Peugeot Car Club (Auckland)

Peugeotex©

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October 2023

Front cover – Donald Webster's 1995 106 race car
Above – John Cooney, R.I.P.

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

COMING EVENTS

peugeotclub.org.nz

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

October 23-28 - Targa New Zealand

November 12 – Pride of Ownership

2024

February 11 – Ellerslie Concours

March 3- Brit-Euro car Show

March 17 – Gymkhana – TBC

April 21 – Navigation Trial - TBC

THOUGHT FOR THE MONTH
Good things are gradual.
Bad things are sudden.

P O BOX 29002
Epsom
Auckland 1023

PRESIDENT'S RAMBLE

It is with much regret I write this knowing that a good friend, John Cooney, has recently deceased. I know nothing more than this other than that I believe it has occurred in France. John and Maggie have been away on a much deserved, and I believe from the few photos I have seen, enjoyable holiday, visiting many locations, viewing and experiencing many things.

I know that many of you that read this will also have found thoughts and memories of our Vice-President. I do not remember when I first met John. He seemed to appear out of nowhere. How long he has been a member of the club, how long he has been on the committee or even how long he has been my vice-president, frankly I have no idea, in part I think because the years just chug by and you lose track of who fits in where.

I do remember it was a number of years before I met his wife Maggie, whom he had frequently mentioned rather fondly and for her I mourn.

John and I sometimes got on the phone, and I do mean sometimes, it wasn't frequent (probably just as well!), and we could talk and talk and talk, it was just natural. We even managed to talk about politics, and despite this I still have no idea what his actual political persuasion was. He was just someone I found I could naturally chat to, about anything, and that is I think why I don't know his political persuasion. Both of us could see merit or issues in most political policies, and we would talk about that, and not blame or give too much merit to whichever political party was involved.

I do know that in Victoria, Australia, he owned a number of Peugeots over the years. He talked fondly of both 505s and 604s, especially their comfort, as well as the occasional frustration of how much fuel was consumed by the 604s, making some trips in Australia impossible as they didn't have the range to go between petrol stations in the real outback. He once told me there was nothing more comfortable and enjoyable than driving a 505 along the Great Ocean Road.

We also both had a love for the AFL – Aussie Rules – for

those that don't know. We said we would attend the Grand Final some year together; that won't happen.

All of us in the Club have much to thank him for. John more so than myself, or anyone else at that, has kept the relationship with the Distributors alive. He has arranged with the dealers our AGM visits in recent years at both Armstrongs and Southern Autos. John also organised and liaised with the Citroen Club in recent years when we shared Bastille Day celebrations with them.

A couple of times I think he was the only member to fly our flag at events they had organised. In the last few years my work has got busier and Jeanette has also started to hand over the reins (thankfully not the magazine as yet!), and as John got quieter in retirement, he more than anyone else in the committee took up the slack, helped organise events or did the odd odd job that was required.

I know he had some regrets including work getting in the way of him being able to attend interclub events organised by Sven and/or Nick in Taranaki and King Country. He would have loved to have travelled with us. The life of a real estate agent and in particular Sunday Auctions and Open Homes just not allowing him the freedom.

Unfortunately Covid arrived, both Sven and Nick have shifted overseas and we haven't managed to hold any of these events since he retired.

In one of those small world stories about a month ago, John and Maggie were on a River Cruise from Amsterdam to Budapest, one where each night you get a new table to sit at. One night he and Maggie sat with Sven and Coby. A real surprise and delight for John who had never met Sven previously, yet had heard so many stories about him. It was obvious from his short email he sent a few of us that he was pleased as well as incredulous about his good fortune.

John you will be missed. Our collective love to you Maggie and family.

Brent

COMING EVENTS

October 23-28	Targa NZ
November 12	1.30pm Pride of Ownership in the carpark of the Mangere Boating Club, Kiwi Esplanade, Mangere-;
2024	
February 11	Ellerslie Car Show & Concours d'Elegance
March 3	Brit-Euro Car Show
March 17	Gymkhana'; TBC
April 21	Navigation Trial – start 1.30pm ;venue TBC

JEANETTE'S JOTTINGS

The earliest known example of wearable eyeglasses dates back to 13th-century Italy. A man named Salvino Degli Armati is credited for the invention. One of the Founding Fathers of the US, Benjamin Franklin, invented the bifocal lens.

King Richard III eventually received a ceremonial burial in 2015 – three years after his bones were found under a car park in the city of Leicester more than 500 years after his death. Richard III died while facing the forces of Henry Tudor during 1485's Battle of Bosworth Field and his body was hastily buried at what was then Greyfriars Church. His body was discovered by archaeologists in 2012 and it was later decided he should be reburied in Leicester Cathedral.

Researchers have developed an "inverse vaccine" that reverses the damage caused when the immune system mistakenly attacks the body's healthy organs and tissues in autoimmune diseases like multiple sclerosis, type 1 diabetes and rheumatoid arthritis.

Started in the 6th century BC as an open channel for draining marshland, the Cloaca Maxima was enclosed in the 3rd century BC and converted into a giant barrel arched vault which remained in service for 2400 years.

Cement is a massive contributor to climate change, being responsible for about 8% of global carbon emissions.

The earliest guns were made by the Chinese around 1000AD when they invented gunpowder. The barrels were bamboo tubes.

The first modern artificial joint was implanted in 1958 by British surgeon John Charnley. He made a joint with a round metal head that fitted into a socket made of Teflon and used the same acrylic cement still used today.

About 1280AD, Venetian glassmakers put two lenses together in a frame to make the first spectacles.

By using standardised parts and an assembly line, Ford cut the time it took to produce a single Model T from twelve hours to 93 minutes.

The first experiment with public transport was in Paris in 1662. It was a failure.

The oldest surviving boat is a dugout canoe made about 8000BC.

Irrigation canals date back to 5000BC in Mesopotamia.

Archaeologists in Zambia have found a simple log structure made at least 476,000 years ago, while the wood tools are slightly younger, under 400,000 years old. That places the materials in a time before our species, Homo sapiens, evolved.

Viewed from the Northern Hemisphere, the Moon appears inverted compared to a view from the Southern Hemisphere.

DONALD WEBSTER'S CAR COLLECTION

16 The Knoll, Greenhithe

PRESENT; Liesje Bradley, John & Wendy Cato, Andrew Corbett, Ray and Anne Cotterill, Brent & Diane Druskovich, Matt Ensor, John & Jeanette Grant, Dennis & Roslyn Lowe, Robert Morgan, Mary Pullman, Ian Robinson, Peter Vuletich, Donald, Penny & Christina Webster, Buster West-Hill, Nathan Yelash.
APOLOGIES; Dave & Dorothy Duirs, Don Hadfield

Saturday October 7th turned out to be one of those Auckland days when 'intermittent showers' means you may or may not get wet. We were lucky. The rain did not start seriously until we were on our ways home.

We were therefore able to enjoy the sight of part of Donald's collection of Peugeots (and others). He brought about seven from their normal garaging to sit beside the house alongside those family cars in everyday use.

They included:-

- The 1925 Peugeot 172BC (or R) as it had been restored from two cars.
- A 1966 Peugeot 404
- Two 1995 Peugeots 106; one in everyday use and one - #37 – his rally car.
- Penny's 2011 Peugeot RCZ
- Cameron's 2013 508SW
- Christina's 2018 308GTi

In addition, he displayed

- Penny's award winning 1966 Mercedes
- A 1970 AMC Javelin made in Wisconsin
- Two blue Renault Alpines - #s ALPINE & ALP33N

PLUS Christina's Peugeot Django scooter. We didn't just look – we listened as he recounted anecdotes and origin stories.

Growing up with Campbell Motors almost part of the family, his inclination towards the models they imported or manufactured at Thames has persisted. This has included the Rambler franchise they held for some years, and his family still shares his enthusiasm for European vehicles. His own first car was the Fiat 500 his grandmother gave him to learn on.

We did not see all his collection – just the ones mobile enough to be brought together easily for our enjoyment. However, we heard stories about the challenges he has faced in acquiring and restoring them, as well as tales about his experiences on various rallies.

For instance, the little red 106 in 6 hour Endurance Races, has proved capable of only needing one stop – and in 37 seconds they could change drivers and add 80 litres of fuel. This made them very competitive!

Donald said "*What wasn't here today was the 504 Coupe that I had when we started the club [1979]. That is in my lockup at Albany that I store the Bebe in. I also have a 1968 Renault Caravelle in there. In the loft at our old house I have a 1970 Renault R16TS Auto rego on hold virtually ready for the road. And my friend Mark is holding a 1973 504 Injection auto for me."*


CV 9231


FUN890


BGZPUG
LEE191


ALP33N


R4LLYE


AMCJAV


ALPEEN

HOW THE HUMBLE PEUGEOT 505 SAVED THE ASTON MARTIN VANTAGE

When the engineering team behind the Aston Martin Vantage realized the prototype couldn't handle the uprated levels of torque, they turned to an unlikely saviour – a Peugeot 505!

Exotic cars being linked to the more mundane is more common than you think. Many of us know the trivia of how the Lamborghini Diablo borrowed headlights from a Nissan 300ZX. Or how the Jaguar XJ220 shares its taillights with a Rover 216.

But the story of how the humble Peugeot 505 is linked to the creation of the Aston Martin Vantage is not merely of parts sharing but more one of how some lateral thinking (and a bit of good old pre-production bodging), solved a very real problem.

The episode comes to us from Steve Edwards, who was working as an engineering student apprentice at Aston Martin in 1993. During the development of what would eventually become the Virage-based V8 Vantage, the team encountered a rather significant problem. The prototype developed so much torque that the differential kept popping off the rear hangers — not ideal in any situation, we're sure you'll agree.

Of course, it's hardly surprising when you remember the numbers they were working with. As a refresher, the Vantage took the Virage's 5.3-liter V8 engine and bolted on a pair of superchargers. The result was an astonishing-for-the-time (and impressive by modern standards) 550 hp (410 kW / 558 PS) and 555 lb-ft (752 Nm) of torque at 4,000 rpm.

The solution? "*Our lead engineer suggested we use a torque tube,"* relates Edwards. "*Of course, the next question we asked was, 'Where could we find one?'"*

A torque tube is essentially a large-diameter hollow tunnel, typically made of steel. One end is connected to the driveshaft, while the other is bolted to the transmission, and through the tube runs the driveshaft. The advantages of a torque tube lend themselves to heavy-duty applications, as they improve structural rigidity and help locate the transmission and differential.

But by the early 90s, few manufacturers were still using torque tubes. While the Chevrolet Corvette is famed for using a torque tube to transmit its power, the chances of finding a brand-new American sportscar in a British scrap yard would have been rather slim.

There was, however, one car that continued to use a torque tube setup — one that was far more likely to be found in a breaker's yard: the Peugeot 505. The 505 was the last rear-wheel drive car to be built by the French automaker and continued a long line of solid and dependable vehicles that could trace their roots back to the 203 and 404.

While a bit of an outlier in the West, thanks to competition from the likes of the BMW E30, the 505 was adored in places like Africa, with a reputation for performing against the unforgiving terrain on offer — so much so that in the 90s and 00s, many were rumoured to

have disappeared from Europe to be shipped to the continent, both legitimately and otherwise. Its durability was thanks to Peugeot's old design ethos, which meant it was one of the few cars to be still sold with the more durable torque-tube setup.

"*As an 18-year old, after a morning spent on the phone, I was sent down the motorway from Newport Pagnell in a blue Ford Sierra estate to a breakers yard called Three Arches in London*," reminisces Edwards. "*And there I picked up a diff and prop shaft assembly from a V6 505 Estate."*

From there, the team of 12 worked on fitting the torque tube to the Vantage, which — as you'd expect — required a fair amount of cutting, chopping, and balancing. "*It worked a treat… Until the splines on the driveshaft started wearing as it wasn't designed for 550bhp and 555 lb-ft of torque,"* says Edwards. "*Fast Car, in their review of the pilot car, reported 'transmission lash.' Eventually, it failed, but it proved that the concept worked."* The team took their learnings to create a torque tube set up that was suitable for the production car.

So there you have it — the unlikely story of how a scrapped Peugeot 505 saved the development of one of Aston Martin's seminal creations.

From CARSCOOPS

https://www.carscoops.com/2023/09/how-the-humble-peugeot-505-saved-the-aston-martin-vantage/?fbclid=IwAR0Ca8bQrM4AgyiLHbX4COin1hD7UT6e3-TeXAXKZtksaM-eF5T5e6lIKVc

NASA-INSPIRED AIRLESS BICYCLE TIRES

Two years ago, we heard how the Ohio-based Smart Tire Company was developing shape memory airless bicycle tires. Well, the resulting Metl tires can now be purchased via – you guessed it – a Kickstarter campaign.

The never-go-flat tires were created in partnership with NASA, which had already applied the same technology to tires for its planetary rover vehicles ... after all, it would be pretty difficult to fix a flat on the surface of the Moon or Mars. And no, they're not literally airless. They're hollow – so they have air in them – that air just isn't pressurized, nor is it required for the tire to hold its shape.

At the heart of each Metl tire is a Slinky-like spring that runs all the way around the tire. That spring is made of a shape memory nickel-titanium alloy known as NiTinol, which is described as being strong like titanium yet also stretchy like rubber.

Importantly, when NiTinol is placed under pressure, it initially deforms but then goes back to its original shape. This characteristic allows the Metl tire to gently compress and rebound, providing a smooth ride just like a pneumatic tire.

The spring is encased in a poly-rubber material which forms the tire's transparent sidewalls and replaceable tread. According to the company, this setup incorporates only half as much

rubber as a regular tire. Additionally, while the tread may have to be replaced roughly every 5,000 to 8,000 miles (8,047 to 12,875 km), the main tire should reportedly last for the life of the bike…

And we're told that while this first version of the tire will be of a fixed firmness, future models may allow users to increase the firmness by pumping in more air. So they'll be semi-pneumatic, but they will still never go completely flat. *Sources: Kickstarter, Smart Tire Company*

I wonder if they will prove successful enough to eventually develop versions suitable for cars???? JG

NEW WORLD EV RECORD

A team of students from Technical University of Munich (TUM) has set a new official bar for the longest-range electric vehicle (non-solar), and it's several times higher than the Lucid Air's 500-mile+ production car benchmarks. The team's aero-sculpted single-seat Muc022 was able to travel 2,573.79 kilometers (1,599.28 miles) on just one charge of a 15.5-kWh battery a fraction the size of the batteries fitted to the longest-range production cars.

You don't generally drive 1,600 miles in a day, especially when you're trying to hyper-mile your way into the Guinness Book of World Records by beating an existing single-charge range record of 1,608.54 kilometers (999.5 miles). Instead, the TUM team that calls itself TUfast Eco took six days during last week's IAA Munich Mobility show to perform its record attempt. They drove the car in an airplane hangar provided by Munich Airport to eliminate weather variables across the near-weeklong attempt.

Not only did the TUfast Eco team arguably become the first to break 1,000 miles (depending how strict you want to be in decimal-placing that last record), they beat the previous record, set by American company IT Asset Partners in California in 2017, by an impressive 60 percent. They tied the record in four days and spent the last two raising the benchmark as high as they could while draining the battery to empty.

The Munich team drove that distance using just 15.5 kilowatt-hours of battery power, a capacity more comparable to that of a production plug-in hybrid than the 100-kWh+ packs common for market-leading all-electrics like the Lucid Air Grand Touring and Tesla Model S.

That breaks down to roughly 0.6 kWh per 100 km, which TUM contrasts to an efficient production EV's consumption of 13 kWh per 100 km.

Of course, you won't be driving the Muc022 to pick up the kids from school or grab groceries for dinner. As its number indicates, the single-person vehicle was developed last year, specifically for competition. It was replaced by the Muc023 in March ahead of the 2023 Shell Eco Marathon, so the TUfast team repurposed the 2022 car for the range record and swapped in the larger 15.5-kWh battery pack for the task.

The Muc022's tapered, teardrop-like body achieves a 0.159 drag coefficient that's lower than any vehicle on the market, including the 0.175-Cd Lightyear 0 solar-electric car. It weighs in at a mere 375 lb (170 kg) without the driver, minimizing the mass-motivating demand put on its small 400-W permanent magnet synchronous motor.

Source: TUM

SINGLE-BLADE WIND TURBINE

We haven't seen a floating offshore wind turbine like this before. Touchwind claims its innovative single-blade turbines will solve several problems to drive down cost and downtime, using a single, huge blade with no fancy active pitch controls.

Most of the world's best wind resources are way offshore, in ocean far too deep to exploit with typical fixed-tower turbines. The deep sea could thus make a huge clean power contribution, while creating far less trouble for residents and wildlife than onshore wind farms.

But the technology to harness offshore wind from floating devices anchored to the sea bed is far from settled, so there's a gold rush of sorts in progress as some radically different designs duke it out on the spec sheet, in wave tanks and in prototype testing. They're all hoping to find the sweet spot between cost, power generation, cost, longevity, reliability, cost, ease of manufacture, ease of installation and maintenance, cost, cost and cost.

Dutch company Touchwind has an interesting spin on the idea... waka waka. It's designed around a massive single-piece rotor, sitting on the end of a pole that's draped over a big barrel, with a large floating buoy hanging beneath it.

This one huge double blade, says Touchwind, should cost around 30% as much to make as the triple-bladed

arrangements on traditional turbines. It doesn't require any expensive active blade-pitch control systems, and where most standard turbines need to shut down in wind speeds above 25 or so m/sec (90 km/h / 56 mph), this one is rated for speeds as high as 70 m/sec (252 km/h / 157 mph). Less downtime equals more productive hours and more energy.

The blade is fixed to the mast at a slight upward angle. At low wind speeds, the mast tilts right over, and effectively the blade stays out of the water with the assistance of that dangling buoy. But as wind speeds pick up and the blade starts spinning fast, it develops lift, much like a helicopter's main rotor, and begins pulling the mast upright.

Thus, in high wind speeds, it sits nearly flat to the horizon, greatly limiting the wind's ability to spin it faster. And as this happens, the buoy is lifted out of the water, becoming a ballast weight acting against the lift of the main blade, helping to reduce stress on the sea floor anchors and prevent the whole thing from taking off and starting a new life where nobody knows its name.

As with many other floating designs, it's agnostic to the direction of the incoming wind, and will passively float around to orient itself in the optimal direction at all times.

Touchwind says the design lends itself to easy manufacture at more or less any harbor facility capable of handling the 200-m (656-ft) blade required for a 12-MW turbine, and it's similarly easy to tow out to site and attach to a ground anchor and power export cable for installation.

The company has completed both land-based and floating platform prototypes at small scale, and is beginning to expand testing thanks to fresh investment from Japanese shipping company Mitsui O.S.K. Lines.

"We have been working together for a year now on the further development of our floating wind turbine," said Touchwind Founder and CEO Rikus van de Klippe, in a press release. "Field testing with a 6-m diameter rotor is in full preparation at the Oostvoorne lake in the Netherlands. With MOL as a shareholder and their investments we can speed up our testing program, prove our technology and reduce time to market."

We're not sure when the company expects to be operating at scale, and unfortunately, there are no projections at this stage on what the levelized cost of energy (LCoE) from these beasties might look like. So it's hard to get a read on how competitive it might be in a commercial deployment, assuming development and funding proceed without too much drama.

Source: Touchwind via Recharge News

IT IS WITH DEEP REGRET that we have to share the news that our Vice-President John Cooney died while on holiday in Europe. We will pass on more details when we have them.

FIRE-SAFE FUEL

As any car-chase action movie will tell you, the gasoline used in our vehicles is flammable, explosive stuff. Scientists have created a new combustible fuel, however, which stays safely non-flammable for transport and storage.

"*If you throw a match into a pool of gasoline on the ground, it's the vapour of the gas that's burning. You can smell that vapour and you instantly know it's volatile,*" said first author of the study Prithwish Biswas, a chemical engineering doctoral student at the University of California - Riverside. "*If you can control the vapour, you can control whether the fuel burns.*"

That's where the experimental new fuel comes in.

It's made mainly of an ionic liquid, which is a liquified type of salt not unlike the sodium chloride that we know as table salt. This particular ionic liquid has been modified in such a way that it has a lower melting point than regular salt, plus it exhibits low vapour pressure. As a result, when the fuel is exposed to a flame under normal conditions, it won't ignite.

That changes, however, if an electrical current is run through the liquid. It then produces a volatile vapour that does ignite when exposed to a flame. As long as the liquid stays electrified, that vapour keeps burning. When the voltage is shut off, the burning immediately ceases.

What's more, the higher the voltage of the electrical current, the greater the amount of vapour that's produced, and thus the more intense the flame. This functionality could conceivably serve the same role as a throttling system in an engine.

The scientists are now trying to determine the fuel's efficiency, and the types of engines in which it could be used – keep in mind, the fuel will have to stay electrified for as long as the engine is running. It could conceivably also be added to existing fuels, making them "fire-safe," although more research is required to see how feasible this will be.

"The fuel we're normally using is not very safe. It evaporates and could ignite, and it's difficult to stop that," said doctoral student Yujie Wang, co-author of the study. "*It is much easier to control the flammability of our fuel and stop it from burning when we remove voltage.*"

A paper on the research, which also involved UC Riverside's Prof. Michael Zachariah, was recently published in The Journal of the American Chemical Society.

Source: UC Riverside

PEUGEOT'S LE MANS HYPERCAR

'This time was going to be different,' Peugeot thought. Its revolutionary-looking Hypercar entry wouldn't need a rear wing, because it was a special darling making downforce on its own terms. Oh, how those hollow words fell.

As reported by DailySportscar.com, changes are afoot ahead of the next season of Hypercar competition. Namely, the Peugeot 9X8, which competes under the LMH rules, could be getting a major makeover. Initially designed to rely primarily on underbody downforce, the 9X8 will likely add a rear wing for more aero grip next year.

DailySportscar.com states unnamed sources that report Peugeot will heavily rework the aerodynamic concept for its Hypercar entry. While the car will use the same basic monocoque chassis, it will no longer rely on its innovative wingless design. Instead, it appears that a more typical aero setup has been designed for the car, including a flat floor and a full-size rear wing.

LMH cars are allowed up to five performance upgrades over their competition life, with safety and reliability upgrades not counted towards this total. However, these upgrades are subject to a complicated approval process involving the FIA and ACO. The aim is to allow the governing bodies to manage the Balance of Performance between rival manufacturers to maintain close competition.

"We still want more transparency and cannot make upgrades without their agreement, it's not frozen yet what we could do with them, we are still discussing it," said Olivier Jansonnie, Peugeot Sport's technical director.

Given the 9X8's performance in the past two years, it's perhaps little surprise that Peugeot is changing tack. The team's best finish thus far was coming third at the 2023 6 Hours of Monza, which remains the car's only podium finish to date.

It's perhaps a shame to see Peugeot abandon its initial concept, but it's a typical tale played out time and again in motorsports history. Too often, oddball concepts prove either uncompetitive or are nerfed by the rules before they can achieve true greatness. Good examples include the Mercedes zero-sidepod concept, or the Williams walrus nose from years past.

The new configuration of the 9X8 is expected to begin testing in December ahead of the 2024 season. Peugeot will be hoping that the new concept will be more successful than the car's initial "no wing" design, which has only seen intermittent success in the Hypercar competition thus far.

2024 PEUGEOT 5008

by Tim Pollard in CAR

The new 2024 Peugeot 5008 is entering the latter stages of its development cycle – and our spies have caught this boxy prototype on test. They believe this is the electrified version, likely to be badged e-5008.

Note the closed grille at the front end, visible under the heavily camouflaged disguise of this test hack. The new Peugeot 5008 will remain a three-row family bus, offering the choice of up to seven seats in what looks like a more upright electric SUV bodystyle.

The design team in Paris is attempting to put more clear water between this and the smaller Peugeot e-3008, itself now reinvented as a more modish, low-roof crossover.

Parent firm Stellantis is busy rolling out mainstream electric cars at quite a rate. The new 5008 will be underpinned by the STLA Medium platform, the group's mid-sized electric car architecture which will bring similar powertrain options to the latest e-3008.

That means the option of two or all-wheel drive, the dual-motor option offering surprisingly rapid performance from 316bhp worth of motors on both axles. STLA Medium is built around a 400-volt nerve centre for rapid charging of the regular 73kWh battery at speeds of up to 160kW.

That restores 100km (62 miles) or range in 10 minutes; expect a charge from 20% to 80% in 30 minutes.

A long-range version will be based on the two-wheel drive model; our sources suggest a likely electric range surpassing 400 miles from its 98kWh battery, matching the long-legged nature of its smaller sibling.

CAR expects petrol versions of the Peugeot 5008 to be offered, as evidenced by earlier spy photos of models with exhaust pipes and silencers. Look out for the group's downsized 1.2 petrol, boosted by a plug-in hybrid electric vehicle (PHEV) system.

Expect to see the new Peugeot 5008 unveiled later in 2024.

https://www.carmagazine.co.uk/spy-shots/peugeot/5008

TOP GEAR'S VIEW OF THE PEUGEOT 408GT

It came with delivery mileage, and its very first journey was to carry a proper load: four people, and enough camping gear to fill the boot to the back window and wedge between the people in the back. After four days of our operating by the rules of festival hygiene and festival toilets, the 408's new-car smell has been obliterated.

Anyway, we proved it's a roomy car. Not as vast in the boot as a 508 wagon, but still not bad back there, and genuinely leggy in the rear seats. The boot by the way is deeper than in the PHEV version. We have the vanilla petrol. I'd noted a slightly hard ride when I first reviewed the 408, but that was somewhat smoothed by the extra load it was bearing here. And hey, as well as being a five-door fastback coupé, it's also partway to being a crossover, so it didn't drag its backside in the festival's car-park fields. But then, neither did the 208 that was parked next to us, so it can't have been rough enough to be a real test. As we all know anyway, when it comes to off-roading, the 408 is very much all mouth.

Indeed, the true joy of it is precisely that it isn't a crossover. You can get the seat low, and feel its lithe cornering. Having turned out the passengers, of course. I'm liking the quick, progressive steering and the way it determinedly sticks to a bend.

I didn't want the PHEV because I can't plug in at home. While it's worth the three-minute walk to a lamp-post socket for 250 miles of pure-electric range, it's not worth it for 25 miles of PHEV range. In any case I like the Peugeot 1.2 engine, even if it has its work cut out in a car this big. Unfortunately it can be had only with the eight-speed transmission, which is lousily calibrated in all Stellantis cars. It comes to rest with a snatch. It's hesitant moving off from rest, so you use more throttle at which point the engine comes on boost and you surge messily forward. And it has a huge gap between second and third. It's often hesitant in timing its ratio changes too, but at least there are paddles.

I can't give you a fuel figure because I haven't refilled it yet, and it's running in so would be flattering. The trip computer says 43mpg but who believes those? Soon, the 408 will come with Peugeot's new mild-hybrid powertrain, and a pure EV version. In other cars, both are good.

This is the GT version. It's got lots of driver assistance, fancy mixed cloth trim, and full driver assist. A Focal stereo (£500) and wireless charge pad (£100), and electric massage seats (£1100) are the options. That last one looks expensive, but I do find myself making micro-adjustments to any car seat on a long trip to stave off stiffness.

The screen system – a main touchscreen, a second touchscreen of your own shortcuts, and a 3d drivers' screen – is likeable. Very configurable, so I'll talk about it in another episode.

LENGTH	4.687 mm
WIDTH	1.859 mm
WIDTH + MIRRORS	2,062 mm
HEIGHT	1,478 mm
WEIGHT	1,923 kg
SEATS	5
DOORS	5
WHEELBASE	2,787 mm
MAX LOAD WEIGHT	531 kg
WHEEL TYPE	19” Alloy
TOP SPEED	130mph
ENGINE	1,200 CC
ENGINE POWER	128.7 bhp

PRIDE OF OWNERSHIP

1.30pm, Sunday November 12th

We will use part of the carpark at the Mangere Boating Club in Kiwi Esplanade, Mangere.
To get there –

- Take the Mahunga Drive exit off the Mangere Bridge and turn Right.
- At the roundabout, turn Right.
- Take Kiwi Esplanade on the left - opposite the GAS station
- Go right at T to stay on Kiwi Esplanade.
- When you see a house on the left with a pale purple roof, you know you will be going straight ahead at the next bend into the carpark - and look for the Peugeot sign.
- See you there. If the weather is appalling, I will send an email in the morning and we will try the following Sunday.

FEMALE EXPORERS

Gudrid Thorbjarnardóttir
Born possibly around 980–1019 CE, Thorbjarnardóttir was an Icelandic Viking explorer. It is believed that she crisscrossed between Greenland and Iceland several times, and that she also went to North America before Christopher Columbus.

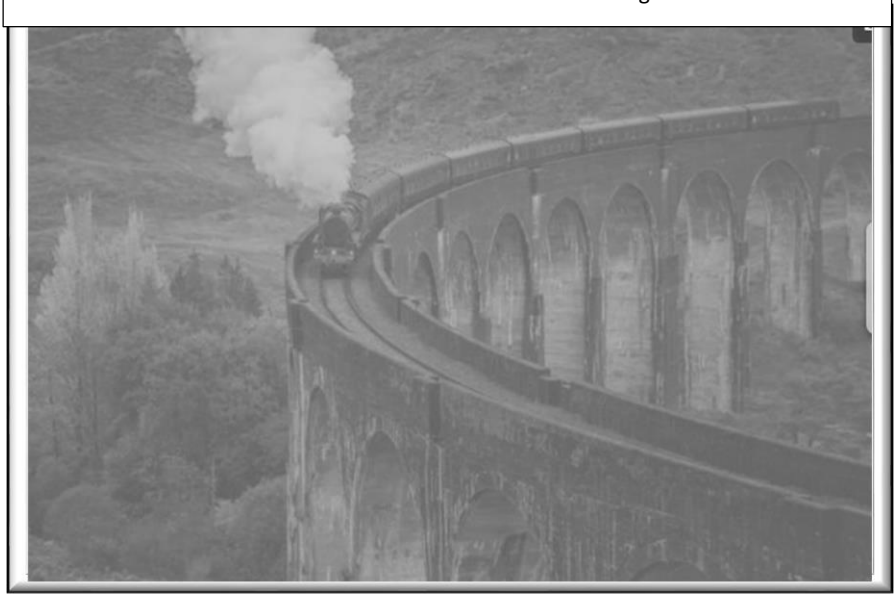
JOKE OF THE MONTH

A truck loaded with thousands of copies of Roget's Thesaurus crashed yesterday losing its entire load.

Witnesses were stunned, startled, aghast, taken aback, stupefied, confused, shocked, rattled, paralyzed, dazed, bewildered, mixed up, surprised, awed, dumbfounded, nonplussed, flabbergasted, astounded, amazed, confounded, astonished, overwhelmed, horrified, numbed, speechless, and perplexed.

Meanwhile, those waiting for the shipment were at a loss for words.

REMARKABLE BRIDGES….
The 21 arched Glenfinnan Viaduct was built in the West Highlands in 1897.



NEW e-208

FOR THOSE AHEAD OF THEIR TIME

Full Electric - 340km range - Rapid charge 80% in 30 min**

0 GRAMS OF CO2, 340KM RANGE (WLTP)**

* Based on a Peugeot e-208, RRP of $59,990. Offer of $116per week over a 4 year term, and a one-off payment of $8,789.55 (Standard payment + Govt Subsidy) in week 8. With no deposit required and a final balloon payment (the Guaranteed Future Value) of $26,995.50. Total mileage of no more than 30,000kms over the term applies. A fixed interest rate of 5.95% p.a. applies. The total loan amount is $69,682.35. Lending criteria, T&Cs and fees (including a $262 establishment fee and a $7.39 PPSR fee) apply. iOWN is provided by Heartland Bank Limited. At the end of the term you can choose to keep the car, by paying the Guaranteed Future Value, trade it, or return it (subject to T&Cs and excess charges). Offer excludes ORC. Limited stock is available for pre-order at participating dealers arriving in Spring 2021. Not available in conjunction with any other offer. Subject to government subsidy (zero emission) of $8,625 including GST applies and is necessary for week 8 one-off payment, available to one new registration between 1 July & 31 December 2021. **WLTP cycle, 2019 standard, corresponding to 340 km WLTP. Rapid Charge at public ev 100 kW charging station.

SOUTHERN AUTOS

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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 document and schedule. For further details contact BNZ on 0800 236 777. Each 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.

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