Peugeot Car Club (Auckland)

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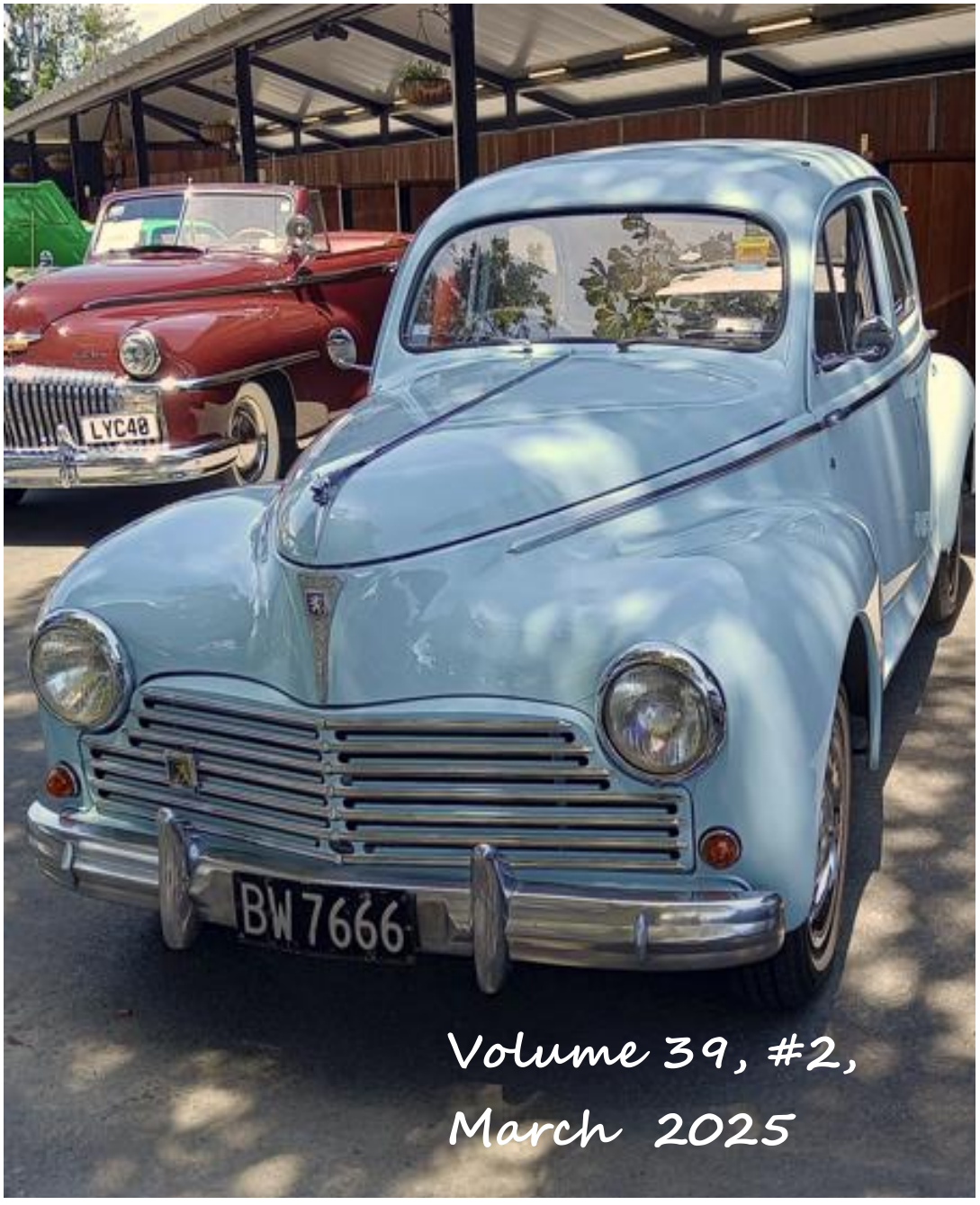

Volume 39, #2,
March 2025

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March 2025

Front cover – Jayden Hardie's 1955 203C
Above – The 3rd place ribbon the 203 won at Ellerslie
Rear cover- Pre-1905 Peugeots in the 2023 London to Brighton Run

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COMING EVENTS

peugeotclub.org.nz

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

March 2 – Auckland Brit & Euro Classic Car Show

March 8-9 –Franklin Heritage Weekend

April 27 – Invitation from Citroen

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

THOUGHT FOR THE MONTH

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

P O BOX 29002
Epsom
Auckland 1023

PRESIDENT'S RAMBLE

I don't know about you but the last month was exhausting. Between work and two car shows I displayed my 505 at, plus various family events, all my three children turned a year older, as did my mother, mother'n'law and brother'n'law, plus both the n'laws and my parents' wedding anniversaries. I simply need some time to recover.

I enjoyed both the Ellerslie and Brit Euro car shows, good days at both, a fine old time. For Ellerslie in particular I washed, polished and all of those things I in the past would never be heard of doing, to try and get the car up to a shiny standard, paint blemishes and all. With a bit of luck there will be a report in this magazine about the day out for both of them – if there is not, well what can I say, I pointed my big finger and opened my mouth to give others the task. I think it is always good to have some fresh blood in the writing department, gives us readers a different style and perspective from hearing the same again from the same people.

I will say this much about Ellerslie, we along with the other French makes were poked into the northernmost limits of the show, a dead end triangle. I was apprehensive about this location, I had observed last year that the British cars that had previously had that location were poorly visited, not so for us! Vive la France it would appear!

Meanwhile our Membership Secretary Matthew (with a bit of help from others) has done a wonderful job at snagging some new members, sending out 9 membership forms in the last couple of weeks, so far three have joined as I write this and we expect to get more. Welcome to the new members.

At Ellerslie we were afforded an invite to join Citroen for a drive and meal, it will be good to do something with them again, it has been a while. Details are elsewhere in the magazine, let's make a day of it!

Brent

DE-ICING

Quite apart from the recommendations in the Feb issue, it has been suggested that another effective way to de-ice a windscreen is to fill a plastic bag with warm (not TOO hot) water and hold it in contact with the ice.

COMING EVENTS

27 April 10am Invitation from Citroen	Starting from Whitford Village, this drive takes you out to Maraetai along the Pohutukawa Coast to Magazine Bay, Clevedon, then on to explore the Clevedon scenic Reserve finishing with drinks at Hallertau Brewery. - 26 Clevedon-Kawakawa Road, Clevedon 2582. Tel: (09) 869 2989. **Starting Point** – Starting in the small country village of Whitford you can enjoy a light lunch at **The Stables**. The Stables Pub is located at **1 Whitford Wharf Rd**. **If you are interested in going, please let Hasita know - wimalachandra@hotmail.com**
August 10	AGM – Vintage Car Club Rooms, Fairfax Ave, Penrose

JEANETTE'S JOTTINGS

The Brooklyn Bridge was designed by John Roebling and opened in 1883. After both he and his son died, the construction was continued for the next 10 years by his daughter in law, Emily Warren Roebling 1843-1903.

A ray gun that uses high-frequency radio waves to take out enemy drones and costs just 10p to fire, has recently been successfully trialled by the British Army.

Microscopic pieces of plastic in the air we breathe and the food we eat could be fuelling the epidemic of colon cancers in America over the past two decades, new research suggests.

Mercedes-Benz is already testing its own solid-state batteries for its EVs with a range of over 620 miles (1,000 km) on a single charge.

A humpback whale has broken records with an astonishing journey of over 13,000 kilometers across oceans, since 2013 - from Colombia to Zanzibar.

Not only does Switzerland have the highest household debt per working-age person in our round-up, $189,236 (£148,800), its household debt-to-GDP ratio is also the largest at 128.4%. Australia with $116,179 (£91,300) is third per working-age person. The USA is $78,869 (£62,000) and the UK is $64,955 (£51,000).

China leads the world in renewable energy with over 310 GW of solar and 400 GW of wind power as of 2023 and is home to the world's largest renewable energy equipment manufacturers, like Mingyang Smart Energy. In 2022, China spent US$546 billion on clean energy projects. That's nearly half of the global total.

1,800 miles on hydrogen: H2Rescue truck snags Guinness World Record.

The longest lived Empire in the world was found in Egypt. The Kingdom of Kush existed for 1427 years – ending in 350AD.

A tiny New Zealand company run by a 71-year-old billionaire (David Dicker) is hard at work bringing his seemingly impossible dream to life: developing a publicly available track car - the Rodin FZERO - that could go faster than an F1 racecar.

Because of the low levels of iodine in New Zealand soil, iodine has been added to salt since 1924.

This is Year 17 and billions of 'Brood XIV' cicadas are currently tunnelling out of their underground homes ready to swarm across 13 US states by the spring.

Opened in 1994, Kansai International Airport was the first built entirely on a man-made island. Engineers predicted a gradual sinking of about eight meters over 50 years but in just its first eight years, the island sank over 12 meters, and by 2023, the total subsidence reached 13.61 meters- increasing by 6cm annually.

STELLANTIS ALTERNATIVE

Cross-Atlantic conglomerate Stellantis, which has 14 brands under its umbrella including Jeep, Ram and Dodge, has teamed up with Chinese battery maker Contemporary Amperex Technology Ltd to invest up to $4.3 billion for a lithium-ion battery plant in Zaragoza, Spain.

Stellantis is in crisis mode. Its sales are dropping and profits are shrinking due to increased competition from Chinese automakers in Europe, a challenging landscape for electrification altogether. Unions and dealer groups have also accused it of not keeping pace with the industry and recently its controversial CEO Carlos Tavares resigned ahead of schedule.

Now the automaker is turning to the world's largest battery maker to catch up.

The 50-50 joint venture with CATL will focus on manufacturing lithium-iron-phosphate (LFP) batteries. The JV is targeting the start of production by the end of 2026 and will supply packs for affordable crossovers and SUVs with an "intermediate range."

However, reaching its maximum capacity of 50 gigawatt-hours comes with a big asterisk. *Scaling up would depend on support from the Spanish government and the European Union*, Stellantis said.

CONCEPT CARS WHICH NEVER MADE IT.

The **Peugeot 20Cup** is a reverse trike concept car using the "tadpole" set-up, built in **2005**. Made from a carbon-fibre structure, it integrated a two-seater cockpit and a front end from the Peugeot 207 with a motorcycle rear.

The purpose-built 1.6 litre engine was manufactured in a collaboration between BMW and PSA. The turbo-charged, four-cylinder, sixteen valve petrol engine generates a maximum power of 170 bhp (127 kW).

In Jan 2006, Ross Pinnock wrote in Auto Express –

"Half motorbike, half roadster. The Peugeot 20Cup is a motoring Minotaur, but unlike many of the concepts we've seen recently, it's no monster! In fact, we reckon the crazy three-wheeler is already one of 2006's most interesting cars - not only because the face hints at the

all-new 207 supermini, but as its impressive engineering means it can actually be driven.

The 20Cup is powered by the same engine that will debut in Peugeot's new 207 GTi (revealed in issue 885), plus the next MINI Cooper and Cooper S, making it one of the most important units around. Unveiled at September's Frankfurt Motor Show, the newcomer gets the trademark slanted lights and gaping grille - and a truly unique front three-quarter view. From a distance, it almost looks as if the back has been chopped off a normal car, as the fat rear wheel is hidden by the wide nose.

With no doors, access is tricky. It's like climbing into a Le Mans racer - and this is accentuated by the fact the open cockpit is divided into two. You sit reclined in your own section with your legs straight ahead, and space is tight.

With the removable steering wheel in place, it's time to fire the engine. Buttons behind the suede rim control the automated sequential transmission.

There's still a clutch pedal, but its short travel makes swift changes on the six-speed gearbox a doddle - yet pulling away requires concentration to avoid an embarrassing false start. Don't be surprised to see a more user-friendly set-up fitted to the 207 GTi, although a conventional manual is also likely. With no space for a dashboard, functions and instruments are controlled by and displayed on a touch-screen in the centre of the wheel. This remains upright what-ever the angle of the wheel, to ensure it's readable - and it makes real sense.

The responsive steering is only let down by its low gearing; armfuls of lock are required to negotiate tight turns. Leave your hands on the wheel during cornering and you risk jamming them between the close-fitting cockpit sides.

There's nothing wrong with the performance, though. Weighing only 580kg, the 170bhp tricycle covers 0-60mph in less than five seconds, and its 293bhp-per-tonne power-to-weight ratio betters that of a Porsche 911 Carrera S. The unit was jointly developed with BMW, and will also feature in future Citroen cars, although it will debut in the 207. It delivers an impressive 240Nm of torque - but the 20Cup's purposeful exhaust note will have to be restrained for production.

Despite the car's appearance, stability is excellent and the firm ride means good handling. However, with 80 per cent of the Lion's weight over the front wheels, negotiating our wet test track required care - as one French journalist discovered to his cost by writing off the second of only two 20Cups made!

It will be rebuilt, and could even be joined by additional examples for use in a one-make racing series. While full production is unlikely, buyers will get to sample the 1.6-litre engine - in varying degrees of tune - in the new 207, due in summer 2007. But with 170bhp and superbike DNA, the 20Cup is one .

BRIT & EURO CAR SHOW REPORT

By Matthew Ensor

PRESENT Liesje Bradley, Andrew Corbett, Brent Druskovich, Matthew Ensor, Peter Hagglund, Jay Hardie, Don Howarth, Dennis Lowe, Graham Pooley

Peugeot Auckland Shone at the 2025 Brit & Euro Car Show.

On Sunday, 2nd March, the Peugeot Auckland Club proudly showcased 13 stunning vehicles at the annual Brit & Euro Car Show.

Under sunny skies at Lloyd Elsmore Park, the collection of Peugeots attracted plenty of attention from enthusiasts and casual visitors alike.

The display included a diverse range of Peugeot models, featuring classics like the much-admired 404 'FeFe', which attracted serious buying interest—though Liesje assures us her beloved FeFe isn't going anywhere soon!

One particular crowd favourite was a beautifully preserved Peugeot 203, drawing significant attention from photographers eager to capture its timeless charm. Another notable participant was a spectacular Peugeot 504 wagon, which made the journey all the way from Te Awamutu, reflecting true dedication to the marque.

The club's exhibition spanned multiple generations of Peugeot models, including:

- Liesje Bradley – 404 (FeFe)
- Andrew Corbett - RCZ
- Brent Druskovich - 505
- Matt Ensor - 407
- Jay Hardie - 203, 505 Wagon, 604
- Graham Pooley– 504
- Peter Hagglund - 206
- Don Howarth - 2 x 205
- Dennis Lowe - 607

Plus a Guest from Te Awamutu

- 504 Wagon -

In total, 13 Peugeots proudly represented the club, offering a vibrant snapshot of the brand's history and passion within our community. A big thank you to all our members and guests who joined us, making this a memorable day of camaraderie and motoring enthusiasm. We were also delighted to welcome interest from six Peugeot enthusiasts keen to join our club.

We look forward to our next event and continuing to share our Peugeot passion!

PEUGEOT NUMBERS

100-Series: 104 (1972–1988), 106 (1991–2003), 107 (2005–2014), 108 (2014–2021)

200-Series: 201 (1929–1937), 202 (1938–1949), 203 (1948–1960), 204 (1965–1976), 205 (1983–1998), 206 (1998–2013), 207 (2006–2014), 208 (2012–present)

300-Series: 301 (Original) (1932–1936), 302 (1936–1938), 304 (1969–1980), 305 (1977–1989), 309 (1985–1994), 306 (1993–2002), 307 (2001–2008), 308 (2007–present), 301 (Africa/Balkans/China/Central Europe/Eastern Europe/Kazakhstan/Latin America/Middle East/Spain/Taiwan) (2012–present)

400-Series: 401 (1934–1935), 402 (1935–1942), 403 (1955–1966), 404 (1960–1975), 405 (1987–1997), 406 (1995–2004), 407 (2004–2011), 408 (2010–present)

500-Series: 504 (1968–1983), 505 (1979–1992), 508 (2010–present)

600-Series: 601 (1934–1935), 604 (1975–1985), 605 (1989–1999), 607 (1999–2010)

800-Series: 806 (1994–2002), 807 (2002–2014)

900-Series: 905 (1990–1993), 908 (2011), 9X8 (2022)

1000-Series: 1007 (2004–2009)

2000-Series: 2008 (2013–present)

3000-Series: 3008 (2008–present)

4000-Series: 4007 (2007–2012), **4008** (Europe) (2012–2016), 4008 (China) (2016–present)

5000-Series: 5008 (2009–present)

RAPID ROAD REPAIR

Potholes and cracked roads are a frustrating problem worldwide. They lead to costly repairs, traffic disruptions, and dangerous driving conditions.

Scientists may have found a solution. Researchers from King's College London, Swansea University, and Chile have developed a new type of asphalt that repairs itself, writes WP.

This could change the future of road maintenance.

The innovative material contains microscopic capsules filled with recycled oils. When small cracks appear, the capsules burst, releasing the oil. This helps the asphalt heal itself within an hour.

The researchers used biomass waste and artificial intelligence to design this breakthrough. Their goal is to make road infrastructure more sustainable while reducing costs and carbon emissions.

Cracks in asphalt form due to wear and tear. Over time, weather conditions and heavy traffic make the problem worse. Traditional repairs involve filling potholes with new material, a process that takes time and resources.

The self-repairing asphalt could eliminate the need for frequent human intervention. It would also extend the lifespan of roads.

The idea behind this technology comes from nature. Scientists studied how plants and animals heal themselves after an injury.

Trees, for example, release sap when damaged. This inspired the researchers to develop asphalt that can mimic this process.

Artificial intelligence played a key role in the project. Scientists used AI to analyse bitumen, the sticky substance in asphalt, at a molecular level. This allowed them to study how bitumen oxidizes and cracks. They then created a model to predict and prevent early damage. Google Cloud provided advanced AI tools to support this research.

Using biomass waste instead of petroleum-based materials has several benefits. Biomass is cheaper, widely available, and more eco-friendly.

Producing asphalt from renewable sources also reduces reliance on fossil fuels. This is especially important for regions with limited access to petroleum-based asphalt.

Dr Jose Norambuena-Contreras from Swansea University explained that these technologies aim to prevent cracks before they become major problems.

This reduces the risk of potholes forming. Fewer potholes mean lower maintenance costs and safer roads.

This self-healing asphalt could revolutionize road construction. If adopted on a large scale, it could cut repair costs, reduce pollution, and improve road quality.

Further investment and development are needed to bring this technology to cities worldwide. The future of road infrastructure might soon look very different.

2025 CAR OF THE YEAR

1 Renault 5/ Alpine: 353 points
2 Kia EV3: 291 points
3 Citroën C3/ëC3: 215 points
4 Dacia Duster: 172 points
5 Hyundai Inster: 168 points
6 Cupra Terramar: 165 points
7 Alfa Romeo Junior: 136 point

The Renault 5 and its Alpine A290 hot-hatch sibling have won the coveted Car of the Year (COTY) award for 2025 – giving Renault its second consecutive victory in the annual contest.

The winner was announced at the January Brussels Motor Show, and collected by Renault boss Fabrice Cambolive. He said: "*We all feel immensely proud to have taken the prestigious 'Car of the Year' award. Renault 5 makes electric vehicles desirable as well as inspiring an emotional response. If there's one car with the potential to transform the electric market, it's this one."*

This is the original Car of the Year award and remains the one taken most seriously across Europe. The jury is made of 60 front-line car journalists from 23 countries. Of those, 25 ranked the pair in first place.

Last year's winner was the Renault Scenic, and the Jeep Avenger took top honours in 2023.

BIGGER IS NOT SAFER

Vehicles weighing over 4,000 pounds don't have significantly fewer deaths in crashes, according to this study.

The Insurance Institute for Highway Safety (IIHS) crunched the numbers. It turns out bigger, heavier vehicles don't always keep you safer in a crash. They can, however, make you more deadly to other drivers on the road. It all depends on whether a vehicle is heavier or lighter than the average car.

In the IIHS study, researchers averaged the weight of their sample 2017-2022 vehicles, which came out to 4,000 pounds. For every additional 500 pounds of curb weight above that, crashes between an SUV or truck and a car resulted in one fewer death per million registered vehicle years in heavier models—or, hardly any change. However, the extra weight accounted for up to seven additional deaths in cars.

The study also found that cars and SUVs weighing less than 4,000 pounds would benefit from some extra poundage. Getting as close as possible to the average weight can result in 17 fewer deaths in car-to-car crashes and 13 fewer in SUV-to-car crashes. But for anything over 4,000 pounds, there's "hardly any" decrease in risk for occupants, according to the IIHS. So basically: the closer to the average weight, the better.

"Vehicles that are heavier than average are more likely to crash into vehicles lighter than themselves, while the reverse is true for vehicles that are lighter than average. What this analysis shows is that choosing an extra-heavy vehicle doesn't make you any safer, but it makes you a bigger danger to other people."

"For American drivers, the conventional wisdom is that if bigger is safer, even bigger must be safer still," IIHS President David Harkey said in a statement. "*These results show that isn't true today. Not for people in other cars. And—this is important—not for the occupants of the large vehicles themselves."*

EVs NO GOOD IN COLD WEATHER

A recent study by ADAC tested 25 EV models on a 582 km route from Munich to Berlin via the A9 highway. Simulated conditions included a temperature of 0°C, road gradients, and a maximum speed of 130 km/h.

Only one vehicle, the Mercedes EQS 450+, managed to complete the trip without needing a recharge.

According to Autokult.pl, this test highlights the impact of cold weather on EV range, which manufacturers often estimate under optimal conditions with regenerative braking.

The Mercedes EQS, with its large 118 kWh battery, finished the

journey with 18 km of range remaining.

Other high-performing models, such as the Lucid Air and Porsche Taycan, managed over 500 km but required recharging to complete the trip. By contrast, many EVs fell short of even 400 km.

The test revealed that on average, energy consumption was 50% higher than manufacturers' claims. The Porsche Taycan and NIO ET5 showed the smallest discrepancies between real-world and advertised range, at 23% and 10%, respectively.

Charging efficiency varied significantly between models.

For example, the Porsche Taycan could regain 370 km of range in just 20 minutes, while other models, such as the GWM Ora 07, could only recover 104 km in the same timeframe.

These results underscore the importance of both battery size and charging technology in long-distance EV travel.

ADAC's findings highlight the challenges of using electric cars on long journeys in cold weather, particularly for vehicles with smaller batteries.

The study emphasizes the need for improved charging infrastructure and more realistic range estimates to support EV adoption in diverse conditions.

[The ADAC, officially the Allgemeiner Deutscher Automobil-Club (lit. 'General German Automobile Club'), is Europe's largest automobile association. The ADAC is the largest verein (club) in Germany, with around 21 million members].

TOO GOOD TO BE TRUE?

Reliability and longevity concerns may once have been among the most common reasons for not buying an electric vehicle. A new study published in Nature Energy claims that the reliability of battery-powered electric vehicles (BEVs) has increased considerably and they now have comparable longevity to conventional internal-combustion-engine vehicles.

The study examined almost 300 million test logs from the UK Ministry of Transportation (MOT) between 2005 and 2022. This data gave researchers a thorough evaluation of each car's "health" on UK roads, allowing them to compare survival rates across different powertrains and predict vehicle longevity.

Teams from the University of California San Diego, the University of Birmingham, the London School of Economics and Political Science, and the University of Bern in Switzerland concluded that battery-powered electric vehicles (BEVs) can travel an average of 124,000 miles (199,500 km) - more than the typical gasoline car of the same generation - in their lifetime, and have an average lifespan of 18.4 years, compared to 18.7 years for gasoline cars and 16.8 years for diesel cars.

t's no secret that early battery electric vehicles were far less reliable than internal combustion engine vehicles (ICEVs). However, recent technological advancements have allowed current BEVs to have improved lifespans, even when used more frequently.

With a 12% decreased chance of failure (hazard rate) for every year of production, BEVs showed the fastest reliability increase, according to the research, compared to 6.7% decreased hazard rate for gasoline-

powered vehicles and a 1.9% decrease for diesel-powered models.

"BEVs offer significant environmental benefits," explained Robert Elliott, co-author of the research and Professor of Economics at the University of Birmingham. "Despite higher initial emissions from production, a long-lasting electric vehicle can quickly offset its carbon footprint, contributing to the fight against climate change – making them a more sustainable long-term option."

Sure, the process of producing an electric vehicle can use a lot of natural resources, with some studies claiming that, compared to ICEVs, BEVs have a 50% greater environmental impact during production since they typically require four to six times the essential mineral inputs of conventional automobiles.

But BEVs can make up some of that ground by being run on low-carbon electricity produced from renewable sources like wind, solar, and geothermal energy. Plus they have no tailpipe emissions. And as the world's electricity grids transition to renewables, the environmental benefits become even more substantial in the grand scheme of things.

Their upfront costs are eventually outweighed by their long-term advantages too. Argonne National Laboratory reports that the average cost of maintenance for BEVs is around $0.06 per mile (1.6 km), whereas that of ICEVs is $0.10 per mile. Further, their relative affordability is bolstered by reduced fuel prices and government incentives, such as subsidies and exemptions from taxes and tolls.

"We're not environmental crusaders," said Elliott. "We just want to give the facts. Electric cars and the batteries, they're just living longer, and the technology is improving, and it would have improved again since this study."

Now I'm no advocate for electric vehicles. I still own a gasoline-powered Royal Enfield and Suzuki Jimny. And I love both these vehicles. But I cannot really downplay emerging EVs that promise to do all that you'd expect from a gas guzzler and a lot more.

Decades of technological advancements may have given ICE vehicles a longevity edge in the past, but emerging EV technologies are still rapidly developing. So there's still a long road of improvements ahead for electric enthusiasts.

This study might as well show that we're standing at that tipping point when electric vehicles might just surpass their internal-combustion counterparts. Exciting times indeed.

Source: Nature Energy by Utkarsh Sood

[PS We are still happily driving a 1996 306xrdt - i.e. a diesel. JG]

BREAKING NEWS

A new titanium production method developed by researchers at the University of Tokyo could be the key to making solar energy cheaper and more efficient than ever before. By dramatically reducing the cost of titanium and integrating it into next-generation solar cells, this breakthrough might reshape the renewable energy industry and even change the way we think about advanced materials.

The breakthrough lies in the use of yttrium, a rare but valuable element, to purify titanium more efficiently than ever before. Traditional methods involve high temperatures and costly chemical processes, but this new approach simplifies production and cuts expenses, making titanium a far more practical material for solar panels.

ELLERSLIE CONCOURS REPORT

By Nathan Yelash

PRESENT; Liesje Bradley, Andrew Corbett, Brent Druskovich, Matthew Ensor, Kevin & Jay Hardie, Dennis Lowe, Graham Pooley, Nathan & Bronwyn Yelash.

Sunday the 9th February – a brilliant sunny day for a car show. Mother and I left Hamilton at 6am in the ute and headed for our meeting spot outside Remuera Primary School. We found some of the crew there and headed down to the showgrounds in convoy.

Our club display was in a different area to the previous two years, plonked right down in the back corner, but we managed to arrange ourselves in a pretty good little setup with seven cars in total.

- 404 ute – Nathan Yelash
- 407 coupe – Matthew Ensor
- 504 - Graham Pooley
- 505V6 Brent Druskovich
- 505SW – Jayden Hardie
- 607 – Dennis Lowe
- RCZ – Andrew Corbett

As well as this club display, there were three other cars entered in different competitive classes.

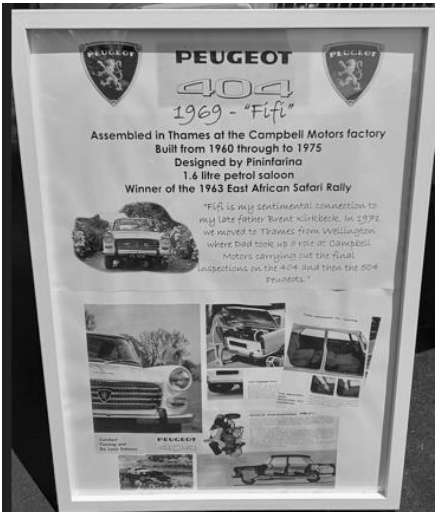
- Jayden with his 203C in the 30-40-50 class
- Liesje with her 404 in the survivor class
- Kevin brought his 104 out for some sun and also entered the survivor class.

Jay ended up winning 3rd prize with his 203 (John Grant's old one) – an awesome outcome.

I was absolutely stoked that the ute managed to make it to the show. The 16 months off the road in preparation was worth it. It got plenty of attention and will be returning next year.

The usual kind of day at a car show – plenty of walking around looking at what everyone else had brought. There were plenty of good stories and the mandatory Peugeot talk – right in my element.

By the time we got home, around 7pm, we were both completely shattered, but well worth it after such a brilliant day. An absolutely awesome show, enjoyed by all and I look forward to next year's event and seeing what kind of display we can put on. It was great to see everyone and their cars – and hopefully we will have another good selection of cars next year.



PEUGEOT REINVENTS THE (STEERING) WHEEL

PEUGEOT reinvents driving with this new 'Hypersquare' steering wheel.

The familiar round shape is replaced by a rectangular steering wheel, reminiscent to some of a video game controller. A customisable design object based on steer-by-wire technology, the Hypersquare does away with the physical steering column.

Digital electric controls replace the mechanical links, inducing new gestures and a natural grip. Driving becomes even more fun, instinctive and intuitive.

A driving simulator on the Peugeot stand at the October Paris Motor Show has given visitors experience with it before it appears in the 208 and 2008.

Less than two months after a potential merger was floated, Honda and Nissan have called the potential partnership off, forcing Nissan, which has been experiencing difficulties, to explore alternate collaboration

2024 PEUGEOT SALES

PEUGEOT: 1,097,750 registrations in 2024

Peugeot was the European Leader in the B-Hatch electric segment with the PEUGEOT E-208, and in the electric light commercial vehicle segment with the PEUGEOT E-Partner, PEUGEOT E-Expert & PEUGEOT E-Boxer.

35 % of Peugeots registered in EUR29 are electrified (BEV + PHEV + MHEV):

More than 100 000 orders have arrived for the PEUGEOT 3008 and E-3008 since launch.

Peugeot's Global Sales outside Europe represent 25.1% of the brand's total sales

In a challenging and competitive context in 2024, electric vehicle sales have increased by 8% compared to 2023 in Europe. PEUGEOT more than doubled its electric car orders in this period. The PEUGEOT brand continues to dominate the electric city car segment with the PEUGEOT E-commercial vehicle segment. These excellent results bring us closer to our goal of becoming the EV leader in the European mainstream market.

THEN AND NOW

The London to Brighton Veteran Car Run originated in 1896 to celebrate a London law that increased the motor car speed limit from 4 mph to 14 mph. Initially termed “The Emancipation Run,” it symbolized the motor car’s newfound freedom from stringent regulations. The Veteran Car Run frequently changed destinations until 1903, causing the event to lose popularity until it was rejuvenated and widely advertised in 1927 by two newspapers. The Veteran Car Run is now one of the most popular events in the world for classic car collectors – i.e. pre1905.

The oldest car entered into recent years’ London to Brighton veteran car race held in November is also the first car ever to have been driven on an Italian road, ‘beating’ the Panhard et Levassor by two years. This 1892 Peugeot Type 3 vis-à-vis, which forms part of the collection of Italy’s Museo Nazionale dell’Automobile di Torino, has an intriguing history that wasn’t fully confirmed until 1999.

Since 1896 it had been owned by Guido Lazzari who died in 1953. By this time the car had been laid-up for nearly four decades after parts of it had been stripped for use by the Italian army during World War One. In 1966 Lazzari’s family gave the car to the museum in return for a (then brand new) Fiat 1100.

At that time, the earliest car known to have been driven in Italy was a Panhard et Levassor which was driven in Florence in 1894. The Peugeot was believed to be a later model than this.

In 1999, however, research by Fabrizio Taiana of the Club Storico Peugeot Italia revealed that the car was actually chassis number 25, which had neem ordered in 1892 by a friend of Armand Peugeot, the wealthy textile manufacturer Count Gaetano Rossi of Schio, Vicenza. The car was completed before the end of 1892 and Rossi took delivery in January 1893. Three years later, Rossi bought a newer Type 3 Peugeot – and gave the original car to his friend Guido Lazzari.

The car made its debut run to Brighton in 2017. In 2023 the usual order of the oldest cars starting first resumed with the most senior being this 1892 Peugeot vis-a-vis, a familiar sight in recent runs, followed by two more 1895 Peugeots. In total there were 341 starters from over 100 marques; eight were Peugeots and all eight finished. Altogether 328 finished.

The participants departed from Hyde Park in London at 7:03 am on 5 November and arrived at Madeira Drive in Brighton, a distance of about 60 miles (97 km), between 10:00 am and 4:30 pm.

206 – A SUCCESS STORY

From Peugeot Torque NZ; Oct-Dec 2024.

During the early 1990s, Peugeot decided not to directly replace the very successful Peugeot 205, believing that superminis were no longer profitable and had seen their day. Instead Peugeot followed a unique strategy and decided that its new smaller Peugeot 106 (launched in 1991) would take sales from the lower end of the 205 range while the lowest models of the Peugeot 306 range, launched in 1993 would take sales from the top end 205s. Between the 106 and 306, Peugeot hoped that the 205 would not need to be replaced and could be phased out slowly. Customers who would normally plump for the 295 would continue to have a choice with either a smaller or larger car.

Apparently this strategy did not work. With the 205 gone, other superminis increased in popularity and continued to sell well. Without a direct competitor Peugeot was losing sales fast. A new supermini was required, and so the 206 was developed and launched in late 1999 as a somewhat belated replacement for the 205, as a 3-door and 5-door hatchback. A range of engines in the TU series were fitted, from 1124cc, 1360cc and 1587cc capacity, along with a 1.9 litre diesel.

Following on from the highly regarded 205GTi, Peugeot included a 2.0 litre 102kW 206GTi in the range, giving the car some reasonable performance. The hatchback was joined by a Coupe-Cabriolet with folding steel roof in 2000 based on a concept car design, the 20v with roof mechanism by Heuliez.

The following year the range was expanded further with the launch of a wagon, the 206SW.

The 206 received a minor facelift in 2003, the same year a new 2 litre 130kW high performance version of the 206 was launched – the 206 GTi-180 celebrating the success of Peugeot Sport over three years in the World Rally Championship with the 206 WRC, a bespoke race car which won the team three manufacturers championship in 2000, 2001 and 2002 and drivers championships in 2000 and 2002. In that last year,

the 206WRC was dominant, being driven to victory in 9 of 14 events.

The 206 was a great hit for Peugeot, being named best selling car in Europe in 2001. It was sold in over 100 countries world-wide as well as being assembled n numerous sites, most notable at Ryton in the UK and in Iran where a sedan version was developed in conjunction with Peugeot. In all some 8.35 million were built.

Production in the UK ended in 2006, but in France a further facelift model called the 206+ was produced from 2009 until 2012, despite the launch of the 207 a couple of years earlier. In Iran, the sedan version remains in production even today as the IKCO Runna, though it has taken on a whole new appearance.

NZ buyers loved the 206 and it sold well here, from 1999 to 2007, with all models available. At last count in February 2023 there were still 1675 on the NZ Register, including an amazing 319 Coupe-Cabriolets and 111 wagons. By comparison in August 2015 when the cars were that much younger, there were 3741 on the Register, so the years are now taking their toll.

And we close with a memory of seeing one of those truly memorable car adverts in which an Indian Peugeot enthusiast uses an elephant to help him reshape his Hindustan Ambassador into a 206 look alike, the car of his dreams. (It can still be viewed on YouTube at 'Peugeot 206 – Elephant sits on car – advert')

MUCH TRAVELLED MAIL

Today is Feb 22 and Olive Dean – living in Te Atatu South - has just received her December issue of Peugeotex. It had the label with her correct address – PLUS a hand written note "*Not RD1 Lyttleton*"

While she is very grateful to the Lyttleton person who put it back in the mail, she is wondering if anyone else has had a similar occurrence.

FAMOUS FEMALE INVENTORS

Olive Ann Beech nee Mellor 1903-1993

American businesswoman Olive Ann Beech was often referred to as the "first lady of aviation" for her impact on the male-dominated airline industry. She co-founded Beech Aircraft Corporation with her husband Walter Beech in 1932, and played a key role in the company's growth during World War II.
When her husband died in 1950, Olive became president and chairman of the company. Over the next 18 years, she catapulted the company to success by launching several aircraft models that saw Beech Aircraft Corporation become an industry leader.

ENGLISH MOTORING DEFINITIONS

MOTORIST – One who keeps pedestrians in good running condition.

PEDESTRIAN - Someone who has found a place to park their car.

SPLIT SECOND – The time between the lights changing and the fellow behind sounding his horn.

Q – When does the pedestrian have the right of way?
A – When he's placed in the ambulance.

GARAGE HINT – To ensure safe motoring, see that every nut is tight – except the one at the wheel.

Pre 1905 Peugeots in the 2023 London to Brighton Run.

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