



Peugeot Car Club (Auckland)

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Front cover – Nathan's 2006 407 coupe

Above – Donald Webster & Nathan Yelash at the Ellerslie Concours

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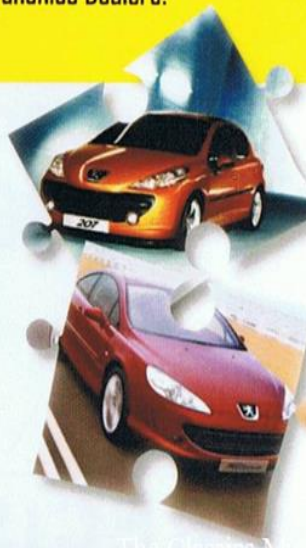
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COMING EVENTS

peugeotclub.org.nz

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

May 19-21 – 75th Anniversary of the 203
being celebrated near Sochaux.

June 6 – Trivia Night at the Horse &
Trap, Eden Terrace.

June 18 – AGM of the FoMC in
Wellington

August 13 – AGM – confirmed

August – REDEX RERUN in Australia

October – Visit Don Webster's Car
Collection; details to follow

October 23-28 - Targa Time Trials

THOUGHT FOR THE MONTH

If everything is going well, you have
obviously overlooked something



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Peugeot Car Club (Ak) Inc. The Club accepts no
responsibility for any views expressed in it.

PRESIDENT'S RAMBLE

Frankly I am lacking inspiration, perhaps I used up all my words writing the Ellerslie Concours article, so who knows how much or what you will get. The obvious is to put down what is important.

We have confirmed that date for the AGM. Lukas at Armstrongs has offered to host us again, and like last year will give us an insider's insight of Peugeot and what they may be planning globally and within NZ. Make the date free in your calendars and come join us. August 13, time to be confirmed.

I am also grateful to write that Donald Webster has offered to review what we need to do to update our constitution to be legal under the new act. The review is unlikely to be ready for this year's AGM, but I believe we will likely be voting on a new constitution come 2024. Equally, or maybe more importantly, Donald has agreed to host us to show his car collection, likely the largest collection of 106s in the country; and then there are all of the others, mostly Peugeots (from many decades) but also some Renaults, a Hino and I think he told me a Rambler too, or maybe he told me he was on

the lookout for one, can't remember which. The date is still to be confirmed but it has been arranged for October, Donald to confirm closer to the month. No pressure Donald but both your tasks have been published and released to the members, we all look forward to them.

The committee has also decided to have another trivia night, at the usual location. The Horse and Trap in Enfield Street, Mt Eden. It is usually so popular that you have to book a table, which we will do again. Looks like I am the organiser so drop me a call on either 0274 905 336 or email brentdruskovich@gmail.com. I will book a table under our usual name "little joe", two tables if required. Most times we have attended a few of us have had dinner there first. I highly recommend it. Have a look at the menu on the interweb, salivate and join me early at six. I am already salivating over the idea of the daily stew, but who knows what I will do on the night. If not make sure you are there on time, the quiz waits for no-one starting at 7. As I need numbers I will need a response by Sunday May 28th – so get hold of me as soon as you read this if you want to come.

And at this point I have run out of steam.

Brent

TROPHIES

If you are currently holding a club trophy, please can you get it to a committee member asap so it can be engraved for the next winners.

COMING EVENTS

May 19-21	The 75 th Anniversary of the 203
June 6	Trivia Night at the Horse & Trap, Eden Terrace.. Contact Brent if you plan to attend.
June 18	28 th AGM of the FoMC at Wellington Vintage Car Club, Jackson St, Petone. Morning tea 10-1030am. Lunch \$20
August 13	AGM –TBC - and the REDEX RERUN in Australia; see page 5
October	Visit to Don Webster's car collection
October 23-28	TARGA NEW ZEALAND see page



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JEANETTE'S JOTTINGS

Sky Bridge 721 is currently the longest suspension bridge in the world. It is located in Czech Republic and is 721 meters long. The bridge was officially opened on May 13, 2022.

Medical research has revealed that children born to fathers 40 years or over have a six times greater chance of getting autism.

Thanks to offshore wind farms and solar installations, the UK expects to be a net electricity exporter by 2030.

ESA's Sentinel-2 satellite is tracking what may be the largest bloom of Sargassum seaweed ever recorded as it drifts toward the US East Coast, threatening to dump millions of tons of rotting vegetation on thousands of miles of beaches.

Scott Dixon has been inducted into the American Motorsport Hall of Fame.

David Alexander De Maus (1847–1925) operated a photography business in Port Chalmers and was known for his maritime photographs. In 1893 he was the first person in New Zealand to be prosecuted for selling an indecent photo (of a woman). It was possibly a reprint of a French academic study for artists that was legal in France. This conviction didn't stop him from being elected mayor of Port Chalmers four times between 1899 and 1913.

We often associate mammoths with the Ice Age, but the last ones died as late as 1650 BCE, i.e. well after the pyramids were built.

When Israeli president Chaim Weizmann died in 1952, Albert Einstein was offered the position.

In Australia, there are about 14 guns for every 100 people, compared to 120 per 100 in the US.

The US also has more deaths from gun violence than any other developed country per capita. The rate in the US is eight times greater than in Canada, 22 times higher than in the European Union and 23 times greater than in Australia or NZ.

The white cliffs of Dover on the English coast are visible from France on a clear day. The Straits of Dover are the narrowest point of the English Channel - 34 km wide.

The paddle steamer Rob Roy was the first passenger ferry to cross the English Channel, on June 10, 1821.

The world's three largest landowners
1, K Charles 111- 2.7 billion hectares
2, Catholic church – 71.6 million hec.
3, Inuit people of Nunavut – 35.3 million hectares.

A new long-term study by researchers at NYU has found that regular internet usage by older adults is linked with a decreased risk of dementia.

L'Aventure Peugeot Citroën DS Newsletter April 2023

Many clubs from L'Amicale Citroën & DS France joined Rennes on April 8th and 9th for the Retro Passion Show. The General Manager of L'Aventure, Xavier Crespin, was also there and he shared some pictures with us on Facebook. It was also an opportunity to celebrate the 50th anniversary of the GS Birotor and its unique rotary piston engine. Peugeot cars were also well represented in Brittany!

Some mythical models from our collections have been the stars of the screen, on television or on social networks. Here are some replays to watch (again):

Vilebrequin has tested 2 Citroëns: Xsara WRC & C15

POA makes us discover vehicles from the Conservatory, known or less known like this magnificent C5 Airscape concept

AUTOMOTO (French TV) set up its cameras at L'Aventure Peugeot Museum for a program dedicated to the PEUGEOT 205; L'ARGUS also did a full report, from the M24 project to the "Sacré Numéro"!



WCOTY AWARDS

Now in its 19th year, the World Car of the Year Awards are judged by an international jury of 100 automotive journalists from 32 countries – the people upon whom the world relies for an unbiased appraisal of the strengths and weaknesses of the 67 million automobiles we purchase each year.

On 5 April 2023, the World Car Finals Powered by Brembo were held at a black-tie dinner on the eve of the New York International Auto Show, with Hyundai's Ioniq 6 taking wins in three of the six car categories, and its sister company Kia taking one of the other three categories.

On top of the dominant model performance by the Korean automotive industry, the 2023 World Car Person of the Year Award was bestowed upon SangYup Lee, the Head of Hyundai Global Design Centre, giving Hyundai four of the seven awards for the evening, and a share of the fifth award because Hyundai owns 33 percent of Kia.

However they did not make a clean sweep – the 2023 World Urban Car of the Year was the Citroen C3.

**It wasn't meant to
be like this! -
Brent Druskovich**

It may sound like a title that shouldn't be used to summarise our club participation at the Ellerslie Concours and Classic Car Show, but it sums up what happened, almost perfectly. It all began with the committee deciding that it was about time we returned to the show, I am not sure how many years it has been since we were last present, but one has to suspect it was 4 to 7 years. No one is quite sure and none of us were motivated enough to go through old committee notes or magazines to look it up.

In the meantime, since we last participated we have changed PO Boxes, the point of contact member has left the club and possibly no longer has the same email so the show committee no longer had the right contacts for us. I have a friend (Jason) from the Ford Thunderbird Club who also is on the organising committee for the Concours, so I approached him late last year to see if they were still taking entries. The answer was entries and organisation was closed but they would gladly take us. They wanted us! That was the first indication that we weren't meant to be there, but were to

be! We negotiated that we would display six, maybe seven cars.

The next issue was that our Secretary (and magazine editor) generally has a sojourn in Whangaparaoa over the summer months, and that our shared PO Box is in Epsom (we share it with the Eden Epsom Historical Society – it's actually theirs but by sharing we cut costs for both clubs). A member of that society checks the box semi-regularly and delivers our mail to Jeanette. We realised that this wouldn't work well over the summer so informed the Ellerslie Show to send any information, entry tickets directly to me as I was the organiser as we realised that there could, would, may be a communication issue if they went via the PO Box. All good and sorted we thought...it wasn't. The mail went to the box, was delivered to Jeanette's house and then a family member going to visit her then picked up the mail and a couple of other items from the house to deliver personally to Whangaparaoa.

Jeanette, then rang me. It was close to the date, but we had about three weeks up our collective sleeves, so all should be right, I suggested courier it to me, Jeanette decided to be frugal with the club's funds and posted it, after all even with

their worsening reputation NZ Post isn't that slow. It was posted by parcel post, we had a tracking number and I duly waited, and waited, and waited. The tracking number link had on it due to be delivered January 26, January 27 and it still said the same, then January 30, still the same – the show was scheduled for Feb 12. Still some leeway; however, come Feb 2 (and it was still showing expected delivery January 26) I decided it was time to put plan B into action.

Plan B – Thunderbirds are Go! Back to Jason to let him know our passes and info had disappeared into a NZ Post black hole, Jason put me in direct contact with another member of their committee, who in turn contacted their person with spare undistributed tickets, passes and instruction forms. All back on track or was it? The new tickets etc were posted from Turangi on February 3; allow a slight delay for Waitangi Day Feb 6, but they should arrive at my house on the 7th to 9th just in time before the Feb 12 showtime.

At this point I had arranged the following people and vehicles to be on display; all was looking good. I wanted our club to display a range of vehicles in a range of age and conditions, and I would like to thank the

following who were helping to achieve that, in short I didn't want us to have the shiniest, rarest or oldest cars there, I wanted a mix of vehicles to illustrate that we took in all Peugeots of all ages and condition, we are an inclusive not exclusive club.

Mark Heimgartner	RCZ
John Cooney	308 GTLine
Don Howarth	406 Coupe
Brent Druskovich	505 V6
Nathan Yelash	404 Ute
Leisja Bradley	404

A range of vehicles from the 1960s right up to John's 308 from this decade.

Unfortunately, just before this was to occur Nathan had a family issue that had to be taken care of that same weekend. However, Jayden Hardie approached me at the same time wanting to take his 1950s 203 so I had a ready replacement, one that stretched the ages of the vehicles on display even further.

Come **February 9**, nothing has arrived. Plan C, contact Jason again – Thunderbirds are Go Plan C. Between Jason and myself we now had a new plan where I was emailed the route and display location for us, our club if necessary would arrive in convoy at the appropriate gate, the official at the gate would be

told to expect us without the passes and let us in – all is good once more.

February 10 Ellerslie Racecourse (as the host location) approach the Concours Committee that with the imminent arrival of Cyclone Gabrielle they highly recommended that the event was called off. I am given a tip off by Jason before it is officially announced and fully deliberated by the Concours Committee that it is likely to be postponed, I let the members displaying know, and an hour or two later it became official. No need for Thunderbirds are Go Plan C. Hopefully the tickets arrive before the newly announced postponement date (April 23).

I no longer recall the exact date, but about 2 weeks after the show was meant to go on those tickets and passes did arrive from Turangi! I would love NZ Post to explain where they went in between!

Meanwhile the original tickets posted from Whangaparaoa have still not arrived. Then suddenly I get a notice in my post that I have potentially flood damaged and wastewater contaminated mail sitting for me at the Dominion Road postal centre. It all starts to make sense, the posting by

Jeanette had got caught up in the floods that occurred January 27/28 in Auckland. Clearly they missed the due to be delivered date of January 26 and it all went downhill from there.

I went down to collect my mail to find that the original NZ Post plastic envelope Jeanette had sent it to me in looked totally fine. It was however sitting in a ziplock clear plastic bag with warning stickers about wastewater and possible sewage contamination – basically a handle at your own risk warning. Another two or so weeks later all of the houses in my neighbourhood and most likely further afield too received mail from NZ Post explaining that a lot of mail had been destroyed at the Dominion Road Mail Centre and had to be disposed of. I imagine just about everything that wasn't in a well-sealed NZ Post plastic bag had that fate.

New date, new issues. Due to other commitments we lost two displayers, so no longer do we have the RCZ or the 203. Then the 404 Ute had its clutch die and couldn't be repaired in time, Nathan withdrew, but fortunately I persuaded him to turn up with his 407 Coupe instead. Then Don had a flu jab and suffered terribly from it; a bad reaction that resulted in

him having to withdraw – no more 406 Coupe. Three days before the show I managed to diagnose that the alternator wasn't working on my 505. Initially I had thought it was the starter motor playing up. I thought *'well there I go withdrawing as well!'*

Fortunately I called up Dennis Lowe – one of our club technical experts and after having a good chat with him I decided I could take my car as long as it had a fully charged battery, and Dennis was also going to be there with his 1903 Oldsmobile, the oldest car on show, so he would check on me before he left the show in case I needed mechanical assistance. Fortunately the full battery worked fine and home I went.

I also managed to get from Dennis that he would add his 607 to the club stand if he got time as it was being used as the tow car for the Oldsmobile, the only trick being he had to get the Oldsmobile in place prior to vehicle movements being shut down, the 607 then had to shift to the car park with the trailer, take it off and then get to our stand before the 9am no movements rule. I was glad we at least had a half chance of adding Dennis to our depleted display.

Then, the evening before Leisja sent out a distress notice; her 404 wasn't running

properly so offered to bring her modern Peugeot instead. And I won't even get into the politics and logistics of what John Cooney got up to. His car was at the display, but John spent most of the day on the North Shore!

So in the end my 505 ended up being the oldest car on our display. Dennis did manage his multivehicle display, and for the first time ever I saw a 4008 at one of our club events - compliments of Leisja. We ended up with only one car from last century being displayed. I am reasonably sure we had the youngest display of all of the clubs exhibiting.

This is what we ended up with. It had little resemblance to what was once planned. It just wasn't meant to be like this!

1988 505 V6	Brent
2005 607	Dennis
2016 4008 Allure	Leisja
2006 407 Coupe	Nathan
2020 308 GT Line	John C.





The Peugeots that actually made it on the day...



Dennis Lowe's 1903 Oldsmobile



MORE MILLION MILERS

from <https://www.msn.com/en-nz/news>

1981 Mercedes-Benz 240D

Georgia phone company executive Paul Harman bought his four-cylinder 2.4-litre diesel Mercedes 240D as a two-year old used car with 40,000 miles on it. He reached the one million mark in October 2007. Secrets of his success? He credits the fact he changed the oil every 3000 miles.

Slackening his pace a little, he got to 1.1 million miles in July 2012, shortly after changing the clutch and starter motor.

Saab 900 (1989)

Wisconsin travelling salesman Peter Gilbert's Saab 900 is a very unusual million-mile car in that it was designed as a high-performance model. It's a turbocharged SPG (Special Performance Group) version, known outside the US as the Aero.

Presumably by not driving too hard (though he accidentally hit a few deer), Gilbert took the car to 1,001,385 miles by 2006 before donating it to the Wisconsin Automotive Museum near Milwaukee, where it is still on display now. Saab then gave him a 2007 model year 9-5 Aero.

Mercedes-Benz 250SE (1966)

Unusually, Ben Clopot's Mercedes 250SE coupe already had around a million miles under its

wheels when he bought it. Its original owner took it well past 600,000, and after he died in 1992 his family added a further 350,000.

Clopot, a Los Angeles estate agent, used the car in the same spirit, maintaining it carefully and adding over 35,000 miles per year. The Mercedes M129 petrol engine is original, though it has been rebuilt several times, and came with 300 pages of receipts when Clopot bought the car. The car has done 1.28 million to date. Clopot's longevity secrets? "Anything that breaks gets fixed immediately."

1988 Volvo 740 GLE

Californian Vic Dres was already thinking in terms of breaking a million miles when he bought his Volvo 740 GLE new in 1988. A round-trip commute of over 160 miles every weekday for 17 years was a big help, and although he switched to a new job much nearer home in 2005 he kept at it, finally achieving his goal in 2014.

1966 Volvo 1800S

The grand-daddy of all private high-mileage vehicles is Irv Gordon's Volvo 1800S. Gordon, a schoolteacher, collected the car from Volvoville of Huntington, New York, on a Friday evening in June 1966 and took it back for its scheduled 1500-mile checkover the following Monday.

He was mentioned in the Guinness Book of Records for the first time in 1998, having covered 1.69 million miles, and hit three million in Alaska in September 2013. By the time Gordon died in November 2018, aged 77, the total had reached 3.2 million.

TARGA NZ 2023 OCT 23-28

As we turn the corner into autumn with the days getting shorter and the nights a little colder, we are pleased to announce the itinerary for the October event is now up on our website. With all the weather disruptions earlier in the year, we had to replot the course several times, but have now settled on a great mix of roads that I'm sure will encourage you to enter Targa New Zealand 2023.

The event will start on Labour Day, Monday 23rd October, at Hampton Downs with documentation and scrutineering during the afternoon and drivers briefing that evening. Tuesday morning we start with a stage around the track and then head south to overnight in Rotorua for two nights (Tuesday 24th & Wednesday 25th). Wednesday is around the Rotorua – Tokoroa regions. Thursday morning we head south through the Waikite Valley and on to Taupo Race Track for a stage and then on to Palmerston North for another two night stop (Thursday 26th & Friday 27th) but not before a stage at Manfeild Race Track. Friday we head east towards Ashhurst, then on towards

Kimbolton before returning to Palmerston North. Saturday we head south along route 52 towards Masterton for a lunch stop, then returning to the Copthorne Hotel for the finish. There are a mix of old and new roads to make it interesting for seasoned participants as well as the new.

Peter Martin - Event Director

Targa Time Trial 2023 replaces VCC Time Trial

Targa are excited to now be providing a Targa Time Trial at the Targa New Zealand events going forward. Importantly, the structure of the Time Trial is not changing from previous VCC bannered events and we are offering either a five or two day event to choose from.

As we no longer will be paying the substantial commission required of the Vintage Car Club, we have allocated this to support staff to assist with the Time Trial as well as a new pricing structure for competitors. Alise Inger is joining us as our Targa NZ Time Trial Co-ordinator starting mid-May. Alise has been a regular participant and is well versed in the nuances of time trailing. Welcome to the Targa family Alise!

We can't wait to get new and previous VCC entrants onboard with this newly named event now brought to you exclusively by URG. Entries are now open for the October event, and there is no better way to enjoy your classic vehicle than on closed stage roads.

Peter Martin - Event Director

ANOTHER NEW BATTERY

A fast charging and fire resistant battery made from aluminium and sulphur could be used in electric cars, avoiding the fire hazards linked to lithium-ion batteries.

Donald Sadoway at the Massachusetts Institute of Technology and his colleagues developed the battery, which can charge to full capacity in less than a minute, store energy at similar densities to lithium-ion batteries and isn't prone to catching fire.

"This is a totally new battery chemistry" says Sadoway.

Although the battery operates at the comparatively high temperature of 110C (230F) it is resistant to fire because it uses an inorganic salt that can't burn as its electrolyte, the material that allows charge to flow inside a battery.

Alex Wilkins – New Scientist
Sept 2022.

NEW ELECTRIC MOTOR

In May 2022, AUTOCAR had an article by Steve Cropley about the gamechanging technology which is revolutionising electric motors.

Here are some of the highlights...

A radically different British-developed design called YASA has emerged – an axial-flux electric motor in a disc-shaped layout that is more efficient and much lighter...

YASA stands for "yokeless and segmented armature"... Instead of the 25kg Tesla-size iron sausage motor, this replaces it with a compact mechanism weighing c3kg... This has been developed since Tim Woolmer's PhD thesis in 2008... by 2012 his motors powered the C-X75 hybrid supercar developed by Jaguar Land Rover and Williams Advanced Engineering. Its power had jumped to 214bhp and torque trebled to 266lb ft.... In 2017 the motor produced 207lb ft while only weighing 12kg!

In July 2021 it was bought by Mercedes-Benz ... who announced that YASA motors would power many of its future EVs, starting with the AMG EV range from 2025... the company already has 130 odd patents...

An AMG motor designed last year produces no less than 590lb ft of torque, 480bhp of power, has reached 98% efficiency, can generate a rotor speed g-force more than three times that of the SF90 Stradale's unit – and yet still weighs only 24kg, just 20% more than the original pre-prototype...

A beautiful new drive-unit... incorporates a 1000bhp motor, inverter and epicyclic gearbox into a single torque-vectoring concentric unit on the rear axle... a realistic promise of in-wheel motors, a live technology for which details remain supersecret.

But it's possible that YASA's 6th generation could create motors light enough, compact enough and powerful enough to be carried inside the wheel of a car, in a unit with its hub.

CHANGES TO DRIVING IN THE UK

Here are the main stages in the development of modern driving .

- **1902** Louis Renault introduced drum brakes.
- **1903** The Motor Car Act introduced vehicle registration.
- **1931** The first edition of the Highway Code was published in the UK on 14 April 1931. It cost one penny and had 18 pages of advice for road users.
- **1934** The 2nd edition included diagrams of road signs and advice about the dangers of driving when tired or inebriated.
- **1935** Mr Beene became the 1st person to actually pass a driving test – cost 7s 6d.
- **1937** Speedometers became mandatory.
- **1956** An examiner training school was set up at Stanmore. Previously examiners learned their trade on the job.
- **1969** Tests could no longer take place in a dual control car and a separate licence was introduced for automatics.
- **1970** All examiners had to be officially registered.
- **1975** Hand signals were dropped from the test.
- **1983** Front seat passengers were required to use seat belts.
- **1996** The theory test was introduced.
- **2017** The test was altered to include testing the following of Satnav instructions.
- **2018** For the first time, learners were allowed to take motorway driving lessons.

FIRE!

by Mike Grant

Friday last week I went outside, started the car (a 1999 206GTi) and noticed the rear windscreen wiper was going even though it was turned off. I tried turning it off and on and it still kept going. I noticed a burning smell so I turned the car off BUT the wipers kept going and the burning smell got stronger and I became aware of smoke from under the dashboard.

I popped the bonnet and unplugged the battery, ran inside to get a fire extinguisher and asked my wife to call the fire brigade. When I came back out, the inside of the car was filling with smoke. I noticed flames starting under the dashboard (from a distance; I had the door open and was standing 2M back). I used the fire extinguisher on dashboard and this put out the fire.

The fire engine arrived and they checked it and made sure the fire was fully out.

The car was in daily use and had been driven to Papakura the previous night with no issues (the rear wiper worked fine) and no work has been done to the car since its last Warrant of Fitness.

So – from one minute to the next, with no preliminary warning - my car became a write-off - and was quickly replaced by a 2003 206S16 2L manual.

MORAL? Make sure you have a fire extinguisher!

MODERN MICHELIN MANUFACTURING

The world bought a staggering 2.321 billion tyres in 2022 across all categories – a number that's expected to keep growing. What's more, in the passenger car segment, the overall trends are toward bigger cars and electrification, both of which add to weight. So tyres are getting bigger and heavier too, and consuming more materials and resources along the way.

Against these complicating factors, Michelin has promised to create nothing but 100% sustainable tyres by 2050, with a target of 40% renewable by 2030.

Michelin acts with a surprisingly big lever on environmental issues, by virtue of the sheer number of hoops it sells worldwide. For example, the company has reduced rolling resistance by more than 50% between its first Energy tyre in 1992 and 2021's E.Primacy and Pilot Sport EV hoops, saving billions of gallons of fuel and the associated emissions.

It now makes some of the most energy-efficient and long-lasting tyres on the market, and as a result it's a popular OEM brand for EVs, adding bonus miles to range figure calculations that are appreciated by automakers and drivers alike.

Many of the raw materials that go into a tyre are themselves problematic. Each tyre is made from upwards of 200 different ingredients, from natural rubber to synthetic rubber, reinforcing charges like carbon black and

silica, textiles, additives and metals. Seventy percent of the materials come from oil today.

- Michelin has thus settled on its own definition of renewable: materials that are either recycled (some 90% of tyres worldwide are now collected for recycling at end of life) – or
- materials that can be renewed within a typical human lifespan.

The company has already presented two new tyre prototypes that exceed its renewable targets for 2030: a car tyre using 45% sustainable materials, and a bus tyre using 58% – both already homologated for road use and out on the roads in testing. These tyres source their carbon black from recycled end-of-life tyres. Recycled metal forms part of the steel belting. There are sustainable oils, resins and textile stiffeners in the mix, and the silica is sourced from rice husks.

They will be in mass production across a broad range of sizes, by 2025.

Michelin has set itself some achievable targets here for 2030 across all its factories.: a 37% reduction in energy consumption and a 50% reduction in CO2 emissions compared to 2010. A third less water consumption, 50% less organic solvents and 25% less waste compared with 2019.

Part of this involves a transition to clean energy, and the rolling out of solar panels across the company's massive, suburb-sized factory locations.

Curing is now possible using a fully electric press which uses six to eight times less energy than the previous steam process, and also cuts water usage dramatically.

308TCR BUILDS IN AUSTRALIA.

Australian race team - Garry Rogers Motorsport - has been announced as taking over the design, manufacturing and testing of the next generation of Peugeot's TCR cars.

Peugeot Sport, the department of the French brand that is responsible for its motorsport activities, recently struck a deal with GRM to transfer TCR car development responsibility over to the team and their first project will be the new generation 308.

GRM dates back to 1963 when Garry Rogers began racing Appendix J Holdens. He eventually ran a team from his Nissan dealership. GRM's impressive racing record includes 25 years running Holdens and achieving the remarkable one-two Monaro win of the 2003 Bathurst 24 Hour.

In addition to over 25 years of racing as a team in its current iteration, with highlights including winning the 2000 Bathurst 1000, GRM has expanded in the last decade into constructing racing cars for others and is responsible for the entire field of V8 single-seat for the S5000 Australia Drivers' Championship

These business moves have come under GRM's team director Barry Rogers, who is the son of founder Garry, and he has also invested in the organiser of the TCR Australia championship where GRM's future fleet of Peugeots will race.

"We've had a great relationship with Peugeot over in France, Peugeot Sport, the last couple of years," said Rogers at this weekend's TCR Australia season opener to nine.com.au.

"During last year we started talking about it, the new 308 that was being released, obviously the new [road] car is out in the market in Australia here now. It's a hybrid 308, great-looking little car, we had one at work last week actually. The boys were giving it a bit of a checkover, getting organised for what's ahead for us."

"We got the green light from Peugeot Sport last week to press on and do the homologation on the new car. So really looking forward to it. It's motivation for all the crew at GRM and we've obviously built 18 of these S5000s over here, and Volvos previously to them."

"We've got a great history in designing, building and manufacturing quality race cars. So to deal with a global brand such as Peugeot is something I'm really proud of."

The team fields three of the current-generation 308TCRs in the series, two of them being entered

under the Peugeot Sport Team Valvoline banner.

Rogers added the team is going "straight into it" with homologation work in the break before the next TCR Australia round, which is in May.

The road car version of the new generation 308 (P5) was unveiled during the spring of 2021, replacing the T9 generation which made its TCR debut in 2018.

GRM states the first of the new generation 308TCRs will hit the market in 2024.

"Initially with a program like this, you've got to produce ten from the start," said Rogers.

"We've got a production line at work and a fair bit of design work to do now. We'll be really keen to have these cars released at the start of the 2024 season."

"The pressure from Peugeot isn't for them to necessarily be ready for the start of the season, but internally we'd love to aim for that date, on track at Race

Tasmania, this time next year. We'll get our heads down, bums up and into it."

Later in the year the TCR World Tour will take part in at least one round in Australia for the first time at Mount Panorama.

The 2023 Kumho TCR World Tour is set to be the inaugural season of the TCR World Tour, a new international touring car racing competition for TCR cars. Effectively succeeding the WTCR series, this will be the ninth season of an international TCR championship dating back to the 2015 TCR International Series.

The season will consist of nine events selected from a number of TCR series worldwide, and will determine 15 of the drivers to qualify for the end-of-year TCR World Final. It is planned to start on 28 April at Autódromo Internacional do Algarve, Portugal and end on 19 November at Guia Circuit, Macau.



The top 15 drivers from the World Tour will join the top 45 drivers that qualified with TCR World Ranking points into a 2023 TCR World Final, which is scheduled to take place in late 2023 or early 2024.

The championship will be contested over nine rounds in Europe, Asia, Australia and South America. 308TCR will compete under the Team Clairet Sport - Burson Auto Parts Racing.

The first event was held at the Algarve International Circuit and won by the BRC Hyundai N Squadra Corse.



FOR SALE

2002 Peugeot 406 Coupe 3.0 V6, 5 speed manual, D9 series. 106,000 km, only 2 owners, owned by myself since 2007. Full service history with original service log book, cambelt and tensioners replaced at 95,000km. Spare water pump, 4 new ignition coils & 4 spark plugs included in sale. Immaculate body and paintwork with no dents, black leather interior is unmarked, car always garaged & not used and parked in Auckland to protect against "door bangers". Only used on long distance touring beyond Auckland.

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FEMALE INVENTORS

Tabitha Babbitt was a weaver from a Shaker community in Massachusetts who invented a tool in 1810 that forever changed the way humans cut wood. After observing two men cutting wood with a two-handed pit saw, she thought up a new type of saw. Her saw didn't need two men nor did it waste so much energy. Babbitt attached a circular blade to her spinning wheel and invented the prototype for the first circular saw.

A FEW JOKES TO ENJOY

What do you call a fish wearing a bowtie? Sofishticated.
What do you call a factory that makes okay products? A satisfactory.
What do you call a belt made of watches? A waist of time.
Do you know what a sprinter eats before a race? Nothing, they fast.
Change is hard. Just try to bend a coin and you'll see.
Do you know why you should never trust an atom? Because they make up everything.



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