



Peugeot Car Club (Auckland)

Peugeotex[©]



Vol 35 #2, March 2021



CONTENTS

Vol 35, #2, March 2021

2	President's Ramble
4	Coming Events
5	Jeanette's Jottings
6	Getting my driver's licence- Roslyn Lowe
7	Tricolore Trophy Gymkhana report
10	2020 Taranaki Vintage Car Club Rally
13	Don't be caught out
14	Safety of the EXPERT
15	Origins of the double-decker bus
16	Dakar Rally 2021
18	Letter re Targa
20	Significant inventions
20	Joke of the month
20	Testing roads

Front cover – The February gymkhana lineup
Above – Kevin Hardie at the gymkhana

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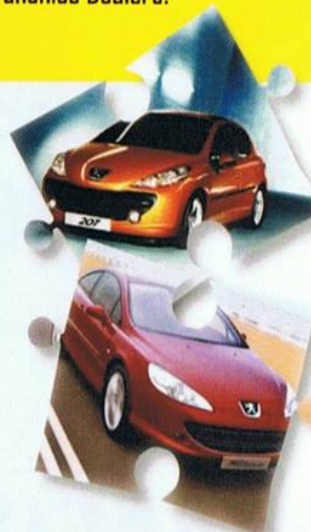
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COMING EVENTS

peugeotclub.org.nz

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

April 11 – Brit-Euro Car Show

May 21-23 – Targa Rotorua

May 30 – Smales Farm

August 8 – AGM

October 25-30 – Targa NZ

THOUGHT FOR THE MONTH

Q. What is the difference between a
profession and a job?

A. You can walk away from a job.



PLEASE REMEMBER

OUR P O BOX NUMBER HAS CHANGED

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Peugeotex is the monthly magazine of the
Peugeot Car Club (Ak) Inc. The Club accepts no
responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

Ten years ago I began the Ramble with *“Frankly anything I write, say, think or do is meaningless when I think about Christchurch. My heartfelt sympathy goes out to all that have been impacted upon and especially to our members who have got personal connections to the area.”*

Last December I visited Christchurch for the first time since the quake (though I had previously made it to Rangiora, Kaiapoi and the airport in the intervening years, I hadn't made that extra step into the city itself), it was an eye opener to say the least, whilst the regeneration in places is obvious so is the lack of progress in others. In some locations entire city blocks are still empty, and this isn't including the vast areas in the red zone that were once thriving suburbs and is now parkland. I observed a number of older buildings (often but not exclusively stone/concrete churches) still cordoned off scattered around the suburbs, their fate of restoration or demolition still not decided. But amongst these signs of destruction and

decay there was also the opposite. Christchurch has a number of small and not so small memorials which show both the character of the cities occupants to grieve but move on. My favourite was the chair decorated with smashed china that can be found in Hagley Park, they had made a thing of beauty out of the destruction. Another of what I consider novel ideas is a mini-golf course that has all of its holes commemorating the past of Christchurch, most but not all have artefacts from buildings and structures that were destroyed in the quake. The only thing wrong with the course is that when Jessica and I played I was winning almost to the end, then she shot the last four holes with low scores and grabbed victory from me. Still to decide whether to be bitter or be brave and demand a rematch with the risk of defeat again!

Personally I haven't felt an earthquake during my just over 5 decades on earth. The closest I suspect I have experienced to it is being in a pole-house two stories above the ground in Matata in the Bay of Plenty, it swayed significantly every time a freight train passed on the logging run between Kawerau and the port in Tauranga. After last week's earthquakes and tsunami threats,

which thankfully didn't materialise, I overheard a 92 year old that I know being asked if he felt the quake. This 92 year old is very quick of mind (and frankly pretty good physically as well) and retorted immediately "How would I know, I wobble and sway so much these days!"

Our latest Covid Level 3 lockdown has resulted in a delay to the Brit and Euro, and thankfully occurred after the Gymkhana (see the report elsewhere) so it would appear we haven't lost any events as somewhat miraculously the Brit and Euro show has been postponed to 11 April. So put this in your diary, come along and support our club as well as have a look at the fantastic display put on by many others. If you couldn't display on the original date but think you can now, have a word to Don Howarth on 883 2123 or 021 0266 1953, we might be able to fit you in.

Another event we intend to go to as a club is the Caffeine and Classics show which is held on the last Sunday of each month. at Smales Farm. It is too much I think to do this every month as a club - and the committee want to give you some notice – so here it is. Unfortunately not all will be

able to display their cars and it has grown so much now that there is no spectator parking– but you can park on nearby streets and have a good wander – the criteria the organisers have is

“Vehicles at least 30 years old are welcome, and newer vehicles that are scratch-built, obscure or exotic are really what we are looking for.”

So if you have a car older than 30 years and want to go to a free event, possibly buy a coffee please start planning now to join us there. At our next meeting the committee will decide where to meet beforehand and we could drive in convoy style so we can be set up together.

If you are interested email me or call me, my details are in the magazine. It starts 9am but the first typically arrive a bit before that. We could meet at 8.30am to organize the convoy.

Brent ☺

PS The 26th Annual General Meeting of the Federation of Motoring Clubs will be held at 10:30 AM on Sunday 16 May 2021 at the NZ Vintage Machinery Clubrooms, Keating Park, 723 McLeans Island Rd, McLeans Island, Canterbury. If anyone will be in the area and would like to attend, Jeanette has more details.

COMING EVENTS

Postponed

~~March 7~~

April 11

Brit Euro Car Show in Lloyd Ellesmere Park; contact Don Howarth for details about displaying your car; ph 883 2123. We would love to have a good range of models! Look at https://www.facebook.com/briteuroclassiccarshow/?view_public_for=432967296827969

May 21-23

Targa Rotorua

May 30

Smales Farm, North Shore. As space is limited, please only bring unusual cars or ones over 30 years old – i.e. ones not likely to be seen on the street every day.

August 8

A.G.M. – Vintage Car Club rooms in Fairfax Ave, Penrose

October 25-30

Targa New Zealand



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JEANETTE'S JOTTINGS

The Great Wall of China is 21,196km long.

Volkswagen has just opened a recycling plant for electric vehicle batteries that have reached the end of their life, where it hopes to recover the raw materials from the fully depleted devices, which can then be used to build brand new ones.

New research has continued to expand the possibilities in recycled concrete aggregates, with scientists coming up with a new manufacturing method that produces a concrete that is 35% stronger than traditional types.

Venus may not have had Earth-like tectonic plates for the last billion years, according to the results of a new analysis of ringed craters. Instead, the planet, which is often referred to as Earth's twin, may be covered in a single thick outer plate.

Chinese smartphone giant Xiaomi has introduced new Mi Air Charge technology that it says can power up your smartphone from across the room – as soon as you walk into a room with the system installed, your handset battery level starts rising.

Developed at the Netherlands' Wageningen University, an experimental new 3D-printed fastener forgoes the usual stiff Velcro-style hooks for soft polymer structures that are shaped like tiny mushrooms. As it gets pressed against a piece of delicate fabric, the fastener's mushroom "caps" interlock with that fabric's fibres, holding the two together. When someone tries pulling them apart, the mushrooms gently release the fibres – avoiding any damage to the fabric.

In 807AD, Charlemagne was given a bronze water clock by the King of Persia.

The latest projections for 2020, published in the journal Proceedings of the National Academy of Sciences, calculate a single-year drop in US life expectancy of 1.13 years, down to 77.48 years. The researchers hypothesize this could be a beginning of a pandemic-influenced decline in US life expectancy spanning several years, greater than anything seen since the 1918 influenza pandemic.

The history of the Royal Mint stretches back to AD 886. For many centuries production was in London, initially at the Tower of London, and then at premises nearby in Tower Hill in what is today known as Royal Mint Court. In the 1970s production was transferred to Llantrisant in South Wales.

The Speedometer was invented in Croatia in 1888, when Josip Belušić made it possible for drivers all over the world to track their speed.

The first recorded official toilet paper dates back to 6th-century China and was used mainly by Chinese Imperial courts and wealthy persons.

Seventy-five years ago, the world was introduced to ENIAC, the first ever electronic, programmable, general purpose, digital computer, which not only ushered in the beginning of the computer age, but also shaped popular conceptions of the computer.

Buttons were invented in the Indus Valley Civilization, in what is Pakistan and northwest India today. The earliest known button is made of seashell and is 5,000 years old.

The modern tranquilizer gun was invented in NZ by Colin Murdoch in the 1950s.

GETTING MY DRIVER'S LICENCE - PT 9

by Roslyn Lowe

We need to go back to the early 70s for this memory.

Dennis was working at the post office in Otara and happened to see an advertisement in the Trade and Exchange magazine for a Vintage Morris 8 two door sedan for \$25.00. Dennis said it was for my Easter present - our first vintage car. We had not long been in our house and there was no garage but Dennis restored the mechanicals and I was able to drive the car up and down the drive learning how to use the gears and to reverse up and down the drive. Then the Morris 8 was sold and we bought a 1957 Lloyd Alexander for \$30.00 so I could take the children to kindergarten.

Dennis' main love was Peugeots. We had owned several Peugeots - a 203 and two 403s when we saw an advertisement for a one owner 1965 404 Peugeot in Lockyer Motors Pukekohe - and just had to have it. We would go out through the back of Papakura and Drury on the gravel roads for several weeks using the 404, until Dennis thought I was good enough to get my licence.

I went up to the Manurewa Police Station to sit my written and oral tests. When I passed them the Police Officer came with me to our 404 Peugeot and we drove around for about 15 minutes and back to the Police Station where I was given my licence on the 13th Nov 1973. This whole test took about one hour.

Dennis has had lots of Peugeots over the years, driving all over New Zealand and he is currently the proud owner of a 607 sedan while I own a 206 convertible coupe (special edition Roland Garros). We just love Peugeots.

P.S The Morris 8 is now being restored for the second time and the Lloyd is somewhere in the South Island. In hindsight it would have been great if we could have kept them all.

Roslyn Lowe



Peugeotex

TRICOLEUR TROPHY GYMKHANA report

February 2021

By Brent Druskovich

PRESENT; Brent Druskovich, Kevin, Jenna, Jayden, Marissa and Nathan Hardie, Don & Wynne Howarth

We came, (but mostly it was the Hardies making up five of our eight competitors!), we saw, we conquered - but still lost.

Only these few from our club came to the annual Gymkhana hosted this year by Citroen and the Colemans on their lovely property in Drury.

For the first time in my memory the event didn't start after lunch, but instead was interjected by lunch – a nice idea and a nice break to socialise.

The results say it all with Jayden Hardie, Brent Druskovich and Kevin Hardie on the podium, with David Jones from Citroen Club joining us there. When you look through the results you can see there were many close results, battles within the battles, which Citroen won overall with their numbers advantage.

A pleasurable day was had by us all and I can only thank Citroen for putting on what was a lovely day. As an aside, I think for the first time my 505 was the only rear wheel drive vehicle competing. In the past it has had company!



The Hardies' fleet of 306s and my 505



Competitors	Club	Total Score	Place	Place Points	At+com Points	Total Peugeot	Total Citroen
Jayden Hardie	P	6	1	20	1 + 1	22	
Brent Druskovich	P	8	2	19	1 + 1	21	
Kevin Hardie	P	9	3=	18	1 + 1	20	
David Jones	C	9	3=	18	1 + 1		20
Liam Jones	C	16	5	16	1 + 1		18
Sam Doh	C	22	6	15	1 + 1		17
Bill Hill	C	24	7	14	1 + 1		16
Peter Coleman	C	27	8=	13	1 + 1		15
Jenna Hardie	P	27	8=	13	1 + 1	15	
Donn Sharp	C	32	10	11	1 + 1		13
Walter Dean	C	34	11=	10	1 + 1		12
Mark Halkyard	C	34	11=	10	1 + 1		12
Kerry Bowman	C	35	13	8	1 + 1		10
Diane Druskovich	C	42	14=	7	1 + 1		9
Tom Druskovich	C	42	14=	7	1 + 1		9
Don Howarth	P	43	16	5	1 + 1	7	
Wynne Howarth	P	51	17	4	1 + 1	6	
Sue Jones	C	54	18=	3	1 + 1		5
Marissa Hardie	P	54	18=	3	1 + 1	5	
Nathan Hardie	P	58	20	1	1 + 1	3	



Jayden on his way
(in reverse) to
winning



Jenna Hardie
at speed



Brent's
505



Marissa Hardie
using Kevin as a
cushion so she
could see over
the dash while
competing

2020 TARANAKI VINTAGE CAR CLUB RALLY

On the weekend of the 21st November, the Taranaki Vintage Car Club held their annual Maunga to Moana rally.

Back in February 2020 Jen and I made our entry for our third visit to the Taranaki Vintage Car Club's annual rally. The front brakes had been a bit "iffy", pulling to the left; safer than pulling to the right! However although most of the car passed its Warrant, the brakes were a FAIL.

Lambert Brakes did an excellent job of relining the front brakes and setting the system up correctly so they felt the best in the 8 years that we have had our 1951 Citroen Traction Avant Legere. On the 14th of March the car passed its Warrant - then Covid! and the rally was cancelled on the 21st of March 2020. We all received a prompt refund of the entry fees and our favourite motel in Taranaki was happy to cancel our accommodation.

Other rallies including the Rotorua Rally and the King Country Rally were all cancelled which was a major disappointment to us and the clubs involved.

Anyway in September the good people in New Plymouth said that their rally was on again, subject to any further lockdown, and a date of 21st of November was set on the calendar.

In early November each year is the Taranaki Garden Festival which we thoroughly enjoy so we made our road trip down to the "Naki" and visited

many excellent town and country gardens. This road trip was 2,200 kilometres, in total, in air conditioned luxury in our modern Peugeot 307 XS.

After a fortnight we were back on the road again in our 1951 Citroen which is 55 years older than our Peugeot, without the luxuries of the modern car.

Our usual stopover in Cambridge was not available this year so we agreed that we would make the 590 km trip down in one day. With the car checked and loaded up on Thursday night, we were on the road just after 7.00am Friday so we would miss the 8.30am rush hour traffic in Whangarei. It is also far more comfortable driving in early morning when the car is much cooler for the occupants and the outside air is cooler for the long slog in 2nd gear up the Brynderwyns.

With our first stop in Wellsford for a coffee and a driver change we were on our way again and went through Auckland, most of the way in top gear, to our lunch stop in Huntly and another driver change.

On our way south on the Puhoi Expressway a loud whirring noise started and within a few seconds there was a soft bang and the speedo dropped down to zero. I thought *"bugger, the speedo cable has pulled out of the speedometer"* because I didn't do the nut up properly in April when I re-wired the dashboard during the Covid lockdown. Fortunately we had our Tom-Tom operating which has an excellent GPS speedo so we knew how fast we were travelling but it didn't stop the constant tick-tick of the loose cable.

(When we returned to Paihia I was able to get my hands behind the dashboard and found that the nut was still on the speedo; the cable had in fact broken at the ferrule on the end of the cable adjacent to the speedometer. Fortunately we were able to get it repaired down in Whangarei.)

We arrived at our motel by 5.00pm after a slow trip through the Awakino Gorge where they are repairing a large slip and a bit further down the gorge they are replacing the Awakino road tunnel with two bridges that take the highway to the opposite side of the river and back again. There were three sets of slow traffic lights to cover each section of the roadworks.

One of the sets of traffic lights was half way up a steep hill and the lights changed so we became first in the queue. I spoke to the young "stop go" man and explained that I would be very slow up the hill because I wouldn't be able to change into 2nd gear so I asked him if he would let all the other cars pass us. He obligingly moved the orange cone behind us and waved the following cars through when it was our turn. We were now last again and I heard our "stop go" man tell the "stop go" person at the other end that there was an old slow red car coming last. Everyone was smiling and waving as we slowly got to the top of the hill and continued on our way.

In previous years there have been about 60 entries from all over the North Island for the rally however this year there were only 36 entries. I notice that some of the people that we met on previous Maunga Moana rallies had come north to our Far North Tour this year which is great for Northland.

The rally started off at the usual New Plymouth Hotel and this year we were going to head north again. In Taranaki they alternate their events between north of the mountain and south of the mountain which gives a huge range of country roads to travel on.

The "first instructions" on the rally route were to IGNORE "no exit" roads and the "second" was that there would be a timed section at 29 miles per hour and a later section at 31 miles per hour. Oh dear, we had a watch but no distance recorder therefore accurate timing was impossible so we just drove to the conditions because we weren't going to cheat by using the sat-nav.

There were the usual hidden silent checks and three manned checks that we passed in the correct order. We missed some silent checks though. The distance travelled was 65 miles before lunch and 35 miles after.

We laughed when we passed by some of the country gardens that we had visited a fortnight earlier. Anyway the roads and driving were great and it is so obvious that the Taranaki country roads are so well funded. Types of back country roads that are gravel in Northland are well maintained tarsealed, apparently sealed as part of the oil and gas projects of the 1960's to 1980's.

The oldest cars were both 1925, a Velie tourer and a Nash 161 sedan. Sixteen cars were pre-war and twenty were post war, the newest being a 1978 Peugeot. The only car that finished on a trailer was a 1929 Austin 7 that ran its main bearings early in the event. The local owners were able to return home to get a SUV and trailer and caught up to us for the lunch stop

in Waitara. The Austin 7 completed the afternoon section on the trailer.

An interesting car was a 2 door 1938 Bantam Model 60 that was made in Philadelphia USA, using Austin Seven running gear. The car's owner was from Taranaki and was 85 years old, 3 years older than the car and he had owned the car for 67 years. Of the 8,000 Model 60s built, 500 were right hand drive for Britain, Australia and N.Z; two right hand drive cars remain.

Bantam later gained world recognition as the designer of the American World War 2 Jeep. Bantam designed the Jeep, however due to Bantam's small production capacity, the Jeeps were produced by Ford and Willys-Overland with Bantam making 2- wheel trailers to suit their Jeep.

About 640,000 were produced between 1941 and 1945 with 30% being shipped to the British Army and to the Soviet Red Army.

After a lunch stop at Waitara we headed off for a shorter afternoon run and although we left at one minute intervals we soon joined the back of a convoy of six vehicles on roads used two years ago. The group of cars in front of us had forgotten the "first" instruction to IGNORE no exit roads and soon followed each other down a no exit road. I realised their error and told Jen to go to the right which allowed us to stretch the Citroen's legs a bit on the correct road which was much better than following other cars.

Later on we caught up to another slow group in New Plymouth town who were travelling so slowly that we stopped and bought ice creams and still maintained our position when we

rejoined the back of the queue a few miles down the road.

As can be expected with no working speedo and distance recorder we were out of prizes but with "social distancing" at dinner we still had a great time and met great people.

Once again however it was raining when we left the hotel after dinner and had to drive back to our motel in the dark and rain. Fortunately this section of State Highway 3 has long passing lanes on the hills so we didn't hold-up other cars and we took our time to get back to our motel.

We don't drive at night very often which is why we don't attend evening winter events in Whangarei so we haven't really noticed that 1951 Citroens don't have blue "high beam" warning lights. I have now fitted a "blue" warning light on a bracket under the dashboard so I didn't have to drill a hole through the solid walnut dashboard.

On Sunday we left the "Naki at 8.00am for the trip back to Paihia and amazingly we joined the back of a queue of five cars, including two pre-1930 cars returning to Auckland. Fortunately they pulled over in Mokau to let us and other traffic pass. Our trip through the Awakino Gorge and its three sets of traffic lights was uneventful and we made great progress to our stop at the Fat Pigeon cafe in Pio Pio for a coffee and driver change and as we finished our break the Auckland convoy pulled in at the same cafe.

They had been caught at the three sets of traffic lights and followed each other up the long Mangaotaki Hill,

south of Pio Pio, which has a crawler lane and rises 120 metres in about 1.1 km - or a 400 feet elevation in about 4000 feet. This is a steady gradient of 10% which is very steep for a State Highway.

The rest of our trip back to Paihia was uneventful except for the constant ticking of the speedo cable and we arrived home about 4.30pm, safe but tired. The distance on our second trip to Taranaki was only 1,500 km in three days compared with the 2,200 km, two weeks earlier on our garden tour.

Jen and Steve Cornwall, Paihia

DON'T BE CAUGHT OUT!!

A driver has had to pay \$114 (NZ\$122) for a little-known traffic rule in Sydney. The fine, issued by New South Wales (NSW) Police Force was due to the doors not being locked and windows being down.

Under NSW road rules, it is an offence to leave a car unlocked or with the windows down when the motorist is more than three metres away. A window is considered insecure if it is open by more than two centimetres.

In north Queensland, windows can be down to five centimetres without being fined \$40(NZ\$42).

In Victoria, windows in unattended cars can be down to five centimetres as well but the fine is \$117(NZ\$125)

THINGS HAVE CHANGED!
NZ HERALD - 30 March 1966

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SAFETY of the EXPERT

by Peter Wilson in Pugilist 0221

The Peugeot Expert did well in a European agency's assessment that found some popular commercial vans sold in Australia are so woefully lacking in modern safety equipment that their sheer bulk puts the lives of their drivers and other road users at risk.

The Expert, which improved local sales to 294 units last year and has sold 394 since its introduction in mid-2019, was rated "a mid-range choice". Euro NCAP, which provides the safety ratings officially accepted in Australasia for European vehicles, gave a strict thumbs down to the Hyundai iLoad, Renault Master and Trafic and the Mitsubishi Express — "not recommended". The scandal was revealed when the agency checked 19 vans, of which 15 are sold in Australia, for the NCAP 2018 Safety Assist protocols which include autonomous emergency braking (AEB), lane support, speed assistance and occupant state monitoring. This is because of the increasing van numbers on the road since Covid19, particularly with internet deliveries, and their high number of accidents per kilometres travelled. Sales are now so high that Justin Hilliard of Car News suggested this year light commercial vehicles (which include utes) could overtake passenger cars in sales.

The NCAP tests found less than 13% of new vans feature AEB, a system that can reduce the impact of a collision, compared with 62% of

new cars. The latest Peugeots have AEB but could do better with other tech. *"Commercial vans are big and heavy compared to cars so, if they crash, they can do a lot of damage and cause serious injuries to others,"* Euro NCAP chief Michiel van Ratingen told media. *"We struggled hard to get hold of vans equipped with the systems we wanted to test so in all probability there are very few vans on the road which are as well-equipped as the ones we tested."* Thatcher Research director Matthew Avery said: *"It's a serious issue that needs addressing. Modern cars have lots as standard, but vans have barely any. Brands are making a clear decision not to fit their important technology as standard and van operators are not even buying it as a cost option."*

He cited Renault's five-star-rated Clio with lots of standard tech that can save lives while the Trafic van has practically nothing, not even as an option, hence its downgrading from its 2011 three-star score. The few vans achieving the "gold" rating — Australia's top selling Toyota HiAce, the Ford Transit, and Mercedes-Benz Vito — have AEB as standard. The Ford Transit Custom, Mercedes-Benz Sprinter, Peugeot Expert and VW Crafter were rated silver. *"The Expert is fairly well equipped, with AEB car to-car, AEB pedestrian, lane departure warning and seatbelt reminders,"* the local ANCAP chart noted, repeating the findings for Australasia.

The Peugeot Boxer, Fiat Ducato and Iveco Daily scored bronze. *"The Boxer is fitted with car-to-car AEB which performed well. However, it*

lacks the ability to detect and react to pedestrians and cyclists. Its other ADAS systems did not perform as well as other vans tested,” the chart noted. ANCAP’s Rhianna Robson said: “The results of this new analysis come at an important time ... it is important fleet and van operators are aware of the heightened risk these vehicles pose to others.”

The local report was issued mid-December, but it is too soon to gauge its impact on the trade, but observers suspect manufacturers will respond sooner than fleet buyers, who are usually more interested in the economics of vans over their long lives than in safety features. The new Stellantis group has a major share of the Eurovan market – an aspect the EU pondered about its effect on competition.

Asked in view of Stellantis having that big share whether there were any indications whether its van range will be upgraded in safety equipment or have upgrades available as options, Peugeot Australia spokesman Chloe Fraser responded:

“We constantly work closely with the factory to provide feedback from our local market and safety is always a priority. However, there is not currently any information to share in relation to future LCV specification.”

The Federal Government promised in October autonomous safety technology could soon be compulsory on all new cars but was hazy on including vans.

FOR SALE – 404 Instruction book;
\$20 - ph John Bartrom 09 444 3372
or jfbartrom@yahoo.co.uk

ORIGINS OF THE DOUBLE-DECKER BUS

Commercial buses—drawn by horses and originally called “Omnibuses”—were first widely introduced in the 1820s in England and France (with a few previous unsuccessful attempts briefly recorded in France as early as 1662).

Double-decker buses are in common use throughout the world and have been favoured over articulated buses by many operators because of the shorter length of double-deckers and larger amount of seating capacity; they also may be safer to operate through the narrow streets and tight corners such as are common in the UK.

However, the first double decker bus did not originate in London, but Paris. In 1828, business man Stanislas Baudry set up a route, picking up passengers in a horse-drawn double decker omnibus. George Shillibeer had been building these buses and started the first public London bus service in 1829, offering a route between Paddington and the Bank of England. Shillibeer’s bus could carry 22 people and cost 1 shilling per journey but the poor Victorians thought the shilling was too dear. Intense competition from hackney carriages sent him into bankruptcy.

The first commercial horse-drawn double-decker omnibuses were introduced in England in 1847 by Adams & Co. of Fairfield, Bow. They were horse drawn (typically by three horses) with an open upper deck which was half the price of the lower,

covered deck. The upper deck was not initially popular. This was improved upon by John Greenwood, who introduced a new larger double-decker in 1852 which could hold 42 peoples.

Experiments with steam-powered buses were made in Britain as early as the 1820s, and in 1882, Siemens presented an electrically powered trolley bus in Berlin. In 1898 Daimler produced the world's first motorized double-decker bus in Germany. It weighed three tons and had a 12hp engine and a top speed of 12mph.

The last horse "omnibus" in London closed down in 1914. The first engine-powered double-decker bus appeared in London in 1923 and by 1924 there were over 200 independent buses operating in the city, running along popular routes. Such independent buses were known as "pirate buses". Not shackled to an official route, pirate buses would sometimes take side streets and alternative routes to get to destinations faster.

It was because of these competing bus companies that London General Omnibus Company—the biggest operator in the city and the first to introduce a regular schedule with fixed routes—painted their buses red to stand out from the competition. The Metropolitan Police approved of the red buses; the colour was so easy to spot acting as a warning to those crossing the street. These red double-decker buses in London have become a national symbol of Britain.

Today, a number of companies which run sightseeing buses for tourists have reverted to the early open-air upper deck to give sightseers a better view.

COMMENT

from Chris Deligny in Sydney

"Have you tried to buy a used Peugeot lately? Prices have gone bananas. There's 404s and 504s out there for 8 or 10 grand, an Mi16 for 12. It is not unknown to ask 30 big ones for a 205 GTi, about what they sold for new 30 years ago. Of course, that is not necessarily what the seller will get for it, but who would have thought that any model Peugeot could be an investment? Except for a Darl' Mat or Indianapolis car, that is."

DAKAR RALLY

from the PUGILIST

As Peugeot Sport did not field a works team this year it was left to an Abu Dhabi Racing team to place their two 350hp 3008 DKRs in the top ten cars of the 2021 Dakar Rally – one Pug on a special mission.

Sheik Khalid Al Qassimi and Xavier Panzer finished seventh in Car 310, while once regular Peugeot Sport driver Cyril Despres, in his 21st Dakar Rally, with South African walker Michael Horn were tenth in a crusading Car 314. Horn has circled the Equator without any motorised transport and walked to the North Pole in winter without dogs or vehicles, but came under fire for competing in a rally with a heavy carbon footprint for a second time. He wanted the adventure plus a green project for justification.



An official French outfit added sensors to their Peugeot to collect data for its Gen-Z project, which aims to enter a competitive hydrogen-powered car in the 2023 rally, so they pushed hard to be competitive and collect the information on how powerful a fuel cell would have to be to win.

The third Peugeot in the event was a 504 2.3-litre diesel pickup that friends Roberto Campese and Umberto Fiori entered as a private team and finished 22nd after heavy penalties for breakdown delays. Without team support, they had to be towed and two mechanics spent two days fixing the Pug to rejoin the event.

'Mister Dakar' – alias Stéphane Peterhansel, who won for Peugeot in 2016 and 2017 – lived up to the nickname and driving for a Bahrain team, scored his fourteenth Dakar win, his sixth in a car.



He won only one stage but showed consistency throughout the event that covered 8,000km of Arabian desert over 12 days and 12 gruelling stages; he never lost more than five minutes to his main competitors.

Peterhansel finished in an X-Raid Mini fitted with a BMW 3.0-litre turbo diesel engine pushing up to 260kW and 770Nm to the rear wheels through a six-speed transmission.

As GPS was banned, reigning champion and rally legend Carlos Sainz lost half an hour over a navigation error in stage three and finished third overall behind Nasser AlAttiyah.

A total of 556 competitors took part in each category of the rally which began in Jeddah and crossed the crazy terrain of the desert to drive alongside the Red Sea and take in Riyadh, Al Qaisumah and Sakaka.

The attrition was brutal, with some entries having to be rebuilt overnight, and of the 108 bikes, 67 cars, 58 UTVs, 42 trucks, 26 classics and 21 quads that began, only 206 vehicles finished.

Northern Ireland's Kris Meeke, five times winner in the World Rally Championship, posted several fastest times in the lightweight class in his Dakar debut but mechanical issues impacted his finishing position.

"I have caught the Dakar bug now and I certainly want to go back," he told BBC News, indicating after posting some fast times that he wanted to step up to the main car class. He had a surreal experience with navigator Wouter Rosegaar after their Zypher T3 Buggy broke down in the middle of the desert. Some local people appeared "in the middle of nowhere" with their animals, poked in the sand to find some wood and brewed a pot of tea to share, he said. ...

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How badly do you want to keep Targa events going?

We have two events planned for 2021 (details are in the links below). If you are a past or present Competition or Tour entrant, we urge you to enter into this year's events and show us that Targa is a viable motorsport event.

Covid has been tough. We couldn't do "coffee cards" or "cafe vouchers" to keep our cash flow going but we've made it this far. Now we need the support of our whole Targa family.

We have made the decision that Targa will fight on and we will run two events in 2021, we need you to make the decision to join us, please get online and enter.

Event 1 - Targa Rotorua 21-23 May.

Event 2 - Targa New Zealand 25-30 October. Get your entries in before the end of August.

On behalf of myself and the URG team I would like to thank you for racing your cars, officiating on our events, or coming to watch. Collectively we all make these events great!. We are looking forward to seeing you all out there later this year.

Kind Regards

Peter Martin - Managing Director

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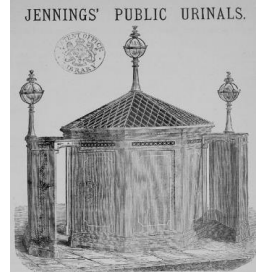
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SIGNIFICANT INVENTIONS

George Jennings (1810-1882) was the sanitary engineer and plumber who invented the first public flush toilets & charged one penny to use them. He introduced public toilets, which he called "monkey closets", to the Crystal Palace for The Great Exhibition of 1851.



JOKE OF THE MONTH

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