



Peugeot Car Club (Auckland)

Peugeototex[©]



Volume 36, #4, May 2022



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Front cover – 1938 402 Eclipse
Above – Sven Slager

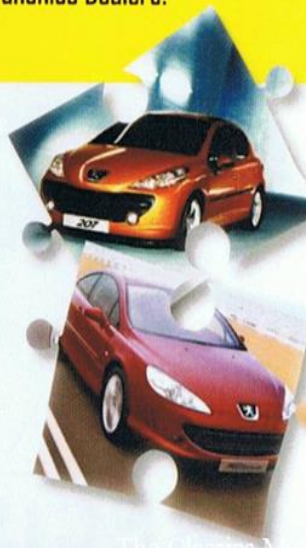
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Printed by CopiesPlus

www.copiesplus.co.nz

COMING EVENTS

peugeotclub.org.nz

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

August 20 – AGM – Armstrongs

October 22-23 – Far North Weekend

**November 20 - Tricolore Trophy Navigation
Trial**

THOUGHT FOR THE MONTH

Will Rogers said

“One way to ease the traffic problem would
be to keep all the cars that are not paid for
off the streets.”



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Peugeotex is the monthly magazine of the
Peugeot Car Club (Ak) Inc. The Club accepts no
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PRESIDENT'S RAMBLE

Hello all,

Again another month is upon me and my need to write. Frankly I thought I have little to say. The committee is just getting back into the swing of, well, being a committee again. And I thought I would write to you all about what we are up to; however it is too premature, many thoughts, still need fruitions.

One thing that is pressing on my mind however is the loss to the New Zealand Peugeot Community Sven and Coby Slager are going to be when they return to the Netherlands later this year. In their time in our country they have been members of both the Auckland and Wellington Clubs, fantastic organisers of interclub events and Sven in particular has been a great organiser of many rallies for us to enjoy in Taranaki, even if slightly prone to missing an occasional route instruction out in his navigation trail instructions. Sven has also been the owner of the most roadworthy if not the most 404s at any one time, all being close to immaculate. Sven also imported a 202 and a 504 Coupe from the Netherlands, I believe both being the only road legal examples in this country, possibly the only examples of each in this country. The 202 now resides in the South Island, the 504s future is still being negotiated, it may make it back to the Netherlands or it may stay with

a new owner. I think it is only fitting we acknowledge their positive impact upon our community.

Thank you Sven and Coby, you will be missed.

On my own rambles Mandy and I have recently had three days/two nights away at Mangawhai Heads. We had a wonderful time. A highlight was travelling a little further north and getting wet and muddy in the Waipu Caves. They are free, you can touch, smell and experience them, just don't go after or during high rainfall. We got into the car park behind a few large groups of people, but by the time they fluffed around Mandy and I were into the caves with headlamps on, around the darkened corners and into a cavern where we turned our lamps off and stood in the dark marvelling at the glow-worms for some time. We could see that we could go deeper again but were a little cautious as we could see the only way to proceed was within the underground stream. We thought better of it, so stayed put to enjoy the free ceiling light show for longer. Eventually the hordes arrived. Some groups were led by individuals experienced in the caves. They soon passed us, into the stream to deeper recesses. This of course peaked our curiosity so in we went too, Mandy being shorter got water up to her knees, me being taller had it above the knees. How does that work the logical amongst you are asking? Well it is like this, I went into the middle of the stream to avoid as much as possible the need to bend where the cave roof is low, Mandy

being shorter could travel at the sides. We explored a number of offshoots including some that looped back into the main cavern, clambered on and over stalagmites and in places could reach stalactites. It was an incredible experience, even more so to think we weren't banned from doing it, touching etc and it was all free. Just don't forget to take a torch and old clothes if you don't mind getting muddy.

As for Cafes I have now finally stopped at the Eutopia Cafe in Kaiwaka, having admired and wondered about its different architecture for years. What can I say? The food and coffee were good; the service was lousy - some of the worst, if not the worst I have ever experienced. Would I recommend it, well yeah, nah, or that's a yes and no using the old language.

I would recommend stopping, having a look, maybe even using their bathroom, exploring both the interior of the cafe and its outside courtyards. They are a delight for the eye. But would I bother ordering from them again? Maybe I would give them another chance in ten years' time, but right now I would recommend heading back up the hill and getting food and coffee from La Nonna – the Italian Bakery instead.

Oh and at Mangawhai it is hard to go past Bennetts Café. They give you real chocolate on a stick to melt into your coffee when you order a Mocha, it costs \$1.50 more than just a coffee, but so worth it!

Brent

GOODWOOD - see page 7



COMING EVENTS

20 August	AGM - Armstrongs, Greenlane
22-24 October	Weekend up North; TBC
29-30 October	Targa's South Is event in Tasman/Nelson
20 November	Navigation Trial; TBC



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JEANETTE'S JOTTINGS

The current US flag was designed by a 17-year-old in 1958 for a school project. He only received a B- on the project.

Experts estimate that around one in 10 Americans could be a direct relative of one of the 102 pilgrims who arrived on the Mayflower in 1620.

Although the grizzly bear is California's state animal, not one has been spotted in the state since 1924.

Apple has more money than the US Treasury and in over half of the US states, the highest paying job is a football coach.

Some 60% of all US bachelor's degrees in 2013 were given to women.

While most people think of the samurai as a largely male-dominated group of fighters, there was also a group called the onna-bugeisha that consisted entirely of warrior women.

In the Middle Ages, the Catholic Church decreed that meat and other animal products could not be consumed on days of fasting. As an alternative, chefs would make a milk out of almonds or walnuts that could be used instead of cow's milk.

A study in Los Angeles has shown that the e-scooter injury rate was approximately 175 to 200 times higher than statewide or county specific injury rates for motor vehicle travel.

Although most Americans speak English, the US does not have an official language.

Melvin Clark is one of the most well-known tales of disappearance in the United States. On October 30, 1926, Clark got on a bus in Portland, Oregon to visit his daughter, and was never seen again. His case is the oldest active missing person case in US history.

In 1953 Felix Moncla was a fighter pilot stationed at the Kinross Airbase in Michigan. He was sent to inspect an unidentified aircraft which was in restricted airspace. Both crafts disappeared and Moncla was never found. Ufologists recount the story to this day.

The Australian pilot, Charles Kingsford Smith, enjoyed great popularity during his first years in the air force, and made numerous notable flights. In 1935, when flying from England to Australia, his plane crashed near Myanmar. The wreckage of his plane was found, but his body wasn't.

According to History.com, John White, governor of the island colony of Roanoke, went to England for supplies around 1587. But when he returned, White and his men found no trace of the nearly 100 people who lived on the island, just the word 'CROATAN' written in wood.

According to 2019 research, Peugeot came out on top as the most reliable car brand available. The study found that Peugeot owners **only** found seventy-seven problems in every one hundred cars.

A report from the CDC has found COVID-19 was the third leading cause of death in the US in 2021, after heart disease and cancer.

FINDING THE MOST RELIABLE CAR BRANDS

The Vehicle Dependency Study was carried out by J.D. Power, a global marketing information services company that provides consumer reviews and ratings from real car owners. The survey, which is now in its fifth year, used data from 11,530 car owners and ranked the brands based on data from cars registered between November 2015 and January 2018. There were 177 faults considered across eight different categories, including driving experience, navigation and audio.

The J.D. Power study put vehicles through intense testing, including highly detailed stress tests that can reveal numerous faults in a single car. It also looked at how many problems car drivers reported with their respective vehicles. It tested a total of twenty-three global automotive brands, including Skoda, Hyundai and BMW, which was revealed to be the least reliable car brand of all.

HOW PEUGEOT BECAME THE MOST RELIABLE CAR in 2019

According to the research, Peugeot came out on top as the most reliable car brand available. The study found that Peugeot owners only found seventy-seven problems in every one hundred cars. That may sound like a lot, but the study counted every single problem reported. That effectively means that Peugeot owners report, on average, less than one problem per vehicle. It's an impressive claim, especially when you consider that it means 23% of all Peugeot cars reported zero faults. And that means almost a

quarter of all Peugeot cars are, in effect, completely faultless.

Throughout the study, it was found that the industry average stood at 119 faults per 100 cars. That's, on average, more than one fault per vehicle, with some manufacturers reporting as many as 181 faults per car. These numbers go to prove just how reliable Peugeot cars truly are. With the average number of faults falling at almost half the average across the UK - and the fact that there is less than one fault per vehicle - it's easy to see how Peugeot scooped the number one spot in the survey.

Peugeot didn't just come out on top in the study - it was miles ahead of its competitors. Skoda took the second place spot, beaten only by Peugeot. With 88 faults found for every 100 Skoda cars tested, it was still far behind Peugeot's 77 faults, meaning no other manufacturer came anywhere near close to Peugeot in reliability.

The result of this study just goes to show what we already knew: that Peugeot cars are incredibly reliable. It's one of the reasons why Peugeot remains one of the best-selling motor brands in the UK and, combined with the brand's forward-thinking and fun approach, make it something that won't be changing anytime soon.

VIRTUAL VISITS

For those of us unable to visit these sites in person, whether due to financial or covid restrictions, a fantastic alternative is to go online and have a virtual tour. Look up such sites as <https://www.louwmanmuseum.nl/bezoe-k-ons-thuis/#explore> <https://mullinautomotivemuseum.com> <https://www.petersen.org/> <https://www.pan3sixty.co.uk/portfolio/cite-de-lautomobile/>

WHAT DO YOU KNOW ABOUT GOODWOOD?

The Goodwood Motor Circuit is unique and it is the only classic circuit to remain entirely in its original form. Since opening in 1948, Goodwood has hosted countless motor racing events and is currently home to the Festival of Speed.

This Goodwood Festival of Speed is an annual hill climb held since 1993 featuring historic motor racing vehicles and held in the grounds of Goodwood House, West Sussex, England, in late June or early July.

The event is scheduled to avoid clashing with the Formula One season, enabling fans to see F1 machines as well as cars and motorbikes from motor racing history climb the hill. [23-26 June 2022]



In addition, the 5km circuit is used as the venue for marathon (11 laps), 20 mile (7 laps) and half marathon (5 laps) events.

I was sent some photos of the 79th Goodwood Members' Meeting on 9-10th April and looking at them with John I learned something new. At Goodwood, the chicane barriers are made of polystyrene.





Hello Targa Family

Over an April weekend we were alerted to the fact that the last round of the South Island Endurance series is on the same weekend (15-16th October) that we had planned to move the Targa South Island event too. After many phone calls and lots of discussions, we have rescheduled yet again this time to the weekend after Labour Day being the 29-30th October.

Sorry again for the changes but as you can appreciate with the disruption caused during the COVID restrictions there has been a lot of events all over New Zealand that have changed dates.

Please make sure you lock these dates in and we look forward to bringing a great event to the Nelson/Tasman district in late October.

Peter Martin - Managing Director

A FEW NEW VEHICLES

[1] At a private event held in New York City as part of the New York International Auto Show (NYIAS), Lamborghini has unveiled its latest supercar – the Huracan Tecnica. It pulls from other models in the Huracan stable to create a powerful road and track car.

The Huracan Tecnica uses the engine from the Huracan STO, tuned to produce 640 Cheval-Vapeur (CV), or roughly 631 horsepower (464 kilowatts). It's a rear-wheel drive automobile,

delivering 416.7 pound-feet (565 Nm) of torque to the rear wheels. According to Lamborghini, that results in a 3.2-second 0-100 km/h (62 mph) sprint.



A specially-tuned and modified suspension can be further tuned by the driver with drive mode settings – and the rear-wheel direct steering means harder cornering. Those features are further enhanced with brake cooling improvements.

Lamborghini will display the Huracan Tecnica at the New York International Auto Show, which opens to the public on April 15th and closes on the 24th. The automaker promises to provide more details closer to the vehicle's launch date.

Source: Lamborghini

[2] Mercedes officially launched the sporty long-range Vision EQXX concept at a digital event back in January, promising 1,000 km (621 miles) of per-charge range in normal driving conditions. Now the company has put that claim to the test on a cross-border European road trip.

The concept vehicle's efficient electric drivetrain has been developed in collaboration with F1 specialists from Mercedes AMG High Performance Powertrains, and has a peak power output of 180 kW (241 hp) and is reportedly able to send up to 95 percent of the main battery's energy to the wheels.

That 100-kWh battery pack is reported to be on an almost equal energy footing to the company's EQS production vehicle, but comes in 30 percent lighter at 495 kg (1,091 lb) and with dimensions of 200 x 126 x 11 cm (78 x 49 x 4 in) it takes up around half the space too.

At the start of the European road trip from Mercedes' Sindelfingen R&D center, near Stuttgart in Germany, engineers sealed up the charging socket and invited an independent observer from the TÜV Süd certification body to take the passenger seat.



The idea was to test the vehicle in real-world conditions, and high-speed driving featured early on in the journey as the Vision EQXX took to Autobahn 81 at up to 140 km/h (87 mph) on the way to Switzerland – making the most of the concept's low drag coefficient of 0.17, achieved thanks to the flowing body shape, compact front end, specially developed Bridgestone tires with low rolling resistance and active rear diffuser that automatically deploys at speeds above 60 km/h.

The concept soon made its way across the Swiss Alps, and then made the most of a long downhill drive toward Northern Italy by recuperating energy and feeding it back to the main battery bank. As the prototype headed south, the rainclouds cleared and the sun began to shine down on the 177 photovoltaic panels connected to a separate 12-V battery that's used to power auxiliary systems and take some of the strain off the main battery bank,

with Mercedes estimating that doing so can add an extra 25 km (15.5 miles) to the already impressive range figure.

The route took the team down past Milan before heading west toward the journey's end – the picturesque commune of Cassis near Marseille in the Provence-Alpes-Côte d'Azur region of southern France. In all, the trip took just over 12 hours, clocked up 1,008 km (626 miles), and didn't involve a single charging stop along the way.

Temperatures during the journey ranged from 3 to 18 °C (37.4 - 64.4 °F), while weather conditions moved from light rain to bright sunshine. Mercedes reports that there was still some 15 percent charge remaining at the end of the epic EV adventure, which worked out at around 140 km (87 miles). Average speed was calculated to be 87.4 km/h (54 mph), top speed rolled up to 140 km/h.

We did it! Powering through more than 1,000 kilometers with ease on a single battery charge and a consumption of only 8.7 kWh/100 km in real-world traffic conditions," said the Chairman of the Board of Management at Mercedes-Benz, Ola Källenius. "The Vision EQXX is the most efficient Mercedes ever built. The technology program behind it marks a milestone in the development of electric vehicles. It underpins our strategic aim to 'Lead in Electric'."



Though the Vision EQXX remains a concept, Mercedes is planning to use technology showcased in the research prototype for future series-production vehicles. Source: Mercedes-Benz

[3] 2022 AUDI A3



AUDI's A3 entry-level luxury sedan and its higher-performance S3 companion are redesigned for 2022. There are crisp new exterior details, and the interior looks as nice as ever. Under the hood of the 2022 Audi A3, there's a 201-horsepower, 2.0-liter 4-cylinder engine equipped with a 48-volt mild-hybrid system. The sporty S3 has a 306-hp turbo 4-cylinder. Both sedans use a 7-speed dual-clutch automatic transmission (DCT). Later in 2022, Audi will launch a new 401-hp RS 3 sedan.

2022 Audi E-tron GT



Consumers love compact luxury SUVs, so what better place to slot another EV into your lineup? Priced between the Audi Q3 and Q5, the 2022 Audi Q4 E-tron comes in two basic versions. The single-electric-motor Q4 40 E-tron has an output of 201 hp and is rear-wheel drive (RWD). The dual-motor Q4 50 E-tron makes 295 hp and is effectively all-wheel drive (AWD). For a less utilitarian look, there's the Audi Q4 Sportback E-tron with standard dual motors. If the numbers sound familiar, that's because the Q4 shares its platform architecture with the Volkswagen ID.4.

SEE MORE AT

<https://www.jdpower.com/cars/shopping-guides/2022-cars-the-ultimate-guide-to-the-new-and-redesigned-cars-trucks-and-suvs-for-2022>

[4] LEXUS RZ

Lexus has unveiled a new all-electric vehicle model, the RZ. The luxury brand will offer the RZ to the global market, and its underpinnings will likely be the basis of more EV models to come. It's the first of Lexus' planned electric vehicles, with a goal of all Lexus offerings being EV's by 2035.

The Lexus RZ is designed on a new platform, the e-TNGA, made specifically for EV models. The platform includes a steer-by-wire system, an electrified all-wheel drive system, and an emphasis on high aerodynamic performance. The RZ also includes a full suite of advanced safety features via the Lexus Safety System +.

Dimensionally, the RZ is very similar in size to the Lexus RX model currently on the market, which fits with the naming nomenclature. It will have 18 and 20-inch wheels, a 71.4-kWh battery pack, and two motors (150 kW on the front axle, 80 kW on the rear) for the all-wheel drive system. Total range is expected to be 250 to 280 miles (400 to 450 km).



Charge times for the battery will vary by region and plug-in supply. Fast charging capability will be available in most markets, however, and could

recharge the RZ in as little as four hours thanks to an integrated warming and control system.

Lexus has not yet priced the new RZ, promising that information closer to launch. The first model, the 2023 Lexus RZ 450e, will enter showrooms in late 2022.

ODDMENTS FROM THE HISTORY BOOKS

In 1929 PEUGEOT unveiled its first mass-produced car – the 201. This was the first PEUGEOT to use the now-iconic numbering system of three digits with a zero in the middle, and marked PEUGEOT's passage from small-scale business to mass producer. The PSA Groupe are now one of the top ten largest automotive manufacturers in the world based on unit sales.

The 201 proved to be a roaring success and was the catalyst for the first PEUGEOT range, with the 301 launching in 1932, and the 401 and 601 in 1934. This numbering tradition still continues today, with the range of new PEUGEOTs including several descendants of the 201 – the 208, the 308 and the 508.

The PEUGEOT 203 was the first car produced after the Second World War. It was also the first unibody model with a hemispherical-shaped cylinder head and V-shaped valves. The 203 was the first PEUGEOT to be manufactured at over half a million units.

Ever since the creation of the first PEUGEOT bicycle, the Grand Bi penny-farthing in 1882, PEUGEOT have continued to develop bikes with style and versatility throughout the years. In 1953,

the two-wheeled theme was developed further with the creation of PEUGEOT's first scooter, the S55.



It has been responsible for many innovations over the decades, including the 80cc SC/SX, the first scooter with plastic bodywork in 1982, the pioneering electric scooter, the Scoot'Elec in 1995 and the first scooter with ABS brakes, the Elystar, in 2002, amongst others.

PEUGEOT Scooters is the oldest manufacturer of motorised two-wheeled vehicles in the world and is still going strong today.

PEUGEOT's interest in mass-market coupés and cabriolets was sparked in 1934 by the success of the Eclipse 401 and 601. Both of these models featured a retractable metal roof designed by automobile designer and hero of the French resistance, Georges Paulin.



But it was in 1962 that the PEUGEOT coupe-cabriolet tradition really took off, with the launch of the beautiful 404 Cabriolet, designed by Pininfarina.

This 60s icon still remains a collector's favourite and was a worthy forerunner to some of PEUGEOT's more recent stylish coupés, such as the 308 CC and the stunning RCZ.

1974- Peugeot and Citroen merge

PEUGEOT acquired a 38.2 % share of Citroen in 1974, this then increased to 89.95% in 1976 which then created the group PSA PEUGEOT Citroen – PEUGEOT Société Anonyme. In 2009, Citroen first created DS which was seen as a premium sub brand. DS was abbreviated from Different Spirit or Distinctive Series that would run alongside its mainstream cars. The name is also a play on words, as in French it is pronounced like the word *déesse*, meaning goddess.

Since 2015 (and since 2012 in China), the Citroen branding was dropped from the DS line models and DS has continued as a standalone brand.

In 2016, PSA PEUGEOT Citroen was rebranded and became known as PSA Groupe.

In 2021 Stellantis N.V. - a multinational automotive manufacturing corporation was formed by a 50-50 cross-border merger between the PSA Groupe and the Italian-American conglomerate Fiat Chrysler Automobiles. The company is headquartered in Amsterdam. Since May 2021, Stellantis is the sixth-largest automaker worldwide

In 1977, PEUGEOT won its tenth Tour de France with Bernard Thévenet in the saddle. This record number of victories remains unbeaten to this day. Thévenet's ride confirmed PEUGEOT's place in the cycling hall of fame, which was reserved in 1904 by Louis Trousselier with his first legendary Tour de France win for PEUGEOT.

In honour of the beautiful racing bikes resulting from these pioneering days, PEUGEOT Bikes launched its Legend range in 2011 which features modernised versions of the winning Tour de France bikes.



PEUGEOT still puts bicycles at the heart of its plans for environmentally-friendly travel, and while bikes such as the electrically-assisted E-bike and the new, urban Allure may take inspiration from the past, they most definitely represent the future.

In 1983, PEUGEOT launched the now ubiquitous 205, followed in 1984 by the much-loved 205 GTi. The arrival of the 205 marked the start of PEUGEOT's success story in the small car market, and the rally version, the 205 Turbo 16, won two World Rally Championship titles in 1985 and 1986.

Over 5 million PEUGEOT 205s were built before being superseded in 1998 by the PEUGEOT 206, which broke this record with over 6.5 million models built.

Then the PEUGEOT 207, launched in 2006, went on to become the most sold car in Europe. This was followed by the 208, which launched in 2012 and is currently one of PEUGEOT's best-selling models.

HYDRO-DIESEL

The way of the future?

Hydro-Diesel is a green, advanced fuel that is designed to significantly reduce emissions, extend the life of engines and maximize performance, all while providing more value than regular diesel.

Team Britannia will use the emission-cutting Hydro-Diesel to power their 42,000 km round the world record attempt. This is a multi-million pound British bid to design and build the fastest and most fuel efficient semi-wave slicing powerboat to circumnavigate the globe for the much-coveted UIM world record, currently 60 days 23 hours 49 minutes and set by a New Zealander, Pete Bethune in 2008.

Hydro-Diesel, which has been developed by Portsmouth based Clean Fuel Ltd is an advanced emulsion, a mixture of diesel, water and surfactant that when burnt produces less pollution than standard fuel.

Also known as "Water-in-diesel" (WiDE), it can be used in almost any existing diesel engine setup with little, or no costly additional modification or retrofitting. WiDE has several main benefits -

- Reduction of CO₂ & both particulate matter (PM) and NO_x.
- Up to 25% more efficient burning of fuel
- Reduced costs
- Burns cleaner

WiDE cuts PM and some greenhouse gas emissions by improving atomization of the hydrocarbon molecules increasing their surface area, leading to a more complete burn. This decreases the temperature of the combustion and improves the power output. As for PM emissions, the

presence of water during the burning process intensively reduces the rate of formation of soot particles and enhances their burnout. While the benefits of emulsified fuel have been known for about 80 years, problems around the fuel's stability and the phenomenon of uncontrolled micro-explosions have hampered its use.

Steve Mason, Clean Fuel's Chief Engineer, says that this problem has now been resolved with the successful development of Hydro-Diesel V1, which has been developed alongside Team Britannia's ambitious round the world powerboat project.

Clean Fuel Ltd have cracked both of these problems by using the latest mixing equipment, along with an emulsifier, or stabilising solution. The emulsified fuel works on a micro-level, eradicating uncontrolled micro-explosions and creating a stable low cost fuel.

Head of Team Britannia, ocean racing legend, Dr Alan Priddy commented: "This is an exciting day for everyone involved with Clean Fuel and Team Britannia, including our amazing crew and commercial partners and world distributor Maktec Marine, the British marine engine specialist, who provide a dedicated sales team for the fuel and ongoing advice from their years of experience in this sector."

"Today we can announce that following extensive real-world testing of a number of emulsion variants, we have selected Clean Fuel's Hydro-Diesel to power the two Fiat Power Train (FPT) engines."

For the last three years, Hydro-Diesel and other variants have been used in a number of vehicles to test reliability, engine wear / damage and pollution. These vehicles have then been taken to an MOT testing station to

monitor their emissions, along with regular component checks.

The results have impressed Team Britannia's crew, confirming a previous trial on the boat's engine back in 2015, carried out by HendyPower, which showed no loss of power despite using an emulsion containing up to 25 per cent water.

Dr Priddy continued: "The test in 2015 was a real eye-opener for us. We knew that emulsified diesel had the potential to make a big and immediate contribution to the reduction of harmful emissions such as nitrogen oxides (NOx) and particulate matter (PM), but there was a lingering question mark over the stability of the fuel and whether it caused pitting. Now we have the answer. Hydro-Diesel is quite simply a remarkable product that we have been testing in a number of vehicles, including my own work's van, and monitoring the effects. It has been extensively tested and is stable with no sign of stratification in normal conditions."

Mark Cornforth from Maktec Marine added: "We are delighted to be supporting Clean Fuel and Team Britannia in highlighting the potential of Hydro-Diesel. While the marine industry has been working hard to reduce the use of high sulphur content fuels and improvements have been made to the efficiency of ship engines, the sector is still a major contributor of pollution as it supports the movement of goods all around the world."

"Early results suggest that Hydro-Diesel has the potential to be the next jump forward in the quest to reduce NOx and PM, without requiring expensive modification, expensive scrubber systems, or uneconomic changes. With Clean Fuel's technical support and Maktec's expertise I think we have reached an exciting turning point in the future of Hydro-Diesel and its positive impact on our environment."

The benefits of emulsification have been well known for more than 80 years, as WiDE cuts PM and other gases by improving atomisation of the hydrocarbon molecules, making the whole combustion process more efficient. Other benefits include a lower engine temperature and a reduction of the fuel consumed per mile.

Clean Fuel are also involved in a project to help cut pollution around an international commercial port, and another to cut pollution from refuse lorries.

Dr Priddy concluded: "It has always been my goal to make this record attempt greener than previous efforts. For example, we looked at bio-diesel, but this actually appears to burn hotter than regular diesel, and while better on CO2 was significantly worse for NOx and PM. While other technologies, solar and battery are still developing, this left us looking at fuel emulsions. I am delighted that we can now confirm Hydro-Diesel as the fuel Team Britannia will be using to smash the round the world powerboat record. And once we have proved what our testing has shown, that it is both reliable and economical, we expect to see a large quantity of world shipping to make the switch, providing a major boost to attempts to reduce pollution."

Working in conjunction with Portsmouth University Research, they are delivering an environmentally friendly product to shipping which has traditionally been a heavy emission producer as engines and generators are currently among the highest emitters of pollutants to the sea.

Clean Fuel Ltd have started testing their emulsified fuel on land based generators. Hydro Diesel will Intermix with regular diesel & can be used in existing equipment without engine modifications.

WATCH THIS SPACE.....

TARGA TRAGEDY IN TASMANIA

Tasmania Police have confirmed at approximately 3:30pm on 28 April a car crashed over an embankment on Olivers Road in Mount Roland- a closed section of the event - the seventh stage of the Targa. No other vehicles were involved

Tragically the driver of the vehicle was killed while the co-driver received non-life threatening injuries.

At this time, police do not have permission from the man's family to release his name, however the ABC reports that he was from Brisbane.

This crash is the fourth fatality from the last two editions of the 30-year-old tarmac rally.

Last year there were three fatalities in two days after Shane Navin was killed on the Mt Arrowsmith stage, and a day later driver Leigh Mundy and co-driver Dennis Neagle were killed on the Cygnet stage.

That led to Motorsport Australia instigating a tribunal to assess the safety of the event, which ultimately prompted a number of changes including terminal and average speed limits, a tiered licensing system and avoiding re-running the same stages.

RETROMOBILE 2022

from Peter Wilson's article in the May PUGILIST

'Where's Peugeot?' was the question being asked on the stands of L'Aventure Citroën and L'Aventure DS Automobiles at the Rétromobile 2022 in Paris in March.

The traditional official stand of France's first automobile manufacturer was missing from the giant classic car exhibition, held after a two-year Covid-19 hiatus.

Instead, six clubs rose to the occasion to fill the gap with their beloved Pugs, many as gleaming and fresh looking as if they were barely out of the showroom. The eye-catchers, of course, were the 404 and 504 cabriolets and a 504 coupé, and their ranks included a compact 104 cabriolet. The between-the-wars cars included a florist's delight, a Peugeot 301 ute bedecked with floral arrangements.

But what happened to the usual display of cars from the museum at Sochaux? L'Aventure Peugeot said it weighed up the Covid-19 trend and decided to save the big outlay by not participating. Citroën and DS gambled on the show being held and decided to take part. The show was cancelled once again in February but when the health situation improved it was on again – *"too late for Peugeot to commit reasonable means"*, the museum explained.

Historic Citroëns from the Conservatory included a grand SM Opera and the BX, which marked 40 years since its debut as a star of the 1982 Paris motor show. More than 2.3 million units were built in Brittany and Spain up to 1994. Obviously, Citroën's latest radical flag-ship grand tourer, the C5 X was displayed.

This model that *"combines the elegance of a sedan, the practicality of an estate, the desirability of an SUV and the sleek lines of a coupé"* is due for Australian launch in October, Peugeot Citroën chief Kate Gillis told media at the C4 launch last year. The show was down to two halls of the Parc des Expositions de Versailles from three in 2019 but they attracted the usual crowds. *"The passion [for our rolling heritage] has never disappeared, far from it,"* exhibition director Jean-Sebastian Guichaoua told Autoweek. *"We are happy to see again the car dealers, the car restorers including sadlers, mechanics and manufacturers, the auctions, the miniatures, the components, the car event organisers ..."*

Peugeot pioneered the hardtop CC technology but waited until the 21st century to produce further models...

While local French cars dominated the show, marques from around the globe, including newcomer Nissan, were also represented, though some Brits stayed away. The big wallet anniversary this year was the 35th of the ground-breaking McLaren F1 and its designer, Peter Stevens, was on hand to talk about the car to attentive audiences....

The €37.8 million Artcurial auction of high-end luxury cars reported some record prices, including €4.39 million for a 1968 Porsche 907 race car and €1,043,000 for a 1950 Gordini 18s driven by Juan Manuel Fangio in the 1950 Le Mans 24 Hours and other races.

However, a private seller's 2010 Peugeot 908 HDI #7 endurance race car of Sébastien Bourdais which won the six Hours of Zhuhai, making six wins from seven outings for the new v8 model, failed to find a buyer...



Among the classics, a white 1938 Peugeot 402 Éclipse, coupé-cabriolet transformable with a red interior. sold for €210,984.



1991 Peugeot 205 GTI,
1.9L

- no reserve
- sold for €48.872

2011
908 HDi
V8

- estimate
€1,800,000
- unsold



REGEN POWER

Much faster, lighter and more powerful than ever before, the **Gen3 Formula E racer** also takes regenerative braking to the next level. Unveiled by the FIA in April in Monaco, the new car runs a dual-motor powertrain that captures so much regenerative braking energy that it won't need rear brakes.

As before, the chassis will be built by Spark Racing Technology, but this time it'll feature the use of some recycled carbon fiber from the second-gen cars. Williams Advanced Engineering will be supplying the battery pack, and Hankook will take over from Michelin to provide all-weather tires for the series – these will be constructed from 26 percent recycled fibers, and all hoops will be recycled after they're raced.

The electric powertrain raises its limited peak output to 350 kW (469 hp), a huge step up from today's 250-kW (335-hp) cars. That'll raise the top speed to around 322 km/h (200 mph), up from this season's 280 km/h (174 mph).

It also gets a second motor on the front axle for the first time, capable of a peak 250 kW to go with the rear motor's peak 350 kW. Interestingly, this is much more about stopping than acceleration. Under hard braking, the powertrain's full 600 kW (805 hp) will be accessible, giving the Gen3 car more

than twice the regenerative braking capacity of its forebears. The e-brake will be so strong that these cars won't even run hydraulic brakes on the rear wheels, and the FIA projects that a staggering 40 percent of the total power used in races will come from the regen system.



Of course, this asks a lot of the battery in terms of charging capability, and since the pack can take it, the races will also allow "flash charging" at 600 kW during pit stops, raising the potential of races longer than the "45 minutes plus one lap" format running currently.

"The Gen3 represents the ambitious third age of Formula E and the ABB FIA Formula E World Championship," said Formula E Founder and Chairman Alejandro Agag. "With every generation of race car we push the boundaries of possibility in EV technology further and the Gen3 is our most ambitious project to date. The eyes of the world are on the Principality for the Monaco E-Prix and we are proud to reveal a car that been two years in the making in the historic home of motorsport. My thanks go to the great team behind it at Formula E and the FIA – the future of all electric racing is bright."

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FAMOUS FEMALES

Rosa Parks (1913–2005)

On December 1, 1955, Parks famously refused to give up her seat in the "coloured section" of the bus to a white passenger, after the whites-only section was filled.

Her simple act of defiance galvanized America's civil rights movement.

Definition of a fat man. "Food gone to waist".

Some daffynitions

- maximum, a very large mother
- melancholy, a strangely shaped dog
- negligent, a man who wears lingerie
- *relief*, what trees do in spring
- *scandal*, footwear you should be ashamed of
- *sentiment*, the perfume he intended to buy

The Quepos Bridge (linking Jaco and Quepos on Costa Rica's Central Pacific Coast) has got two alternative names — the Bridge of Death and the Oh My God Bridge. Needless to say, neither one inspires much confidence.



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