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

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

October 19 – Pride of Ownership – venue TBC

2026
February 8 – Ellerslie Concours

February X - Gymkhana

THOUGHT FOR THE MONTH

Do not complain because roses have thorns.
Be thankful; that thorns have roses!

P O BOX 29002
Epsom
Auckland 1023

PRESIDENT'S RAMBLE

The committee did not manage to meet last month. The number of them with illnesses and not wanting to pass onto others was incredible. I am glad to say I wasn't one of them. The meeting was cancelled three times because of these issues, can't say we didn't try to hold it. Therefore what I am about to write here is news to them just as much as it is to you.

John and Wendy have agreed to host a gymkhana on their farm this coming January or February, the date is yet to be resolved. It is contingent upon there being enough interest. John reckons that if we are to tear up one of the paddocks there must be at least 10 of us competing to make it worth the while. So please pencil in those months to attend. Hopefully next month we will have a date to pencil in with a bit harder lead.

The other thing is that you should all be getting this Ramble and magazine just before the AGM. At the AGM we will get to vote in the new constitution, it is our last real chance prior to the law change becoming effective. Assuming that it is not like a committee meeting and it is my turn to fall sick (!) I will be chairing the AGM.

At the AGM it is not my intention to go through the many clauses and sub clauses of the constitution. This was done in partiality at the AGM two years ago. This time what was discussed then has been implemented and what we ran out of time for has been discussed in detail by the committee with Donald Webster who has kindly drafted both this and our original constitutions.

It is your job if you are attending the AGM, - which I hope you are -to review the constitution first. Questions and remits will be allowed on any individual points, but we will not be going through it on the whole. Ultimately everyone will be happy with it and we can vote for the whole thing as it stands.

And that is it. See you at the AGM

Brent

PS You will get an emailed copy of the final version so can be familiar with it well in advance.

Peugeotest Answers

1. b	2b	3. b	4. c	5. b
6. b	7. b	8. d	9. b	10. b

COMING EVENTS

August 10 **AGM**	1.30 pm - AGM – Vintage Car Club Rooms, 39 Fairfax Ave, Penrose
October19	Pride of Ownership; venue to be confirmed. Suggestions welcomed
2026	
February 8	Ellerslie Concours. Entries open June 2025 at www.concours.org.nz
February	Gymkhana at the Cato's farm. Date to be confirmed once we have sufficient declarations of interest. Contact Brent

JEANETTE'S JOTTINGS.

The Peugeot Car Club Wellington celebrated its 50th anniversary on 28th June. (Ours will be in 2029.)

The University of Cambridge has only awarded full degrees to women since 1948. The first recipient was the Queen Mother.

Saudi Arabia and Egypt are reportedly planning to build a bridge – or possibly a tunnel – across the Red Sea to connect the two countries.

According to CNN, the Nicaraguan government has revoked the construction and operation rights it had awarded to a Chinese company to construct a Nicaragua Canal as an alternative to the Panama Canal.

The first flush toilet was invented by Sir John Harington in the late 16th century – for Queen Elizabeth I.

Toyota has unveiled a hydrogen-powered prototype test car - GR LH2 Racing Concept - as the next step on the road to racing with the alternative fuel at the Le Mans 24 Hours.

Marie Curie was the first woman to win a Nobel Prize and the only person to win in two different sciences (Physics and Chemistry).

A new kind of paint might be the key to cooling homes in humid climes like Singapore. Researchers based in the island country found their custom white paint, specially developed to 'sweat,' significantly reduced the need for air conditioning, while also maintaining its appearance for years.

Bangladesh was actually the first country to ban plastic bags back in 2002, two decades before it became trendy. The decision came after devastating floods in 1998 and 1988, where plastic bags clogged drainage systems and made flooding catastrophically worse.

One global law firm has seen a staggering 1,514% rise in searches for emigration options since Trump's re-election.

According to Consumer Reports, electric cars have nearly 80 percent more faults than their gasoline-powered counterparts. Based on feedback about over 330,000 vehicles in the U.S built between 2000 and 2023. the report paints a clear picture: electric cars are still struggling with reliability.

The final attendance figures for Trump's parade were approximately 198,000, some way short of the 250,000 claimed by the White House.

46th AGM of the PEUGEOT CAR CLUB (Ak) INC
1.30pm, Sunday 10 AUGUST 2025
Vintage Car Club Rooms, 39 Fairfax Ave, Penrose

AGENDA

PRESENT

APOLOGIES

MINUTES of the 2024 AGM [previously circulated] to be approved
Moved Seconded Approved
MATTERS ARISING from these Minutes
Approving the new Constitution as previously circulated by email.

CORRESPONDENCE

FINANCIAL REPORT already circulated by email and printed in the August issue of Peugeot
Moved Seconded Approved
NB The Committee has agreed to keep the annual fees at $60.

PRESIDENT'S REPORT

ELECTION OF OFFICERS
1] All members of the present Committee are willing to stand again
2] Do we have any additional nominations from the floor?

GENERAL BUSINESS

- Approving the auditor for 2025-26.
- The Website
- Any other business

PRESENTATION OF TROPHIES & CERTIFICATES

followed by Afternoon tea

VOLVO'S NEW SEAT BELTS

by Michael France

In 1959, Volvo engineer Nils Bohlin created the three-point seatbelt and offered the design plans for free to automakers around the world. Since its introduction, the relatively simple but game-changing design has been credited with saving more than a million lives worldwide. Now the safety-focused car brand is back, giving the humble seatbelt a high-tech upgrade.

The new belt was designed with reliance on Volvo's database of over 80,000 car-crash victims. Inside the car, sensors feed information about passengers into processors that will also pull in data from other exterior, interior, and crash sensors. In the event of a crash, the seatbelt will automatically make adjustments based on the passenger it is protecting and the nature of the accident.

"*The new multi-adaptive safety belt can use data input from interior and exterior sensors to customize protection, adapting the setting based on the situation and individual's profiles, such as their height, weight, body shape and seating position*," said Volvo in a statement. "*For example, a larger occupant in a serious crash will receive a higher belt load setting to help reduce the risk of head injury. While a smaller occupant in a milder crash will receive a lower belt load setting to reduce the risk of rib fractures."*

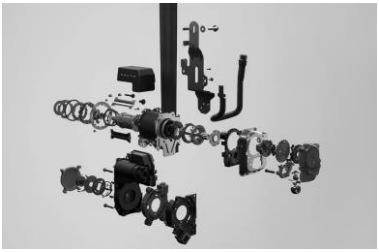
All modern seat belts use something called a load limiter to control the amount of restraint the seatbelt exerts on a passenger in a crash scenario. While the device is designed to keep passengers from colliding with other parts of the car, it can also release pressure after the most severe part of a crash has occurred in order to prevent injuries, such as broken ribs from too much force.

Volvo says that its new design increases the seat belt's load-limiting profile from three to 11 and *"increases the possible number of settings, enabling it to optimize performance for each situation and individual."*

In addition, the seatbelt's function is expected to get better over time thanks to over-the-air software updates.

The new safety belt will debut in Volvo's fully electric EX60 in 2026, which will join the company's growing stable of EVs – including the EX30 and its commercial-grade FH long-haul heavy trucks.

Source: Volvo



PRAGA BOHEMA BECOMES THE FASTEST PURE COMBUSTION CAR AROUND

It was not too long ago when a certain Stig was racing cars around the Dunsfold Aerodrome in the Bohema on Top Gear. The masked mascot certainly knew how to race cars, and it seems like he's put his powers to use again … only to break his own record.

his time, the Stig (aka Ben Collins) raced a Praga Bohema, a car that produces less than half the power produced by modern-day hypercars. Was it all skill then? Nope, much of it had to do with the car itself.

Debuting in 2022, the Bohema has certainly come a long way. It made its way into the hands of its first owners late last year, with Praga announcing a triple customer handover at the forthcoming Goodwood Festival of Speed in July. Breaking the Top Gear track record will only add to the car's race credentials.

But what's the record? The Praga Bohema supercar set a time of 1:09.8 at the former Top Gear circuit, which means it narrowly missed out on the previous year's record set by the 1,140-bhp hybrid Aston Martin Valkyrie.

I knew the Bohema would be fast, but Dunsfold's tight turns and short straights are not ideal for a car that lives and breathes downforce," said Collins. "It shows how potent the mix of lightweight engineering, great aerodynamics, and pure combustion can be – even up against hybrid hypercars from established brands with more than 1,000 horsepower."

Collins drove the car a few times around the lap. He topped the Ferrari 488 Pista's 1:12.7 on his first flying lap with a time of 1:12.3. However, he was still behind the hybrid Ferrari SF90's 1:11.3. Collins continued to push the car, cutting time every lap until he reached 1:10.9. In doing so, he achieved a record time that was only two tenths of a second less than Aston Martin Valkyrie's.

And much like the Valkyrie, the ultra-light Bohema is made almost entirely of carbon fibre, and has intricate bodywork designed to extract as much downforce as possible. A modified Nissan GT-R 3.8-liter twin-turbo V6 engine is tweaked by Litchfield to produce 700 horsepower, which is sent directly to the rear wheels.

The Praga is, in fact, road-legal, but its racing-focused suspension and carbon ceramic brakes have been designed to perform equally well on the track. The supercar generates 1,984 lb (900 kg) of downforce at 155 mph (250 km/h) and can reach 62 mph (100 km/h) from a stop in less than three seconds.

The Dunsfold Aerodrome is a circuit that featured in nearly every episode of Top Gear, which aired from 2002 until 2020. With a lap time of 1:11.3, the Ferrari SF90 Stradale held the record for being the fastest to be recorded on Top Gear.

The Ferrari 488 Pista, Dallara Stradale, Porsche 911 GT2 RS, and McLaren 675LT were next to follow. Since then, the SF90 Stradale lost

to the Koenigsegg Jesko Attack at 1:10.9, followed by the Aston Martin Valkyrie at 1:09.6, with the Bohema now sitting in the middle at 1:09.8.

There is, of course, a little disclaimer. The Stig usually had only one flying lap to put out a time during the Top Gear TV era. On the other hand, Collins drove the Bohema for a number of laps, which helped him become more comfortable with the vehicle.

The Czech automaker has a rather rich heritage dating back to 1907, which was revived in 2011 with an eye for producing supercars. Each Bohema is hand-built in the Czech Republic. Initially, the company only intended to produce 89 of these, but demand may force them to produce more or less.

Heck, he even took Misha Charoudin out in the Praga a few days before he attempted the record. Not to forget, factors like weather conditions also affect the results adversely. So, it's not really a level playing field. But even so, it's a remarkable accomplishment for a boutique manufacturer like Praga.

Source: Praga - by Utkarsh Sood

ANALYZING EVS

Here are a few extracts from https://www.msn.com/en-nz/news/other/toyota-s-chairman-says-evs-pollute-more-than-hybrids-

"Several other reports, including those from the Massachusetts Institute of Technology's Climate Portal and the EPA's excellent EV Myths page, have concluded that EVs are cleaner in the majority of circumstances.

Finally, there is the long-sought goal of battery recycling. Gas cars can end up in scrapyards where some of their metals may end up being reused. But, companies like Redwood Materials, founded by a Tesla veteran, are springing up to completely recover and recycle batteries from wrecked and old EVs. If done right—and this will take time—it could lead to a circular economy where far fewer minerals need to be mined. The same can't be said of gas cars.

So, when Akio Toyoda said hybrids produce fewer emissions than EVs, he was probably referring to a dataset where all these factors are not taken into account, where grids are powered heavily by fossil fuels and hybrids are driven mostly in low-speed, stop-and-go traffic where regenerative braking and the small batteries are constantly at work. Or he was speaking purely about production.

Across the globe, the usage of renewable sources to generate electricity is soaring, which means EVs are only getting cleaner with time. Meanwhile, automakers are also developing battery chemistries that require fewer rare minerals and less carbon-intensive manufacturing—lithium iron phosphate (LFP) and lithium manganese rich (LMR) are good examples.

That means future EVs won't just be cleaner to drive, they'll start off cleaner, too, racking up less of the so-called carbon debt right from the factory floor.

That's not to say hybrids and PHEVs are the enemies of clean air. In fact, modern hybrids are excellent options for buyers who aren't quite ready to go fully electric. PHEVs, when regularly charged, can be driven much like EVs for daily commutes. And, traditional hybrids still offer a major improvement over gas-only cars when it comes to fuel economy and emissions. Even modern gas cars are far cleaner than they were in decades past.

But, in most cases, there's little doubt that EVs outperform

them both on efficiency, on emissions and increasingly, on overall sustainability. If we want a zero-emission future, it's the most promising way to get there.

<u>According to an article by Arezki Amiri in the 'Daily Galaxy'…</u>

When a group of Spanish journalists embarked on a 2,500-kilometer journey across Europe, their mission seemed clear: test the viability of electric cars on long-distance trips. But after their trek from Berlin to Madrid, the team returned with an unexpected conclusion. The future of electric cars, it seems, is not quite ready to dethrone traditional vehicles for those in search of a cost-effective and practical option on the road.

The journey began in Berlin, where the group toured Tesla's Gigafactory. From there, they set out in two Tesla models, the Model Y Long Range RWD and the Model 3 Highland, both with Long Range versions designed for extended travel. The goal was to assess how these electric vehicles stacked up against their diesel counterparts, particularly for long trips. The team's route would take them through several European countries, ultimately ending in Madrid, offering ample opportunity to compare the costs and practicality of electric vs. diesel.

The journalists' experiment was straightforward: drive the electric cars the same distance as a typical long-distance road trip while stopping every 200 to 300 kilometers for recharging. The trip allowed the team to experience firsthand the potential challenges of recharging an electric vehicle in real-world conditions.

They primarily used Tesla's Supercharger network but also explored other public charging stations. As they went from one stop to the next, they were constantly evaluating the time spent charging and the cost of electricity at each stop.

Despite the reliability of Tesla's Superchargers, which provided a fast and efficient recharging experience, the team found themselves in frequent discussion over the challenges electric car users face. One major factor they could not ignore: the time spent waiting for the vehicles to recharge was often far longer than the time it would take to fill up a diesel car at a fuel station. This was particularly evident as they navigated through areas where charging

stations were sparse or less efficient…

When the journey came to an end, the team sat down to crunch the numbers. According to data from the European Union's official fuel price reports, the costs associated with recharging the Teslas were significantly higher than refuelling a diesel vehicle. Over the course of 2,500 kilometers, recharging the electric vehicles cost them €53.62 more than if they had fuelled a comparable diesel car…

This cost discrepancy grew even more when comparing the electric vehicles to a gasoline car, with the electric vehicles' total fuel cost exceeding the gasoline vehicle's by €136.61. The study underscored a stark reality for electric car enthusiasts: while electric vehicles are often advertised as more affordable to fuel, long-distance trips could incur unexpected costs—particularly if fast-charging options like Tesla's Superchargers are used…

CONCLUSION

The diesel vehicles proved to be far more practical for the long-distance journey. The speed of refuelling with diesel far outpaced the recharging times of the electric vehicles. Though electric vehicles may offer lower maintenance costs and environmental benefits in the long run, the immediate benefits of a diesel vehicle—speed and convenience—were clear.

<u>According to an article in 'Daily Galaxy'…</u>

"In recent years, car ownership trends have shifted dramatically, with the lifespan of vehicles changing at an unprecedented rate. While Americans have traditionally held on to their gasoline-powered cars for extended periods, new research suggests a significant shift in behaviour. A report from S&P Global reveals that electric vehicles (EVs) are now being replaced far more frequently than their gasoline counterparts, raising questions about the future of vehicle ownership.

According to Business Times, the average American keeps their gasoline-powered vehicle for about 12.5 years, which marks a noticeable increase compared to previous decades. This trend is particularly evident in personal vehicles, which now have an average retention period of 13.6 years.

Several factors contribute to this shift, including the

perceived reliability of traditional cars for long trips and the growing tendency to keep older vehicles for economic reasons.

Moreover, the automotive industry is experiencing a slowdown in new car sales, with a decline of 8% in 2022 compared to the previous year. This decline can be attributed to factors like inflation, supply chain issues, and rising costs, all of which have contributed to the increased longevity of gasoline vehicles.

In contrast to gasoline cars, electric vehicles are replaced much more frequently. The study found that electric vehicle owners tend to trade in their cars after about 3.6 years, which is three times more often than the typical replacement cycle for traditional cars.

The primary reason for this shorter lifespan is the high initial cost of EVs, which generally attract wealthier buyers who are more inclined to upgrade frequently.

As the electric vehicle market continues to evolve, new models with higher performance and innovative features from companies like Tesla and BYD are enticing consumers to replace their vehicles sooner. This dynamic has made the replacement cycle for electric cars significantly shorter compared to traditional gasoline vehicles.

Several economic factors are also influencing these trends. The increasing inflation has made both gas-powered and electric vehicles more expensive.

However, the price difference between the two types of vehicles has led wealthier individuals to replace their electric cars more often, as they can afford to upgrade more frequently.

Meanwhile, many American households continue to hold onto their gasoline-powered vehicles longer due to fuel prices and the reliability of these cars.

Furthermore, the ongoing supply chain challenges have resulted in a shortage of new vehicles, which has pushed many drivers to extend the life of their current cars.

This has contributed to the growing age of vehicles in the U.S., with the average age reaching record levels, marking a trend that has been rising for six consecutive years since the 2008 financial crisis.

An article by Anna Hartz in Dagens,com Australia says

These days, more people are switching to electric cars to help the environment and save money on fuel - BUT something unexpected is happening. Many passengers are getting motion sickness in these quiet vehicles, reports Boosted.

It feels surprising because most people expect a smoother ride. But researchers are finding out why it happens, and it has a lot to do with how our brains work. William Edmond, a PhD student in France who studies motion sickness, explains that the brain is always trying to guess what will happen next.

It uses past experiences to predict how your body will move when a car speeds up or slows down.

When what you feel doesn't match what your brain expected, a conflict starts. If this goes on for too long, you can feel sick.

This is also why drivers almost never get motion sick. They know exactly when the car will turn, stop, or accelerate because they are the ones doing it.

One of the main reasons electric cars cause this problem is regenerative braking whichm takes the energy from slowing down and turns it into power for the battery.

The braking feels different than what most people are used to. The slow vibrations and unusual deceleration can upset the senses.

Studies have shown that these low-frequency movements raise the chance of nausea. A report in 2024 also found that the vibrations in electric car seats make things worse.

At the same time, electric cars have become much more common. In 2024, they made up 22 percent of all new cars sold around the world.

So more people are noticing the sickness. Social media is full of videos where passengers describe feeling dizzy or nauseous. This has made some buyers worry before getting an electric car.

Another factor is the lack of engine noise. The familiar sound of a gasoline engine helps the brain prepare for movement.

Electric cars are almost silent. Without that sound, the brain misses a clue it has relied on for years. This makes it harder to adjust to the ride.

Even police officers in Denmark felt sick when they tested electric cars for their fleet. They quickly realized they were not immune to the problem either.

PEUGEOTEST

Question 1: Which company was responsible for assembling RWD Peugeot models like the 403, 404, and 504 in Thames, New Zealand starting in the 1960s?

a) Todd Motors
b) Campbell Motors
c) Motor Holdings
d) Toyota New Zealand

Question 2: In what year was the RWD Peugeot 203 first imported to New Zealand by Campbell Motor Imports?

a) 1947
b) 1952
c) 1955
d) 1960

Question 3: How many Peugeot 403s, a classic RWD model, were assembled in New Zealand between the late 1950s and early 1960s?

a) 500
b) 1,033
c) 2,000
d) 5,000

Question 4: Which Italian design house styled the RWD Peugeot 404, a model assembled in New Zealand and known for its durable sedan and wagon variants?

a) Bertone
b) Zagato
c) Pininfarina
d) Ghia

Question 5: The RWD Peugeot 504, assembled in New Zealand until the mid-1980s, won which prestigious award in 1969?

a) World Rally Championship
b) European Car of the Year
c) Indianapolis 500
d) Le Mans 24 Hours

Question 6: What was the last RWD Peugeot model imported to New Zealand in significant numbers during the 1980s, succeeding the 504?

a) 405
b) 505
c) 604
d) 205

Question 7: In what year was the Peugeot Car Club Auckland founded, with most early members driving RWD models like the 203, 403, 404, and 504?

a) 1969
b) 1979
c) 1989
d) 1999

Question 8: Which RWD Peugeot model, popular in New Zealand, introduced independent rear suspension and was assembled locally for over a decade?

a) 203
b) 403
c) 404
d) 504

Question 9: Until approximately when were RWD Peugeot 504s assembled at the Thames plant in New Zealand?

a) Early 1970s
b) Mid-1980s
c) Late 1990s
d) Early 2000s

Question 10: What engineering feature made early RWD Peugeots like the NZ-assembled 403 suitable for rugged New Zealand roads, contributing to their popularity?

a) Turbocharged engines
b) Robust beam rear axle
c) Front-wheel steering lock
d) Hybrid powertrain

PEUGEOT 404 - A LOVE STORY

By Liesje Bradley

I'm often asked what attracted me to the Peugeot 404 and the reasons are all romantic and sentimental.

Back in 1967 a charming young guy by the name of Brent Kirkbeck worked in Wellington for a company called Bearneaux Motors as a car salesman selling a mix of cars including Peugeots.

Up the road from Bearneaux Motors worked a stunning blonde Dutch immigrant called Yolanda van Melle who worked for another automotive company in the spare parts department; Brent would walk past her workplace every day with a twinkle in his eye, whistling away and stopping by to share a joke.

Brent's boss encouraged him to ask Yolanda out and one of their first dates was to head up to the Thames Peugeot car factory, take delivery of 2 brand new 404's to drive back to owners in Wellington. On their way back, they pulled over in earthquake valley just out of Taupo in a rest bay. Brent wanted to check on Yolanda and also tell her to not follow too closely to avoid stone chips; it was here through the window of the 404 they shared their first kiss, and the rest is history.

Jump forward a few years to 1971, now with 3 kids in tow, Dad was offered a position to carry out the final inspections on the 404's and 504's as they left the factory floor and with that the family packed up and moved to Thames.

Campbell Motors was one of the largest employers in Thames and along with Campbell Tubes or CamPro who made the exhausts there was a thriving social scene. The factory was known for hosting great dances, socials and Christmas parties. At one such function Dad dressed up as Fred Dag in his red band gumboots and a kilt. He had a set of bagpipes made out of exhaust pipes from CamPro that he pretended to play along to recorded bagpipes music.

As the music built up a hot water bottle attached to an air compressor dropped out of the bagpipes onto the stage floor. This grew and grew along with the music until it exploded.

My Dad was always a joker and one of the things he loved doing when he took the cars out for a test run to Kopu - he'd pick up hitchhikers at the bridge heading out of Thames. Well, you can imagine their delight when a brand-new Peugeot stopped to give them a lift. Their delight was short lived when Dad stopped at Kopu 8 km up the road and advised them this was the end of the road as he was only taking the car for a test drive.

A grandson of one of the Factory owners came to know Brent's sense of fun as he was sent to assist Brent at the factory in the school holidays as a young uni student. He recalls the special sledgehammer Brent used to align the doors if they weren't shutting properly and a very raucous late night at the Brian Boru Hotel bar. The team putting the cars together were mainly ex bush men or farmers not automotive engineers, so tweaks were quite often necessary. Dad often spoke of the 504 that wanted to crawl sideways like a crab up the road or the time two cars came out with the same engine numbers.

In those days due to the import tariffs, any spare parts that were left over couldn't be sold and were dumped on a regular basis. Dave Edmunds recently recalled to my brother memories of Brent filling up sugar sacks with spare parts that were to be dumped. I believe Dave is still working through these spares. The cars also arrived in huge plywood boxes; one of which was turned into a playhouse in our garden for us now 6 kids to play in.

After a few years Dad ended up leaving the factory to set up his own business, but he always had a passion for cars, especially classics. Over the years he owned and restored a number of S type Jaguars, an Aston Martin, Humber Super Snipe to mention a few; but he always had a soft spot for the Peugeots and put me into a 404 and then later a 504 in my twenties.

It was always my biggest regret selling my first 404 and I always vowed and declared one day I'd get one again. Enter Fifi who along with the help of Jay is bringing me so much joy and many fond memories of my Dad; Brent Kirkbeck.

Liesje

Extracts from

PUG FROM A TREE GETS A NEW LIFE

by Peter Wilson in TORQUE

Thanks to the efforts of two Bugatti enthusiasts, a **1914 Peugeot Bébé** that once was up a tree at a 1930s Peugeot dealer's yard in Sydney's Parramatta Rd, has been restored to show award-winning condition and is running and driving again.

The Edwardian veteran car was sold last month in Melbourne along with a huge collection of automobilia and literature at Donington Auctions from Australia's leading Bugatti authority, Dr Bob King, a historian, racer, restorer and researcher. He decided at 87 it was time to downsize.

His interest in the Bébé was because Étore Bugatti designed a prototype of the small two-seater in 1911 for Wanderer in Germany and Peugeot built it under licence as its first mass-produced car with a production run at its Beaulieu factory of a then record 3,095 examples between 1915 and 1919. It also had the largest production of any Bugatti-designed model.

The Bébé was a 350kg miniature car and much more advanced than cycle cars. It had a 855cc four-cylinder cross-flow, T-head, side-valve engine producing 10hp at 2000rpm, three-speed gearbox and a silent cardan drive offering a top speed of 60km/h. It had rack and pinion steering, was the first car with the famous Bugatti reversed quarter elliptic springs and the sturdy coachwork was ample for two people. Bob King's research found the Bébé was sold in Sydney in 1914 with Gautier coachwork. It was one of six Bébés registered in NSW and others were Victoria. Possibly four survive in Australia.

Some of this car's history is known from when Norman Agate acquired it… and put it up in a Morton Bay fig tree at the Peugeot service centre in Parramatta Rd… where it stayed for two decades while its body deteriorated in the weather. It passed through the hands of Garth Fischer, Alan Pickup, Peter Flanagan, Ian Robinson and John Fitzpatrick – all of whom hoped to restore it but none of whom did.

In 1998, John swapped it for Bugatti parts with Christchurch fellow enthusiast Gavin Bain… who was keen to restore it but when he examined the pieces of body that arrived, he realised time and rust had ruined any chance of salvaging it. Then he had a lucky break. On a visit to England he heard about an original Bébé body that had been found in a remote farm in Aberdeenshire. The owner had joined the army to fight in the Great War and to keep his car safe, he dismantled the body and stored it in the loft of the farm's shed.

Unfortunately, like so many of his generation, he died in battle and the car body remained forgotten for decades until a car enthusiast heard of it.

"It was a tremendous find," Gavin said*. "it was an original body in very sound condition – the original glass screen, original upholstery, all the guards and the Ayreshire registration painted on the rear panel. Because of the dampness,*

the paint had bubbled but that was minor. There were wheels and various bits and pieces, but some things had been taken to repair farm machinery."

The body was from the same coach builder, Henry Gauthier et Cie, that had premises near the Beaulieu factory….

Gavin restored the chassis, front axle, wheels and steering of the Bébé, was organising a new core for the radiator and had the body sitting on stands ready to fit on the chassis ….he ran a specialised restoration company for 50 years and until the Christchurch earthquake, ran a warehouse sourcing and selling high-end collector cars, automobilia and car models…

In 2016 Gavin's friend Melbourne based Bob King who wrote a book documenting every Bugatti in Australia and NZ, acquired the Bébé, for its Bugatti interest of course. However, because it was still mechanically incomplete, lacking a clutch, some gearbox parts, a cardan shaft and a differential, Bob wrote to the UK 'Automobile' magazine describing what was missing and offered to barter spares for missing items.

This time the restoration was complete to what bon described as oily rag condition. The patina of the new body's original olive green paintwork and bonnet was retained, all clear-coated for protection. The original moth-eaten upholstery and floor coverings were retained. The body was fitted to the chassis, some welding was done to repair the guards, and the mechanicals refurbished, including having new differential gears made.

The V was running again – as Bob showed on a Facebook video at a good pace - and put on club plates until after being driven to the auction house. The final touch was Donnington showing it at the Victorian British & European Day at Yarra Glen where it won Best pre-1930 vehicle….

In the end, the Bébé sold for $45,000, below the estimate of $48-58,000, but is not a bad price considering its original presentation. Examples of the model come up for sale every year or two. Prices have ranged from £20,700 in the UK, to US$35,840 for the Mullins Collection Bébé, while a prettier 1914 car sold at Pebble Beach for US$44,000.

FROM THE HISTORY BOOKS

Driver licences were first introduced in Britain by the Motor Car Act, 1903, purely as a means of identifying vehicles and their drivers.

All motor vehicles had to be registered, display registration marks and be licensed annually at a cost of 20 shillings (£1).

The fee for the first driving licence, which was obtained over the counter at Post Offices, was 5 shillings (25p).

Failure to sign your driving licence with your 'ordinary signature' could lead to a fine of up to £5.

In 1921 there were only one million drivers in Britain. By 1939 this figure had risen to three million. But it was only during the 1960s, when cars became more affordable, that motoring really took off.

In 1973 the number of drivers had risen to about 20 million and a centralised computer-based licensing system was brought in to cope with the huge increase in demand for both driver and vehicle licences.

Grace Brewster Murray Hopper: 1906-1992

Hopper was a computer pioneer and naval officer. She served from 1943 to 1986 and by that time, she was the oldest serving member of the Navy having been called out of retirement several times.)
She created the first computer language compiler tools to program the Harvard Mark I computer, a computer that was often used for World War II efforts. Even if it's noted that John von Neumann initiated the computer's first program, Hopper is the one who invented the codes to program it.
Hopper was awarded the Defense Distinguished Service Medal among many other awards and was interred with full military honours in Arlington National Cemetery.

THREE QUERIES

- If a parsley farmer is sued, can they garnish his wages?
- Why do they lock gas station bathrooms? Are they afraid someone will break-in and clean them?
- If a turtle doesn't have a shell, is he homeless or naked?

DANGEROUS ROADS

Takoto Gorge, Taiwan