



Peugeot Car Club (Auckland)

Peugeotex[©]

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Front cover – Action at the Gymkhana on Cato's Farm
Above – Jessica Druskovich in action

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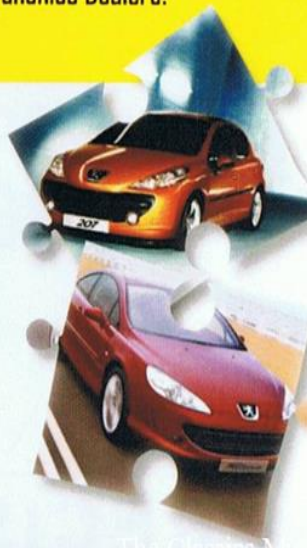
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COMING EVENTS

peugeotclub.org.nz

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

THOUGHT FOR THE MONTH

**If you want to hear the gods
laugh,
tell them your plans.**



**March 20 –1.30pm Pride of Ownership at
Smales Farm**

August 21 – AGM – TBC

October 22-23 – Far North Weekend

**November 20 - Tricolore Trophy Navigation
Trial**

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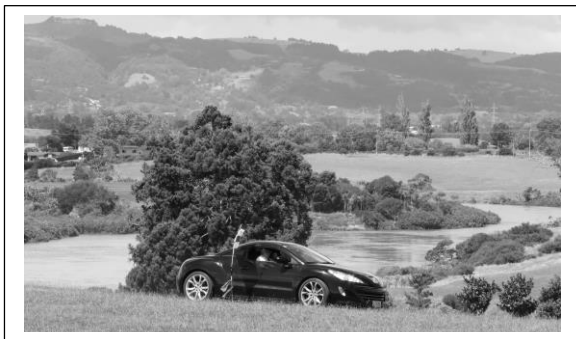
PRESIDENT'S RAMBLE

We have got through our first "in red" event (the Gymkhana), a report of which is contained within, we now have our second event to compete in, last year's Pride of Ownership which was due to be held last October, however the then standing government regulations didn't allow it to happen. They can now, but under the red light traffic system, so come along if able and compete in the 2022 Pride of Ownership, in the car park at Smales Farm on the 20th of this month, 1.30pm start.

My Rambles haven't taken me far out of my usual beat, except I have had work near the Pakuranga Sailing Club in Farm Cove recently and this has led to a new discovery, well maybe two. The first I will mention is the Farm Cove Bakery, excellent Eccles Cakes, a style of cake that is getting more difficult to find, than say 30 years ago, I think their popularity is well on the wane. However their coffee is only so so, fortunately in the same block of shops is a small cafe, known as "The Burbs Eatery".

I have been in a bit of a weight loss and get fit programme since December so I have managed to restrain my urge to try their food (and you wouldn't believe the amount of pies I haven't had since December!), but their coffee in my opinion is the best I have ever had, and consistently so. I highly recommend grabbing one of their coffees and then explore the nearby Rotary Walkway for some Tamaki River views. A great way to spend your morning.

Anyway that is it for this one, short and sweet, just like a good Eccles Cake.
Brent



Andrew Corbett in his RCZ the other is Joshua Druskovich with Craig Pye in the passenger seat in the 308 Sport.

COMING EVENTS

12-13 March	Targa Bambina; Claudelands Event Centre. See website for details - info@targa.co.nz
20 March	1.30pm Pride of Ownership at Smales Farm. It is on the corner of Northcote Road and Taharoto Road with the main entrance being off Northcote Road where the traffic lights are. From the motorway take the Northcote Road exit. If coming from the South turn right or turn left if coming from the north. Follow Northcote Road to the first traffic lights, then turn left into The Avenue and the car park is on the left.
21 August	AGM. TBC
22-24 October	Weekend up North ; TBC
20 November	Navigation Trial; TBC



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JEANETTE'S JOTTINGS

Daimler's name officially changed to Mercedes-Benz on February 1. The switch to Mercedes-Benz, comes after the company spun off its truck division and is designed to emphasize the company's focus on the future – zero-emission vehicles and lots of software.

The great thing about science is that proving established ideas wrong is a win for everybody.

Engineers at MIT have developed a new ultrathin material that's as light as plastic but stronger than steel. This durable material could be used in vehicles or electronics.

Two little-known facts are that Jesus never condemned homosexuality in the Bible. In fact, he never even mentioned it. Jesus is mentioned more often (25 times) in the Quran, the sacred scripture of Islam, than the Prophet Muhammad who is only mentioned four times.

A new study has identified specific proteins that caffeine works on, which help the liver remove bad cholesterol from the bloodstream and protect against cardiovascular disease.

Light from our Sun takes 8 minutes to reach the Earth.

The theme of the 2022 Chicago Auto Show could best be summed up as "we're back ... and it's electric!"

Despite being half the size it usually is, thanks to the pandemic, this year's show was still well worth seeing with a range of interesting concepts and production options from manufacturers on display, including plugins aplenty.

A new design for a solar-powered desalination device prevents the build-up of salt, making for an efficient and affordable system. Just four dollars' worth of materials should be enough for a device that can provide a family's daily drinking water.

A wide-ranging study into pharmaceutical pollution of the world's rivers has found that more than a quarter of those studied carry potentially toxic levels of drugs, with such pollution touching every continent on Earth. Just two locations revealed no contamination at all, Iceland and the Yanomami Village in Venezuela, where the locals don't use modern medicine.

The biggest flower of all is *rafflesia* in S E Asia – one metre wide weighing 10kg.

For a team of scientists in Australia, a recent research project hasn't quite gone to plan, with a group of tagged magpies promptly removing each other's tracking devices in a previously unsighted display of altruism.

GYMKHANA REPORT

Sunday 20 February

PRESENT

Peugeot. Competitors; Andrew Corbett, Brent, Jessica and Joshua Druskovich. Peter Hagglund, Don Howarth, Shane Matheson, Craig & Sophia Pye, Greg Winkley
Marshalls: John Cato, Wynne Howarth
Spectators; Wendy Cato, Jasmine & Mandy Druskovich

Citroen Competitors; Kevin Beeby, Sam Doh Tom & Diane Druskovich, Lawrence Nicholson

Marshalls; Peter Akeroyd, Peter Cooper
Spectators; Terry Brown, Sue Jones

EVENTS

Under another blazing summer sunny day 15 Peugeot enthusiasts and 9 Citroen enthusiasts gathered at the Cato Farm to enjoy our annual interclub gymkhana, they were assisted by 2 marshals from Peugeot, Wynne Howarth & John Cato, and 2 from Citroen, Peter Akeroyd & Peter Cooper. Spectators from both clubs followed the action.

Sophia Pye (with John Cato) was stopwatch marshal for much of the Front and Reverse Slalom before she competed, Greg and Shayne marshalled most the Buckets before competing and Peter Hagglund joined Wynne at the 'Throwing it all Away' before he competed. And Brent arrived early and set it all up with some assistance from John Cato, while Peter Akeroyd assisted in getting most people to sign in and checking vaccination passes.

There were 4 planned "tests"

[1] Front and Reverse Slalom with a slight twist, a timed event. A slalom forward, around the far cone touch the flag, to reverse slalom to a straddled finish between 2 cones. Without a "co-pilot" I have sometimes messed up in the past, but succeeded on the day, as again no navigator - Wynne was marshalling elsewhere.

[2] Buckets-where we had a standing start and racing around an odd shaped circle with 5 buckets at intervals in that circle. We were given 5 tennis balls being required to drop 1 ball into each bucket, if a ball should bounce out, driver was required to exit car, pick up ball & return safely to the bucket. This was a timed event.

[3] "Throwing it all Away"- an irregular pentagon from which the driver has 5 objects to throw, one from each side, at an electric fence standard that was in an "off centre" middle position inside the pentagon. This test was much harder than it sounds as the objects thrown varied from a basketball, small spanner, tennis ball, small coal shovel & a sports shoe, very different weights and sizes. The driver was required to throw from the driver's seat and the ground for the test was on a reasonable slope! An accuracy event.

[4] "Revolutions"-where the drivers had to estimate where 5 revolutions of the car wheel/tyre would take them from a parked position, on the tarmac road just outside the paddock. A shoe was put down as a marker, the tyre chalk marked, with

the driver told to drive slowly forward until the marshal told them they had completed 5 revolutions. The distance one had driven compared to where one had chosen to place the shoe marker, was then measured, the driver closest to the shoe marker, after 5 revolutions being the winner. Much more difficult to estimate than you would think! Event marshalled by the two Citroen Peters.

John and Wendy Cato were gracious hosts, competitors relished the hard dry conditions, no animals were scared or harmed by our motoring hi jinks and we all got to drool over Greg's magnificent McLaren GT resplendent in McLaren Papaya Orange metallic paint. Apart from its dihedral doors, I was more than impressed with its available luggage spaces, one on top of the mid mounted engine, the other a deep & roomy space under the front bonnet. The sound from the high tech, twin turbo V8 engine, bellowing from 2 impressive tail pipes was something else again. Thanks Greg for bringing your new toy, very impressive.

Footnote. A very wide age range of participants was seen with two new drivers at 14 years being encouraged by supportive parents in Sophia Pye and Jessica Druskovich, to a 79 year old scribe only 2 weeks from turning 80 and Tom Druskovich who has passed that milestone. The latter two needed no encouragement! Thanks to everyone who helped make the day successful. - *Don Howarth*

SCORING

The results are in the chart on the following page.

The scores for each of the four events are the actual placing so the winner is the one with the lowest total.

There is one mark given for attendance and a second mark for competition. Marshalls get five marks as well as the attendance point so their total is six while spectators only get one point each.

The lefthand column gives the final placings. The club points are totaled on the right.

As you can see, Peugeot had a larger attendance and won the day by 191 points as opposed to 66. This contrast with the navigation Trial where Citroen ended with 187.5 points and Peugeot with only 100.5.

Combining these gives a series total of

CITROEN	187.5 + 66	= 232.5
PEUGEOT	100.5 + 191	= 291.5

PRIDE OF OWNERSHIP SMALES FARM

1.30pm Sunday 20th March
Organiser – John Cooney

Some of you need to be prepared to help with the judging; bring a pen and a clipboard.

GYMKHANA RESULTS

PLACE	NAMES	1	2	3	4	POINTS TOTALS	PUG	CIT
	COMPETITORS							
1	Brent Druskovich	1	1	7	1	1+1+20	22	
2	Greg Winkley	3	2	4	2	1+1+19	21	
3	Craig Pye	2	11	6	3	1+1+18	20	
4	Joshua Druskovich	7	5	8	5	1+1+17	19	
5	Andrew Corbett	4	3	9	12	1+1+16	18	
6=	Jessica Druskovich	11	12	5	3	1+1+15	17	
6=	Peter Hagglund	12	9	1	9	1+1+15	17	
6=	Shayne Mathieson	5	6	10	10	1+1+15	17	
9	Kevin Beeby	9	14	2	11	1+1+12		14
10	Don Howarth	8	4	11	14	1+1+11	13	
11	Sophia Pye	13	15	3	7	1+1+10	12	
12	Laurence Nicholson	6	7	15	13	1+1+9		11
13	Diane Druskovich	14	8	12	8	1+1+8		10
14	Sam Doh	10	13	14	6	1+1+7		9
15	Tom Druskovich	15	10	13	15	1+1+6		8
	MARSHALLS							
	Peter Akeroyd					1+5		6
	Peter Cooper					1+5		6
	John Cato					1+5	6	
	Wynne Howarth					1+5	6	
	SPECTATORS							
	Wendy Cato					1	1	
	Sue Jones					1		1
	Terry Brown					1		1
	Mandy Druskovich					1	1	
	Jasmine Druskovich					1	1	
	TOTAL						191	66

INTELLIGENT TRAFFIC LIGHTS?

Ordinarily, traffic lights change colour in response to predetermined rules and induction loop sensors embedded in the road. According to new research, however, making those lights artificially intelligent may keep traffic flowing faster and smoother.

The study is being conducted as part of Germany's KI4LSA project – it's funded by the German Federal Ministry of Transport and Digital Infrastructure, and includes several partner organizations.

One of those partners, the Fraunhofer Institute for Optonics, System Technologies and Image Exploitation, recently installed high-resolution cameras and radar sensors at a busy traffic light controlled intersection in the city of Lemgo. Over time, this setup recorded the number of vehicles waiting for the lights to change, the amount of time that each vehicle had to wait, and the average speed at which the vehicles went through the intersection.

That data was then used to train a machine-learning-based computer algorithm. It virtually experimented with different light-changing patterns – which would continuously adapt to real-time traffic conditions – to see which ones would work best at minimizing wait times.

According to the computer simulations, the best AI-based

patterns could improve traffic flow by 10 to 15 percent. That said, the researchers admit that the simulations may not correspond completely to real-life conditions. With that in mind, the algorithm will be used to run the traffic lights in the actual intersection over the next few months, and may be adapted based on the team's findings.

In the related KI4PED project, Fraunhofer and other partners are additionally looking at reducing wait times and optimizing crossing times for pedestrians making their way across intersections. Among other things, LiDAR sensors will be used to assess the walking speed of individual pedestrians, ensuring that they have sufficient time to safely cross the street.

Source: Fraunhofer

CLASSIC CAR BROUGHT BACK TO LIFE

Debuting at the March Paris Motor Show, the concept looks to the past to see into the future of Peugeot as the one-off is entirely electric and uses an advanced autonomous driving system. The double headlights are a nod to the coupe's essence, as is the square front fascia with a grille added just for décor since it doesn't serve an actual purpose with the concept lacking a combustion engine.

Carved into the coupe's bodywork, the wheel arches that house the 19-inch alloys not only look cool, but also serve a second purpose as the front ones

incorporate an air passage to boost airflow. The piece of black trim at the bottom of the rear pillar is more than just a throwback to the 504 Coupe since it also contains a screen showing a personalised greeting as well as the charge level.

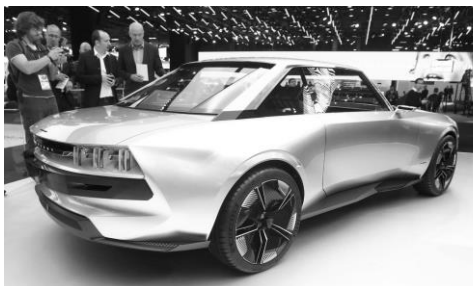
Inside, the retro theme continues as the e-Legend adopts a minimalist layout linking to the basic interiors of cars from yesteryear. The conventional controls have been replaced by a 6-inch touchscreen and a rotary knob, while to the left of the steering wheel is a digital toggle bar displaying various available commands configurable based on the driving mode.

The concept is a tech-fest, featuring 29-inch screens in the doors and 12-inch displays embedded into the sun visors. There's also a massive 49-inch curved display, and together with other screens plastered all over the cabin, the e-Legend has a total of 16 displays of different sizes.

Peugeot installed a massive 100-kWh battery pack providing enough juice for 373 miles in the new WLTP cycle. Should you be in a hurry, it only takes 25 minutes to recharge the battery enough for 311 miles of range.

The electric setup offers a more than generous 456 bhp and a massive 590 pound-feet of torque distributed to both axles to help the e-Legend reach 62 mph from a standstill in less than four seconds before topping out at 137 mph.

A production version based on the new 508 would be nice, but it's only a pipe dream as Peugeot has no plans to create a road-going equivalent of the e-Legend.



See

<https://uk.motor1.com/photo/3288241/peugeot-e-legend-concept-2018/>



VCC FESTIVAL OF HISTORIC MOTORING 2022 TARANAKI

by Don Howarth

Here is my missive about the Recent VCCNZ Festival of Historic Motoring 2022, based on New Plymouth this year. The timing of the event was fortunate as a week later we were plunged into more restricted activities with Omicron growing in the community. It was intended to be an International event as all have been in the past, but because of Covid, no visitors from overseas were allowed. They usually attend from Australia, UK, Canada & the US. The most recent two have been held in the North Island, so the next one will probably go South.

Saturday 15 January

Departed Howick 8.45 am. After an easy drive in light traffic we arrived in Pirongia at 10.35 to meet Scott & Colleen Begbie. We planned to drive in convoy with them in their beautifully prepared Mercedes Benz 280 SLC 4 speed manual. Whilst travelling over the Bombay Hill we had spotted & passed the only vintage car seen so far, a 1926 Dodge. At Pirongia were a couple more Ford Model A cars, waiting to meet friends, to accompany them to New Plymouth. We stopped at Gull Te Kuiti to fill up and there met 2 chaps from Whangarei in a Model T Ford, who had left home at 4.00 am - a slow drive for them with a top speed of 40 mph. We drove on past Pio Pio to Mahoenui, where we found 2 large shade trees to shelter under (as the day was bright and the sun very hot), to eat our lunch and quench our thirst. We spotted more vintage cars drive past by our lunch stop. Then we continued on to Mokau, where we broke the journey for a comfort stop, before continuing on to near Bell

Block, where we exited to drive to Sven & Coby Slager's home, our home stay for the duration of the big vintage car rally.

We arrived there at 3.45 pm to meet Coby. Sven and son Jasper were away climbing Mt Taranaki (Egmont) and were expected back before 5 pm. We sat to enjoy a cold drink and catch up on the Slager family news. Coby mentioned that mutual friend and Festival Committee member Tony Haycock was coming over at about 5 pm for drinks. Out by their swimming pool we talked cars, the maladies with Tony's vintage cars (3) forcing him to bring his recently complied 1937 Peugeot 302, with new WOF & rego to this event. His role as Festival Newsletter editor will stop him from participating in the daily rally drives, as he remains at event HQ.

Tony offered me & Sven a drive, which we readily accepted. This '37 pre-war car is the oldest car I have driven in my 79 years, aspects like steering, and brakes being hugely inferior to even a 1960's car like the 404. Tony said he had more work to do on brakes and engine to ensure a safer driving vehicle. This 302 is marvelously original both interior and exterior - wise, a well-kept example. It had apparently been in dry storage since about 1965 in France when Tony got the opportunity to buy it. He could not drive it then as the motor was seized but bought it for its clear potential. A unique car, the only one of its type in New Zealand. (It is 1700 cc, 4 cylinder, 3 speed manual gearbox with the 2 big headlights found inside the big oval grille, not in the mudguards). Naturally the headlights have YELLOW bulbs for old French regulations!

Sunday 16 January

We enjoyed a leisurely breakfast with Sven & Coby, then decided to drive into New Plymouth city to visit the Len Lye Centre/Govett Brewster Art Gallery. The Len Lye exhibition was very interesting, he was unorthodox, an extremely creative New Zealander who emigrated to the UK pre WW2, then because war repulsed him moved to the USA during the war, working on documentary & art films, having previously produced propaganda films for the British government. He was an artist, photographer, film maker and bizarre sculptor in metal. He drew metal "creations" that current technology was not yet to be able to produce/make-but have since been made, examples of which we saw displayed in the gallery. They were years ahead of their time! The Govett Brewster had only weird tubular sculptures, very ordinary and unappealing to my eyes. No art, photos or sculptures as we expected-disappointing!

After lunch in the city, we returned home for a short rest in the heat of the day before heading back to town to register for the Festival. We met friends Scott & Colleen, scanned in to the TSB Centre, completed registration, collected our rally satchel, with rally book, badges, meal tickets, etc then sat at tables of 12 to attend the official opening: speeches, rally briefing where food and drink were offered.

Monday 17 January

Away by 9.15am to our starting location of Devon St East in the Strandon area, where we bought our lunch food, we joined the "string of

Festival vintage cars" and set off. Caught a glimpse of former work mate & fellow AVCC friend Peter Alderdice in his 1928 Morgan Aero 3 wheeler waiting for some mates to exit a gas station. Expecting a short drive we actually had a 54 mile drive through hilly & rolling countryside fringed with roadside agapanthus plants in profusion, arriving hot and thirsty at Clifton Rugby Club grounds at Tikorangi.

We saw good shade in the grandstand, so took our food & drink upstairs. Scott & Colleen joined us to view almost 500 vintage cars spread out in many rows, a colourful and impressive display of NZ motoring history. We were about mid-way in the car lineup, so we saw a large number of cars still arriving. During our lunch break, well-known local aviator Brett Emeny gave an aerobatic display in his powerful YAK trainer, in a cloudless sky. After lunch we walked amongst the cars to spot such varied models as a De Lorean, a 1939 Brough Superior roadster/tourer, a Fiat 850 Coupe, a beautiful & very large pre-war Pierce Arrow, a Model T speedster, many large Packard hard tops and tourers, 2 nice Peugeot 203, 1 being Dave Duirs car (which did the Redex ReRun in Australia in 2003), the other 203 being a multi-year restoration by a Wellington enthusiast. After lunch we took the shorter route home but were severely delayed at the SH3 turnoff back to New Plymouth by a traffic control "cone truck", associated with road works leaving the Waitara area. We eventually travelled on to TSB Centre (rally headquarters) to collect our missing Friday night finale meal tickets. We returned to the big TSB centre in the

evening for our meal and a night of Irish musical entertainment by well-known artist Marion Burns & McSweeney Bros Band, a rollicking night of music, jokes & good fun.

Tuesday 18 January

We chose to take a free day (optional) so rose a little later, had breakfast by ourselves as Sven had gone to work at 7.00 am and Coby was a late riser. We decided to do a city exploration, so collected our food from a good local bakery and went to the end of Devon St West, then on to Back Beach, a popular surfing beach, which was naturally enough crowded with surfers, so drove back to Paritutu Rock, near the Port, took some photos from this vantage point, where we saw small yachts starting a race inside the breakwater protected Moturoa Beach.

We decided to try to find a shady spot near the beach to watch the action and eat our lunch. We found a shaded seat where we enjoyed lunch, watching the yachts racing, children swimming and noticing a number of our vintage car colleagues driving along the beach front. As we were leaving we spotted Dennis & Ros Lowe's Chrysler Tourer, parked nearby so stopped to talk as Ros had asked if she could have a talk with Wynne. I had a good chat with Dennis about our cars, the vintage Festival, the upcoming Art Deco celebration at Napier, etc.

Then we headed back to the city to look for Pukekura Park & Bowl of Brooklands. We found the cricket ground at the Park but not the Bowl so then found the Pukekura Park carpark in Victoria Rd & stopped there. We noticed a couple about our age arrive back at their Singer Hunter from

walking, so stopped to talk. They were friendly folk from Blenheim, who had owned their vintage Singer for many years. We then went for a bush walk in one of the many trails in the Park before returning home for about an hour's rest before Coby arrived home.

We returned by our own car to the TSB centre for the evening meal, a vegetarian Lasagne with a green salad. Entertainment was Country & Western with Jody Vaughn, who sang & entertained us well. The other artist was an Elvis Presley impersonator, Che Orton, quite disappointing. We seem to have moved on from Elvis's brand of rock music!

Wednesday 19 January

We departed by 8.45am to buy food and milk locally before heading out of the city by Devon St West to the port area to join SH45, taking us first to Oakura, spotting new blocks of smart new apartments on the main street in the centre of Oakura village. Then on to Okato and through a number of other small villages to arrive at Opunake to drive onto a sports and rugby ground, where we were lined up to show off our cars to the locals. I talked to a couple of chaps in a very nice Austin Healey 3000 Mk 3, driver from Wellington & his passenger from Oakura-they knew a U3A Pakuranga friend Graham Loughlan, who is restoring an A H 3000, his 2nd restoration of the model & a regular in the A H owners club. I then talked to a Ford chap with a Zodiac Mk1, then a Triumph owner with a Gloria 6, a 1500cc prewar car from the same company that made Triumph motor cycles. They went broke pre-war but the factory was taken over in the war to make

armaments. The new owner kept the Triumph name alive & post war restarted making cars, then later resuming motor bikes & scooters eg Triumph Tigriss. Then sat down for lunch with our friends including Dennis & Ros Lowe, then Scott & I cruised around looking at the cars, talking to Jack Nazer, who had his Buick Straight 8 overheat on Mt Messenger, on the way down, nursed it to New Plymouth & sent it back home on a transporter. After lunch we drove on to Cape Egmont & its 2 lighthouses, then across country & up to Pukeiti Gardens on the side of Mt Taranaki, before arriving back in New Plymouth for a rest in preparation to taking Sven & Coby out for a "thank you" dinner. Out again at 6.30 pm with our host driving in his late model 508 Estate to the Oakura Surf Club Pizzeria, overlooking the surf beach with a panoramic 180degree view of the ocean. We enjoyed a very tasty pizza meal before taking a cooling walk along the beach roadside to admire the beach and many attractive houses with views of this famous surfing location in Taranaki. We headed home about 9.00 pm after a full and thoroughly enjoyable day.

Thursday 20 January

Away by 9.00 am with food collected to Taraki and Midhurst but due to roadworks on Stratford Mountain House Rd, we were unable to visit this venue on the Eastern side of Mt Taranaki, so we carried on to Stratford, looking for the lunchtime parking spot, but unable to find it, we parked in the Main Street & went shop cruising. We bought a book each from the Sally Army Op Shop for \$1 each. We talked to other vintage car club

folk, to ask about the lunch stop location. They said to check the Supplementary Instructions for today's drive, so we drove a small distance South on main highway to the local Pioneer Village, parked, read the NZ Herald, to catch up on many days' news, then had our lunch. We texted Collen & Scott to find they were just leaving Whangamomona and realising that they would be quite a long time driving back, we chose to head back to Inglewood, to park for the street party. We were directed to a local primary school where we met up with the Mercedes of Scott & Colleen, then walked around looking at the cars & talking to fellow owners & enthusiasts.

Then we were told to line up & be directed up to the main shopping centre for a show of our vintage cars to "join the party". Once I had parked & climbed out of the car a former Zimbabwean man came over to talk to me about the Pug 404. He had owned 2 in Africa, one a '68 model and one a '72 model De Luxe. He remembered them as marvelous cars, very tough yet comfortable. We met our son Tony's mother in law Lyn with her friend Daphne on the street, talked with them, then later met them again in Oskar's Kafe, where we ordered egg burgers for our dinner - they were huge but we managed to eat most of them with friends Scott & Colleen, before going back to our cars for a cup of tea. The food sellers of Inglewood had probably their best day of the year to date! All the main streets of the town were blocked with cars 3 wide on display, very impressive with an equally impressive turnout by Inglewood residents to view the many and varied vintage cars. We expected to leave about 9.00 pm but a

big Chevrolet nearby was able to extricate himself & slip away, so we were able to escape about 7.45 pm for a leisurely drive back to Sven's home, in a big string of old cars.

Friday 21 January

The flexible starting times each day was a good idea and was unexpected but made for less crowded starting congestion, so we took off for Stratford directly by about 9.30am. We had decided to try to go to Stratford Mountain House, as yesterday there were planned road works and we were lucky - two big holes in road, safely coned off, but no road workers. What a surprise! So we proceeded up the slope of Mt Egmont/Taranaki, stopping occasionally to try to photograph the mountain. Cloud was a great nuisance. We continued on, and as I failed to ask the navigator to watch for the Mountain House, I missed it and continued on up the increasingly steep & narrow road to the ski lodge car park, where the road finishes. The engine was rather hot by the stage, so I allowed it to cool, took some photos of the briefly clear summit & took in the view. Spectacular! We cruised into the Mountain House car park, saw a few visitor cars but decided to not stop for coffee so drove back to Stratford, then headed on to Normanby, found the lunch spot car park and parked next to a Citroen 2CV (whose owners we never got to meet), took our chairs & lunch and joined Bob & Debbie Ballentyne with their very immaculate Orange Holden Torana GTR. When asked, Bob related that he returned the car from a "Boy Racer" appearance to factory original. He had only paid \$15k on Trade Me but said it

cost much more to return it to original. It needed everything from carpets, upholstery, wheels & tyres and even removal of after-market headers. A very authentic & collectable car now! After lunch we drove on to Hawera, cruised through the main street with other vintage cars, then headed out of town to return via Stratford to continue a good, simple SH3 return to New Plymouth, where we refueled to prepare for the return to Auckland tomorrow.

On arrival back at Sven's home, we unpacked, sorted our belongings and partially repacked the car, had a quick shower and after saying goodbye to Coby we waited at the roadside for our shuttle mini bus to collect us for the Farewell Dinner back at the TSB Centre. The event concluded with a good dinner with friends both old & new, good entertainment & a shuttle bus ride home.

Saturday 22 January

With car packed, we farewelled Sven & Coby, thanking them for a very welcoming stay and headed up to the local shops near the motorway junction where we met up with Scott & Colleen in their Merc 280 SLC for our "convoy home". We agreed we would stop first at Mokau for a whitebait purchase for us, and a comfort stop for all. We then said we would follow them, keeping an eye out for a shaded rest area for lunch. We reached Mahoenui, our lunch stop on our travel down to New Plymouth, and enjoyed lunch under big shade trees. We were invited by Scott & Colleen to drop in to his son Michael & family at Ngahinapouri for afternoon tea, as the others were staying overnight there to

break their journey, so continued on after our rest break. Michael Begbie has a wonderful, restored 1960s Jaguar E Type FHC and 3 vintage Velocette motorcycles, 2 are pre-war & one immediately post war. He is in the process of restoring these fine old bikes, each with "girder front forks". He is a geologist by training, but very adept at car & motorbike mechanical work.

After good conversation and afternoon tea we departed Ngahinapouri for Auckland, having a good run in light traffic, arriving home about 6.30 pm, tired but delighted with our Motoring Festival week, which had been very successful in Covid-19 protocols.

Our trusty 404 had run extremely well with the reconditioned driveline performing so much better with the reconditioned differential.

We did a total of 926 miles, using 135.08 litres (29.71 gallons), so achieved a fuel consumption of 31.16 mpg in the old measure. Very similar to the fuel consumption achieved during the 50th Anniversary 404 Rally in 2010, where we did twice the elapsed mileage.

Don Howarth

February 2022

Top – Inglewood; Bottom Opunake



Peugeotex



Tony Haycock's "new" Peugeot 302 outside Sven's home

DAVE DUIRS ACCOUNT

After being postponed last year because of covid, the Vintage Car Club of NZ's Vero International Festival of Motoring just made it in mid January the weekend before the country went in to another of its pandemic lockdowns which would have cancelled what was a most memorable week of vintage motoring around the very motorable province of Taranaki, based on New Plymouth city 500+ vehicles participated in an event which was different from previous rallies, one of the big differences being that there were perhaps no overseas vehicles. The daily format was also more relaxed as we did not rally in fixed groups from nominated starting spots to designated destinations which were different each day. This time our instructions simply told us that we left New Plymouth randomly with a suggested time of

arrival at our destination and the whole fleet went to the same destination each day so we all had many opportunities to mix and mingle with all contestants. Instead of a public open day we were treated to a street party in Inglewood where the locals somehow contained us all under covid rules as well as having many people come along to drool over the vehicles and feed from the many food trucks.

The daily runs took us on challenging but not daunting runs around the centre point of Mt Taranaki with lunches provided by local groups and ample time was available to explore locally. Unfortunately Waka Kotahi tripped up the organisers on several days with sudden changes to roadworks. It was certainly quite a spectacle to see a long line of old vehicles snaking its way as far as the eye could see some days. The number of real old stuff was super cool as was the very high standard of presentation of most of them Each evening we centred at the TSB stadium for a dinner for a thousand plus folks followed by high class musical entertainment which brought back many memories and stretched a few limbs on the dance floor.

There were the inevitable "dramas" of break downs each day but most of these were overcome with the usual

VCC spirit of helping each other often with innovative Kiwi fix it techniques. Our Far North Branch of VCC had eight entrants but unfortunately two cars decided they weren't going anywhere but their crews still went along and were able to cadge rides and meet all sorts of folks in a different way. We A framed our 55 Peugeot 203 (the one we took to Oz in 2003 for the Redex Rerun) behind our Fiat Ducato {Peugeot Boxer} van, planning to leave the car in Eltham while we toured further south. Our runs went very well until one evening on the way to dinner, at the traffic lights into the main street we lost a gear linkage. BIG bugger, but we rolled into a driveway, jacked the 203 up high and hooked the link on and did a cable tie fix I always carry half a car in the boot so didn't hesitate to have a go at fixing the situation which seemed to impress the lookers on who wanted to call mechanics or towies. Fortunately that evenings theme was Kiwiana/ 50s so I took off my overalls and enjoyed the evening in my shorts and black singlet as per Fred Dagg. Next day our destination was Whangamomona and we took the Masons whose car stayed home. Although I was a bit apprehensive I was determined 203 could handle the pace which she did well to the breakaway state only to disgrace herself out in the sticks on the way home on the rough gravel. The link popped again and I had to grovel under there to secure it a bit better in a very small space for 80+ year old fingers to work in. Being reluctant to change gear we drove the long way back to the street party in third gear which was tough on the hills and a bit screamy on

the flats for 1290cc and four adults all up.

I think amongst our team one had a collapsed wheel just as it entered its residence, another had a leaking manifold, another points/condenser issues and one scattered its boot contents on the way home when the boot opened up for a breather. As I indicated before, all these woes were overcome with VCC spirit of keeping our Heritage Vehicles going.

Unfortunately the country went in to another alert the weekend we finished so we hooked 203 up and returned to rebuild all the linkages ready for a Northern rally a few days later. With two new ends of my own, four couriered promptly from Mike Hodgkinson in Taranaki and a length of SS 6mm rod I was able to replace all linkages without taking out the box. There isn't much room to tutu but resetting the linkages was the tricky bit as the new units had taken up the slack but not compensated for other box wear no doubt. (Just had a long run out west on the week end and all seems good) In New Plymouth we had Terry Mathers' of Wellingtons recently restored to a very high standard 203, the Howarths from Auckland with their 1970 404 with rebuilt diff and on show in Inglewood local Sven Slagers 202 and Tony Haycock's 302.

The whole experience was great but we missed not being able to lend our spare cars to our West Australian mates as in the past. Roll on the next big rally but I might need a chauffeur by then! Drive well.

Dave Duirs Far North VCC and Auckland Peugeot Car Club



Greetings petrol heads, history buffs and museum lovers,



We hope you're all having a great summer!

Now for some good news and bad news...

The good news is: we have had a steady number of visitors over January, and we ask that you **KEEP COMING**. Tell your family and friends about us, and if you've been thinking about coming along for years, consider this your opportunity to come out and make a day of it.

Now to the bad news...we are sad to announce that as of the 31st March, the museum will be closing over the winter months. This gives us the opportunity to restructure the museum and plan for the future.



Please keep an eye on Facebook/Instagram and our website for any further updates on our museum.

We would like to take the opportunity to thank you all for your support and custom over these difficult times.

Upon arrival, please ask our friendly staff to take some photos of you with the cars – a great way to remember your visit.

Please keep an eye on Facebook/Instagram and our website for any further upcoming events.



The museum will be open on Tuesdays until the end of March 2022.

On Tuesdays only, \$15.00 entry for Gold Card Holders.

Open Tuesday – Saturday from 10am – 4pm

Kind regards,

Packard Motor Museum team 😊



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WHO IS RIGHT?

A dog thinks – "You pat me and feed me and play with me. You must be GOD".

A cat thinks - "You stroke me and feed me and play with me. I must be GOD".

FEMALE INVENTORS

Jane Cooke Wright (also known as "Jane Jones") (November 20, 1919 – February 19, 2013) was a pioneering cancer researcher and surgeon noted for her contributions to chemotherapy. In particular, Wright is credited with developing the technique of using human tissue culture rather than laboratory mice to test the effects of potential drugs on cancer cells. She also pioneered the use of the drug methotrexate to treat breast cancer and skin cancer (mycosis fungoids).



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