



Peugeot Car Club (Auckland)

Peugeotex[©]



Volume 37, #2, March 2023



NOTICE

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NEW NOTICE

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Front cover – the lineups at the Brit & Euro show
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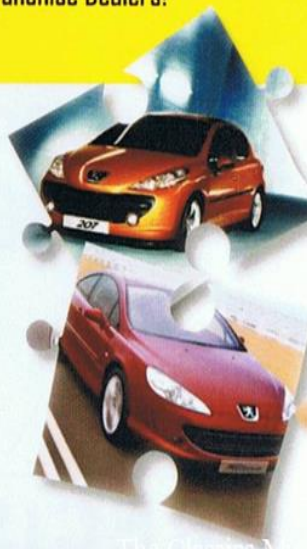
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COMING EVENTS

peugeotclub.org.nz

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

~~February 12 – Ellerslie Car Show's
Concours d'elegance
postponed until April 23rd~~

March 5 - Brit & Euro Car Show

March 12 – Gymkhana at Cato's Farm

March 17-19 – Targa Bambina

March 19 - Fortland Karaka Vintage
Day

April 23 – Postponed Ellerslie Car
Show's Concours d'elegance

THOUGHT FOR THE MONTH

'Impossible' just means that
no-one has done it yet.



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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

It has been an unusual summer for most if not all of us to say the least. Since my last ramble we have had a couple of weather events that quite frankly the country and some individual members could have done without. Although my family was unaffected directly, I have had friends whose places were affected. I know of more than one member of the club who was negatively affected and I personally ended up with slip related work that I would rather not have got. My condolences to any of you that may have been impacted. On the bright side things weren't as bad as once feared. To put this in perspective there have been 11 deaths declared from the cyclone. At one point it was thousands missing and the death toll looked like it would be a lot worse. I know of a helicopter pilot who was hired to deliver 400 body bags from Auckland to the Hawkes Bay such was the fear for loss of life the authorities had, thankfully wrong.

From the Car Club perspective the Ellerslie Concours has been postponed and the Brit Euro has been and gone, apparently enjoyed by all who attended. It would appear that no-one has been interested in the Karaka Vintage Car Day as I haven't heard from any of you.

Personally I missed the Brit Euro, I was committed to running

Around the Bays, an event I look forward to. To say I run it is a bit of an extrapolation of the truth, however I am proud and even enthused to say I ran the furthest I have run in 33 years. This year I managed to run the first 2.4km before having to walk, I injured my ankle 33 years ago and haven't managed to run even a km without my ankle being in absolute pain since. All of this achievement was without any training whatsoever, so to say I managed it has been an ecstatic shock. It is fair to say that I am usually no slouch, I normally walk it, but at such a pace that few can keep up to this aging middle-aged overweight male. This year with the added running ability I managed the 8.4kms in 1 hour 7 minutes and 30 seconds. An improvement of over 13 minutes from my last attempt. Overall the family did really well, with Joshua beating me by a mere 30 minutes and 25 seconds Jessica and Mandy both breaking the 50 minute mark and Jasmine managed less than an hour. To say I am proud of our family achievements is an understatement. We were running for Mandy's main clients team and retreated to Madills Farm for the after run function, I was still in good form and blitzed the BBQ sausages and gummy bears too! It was my year!

See y'all later,

Brent

P.S. I will admit to finding it hard to walk in the week that followed 😊

COMING EVENTS

March 12	Gymkhana at 1pm on Cato's Farm; Cato-Peart Rd, Karaka
March 17-19	Targa Bambina – partnered with the Rotary Cyclone Gabrielle Fund. Contributions to cyclone relief can be made to BNZ 02-0214-0105836-00. Please use your name as reference or if you want to be anonymous then please use Targa NZ as the reference.
March 19	Fortland Karaka Vintage Day; 9.30am. See page 7.
April 23	Ellerslie Car Show's Concours d'elegance; contact Brent Druskovich



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ELLERSLIE CONCOURS POSTPONED

Sadly, I must formally advise that following a vote of the elected members of the organising committee of the Ellerslie Intermarque Concours d'Elegance & Classic Car Show

Incorporated, that it has been unanimously decided to postpone the Show that was to be held on Sunday 12 February 2023. A rain day has been agreed with the Ellerslie Event Centre to run the Show on Sunday 23 April 2023.

This action is due to the state of emergency now implements by the Auckland Council and Civil Defence Authorities as a result of the impending arrival of Cyclone Gabrielle that the Met Service currently forecast to hit Auckland during Sunday 12 February.

We sincerely regret the impact of this decision on all those car clubs, sponsors, exhibitors and supporters of the Show. However, in making the decision we were cognisant of the potential health and safety risks along with potential damage to the precious classic cars we all love, had we continued with the Show. By making a timely decision to cancel we are hoping those most affected will have time to respond and minimise any disruption.

Kind regards

Simon

Simon Crispe
Deputy Chairman
Organising Committee for 2022-23
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<https://www.concours.org.nz/history.html>

TARGA HAWKES BAY CANCELLED

As we are rapidly approaching Targa Bambina, it is all hands to the pump here at the office; however we will be one set of hands down from the 16th February when we farewell Maria Casci. Maria joined us midway through last year as our Event Administrator and has become known to most of you during this time as the friendly voice on the end of the telephone.

Maria has decided to pursue her goal of becoming an independent business consultant and focus on project and systems management as she moves to a more relaxed stage of life. We wish her all the best.

After much soul searching over the last few weeks, it has become apparent that we now do not have the staff resources to plan and prepare both Targa Hawkes Bay and Targa New Zealand.

Our endeavours to replace Maria for this pivotal role have proved very challenging given the labour shortages and time of the year, so we have decided to withdraw the Targa Hawkes Bay event in May. Believe me, this decision was not taken lightly. This is the only solution available to ensure we can provide a wonderful experience for Targa New Zealand in October.

If you have already entered Targa Hawkes Bay, please contact Victoria with your preference of a refund or transfer to another event. Please note in addition to Targa Bambina, there is a Targa Two Day Regional event from 26-28 October (part of Targa New Zealand) for those preferring a weekend experience. We look forward to your entries for our events. Come and join us!

Peter Martin - Event Director
info@targa.nz

GYMKHANA

The gymkhana is to be held at
1pm on Sunday 12th March 2023

Please start arriving a little earlier for sign in so that the briefing can begin at 1pm.

Directions:

John and Wendy Cato are hosting us again. The gymkhana will be held in paddocks at the very end of Cato-Peart Road, Karaka

The first road on the right off Karaka North Road

Bring if you require it, shade and drink and possibly afternoon tea, Nothing formal will happen but you might like to take or even need a bite.

Cancellation: If the ground conditions are too bad or it rains heavily on the day or even the previous day, the event will be cancelled or possibly postponed, SO check your email if weather looks inclement.

The actual events are not planned yet, but expect to compete in 4 or five events, as usual a mix of speed and accuracy events.

Even if you can't compete or don't compete please come, We are likely to need two to four marshalls, maybe more, or come just for the social side of it all.

Remember last year we had people competing from 14 through to 80 something, so don't think age has to be a barrier.

*Hope to see you there,
Brent*

AVAILABLE

404 TAILPIPE

HI - I used to work on Peugeot back in the seventies & still have an original 404 rear tail pipe aluminium extension, Just would like to know if anyone was interested,
Cheers Reg Weedon.
weedon15@xtra.co.nz
Phone: +64277331967

WANTED

If anyone can help me find a 504 or 505 for sale – preferably a manual – please contact me on 021 434 271 or hemal83@hotmail.com
Hemal Kodikara

JEANETTE'S JOTTINGS

Only two live snakes have been caught sneaking into NZ in the past three years.

Botin Restaurant in Madrid holds the Guinness World Record for longevity. It has been open for 298 years.

The budget for the movie 'Titanic' was greater than the money spent to build the 'Titanic' itself.

China and Europe now have many electric vehicles on the road, and firefighters are getting more experienced in dealing with electric vehicle fires. In Europe, for example, electric vehicles on fire are submerged in a water tank, where they can cool down. This means that firefighters across Europe have access to mobile pools to contain a burning electric vehicle. The procedure also limits the amount of harmful gas released into the atmosphere during a battery fire.

In 1980, K Charles published a children's book. Titled 'The Old Man of Lochnagar', the tale is set in the Scottish Highlands and is based on a story that he had invented years earlier for his younger brothers, Andrew and Edward.

Rain fell on the Greenland ice sheet in August 2021 for the first time in history.

New research has found feeding cows a special plant - ecotain plantain - could reduce nitrogen leeching into our waterways by up to 60 percent.

Electric restomod shop Lunaz Design has introduced what it calls the rarest car to ever be converted to electric power. The coach-bodied 1961 Bentley S2 Continental is one of only four examples ever built ... and now it's one of a kind.

Scientists have discovered the fossil remains of what may be the largest penguins that ever lived. The bones, found on a beach in New Zealand, belonged to a giant bird that was more than three times the size of the biggest living penguins today.

The Chicago Auto Show is the oldest and largest of the North American automotive shows. Held annually, the show features a host of ride-and-drives where consumers can get into the vehicles to try them out without dealership pressure.

A Russian rescue ship has successfully docked with the International Space Station (ISS), allowing three stranded Russian and American astronauts to return to Earth a few months after a coolant leak disabled their own spacecraft.

The first model helicopter was demonstrated in 1784, but a manned version did not fly until 1936.

SOME STATISTICS

Australia in 2021 had 20.14million vehicles on the road with an average age of ten years. The census showed that 91% of households had at least one car while more than half have two or more.

Six million people drove to work although that was fewer than in 2016 as 2.5 million of the 12 million workers were working from home.

Electrified vehicles now total just over 10% of new sales

In **NZ**, the total value of passenger motor vehicles imported in the year to March 2022 was \$6.1 billion, an increase of 50 percent on the previous year, with electric vehicle imports increasing 309% to \$543 million. Hybrid electric vehicles (HEVs) and the less common plug-in hybrid electric vehicles (PHEVs) increased 63% (\$242 million) and 141% (\$46 million) respectively.

As a pioneer in sustainability, **Norway** has encouraged EV uptake for three decades and is set to achieve 100% EV sales before 2025.

In 2021, almost 6,000 million kilometres driven by passenger cars were powered by electricity, but as the total covered by passenger cars was 35,000 million, EVs still account for less than 20% which is a long way off achieving their stated goal.

STELLANTIS & ELECTRIFICATION

"To tackle global warming, our planet needs innovation and collaboration. Stellantis heard the call and is ready to achieve Carbon Net Zero by 2038 from well to wheel and throughout the entire supply chain, becoming the industry champion in climate change mitigation. We set our path to cut our carbon emissions in half by 2030, compared to our 2021 levels.

The climate crisis requires collective action and innovative approaches. As a global sustainable mobility tech company, we have the capacity, the ingenuity and the desire to play a leading role in tackling one of the most urgent challenges of our time.

The €30 billion in investment planned through 2025 to support our electrification and software strategies focuses the right amount of investment on the right technology to reach the market at the right time.

In our first year, we accelerated the commercial momentum of our low emission vehicles (LEV), leveraging the existing portfolio of 34 LEV models including hydrogen fuel cell mid-sized vans. In 2021, global LEV sales reached 388,000 units, up 160% year-on-year with a number one position for battery electric van sales in the EU30.

Ensuring battery supply is also vital to our collective future, which is why Stellantis, TotalEnergies and Mercedes-Benz are accelerating

battery development through Automotive Cells Company (ACC) to achieve at least 120 gigawatt-hours (GWh) of cell capacity by 2030. ACC's objective is to develop and produce battery cells and modules for electric vehicles with a focus on safety, performance and competitiveness, while ensuring the highest level of quality and the lowest carbon footprint.

With the ACC facilities in Kaiserslautern, Germany, Douvrin, France, and Termoli, Italy, we will rely on a total of three battery production factories in Europe. Two additional facilities are also planned for North America through the joint ventures announced with LG Energy Solution and Samsung SDI, one in Windsor, Canada and the other at a future site in the United States.

In the meantime, the assembly plant at Ellesmere Port, United Kingdom, will become the first Stellantis factory dedicated to battery electric light commercial vehicles (LCVs) and passenger car models for our Vauxhall, Opel, Peugeot and Citroën brands. The site will be transformed with a new body shop, upgraded general assembly and creation of an on-site battery pack assembly operation, and aims to be completely self-sufficient for electricity as the result of its wind and solar farm projects.

Building on our position as leader in the LCV market in Europe, we will contribute to reduced CO2 emissions in city centers through all-electric versions of our van models and significant investment in hydrogen fuel-cell technology. We recently launched three new hydrogen fuel-

cell vans in the European market through our Citroën, Peugeot and Opel brands. This technology offers our fleet customers zero-emission vehicles capable of going anywhere without the delays associated with recharging.

Customers are always at the center of what we do. That's why our goal is to offer iconic vehicles that have the performance, capability, style, comfort and electric range that fit seamlessly into their daily lives.

Affordability is also a priority, and we are targeting for the total cost of ownership of our electric vehicles to be equivalent to internal combustion engine vehicles by 2026.

The new Citroën Ami and Opel Rocks-e are prime examples of how we intend to shape the future of transportation with innovative and sustainable products. Stylish mobility devices with zero tailpipe emissions enabling free access to increasingly restricted city centers and offer an ideal solution to the everyday mobility needs of our customers.

The Fiat New 500, the all-electric evolution of our iconic city-car, offers more space and high levels of technology through a re-imagined design. This vehicle offers the best possible range, charging and driving experience while inspiring change through its timeless popularity.

We also recently unveiled the first-ever fully electric Jeep SUV to support its worldwide quest toward Zero Emission Freedom. This new model will launch during the first half of 2023 and is the first of a comprehensive fully electric Jeep lineup that will cover every SUV segment by 2025.

Our much-anticipated fully electric Ram 1500 pickup is coming to the market in 2024, and it will outperform all competitors on the attributes customers care most about: range, towing, payload, and charge time. It is built on top of our new STLA Frame architecture, designed specifically for full-size electric vehicles. And Ram will continue delivering fully electrified solutions in the majority of its segments by 2025, and a full portfolio of electrified solutions for all of its segments no later than 2030.

These are just a few examples from our wide range of models, demonstrating that at Stellantis electrification is not a “one size fits all” strategy.

The sustainable mobility changeover is dependent on the availability of integrated products and services. It needs to be supported by a comprehensive network of public and home-based charging stations, reuse and reduction of raw materials and development of a smart electricity grid for successful decarbonization of the economy.

We must change our consumption modes, and the way we design our products.

Free2move eSolutions has a key role to play in this area. As a new mobility tech company – created through a joint venture between Stellantis and NHOA – Free2move eSolutions offers innovative solutions to support both private and business customers in their transition to electric mobility in major European and North American cities.

Its activities include development of the “Atlante” project, which is set to be the largest European fast charging network for electric vehicles, fully integrated with the grid. The network will be powered by energy from renewable sources and storage systems, with some 5,000 fast charging points in place by 2025 and more than 35,000 by 2030.

Through the ALL-e Package, a fully digital monthly subscription service, Free2move eSolutions offers customers a 360-degree charging solution, enabling them to charge at home or on the streets. It manages battery promoting reuse of materials like lithium, nickel, copper and cobalt to avoid further environmental damage through mining. It is also working on the introduction of advanced energy services such as the Vehicle-to-Grid (V2G) technology currently in development through a pilot project at our Mirafiori complex in Italy. Intelligent energy exchange with the national power grid will, among other benefits, offer customers the opportunity to optimize the operating cost of their vehicle.

We will also expand our circular economy activities, developing a comprehensive, 360-degree business based on the traditional 4Rs -- repair, reuse, reman and recycle. It will be an independent business unit that will bring up to €2 billion in revenue by 2030. An effort that will be extended to our manufacturing facilities.

Naturally, our carbon neutrality approach also extends to our plants and facilities to reduce carbon emissions and minimize impact on climate change.

In 2017, we inaugurated the Carbon Neutral Program in Brazil, aiming to measure, reduce and offset the annual greenhouse gas (GHG) emissions produced from the daily activities of our local plants. The assembly plant in Goiana, Brazil, was the first automotive plant in Latin America to neutralize its emissions and obtain a Carbon Neutral certificate. Neutrality was achieved through the use of fully renewable electricity and cleaner fuels, as well as planting tree seedlings, recovering environmentally degraded areas and raising awareness among our suppliers. In 2020, the Campo Largo and Betim engine plants, the Jaboatão dos Guararapes component plant, and the Betim and Hortolândia parts distribution centers also obtained carbon neutral certification.

An additional example of our responsible approach was applied to our plant in Zaragoza, Spain, where the all-electric Opel Corsa-e is produced. The plant has an 8,640-kilowatt photovoltaic park with 19,200 solar panels on an area of more than 87,000 square meters. This “solar factory” supplies 15% of the plant’s annual consumption needs, contributing to decarbonizing the production process through generation of its own clean energy.

On the historic Lingotto test track in Turin, Italy, we opened “Pista 500,” the largest hanging garden in Europe with more than 40,000 plants. Once an inaccessible area, the “Pista 500” is now a garden open to all, a place that underlines Stellantis’ attention to local community as well as global climate.

Our pledge toward a decarbonized world is in action. We’re continuously expanding the frontiers of our know-how, innovation and technology to shape tomorrow’s mobility solutions, rethink our global footprint and protect our communities worldwide”.

<https://www.stellantis.com/en/news>

PEUGEOT VLV 1942

from Wikipedia

The Peugeot VLV was an electric microcar made by Peugeot in 1942. VLV stood for Voiture Légère de Ville (Light City Car). The car's announcement, on 1 May 1941, triggered some surprise, since Peugeot was the only one of France's large automakers to show interest in electric propulsion[1] at this time.

It was powered by four 12V batteries placed under the hood (bonnet) giving it a claimed top speed of 36 kilometres per hour (22 mph) and a range of 50 miles (80 km).

The car had two wheels at the front and two at the back. The rear track, however, was very narrow, thus dispensing with the need for a differential for the driving wheels.

The VLV was built during the war as a way to side-step fuel restrictions imposed on non-military users by the occupying German forces. Yet, it was banned after only 377 examples were built.



100 YEARS AGO

The Peugeot Type 175 was a fairly large sports car from Peugeot produced in 1923 and 1924. This model was produced at the factory in Audincourt.

The OHV engine, of the LA5 range, displaced 3.0 L (2951 cc, 180 cid) and has a 4 speed gearbox. It was only available with the "torpedo sport" or "torpedo grand sport" body at the price of 38,000 old Francs.

Colours offered were blue, grey, green or red, with black wings and chassis. The body was made of a wooden frame with steel; the bonnet was made of aluminium with a sloping, nickel-plated window.

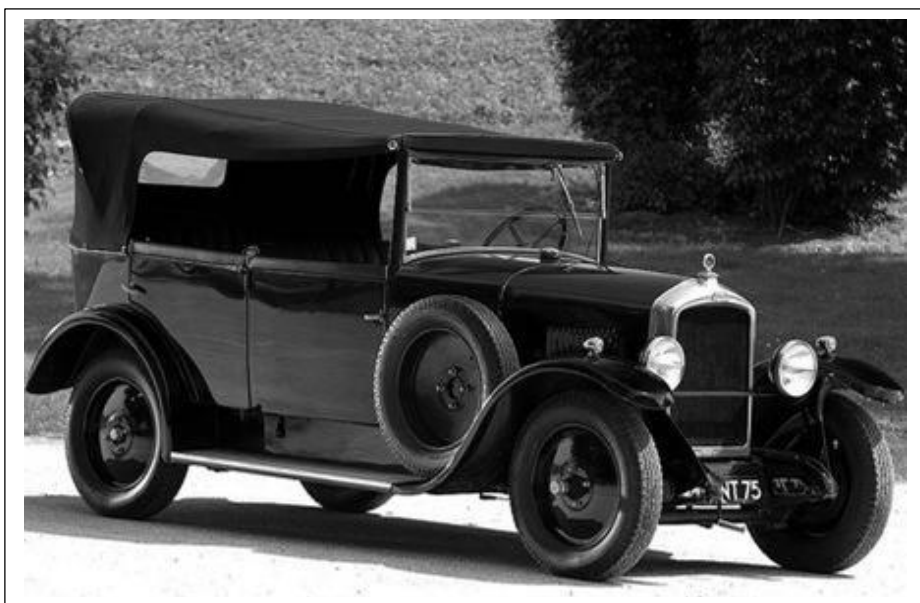
Blériot headlights and a 12V SEV magneto and starter were fitted.

In 1924, H. Petit won the 3-litre category of the 1100 km Paris-Nice race in this model: The "Paris Nice" Peugeot 175 Torpedo Grand Sport

A total of only 303 were made and only 4 original and complete surviving cars are known today (3 in France and 1 type 175 in Belgium). One of these cars is exhibited in the Musée de l'Aventure Peugeot.

Besides these, a complete chassis with all the mechanics survived in New Zealand and also a fast looking modified "special" in France with a non original engine.

Peugeot Type 175



Pre-war Peugeots are rare. If a well-preserved example takes part in a tour or event, these models will always receive above-average attention. The Peugeot 175 Torpedo Sport here is such an exclusive appearance and was for some years located in Australia. Owner Peter Flanagan is definitely an adventurous type. Because you have to be adventurous to jump in a 175 for a home journey of over 1,600 kilometers

This 1923 Peugeot 175 Torpedo Sport is a rare specimen. In total, only 303 copies rolled off the line in Audincourt between 1922 and 1925. This car is number 271. The chassis number is 33271 and the engine number is 265. Unfortunately, the early history of the car is relatively unknown.

A Peter Orr drove it in races for historic cars in the 1950s and 1960s and drove this car in New Zealand annually between 1950 and 1968 – for an event.

He eventually sold the car to George Green, who put the 175 in his car museum in Leppington, near Sydney. When George Green passed away, Greg Mackie bought the car from the museum. He refurbished the car so that the Peugeot could hit the road again. Greg owned the 175 until 1988 and then sold it to Peter Flanagan.

The moment Flanagan saw the 175 Torpedo Sport, he knew it was the car he was looking for. He paid, hopped in the car and drove from Canberra to Beechworth in Victoria.

An exciting 1,000 mile (approximately 1,600 km) ride back home.

Upon returning home, a major overhaul turned out to be necessary. Flanagan went straight to work. A thorough engine overhaul made the lion purr like never before. The chassis was still in good condition. Flanagan still enjoys the restoration. A minor oil spill that had developed over the years has had to be remedied. Furthermore, a good lubrication was the only maintenance that the 89 year old Peugeot needed.

The restoration was mainly on a technical level. The engine needed a major overhaul after many pleasant kilometers. The head was hardened so that the car could run on unleaded gasoline. It needed a lot of work on the gearbox and differential to get them back in good condition. Some parts were copied, because it yielded a better result than restoring the old parts. Moreover, there are now good examples, in case another part has to be copied.

The 175 Torpedo Sport is a model of diligent customisation. With a length of 4.20 meters and a width of 1.65 meters, the slim but tall 175 has a sporty appearance. The car has an aluminum body over a wooden chassis with steel fenders. Compared to the 174S – which was also built as a racing car – the luxury sports car is slightly smaller and slower. The four-cylinder engine (type LA5) with a displacement of 2951 cc reaches a

maximum speed of 100 km / h in fourth gear.

A special feature of this 175 is the foot brake, which brakes on all four wheels. This was an option at the time. The 175 braked on the two rear wheels as standard. The handbrake is located outside the body, between the spare wheel and the hood.

The petrol tank is also mounted at the back. This one has a dent, because of a minor collision with a Stutz Bearcat on the ferry to Tasmania. [Flanagan left the dent in it. After all, a collision with a Stutz Bearcat is not the order of the day.] The motor is cardan-driven and has a magneto ignition. The leather interior – with the steering wheel on the right – seats four and is also well preserved.

Peugeot Type 175 [ex Australia; now in France.]



“Abydocomist

We’ve all heard that person who is constantly lying, and bragging about their lies. Well, there used to be a name for these people: they’d be called abydocomists. It’s believed that the name dates back to the ancient Egyptian city of Abydos, whose inhabitants “were famous for inventing slanders and boasting of them,” according to a dictionary from the 19th century.”

[Doesn’t this sound like a certain US politician? Jeanette]

ICE-FREE ROADS

Ice on roads isn't a good thing, but neither are the eco-unfriendly chloride-based salts used to melt it. Scientists have developed a greener and more effective alternative, however, that could be mixed right into the asphalt and remain active for years.

The chloride-based ice-melting salts which are currently spread on roads can harm the environment when they run off the asphalt and into nearby waterways.

They may also degrade the very roads that they're de-icing, plus they cause cars to rust and they have to be applied repeatedly throughout the winter. Even then, once a fresh layer of ice forms on the asphalt, drivers are stuck with it until the salt-spreading trucks arrive again.

Scientists from China's Hebei University of Science and Technology (and other institutions) set out to address those shortcomings, starting out by developing a chloride-free acetate-based salt. Such salts are considerably less environmentally harmful than chlorides, they're less corrosive to steel and other materials, plus they work at lower temperatures.

The researchers proceeded to mix the salt with a surfactant, silicon dioxide, sodium bicarbonate and blast furnace slag (which has also been used in salt-proof concrete), resulting in a fine powder. Particles of that powder were then coated with a polymer solution, producing microcapsules. Finally, the scientists replaced some of the mineral filler in a conventional asphalt mixture with those capsules.

When the special asphalt was tested on the off-ramp of a highway, it was found not only to continuously melt the snow that fell upon it, but also to lower the freezing point of water from 0 °C (32 °F) down to -21 °C (-6 °F). What's more, based on lab tests, the researchers estimate that a 5-cm (2-in)-thick slab of the pavement would continue to release its salt capsules for seven to eight years, keeping the road clear that whole time.

A paper on the study was recently published in the journal ACS Omega.

FOSSILISED FOOTPRINT

166 million years ago, a giant carnivorous theropod dinosaur from the Jurassic period crouched down near the modern-day Yorkshire coast, leaving a huge three-toed footprint in the soil. At almost a metre long, it's the largest footprint ever found in the northeast English county – renowned among palaeontologists for its rich fossil record.

BRIT & EURO DAY

by Don Howarth

PRESENT; Richard Ball, Andrew Corbett, Don Hadfield, Peter Hagglund, Jayden & Joel Hardie, Roger Herbert, Don Howarth, Graham Pooley, Donald Webster.

We had 10 Peugeot & Renault club members and enthusiasts display their great range of different era Peugeots ranging from the ex John Grant 203 now in the tender care of Jayden Hardie.



Also the Hardies brought Jayden's 306 Cabriolet and his younger brother bought his 1982 505 STi. Roger Herbert from Te Awamutu brought his superb 504 Familiale Estate, a young chap whose name I did not get brought his immaculate 306 GTi6, as did North Shore member Andrew Corbett his RCZ Coupe resplendent in gloss black. Ex - member Richard Ball showed off his fine 206 GTi 180 resplendent in WRC livery, while Graham Pooley drove my 404 Saloon accompanied by myself with my D9 406 Coupe V6 5 speed. It was great to see & speak at length with Don

Hadfield who showed his Renault Megane Cabriolet, who began a fine line up of Renaults including Gordini tuned earlier models and a French Matra, both ex South African cars owned by father & son. Beyond our French marques was a fine line up of Citroens from Light 15s, through DS models, a fine SM Maserati powered car & some inevitable 2CVs. Even Carlos Tavares would have been pleased at the range of PSA now Stellantis cars on display.

We were lucky to enjoy a beautiful & warm day, needing hats & sunscreen to talk with fellow club members and car enthusiasts generally. It was good to see & talk with Peter Hagglund and Donald Webster (recovering from a recent hip replacement). Donald showed his much admired early A110 Targa rally car and his near new Alpine A110 modern iteration. Organisers assessed the number of cars on display as around 1100 with motorcycles, race car single seaters, vintage cars & Supercars. A good day was had by all.



More about the **INCEPTION** concept

Peugeot has shown the world clues to its future styling direction at the Consumer electronics show (CES) in Las Vegas in the form of the exciting Inception concept.

Riding on parent company Stellantis' new STLA Large architecture, the five-metre-long and 1.34-metre high sedan is essentially a life-sized styling exercise designed to showcase how future products from the French brand could look – and operate – including those in the smallest of vehicle categories from the middle of this decade.

The all-electric Inception features a 100kWh battery pack that Peugeot claims can provide a range of up to 800km and feeds dual motors (front and rear) to offer a system output of “up to 500kW”, accelerating the model to 100km/h in “less than three seconds”.

Its 800-volt battery technology means the Inception is also quick to charge, Peugeot saying 30km worth of charge can be added in a minute, and 150km in less than five minutes while energy consumption is rated at an efficient 12.5kWh/100km.

Of significance to the style-conscious French brand,

Peugeot's latest concept carries forward its “feline inspired” design cues – this time in a sharpened and futuristic manner – many of which debuted initially on the 2018 e-Legend concept (which itself was inspired by the 504 coupe from the early 1960s).

In addition to showcasing the appearance of Peugeot models to come, the Inception previews technologies that will one day be taken for granted by the brand's customers.

The concept's doors feature a prominent tech Bar that can display messages to passers-by, or to welcome the driver and their passengers to the cabin. The vehicle can recognise the driver upon approach and adjust to their preferred settings, including those for seating position, climate control, multimedia, driving mode, and more.

But it is inside the Inception concept that Peugeot's design magic really pushes the limits. The latest i-Cockpit technology debuts as a system Peugeot calls hypersquare, a rectangular steering wheel that not only controls the vehicle's direction by wire, but also serves to interact with the vehicle's complex operating system via digitised controls and a large central screen.

Peugeot says the technology showcased in Inception will make its way into production models by the end of the

decade, the smart Cockpit accepting gesture, touch and voice inputs to provide a suite of on-demand services.

Coupled with the retractable Halo Cluster situated atop the dash, the systems provide not only traditional information and guidance at a glance, but also an intuitive means of interacting with the Inception's Level 4 autonomous driving capabilities.

Once the vehicle is driving itself, occupants are free to enjoy the generous, arm-chair-like seats that adapt to individual body shapes for greater support and comfort; and given the low height of the dashboard – thanks to the removal of the central screen and instrument cluster – enjoy a better view out.

Importantly, the choice of materials selected in the Inception's construction speak to the premium space Peugeot seeks to occupy with its future models.

3D-printed surfaces adorn the model's cabin, while raw, galvanised and stainless steel as well as "metallic velvet" combine

to provide the four-seat interior hotel on 408-inspired Aerorim 20-inch alloy wheels.

"Customers have high expectations of the electric car," explained Peugeot product director Jerome Micheron. "Thanks to the new generation of our BEV-by-design platforms dedicated to electric vehicles, we will meet their expectations. We are going to surprise them with our future cars' layout, we are going to simplify the driving gestures and reinvent the driving experience. These goals are now taking shape in the form of the Peugeot Inception concept; Peugeot's transformation goes far beyond the sole ambition of becoming 100% electric. The brand will allow you to take full advantage of all the new possibilities offered by electric technology and new software to live new and enriching experiences."

Peugeot says that it will release five new BEV models over the next two years with the entire European range to be electric by the end of the decade.—

from GoAuto.com



Peugeotex

DAKAR DISASTERS

THE FIRST SAND dune proved too much for some cars in this year's Dakar classic rally and they became frustratingly bogged. Those in trouble included the French crew of a 1975 Peugeot 504 coupé stuck firmly on the soft approach.

As trucks began towing cars over the steep Saudi Arabian dune, Christophe d'Indy and Francois Xavier Bourgois secured a hitch to the front of their car and waited. *"We've called the helicopter,"* one said, according to the Red Bull TV report. That service was not available, so a rescue truck returned eventually for their turn to help get them on their way.

Last year, when François-Xavier bought the 504 Coupé with a view to the classic Monte Carlo, Christophe said jokingly to him, "it could even do the Dakar". He was taken at his word, and off they went. But they found the course too difficult and threw in the towel after a week.

"The car was shredded, it was a disaster," Christophe said. *"It's much more difficult than with the cars you see on television, the ones that almost fly from dune to dune. We sink, we break on the rocks, you have to be a little crazy to get started in there."*

After a hard time last year, they decided to try again and put up with the five-degree nights in the desert, amid the incessant roar of base camp, hoping this time to finish.

Instead of another French rally, this would be a real adventure. They got themselves on television certainly, not flying but stuck.

Several days later, on 16 January, Christophe decided it was too much for the badly damaged car.

"The body of the front section dislocated and opened in three places, the struts moved 5cm up and towards each other, the back began to split and the floor panel under my feet opened, letting in sand and dust," he reported to his friends.

"The fuel quality was too poor for the engine and the dyes and additives deposited on the spark plug electrodes. We are down to three or four cylinders."

By peter Wilson in PUGILIST

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BARBARA MCCLINTOCK

Today, Barbara McClintock (1902-1992) remains the only woman to be awarded an unshared Nobel Prize in the category of Physiology or Medicine (in 1983). However in the middle of the 20th century, McClintock was a laughing stock in the scientific community.

In reality, McClintock and her research into the nature of DNA were simply too advanced for her contemporaries to follow, and she came under intense scrutiny. It wasn't until decades later that the rest of the scientific community caught up to McClintock and realized she was right about the presence and nature of certain genes called transposons.

JOKE OF THE MONTH

Q. Do you know why my friend called his dogs Timex and Rolex?
A.. Because they are watchdogs

DANGEROUS BRIDGES



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