium design, intelligent hybrid technology, and advanced comfort in a stylish package. Its



sleek fastback styling, aggressive front grille, and aerodynamic body make it a stand-out choice for drivers who value both efficiency and elegance.

Step inside and experience Peugeot's next-generation digital cockpit, designed for ultimate driver engagement.

- 10" Digital Instrument Cluster & Touchscreen

- Wireless Apple CarPlay & Android Auto

- Premium Sound System & Ambient Lighting

- Spacious Cabin & Class-Leading 536L Boot

The 408 Hybrid is equipped with Peugeot's latest driver assistance systems, ensuring a confident and safe drive.

- Adaptive Cruise Control with Stop & Go

- Lane Keep Assist & Blind Spot Monitoring

- 360° Camera & Parking Sensors

- Traffic Sign Recognition & Driver Attention Alert

2025 Peugeot 408 1.2 Hybrid stacks up against rivals like the Volkswagen T-Roc 1.5 eTSI, Toyota Corolla 1.8 Hybrid, Mazda CX-30 e-Skyactiv G, and Hyundai Tucson 1.6 T-GDi MHEV."



"If you're looking for a fuel-efficient, stylish, and tech-packed hybrid that delivers both driving pleasure and practical everyday usability, the 2025 Peugeot 408 Hybrid is the ultimate choice."

## THE 4002 CONCEPT CAR

The Peugeot 4002 was a bespoke show car created purely as a stylistic exercise at the behest of Peugeot in 2003.

Peugeot introduced a web-based amateur style competition at the 2002 Paris Motor Show, inviting aspiring designers to create a completely unhinged retro-futurist design that incorporated distinct styling features of a historic Peugeot model. A total of 2800 proposals from 90 countries were registered, and Stefan Schulze, a 32-year-old German graphic artist, was selected as the winner. At the 2003 Geneva Motor Show, Schulze was awarded a trophy (La griffe) and €5000, and it was announced that Peugeot would create a full-scale version of the design.

The completed design was shown at the 2003 Frankfurt Motor Show. It featured a body of aluminium and fiberglass, and 21-inch wheels. The 4002 incorporated headlights hidden behind the grille itself, as a stylistic nod to the streamlined Peugeot 402 from 1936. As merely a show car, it was not powered and not road-legal. As a styling experiment, the car was considered dynamic, glamorous, and supremely daring, but probably too extreme to predict any real influence on future Peugeot designs.

It was a 2-door model with a rear mid-engine and rear wheel drive. The engine was a 6.0l PSA EP9 V12

The wheelbase was 2,706mm; the length 4,325mm; width 2,028mm and height 1,214mm.



# PEUGEOTEST

BY Matthew Enso

Answers on p 14

Question 1: Which 2025 Peugeot model, available in New Zealand, is a hybrid hatchback featuring a 3D i-Cockpit with a configurable head-up display?

- A) 208 Hybrid
- B) 3008 Hybrid
- C) 2008 Hybrid
- D) 5008 Hybrid

Question 2: What is the starting MSRP for the Peugeot 208 Hybrid in New Zealand for 2025, excluding on-road costs?

- A) \$39,990
- B) \$45,990
- C) \$49,990
- D) \$53,990

Question 3: Which powertrain is featured in the Peugeot 2008 Hybrid for the 2025 model year in New Zealand?

- A) 1.2-litre PureTech petrol
- B) Hybrid with 96 kW and 230 Nm
- C) 100% electric with 100 kW
- D) Plug-in hybrid with 59 km electric range

Question 4: What is a key interior feature of the Peugeot 3008 Hybrid GT for 2025 in New Zealand?

- A) Manual gear selector
- B) Panoramic i-Cockpit with a compact steering wheel
- C) Analogue instrument cluster
- D) Fixed glass roof

Question 5: What is the MSRP for the Peugeot 308 GT Plug-in Hybrid in New Zealand for 2025, excluding on-road costs?

- A) \$45,990
- B) \$49,990
- C) \$53,990
- D) \$59,990

Question 6: Which 2025 Peugeot model in New Zealand offers seating for up to seven passengers?

- A) 2008 Hybrid
- B) 3008 Hybrid
- C) 5008 Hybrid
- D) 408

Question 7: What is the WLTP electric-only range of the Peugeot 308 GT Plug-in Hybrid for 2025 in New Zealand?

- A) 35 km
- B) 59 km
- C) 81 km
- D) 100 km

Question 8: Which safety feature is standard on the Peugeot 2008 GT petrol model for 2025 in New Zealand?

- A) Manual parking brake
- B) Adaptive Cruise Control
- C) Rear-wheel steering
- D) Air suspension

Question 9: What is the starting MSRP for the Peugeot 3008 Allure Hybrid in New Zealand for 2025, excluding on-road costs?

- A) \$49,990
- B) \$57,980
- C) \$60,000
- D) \$65,990

Question 10: Which of the following is NOT a 2025 Peugeot model available in New Zealand?

- A) 3008 Hybrid
- B) 508 Hybrid
- C) 2008 Hybrid
- D) 5008 Hybrid

## 30TH ANNIVERSARY FOMC AGM

at the Sudima Hotel in Christchurch  
by Don Howarth

As this was the 30th Anniversary of the 1st AGM of FOMC, they had gone to considerable effort to celebrate with a tempting programme of highlights e.g. A visit on Saturday afternoon to Christchurch & probably NZ's leading car restoration workshop Auto Restorations Ltd, followed on Saturday night with Allan Dick, journalist, radio broadcaster, former editor of Driver & Classic Driver and still a contributor to Classic Driver with his column "Smoking a Grey Pipe" as our guest speaker at the dinner held at the Canterbury Vintage Car Club rooms (a very impressive complex).

Then on Sunday the pre- lunch guest speaker was Claude Lewenz, a former American who emigrated here to start the Mud Brick Cafe and Vineyard on Waiheke Island. He and his helpers made the mud bricks from clay to build their house and cafe. He is a devout classic & vintage car enthusiast. When they were only allowed to bring 2 LHD cars to NZ from USA, he & his wife chose different versions of Alfa Romeo Spiders from their collection but had to sell cherished cars like Bristols, & Mercedes Benz SLKs & G Wagens. Over the last 3 years once their businesses were well established, he has been on a crusade to allow LHD cars to be freely imported to NZ.

His talk outlined all the hoops he had to jump through to bring about regulation change with LTSA, Ministry of Transport, Police & Ministers of both Labour & National governments. In that he met Harry Duynhoven, ex MP and Transport Minister in a Labour government, who was a very helpful person to navigate him through the corridors of power & influence. Harry was also a past President of FOMC & Mayor of New Plymouth and a Citroen & Porsche owner. His talk was filled with anecdotes of people and situations, very entertaining indeed.

To return to the conducted tour of Auto Restorations. We were met by Chief Executive George Kear who introduced us to 2 apprentices. Those three led the tour through the huge premises containing an engineering workshop, autobody panel & paint, mechanical & upholstery. One of the apprentices, Jesse, took our group of about 12 through starting in the foyer/showroom where we admired a 2025 recreation Ferrari Testa Rossa 1959 sports car built by A.R. themselves. The workmanship was remarkable & the car was powered by a rebuilt late 1950s Ferrari engine & gearbox. The range of cars seen throughout was amongst the best of the best, e.g. Bugatti Type 35, C Type & E Type Jaguars Roadster & FHC, SS100 Jaguar, Fiat Dino Roadster/Spider, Delage Tourer, a 2009 Ferrari California, Jag XK 120 roadster, a Mk2 Jaguar race saloon car with Dunlop Racing wheels & knock off hubs owned by a director Bert Govan & raced by him, Lotus cars, BMW 2002tii, a TVR,

various Bentley & Rolls Royce cars from different eras, a Mercedes Benz 600 Limousine, Datsun 240Z and a humble VW Beetle, etc, etc. They clearly are able to fill this huge premises even in difficult times, with quality restoration work, from well-heeled customers from the South Island in particular. The tooling and machine tools, tooling generally & equipment is of a high standard. Quite an eye opener! I recommend a visit to their Facebook page.

In the early evening we were driven from the venue hotel to the Canterbury Vintage Car Club's premises for dinner in mini vans, where we enjoyed an excellent meal & drinks previewed by a brief talk from Claude Lewenz about his favourite classic & collectable cars being Bristols, Alfa Romeo Spiders, Mercedes Benz SLKs & G Wagens, a habit collected in his younger years in the USA from a successful computer software business career. After dinner we were entertained by the irrepressible Allan Dick, with stories spanning his years as a motoring journalist, road testing new cars, attending launches of new Ferraris, Mercs, Jaguars, Maseratis, and some French marques. He mentioned many humorous escapades, but the one I best remembered was a Ferrari launch of a new model at Maranello & he got landed with a Korean journalist, who he had been warned about as rather a "loose cannon". When Allan was handed the keys he offered the keys to the Korean with the intention of doing the return drive, so he took off in a shower of stones, drove very fast up into the Maranello hills but

failed to negotiate a corner, tipping the car into a ditch on its side, the driver's side, so he was unable to get out, so Allan climbed out, with difficulty, told the driver to relax and wait for the ambulance that he called, when, with more help he would be carefully removed due to sustaining mild injuries. He was taken to a local hospital while Allan was picked up by another journo in a 4 seater. He did get to drive another test Ferrari the following day so could write a road test article. He said "Those were the Days" - Business Class air travel, top class hotels, high quality meals & liquor and brilliant company all over UK and the Continent. A simply entertaining address from a chap who has enjoyed his motoring career and is now enjoying travelling the South Island with his wife & entertaining us on Facebook with "out there" statements & travel information par excellence.

Sunday was the AGM & time for official business, which was quickly moved through. In matters arising, the President Garry Jackson (Canterbury Mustang Club) updated us about the 12 Month WOF submissions and thinking from officialdom. It appears to have been very well considered and a decision from Minister Chris Bishop is expected in 2-3 months. He has been supportive & mentioned to the FOMC that Christopher Luxon owns a Riley Elf Mini, a 40+ year old classic.

All members of the Executive were re-elected with only one advisor standing down, a successor will be sought. Mark Stockdale (ex

AA Spokesperson) is a Regulatory Advisor. A Submissions Secretary will also be sought.

The Pre-lunch speaker was Claude Lewenz, whose talk was titled "The Collectable Economy", our vintage, veteran & collectable car hobby which is huge in New Zealand, worth something like \$16.5 billion, with 370,000 the estimated number of historic and classic vehicles, which together travel some 3,700 km on average per annum. He talked about his own classic & vintage cars & how he uses them. He praised the number of good classic vehicle events, shows & rallies held in New Zealand to be enjoyed and the challenges of dealing with the vehicle bureaucracy in Wellington when it comes to importing LHD cars. He has been

successful in bringing about change in that area by enlisting help from FOMC & marque clubs. A very interesting talk from a well-travelled classic car owner.

Other AGM business was conducted after lunch with meeting closing at 3.10pm to enable delegates to catch flights home or return by car, etc.

My thanks go to our Committee for the opportunity to attend. I found the FOMC in very good heart & run very well indeed. I met and mixed with good members from many different clubs, the editor from NZ Classic Car magazine and past presidents of the organisation.

Regards,

*Don*



These are a selection from Auto Restorations. Gavin Bain of Fazazz Bookshop & car sales was a director until he died last year.





## AUTONOMOUS CARS DO DOUGHNUTS

According to an article in the 23 November 2024 issue of New Scientist, Toyota is teaching driverless cars to deliberately skid sideways at high speed while safely navigating corners. The firm says that while the technique would not be used on roads as part of the normal driving experience, it could help an autonomous vehicle recover from a skid in an emergency.

Drifting cars has become a sport in its own right and a team of researcher at the Toyota Research Institute (TRI) has shown that an artificial intelligence model car can make a Toyota GR Supra or Lexus LC500 drift smoothly around a corner with multiple turns, sliding within ten centimetres of a target.

These test cars have a driver inside in case of things going wrong. They can enter a skid and screech sideways at angles as large as 63 degrees off their direction of travel.

The researchers say that an AI which can do this would be invaluable in extreme circumstances such as a patch of ice on a road.

## INVENTION OF THE WHEEL?

A set of 12,000 year- old pierced pebbles excavated in Israel may be the oldest known hand-spinning whorls – a technology that could have inspired the invention of the wheel.

These served as the flywheel at the bottom of a spindle and represent axle-based technology thousands of years before the first carts. Researcher considered that the whorls were too heavy and ugly to be jewellery and too light and fragile to be used as fishing weights.

To test their theory, they created new ones using the same flint drilling technique of the time and asked a traditional craftsman to spin flax with them. They worked!

It is quite possible that such items had already been in use for generations – but made out of wood or bone which has not lasted as well as these stone ones. This suggests that early people were experimenting with rotational technology thousands of years before inventing the pottery wheel and the cart wheel.

## WELCOME TO NEW MEMBERS

John Bartrom of Unsworth Heights, Auckland, has re-joined us after a lapse of some years. He was a member during part of the 1980s and 1990s.

Perryn Neels of Papamoa Beach, Tauranga, currently has a 1970 404, 505SW and 604.

### PEUGEOTEST Answers

1 A, 2 B, 3 B, 4 B, 5 C,  
6 C, 7 B, 8 B, 9 B, 10 B.

## JAY'S 404 DIESEL EXCURSION

Late last year I was browsing through facebook marketplace when I came across a listing for a 1972 404 that had been converted to a diesel some years ago. It had been fitted with a 2.5 non turbo diesel engine from a 505, along with the 5 speed manual. When I saw it, I immediately sent it to Ashton, a friend of mine whose brother, Perryn, is in the club. He had been wanting a 404 ever since Perryn and I had gotten three from Nick Watson (two projects and one good car which is the one I am driving currently).

He immediately jumped at the opportunity and got in touch with the seller and negotiated a deal. We then moved on to the logistics of picking up the car as it was located in Wellington.

Unfortunately, a month prior, I had been pit-manoeuvred by an oblivious driver on the motorway in my 404 and spun around and hit the barrier. Due to third party insurance and it being a hit and run, the insurance company fixing it wasn't an option.

Despite this, we had the bright idea of taking a 404 to pick up the 404 and Ashton and I decided that he would come up the Tuesday before and do the necessary repairs on the inner guards and front radiator support. Luckily the chassis rails remained largely undamaged as they had gone underneath the barrier.

Facing a three day time frame till we headed down on Friday morning and armed with panel hammers, a welder, a couple of chain pullers and a vast quantity of ginger beer, Ashton got stuck in, working on the car during the day while I was at work, with me helping out as much as I can after work in the afternoons. The night before we had to leave, we were still unsure whether it was going to be done, or whether we

were going to have to take the 604. We decided not to tell Perryn, who was meeting us in Hamilton, which car we were going to be arriving to meet him in and let it be a surprise for him. We finally finished up at 11:00 and then proceeded to load the car up with tools, camping gear, and a few spare parts. The following morning we headed down to Hamilton to collect Perryn in a 404 that was.....more or less..... put back together. As we pulled up, there was a fair bit of enthusiasm as Perryn wasn't expecting us to make it with the amount of damage we had to undo.

After loading up the last of the gear, all three of us piled into the 404 and headed down to Wellington. The car was running great, with only one stop required to fix a loose hose clamp due to a radiator being installed at 10pm the night before. We made good time, going at quite a pace, despite the tightly packed car. We got some funny looks on the passing lanes as we zipped past most of the modern traffic in a shabby looking 404, loaded to the gunnels with gear, doing 70mph!

We arrived in Wellington where the car was located about mid-afternoon, only to find the car was not quite as healthy as we had been led to believe. There was a fair bit of rust throughout the car, the back brakes were stuck on and, most importantly, the clutch pedal went right to the floor with no resistance as it had been sitting since 2019. Having come that far and seeing as how it was overall still a decent car, we decided we were still going to take the car and set to work trying to get it sorted.

We pulled the rear brake drums off and got them unstuck, and I pulled the clutch master cylinder apart and cleaned all the seals up and put it back together, then we bled up the clutch. It still wasn't perfect but it was working ok. By this time it was about 8pm and we had yet to get back to where we were staying at our property in National Park.

We quickly grabbed a bite to eat and headed off. Unfortunately, the problems became apparent immediately. The 2.5L diesel engine, which should have been making around 110hp, was painfully slow, and the clutch was difficult to manage with the poor condition of the parts. Moreover, the car was so loud that we had to wear earmuffs! All this being the case, neither Perryn nor Ashton were happy driving it, so I drew the short straw.

As we headed off back to National Park, Google Maps decided the quickest route was heading up SH4 between Wanganui and National Park. Despite all the issues, we managed to have a good run up the winding road with minimal traffic. We ended up arriving at our destination some time well after 4am and then had to set up our sleeping arrangements. The following day, after waking up fairly late, we attended to some maintenance on both of the cars, including a long overdue oil change on the diesel. We then did some exploring around the area. We decided to drive up Mt Ruapehu to take some photographs with Chateau Tongariro and at the top of the road up the mountain. Everything went well and we spent the rest of the day recovering and enjoying ourselves.

The following morning we headed over to Horopito Motor Wreckers to get a tyre repaired and take a look around the junkyard and museum. We originally decided to just spend an hour or so there quickly looking around, but before we knew it, it was 2pm and we were still there!

Suddenly realising that we needed to get going before it got dark, we very quickly piled into the cars and headed off. As we arrived at Otorohanga, however, the fan belt in the diesel started squealing and we stopped to check what was going on. What we discovered was that one of the aluminium brackets for the alternator had broken. Worried we would have to admit defeat and get a trailer, I had the

idea of attempting to strap the alternator down with a ratchet strap and proceeding onwards. I managed to get a good tension back on the belt and we proceeded, with a slight alteration to the plan. I was originally going to part ways with Ashton and Perryn in Hamilton and let them head back to their home in Tauranga while I headed off to Auckland. We decided that the best course of action was for me to keep driving the car back to Tauranga and head back to Auckland early the following morning for work. We were nervous that the added strain of running the headlights was going to cause issues with the broken alternator belt, fortunately it worked out all right in the end and we arrived in Tauranga late that night with no further major issues, except we got detoured through some strange backroads because of road-works. The following morning, I headed up to Auckland and back to work, feeling absolutely exhausted but fairly pleased with ourselves with the results of the mission. My white 404 has since been repaired properly and attended the recent run to Thames to celebrate the release of Rhys Nolan's book, but the diesel 404's progress has been hampered by lack of time and funds to complete the task list required to make it road legal. However, we will be attempting to have it and the other 404's completed soon and I will write more about our adventures with these cars as they unfold.

-Jay



## PEUGEOT 403

The May 2025 issue of the PUGILIST included an article on the 403. Many of the following comments are based on it.

The 403 is often overlooked in the post-war history of Peugeot. Fast, beautiful and modern, it did everything the 203 did but better. It was universally acclaimed and a great commercial success for Peugeot. French waiting lists extended for two years and small numbers were assembled here in NZ by Volkswagen in Otahuhu and a few at Thames by Campbell Motors.

Instead of using their own stylists, Peugeot accepted a body design by Farina which has aged better than most of its contemporaries. It proved to be a major improvement over the 203 without losing any of its abilities. The increased power of the larger motor with its cross-flow head meant it coped better with hills and long climbs. A specific safety improvement was having all the doors opening the same way. The 403 was genuinely fast with a top speed of 80mph and could easily cruise all day at 75mph – which made it an exceptional long-distance tourer. It rode well without sacrificing handling and earned admiration for its road holding which was much appreciated by

owners here and in Africa Australia and South America.

Peugeot quality was real, not just an advertising slogan. The construction standards of Australian cars at the time were not high and the Peugeot was seen as markedly superior – particularly by those given a test drive over potholes and railway tracks at the West Melbourne Docks.

## MY 403 EXPERIENCES

BY John Grant

In 1966 I bought a 1957 Peugeot 403 for £700 from a deceased estate. It was a French assembled model with the high overdrive 4th gear. It was in absolutely mint condition. It had belonged to an elderly chap who had beetled it all round the country visiting family in Tauranga and Whangarei. He had even taken it to Australia for a two-month tour. It had done 75,000 miles and according to his wife, he never went over 40mph in all that time!

As a result it was very sluggish. I picked it up on the Thursday, gave it a good going over and tune up and headed off down to Wellington on Friday night for a reliability trial. We gradually worked up the speed and arrived in Wellington with it happy to cruise at 50mph. The rally was a very long event which finished in Napier and by the time we got back to

Auckland it was happy cruising at any speed. I was careful not to push it too soon or try and drive it flat out. This policy paid off as subsequently the car ran faultlessly.

1966 was our most successful rally season. I had bought the 403 at Easter. It had two trips to the South Is and the only trouble I had with it was on one of the very first car rallies run in the country organised by the Auckland Car Club. Note the difference. A "trial" is run exactly to time within the legal speed limit with the emphasis on tricky navigation. A "rally" is a speed event with simple navigation.

Insurance companies get very nervous on hearing this term and there is usually an exclusion clause in the policy.

The only troubles I had with the 403 came when the exhaust was wiped out on a hump in the road on one occasion and another time we had minor brake trouble when grease from a seal leaked onto one front brake -just enough to make it grab.

Before I went to England, I sold the car at Christmas with 105,000 miles on the clock. It had done 30,000 miles in nine months. I got what I had paid for it and it was still in such good condition that the new owner found it hard to believe the speedo reading was 105,000 not 5000.

In England my uncle Frank had asked me to look for a good second-hand car for him while I was in London. I heard of a Peugeot 403 for sale and having had such a good experience with my own, I recommended that he come down and see it for himself. He liked the car and bought it on the spot for £200. To Jeanette's well concealed surprise, she was then asked to drive it back to the bed and breakfast place in Paddington where he and Minnie were staying. It was only the second time she had driven in England and the first time in London. This was a Saturday afternoon and she had to drive down the Edgware Rd and navigate a knot of one-way streets to get to their base but she managed. She asked afterwards why Frank couldn't drive his own car, but the reality of my explanation did not hit home until some weeks later when she had first-hand experience of Frank's driving

He never had an accident. That is the amazing thing. He gave Minnie (and possibly his guardian angel too) grey hairs and high blood pressure - but he never had an accident. It was just that he was too interested in everything that was happening to really devote all his attention just to the job of driving. I still laugh when I remember the time that he

drove right past his own house in Mark Rake because he didn't recognise it. He was looking for his car parked in front in the driveway, and of course, he was driving it.

Anyway he drove the 403 safely up to Cheshire and a few weeks later we all set off in it to Ireland. Jeanette was invited to come too - with me doing the driving and towing a caravan.

We took the vehicular ferry from Holyhead to Dublin and within a very short time of setting wheels on Irish soil I was in trouble. The Irish have a fondness for green, and as we discovered too late, a green bar across a sign means 'NO ENTRY'. I had just about reached the end of the narrow street when a Gardai stopped me and told me it was a one-way street. I replied "*I am only going one way.*" He was not amused and made me back the car and caravan all the way back up the street.

I had another worry to occupy my mind. The oil pressure warning light was coming on and staying on. When questioned, Frank admitted he had never lifted the bonnet since he bought the car and had no idea if there was any oil in it. When I checked, I found it had enough oil so that was not the problem. We found the local Peugeot agent and tested the oil pressure and found that the pickup in the sump was blocked

so it was not getting circulated. I had to drop the oilpan off the bottom of the sump and clean it all out but unfortunately some damage had already been done to the engine bearings while it was being starved.

After we went back to England, Frank and Minnie took various groups of relatives on similar tours of Ireland. Several months later they returned after a tour of Scotland. This proved to be the last straw for the 403's engine and while they were coming over Shap it scuffed one piston. Despite the smoke pouring out the breather and the loss in power they continued on south. It was smoking so much when they reached the Mersey Tunnel that they were not allowed to go through and had to drive the long way round through Runcorn. A second piston went on this last lap, but the amazing old car got them - and caravan - safely home.

Frank then asked me to overhaul the engine. There were two problems involved in doing this. Firstly, the only Peugeot agent in England in those days was down in Croydon and we had to drive all the way down there and take over their parts books and point out exactly what we needed

Secondly, we had no suitable place to work on the car. There was no garage at my parent's place or where Frank and Minnie were staying. None



of the local garages had any hoisting gear available for use. We were eventually reduced to driving round the local streets eyeing all the trees on the verges with a critical eye as we sought one with a branch straight enough and strong enough to take the weight of the engine.

We finally decided that the tree directly outside our own home was as good as any, so one fine morning, I loosened off all the bolts and used a little Haltrac rope hoist to start lifting the engine. This did not go too well as the angle of the branch was far from ideal. Fortunately, the postman came along at the vital moment and with his help, we guided the engine out at an angle and carried it through the tunnel into the back yard.

When the engine was apart it became clear that it was

amazing that the car had gone at all as two pistons had seized onto the bore and the other two were badly scuffed. I put a piston and liner kit in as well as big ends and mains and a new timing chain. After grinding the valves, I reassembled the engine and we then put it in the boot of the 403 and towed it a few streets away to the postman's house. He had a garage with a strong beam which he had offered for our use to swing the engine back into place. That old 403 had already been round the clock several times before Frank bought it and it continued to give him years of good service after that, covering many more miles in the UK and on the Continent. It was the rust bred by the salt on the roads that finally caused him to replace it for towing with a later model Peugeot 403.

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# FEMALE INFLUENCERS

## CATHERINE THE GREAT, 1762-1796

Catherine the Great was born Princess Sophia Augusta Frederica von Anhalt-Zerbst in Prussia in 1729 - a German princess with no expectation of ruling. Yet, after her husband's death, she seized power in Russia.

Catherine's reign saw significant territorial expansion and institutional reforms. Her influence on Russian culture and politics earned her a place among Europe's most enlightened monarchs.

Catherine's story underscores the potential for unexpected leadership. Her legacy continues to shape perceptions of female rulers in history.

## JOKE OF THE MONTH

At a computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated,

"If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."



Opened in 2016 and spanning China's 'Grand Canyon', the **Zhangjiajie Glass Bridge** is both the longest and the tallest glass-bottomed bridge on Earth. Stretching more than 1,400 feet, the bridge is suspended 980 feet above the ground below. No more than 800 people are allowed access at any one time.

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