



Peugeot Car Club (Auckland)

Peugeotex[©]



Volume 38, #10, November 2024



Dame Jocelyn Bell Burnell - robbed of the Nobel Prize in 1967; Dame Commander of the British Empire 2007; awarded \$3 million & the Special Breakthrough Prize in Fundamental Physics in 2018.

CONTENTS November 2024

- 2 President's Ramble
- 3 Coming Events
- 4 Jeanette's Jottings
- 5 The future of Stellantis?
- 5 The 40th anniversary of the 205GTi
- 7 My experiences with the Peugeot 403
- 10 Peugeottest
- 11 Driving Europe in a 5008 by Donald Webster
- 16 TARGA Report
- 16 From the history books
- 17 Peugeottest answers
- 17 California police try Teslas
- 18 Stellantis to reduce production
- 19 Sodium Ion batteries
- 20 Unacknowledged female discoverer
- 20 Joke of the month
- 20 Oldest bridge still in use?

Front cover – Donald Webster's 5008.
Above – Dame Jocelyn Bell Burnell, b 1943.

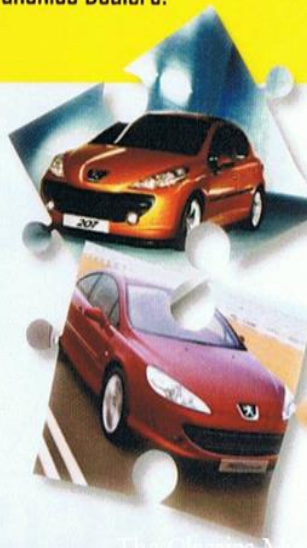
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Printed by CopiesPlus

www.copiesplus.co.nz

COMING EVENTS

peugeotclub.org.nz

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

2025

February 9 – Ellerslie Classic Car Show;
the theme is “Summer Holiday”.

March 2 – Auckland Brit & Euro Classic
Car Show

THOUGHT FOR THE MONTH

Since it's the early worm that gets eaten
by the bird, sleep late.



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

PRESIDENT'S RAMBLE

After my rather epic ramble last month, the editor has ordered a small one. The magazine is set to go and she doesn't need a surprise. I will say I have had a pie or two since, but not many and all but one (a very nice fish pie) have been my prize winnings. So what to write?

It is too late to entice you to the Pride of Ownership. The magazine will be in your hands and the event will be over. I will be there but have low, make that no, expectations. I am currently overworked and definitely have no time to even run the hose over either of my Peugeots.

Whichever one I choose on the day will be coming as is, and last time I looked neither was spectacularly clean, maybe even remotely clean. (Both however are absolutely immaculate compared to what my work ute is like at the moment). But being a member of the club isn't always about competing to your best; sometimes it just needs to be about friendships and time away from other aspects of life, and

that is what I will be aiming for on Sunday.

In the meantime, Don Howarth has contacted me and is looking to enter the club at the Brit-Euro Car Show. It will be held on Sunday 2 March next year. In my opinion the best car show that the club enters in. I don't want to steal Don's thunder or his thoughts, but in the past we have had vehicles of all sorts of condition show up. Don't think your car has to be pristine to enter, just come along, represent the club, mix and mingle and enjoy both our cars and those of many other makes too. I know I wish I could, but already I know I am not available that day.

On a related note Don has let me know he wants to retire from being the organiser and is looking for someone to hand over the baton to. If you think you are interested please give him a call on 021 0266 1953, or else I suspect the baton might get handed on to one of you regular contributors to that show.

Hope I saw you in Mangere,

Brent 😊

COMING EVENTS

2025 February 9	Ellerslie Classic Car Show; the theme is "Summer Holiday"
2025 March 2 10am -3pm	Auckland Brit & Euro Classic Car Show, Lloyd Elsmore Park, Pakuranga. https://www.briteurocarshow.nz NB Note the change of date!



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Peugeot 604 available

I have a Peugeot 604 that I need to find a home for. If you know of anyone in the Peugeot world who may be interested, my phone number is 027 842 2896.

Thank you. Nigel Lambess

NigelLambess@gmail.com Phone: 0278422896

JEANETTE'S JOTTINGS

Pirelli and Bosch have signed a joint development agreement to create a software-driven "intelligent tire" system using advanced integrated sensors that connect to the car's electronics, enabling the vehicle to adjust its setup based on the fitted tire.

We have New Zealand entomologist and shift-worker George Hudson (1867–1946) to thank for modern daylight saving hours. He proposed DST in 1895 as a method of seasonal time adjustment to take advantage of an extra two hours of daylight.

Hydrogen-powered car fuelled by sewage is attempting to break a land speed record. The car has been built by students at Warwick Manufacturing Group (WGM) at The University of Warwick, UK. The hydrogen the car will run off is a by-product of Wastewater Fuels treatment technology. The car itself will be used to attempt to break one of several land speed records depending on how it performs. Its creators hope to have the car fully up and running in the next six to twelve months.

Battery tech firm ProLogium has taken the wraps off its 100% silicon composite anode battery. The Taiwanese company claimed a major leap in energy density and charging efficiency, - promising 186 miles of range from a five-minute charge.

The Alpine Alpenglow is back, this time equipped with an all-new "Hy6" twin-turbo V6 engine developed from the ground up to run on hydrogen. The Hy6 doubles the power of the last Alpenglow, delivering true supercar performance and rumble.

Bikerguard is a visor wiper that can be attached to just about any motorcycle helmet to swipe away the rain.

Research has shown that the classic pilsner beer glass which is typically narrow at the bottom and wide at the top with a steady curve, has proved to be the best shape for keeping beer cool.

UK startup Space Solar has signed an agreement with Reykjavik Energy that could see Iceland become the first country to receive power beamed from a space-based solar power plant. The 30-MW demonstrator is scheduled to go online by 2030.

In July the Japanese government outlined an intriguing idea to connect major cities with what sounded like a giant "conveyor belt" for cargo. The "Auto Flow Road" will be a dedicated highway for autonomous cargo pods, letting them shuttle goods day and night without getting in the way of the good old-fashioned human-driven traffic.

Astronauts of the Apollo 8 mission carried Silly Putty into space with them to help fasten down tools during weightlessness.

Babies are born without kneecaps. They appear between the ages of two to six.

Did you know that in Florida, it is illegal for women to parachute on Sundays unless they are married?

Cuba is the only island in the Caribbean to have a railway.

The oldest lighthouse in England was built in 90AD at the order of Emperor Caligula. It still stands in the grounds of Dover Castle.

The pumpkin has been known to develop roots whose combined length reaches up to 15 miles.

The sound of a snore can be as loud as a pneumatic drill.

THE FUTURE OF STELLANTIS?

Stellantis is a sprawling automotive group with no less than 14 brands in its corporate family. Born in 2021 after the merger between PSA and FCA, Stellantis has maintained every company thus far. CEO Carlos Tavares has granted each of them a period of ten years to determine their feasibility, though disappointing financial results this year have led him to say underperforming brands will be dropped.

Three years after the merger, things are getting more complicated. Managing so many brands that often overlap can be difficult. Add in the growing pressure from Chinese manufacturers and electrification goals, and the problem is significant.

The potential of a brand today is measured by its ability to attract many markets and customers around the world. It is not enough to be competitive in just one market or region. Growing competition from China is making life difficult for everyone, especially brands with high exposure to single markets.

Have a look at
<https://www.msn.com/en-nz/news/other/which-stellantis-brands-have-the-highest-potential/>

40TH ANNIVERSARY OF THE 205GTi

One year after the great celebration of the PEUGEOT 205 at the Musée de L'Aventure Peugeot, it was the turn of the GTi, one of the most emblematic models of the Brand, to be honoured. Having become a true icon, the 205 GTi is still just as dynamic at 40 years old

and it was a great pleasure to celebrate this anniversary with the 205 GTi Club de France and all enthusiasts on September 21 and 22 at the Peugeot Adventure Museum, in Sochaux in the Pays de Montbéliard, cradle of the Brand!

Over 3000 people turned up to the museum – and only 205GTi models and their affiliated models – Gentry, Griffé, Rallye, T16 series – were allowed to use the museum's carpark. On display were four 205GTis including two in Rally Raid configuration in addition to the Group B Evo 1 and Evo 2 models.

There were over 300 GTis present and prizes were awarded for the oldest, the highest mileage and the lucky winner of a raffle for a red GTi.

In addition, visitors were able to enjoy the chance to buy parts for collector vehicles, accessories, brochures and old pistons etc – on sale in the courtyard of the museum workshop. However, as the items had mainly been salvaged from old garages, nothing was labelled so you really had to know what you were looking at.

The Musée de L'Aventure Peugeot also held a screening of archived images in the cinema room and was open for the last days of the Style & Design exhibition there.

In 1983, the 205 became the "sacred number" which, like the 201 at the beginning of the 1930s, saved Peugeot in a difficult period. Its original lines, due to the Peugeot Style Center, its appearance, its size/habitability ratio and its services, immediately appealed to its users. The crossover of 3 and 5 door versions, finishes and engines, offered a wide range complemented by successful special series.

On March 1, 1984, the GTi version entered the fray!

This muscle car is equipped with a 1580 cc engine with electronic injection giving 105 horsepower at 6250 rpm. Its performance: 190 km/h maximum speed, 31 seconds in the 1000 m standing start. 0 to 100 km/h in 9.5S. The 1.6l 115hp version, the most widespread, appeared in March 1986 before the 1.9l 130hp version. in December 1986 (1987 model).

To distinguish itself from other versions, the 205 GTi is adorned as standard with long-range lights integrated into a lower shield, aluminium rims and fender flares. The bumpers and their famous decorative red stripe accentuate the sporty appearance of the car.

The 205 GTi is based on an aggressive advertising campaign. Its slogan: "205 GTi, a hell of a GTi" before becoming "205 GTi, more GTi than ever". In the TV commercials, the car escapes both a missile-launching helicopter and a bomber, a real bomb in the hands of a James Bond lookalike!

Without a doubt, the GTi has contributed to rejuvenating and revitalizing the image of the Brand. It appeals to both sporty customers and those who want to "be in the know".



It's the fashionable car and it's not surprising to see that this GTi represented 10% of 205 sales at the end of 1985. In 1986, those under forty represented 70% of car buyers.

The phenomenon grew with the success of the 205 Turbo 16, world rally champion in 1985 and 1986, and 1st in the Paris-Dakar rally raid in 1987 and 1988.

294,514 copies were manufactured in 10 years. Highly appreciated by collectors, the 205 GTi are today among the most popular cars on the youngtimer market.

L'Aventure Peugeot's mission is to preserve, develop and promote the heritage of the PEUGEOT brand and is part of the association Loi 1901 L'Aventure Peugeot Citroën DS.

L'Aventure's teams work with and for its members, and all enthusiasts. The Association sells spare parts for classic vehicles (old or youngtimers). It also offers its documentation, maintenance and restoration services for old vehicles and derivative products.

Whether or not they own a collector's car, all lovers of automotive history can join and thus contribute to the preservation of an exceptional heritage.

My experiences with the PEUGEOT 403

By John Grant

In 1966 I bought a 1957 Peugeot 403 for £700 from a deceased estate. It was a French assembled model with the high overdrive 4th gear and was in absolutely mint condition. It had belonged to an elderly chap who had beetled it all round the country visiting family in Tauranga and Whangarei. He had even taken it to Australia for a two month tour. It had done 75,000 miles and according to his wife, he never went over 40mph in all that time!

As a result, it was very sluggish. I picked it up on the Thursday, gave it a good going over and tune up and headed off down to Wellington on Friday night for a reliability trial. We gradually worked up the speed and arrived in Wellington with it happy to cruise at 50mph. The rally was a very long event which finished in Napier and by the time we got back to Auckland it was happy cruising at any speed. I was careful not to push it too soon or try and drive it flat out. This policy paid off as subsequently the car ran faultlessly.

1966 was our most successful rally season. I had bought the 403 at Easter. It had two trips to the South Is and the only trouble I had with it was on

one of the very first car rallies run in the country organised by the Auckland Car Club. Note the difference. A "trial" is run exactly to time within the legal speed limit with the emphasis on tricky navigation. A "rally" is a speed event with simple navigation. Insurance companies get very nervous on hearing this term and there is usually an exclusion clause in the policy.

The only troubles I had with the 403 came when the exhaust was wiped out on a hump in the road on one occasion and another time we had minor brake trouble when grease from a seal leaked onto one front brake - just enough to make it grab.

Before I went to England, I sold the car at Christmas with 105,000 miles on the clock. It had done 30,000 miles in nine months. I got what I had paid for it and it was still in such good condition that the new owner found it hard to believe the speedo reading was 105,000 not 5000.

In England my uncle Frank had asked me to look for a good secondhand car for him while I was in London. I heard of a Peugeot 403 for sale and having had such a good experience with my own, I recommended that he come down and see it for himself. He liked the car and bought it on the spot for £200.

To Jeanette's well concealed surprise, she was then asked to drive it back to the bed and breakfast place in Paddington where he and Minnie were staying. It was only the second time she had driven in England and the first time in London. This was a Saturday afternoon and she had to drive down the Edgware Rd and navigate a knot of one-way streets to get to their base, but she managed. She asked afterwards why Frank couldn't drive his own car, but the reality of my explanation did not hit home until some weeks later when she had first-hand experience of Frank's driving

He never had an accident. That is the amazing thing. He gave Minnie (and possibly his guardian angel too) grey hairs and high blood pressure - but he never had an accident. It was just that he was too interested in everything that was happening to really devote all his attention just to the job of driving. I still laugh when I remember the time that he drove right past his own house in Mark Rake because he didn't recognise it. He was looking for his car parked in front in the driveway, and of course, he was driving it.

Anyway he drove the 403 safely up to Cheshire and a few weeks later we all set off in it to Ireland. Jeanette was invited to come too - with me doing the driving and towing a caravan.

We took the vehicular ferry from Holyhead to Dublin and within a very short time of setting wheels on Irish soil I was in trouble. The Irish have a fondness for green, and as we discovered too late, a green bar across a sign means 'NO ENTRY'. I had just about reached the end of the narrow street when a Gardai stopped me and told me it was a one-way street. I replied "*I am only going one way*" but he was not amused and made me back the car and caravan all the way back up the street.

I had another worry to occupy my mind. The oil pressure warning light was coming on and staying on. When questioned, Frank admitted he had never lifted the bonnet since he bought the car and had no idea if there was any oil in it. When I checked, I found it had enough oil so that was not the problem. We found the local Peugeot agent and tested the oil pressure and found that the pickup in the sump was blocked so it was not getting circulated. I had to drop the oilpan off the bottom of the sump and clean it all out but unfortunately some damage had already been done to the engine bearings while it was being starved.

After we went back to England, Frank and Minnie took various groups of relatives on similar tours of Ireland. Several months later they returned after

a tour of Scotland. This proved to be the last straw for the 403's engine and while they were coming over Shap it scuffed one piston. Despite the smoke pouring out the breather and the loss in power they continued on south. It was smoking so much when they reached the Mersey Tunnel that they were not allowed to go through and had to drive the long way round through Runcorn. A second piston went on this last lap, but the amazing old car got them - and caravan - safely home to the Wirral.

Frank then asked me to overhaul the engine. There were two problems involved in doing this. Firstly, the only Peugeot agent in England in those days was down in Croydon and we had to drive all the way down there and take over their parts books and point out exactly what we needed.

Secondly, we had no suitable place to work on the car. There was no garage at my parent's place or where Frank and Minnie were staying. None of the local garages had any hoisting gear available for use. We were eventually reduced to driving round the local streets eyeing all the trees on the verges with a critical eye as we sought one with a branch straight enough and strong enough to take the weight of the engine.

We finally decided that the tree directly outside our own home was as good as any, so one fine morning, I loosened off all the bolts and used a little Haltrac rope hoist to start lifting the engine. This did not go too well as the angle of the branch was far from ideal. Fortunately the postman came along at the vital moment and with his help, we guided the engine out at an angle and carried it through the tunnel into the back yard.

When the engine was apart it became clear that it was amazing that the car had gone at all as two pistons had seized onto the bore and the other two were badly scuffed. I put a piston and liner kit in as well as big ends and mains and a new timing chain. After grinding the valves, I reassembled the engine and we then put it in the boot of the 403 and towed it a few streets away to the postman's house. He had a garage with a strong beam which he had offered for our use to swing the engine back into place. That old 403 had already been round the clock several times before Frank bought it and it continued to give him years of good service after that, covering many more miles in the UK and on the Continent. It was the rust bred by the salt on the roads that finally caused him to replace it for towing with a later model Peugeot 403.

PEUGEOTEST

All questions relate to all currently registered Peugeots in New Zealand.

Answers on page 17

- 1) What is the most common colour?
 - a. Blue
 - b. Silver
 - c. White
 - d. Grey
- 2) What is the most common model currently registered?
 - a. 308
 - b. 3008
 - c. 208
 - d. 307
- 3) The 7th most common model has 1234 current registrations. What is it?
 - a. 206
 - b. 207
 - c. 407
 - d. 4008
- 4) What proportion of NZ registered Peugeots are Diesel?
 - a. 17%
 - b. 19%
 - c. 22%
 - d. 27%
- 5) In which year were the greatest number of current Peugeots newly registered?
 - a. 2020
 - b. 2021
 - c. 2022
 - d. 2023
- 6) What is the most popular month of the year to register a Peugeot?
 - a. February
 - b. March
 - c. April
 - d. May
- 7) Almost 5% of Peugeots are 7-Seaters. Which has been bought the most?
 - a. 307
 - b. 308
 - c. 4007
 - d. 5008
- 8) More than 10% of NZ Peugeots were assembled outside of France, in particular the 2008 and 208. Which country has assembled the most for NZ, after France?
 - a. Slovakia
 - b. Spain
 - c. United Kingdom
 - d. Brazil
- 9) Outside of Auckland, Wellington and Christchurch, where are the highest number of Peugeots registered?
 - a. Hamilton
 - b. Tauranga
 - c. Hawke's Bay
 - d. Dunedin
- 10) Which colour was the 407 Coupe not imported in?
 - a. Blue
 - b. Black
 - c. Silver
 - d. Brown

DRIVING EUROPE IN A 5008

By Donald Webster

Back in late December 2022, when our son Cameron was selected to be a Cyclor for Emirates Team New Zealand's defence of the America's Cup in Barcelona in October 2024, Penny and I decided that we would travel to Europe to watch the event. We began saving then and slowly researched flights accommodation etc. We decided that we'd like to make a trip of it and to travel a bit earlier, land in Paris, meet up with friends we know in France and then go tiki touring around France, ending up in Barcelona for the Cup races that started on 12 October 2024.

My daughter and her partner would be coming too, so in thinking about a vehicle to travel around in, we knew we would need something bigger than a normal car. I looked at a rental car but recalled that in 2017 we had a 508 SW GT for 5 weeks that we'd got through Peugeot, so we decided to look into that. Armstrong's here, through their subsidiary, Drive Europe, is what we decided on. You don't hire these cars, you buy a new car from them and at the end of your journey, you sell it back to them at a predetermined price. That price is paid before you go and includes all insurances, damage, windows, mechanical etc. All you pay for is fuel and tolls. You have no limitation on the kilometres you do. As we would be leaving the car in Barcelona, we had to pay a \$NZ900 relocation fee, but then we took advantage of a

\$NZ700 promotional discount, so it wasn't too bad! Because there would be four of us, and with 4 big suitcases and 4 carry-ons, plus handbags etc, we'd need a big car. We decided on the Peugeot 5008. The new ones are a hybrid with a turbo petrol engine and 8 speed automatic gearbox. It comes with 7 seats with the rearmost seats able to be folded up when not needed. We paid \$NZ5,800 approx for the 36 days that we'd need the car which worked out at \$161 a day. The cost compares very well with a rental car. We signed up all the paperwork with Delwyn at Armstrong's. We landed at Charles De Gaulle Airport on Sunday 22 September at 7.30 in the morning. We rang the number we were given. A shuttle arrived about 10 minutes later and they drove the 4 of us and all our luggage the 10 minutes or so to their depot. We presented our paperwork. Our car was ready. I asked what colour it was and was told it was yellow with a red roof. Not really caring what colour it was, I was still a little shocked but dismissed it quickly. When they drove the car around to us I realised that they were playing a joke on me. It was a beautiful gun metal grey metallic with 6 kms on the clock and about a quarter of a tank of petrol. I ran back to the office and told them I loved the colour, and we had a great laugh. We loaded up the car, a bit of a game of Tetris, and off we drove to Versailles where we were staying, not even needing a taxi!! Sunday traffic in Paris is a little more docile than a weekday, so it was a chance to get used to driving on the left of the car and on the right of the road. The mantra, "lefty loosy, righty tighty" was

muttered constantly. I'm used to left hand drive, owning 3 of them, but driving on the right requires a constant assessment of where you are and where you want to go. Following other cars if possible. I am told that there is a rule in Europe that if there is a crash, both parties are to blame. So, everyone drives very respectfully, letting others in and being let in with a quick use of the indicators and a certainty in driving where you want to go. No hesitancy. The traffic flows nicely and no one seems to take the piss. This is very unlike driving here and is really refreshing.

The following day the "blokes" drove up to Dieppe on the English Channel where we had an appointment to have a tour through the Alpine Renault assembly plant. Here we watched the production of the Alpine sports car, which members will know is a mecca of mine. It was 3 hours' drive each way and was wet and dark. The next day with some friends, 6 of us went to Reims, the heart of Champagne, where we had 2 wine tastings and tours, one with Lanson ("larn-sor-n") and the other with Tattinger ("tar-tun-jzay"). Another 3 hours each way. Long days at the helm but the 5008 was a dream to drive. I am used to a Land Cruiser, and this car is much smaller than that, but it is the biggest of Peugeot's SUVs, starting with the 2008, then the 3008, the 4008 and then big daddy, 5008. I haven't done a size comparison, so I am not sure if the body of the 5008 is shared with Peugeot's other SUVs. The engine is peppy and even when heavily loaded as it was most of the time, it performed really well. No rocket

ship, but more than adequate. The fuel usage seems to hover around 4 to 7 litres per 100 kms, and the hybrid system, using electricity when in traffic, is quite cool. Those who know me will appreciate I am no fan of electric cars, but I was still impressed. My dislike of the EVs actually has nothing to do with the cars themselves, as I do respect the technology, but for those who believe that the electric car is the salvation of our planet. I won't get started on that subject, OK!!!!!!

After 5 nights in Versailles, we toured out to St Malo on the Brittany coast for a night. The city has an old city walled area and we stayed at a hotel there and walked the ramparts the following morning. We had to park the car outside the walled city, but that posed no drama and was only a 5 minutes' walk from the hotel. After a hearty breakfast we toured down to the Atlantic Coast, stopping at a place called Loheac where we visited a car museum that has to be on everyone's bucket list. The collection is phenomenal, with a capital "F". Apart from being huge, it is very diverse, but Peugeots, Renaults, Alpines, Lamborghinis feature excessively. [I'll give Jeanette a copy of some pictures to put in this and future Peugeotexs.]

We stayed overnight in Gerande, where they make sea salt and the next day toured down through La Rochelle to Bordeaux, then out to St Emilion where we stayed at a farm cottage on a winery for 4 nights. We toured around each day stopping at the many small towns, sightseeing, and checking out vineyards and cafes. We got very good at doing that!!

A Loheac poster



We then toured down to a small town south of Toulouse called Les Cabannes where we stayed for 4 nights at a huge Chateau that is being restored by an Australian family. This was our 3rd visit there, a magical place that holds a very dear place in our hearts. We would do “brocante-ing” (antique shopping) during the day and drink fine red wines in the evenings. 4 nights was not enough, but we had to move on. Our next stop was at Carcassonne, one of the world’s best preserved walled cities. We stayed in the “Hotel de Cite” right in the middle of the old part of the city. The following day we travelled to Colliere, a small coastal village on the Mediterranean, stopping off at Narbonne for lunch on the way at a world famous “all you can eat” buffet. Colliere is a very quaint town and we did a “small train” tour after breakfast before travelling down to Barcelona.

We arrived in Barcelona on 9th October. We had ordered a carpark which gave us 24/7 access to the car, but while the America’s Cup racing was on, we left it there, unused. Once the racing was over on 19th October and we could relax having won the Cup back with the boys’ incredible defence, we did a bit of sightseeing in and around Barcelona. We did a day trip to Montserrat, a monastery on the hills about an hour and a half’s drive northwest out of Barcelona. I know that they say that if you’ve seen one church, that you’ve seen them all, but this one is different, perched on the side of a very high mountain. Well worth the trip.

On the day out to Montserrat, we did a big detour to a place of

homage to any Peugeot motorsport fan. I am sure that most of not all Peugeot fans will recall the 2002 World Rally Championship drive by Gilles and Herve Panizzi in their 206 WRC where they won the Rally of Catalunya. Stage 17 was Viladrau, about a 24 km long special stage. About ¾ of the way through, there is a high motorway overbridge looking down on an intersection where the cars come up a slight rise with a shallow left hand curve, which then, at the big wide open intersection with another road, under the bridge, the stage turns hard left uphill. The crowds saturate the landscape here, hanging off the hills, embankments and the motorway overbridge as well. There would have been a thousand people there at a guess. Panizzi came up to that intersection, did a full 360 degree donut to the sheer delight of the cheering crowd and disappeared up the hill. The TV coverage is all over Youtube if you want to watch it, and you should. The coverage then shows a live tracker style overlay of all the top cars going through this part. Panizzi seems to lose about 11 seconds in doing the donut but he goes on to win the stage and win the rally outright as well. What a hero!! Brings a lump to my throat every time I watch that video, which I do often. And now I have been there!!! Another item crossed off my bucket list.

Our time in Barcelona came to an end on 27th October. We drove our 5008 out to Barcelona Airport to catch our flight to Doha/Auckland. We dropped in at the depot there, having been given very clear instructions, and after signing 4 pieces of paper and giving then the 2



Le Mans Peugeot 908



remote locks, I said a fond farewell to our 5008, having thoroughly enjoyed our 36 days with her. The chap at the depot dropped us out at the departure area in a shuttle bus.

When we got back on 29th October, I had 2 letters from France, a 25€ parking fine for the time we stopped at the Reims Cathedral and a 10€ toll that we'd somehow missed. The car was in my name as we owned it!! I'm now trying to sort that lot out as I am passed the deadlines to pay the fines without penalty!!! Luckily, I have some St Emilion red wine to drink while I hop on the internet.

TARGA REPORT

Hello Targa Family,

It has been said before, but it needs to be said again, THANK YOU!

While the event was down on numbers it was high in spirit and that was reflected across the four days as we migrated our way around the central North Island of New Zealand. We were very lucky with the weather and the rain only having a small part to play.

Congratulations to Marcus & Matt for taking the outright honours once again and we wish them all the best for their NZ Silver Fern endeavours to try and make the double next month.

We would also like to congratulate all the other event winners and our 2024 'Seria Campione' Series Champions

Full results are available on our website.

Again from myself, Lisa, plus the many Targa volunteers, a HUGE thank you for your support, enthusiasm, comradery, team spirit, good old fashioned competitiveness, plus of course the fun and laughter we all got to share in over the past few days.

We look forward to seeing you again in 2025.

Regards

Peter Martin

Ultimate Rally Group Limited
PO Box 499, Drury 2247.

FROM THE HISTORY BOOKS

In April 1900 Nicholas Oates (1852-1938), a Christchurch bicycle maker, left NZ for a visit to England and to attend the Paris Exhibition.

While there he purchased a single cylinder Benz automobile for £250. The car was built by the Raglan Company, from the design of the famous German pioneer car manufacturer. It had solid tyres mounted on glorified pram wheels and was steered with a neat little tiller. There was seating capacity for four, two facing the way the car was going, and two sitting with their backs to the front of the car. It was considered the last word in car design at the time.

The makers guaranteed a maximum speed of sixteen miles an hour, and the car proved it could do

seventeen and a half miles an hour with a good following wind and a light road. From Paris he took the car to England where he drove around 1000 miles.

It became the first car in Canterbury and Nicholas became probably the first motorist to be fined in New Zealand for speeding. On 1st May 1901 he drove his car at a speed greater than four miles an hour within the city. While driving on Lincoln Road, the groom of George Gould stated that he was in a charge of a carriage standing near the hospital, when a motor car passed at a high rate of speed into town. The horses became very frightened, and the groom said the car passed so quickly that he could not see how many people were in the vehicle. Other witnesses said that car passed at a least ten miles an hour and a serious accident was averted by the promptness and skill of the groom.

In Nicholas's evidence he said the car was fitted with two gears and that the maximum speed being between fourteen and six miles per hour respectively. He had changed down to the low gear at the corner of Lincoln and Tuam Streets.

Nicholas was fined twenty shillings and costs. However George Gould sued Nicholas for £23 damages for injuries sustained to his horse. Nicholas was to pay £15 and costs.

From an article by Christine Clement.

PEUGEOTEST ANSWERS									
1:C	2:B	3:A	4:C	5:C					
6:B	7:D	8:B	9:B	10:A					

CALIFORNIAN POLICE TRY TESLAS

HOWEVER - Police officers have reported operational difficulties, such as the time required to charge the batteries during operations and the discomfort caused by the car designs.

The Menlo Park Police Department, for example, purchased three Tesla Model Y vehicles, but officers stated that the size of the vehicle and its autopilot functions make some maneuvers difficult, such as driving on sidewalks.

Furthermore, the interior space of the vehicles has been an issue for officers, with equipment like belts and vests encroaching on passenger space, which can compromise the transport of officers or prisoners. This also limits the training of new recruits, who need to spend long hours in the car alongside more experienced officers.

Other California cities, such as Ukiah, have faced similar issues with Teslas, including a lack of chargers and restricted space for transporting prisoners.

In contrast, the Fort Bragg Police Department, which opted for electric Ford F-150 Lightning trucks, reported better results. Police Chief Neil Cervenka noted that Tesla vehicles are still not suitable for law enforcement, suggesting that other electric options may be more effective.

Nonetheless, the cities involved remain committed to achieving their environmental goals despite the challenges encountered.

Source: Mirror

STELLANTIS TO REDUCE PRODUCTION

by Adrian Padeanu

In September, Stellantis admitted it has too many unsold cars in North America. To get rid of excess inventory, it plans to assemble fewer cars in the coming months. Over in Europe, production could be cut as well, but for a different reason. The automotive conglomerate is concerned making too many ICEs will increase the risk of paying fines for exceeding fleet emissions targets.

Freshly appointed Chief Operating Officer of Stellantis' operations in Europe, Jean-Philippe Imparato, said the company is ready to reduce the output of gasoline and diesel cars. The COO told Automotive News Europe the production cuts could commence as early as next month. Why so soon? Because the EU's fleet emissions target will become considerably stricter from January 1, 2025.

The current fleet average target of 115.1 g/km (WLTP) will go down by approximately 19% in 2025 to 93.6 g/km. As previously reported, only Tesla and Geely were below next year's level in the first six months of 2024. It's worth noting that each automaker has its target, resulting from the average mass of its fleet. Consequently, companies that sell more SUVs have higher targets than those with smaller vehicles.

What happens when automakers fail to meet the targets? They pay fines —€95 per excess gram per car.

As you can imagine, that quickly adds up when you're an automotive juggernaut such as Stellantis.

Recently, Renault boss Luca de Meo said automakers active in Europe are at risk of paying €15 billion in fines, although *The Financial Times* quotes Barclays Bank saying it'll likely be around the €10+ billion mark.

Strong demand for EVs could allow Stellantis to build more gas cars. However, the numbers aren't looking good so far this year. In the EU+EFTA+UK region, purely electric cars accounted for only 14.7% through September, down by 15.2% in the first nine months of 2023, according to the European Automobile Manufacturers' Association (ACEA).

Stellantis will channel its car production efforts toward EVs rather than ICEs, even though the profit margins are likely still higher for gas/diesel cars. The world's fourth-largest automaker must've done the math and figured it's better to sell fewer ICEs than risk paying fines.

Car manufacturers will continue to struggle to meet fleet emissions targets, especially since the EU will lower the limit even more from 2030. Beginning with the next decade, the threshold will go down from next year's 93.6 g/km to 49.5 g/km. From 2035, automakers in Europe must reach 0 g/km, effectively putting an end to new cars powered by combustion engines. The EU will leave the door open for ICEs running on synthetic fuel or hydrogen. However, we can't imagine the refuelling infrastructure will be ready only a decade from now. From Motor1.com

SODIUM ION BATTERIES

One significant advantage of sodium-ion batteries is that they contain no lithium or cobalt, which means you don't need to set up a large, environmentally-unfriendly mine in order to source the materials from which they are constructed. In actual fact, sodium is abundant around the world. And to top it all off, the electrodes (the conductor used to make electrical contact with the non-metallic part of an electrical circuit) can be made out of aluminium instead of copper, which is more sustainable and cheaper.

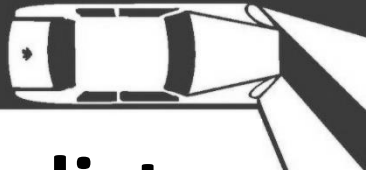
As a result, sodium-ion batteries are said to be around 30% cheaper than lithium-ion ones.

Because the cost of a battery accounts for 40% of the cost of the entire car, sodium-ion batteries can make an EV cheaper to purchase.

SIBs work well in cold weather, are safe and cost less than lithium ion so they have a variety of non-automotive uses too. Chinese battery manufacturing giant CATL, which provides units for Xpeng, is also developing them. In fact, China is beginning to get more involved in the development of this kind of battery.

Electric car manufacturer JAC has created what it claims to be the world's first electric car to be powered by sodium-ion batteries. The batteries have been sourced by Farasis Energy in Germany. Called the JMEV EV3 (Youth Edition), it promises an electric range of 156 miles and is said to maintain over 90% of its capacity retention even at an ambient temperature of -20deg.

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UNACKNOWLEDGED FEMALE DISCOVERERS

Jocelyn Bell Burnell (b1943)

In 1967 Jocelyn Bell Burnell discovered irregular radio pulses while working as a research assistant at Cambridge. After showing the discovery to her advisor, the team worked together to uncover what they truly were: pulsars. However, Burnell received zero credit for her discovery. Instead, her advisor Antony Hewish and Martin Ryle received the Nobel Prize for Physics in 1974.

JOKE OF THE MONTH



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