



Peugeot Car Club (Auckland)

Peugeotex[©]

Volume 39, #4, May 2025

PEUGEOT 404

RHYS NOLAN





CONTENTS

May 2025

- 2 President's Ramble
- 3 Coming Events
- 4 Jeanette's Jottings
- 5 Peugeot Run to Thames by Liesje Bradley
- 6 Another Concept Car – the ONYX
- 8 Franklin Heritage Weekend Report by Jay Hardie
- 10 Stellantis CEO resigned
- 11 Nathan's 404 utes
- 13 A Sunday Run with Citroen by Matthew Ensor
- 15 Look out Tesla
- 17 Comparative Safety by Peter Wilson
- 19 Advice on buying a used car by Alan Poole
- 20 Female inventor –Marie van Brittan Brown
- 20 Joke of the month
- 20 Dangerous bridge in Cambodia

Front cover – Rhys Nolan's book on the Peugeot 404

Above – Liesje Bradley

Inside Rear cover - The Peugeot 404s on the Run to Thames

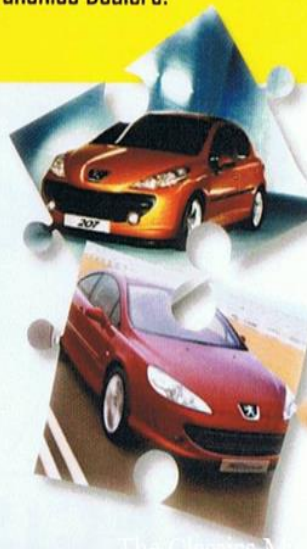
Euroline
FOR
**AUDI, VW
& PEUGEOT**

**Parts
Connection**
SPECIALIST AUTO PARTS NETWORK

New and used parts that would be the envy
of Many European Franchise Dealers!

Euroline Autoparts are an established specialist Audi, Peugeot and VW dismantler with a history of stocking parts for both NZ new and imported cars. We are a member of The Parts Connection - New Zealand's leading automotive dismantlers group.

Peugeot Car Club Member Special:
Mention this ad and receive 15% off all Peugeot parts.



60 Firth Street, Drury, South Auckland
Telephone: 09 294 7635 ■ Free Fax: 0800 492 291
E-Mail: info@euroline.co.nz ■ Website: www.euroline.co.nz

11 Railside Place
Hamilton

Peugeot Car Club (Ak) Inc
P O Box 29002
EPSOM, Ak 1023

Patrons

Ray Williams,

President

Brent Druskovich, 09 638 9421
brentdruskovich@gmail.com

Vice-president

Jayden Hardie, 022 359 3749
jayden@localeyes.co.nz

Secretary

Liesje Bradley, 027 2897 634
liesjeb Bradley@gmail.com

Membership Secretary

Matthew Ensor, 027 483 0892
matt@ensor.nz

Treasurer

Steve Cornwall, 09 402 5006
jensteve@xtra.co.nz

Webmaster

Kevin Hardie, 027 625 0505
kevin@azorah.co.nz

Committee

Martin Burton, 022 67 59 303
Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com
John Grant, 09 638 8566
jeanette_grant@hotmail.com
Peter Hagglund, 09 280 5737
haggy251@gmail.com

Immediate Past President

Greg Winkley, 09 483 4023
gregwinkley@hotmail.com

Technical Officers

John Grant, 09 638 8566
Dennis Lowe, 09 267 6461

Club Shop

Brent Druskovich - 09 638 9421

Peugeotex Editor

Jeanette Grant, 09 638 8566
jeanette_grant@hotmail.com

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**

May 11- 9am meet up with Rhys
Nolan at BP Drury for a tour.

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

October – Pride of Ownership

2026

February 8 – Ellerslie Concours

THOUGHT FOR THE MONTH

Truth requires two people.
One to speak and one to hear



P O BOX 29002
Epsom
Auckland 1023

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

Hi

Well, here we are in May, almost halfway, at the end of the Club year (June 30). What that means is that we have an AGM coming up in August, after last year's hiccups with ratifying a new constitution this is very much our last chance. The committee is working on it, as is Donald Webster, our tame lawyer. What this means is that this year more so than any other we need to have a quorum at the AGM.

So please try and make yourself available on the August 10 for the AGM at the Vintage Car Club Rooms in Fairfax Avenue, Penrose.

Fortunately for me the editor has asked just for a small Ramble this month, the pressures of life are still strong but I have found time to do a little bush walking recently. If you are fit and able I highly recommend doing the loop from Karekare on Comans Tack, onto the Mercer Bay Track and up to the former radar station site at the end of Log Race Toad, then back down the other loop of the Mercer Bay Loop track. Back onto Comans track, and turn off onto the AhuAhu Track back to

Karekare. A good way to spend four hours or so. Some really good old bush, some young bush and fantastic valley and Tasman Sea views. Certainly start at Karekare, so that you are doing the uphill sections when fresher, downhill on the way home.

If not so fit, how about just a drive to Piha and a walk along the beach? Lion Rock is alluring.

Not requiring as much fitness, but some ability to walk up hills and not lose your balance on rocks crossing a stream (or not caring if your feet/shoes/socks/boots etc get wet) is the ½ hour walk to Kitekite Falls, also in Piha, again worthwhile and the waterfall itself is magnificent.

Now my find of the month, and unfortunately I didn't have time to stop and introduce myself or get my phone camera to bear in time, I saw a 505 at Karekare with a huge trailer on the back with all sorts of cleared vegetation in piled in it. The 505 looked to be in great condition (from a passing passenger seat view) and was clearly still working hard, would love to know whose it is and how often it gets the hard yakka done.

Brent

COMING EVENTS

May 11	Met at BP Drury at 9am to travel in convoy out through Clevedon and Kawakawa Bay, down through Miranda to Waitakaruru, and across to Thames to meet up at the old Peugeot assembly plant, and some lunch. The idea was to get as many 404s together as possible although other models were also welcome.
August 10	AGM – Vintage Car Club Rooms, Fairfax Ave, Penrose
October 2026	Pride of Ownership; date to be confirmed
February 8	Ellerslie Concours



MotorWorks

Unit A, 19 Holmes Rd, Manurewa, Auckland 2102

ph 09 914 1590 - 0508 762343

www.euromotorworks.co.nz

sales@euromotorworks.co.nz

Full mechanical repairs on all makes and models.
Specialist repairer of Citroen-Peugeot-Renault.

JEANETTE'S JOTTINGS

The transition to regular meat consumption was more than just a dietary shift—it played a crucial role in shaping human evolution. Unlike plant-based foods, which require long digestion and extensive chewing, meat provided a concentrated source of calories and essential nutrients, fuelling brain growth and physical development.

Paul Revere was the first person to identify a body using dental records.

The longest bridge in NZ is the Rakaia River Bridge on State Highway 1, which is 1757 metres long. The longest tunnel is the Waterview Tunnel, which is 2400 metres long. The oldest bridge is the SH1S Waianakarua South River Bridge, which was built in 1868.

According to a new report from Carbon Brief, the UK's greenhouse gas emissions fell by 3.6 per cent in 2024 to reach their lowest levels since 1872.

While Germany and Austria were the first countries to use Daylight Saving Time in 1916, it is a little-known fact that a few hundred Canadians beat the German Empire by eight years. On July 1, 1908, the residents of Port Arthur, Ontario—today's Thunder Bay—turned their clocks forward by one hour to start the world's first DST period and other locations in Canada soon followed suit.

NZ introduced DST in 1927.

China is back with another engineering marvel. This time, in the form of BYD's new battery system which is reportedly capable of charging an electric car in just five minutes – roughly the same amount of time as refuelling a combustion vehicle. BYD's claimed charging speeds are more than twice that of current EV manufacturers including Tesla. At a high-voltage Supercharger, Tesla's best charging rate can boost range by 170 miles (273.5 km) in 15 minutes. In the US, the majority of fast chargers on the market range between 200-350 kW.

During the reign of the Stewart K James 1V, the Education Act 1496 passed by the Parliament of Scotland introduced compulsory schooling.

Researchers have found a way to take waste concrete from demolition sites and turn it into fresh new concrete that has a strength not seen before from such a product.

A study published in the journal *Antiquity* suggested an ancient South American civilization spiked a beer-like drink with psychoactive drugs as a way of maintaining social cohesion and forging new bonds with surrounding communities.

Innovative electric car maker NIO and leading battery manufacturer CATL have formed a partnership aimed at building the world's largest battery swapping network, while also promoting unified standards and technologies.

The B29 'Superfortress' was the biggest most advanced bomber of WW2.

PEUGEOT RUN TO THAMES

By Liesje Bradley

9am Sunday May 11 a small cluster of Auckland Peugeot Club members gathered to celebrate the release of Rhys Nolan's book on the Peugeot 404 with a run to the Thames Toyota Signature Class car factory where the 404s used to be assembled. We could not have asked for a more glorious day.

PRESENT were Nathan Yelash and mum Bronwyn in Nathan's fully restored 1977 404 Ute; Donald Webster in his 1966 404 Sedan, Christina Webster in her 1989 205 convertible CTI, Perryn Neels driving Jays' La Lion 1968 404 Sedan, Jay Hardie in his 1955 203, Matthew Ensor and his friend Andrew in the 2007 V6 407 Coupe, Don and Wynne Howarth in their 1992 205 convertible CTI, Pat and Frank Lester in their 1989 309, myself and my daughter Saskia Bradley in Fifi the 1969 404 Sedan - plus Rhys Nolan with his books. It was a great selection of Peugeots on display including 4 x 404's which had to be good luck.

Commencing at 9am we parked up at the Drury BP where we certainly turned heads and had several people stop to admire and find out more about the cars and the club.

Around 9.45am we headed back through Great South Road out to Kawakawa Bay for a quick photo shoot. We then loaded up and hit the road to Kaiaua with a few drivers and passengers swapping out and driving each other's cars. The road

through to Kaiaua is a fun run with steep winding roads that twist up through the forest before opening to glorious sea views across the Firth of Thames which was sparkling blue due to the bluebird day. After another quick photo shoot (and sadly the removal of a dead bird from my 404 grill) at Kaiaua we headed to the gates of the Thames Factory.

Lining up the 404's in front of the factory where they were assembled in the late 60's was a particularly thrilling and satisfying moment for several reasons; Donald Webster's family were part owners of the factory; Nathan's 404 Ute was once the company vehicle back in the day and my dad worked there and it was the reason we moved to Thames in 1971.

We wrapped up the day with fish and chips on the wharf in Thames where my mum joined us and relayed a few memories of the car factory, the epic parties and the shenanigans they used to get up to; more of that is to come in my next article.

All in all, it was a hugely successful day with all cars driving like a dream, perfect weather and a great group of people. I couldn't think of a better way to spend my sunny Mother's Day and reviewing the photos brings a huge smile to my face. Thank you, Nathan, for the organisation and thanks to everyone who attended; let's do it again soon!

Note: The 404 book is available to purchase online from Amazon, The Nile or Paper Plus to mention a few. I am also arranging with Rhys to hold limited stock and distribute these for him in NZ.

ANOTHER CONCEPT CAR

The Peugeot Onyx is a concept sports car produced by the French car manufacturer Peugeot and presented at the 2012 Paris Motor Show.

Designed by the Peugeot design centre of chief designer Gilles Vidal, the bodywork (with its onyx mineral appearance) is hand-crafted by a master craftsman, made of carbon fibre and copper foils. The taillights adopt the stylistic three-claw signature of the Peugeot lion, and its taut lines (inspired among others by the Peugeot Proxima, Peugeot Oxia, Peugeot RCZ, Peugeot SR1, and Peugeot HX1) influence the styling of future Peugeot models 2015.

The Onyx is powered by a Peugeot Sport V8 PSA HYbrid4-HDi-FAP 3.7 L Peugeot 908 engine from the 2011 24 Hours of Le Mans Prototype, with a cumulative 680 hp (600 + 80) for a weight of 1,100 kg (2,400 lb), an acceleration from 100 km/h (62 mph) in 2.9 s, and 370 km/h (230 mph) top speed.

Here are a few extracts from James May's Top Gear test drive...

"The low kerbweight is mainly thanks to the 12-piece carbon-fibre chassis, which only weighs 100kg and helps to counteract the more unusual - and heavier - copper body panels which are being left untreated, the theory being that the Onyx will 'age' as the copper oxidises and turns verdigris green.

Peugeot Onyx at the Festival automobile international 2013



There are other weird materials on the Onyx, too. The dash is made out of squashed newspapers and appears to have a wood-like grain, but if you peer closely you can see the remnants of printed words and letters. And swathes of the interior - the seats, sections of the headlining, door panels - are made of recycled felt...

Before driving, the engine needs warming up. Like the 908 Le Mans car, the Onyx needs to be plugged into a generator to heat all the fluids before it can even be turned over. So the bonnet is removed, the car's electrics are powered up, and the rear spoiler rises out of the bodywork to reveal the attachment points for the generator...

After half an hour, mechanics start to clamber into the Onyx, which means the temperatures must be about right. They also have to remove the rear wheels so that they can turn the engine and 'box over manually. It's all about circulating warm oils around the various metal parts. And taking the rear wheels off is simply a practical thing - it's easier to spin the hubs than grab a tyre...

The chief engineer is extremely nervous and keeps reminding me that the Onyx is wider at the back than it is at the front so "Be wary on the first corner."

The steering wheel is another 908 carry over, full of buttons and confusing-looking switches. And the view out of the windscreen is limited. In fact, the view out of anywhere is severely restricted. The windscreen isn't glass but hi-tech PMMA (deep breath: polymethylmethacrylate), but because it's at a very shallow angle and has weird kinks in it, it's tricky to see out of...

Once you're rolling, everything syncs up, and you have to keep telling yourself that this is a concept car. Sure, it feels a bit pre-production in places, but certainly no worse than any other development car I've ever driven. Once it's running at 3,000rpm and above, the engine smoothes out, and we easily manage to hit 70mph..

Two things stand out more than most: the gearbox and the ride. The sequential gearbox, also from the 908, is a proper bit of kit, and because this crucial touch point is so sorted, it makes the Onyx feel far more resolved than it probably should. Upchanges are fast and hard, but it's the downshifts that really impress. There's no need to use the clutch, and it clacks into the lower gear with a real sense of urgency and ferocity...

It flows over the road, absorbing the bumps but not isolating them entirely, so you still have a sense of what's going on underneath..."

It's a confusing car. On the one hand, it makes all the right ticking noises as it cools on the tarmac, but, equally, it's obvious that the Onyx will only ever be a concept. But maybe that doesn't matter. Maybe, for once, it's OK for us not to be locked in reality. Because ultimately, the Onyx helps to prove that Peugeot is thinking big and building some confidence.

You'll probably already have read elsewhere in this issue how good the 208 GTi is, but a viable carmaker needs to build good cars across the range, halo concepts included.

The Onyx might not be overly realistic, but it is exciting. It's the right kind of confident



FRANKLIN HERITAGE WEEKEND REPORT

BY Jayden Hardie

Early on a beautiful March Sunday morning, Perryn and I arrived at Liesje's house to pick up my 203 after a hectic week finishing off Perryn's 1983 505 SW to make it road legal in time for the show. We then convoyed out to the show together with Liesje and her 404, where we arrived to some slight disorganization on the part of the show. We then spent the next 20

minutes or so, choosing the best spot to set up and eventually settled on a fairly prominent space in the middle. The show was a mix of classic cars and other elderly machinery with a definite tilt towards agricultural, with a vast selection of small engines doing various tasks such as grinding corn, pumping water and operating saws, among other things. There was also a wide range of tractors, some in a static display and some up with other vintage machinery plowing and doing various other earthworks.

Despite the wide variety of entertainment, unfortunately the

number of spectators left a lot to be desired, with the whole show being rather sparsely populated. Our club was the only car club with a display there, other than a club that specialised in military vehicles as concept: it looks cool, and it goes brilliantly. And that's what Peugeot needs - reality and aspiration. Now all it has to do is translate the Onyx attitude into its road cars."

the rest of the cars were brought by individuals and were an eclectic mix of ages and makes. Our club had a total of 5 cars: My 203, Liesje's 404, Perryn's 505 wagon, Flynn's 205 CTi and Dennis' 607 V6. This was Flynn and Perryn's first show as they are recent members of the club. Flynn is based in Hamilton and has relatively recently joined with a rather nice 205 CTi and Perryn is a friend of mine who is a convert from BMW and now owns a rather sad 404 and a "well patinaed" 505 SW, both procured off me.

As the show carried on and we slowly ran out of things to see, the temptation to defy the "no vehicle movement" guidelines became stronger and stronger, until we decided just before we left to copy what we had seen a couple of other vehicles doing and piled into the 203 to go for a drive around the site. As it was mostly grassy farmland, which was rather bumpy, the 203 was in its element and proceeded to provide some entertainment to the people walking around and impressed Perryn, Flynn and myself covering rough ground with ease.

After we completed the lap, which was quite extensive as all the working exhibits were quite far apart, everyone proceeded to their cars and headed off home, ending what was overall a very enjoyable day.



STELLANTIS CEO RESIGNED

Carlos Tavares, the CEO of global automobile giant Stellantis, resigned in December 2024 following a dramatic plunge in sales and profit.

His sudden exit came just two months after the company—the owner of popular brands like Chrysler, Vauxhall, Jeep, Fiat, and Peugeot—issued a profit warning.

Tavares was one of the most powerful people in the global automotive industry - known for his aggressive cost-cutting strategies, first at the French group PSA and later at Stellantis after its merger with Fiat Chrysler in 2021. However, critics argued his cost-cutting measures were excessive and negatively impacted product development and quality. He left behind broken relationships with suppliers and dealers, and unhappy shareholders.

Tavares's position was weakened by the major decline in sales and profits at Stellantis. The company's share price has tanked 40% since the start of 2024.

In September, Stellantis announced it had started looking for Tavares's successor, but he was expected to stay on until at least 2026. The company now expects to appoint a new CEO by

mid2025 and has formed an interim executive committee led by chairperson John Elkann in the meantime.

Stellantis shareholders are due to vote on Tavares' final remuneration package of 35 million euros (\$40 million), which includes severance and 10 million euros in bonus pay for meeting a series of company milestones.

Stellantis has already shortlisted two internal candidates, the head of its North America business, Antonio Filosa, and the head of procurement, Maxime Picat and also interviewed three external candidates as it nears a decision on who will lead the company through one of the industry's most tumultuous periods.

Investors are likely to seek an update on the hiring process as well as further insight into how Stellantis will manage President Donald Trump's 25% tariffs on foreign auto imports at an annual general meeting in Amsterdam later in April.

Stellantis said earlier this month it was temporarily laying off 900 workers at five U.S. facilities and pausing production at one assembly plant each in Mexico and Canada, after the U.S. tariffs were announced.

And, like many automakers, it is also struggling with a rocky transition to electric vehicle production.

NATHAN'S 404 utes

By Nathan Yelash

Ever since I got my first 404 ute in 2006, I've been trying to find out as much as I can about them, both in general and also those that were assembled here. I've read and been told all sorts, from various sources. One of them was Ian Lambess.

Some of you know Ian; as well as being a huge Peugeot fan, he used to work in a dealership, sold a few ute's himself, and he is very knowledgeable on a lot of Peugeot stuff. He supplied me with a letter and photos.

This letter, from Federal Motors in Christchurch, dated July 1970, states that 404 ute assembly had commenced here. I'd previously thought it was 1971, but the letter makes sense, as the ute I'm restoring was first registered in December 1970, and one of my donor ute's was first registered in September 1970. The majority of production was in 1971/72, with a possible few utes assembled in early 1973, as there is one 1973 model here. From what I've been told, there were two batches of 36 utes that were assembled here, 72 in total. They came in from the Heidelberg plant in

Australia. Apparently, one batch was green, the other batch white. There are irregularities to this. Yes, there were a lot of green utes, and both arctic white and off-white/cream utes, but there were utes of other colours, from factory. I know of 2 red ones, 2 blue ones, a yellow one, one of my donor utes was originally a silver/grey colour and I believe my other donor ute was originally brown.

Apparently one batch had Australian hubcaps, the other didn't. One batch had painted headlight rings, the other stainless. Both batches had different exterior mirrors. It is unknown how many were supplied with the factory canopy. I've also managed to find out where some of these ute's have/had been in their time. From what I'm told, we had 10 in Raglan. I believe I can account for eight

- Don McKay, a motor racing club president, had one.
- The Gisborne Pest Control Board had four.
- The dealership that David Edmunds worked for had one. If anyone ever found a ute with the fuel filler moved to the inside front corner of the deck, that was it.
- Peter Galvin Builders in Tauranga had two. One of

- them is the green one that Sven owned for many years.
- A guy called Skippy who owned a takeaway shop in Tokoroa had a green one. He used to come to Raglan in it to get fish from my old man.
- Sinclair Bros (Peugeot dealers) in Milton had a yellow one.
- A builder in Christchurch had one. The deck from that ute is now on Greg Winkley's ute.
- There was one that used to sit out the front of Hans Compter's place/museum up Whangarei way.
- Neil Hodgson had one that came to an end by being smashed into by a couple of teens joyriding in Mum's car.
- John and Jeanette Grant's son Mike had one for a while. Well on the way to snapping in half, it ended being parted out at John Turnbull's in Napier.
- Paul Wilson got a donor ute While restoring his one.
- Miles Bockett in Wanganui had three or four utes. The ute that Ian Lambess now owns, is one of them.
- Patrick Maisey near Nelson has a ute wreck.
- There was a ute wreck sitting behind the Stratford railway station for many years. Picked up by Tony Haycock, it sat in a paddock in Bulls for years. I now have its deck sides.
- The Taumarunui forestry had two - the only vehicles they could find capable of getting up their tracks with their gear. Such heavy loads that they needed two bonnet passengers to help keep the front down.
- John Devereux had one that ended up going to the Middle East.
- There's a ute wreck in a paddock near Invercargill. Been there about 30 years, keys still in the ignition.



There are 16 known utes remaining, one of which was an import in 1980.

A SUNDAY RUN WITH CITROËN

PRESENT; Matthew Ensor; 34 Citroën members

It was a wet, grey morning when I set off to join the Citroën Car Club on their 'Explore the Pohutukawa Coast' run from Whitford to Clevedon. Representing the Peugeot Car Club, solo as it turned out, I arrived in my 407 Coupe, which had just come back from the mechanics (new coils, replacement ABS speed sensor, fresh fluids and filters) to mingle with our friendly French automotive cousins.

C6 joined us by the end. The most quirky, perhaps, was David Jones' white CX ambulance.

The organiser, Hasita, arrived not in his usual marque but rather behind the wheel of his wife's Peugeot 2008, and confessed to me a not-so-secret ambition to join our Peugeot Club membership.

With steady rain, the planned scenic photo stops at Beachlands Marina and Maraetai Wharf turned into quick pauses. Adding an unexpected twist, a young Lexus driver, captivated by our unique convoy, spontaneously joined the line, staying right



Arriving at the starting point café, a warm welcome awaited. Despite the persistent rain prompting many Citroën club members to opt for their more modern, watertight vehicles, there remained an impressive lineup of iconic Citroëns. Among the fleet were several DS classics, an XM, and a rainproof (?) Deux Chevaux the modern C3, C4, C5, and even a

through to our convivial lunch at the Hallertau Brewery. Perhaps a future convert to Citroën, or even better a Peugeot 404?

Despite the unrelenting weather, the day was a genuine success, filled with good company, excellent organisation, and a spirit of cross-club friendship.

It was a wonderful reminder of the shared passions connecting French automobile enthusiasts. Here's hoping for many more joint occasions, in drier conditions!



LOOK OUT TESLA

What's going to be made in the US, is battery-electric, will cost less than US\$20,000, come as either a basic two-seat pickup or five-seat SUV, and has a reservation price of just \$50? The new Slate from Slate Auto. Slate Auto quietly opened reservations for the Slate pickup/SUV, then began showing up at various events around the country with it.

The idea behind the Slate is that it's a platform, not a finished product. This means it's fully customizable by design. When you buy a Slate, you're buying a base vehicle with a ready-to-drive design, but not much else. The basic truck includes safety equipment, a battery and electric motor, flat gray paint, and a relatively blank interior.

From there, buyers can add things as they see fit. Vehicle wrap? Partial wrap? SUV body and more seats? Roof rack? All of those things are available from Slate. Aftermarket whatever-you-wants or custom wraps or paint? Also good to go.

Infotainment? Nope. Just a place to mount your phone on the dash. The design philosophy behind the Slate is personalization. You buy it and make it yours from there. Sales will be a direct-to-consumer model.

It's a cool idea and one that's being backed by Amazon's Jeff Bezos, as well as a short list of high-end investment groups. Surprisingly, Slate does not yet have an Amazon presence for sales, which seems like an obvious next step.

Slate Auto is based in the US with offices in California and Michigan, and employees working remotely from across the country.



Manufacturing will be "somewhere in the midwest," according to the company's website. Rumors in the automotive press pinpoint that location to Indiana, perhaps at a shuttered Ford or Chrysler plant in the Indianapolis area. Timing for the start of production is likewise ambiguous. I'm guessing it would likely be within the next three years, given the reservations timeline and the fact that pre-production models are already being shown.

Slate's design is pretty straightforward for an EV. It's a single-motor, rear-wheel-drive design outputting 201 horsepower (150 kW) and 195 lb ft (264 Nm). Batteries are lithium-ion in a 52.7-kWh standard pack with an option to expand to 84.3 kWh. Top speed is limited to 90 mph (145 km/h). Slate says the truck will sprint to 60 mph (92 km/h) in eight seconds.

An NACS plug allows 11 kW of on-board charging, giving a 20-80% Level 1 (3.6 kW) charge time of about 11 hours, five hours at Level 2 (11 kW), and under half an hour at Level 3 (120 kW). Range is 150 miles (241 km) per charge with the standard pack, and up to 240 miles (386 km) per charge with the expanded pack. Slate

estimates the truck's combined EPA MPGe to be 96 (2.5 L/100km).

The Slate measures 174.6 inches in length, 70.6 inches in width, and 69.3 inches in height (443.5 x 179.3 x 176 cm). Its wheelbase is 108.9 inches (276.6 cm). The Slate's chassis is a simple design with a Macpherson strut front suspension and a De Dion axle and coil spring rear. Wheels are 17 x 7 steelies clad in 245/65R17 tires.

Cargo space consists of a front trunk at 7 square feet (198 liters), 37 sq-ft of bed (1,047.7 liters), and 34 sq-ft (962.8 liters) behind the second row of seats in the SUV. Curb weight is 3,602 lb (1.634 kg), max payload is 1,433 lb (650 kg), and towing is rated at 1,000 lb (453.6 kg). The cargo bed on the truck measures 54.9 inches (139.5 cm) wide and 60 inches (152.4 cm) long with the tailgate up and not accounting for the wheel wells (42.9 inches / 109 cm between).

For comparison, the Hyundai Santa Cruz is currently the smallest-footprint pickup on the market and measures about the same height, but is both longer and taller by a fair margin. In fact, the Slate is about halfway

between the tiny 1972 Datsun 620 and today's Ford Maverick in terms of size and wheelbase.

The Slate is a great idea with a minimalist appeal that many would like to see in today's market. I'd have already put in a reservation for one, actually, were there an all-wheel drive option available. A simple, low-cost, bare-bones compact pickup truck or SUV is a welcome addition to today's market. Hopefully the Slate gets to production and begins delivery soon. Slate Auto's backing is better than most startups and looks on par with Rivian when it first began. A good sign.

Source: Slate Auto

COMPARATIVE SAFETY

By Peter Wilson

This article is taken from the Dec 2024 issue of TORQUE.

Vehicle safety features have improved so much in recent years that some older Peugeots that once scored a top safety rating have lost that status. Ten years ago the then recently discontinued Peugeot 4007 and its Mitsubishi Outlander sibling came up trumps as Australia's best compact SUV choice for

peace of mind based on their safety features and crash injury record. Monash University crash researchers gave it their Safer Pick recommendation for anyone buying a used 4007.

When they analysed the latest numbers from 9.7 million vehicles in police-reported crashes from 1987 to 2022 for 534 vehicle models that resulted in 2.6 million injured road users – the 4007's relative safety score dropped from an excellent five stars to four stars, the next level down which is "good", losing points on the safety of other road users. That's after 3,386 4007 and Outlander drivers were involved in crashes resulting in 1,262 injuries.

Gone are the days when the Peugeot 505 at 20 years old and even without airbags was recommended safer than many rival latest generation models. It's now down to a single star, in the lowest 20%. In 2006, the 306 was in the top three small cars; 18 years later it's down to a single star. So is the collectors' favourite, the 205. However, the 307, the most prolific Peugeot on Australian roads, once with five stars, now has three.

That electronic assistance to avoid crashes – electronic stability control, autonomous

emergency braking, roll stability control, lane keep assist, reversing cameras and rear warning systems, and day running lights – have shifted the safety goal posts. The 316-page report outlines their work in great detail. In most cases, vehicle age makes a significant difference. The study found the average risk of death or serious injury for drivers in 2022 models reduced by 36% compared to those manufactured in 2002.

They have factored in the sex and age of the injured driver, the speed limit at the crash, the number involved and the year and estimated for every model the serious injury risk per 100 road users involved in crashes.

Only 20% of vehicles scored five stars. Medium and small SUVs tended to rate five stars for overall vehicle safety compared to small and medium cars, mainly because they are newer than the others.

But the often crash-prone utes and people-movers, with high centres of gravity, did fare badly in occupant protection with a high-risk of injury to other road users.

How did other Peugeots fare?

The early 3008 (2010-2016) scored three stars but the better-

equipped, restyled Peugeot 3008 (2017-2022) and its stretched sibling the 5008 (2017-2022) made five stars.

The 308 (2008-2021), 207 (2007-2012) and 407 (2004-2011) received five stars for overall safety despite not scoring well on crash avoidance.

Even so, for a second successive year no five-star Peugeot received that desired Safer Pick accolade. They didn't score five stars in each category.

Four stars – the good category – went to the 208 (2020-2022), 2008 (2013-2011), 4008 (2012-2015), 508 (2019-2022), the RCZ (2010-14), the 4008 (2006-2014) and the vans – Partner (2019-2022), Expert (2018-22) and Boxer (2007-22).

With three star rating are the 607 (2001-2009), the early Berlingo-Partner (2007-2020) and 3008 (2010-2016).

The popular 206 hatch (1999-2007) was not as sturdy as its successor, the 207, but rated two stars.

Alas the number crunching shows the 505 (1982-1995), 205 (1984-1994), 405 (1989-1997), 605 (1994-2004) are the Texan Pugs – with a lone star for zero primary safety.

ADVICE ON BUYING A USED CAR by Alan Poole

When buying a used car people go on Trade Me & Auto Trader, then choose make & model, then inspect the vehicle & do all the usual checks, motor, gearbox, tyres, bodywork etc. Some overlook items like is the spare wheel the right size? (a friend had a Jap import MITSUBISHI COLT, after a few months had a flat tyre while driving out of town, when he went to change the wheel discovered that it was the wrong size & stud pattern!) Also check that it has 2 sets of keys as spare keys are quite expensive to purchase. A recent news item priced the following makes replacement key prices as Volvo \$700, VW \$600, Toyota \$680, Fiat \$400. Check if A/C is cold by running engine, open the bonnet & feel if the silver pipes are cold, if they are not the salesperson says that the system just wants the gas replaced, that may not be the case, I got caught with NZ new low Km Citroen Picasso that a chap had not used the A/C very much. Result was a new compressor & condenser, not cheap! When people sell cars often the parcel tray for hatchbacks or cargo blind for station wagons have been taken out & forgotten to be put back, a pre purchase check should cover these.

Auto France Ltd



Peugeot Specialists

WOF

Service and repair

Restoration



David Jones

Phone: 092784301 / 0210557117

Email: sales@autofrance.co.nz

Clarks Beach, Auckland

FEMALE INVENTORS

Marie van Brittan BROWN 1922-1999

Concerned by the high levels of property crime in her New York City neighbourhood, Marie Van Brittan Brown, a nurse at the time, pretty much created the multibillion-dollar home security industry. In 1966, along with her husband Albert Brown, she invented the world's first CCTV home security system.

The invention consisted, at the door, of an electrically controlled lock, several lensed peepholes with covers, a vertically sliding video scanner (camera) and controlling motors, loudspeaker and microphone as well as associated electronics, filters, power supply, radio receiver and transmitter.

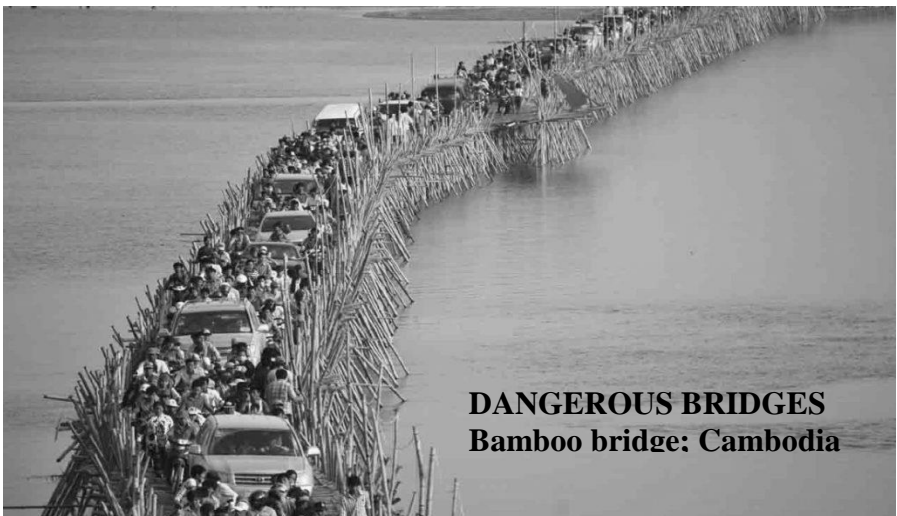
The couple were granted a patent in 1969 and went on to win numerous awards for the innovation.

JOKE OF THE MONTH

[From a genuine school test paper.]

Q. What happens to a boy when he reaches puberty

A. He says goodbye to his boyhood and looks forward to his adultery
(So true)



DANGEROUS BRIDGES
Bamboo bridge: Cambodia

“Visit our website to see the areas of law we help people with.”

www.websterlaw.co.nz

Donald B Webster LLB, BA, AAMINZ, Post Grad Dip Dispute Resolution

T: (09) 489 3015 F: (09) 489 3017 P O Box 33505, Takapuna 0740

1st floor, Westpac Bldg, cnr Lake Rd & Huron St, Takapuna



The Peugeot 404s on the Run to Thames



NEW PEUGEOT SUV RANGE

SET YOUR SIGHTS ABOVE ORDINARY

3.08% + 0%

FINANCE OVER 36 MONTHS

DEPOSIT

Powered by **bnz**



PEUGEOT 2008 SUV

FROM **\$29,990** +ORC



PEUGEOT 3008 SUV

FROM **\$39,990** +ORC



PEUGEOT 5008 SUV

FROM **\$49,990** +ORC



PEUGEOT

*This advertisement is for a credit agreement with BNZ. BNZ lending criteria, terms and conditions and fees apply. Application fee of \$330 applies to consumer loans. Fees differ for business purpose loans. Offer only available on the PEUGEOT SUV range, prices include GST. Fixed interest rate of 3.08% p.a. 0% deposit required, maximum term of 36 months. For business purpose loans, the GST component must be repaid within the first three months of the loan term. Loan to be secured by the asset or other current business assets if additional security is required. You will be required to insure the asset. Insurance covers are subject to the terms and conditions and exclusions contained in the relevant policy documents and schedule. For further details contact BNZ on 0800 236 777. Offer not in conjunction with any other special, discount or promotional offer. Available at participating dealers only. Valid until 31st July 2018 or while stocks last. PEUGEOT reserves the right to vary, withdraw or extend this offer.

Armstrong **MOTOR GROUP**

227 Great South Road, Greenlane | 09 887 1230
Open 7 Days | www.armstrongmotorgroup.com