



Peugeot Car Club (Auckland)

# Peugeotex<sup>©</sup>



*Volume 34, #8 September 2021*



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Front cover – Peugeot 106 – 30 years old this month  
Above – Don Hadfield at the AGM

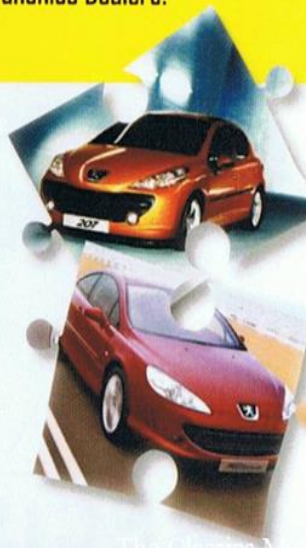
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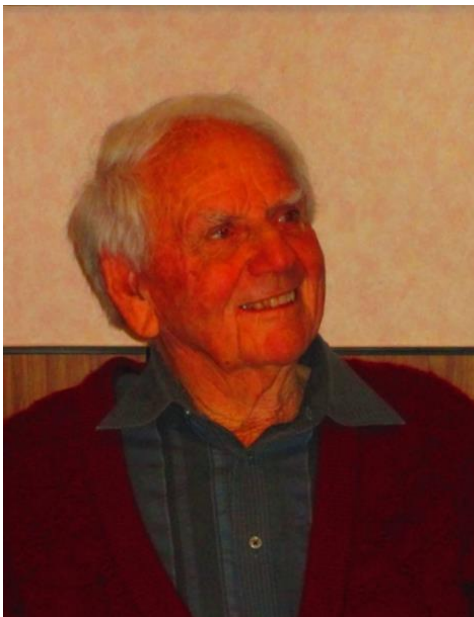


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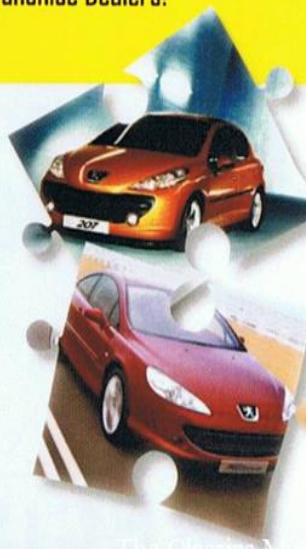
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## COMING EVENTS

**peugeotclub.org.nz**

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

September 19 – Economy Run to  
Kaiaua – cancelled

October 17 - Pride of Ownership

October 25-30 – Targa NZ

Labour Weekend – ‘weekend away’  
up north postponed till 2022.

November 21 – Tricolore Trophy  
Navigation Trial

### THOUGHT FOR THE MONTH

The best exercise is the one you actually do!



**P O BOX 29002**  
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**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

I am finding it difficult to know what to write, which maybe just as well as the Editor has given me a heads up and said she doesn't have much space for me. Part of me wants to rebel and present a big ramble which some of mine can be; however not this time. I will comply.

Some of you will be enjoying the various joys of freedom, whilst those of us in Auckland aren't. For the sake of us that can't please get out and enjoy it, have a Mocha or a Café Vienna for me. In the mean time lockdown brings to us our second only non-print version of the magazine, Jeanette has optimistically kept the September Fish and Chip run in the programme of coming events, but I don't think it is likely happen.

On a personal motoring note, my 505 is often used for work purposes and as such a certain percentage of its cost are tax deductible. For instance if I don't need most of my equipment I take it instead of the ute for onsite meetings and inspections, use it to go to the printers when I need things printing that are beyond my home printer and definitely use it to go to meetings in the city where the ute and its turning circle are quite frankly a pain in the .....

Every three years I have to do a log book to get my percentages of work versus personal use over a 90 day period. This year it was started on the 1st of June to run till the end of August. To say the least it is fair to say it had a rather abrupt end of use

this time. Although I have been to the supermarket a number of times the 308 has been the go to vehicle, the others just not getting used. I even walked for one of my trips - in fact I have been doing a lot of walking, feeling like I might be a bit of a gangster. Never before have I had so many people cross the road as I approach; my reputation of being dangerous obviously preceding me!

I hope this Peugeottex finds you and your families healthy, both mentally and physically and I hope to see you on the other side. Try and make the Show & Shine in October, it would be good to see you all there.

Brent

## MEMBERSHIP

Thanks to all the prompt payers. If you have not yet renewed your annual sub of \$50, please do it asap using the ASB's account # 12 3069 0209308 00.

PLEASE remember to ADD YOUR NAME so we know who has paid.

We would also like to welcome some new members – and hope we will soon be able to hold some events for them to share....

- Paul & Isabel White of Tauranga
- Ralph & Joanne Thompson of Mission Bay
- Richard Ball of Cambridge

## COMING EVENTS

<b>September 19</b>  <b>Covid permitting</b>	<del>Kaiaua Economy Run – starting 11am at the Gull Service Station in Hunua - and finishing there as well. How are your mapreading skills?</del> <del>Organiser Don Hadfield – 021 797 340</del> <b>CANCELLED FOR SEPTEMBER</b> WE WILL TRY AND ARRANGE ANOTHER DATE WHEN 'THINGS' ARE MORE NORMAL
<b>October 17</b>	Pride of Ownership; Sunday 1.30pm; venue Smales Farm <b>Covid permitting</b>
<b>October 25-30</b>	Targa New Zealand
<b>November 21</b>	Tricolore Trophy Navigation Trial organised by Citroen



# MotorWorks

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## JEANETTE'S JOTTINGS

Scientists at Australia's RMIT investigating the massive untapped potential of wave energy have come up with a novel design for a convertor. The device floats up and down naturally with the swell. Two turbine wheels that are stacked close together down below rotate in opposite directions, and combine to amplify the energy being relayed to the generator which is housed inside a buoy above the surface to protect it from corrosion, and is connected to the spinning turbines via shafts and a belt-pulley drive transmission. Testing of this prototype in the lab showed that it could draw twice as much power from ocean waves as other point absorber designs, while promising a simpler and cost-effective path forward.

Electric mobility startup Leaf Energy already has a number of electric delivery solutions, ebikes and e-scooters in its line-up, and has now launched another on Indiegogo in the shape of a funky looking all-terrain tilting three-wheeler called the DQ5. The reverse trike e-scooter features independent suspension to the front that allows riders to lean into the corners, and a self-balancing mechanism means that riders won't have to kick out a stand when parked. If stopping on an incline, a flick of a switch locks the front wheels to prevent rollback.

Instead of adding the usual one-off show car excess, Mini and designer Paul Smith strip it away in creating the all-electric Cooper Strip. Bare metal, visible screws and recycled trim give the car sustainable underpinnings and a unique look.

A milestone in decarbonization has arrived as Sweden's SSAB made the world's very first "fossil-free" steel delivery, created with green hydrogen instead of coal and coke, to a customer, Volvo, where it will be used in electric trucks.

Belterra clay is found in a layer which can be up to 30 m (98 ft) thick and covers the bauxite deposits in the tropical regions of the earth, for example in the Amazon basin. It contains enough minerals with an aluminum content to ensure good quality cement. It is also available in large quantities and can be processed without additional treatment. The new recipe doesn't do away with limestone entirely, but replaces 50 - 60% of it with Belterra clay. This has an added benefit; not only does it leave stores of carbon locked away in the ground, it requires far lower temperatures to treat, needing to be baked at 1,250 °C (2,282° F), which is around 200 °C (392° F) lower than traditional Portland cement.

Elon Musk has revealed that the company is working on its own AI-driven humanoid robot. According to Musk, the Tesla Bot is designed to "navigate through a world built for humans, and eliminate dangerous, repetitive, boring tasks." The Tesla Bot will be around 5 ft 8 in (173 cm) tall, weigh around 125 lb (57 kg), and will have a screen for a face, allowing it to display useful information. It'll have a top speed around 5 mph (8 km/h), and be capable of carrying loads up to 45 lb (20 kg), deadlifting as much as 150 lb (68 kg) or holding a 10-lb (4.5-kg) weight with its arms extended. The bot will be able to get around more easily than anything on wheels or tracks, use existing tools, and potentially take over a broad range of repetitive jobs currently performed by people.

Live power lines are traditionally inspected by workers who have to climb poles, stand in bucket lifts, or ride in helicopters. A new system promises to make such inspections quicker, easier and safer by allowing drones to do the job.





AGM 2021 – THE TROPHIES READY FOR PRESENTATION AND THE ATTENDEES



## 30 years of the 106.

The PEUGEOT 106 is celebrating its 30<sup>th</sup> birthday in September 2021 and will become a young-timer eligible as a collector car.

The PEUGEOT 106 was the first car of the 6<sup>th</sup> generation. This new vehicle was intended to broaden PEUGEOT's offer in the B segment of small city cars, which at the time accounted for just over a third of European registrations and 40% of registrations in France. The commercial launch of the PEUGEOT 106 took place on 12 September 1991, and it was presented to the press as *"a ball of sympathy wrapped in smiles and dressed in charm that feels so perfectly at home in its 3.56 m of surprises and amazement. Designed to be versatile, sculpted for the city and made for the road, it is an icon of elegance and seduction, a front-wheel drive car with a transverse-mounted engine designed with PEUGEOT know-how and tradition."*

It was first produced in three-door form, then in five-door form from 1992, with almost 2,800,000 units produced until its marketing ended in 2003. The PEUGEOT 106 was mainly manufactured in Mulhouse, but the factories in Sochaux and Aulnay-sous-Bois came on board when customer demand was at its strongest. The 106 is a front-wheel drive car, available with 4- cylinder petrol engines of the TU type: from 954 to 1587 cm<sup>3</sup> and from 1360 to 1558 cm<sup>3</sup> in diesel. The PEUGEOT 106 is certainly one of the LION brand's cars with the most special series on offer - about twenty in total in twelve years of marketing. The most iconic are the very beautiful "Roland

Garros" and "Zenith" which appeared in 1993, the famous 106 Kid and its jean seats in 1994, the very fun 106 Cartoon presented by Droopy from 1996 to 1999, the elegant "Inès de la Fressange" in 1997, or the Enfant Terrible marketed in 2000.

The car also came in sporty versions with the 106 Rallye in 1993, the 106 XSi with 95 hp in 1992 and 105 hp in 1995 and the 106 S16 120 hp in 1996 for its last year on the market. It had a successful sporting career in Peugeot Sport meetings and in Group N rallies. In 1997, the 106 Maxi was unveiled, inspired by the 306 Maxi. Developed and driven by Lionel Montagne from 1998, it was driven by Cédric Robert in 2000 who finished 5<sup>th</sup> in the French Rally Championship.

Built on the platform of the Citroën AX, the Peugeot 106 was presented in the fall of 1991. The 106 was initially available with 1.0, 1.1 and 1.4 petrol engines plus a 1.4-liter naturally aspirated diesel unit. In 1992 the first novelty arrived: the Peugeot 106 1.4 XSi, a 106 in the sport touring version with a 1.4 engine derived from the existing one, but with power increased from 75 to 93 HP. In 1993 an even more extreme version went into production, the 106 Rallye 1.3. In 1995, the 106 1.4 Diesel benefited from a new engine, an always aspirated 1.5 that replaced the old 1.4.

At the beginning of 1996, the 106 underwent a decisive restyling: the car body grew in size, thanks to the slight increase in the front and rear overhangs, the headlights were redesigned and the overall look was refreshed. Also from the point of view of engines and versions there were some innovations: the XSi went out of production, replaced by the GTI 1.6 16v, the first 106 to use a multi-valve engine, while the Rallye 1.3 gave way



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www.clubstorico.peugeot.it

1991-2021



30 ANNI DI PEUGEOT 106



Peugeotex

to the new 106 Rallye 1.6, a 106 and with an engine taken directly from the 106 XSi 1.6. The GTI established itself as the top version, very equipped, and thanks to its 120 HP engine it offered very high performance, with a top speed of 205 km / h, while the 106 Rallye 1.6 reached 195 km / h. Also in this new series, the 106 was a great success. In 2005, the replacement of the 106, the Peugeot 107, was presented.

PEUGEOT was a forerunner of the electric car with the first VLV (electric city car) presented in 1941, the PEUGEOT 106 was the second and went on to hold the world record for sales of electric cars until 2010. The electric version sold nearly 3,550 units and was aimed at both private and fleet customers. Finally, the PEUGEOT 106 has also been the mainstay of emblematic advertising campaigns based mostly on humour with the famous: "A gentleman will do anything to borrow his wife's car" To celebrate the PEUGEOT 106, the PEUGEOT Adventure Museum in Sochaux is dedicating an exhibition to it until the end of 2021. Eight models will be on display for this anniversary: 106 Rallye (Italian version) from 1994, 106 XSi from 1992, 106 Signature from 1995, 106 S16 from 1997, 106 Enfant Terrible from 2002, 106 Electric from 1996, 106 Maxi from 1997 and a prototype 106 Cabriolet from 1992.

The Museum teams are also preparing a large gathering of PEUGEOT 106s with the Team 106 Rally Club and the 106 S16 Club on Saturday 11 September 2021. All PEUGEOT 106 owners will be welcome ! They invite all PEUGEOT 106 owners (whatever the model) to join them in the car park of the Peugeot Adventure Museum to bring together a maximum of 106, the Saturday September 11, 2021,

between 2 p.m. and 5 p.m. The owners of a PEUGEOT 106 will have free access to the Museum on presentation of the vehicle's registration card (offer valid only for the owner, on September 11 and 12). 106 clubs. The TEAM 106 RALLYE club was created in October 2020, in order to identify and bring together the owners of 106 rally phase 1 and phase 2, as well as the 106 of a sporting nature through various events (meetings, circuit outings, concentrations), and be a force to propose for the remanufacturing of parts and elements of the 106 rallye. The 106 rally team has an office of five people, and currently has 32 members.

<https://www.team106rallye.fr/>

The 106s16.net club was created this year by the 106s16.net forum team on the occasion of the 20 years of the forum, the 25 years of the 106 s16 / Gti and the 30 years of the Peugeot 106. Their goal is to bring together all 106 S16 owners to perpetuate the conviviality, exchanges and technical content that have made the success and reputation of the forum for 20 years, to organize events related to the model and to work for its conservation by being a force of proposal for the production of spare parts. <http://www.106s16.net/> *Compiled by Kay Marken from information and photos from Peugeot, Club Storico Peugeot Italia Newsletter July and August 2021, Wikipedia and l'Aventure Museum .*

## IN MEMORIUM

Over the years, many of us have encountered Ralph Moore of the Citroen club. He has organised many joint events and will be sadly missed by his friends.





## **Targa New Zealand** **26<sup>th</sup> – 30<sup>th</sup> October 2021**

### **Hello Targa Family.**

Yes, we are still here and have been working hard through the current Covid-19 lockdown. I hope you all coped well and those of you within the Auckland region will soon be back to normal activity. Thank you to those who have regularly been checking in during the last few weeks while we have been working through the various options and plans to ensure we can still put the Targa New Zealand event on.

Most importantly we are still planning to run Targa New Zealand 2021 as per schedule (provided we are in alert level 2 or below). There will be small adjustments to the documentation and drivers briefing process to comply with social distancing and Covid-19 requirements, but the main enjoyment factors will remain. As we get closer to the event we will announce any changes that may need to happen such as lunches and prize giving. This event will be very similar to Targa Hawkes Bay 2020 which was very successful under Level 2.

Road closures are nearly all approved and second letter notifications are about to be delivered. The draft road book has been completed and we are about to do the final checking run before it is sent for printing.

A few changes are coming...

### **Stage Notes**

We are delighted to announce the introduction of 'Corner to Crest Notes' for this year's event. Given the Auckland closed border, we have elected to get 'Corner to Crest' to provide notes as they are based in Tauranga and have been able to drive the stages to gather the data. An example of these will soon be up online for you to view and get a feel for how good and consistent they are.

### **AASA for Competitors only**

AASA have now created a new rally license called the GNZ Tarmac Rally License which is specifically for New Zealanders that takes into consideration ACC. Therefore this Rally license fee has been permanently reduced from \$230 to \$150 to reflect this. Therefore there is no need for the discount code as we have previously supplied. We will have your passports ready for finalisation at Targa New Zealand too. If anyone is having issues with Authority Cards please email Gordon at [gordon@aasa.org.nz](mailto:gordon@aasa.org.nz).

### **Entries**

We continue to receive entries during the lockdown across all divisions of the event, be it the VCC Time Trial, Targa Tour or Targa Competition and now that we are only a couple of months away we urge you to let us know you're coming to play and get your entry in. This does make life a little easier for us to plan the service parks and event itinerary. Remember, my mobile is always on if you need to chat.

**Peter Martin - Event Director - [peter@urg.co.nz](mailto:peter@urg.co.nz)**  
**09 298 8322 0800 827 427 [info@targa.co.nz](mailto:info@targa.co.nz)**

## CAR TO CAR COMMUNICATION

Vehicle-to-vehicle communications systems already allow cars to warn one another of hazards such as accidents or road work. Mercedes-Benz is now building on the technology, providing alerts of speed bumps and potentially dangerous potholes.

The functionality has been added to the automaker's existing Car-to-X Communication system, and is applicable to Mercedes-Benz passenger cars built in or after 2016.

Although a variety of models can receive the warnings, the alerts are generated by new C-Class and S-Class automobiles, along with the EQS electric sedan. In those vehicles, a speed bump or pothole is detected by a sudden compression and rebound of the suspension on the front axle, followed by the same on the rear axle.

When this happens, the vehicle's Car-to-X system will send an alert to the Mercedes-Benz Cloud, from which it will be relayed to other Car-to-X-equipped automobiles. Approximately 10 seconds before the drivers of those cars reach the pothole or speed bump, they will be warned by an icon on the vehicle's display, and by an audible alert.

The latter will take the form of "Traffic event ahead" in most Mercedes vehicles, although it will be stated as "Look out, pothole" or "Attention, speed bump" in new C-Class, S-Class or EQS models.

According to the company, the pothole/speed bump warning system is available now in select markets worldwide, in all 36 languages recognized by the Car-to-X system. Jaguar Land Rover has been working on a similar setup.

Source: Daimler

## LAMBORGHINI COUNTACH GOES ELECTRIC

For people of a certain age the Lamborghini Countach, with its scissor doors and sleek look, will bring back memories of childhood posters and maybe even the Cannonball Run movie.

It was first produced in 1974 and powered by a V12 that pulled anywhere from 370 to 449 horsepower (hp) depending on the model, but was phased out in 1990 in favour of the Diablo.

A special edition, launched for the company's 25th anniversary in 1998, accelerated from 0 - 100km/h in just over 4.7 seconds and hit a top speed of 295km/h; but a new version is going to leave that classic in the dust.

Lamborghini has announced the Countach is making a comeback and this time it's going to be a hybrid with a 6.5l V12 engine supported with a 48-volt electric motor.

That's going to give it a total of 803 hp (770 hp from the V12, 34 from the electric motor) and a top speed of 355 km/h. It'll hit the 100km/h mark in just 2.8 seconds.



The Countach LPI 800-4 is a limited edition production supercar with only 112 cars set to be made, a reference to the original LP 112 project name used during the original's production.

"It upholds the Lamborghini tradition of looking forward, of exploring new design and technology avenues while celebrating the DNA of our brand."

The Countach's electric motor is mounted directly to the gearbox and the supercapacitor will deliver three times more power compared to a lithium-ion battery of the same size, the company says.

The outside of the new Countach has more curves than the angular original and inside is going to continue that modern theme, with a 8.4 inch control touchscreen.

Deliveries of the new car are expected to begin in the early parts of 2022 - but the price remains undisclosed, so those hoping to save up their hard-earned cash will need to wait to find out how much it's going to cost them.

Mike Kilpatrick - Newshub

## RIMAC NEVERA OBLITERATES PRODUCTION CAR QUARTER-MILE RECORD

by Loz Blain

There are a handful of cars capable of busting out a quarter-mile sprint in less than 10 seconds, straight out of the crate – but there's only one that can do it under nine. Rimac's all-electric Nevera has recorded an astonishing 8.582-second run.

We already knew it was quick; firstly, it's a four-motor electric hypercar making an insane 3,600 Nm (2,655 lb-ft) and a ridiculous 1,914 horsepower. Anyone who's ever tried taking on a Tesla at the lights knows electrics are frighteningly fast off the mark, but the Nevera is next-level. If Tesla's Model S is the tip of the spear plunging into the hearts of gearheads, the Nevera is the fat bit that does the real damage. Sorry, internal combustion, there's no turning back.

At Famoso drag strip, fully prepped with a sticky VST surface, under hot conditions, Brooks Wieselblat from Dragtimes strapped in and did 11 runs in quick succession – Rimac's traction control software needs to see a given track a few times to optimize itself for the best possible time. There were no dips in performance as the battery ran down.

Legendary acceleration has arguably never been easier. You stop, stomp the brakes, flatten the accelerator, and then release the brakes when the lights go green at the drag strip, or your brother goes to take a sip of his drink in the passenger seat. Electric motors can monitor and modulate power so rapidly that there's barely a chirp as the torque vectoring system keeps everything in line with the tires on their very limit.

Wieselblat's first run, without even burning rubber in drift mode to warm the tires up, brought home an 8.74 and elicited a range of fun noises from the driver's seat, concluding with "wow. That is unlike anything I've ever driven."

His second attempt, after a couple of small burnouts, nailed 8.61 seconds and sent him into fits of laughter: "God, this car is... Takes your breath away... (manic laughter and panting) I can not believe how hard this thing starts pulling at the top end. It is quite scary!"



On the 11th run, he laid down the new record: an 8.582-second quarter mile with a top speed of 167.51 mph (269.58 km/h). The best 0-60 mph (0-96.5 km/h) time recorded on the day was 1.90 seconds.

And if that wasn't impressive enough, Rimac says it timed itself doing an 8.62-second quarter mile earlier this year, on a Croatian airstrip runway with no sticky VST preparation on the track. Remarkable.

Wikipedia's list of production quarter-mile champions (built for retail sale, fitted with standard tires, at least 25 units produced, street legal) is yet to be updated, but the list now looks like this:

1. Rimac Nevera @ 8.582 seconds
2. Tesla Model S Plaid @ 9.23 seconds
3. Bugatti Chiron Sport @ 9.4 seconds
4. McLaren 765 LT @ 9.419 seconds
5. Porsche 918 Spyder @ 9.7 seconds
6. McLaren P1 @ 9.8 seconds
7. Bugatti Veyron Super Sport @ 9.9 seconds
8. McLaren 720S @ 9.9 seconds.

## THINGS WE TAKE FOR GRANTED

The STOP sign was first introduced in Detroit in 1915. The iconic octagonal shape came in 1922 and in 1954 its red and white colour scheme was made official across the US – and has since become recognised globally.

Pedestrian crossings already existed more than 2000 years ago, as can be seen in the ruins of Pompeii. Blocks raised on the road allowed pedestrians to cross the street without having to step onto the road itself which doubled up as Pompeii's drainage and sewage disposal system.

The very first signal lamp for controlling pedestrians was the idea of a railway engineer, John Peake Knight. It was installed in London in 1868 but exploded a few weeks later. It was not until 1933 that the city of Copenhagen got the idea to work.

## THE QUAIL

by Mike Hanlon

Friday afternoon during Monterey Car Week is The Quail. Even its full title of "The Quail, A Motorsports Gathering" does little more to define it, though the fact that the number of highly-coveted \$650 tickets normally sold was reduced this year due to COVID-19 helps to further refine one of the most exclusive automotive lifestyle events on Planet Earth.

The attendees of The Quail are a distillation of the automotive world's most successful collectors, constructors, industry leaders, motorsport legends, celebrities and connoisseurs, and the very essence of the audience that attends the much larger Pebble Beach Concours d'Elegance.

Friday saw the 18th running at the Quail Lodge & Golf Club in Carmel Valley, California, and if you take a look around the automotive media's coverage of this year's event, there seems to be a focus on the just how exclusive the audience is at The Quail.

The Quail is invariably the stage upon which most of the world's most prestigious marques show their finest wares for the first time. This year we saw a bumper crop of new models, with our first look at major models from Audi, Bentley, Lamborghini, Rimac Automobili, Lotus Cars, Pagani Automobili, Automobili Pininfarina, Gateway Bronco, Lamborghini, Hennessey, Acura, Bugatti, Bussink, Lucidair, Project Sandbox, Smit Automotive Engineering and Speedkore.

So important has The Quail become that it would be easy to think of it as a new hypercar showroom, when in fact it is a celebration of automotive excellence focussed far more on the past than the present and near future.

Here are a few examples of the treasures present... including the 'Bentley Blower'







Continuation cars have become all the rage recently, but the Bentley Blower Continuation series is a milestone because it is the first continuation series of a car built prior to WW2. Hence the "Car Zero" on display at The Quail is really a relic that has been recreated by Bentley Mulliner by laser scanning an entire car then recreating all of the composite parts from scratch.

Bentley is 40,000 man-hours into its painstaking reverse-engineered, laser-scanned copy of the 1929 Bentley Blower, and has just displayed "Car Zero" – the master prototype from which 12 "Continuation Series" cars will be built.

Having disassembled the 1929 Blower race car from its own collection – which is estimated to be the most valuable Bentley in the world – and measured and scanned every part, Bentley's Mulliner division has completed the hand-crafting of some 1,846 parts and put the first replica car together. From the series of photos already released, it seems like the dozen buyers who've already snapped these cars up will be getting their money's worth; it looks amazing.

Where the original is showing its age at 91, and has taken a bit of a beating in its life as a race car, the recreation looks a million dollars. From the perfect mesh over the headlights and grille, to the fresh metal of the engine, to the rich leather upholstery on the horsehair-stuffed seats and the bustling gauges on the dash panel, this thing's got a

presence and class to it that'll spin heads wherever it's shown.

It's a goer, too; Bentley Chairman Adrian Hallmark drove it down Pym's Lane, which was Bentley's address from 1946 up until very recently, when the entire street was subsumed into the growing Bentley campus in Crewe.

Bentley has funded a small army of super-niche specialist craftspeople to build these very old-school parts, and it's hard to argue with the results. The 4.5-liter engine wouldn't fit any modern dyno, so the team had to convert a 1930s-era test-bed that was formerly used to run in engines for WW2 fighter planes. The whole project has clearly been approached with love, and no small degree of reverence.

*"Today was a truly remarkable day," said Hallmark, "not just as a milestone in the Blower Continuation Series project but also for Bentley Motors. To drive the first new Blower in 90 years was a privilege, and the quality of the car would make Sir Tim Birkin himself proud. The craftsmanship is exquisite, and I'm pleased to report that the car drives just as beautifully as our original Team Car."*

Bentley Mulliner will now road-test this prototype car for durability, driving around 5,000 miles (8,000 km) on a test track in a fashion designed to simulate the effects of roughly 22,000 miles (35,000 km) of real-world street mileage. This will include a top-speed test, which we hope is undertaken in a leather helmet and goggles.

"Car Zero" is the first prototype and is the culmination of 40,000 person-hours and contains almost 2,000 individually designed and hand-crafted parts, all reverse-engineered from Bentley's own 1929 4½-liter "blower" raced by Sir Henry "Tim" Birkin. Sadly, after all that, just 12 customer cars, all pre-sold and personally specified, will follow at a base price of \$2.1 million. Astonishingly, those cars will not be able to be used in many parts of the world because they cannot be registered for road use.

## PEUGEOT IN WW1

Most accounts of Peugeot's history dismiss WW1 like this

"Like all car manufacturers at the time, production was halted for the First World War. Peugeot became a major manufacturer of arms and military vehicles, producing bicycles to shells."

However there was much more to the story than that....

When Germany attacked, France was one war behind in terms of equipment. For instance the French had 6000 trucks to the Germans' 25,000 and were still using pigeons to carry messages. When the Germans crossed the Marne, the French army requisitioned 700 taxis which transported 4000 soldiers from the reserves to the front line – where they won!

The army needed ambulances, cars, trucks and motorcycles. Louis Renault who had taken over from Armand Peugeot as head of the Automobile Manufacturers' Employers Federation was summoned by Gen Mangin and asked to help with the National Defence by transforming automobile factories into arms factories. Peugeot had a problem. The Beaulieu, Audincourt and Sochaux factories were in the army zone which did not make their conversion easy; the male personnel had for the most part been mobilised while the Lille factory had been occupied by the German army.

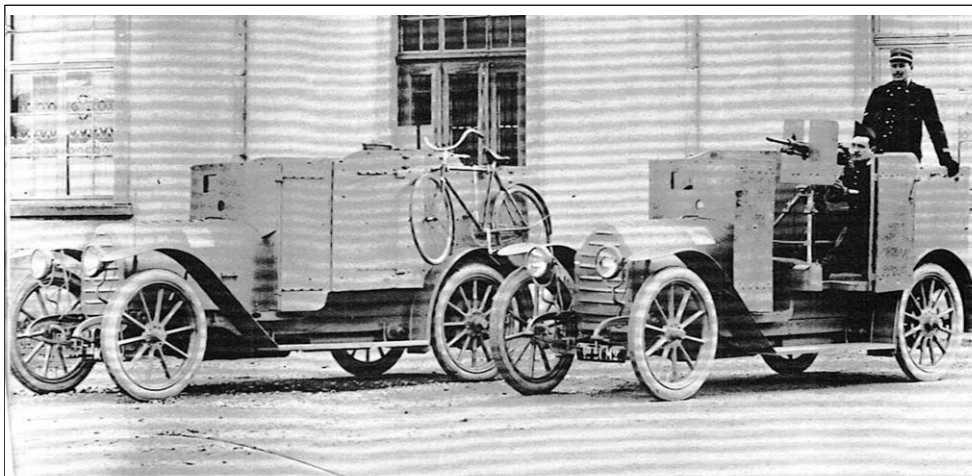
In Mandeure, Peugeot took over Gauthier's plant and began building armoured cars equipped with the Peugeot 153 18HP engine. Robert Peugeot was recalled from the front to

direct and transform his factories for arms and munitions production. Sochaux devoted all its activity to 3 ton military trucks and tank engines. The female workforce was called in and Moroccan workers housed at the factory, were employed in the steel and smelting works.

As the war dragged on and increased production was essential, Peugeot imported a time and motion expert from Pennsylvania who determined the criteria for evaluating an "honest day's work" and invented a system of remuneration rewarding the hard worker for his efforts. At the end of 1915 Peugeot sent one of their engineers to Detroit to study American manufacturing techniques and as a result the forge and factory at Sochaux were expanded while the Beaulieu, Audincourt and Sochaux Research & Technical Management divisions were combined.

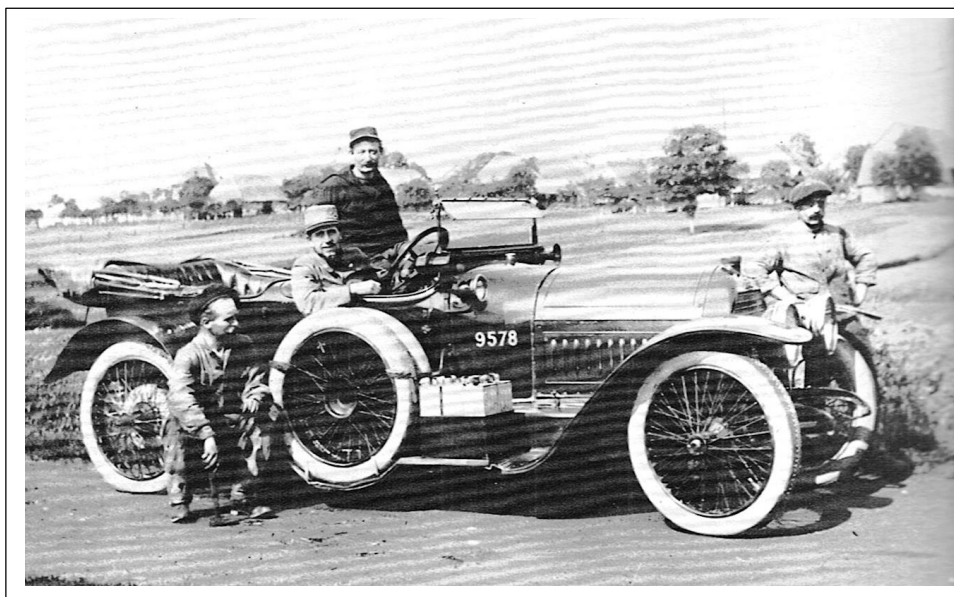
The results were soon evident. Audincourt increased production from 1205 cars in 1916 to 5000 in 1917. The army put in an order for 3530 light tanks. In 1914 there were 150 French aircraft at the front and more than 3600 in 1918. It was automotive technicians who worked on making planes lighter and faster. Peugeot received an order for 775 engines destined to equip Voisin aircraft. Despite Sochaux' proximity to the front line, there were only two serious incidents with bombs in 1917 and this relative tranquillity allowed Peugeot to participate in the production of nearly 2 million high calibre bombs and shells, more than 4 million 75 calibre shells, 2000 tank engines, 10,000 aircraft engines, 6000 trucks, 3000 cars and thousands of bicycles and motorbikes.

to be continued...



ABOVE; 1916. Two "150"s [four cylinder, 80x130. 2.614cc,] transformed into machine-gun carriers

BELOW; 1914. A "Type 145" used as a staff car.





## In 1988, a Renegade Le Mans Team broke The Record at The Mulsanne Straight.

You gotta admire the guys. Peugeot engineers Gerard Welter and Michel Meunier founded Welter Racing not to win at Le Mans through efficiency, fuel management, pit strategy, reliability, most laps and miles driven, and all that other weenie nerdy stuff, but to be the fastest damn car ever down the Mulsanne Straight.

That was it. That was the only goal. The Group C "Project 400" Peugeot WM 88 hit the grid in 36th place, and its sister car, the P87, dropped out of the race after just 22 laps-which was, hey, still an improvement over last year's entry, where it broke down after a mere 13 laps. P88 spent three and a half hours in the pits while its crew fixed an engine management problem. They were never going to win, but were they going to tackle the record?

Finally, Roger Dorchy went back out with the car. After a few laps, he was told to turn up the boost.

He blasted down all 3.7 miles of the rough, un-chicaned, knuckle-whitening Mulsanne Straight at 400 kph-248 miles per hour-for a few laps before he gunned it to the top: **407kph, or 252mph.**

Shortly thereafter, the P88 broke down from any combination of electrical, cooling, and turbocharging problems.

**The most astounding part: Welter and Peugeot agreed to advertise the record at 405 kilometers per hour, simply to coincide with the debut of the new 405.** The record having already been smashed, what was a few extra kilometers off the top?

That year, the Silk Cut Jaguar XJR-9 ended Porsche's seven-year dominance at Le Mans. Mazda was still three years away from winning the entire thing, but tried nonetheless with the three-rotor 757. But **Peugeot's record still stands.** Two years after the record, the chicanes were put up to prevent exactly this sort of thing from happening again, so Welter Racing's record-setting run down a public highway is a perfect little time capsule, never to be challenged again.

The French invented motor racing, after all; why should it be a surprise that they've defended their home turf? After all, the video online shows just that: just a sleepy little village, a few quiet houses, and the siren of a wailing turbocharged V6, a mile away but still as loud as a hip-hop siren.

[This was written in 2016 by Balek Z Rong.  
<https://news.yahoo.com/1988-renegade-le-mans-team-162637906.html>]



## PEBBLE BEACH CONCORDS D'ELEGANCE – August 2021



*At left is the home charger and at right is the electric car it charged: a 1901 Columbia Mark XXXI Victoria Phaeton. The car is owned by Nick Grewal of Sanbornton, New Hampshire Rolex*

The above vehicle didn't even run a place, yet it probably provided more visual fascination than any others in the class.



120 years ago, both steam and electric cars offered viable alternatives to the internal combustion engine as the future of automobiles. In America, the Stanley Motor Carriage Company produced fast and reliable steam-engined cars from 1902 onwards and Andrew L. Riker's Riker Electric Vehicle Company was the main proponent of the electric vehicle. Riker used one of his early prototypes to win what is arguably the first automobile race on American soil in 1896, and he was a prominent figure in setting the stage for the Century of the Automobile.

**LEFT;** Richard Riker drives the 1896 Riker Electric Prototype built by his grandfather Andrew Riker 125 years ago.

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## JOKE OF THE MONTH



## DANGEROUS ROADS Route 662, Iceland



## FEMALE INVENTORS

American inventor Anna Connelly [1868-1969!] was one of the first women to submit an idea to the patent office after the Civil War, when women were finally allowed to file patents for themselves. Connelly's 1887 design was a revolutionary way to make buildings safer by adding an **exterior** staircase with platforms between levels that prevented people from falling several stories down a flight of stairs in the panic of an emergency. Connelly's patent was for a bridge type structure that would connect adjacent buildings at the roof line. Because the staircases were added to the exterior of the building, there was no need for costly building remodelling. Her invention led to the first building codes in New York City requiring a second means of egress for people to escape buildings in an emergency.



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