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Peugeot Car Club (Auckland)

Peugeotex[©]



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Front cover – The Brit Euro Car Show
Above – Alex Grant

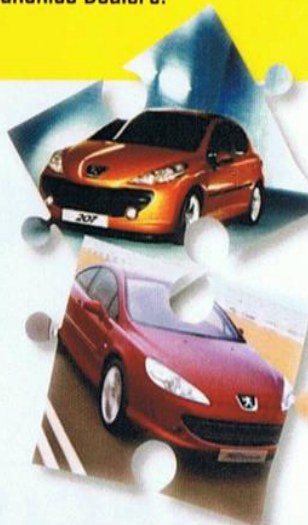
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COMING EVENTS

peugeotclub.org.nz

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

May 21-23 – Targa Rotorua

May 30 – Smales Farm

June 8 – Trivia Night

July ? – Bastille Day celebration to be
arranged.

August 8 – AGM

October 25-30 – Targa

THOUGHT FOR THE MONTH

The first step towards success, is belief in
the possibility.



PLEASE REMEMBER

OUR P O BOX NUMBER HAS CHANGED

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

PRESIDENT'S RAMBLE

The government seems to be increasingly allowing us to Ramble, something this President likes to do. There are currently no Presidential plans to Ramble anything more than domestically, though I would like to pop over to Tasmania now we have a bubble and the first direct flights in I can't remember how many years. Then there is also a bit of me that would like to see Aitutaki in the Cook Islands. In the meantime, last weekend I visited Rotorua and had a wonderful time, even when I fell off my bike in the forest; sore hips, cuts and bruises and all.

One thing my latest trip to Rotorua has resulted in is a re-evaluation of my favourite Bakery; miracles do happen! For many years now I have claimed it to be Viands Bakery in Kihikihi and Te Awamutu too. Though I have had other favourites too, such as Bay Bakery in Whitianga for Donuts, the bakeries in both Pauanui and Kaikoura for Chelsea Buns, a few scattered around Auckland for various items, such as Julias Bakery in Ellerslie for Steak and Mushroom pies and another favourite Donut stop is Saigon Pasadena Bakery near Western Springs. My favourite Cronut, yes that delicate mix of Croissant and Donut, for about

the last three years has been Ciabatta Bakery in Rotorua. I have also previously had their lunch meals too.

On this occasion I introduced Mandy, Jasmine and Jessica to the establishment. The fact that although it is found in neither a suburban area nor the shopping centre, it was a good sign that there were crowds of people, difficult parking and queues in an otherwise generally empty Saturday morning industrial area. People must travel to it; clearly an indicator that it is worth it. Another good sign is that it is next door to the official Peugeot service centre, fortunately a location we did not have to visit. The 308 behaved 😊. We were all so impressed with our lunches, 2 x Hammie, a Smokie and a Veggie, that we decided to return the next day. I had the Veggie, the perfect combination of chilli beans, hummus, sour cream and cheese, you can go to their website to find out what the others are - <https://www.ciabattabakery.co.nz/lunch-menu.html>.

To add to these takeaway lunches we had a couple of very good coffees, me with my usual Mocha and Mandy the Cappuccino and followed these down with Cronuts for morning tea. Absolutely superb, so good in fact that we changed our plan on going to another bakery on Sunday and decided to return,

only to find they were shut
Sundays, what a disappointment
– another trip to Rotorua
beckons!

In the meantime we have a
coming event to organise, the
annual Bastille Day celebration
with Citroen, (details to follow)
We are still trying to arrange it,
but it may end up being a week
or two late this year.

What I would like to know, is
who is going to join me at
Caffeine and Classics on the 30th
of this month?

I would love a call 09 638
9421, 0274905336 or an email
brentdruskovich@gmail.com to
let me know you are going to
join me. It would be good, well
in fact fantastic if we could get a
few Peugeots there together.
Remember we will assemble at
8.30am at Karaka Street in
Takapuna and then proceed in
convoy. Join me for a coffee,
chat and a gander at all sorts of
autos.

John Cooney is also on a need
to know basis on whether you
will join us for the meal and trivia
night at the Horse and Trap in Mt
Eden - ph 021 686 191.- or
coanna@xtra.co.nz to confirm
your spot. We are going on
Tuesday 8th June, you will need
to let John know no later than
the 1st and preferably earlier so
we can book tables. They usually
turn people away it is that
popular.

Then before you know it we
will be into the end of our year
(30 June), the AGM beckons on
August 8th, I already have a plan
to go to Ciabatta between now
and then.

Brent

PS The committee is in the middle of
negotiations with the bank to find out
how we will operate without cheques.
We may even need to change our
Constitution as currently two
signatures are required as a security
measure.



COMING EVENTS

May 21-23	Targa Rotorua –
May 30	Smales Farm, North Shore. As space is limited, please only bring unusual cars or ones over 30 years old – i.e. ones not likely to be seen on the street every day.
June 8	Trivia Night at the Horse & Trap. Contact John Cooney for details – ph 021 686 191.- or coanna@xtra.co.nz
July ?	Bastille Day celebration – details will follow
August 8	A.G.M. – Vintage Car Club rooms in Fairfax Ave, Penrose
October 25-30	Targa New Zealand



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JEANETTE'S JOTTINGS

Human composting is legal in Washington state. It involves the body being placed in a cradle, then into a vessel over a bed of wood chips, alfalfa and straw. The body is then covered with more material and left like that for about 30 days in a green-house like facility as it's transformed into soil. The soil is then moved to a finishing container where it dries out for 2-4 weeks. Each body creates a few hundred pounds of soil. – but must not be sold, used for growing food or mixed with other bodies.

The only two sterile natural environments on Earth are the centre of the Atacama Desert and the craters of erupting volcanoes.

In 1980 the Yellow pages accidentally listed a Texas funeral home under “frozen foods”.

It took 214 crates to transport the Statue of Liberty from France to New York in 1885.

The average talker sprays about 300 microscopic saliva droplets per minute - 2.5 droplets per word. Moral? Wear a mask!

Japan's passport has been named the world's most powerful according to the Henley and Partners 2021 global passport index, a position it has held since 2018. Singapore was placed second ahead of South Korea, Germany and Italy. New Zealand shares seventh place with Switzerland, United States, United Kingdom and Belgium - the same place as in 2020. The Henley Passport Index is produced by comparing the number of destinations their holders can access without a prior visa. It is said to be the most recognised passport ranking system in the world.

Almost is the longest word in the English language to have all the letters in alphabetical order.

In order to stay warm on frigid winter days, small birds may do more than just fluff up their feathers. According to new research, they're actually able to make their blood run hotter, creating a sort of central heating system.

The term ‘tomcat’ came into use after a story about ‘Tom the Cat; was printed in 1760. Before that, they were called “ram cats”.

Over the past 10 years, 12 snakes have slithered into New Zealand alive. Seven of the live snakes were destroyed at the border, and five made it into the country. But where exactly were they found? Biosecurity New Zealand provided data starting from 2010, when two live snakes slid into Auckland. One was then found in Palmerston North in 2011 and another in Whangaparaoa in 2013. 2015 was the biggest year over the decade for live snake discoveries in New Zealand, with four sneaking into the country - one in New Plymouth and three in Auckland. One snake a year was then found over five consecutive years, with three found in Auckland, and two slipping into the South Island in Queenstown and Te Anau.

John Creasey, author of 549 successful mystery novels, received 743 rejection slips before his first book was accepted.

Triboulet, a jester at the French court, was under sentence of death for having insulted a lady of the court. When given permission to choose the manner of his death – he replied “Of old age” – and that jest saved his life.

The SS Consul, England's oldest paddle steamer built in 1896 in Weymouth, had a specially reinforced hull so it could be run aground on beaches with no piers.

BRIT EURO REPORTS

Photos by Jayden Harden & Roslyn Lowe

Attendance with cars - club members:

John Cooney - 2020 308GTLine

Brent Druskovich - 1988 505V6

Kevin Hardie - 1987 505GR SW

Jenna Hardie - 2000 306XT

Jayden Hardie - 1999 306 Cabriolet

Jordan Hart - 1995 306S16 Prost Racing edition

Connor Hart - 1992 205GT

Don Howarth - 2011 RCZ, 2002 406

Coupe, 1970 404

Rosalind Lowe - 2003 206CC Roland Garros edition

Donald Webster - 1966 404

Non-Club Members (hopefully soon to be members) who had cars on display with us

Andrew Corbett - 1975 504GL

George Biddlecombe and Alex Medland -

1995 405SRI

Club members who delivered cars or just popped in and attended/supported;

Peter Hagglund

Marissa Hardie

Joel Hardie

Nathanael Hardie

Wynne Howarth

Bronwyn Leech

Andrew Leech

Dennis Lowe

Soo Land Wong

Kevin Hardie supervised the raising of the Gazebo and Donald Webster supplied some Peugeot bunting. He was with us for some brief periods but largely was at Renault

The "BIG" winner of the day was Marissa Hardie who won \$150 of Westfield Vouchers as she entered the Children's Scavenger Hunt that the organisers had put on and won

We were listed for 8 cars but had 14 turn up! A great effort.



Hi Everyone

Just wanted to thank you all for making our participation in Sunday's Brit Euro Car Show such a success. We had a great cross section of models from different eras which attracted good interest and conversations from the public. Since I have been retired for a few years I was not used to talking so much over a whole day, I was nearly hoarse by sunset but was chuffed with the day, the fine weather which made the day after a misty & drizzly start. It was great to talk to old friends and new acquaintances and to see the huge range of interesting cars brought along by enthusiasts. Could not help but be impressed by the very large Citroen turnout including SM, Bimotore, Mehari & a number of 2CV Deux Chevaux & DS Goddess cars.

Cheers, *Don Howarth*



The Brit - Euro classic car show was held at Lloyd Elsmore park Howick; on the 11th April. The historical village is on the south side of the park. The day started out very cloudy with misty rain but soon cleared up into a lovely sunny day.

On display were around 62 different makes of European and British vehicles; about 1300 vehicles in all were on display, as well as some WW2 army vehicles and motorbikes and one large horizontal Hot-bulb (1900 Dudbridge) stationary engine.

The Peugeot Car Club had a good cross section of models, 14 in all from 1966 to 2020, which included 404s (2) 504,505s (2) 405,406,205,308 206 and Don Howarth's recently purchased RCZ Coupe. Our cars attracted interest and conversations from both the public and club members. Don Webster, Wynne Howarth, Peter Hagglund and John Cooney helped with the delivery of the cars to and from the car show.

It was also gratifying to see a number of younger people involved with their classic cars, which bodes well for the future of car clubs. Don Webster was with us for some brief periods but largely was at the Renault display

The BIG winner of the day was Marissa Hardie who "won" a \$150 Westfield Voucher when she entered the Children's Scavenger Hunt. Congratulations Marissa.

Many clubs also had very good displays of rare and desirable cars which included Alpines and three Citroen SM's. The Jaguar, Ford, MG, Morris and Porsche Clubs all had over 70 cars each on display.

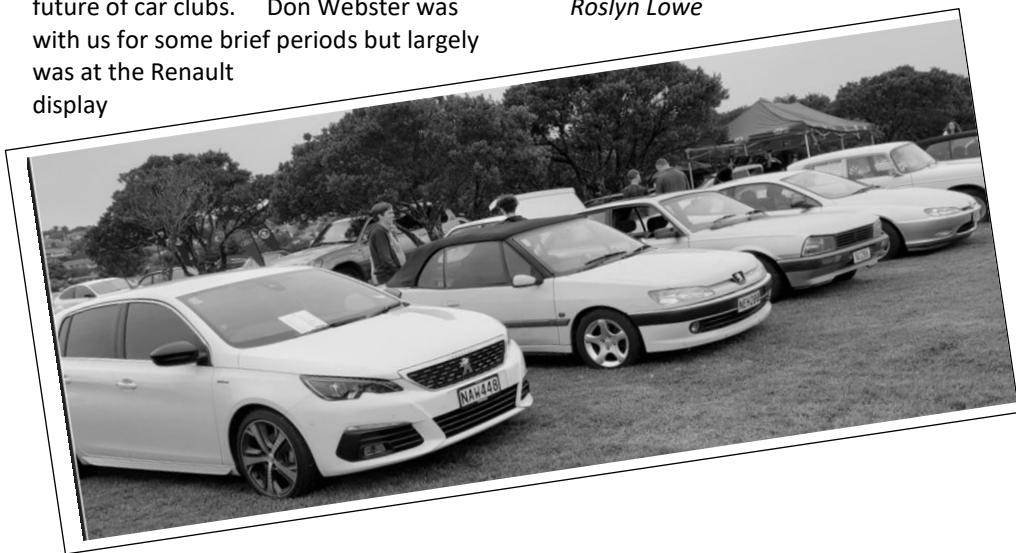
Two Non- Club Members Andrew Corbett -1975 504 GL -plus also George Biddlecombe and Alex Medland -1995 405 SRI - had their cars on display. (Hopefully soon to be members)

Peter Hagglund came in his 206GTi 2 litre but didn't show it as he wanted to leave a bit earlier in the afternoon.

Club members who popped in to give their support were Bronwyn Leech, Andrew Leech, and Soo Land Wong. Kevin Hardie supervised the raising of the Gazebo and Don Webster supplied some Peugeot bunting.

Thank you for coming along to support the club I am sure everyone enjoyed themselves.

Roslyn Lowe



ALL NEW 308 REVEALED

By Simon Craig in PUGILIST

PEUGEOT has revealed its new-generation 308 hatchback — ahead of its early 2022 arrival in Australia — with the new model set to offer petrol, diesel and plug-in hybrid (PHEV) powertrains globally. Exactly which engines make it to Australia remains to be seen, however it will most likely be the 1.2 Puretech 3 cylinder turbo in 96kW form (probably mated exclusively to an 8-speed automatic) and perhaps a PHEV model — which offers the chance of a 1.6 litre 4 cylinder turbo mated to an 8sp gearbox with an electric motor that is good for up 60km of petrol-free range.

Globally, there are no less than seven different engine combinations on offer, consisting of three 1.2 turbo petrol versions — an 82kW version with a 6sp auto and two 96kW versions with a 6sp manual or 8sp auto. In terms of diesel, a 1.5 litre diesel (a mature engine now, but not yet seen in Australia) offering 97kW and a 6sp manual or 8sp auto will also be available.

On the electric front, there is no pure battery electric vehicle (BEV) in the range and would be unlikely to be in the future given the car is based on the EMP2 platform, however Peugeot claims to have “tweaked” the EMP2 platform to enable a future all-electric version.

Two PHEV models are on offer, using the 1.6 litre turbo engine with two different power outputs. The HYBRID 180 e-EAT8 uses a 110kW 1.6 turbo with an

81kW electric motor, all coupled with an 8sp automatic driving the front wheels, whereas the HYBRID 225 version uses a 134kW 1.6 turbo with the same 81kW motor for more performance. Both cars are good for an all-electric range of up to 60km from a 12.4kWh lithium-ion battery. A choice of 3.7 or 7.4kW single phase onboard chargers is available.

As mentioned, Peugeot has tweaked the EMP2 platform for the new 308, adding an extra 110mm to its overall length, now reaching 4360mm. 55mm of that length is in the wheelbase, which allows extra room for rear passengers, while the roofline has dropped 20mm from the current model.

Boot space has suffered however, dropping from a class-leading 470 litres to 412 litres. Visually, the new 308 is quite different in style to the outgoing T9 version, with a lot more angular styling, along with the new oversized Peugeot lion badge (no more rampant lion — just a head) taking a prominent position on the front grill, and also serving to hide the front radar for the adaptive cruise control. The badge also adorns the front guards, rear hatch and alloy wheels.

The highly polished (and difficult to repair) diamond-cut alloy wheels appear to have moved on. Headlamps are now LED across the range and complimented by the large vertical DRL “fangs” of the current Peugeot design signature. Tail lights have been further styled — still with three claws but on a much more oblique angle now, which will need to grow on me.

The cabin also appears to have had quite an upgrade, although thankfully the large central screen appears to have

stayed integrated into the dash, not plonked on top of it like a loose tablet, which seems to be the fashion these days (see the 3008 and 5008, for examples).

The higher-spec versions will also have a prominent set of touch-sensitive and programmable “i-toggle” buttons to access common items like cabin temp, navigation and telephone contacts, for example. Some curves appear to have straightened and the central bin seems to have been borrowed from the 3008 as well. Most technologies from other current Peugeots seem to be available, with the addition of a few new ones, like “proximity hands-free start access”. The steering wheel gains the new Peugeot badge, along with cruise control buttons.

With the removal of the wonderfully simple cruise control stalk behind the steering wheel, I wonder what journalists will whine about now? Too many buttons on the wheel? Sensors are apparently embedded in the steering wheel, to sense your hands on the wheel with certain driving aids. Big brother is watching

The most prominent absence from the cabin is the gear selector. Instead of the joystick-shaped grip of recent pugs, a row of pushbuttons now exist near the start button, for selecting Park, Neutral, Drive, Reverse and Manual. That’s Different. There’s also an inductive charging mat for your phone, like the SUV range, and rumours abound of wireless Apple CarPlay, but we shall see.

The car is bristling with safety features like adaptive cruise control, long range blind spot monitoring, rear cross-traffic alerts and the latest low light pedestrian and cyclist collision avoidance

systems. An ambient lighting system of eight colour choices complete the interior experience.

Peugeot Australia general manager Kate Gillis said the local division was looking forward to launching the new 308 in the first quarter of next year. *“The new Peugeot 308’s bold and stylish design, commitment to creating an enjoyable and convenient environment and driving experience for the driver and passengers and enhanced technology combine to elevate the appeal of the 308,”* she said

DOUVRIN FEARS CHANGE

by Simon Craig in PUGILIST

Conflicting reports are being received from Europe about the engine lines and the timeframe, but it would appear that Peugeot’s Douvrin plant, the famous Française de Mécanique in northern France, will soon shift all its ICE engine production out and become a car battery “gigafactory” as part of the Stellantis/TAFT battery manufacturing joint venture known as the Automotive Cells Company (ACC).

We wrote about it in the October 2020 edition of the Pugilist (p26) but now it appears that to accommodate the gigafactory, Peugeot will shift its EP line (1.4 and 1.6 four-cylinder petrol engines) to Hungary. The third generation of this engine — originally a PSA/BMW joint venture — will now be manufactured in the Opel plant in Szentgottard, in Hungary, reducing engine production to no more than two engine products on the site, the petrol EB2 three-cylinder turbo and the

diesel DVR —Peugeot’s 1.5 litre HDi motor, which has so far resisted coming to Australia.

However, the 1.5 diesel is doomed to disappear from next year, if reports are accurate, and the EB2 will probably also make the move to Eastern Europe. Peugeot’s other engine plant in France, at Trémery, has already made the electric switch (pardon the pun) and is cranking out the electric powerplants currently in use for the group, in the Battery Electric Vehicles (BEV) and Plug in Hybrid Vehicle (PHEV) ranges. BEV motor production at Trémery began at the end of 2019. Naturally, union bosses at the Douvrin plant are concerned for their future, however Carlos Tavares has signalled no job losses or plant closures (in France) in the conversion from internal combustion engines to battery manufacturing, with engine production in Hungary due to be underway from 2023.

In other news, the Vauxhall plant Ellesmere Port, in Cheshire, is under a cloud of uncertainty. Carlos Tavares said the future of the Cheshire plant depended on where his company, Stellantis, decided to make the new-generation of electric vehicles.

He said a decision could be made very soon and depends on the UK government’s support of the car sector. Over 1,000 people work at the plant, with many more in the supply chain. The future of the Ellesmere Port plant is far from certain. It currently builds an old model of the Vauxhall Astra, due to be superseded by a new version next year.

That new model will be built in two plants — one of them at Ruesselsheim, in Germany. The parent company had previously said it hoped to make it in Ellesmere Port as well. However, the government’s decision to ban the sale of

new petrol and diesel cars from 2030 — with the exception of some hybrids — has impacted that decision. *“If governments create situations that destroy the business model, we stop investing of course”*, said Mr Tavares *“If we are told that in 2030 internal combustion engines cannot be sold in the UK — which we respect as a decision from the country — then we are not going to invest in internal combustion engines any more. Because that makes no sense”*, he added. However, Ellesmere Port could still be used to build an electric or hybrid version of the new car. Mr Tavares said he welcomed the trade agreement reached between the UK and the EU — and added that the terms of the deal meant electric cars could now be built in the UK or in continental Europe.

On paper, he said, it might make more sense to invest in Europe, because *“the biggest market is on the continental Europe side”*. However, he said, there were other factors to consider. *“It depends also on the UK government’s willingness to protect some kind of automotive industry in its own country, which is about their strategy. So, we are now reviewing those scenarios.”* Talks have been underway between Stellantis, the local authority, and the government. Business Secretary Kwasi Kwarteng has met with Stellantis three times in the past six weeks. A board meeting ended yesterday with no final agreement on how to go ahead, although an announcement may be imminent. Vauxhall boss Michael Lohscheller told Bloomberg News that the talks had been *“productive but not conclusive.”*

various news agencies

ELECTRIC 308

by Peter Sigal

Peugeot said it will offer a full electric version of the 308 compact hatchback by 2023, a previously unannounced powertrain configuration that could compete with the Volkswagen ID3.

The new-generation Astra from sister brand Opel/Vauxhall will also have a full electric version, according to news reports.

The new 308 was introduced earlier this month, with sales set to start in the second half, but only with internal combustion and plug-in hybrid options.

A Peugeot spokesman confirmed Wednesday that a full-electric version has been approved for production in 2023, but said it was “too early” to offer any more details, including what platform it would be built on.

The technical details of a full-electric 308 are not yet clear, although there are two options within parent company Stellantis.

The group’s newest compact EV, the Citroen C4, is built on the CMP architecture for small and compact cars, which can accommodate gasoline, diesel or full-electric drivetrains. But the 308 is built on the EMP2 platform, which is for compact and midsize models and is designed for plug-in hybrid electrification, not full electric.

A more likely choice is the coming e-VMP architecture, a battery-electric adaptation of EMP2 that will first appear on the next generation of

Peugeot 308 compact SUVs, slated for launch by 2023.

Stellantis is in the process of vertically integrating its electrified drivetrains, with a collaboration with Nidec on electric motors, with Punch Powertrain on transmissions and with Total/Saft on battery cell factories.

The 308 is scheduled to be built at Stellantis’ factory in Sochaux, eastern France. The 308 will be built at the group’s nearby Mulhouse factory. The news about the full-electric 308 was first reported in French news media. In a video segment recorded by the enthusiast magazine Auto-Moto and broadcast last week, Agnes Tesson Faget, the product executive for the new 308, said a full-electric 308 was in the works.

Another French media outlet, L’Argus, said Monday that Peugeot brand CEO Linda Jackson had confirmed in an interview that an electric 308 was coming in 2023.

The compact segment, the third-largest in Europe in 2020, is starting to see more full-electric options.

— from Automotive News Europe

AUSTRALIA’S STINKING EMISSIONS

by Peter Wilson in The Pugilist.

Peugeots and Citroëns imported last year were below the national average with CO2 emissions in the auto industry’s peak body first annual check of new cars to encourage importers to lift their game in a country with bush firestorms, increased flooding and southbound cyclones.

Research has found new models sold in Australia have not reduced CO2 emission rates as fast as other jurisdictions and Volkswagen Australia Michael Bartsch reckons it's a *"third world market for EVs"* and *"a dumping ground for old technology"* while the recent rush to hybrids has really got him spitting chips.

While most European car imports are cleaner than others, the report from the Federal Chamber of Automotive Industries found that the cars, utes and vans of 2020 are up to 40% dirtier than those in Europe.

Peugeot's average score for the 1,670 passenger cars and light SUVs imported last year at 144.941 grams of CO2 per km travelled was ahead of its target, while Citroën's 209 imports averaged 146.445, nine and tenth on the leaderboard.

The 486 Peugeot vans scored 144.91 gCO2/km, well below the local average of 218 for the grouped heavier SUVs, utes, and vans that is even below the European average of 158.

Peugeot Australia made its attitude clear without getting into fighting talk.

"Both Peugeot and Citroën remain committed to working towards reducing the CO2 emissions of our vehicles and offering zero or low-emission options to our customers," the distributor pledged in a statement to The Pugilist.

"Globally, both Peugeot and Citroën will offer an electrified variant of all models by 2025. In Australia, we look forward to taking the first steps on our electrification journey with the introduction of PHEV variants of the Peugeot 3008 and 508 later in

the year, with full electric vehicles arriving in 2022."

FCAI chief Tony Webber said unlike Europe, where car makers are fined for breaching strict CO2 limits, Australia has no CO2 policy and notoriously poor quality fuel.

"Marry those together and it's really hard to get the best quality drive-train technology into the market," he said.

He dubbed the report part of a longterm plan for carmakers to compensate for a lack of government action by voluntarily working to reduce vehicle emissions by 4 per cent a year until 2030.

Realising it's ambitious, he said: *"What we're doing is saying here is a target in 2030 that we're going to aim for."*

Toyota amazed with the lowest score of 100.219 for its 102,822 cars and light SUVs – a sore point for VW's Bartsch. While Toyota's hybrid Camrys, Corollas and RAV 4s made it the cleanest carmaker in the report,

Bartsch said: *"Even some of the popular hybrids on sale in this country utilise old tech engines that run on Australia's standard 91RON petrol with 150 parts per million of sulphur – 15 times worse than global best practice. Australia's backwardness in terms of both CO2 and sulphur standards means our country is becoming a tip for technology that is no longer acceptable elsewhere,"* he said.

The mild hybrids the government is pushing cannot be plugged in and just burn petrol when driven and to charge batteries so they will always emit carbon with negative climate and health outcomes.

Petrol is refined and sold in New Zealand at a healthy 10ppm of sulphur – a widespread standard – but the subsidised remaining Australian refiners appear to dictate fuel policy. *"It is incredible that Euro 6 and 10ppm petrol will not be mandated in Australia until 2027,"* Bartsch said, noting most Australian petrol is 91RON rated 150ppm.

He is frustrated at VW not being able to bring its latest technology until fuel is improved. Hence his dumping charge.

"Manufacturers will continue to prioritise modern markets both for zero-emission vehicles and the most efficient conventional engines," he said. Meanwhile, Professor Robin Smit from the University of Technology Sydney, a leading transport energy/emission researcher, told The Guardian it was good to see the industry *"taking the lead"*.

However, the lab test used is old hat and from the 1970s, underestimating the real world emissions, he said. In contrast, Automobiles Peugeot uses more accurate real-world, on-road testing.

After shelving its emissions action report, the federal government is now talking of a multi-fuel approach.

Two years ago the Australian Institute think tank found big diesel ute emissions since 2011 cancelled savings from the increase in renewable energy.

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Accurate testing: Peugeot found its real-world, on-road routine give superior results to the old lab tests.



INTERNATIONAL ODDMENTS

ITALY

On 23 February, PEUGEOT and the Italian “Guardia di Finanza” took a step forward in their long and fruitful partnership and sent a strong message in favour of zero emission mobility. During a ceremony held in Rome at the General Command of the “Guardia di Finanza”, attended by highest institutional authorities of the Corps, PEUGEOT Italy officially handed over the keys of the first of the thirty e-208s that will join their fleet. Equipped with a 100 kW (136 hp) 100% electric engine, the PEUGEOT e-208 will join the “Guardia di Finanza”s fleet to be used in operations where agility and reactivity play a fundamental role every single day. With its ultra-technological propulsion system, it paves the way to a new low-carbon mobility, and has the winning features that ensured it was elected Car of the Year 2020 in Europe. This first car, which is on free loan, will be followed by 30 other cars - on long-term lease - equipped with the same 100% electric engine and sporting the official grey and yellow colours of the “Guardia di Finanza”.

CHINA

DONGFENG PEUGEOT is adopting the new iconic Lion logo and presenting its new strategy to position itself as a trusted brand, designed by PEUGEOT made for China, for its customers in China. The new range of PEUGEOT 4008, 4008 PHEV and 5008 SUVs is launching at prices ranging from 169 700 to 263 700 yuan (21 710 to 33 740 Euros). These new French Chic SUVs distinguish themselves through four pillars: design, quality, dynamism and connectivity. The services and set-ups available meet the aspirations of Chinese customers.

DONGFENG PEUGEOT will strengthen the brand's customer experience by developing assistance, maintenance and vehicle warranties through the Five Care Promises and Four Guarantees Plus commitments. From 19 to 28 April, visitors will be able to discover the entire DONGFENG PEUGEOT range at the Auto Shanghai 2021 show. In addition to the new French Chic SUVs 4008 and 5008, the electrified range will

also be in attendance with the e-208 SUV, the new 4008 PHEV 4WD SUV and the 508 L PHEV saloon.

UKRAINE

PEUGEOT has had a fantastic start to 2021 in Ukraine. For the second year in a row, the PEUGEOT brand has won one of the most prestigious awards at the national “Car of the Year” election. After the PEUGEOT 508 in 2020 was voted “Car of the Year 2020”, the PEUGEOT 2008 has been awarded “Best SUV of the Year 2021” this year, with the awards ceremony taking place online on March 24 in Kiev. Its technology and dynamic character have been clearly recognised by the automotive journalists and readers who made up the two panels of judges.

FRANCE

Christophe Prevost, 53, currently Director of the Iberian plate for PSA, has been appointed Director of Peugeot France from 2 April 2021. He reports to Guillaume Couzy, Stellantis Country Manager for France.

Christophe Prevost joined the PSA Group in 1992. He has held various positions in the retail sector in France. After a 13-year period in the retail business, notably in Bordeaux, he became Regional Director in Lyon for PEUGEOT France from 2011 to 2013 and from 2013 to 2015 he was Director of the Peugeot France Network for PSA Retail.

In 2015, he was appointed Director of the PSA subsidiary in Japan where he launched the DS brand while doubling the activities of the Citroën and Peugeot brands. At the beginning of 2020, he took charge of the Iberian plate for PSA where he contributed to the good results of the ex-PSA Group brands in Spain and Portugal. .Christophe Prevost is a graduate of the Ecole Supérieure de Commerce de Grenoble, France.

AUSTRALIA

PEUGEOT Citroen Australia (PCA) says it is determined to achieve continual sales growth in the Australian market and will do so with a range of models that cement the “premium generalist” positioning of both French brands, starting with the facelifted 3008 and 5008 SUVs. This comes in response to more than a decade of falling sales for Peugeot and Citroen – in particular since Inchcape

assumed control of Australian distribution from Sime Darby in August 2017 – and despite previously stated aims by the head of the India-Pacific region for Peugeot-Citroen, Emmanuel Delay, of 50 per cent growth by 2022 under PCA's new distributor.

PCA general manager Kate Gillis spoke to GoAuto at the facelifted 3008/5008 launch and confirmed that Inchcape remains "hugely committed" to turning around the French brand's sales fortunes in our challenging market.

That process began in February with the launch of the all-new 2008 small SUV, followed by crucial new 3008 and 5008 models arriving in showrooms in March. Peugeot will then begin the electrification of its range during the final quarter of 2021 with plugin hybrid versions of the 3008 SUV and 508 Fastback, while simultaneously bolstering its lineup with an across-the-board update of its light commercial vehicles (Partner, Expert, Boxer).

Regarding Peugeot's move towards electrification, PR Manager Chloe Fraser stated that Peugeot's forthcoming plug-in hybrids are "our first step in the electrification journey, and that will pave the way for electric models in 2022, a number of which are under consideration but no specific models (have been) confirmed as yet. "Among those electric models are the e-2008 SUV and the e-208 small hatch, the latter of which remains likely for Australia in numerous forms –both combustion-engine and electric.

The immediate step for Peugeot, however, is providing "visibility" to the brand, starting with sponsorship of the Alliance Francais French Film Festival currently playing around the country and providing Peugeot Boxer vans to Motorsport Australia as support vehicles for the Australian Rally Championship.

USA

Groupe PSA has been working on a U.S. launch for years and The Detroit Bureau says PSA's North American CEO, Larry Dominique, has confirmed Peugeot will make its return by 2023.

While that's only a couple of years away, the company is still trying to figure out a dealer network. However, some things have already been decided as Peugeot will franchise dealerships rather than adopt a direct sales approach.

The company will also prioritize online sales which have become increasingly popular during the

pandemic. Dominique went on to suggest Peugeot dealerships will be simple and relatively small.

As he explained, their research has shown consumers are looking for a "simpler, more efficient process." However, this hasn't been reflected in dealership thinking as "our retail structure defaults to spending money on fountains and Taj Mahals — a good example of disconnect or lack of reality, if you ask me."

He went on to criticize "huge dealerships costing tens of millions of dollars" and automakers pushing dealers to build bigger and more expensive stores. In particular, he noted certain dealers had to use a specific type of marble in the construction of their stores. That might be good for consistency, but it probably doesn't matter much at the end of the day.

While a lot of details need to be worked out, Dominique has previously said the company is eyeing 15 states – Arizona, California, Florida, Georgia, Illinois, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Texas, Virginia and Washington – for its U.S. return.

GENEVA MOTOR SHOW

The organisers of the Geneva Motor Show have decided to scrap next year's event and want to sell up.

The international auto show was due to take place in March 2021 but the company behind it has seen weak demand from car brands and exhibitors.

This year's event was cancelled along with a host of other motor shows around the world due to the coronavirus.

The announcement raises questions about the future of such events globally as car brands rethink their strategies.

"The automotive sector is currently going through a difficult phase, and exhibitors need time to recover from the effects of the pandemic," said the Committee and Council of the Foundation "Salon International de l'Automobile", which organises the international motor show.

The majority of the event's exhibitors who took part in a survey said they would "probably not participate" in a show next year, the organisers added.

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AASA Authority Cards

We have received the following statement from Gordon Legge, Director of AASA, [Australasian Auto-Sport Alliance] who would like us to share it with you.

"I know this has taken far, far too long but at long last we have a fully functioning AASA Authority Card, system and process. When we started this process we had no idea of the twists and turns our path was going to take. We have had to negotiate a position from outright refusal from Motorsport NZ to cooperate, to one of grudging co-operation. To get to where we want to be, with the cards issued by LVVTA as the sole issuing authority, it requires a law change so regard this as an interim step. But it is a giant step along the road.

You no longer require a Motorsport NZ license or be a Motorsport NZ club member or enter two of their events a year to hold an Authority card. At \$250 it is a lot more than we wanted to pay but after gaining a legal opinion we know it is much better to accept this than spend the next two years waging war in front of the commerce commission before we eventually win.

So please email authoritycard@aasa.org.nz to obtain the form, get the scrutineer to sign it and email it, job done."

Any questions, please contact Gordon on gordon@aasa.org.nz.

GETTING A DRIVER'S LICENCE

pt 11 Alex Grant

Meanwhile Alex had also reached the legal driving age – now 16yrs. He had been racing go karts for years and had also actually done a racing drivers' course. John gave him lessons in the 504GTi – [mainly in empty supermarket carparks - remember them?] and he passed his test at the first attempt. His licence is dated 30 July 1987, three weeks before his 18th birthday and just before it changed to the complicated sequence of learner/provisional/full licence.

If Alex had had his own way, he would have been onto a motorbike, particularly as the father of his greatest friend – Steven Groves - owned Mt Eden Motorcycle Wreckers and spent most of his spare time on (and off) motorbikes. However with the memory of John's own bike accident still with him whenever his left leg got tired, we refused him permission and so after he was apprenticed to the P O and earning money, he bought himself a little FIAT 850. The last owner had overhauled the engine himself - and it just wouldn't go.

Alex had recently had his most serious karting accident and his right arm was in plaster. The wrist had been both broken and sprained and the fingers were badly swollen. After a week they were back to their normal size and Alex started pulling the engine out. You can imagine the condition the cast was soon in. He solved the problem very simply. He just got a can of black spray-paint and painted

the cast black! (He used the arm almost normally and when they took the cast off he did not need physiotherapy).

This little car was in very bad structural shape. Jeanette gave Alex a welding course at Carrington night school for a birthday present and a very good investment it has turned out to be. He spent a lot of time and a little money getting the 850 into better shape and then sold it and moved up to a 504Ti complete with sunroof. He sent the head and camshaft down to a Christchurch firm and had the head ported and polished and the cam hotted up. It went like a scalded cat.

Unfortunately, one night he misread the way the road was bending in fog and ended up down a bank on the road to Bethells. He and Steven were unharmed but the roof of the car was distorted and once again it was not worth repairing. He bought another 504 from a girl going overseas and transplanted the fuel injection motor into it. (The other 2 litre carburettor engine went into Reay's 404).

After a couple of years Alex moved on to a near new Renault Fuego (with a Peugeot engine) and Reay bought the 504 from him. Reay continued to use this car until he left for the UK in 1996. He timed it so that both the REGo & WOF expired the week he left. The car by this time was getting quite rusty so over a few months we stripped off some useful parts and eventually the engine ended up at Mt Maunganui in a 404 and the rest of the car went to the tip.

In later years he built and raced a Chevron and then drove a 106 and later a 206 in the Targa, but these days he is more involved in supporting his two sons in their racing careers.

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FEMALE INVENTIONS

Chocolate chip cookies

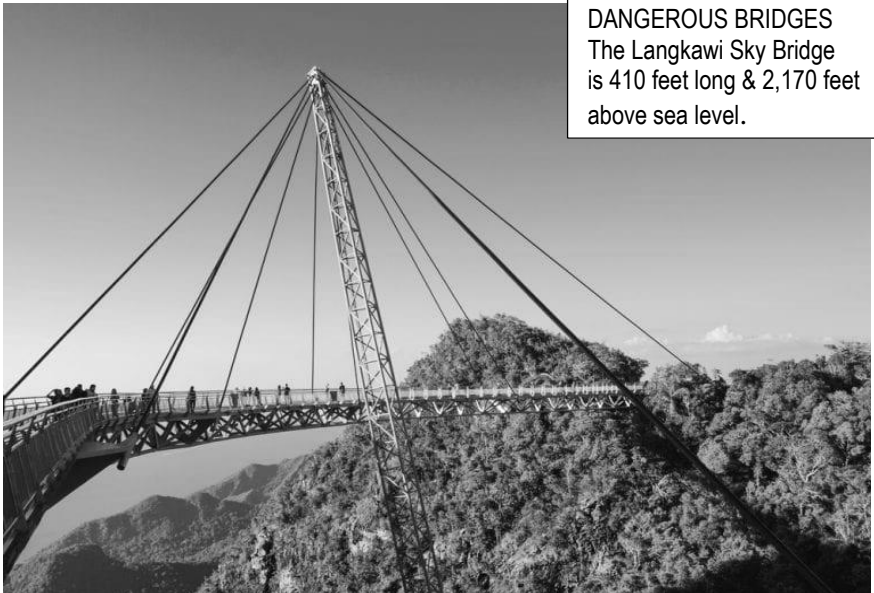
One of America's most iconic sweet treats was invented by accident in 1938. Ruth Wakefield, the co-owner and cook of the Toll House Inn in Whitman, Mass., broke a chocolate bar into a bowl of cookie batter one night, thinking that it would melt and produce chocolate cookies. Instead, the chocolate chip cookie was born.

EMBARRASSING MOMENT

In 1972 a Mr J Egan from London, stole a barge on the River Thames – and was very soon caught.

How?

There was a dock strike on and his was the only craft moving that morning.



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