

# TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



march 2012

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## Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

PO Box 403, Nunawading 3131

Telephone 0427 203 206

information@pccv.org

www.pccv.org

### GENERAL MEETINGS

Meetings are held on the first Friday of every month (except January) at the VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading (Melway 48 G10), commencing at 8pm. Visitors are most welcome. Please approach from the northern end of Norcal Road.

### MEMBERSHIP

**Annual Fees:** Full membership \$70, Associate & Junior \$20. Joining Fee \$10.

To join the Club please pay your annual subscription by either:

1. Electronic Funds Transfer to the PCCV Wespac Bank Account, (BSB number, 033 070, Acc No. 730763) mailing a copy of the Transfer Money Receipt together with your name, address and a list of Peugeots you drive;  
or
2. Send a cheque together with your name, address and a list of Peugeots you drive; to the Club's postal address (see above).

## COMMITTEE

**President:** Murray Knight

Ph. 9728 3096 (H), [vsgmjk@bigpond.com](mailto:vsgmjk@bigpond.com)

**Vice President & Merchandise:**  
Milton Grant – Ph. 5824 2324, 0419 406 056  
[theagrants@mcmmedia.com.au](mailto:theagrants@mcmmedia.com.au)

**Secretary:** Allan Horsley

**Secretary's Assistant:** Tim Farmilo  
Ph. 8711 4050 (H), 0411 240 818  
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**Treasurer:** Nick Wright  
Ph. 5944 3821, [nwright@netspace.net.au](mailto:nwright@netspace.net.au)

**Events Secretary:** Allan Horsley  
Ph. 9499 5861 (H), 0419 634 043  
[allan.horsley@bigpond.com](mailto:allan.horsley@bigpond.com)

**Competition Secretary:** Ray Garrad  
0415 060 813, [raygarrad@westnet.com.au](mailto:raygarrad@westnet.com.au)

**CAMS rep:** Peter Kerr – Ph. 9890 1816,  
0408 504 605, [petekerr@optusnet.com.au](mailto:petekerr@optusnet.com.au)

**Youth Co-ordinator:** Greg Park  
Ph. 0418 296 258, [gbetow@bigpond.com](mailto:gbetow@bigpond.com)

**CH Permits:** John Marriott Ph. 9428 3074

### General Committee:

Paul Watson – Ph. 0427 203 206  
[paulandnola@iinet.net.au](mailto:paulandnola@iinet.net.au)

David Jenkins – Ph. 9885 6405  
[jenkinsdcv@bigpond.com](mailto:jenkinsdcv@bigpond.com)

Lael Lea – Ph. 0416 147 003  
[laellea@mira.net](mailto:laellea@mira.net)

Todd Knight – Ph. 0458 901 005  
[tnknight@tpg.com.au](mailto:tnknight@tpg.com.au)

Ben Park – [pugv8\\_504@hotmail.com](mailto:pugv8_504@hotmail.com)

## NON COMMITTEE POSITIONS

**Membership Secretary:**  
Michael Farnworth – Ph. 9889 5654 (H)  
[mikefar@ozemail.com.au](mailto:mikefar@ozemail.com.au)

### Library:

Alan Banks – Ph. 9716 2406 (H)

### Scorer:

Jarrod Smith – Ph. 9738 2418 (H)  
[jarrod.s@optusnet.com.au](mailto:jarrod.s@optusnet.com.au)

**Webmaster:** Kathryn Wallis  
Ph. 9859 1412, [k\\_wallis@bigpond.net.au](mailto:k_wallis@bigpond.net.au)

## PCCV LIFE MEMBERS

John Biviano, Roger Chirnside, Peter Cusworth, Peter de Vaus, Mike Dennis, Dennis Edwards, Mike Farnworth, Glad Fish, Allan Horsley, David Isherwood, Les Jennings, Laurie Jones, Peter Kerr, Murray Knight, Gordon Miller, Frank Myring, Brian Nicholas, Laurie Petschack, John Regan, Phil Torode, Hank Verwoert, Ray Vorhauer, Graham Wallis, Ivan Washington, Paul Watson, Nick Wright

## REGISTERS

### Worm Register:

203: vacant

403: Paul Watson, Ph. 5264 8449 (H)  
[paulandnola@iinet.net.au](mailto:paulandnola@iinet.net.au)

404: Hank Verwoert, Ph. 03 9783 2718  
[verwoert@netspace.net.au](mailto:verwoert@netspace.net.au)

### 1-2-304 Register:

104, 204, 304 & 305 models:  
Nick Wright Ph. 5944 3821  
[nwright@netspace.net.au](mailto:nwright@netspace.net.au)

## TECHNICAL ADVISORS

This is a voluntary service kindly provided by our advisors and is strictly for members use only.

**Please don't leave messages asking them to call you back.**

### • Most models up to 1988

John Biviano, Ph. 5229 9013, 9am- 9pm

### • 203, 403, 404, 205 & 405

Graham Wallis, Ph. 9859 1412 (H)  
[ewal7731@bigpond.net.au](mailto:ewal7731@bigpond.net.au)

### • 406

Lance Guttridge, Ph 03 5622 2666 (H)

### • Electricals

David Isherwood, Ph. 98733342 (H)

### • Diesel Models

Hans Vandermost,  
Ph. 0409 914 219 (AFTER HOURS ONLY)

## PCCV REGIONAL CONTACTS

**Gippsland:** Lance Guttridge 5622 2666

**North Vic:** Milton Grant 5824 2324

**West Vic:** Graham Lewis 5244 2070

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Torque is the monthly magazine of The Peugeot Car Club of Victoria Inc. Correspondence, articles and items of Peugeot news and interest are invited and should be sent to:

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### TORQUE PRODUCTION

**Deadline** for the next issue is: **MONDAY 12 MARCH.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 21 MARCH** at the VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading (Melway 48 G10), from 8.00 pm. All members are welcome to attend and help out.

### DISCLAIMER

Readers are reminded that the opinions expressed in Torque are not necessarily those of the Editor, PCCV or its officers, and that technical articles are published in good faith and that no responsibility will be accepted.

### COPYING

French Car Club magazines can publish material from Torque provided that due recognition of the source is given.

## CONTENTS

- 4 COMING EVENTS
- 6 CLUB TORQUE
- 11 PEUGEOT NEWS
- 16 TRUFFAUX 404
- 18 PEUGEOT 504L
- 20 WORM VIEW
- 22 BALLARAT WEEKEND
- 23 NAPOLEONS MOTORKHANA
- 24 TORQUAY SHOW
- 25 BACK TORQUE
- 26 FELINE FOCUS
- 28 COMMITTEE TORQUE
- 30 SALES TORQUE



### This month's cover

Oska Truffaux's white-walled tyred 404 and Citroen H van help create a the right image for his Truffaux Panama Hats business. See Paul Watson's story on page 16.

Photo: Peter Cusworth



## COMING EVENTS



306 Maxi, Gilles Panizzi, Rallye France 1997



Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Peugeot Car Club of Victoria

MARCH 2012

## Club Events Calendar

\* = See event info in this issue

### MARCH

Fri 2	Club Meeting and barbecue*
Thur 15	Mid Week Run to Portsea for lunch
Sun 18	Voyage Petite. Drive from Lilydale to Narbethong for lunch via Warburton*
Sun 25	French Car Festival and PCCV Club Concours, North Balwyn*
Fri 30	Club Meeting, barbecue and RACV presentation. (The April Club Meeting early to avoid Easter)*

### APRIL

6 to 9	Easter Pageant, Young NSW*
Sun 15	Voyage Petite, Mornington Peninsula
Tue 24 to Wed May 2	Outback 2012*
Sun 29	RACV Classic Car Day, Flemington Racecourse



## March Meeting & Barbecue

Friday 2 March

The evening will commence with a BYO Barbecue at 7.00 pm and be followed by the formal meeting.

### The World's Fastest Indian

The topic of the evening presentation will be Burt Munro's *The World's Fastest Indian* museum and will be presented by Graham Wallis who visited the museum in NZ recently.

Graham will talk about the motor bikes, the museum and the old fashioned Hardware Store in which it is housed. He will also talk about his visit to other NZ motor museums and show us a great array of related motoring photos.



## Mid Week Mornington Peninsula Trip

Thursday 15 March

**STARTING PLACE** – Frankston Pier car park. Turn right at the traffic lights which are about 250 metres south of the 3 pub corner traffic lights on Nepean Hwy. Meet in the Frankston Tourist Information Centre on your left if it is raining. Melway 100A, A8/9.

**STARTING TIME** – Arrive 9:15 am for a 9:30 start.

**MORNING TEA** – Flinders Bakery

**LUNCH** – Portsea Pub

**OPTIONAL** – A tour of the Point Nepean area. Starting time would be 2:00 pm and the tour would finish at 4:00 pm.

Please notify Hank if you intend to take part in this run, as bookings may have to be made, depending on numbers.

Hank Verwoert Ph. 9783 2718 or email [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au)

## Voyage Petite – Get Excited!

Sunday 18 March

Hello everyone and welcome to our first Voyage Petite for the year!

With all the interesting and unexplored nooks and crannies and wonderful scenic routes, how can anyone go past the sumptuously tempting roads of the Black Spur and Narbethong for our first 2012 Club run.

Meeting at Yarra Valley Herb Farm (formerly Red Gum Café, cnr Maroondah Hwy & Victoria Rd, Lilydale) about 9:30am for coffee and a quick hello, we'll depart at around 10:30am via Maroondah and Warburton Hwys through Lilydale, Wandin, Woori Yollock and Yarra Junction to Warburton and Marysville, before arriving at the well regarded lunch destination of the Black Spur Inn for a bistro style lunch.

The lure of the local shops at Warburton and Marysville may also be an option for some who feel the need to stray a little or perhaps for anyone wishing to explore an alternative path, a shorter route from Warburton along Acheron Way which includes around 10kms of good gravel road will definitely not disappoint! A full detailed schedule will follow via email with hard copy schedules available on the day at Yarra Valley Herb Farm.

So, be sure to include **Sunday 18 March** in your calendars and help make our first event of the year a success. For catering purposes, please register your interest via sms, phone or email Anna or Allan (details below). **Everyone welcome!**

### Remember to:

- Register your interest via sms, phone or email by noon Thursday, 15 March
- Ensure you are on the Club's email event distribution list. Register via Paul Watson [paulandnola@inet.net.au](mailto:paulandnola@inet.net.au)
- Any new members should phone/email Anna or Allan prior to the event
- If you require any further information phone/email Anna or Allan

### Club Contacts for this event:

Anna – [amorr@hotmail.net.au](mailto:amorr@hotmail.net.au), 0417 058 013

Allan – [allan.horsley@bigpond.com](mailto:allan.horsley@bigpond.com), 0419 634 043



## COMING EVENTS

*If weather conditions are lousy and you are not sure whether an event will still be run, call the club phone 0427 203 206.*

### French Car Festival

Sunday 25 March

Macleay Park, North Balwyn

The French Car Festival will be again held at the very popular and convenient Macleay Park North Balwyn on Sunday 25 March.

This year's event is being organised by the Citroen Car Club of Victoria and will open at 9 am, with judging before lunch and presentations around 2 pm.

The local Scout Group will provide a variety of good quality food and the all important Coffee Van will be in attendance. The park has lots of shade, good toilets and a great children's playground.

The Peugeot Car Club of Victoria will hold its Annual Concours in conjunction with the FCF.

This year, Peugeot will judge cars in their Model Numbers with a prize being awarded to the best of each model as well as best in show.

Come along with your own bright and shiny Peugeot and join in the Show and Shine festivities, the member fellowship and tyre kicking, and as well, enjoy the great collection of French cars.

For information call Allan Horsley, Mob 0419 634 043.

The FCF website is [www.frenchcarfestivalvic.org.au](http://www.frenchcarfestivalvic.org.au)

# French Car Festival

**March 25 2012**

Macleay Park Balwyn North 10am to 3pm

**CITROËN PEUGEOT RENAULT**

Car Entry \$5.00 Spectators Free

### The April Meeting in March!

Friday 30 March

The April Meeting will be held on Friday 30 March to avoid the Good Friday Public Holiday.

The evening will commence with a barbecue at 7 pm and followed by the Club Meeting at 8 pm.

Brian Negus the well known public face of the RACV will address the meeting and inform members of the key motoring issues confronting the RACV.

Topics such as needed road development plan for Victoria, petrol prices, road safety as well as RACV business activities will be covered.

Brian is perhaps the best informed person in Victoria on Public Policy issues relating to motoring and will provide an informative and entertaining presentation.



### Outback 2012

VIC, SA & NSW (PLAN A)

Tue 24 April – Wed 2 May

The trip we could not do last year because of the floods in the area.

ARRIVE IN NHILL ON THE AFTERNOON OR EVENING OF MONDAY APRIL 23rd

**Day 1** Tue 24 April..... 250km\*  
Nhill, Yanac, Murrayville, Manya, Berrook, Shearers Quarters near Sunset Crater – Bush camp

**Day 2** Wed 25 April..... 160km\*  
Shearers Quarters, Settlement Rd, Meridian Rd, Wentworth – Caravan Park

**Day 3** Thu 26 April ..... 200km\*\*  
(very approx)  
Wentworth, Nelwood, Hyperna, Canopus, Morgan Vale (ruin) – Bush Camp

**Day 4** Fri 27 April ..... 190km\*  
Morgan Vale, Pine Valley, Canegrass, Balah, Redcliffe, Chalk Cliffs, Burra – Caravan Park

**Day 5** Sat 28 April ..... Rest Day  
Burra – Caravan Park

**Day 6** Sun 29 April ..... 200km  
Burra, Chalk Cliffs, Fords Lagoon, Sturt Vale, Quondong Vale, Oakvale – Bush Camp

**Day 7** Mon 30 April..... 230km  
Oakvale, Loch Lilly, Coombah, Popio, Cuthero, Whurlie, Grrenvale, Pooncarie – Camping Area or Hotel/Motel

**Day 8** Tue 1 May ..... 85km  
Pooncarie, Top Hat, Mungo National Park – Camping Area

**Day 9** Wed 2 May ..... 30km  
Mungo National Park, Turlee – Farmstay

\* = approximate km

This trip may be extended for 3 or 4 days to Cameron's Corner area if sufficient interest shown.

Hank Verwoert – Ph: (03) 9783 2718  
Email: [verwoert@netSPACE.net.au](mailto:verwoert@netSPACE.net.au)



#### EVENTS CONTACTS

**Event Secretary:** Allan Horsley  
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[allan.horsley@bigpond.com](mailto:allan.horsley@bigpond.com)

**Competition events:** Ray Garrad  
Ph. 5941 5565, 0415 060 813  
[raygarrad@westnet.com.au](mailto:raygarrad@westnet.com.au)



## Club Permit Scheme applications and renewals

### NEW PERMIT APPLICATIONS

A new permit application requires the following documentation:

- VicRoads Permit Application form (can be downloaded from the VicRoads website) indicating if you want a 45 day or 90 day permit
- Roadworthy Certificate
- The VicRoads Permit Application needs to be sent to the Club for signature prior to the submitting to VicRoads for processing. Also include a Stamp addressed envelope (if applying by post)
- Completed PCCV Vehicle Data Form needs to be sent to the Club when registration details are received

### PERMIT RENEWALS

Applications for permit renewals need to include the following documentation:

- VicRoads renewal application form indicating if you want a 45 day or 90 day permit
- Completed PCCV Vehicle Data Form
- Stamp addressed envelope (if applying by post)

The applicant's financial membership will be confirmed along with the vehicle eligibility before the paperwork is signed and approved by the Club.

### Club Eligible Vehicle Roadworthy Testers

Below are contact details for VicRoads Accredited Licensed Vehicle Testers who are able and willing to undertake safety inspections on Veteran, Vintage and Classic cars.

The Committee provides this information as a service to PCCV members without endorsements or liability. The responsibility for choice in engaging the services of these testers lies solely with members.

#### J.A.T.T. AUTOMOTIVE

711-713 Whitehorse Rd, Mont Albert 3127  
Ph: 9890 4692, Mob: 0425 790 197

#### THE ROADWORTHY SHOP

(Bryan and Gavin Sala)  
26C Commercial Dr, Dandenong 3175  
Ph: 9768 3318 Mob: 0413 619 354  
Also open Saturday morning

#### EVAN'S CLASSIC CAR GARAGE

(Evan Martin – see classified pages)  
Factory 3/68 Lexton Road  
Box Hill, 3128 (pick up service available)  
Ph: 9897 1956 Mob: 0407 852 409



## Club Permit Rules and Regulations

I regularly get asked questions about the new Club Permit Scheme. For those using it, I think you will agree that it is a wonderful addition to those members who have older vehicles on CH Plates. The Victorian Logbook Club Permit Scheme is administered by VicRoads under the VicRoads Business Rules. Victoria Police ensures compliance with the scheme.

Some issues of the Scheme may not be specifically addressed in the Regulations and VicRoads Business Rules and so may be open to the subjective interpretation and consequently fall within a "grey area".

**As a consequence, where the interpretation is unclear, it is recommended that the permit holder take a conservative position !!**

Given the significant benefits and modest fees, users of the scheme must consider it a privilege rather than a right. Abuse of the scheme could result in far reaching implications to the individual, their club and the Permit Scheme in general, such as:

- Fines for driving an unregistered vehicle, or
- Loss of your individual Club Permit, or
- Loss of your club's authority to operate the Club Permit Scheme, or
- Cancellation of the Club Permit Scheme for all enthusiasts.

The introduction of the logbook scheme also places conditions on Clubs and individual club members to ensure the intent of the scheme. To this end, Authorised Clubs have been required to enter into an agreement with VicRoads. In general, the Logbook Club Permit Scheme applies to vehicles 25 years and older with a rolling 25 year cutoff.

In summary, the Logbook CPS requires that :

- The holder is a financial member of a club,
- The vehicle is safe and roadworthy,
- The vehicle is not used for commercial purposes
- A logbook entry is made if the vehicle moves more than 100 metres from the vehicle's garage address.

**Note a "day" in a logbook entry is from 12 midnight to 12 midnight.**

Peter Kerr mentioned at the last Club meeting that AOMC have received a number of reports of CPS vehicles engaged in what is considered commercial operation.

Some FAQs applicable to commercial use of CPS vehicles are listed below:

#### Q1. May I use my Club Permit Vehicle for a family wedding?

*Yes, the logbook requires an entry. Note that a CPS vehicle cannot be used for hire or reward hence a regular business in wedding transport is not permitted.*

#### Q10. Our club has a display day at a Swap Meet. May I carry a load of spare parts in my Club Permit Vehicle to sell at the Swap Meet?

*No. Club Permit Vehicles must not be used for carrying goods for hire or for personal or business gain.*

#### Q25. Can I display advertising on my CPS vehicle at a trade stall or similar?

*The "no commercial use" requirement refers to carrying loads or passengers for commercial gain. VicRoads policy does not prohibit vehicles being painted and operated, or used as static advertisement, to promote a business.*

Further FAQs will be published in future editions of Torque.



# Presidential torque

## G'Day one and all...

One of my tasks at work is to look after the PAA Press Cars, that is the cars that the motoring journalists take, test drive and write reports on for the Herald Sun, The Age, Modern Motor, Wheels etc.

A "perk" of the job is that occasionally a new car will be placed on to the Press Car Fleet and will require kilometres to be run up in much the same way as we used to "run in" new cars in days of old.

Over the past week, I have been driving a new 508 Allure touring HDI. Very impressive I must say. To and from home to work, then normal tasks at work, by Friday night the wagon had 197 km on the speedo and the trip computer indicated a range of 580 km to refill time.

A quick trip on Saturday through Melbourne, past the Victoria Market to Lara to visit cousin Ivan and the computer showed 760 km to refill. On the way down the Princes Freeway, the usage ranged between 3.4 L/100km to 5.2L/100km whilst on cruise control set at 100 KPH.

Returning home the same way after some touring around Lara, the 508 still showed a range of 540 km.

A trip to Traralgon and return on Sunday and there was 754 km on the speedo with a range of 290 km to refill at a usage rate of 6.4L/100km.



The economy of the car surprised me, bearing in mind that it is a much bigger car than the 407 before it.

Is it a better car than the 407? Yes, just as the 407 was a better car than the 406 etc.

Euro 5 Standards have insured a more fuel efficient engine, together with a marked increase in power from 103 Kw to 120 Kw for the 2 litre HDI.

By comparison, the pricing of 508 has seen a really big drop in price by up to \$5-6,000, depending on the model and options, over the 407.

Leg and shoulder room have been significantly increased, the ride not quite so choppy and the steering typical of Peugeot of old.

On the debit side perhaps, is the lack of storage nooks and compartments, cup/bottle holders (if that's what you want), but these are little things in the overall scheme.

All in all, a great new model.

Changing tack, six months ago, those of us who did the Cape York Trip travelled through Moree and, on our way home, Ray Vorhauer and I came down through Roma and St. George.

We cursed the number of hold ups we encountered due to all the road works, repairing and replacing roads that had been badly damaged in last year's floods. With the floods of the past three weeks, they will no doubt have to start all over again. That means even less money for other much needed construction and replacement road works.

But spare a thought for the poor folks of these townships. Probably just getting back on their feet, and here they are under water again.

Our Guest Speaker at last month's General Meeting from the Royal Flying Doctor Service, Annette Allison, was excellent. We have donated the proceeds of the raffle totalling \$342.50 to the RFDS.

*Murray*

## March Torque – brought to you by these members

Many thanks to the following members and friends who have generously submitted material for this issue.

**Paul Watson, Allan Horsley, Murray Knight, Mark Besley, Milton Grant, Tim Farmilo, Peter Cusworth, Ray Vorhauer, Doug Brockfield, Mike Jolley, Nick Wright, Dawid Botha and Peter Wilson.**

**Apologies to Hank Verwoert for not including him in last month's list.**

## IPM 2012



18 au 20 mai 2012

LAHNSTEIN Allemagne

## International Peugeot Meet 2012 Germany

Phil Torode and Ros King are heading to the International Peugeot Meeting in Germany. This year's meeting is at Lahnstein, near Koblenz, Germany over the weekend of 18-20 May.

Phil will be doing his best to promote our club whilst there but would love to hear from any other members who may be considering attending the meeting.

More info at the event website: <http://ipm2012.peugeot-amicale.de/>

Contact Phil: Ph: 0432 107 301 or [phil.torode@exemail.com.au](mailto:phil.torode@exemail.com.au)

## WELCOME

We would like to welcome the following new members who have joined our club recently

Vince Bates '81 504

Joseph Fischer 306 XT & 205 GTi

## Inappropriate plates



In an earlier life, this Commodore... was a Peugeot 104 ??



# Treasury Report

Nick Wright, PCCV Treasurer



## Term Deposit

Members may wonder why PCCV has a Term Deposit in excess of \$200,000 while we still have to contribute \$70 per year as membership subscription. Maybe a little history will help you to understand.

In the early 1980s, the club was proud of its history as one of the oldest one make car clubs—in the world, not just in Australia. In 1979, we had celebrated our first 25 years by, among other things, hiring and filling the Melbourne Town Hall for a Dinner Dance. However, many members were concerned that we had no bricks and mortar to call our own. We decided to raise money to buy our own property; opinions were divided on whether we should buy land for sporting and other events or clubrooms. A sub-committee was set up and many fund-raising events were run.

We were keen, and our first \$100,000 was in the bank well before the 1990s arrived. The sub-committee, as well as raising money, looked at the cost of land and/or clubrooms. Initially, it was thought that \$100,000 would be sufficient, but by the time we had raised that, \$150,000 was the minimum requirement. As the carrot continued to remain just out of the donkey's reach, enthusiasm started to lag a little. The membership of the club began to change and it became clear that clubrooms rather than a sporting facility should be the prime consideration.

Other, younger, clubs were buying and converting factories into clubrooms, but our project stagnated. Fortunately many members of the committee had continued to serve since the 1980s and they ensured that the funds were not whittled away by reduction in membership fees or running events at a loss. The interest earned was re-invested and each year's surplus was added to the balance until the investment surpassed \$150,000 when, in the mid-2000s, the committee started actively looking at ways to use the funds for the original purpose of providing clubrooms.

It was immediately obvious that PCCV was unlikely to be able to purchase clubrooms by itself and so we looked around for compatible clubs to go into partnership with. In the end, the best option proved to be to enter into a lease agreement with VDC who had purchased a factory and were converting it into clubrooms. By 2007, the rooms were finished and the agreement signed; this gave us complete access to the rooms on many more days each month than we currently utilise. I'm sure you all agree that we now have fabulous facilities and our money is being well spent. We have a semi-permanent facility for meetings and other activities, we can display our annual awards and other trophies; we could erect Honour Boards to record our Office Bearers for posterity.

Now, to the money itself. In order to maintain our financial position, we constantly monitor the level of funds invested, the CPI and the term deposit interest rates available. The idea is that the interest income should cover all outgoings of the clubrooms; this is primarily the monthly rental plus some other expenses. The total investment needs to increase to allow for these outgoings to increase in line with CPI while maintaining the real value of our investment. Based on current figures, we have determined that we need a minimum balance of \$200,000 at present. We must, furthermore, ensure sufficient reinvestment or addition of funds for that balance, after deduction of all outgoings of the clubrooms, to increase at least in line with the CPI.

On a personal note, as one of those behind the original fund-raising scheme, I would like to see fund-raising continue and some of our subscription dollar directed to additional investment into the term deposit so that in another 20 years (preferably less), we can be in a position of buying our own clubrooms outright. But that is for the membership as a whole to decide and for the Committee to take on board as directed.

During my term as Treasurer, I will continue to promote the position that the membership subscription should remain sufficient, as it has in the past, to cover all outgoings of the club—including the hire/lease or purchase of a regular meeting room. Similarly, I believe that each and every event (whether sporting or social) run by, or in the name of, the PCCV should be managed in such a way that, barring an unexpected problem, it provides a small return to the club.

## Anonymous

Who was the club member who was studying (perving) on a lovely young lady whilst filling his car with diesel?

He was somewhat distracted and overfilled the car, resulting in a shoeful of diesel.

He did say that it was worth it.

Who was the club member who, after filling up at a NSW servo, came back to the car and said to her partner... "gee, petrol is dear here." ?

The receipt said \$138 dollars, the tank holds 60 litres, and the tank had been half full.

The said partner (males are smarter) said... "that can't be right". On inspection of the docket, it revealed that it was for diesel from another pump.

An immediate return to the site resulted in the operator sorting it out, but it took a while, due to the computer's complexities. Another driver got some cheap fuel.

The guilty parties will remain anonymous, as will the author of the stories, but they know who they are.

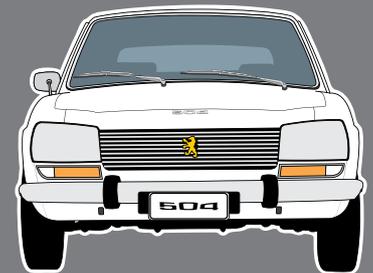
## 504 T shirts

The new 504 T shirts featuring this design are now available.

Cost is \$28 each.

See Milton at the club meeting.

# PEUGEOT



# 504

## Celebrating 40 Years





## February Meeting and Guest Speaker

The February meeting was addressed by the very professional Annette Allison, the Public Affairs Manager of the Royal Flying Doctor Service. Her TV presentation skills became obvious.

Annette outlined the scope of activities undertaken by the RFDS each year and the size of the organisation and its resources, huge by any measure.

The RFDS services people living and working some two million square kilometres of outback Australia and contacts over 270,000 patients each year. It makes 70,000 flights each year covering 23 million kilometres.

It has 61 aircraft, the most popular costing \$9 million each, has an annual budget of \$220 million and employs some 1000 staff.

Allison also mentioned a special program it offers to Schools, the 'Look Up in the Sky' Education Program where a special vehicle will visit a school and demonstrate the work of the RFDS service.



President Murray Knight presents Annette Allison with a thank you gift.

RFDS is an essential service in outback Australia not only for the residents but for the travelling Australians who wander the outback.

The income from the Club Raffle on the night, an amount of \$342, was donated to the RFDS.

## Oldest Running Car Fetches \$4.62M

The world's oldest running motor vehicle has been sold at auction for an astonishing \$4.62 million, more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was driven up onto the stage in Hershey, Pennsylvania - to prove that this 127-year-old car really does run! - and attracted a starting bid of \$500 000, which was immediately doubled to \$1 million.

Encouraged by the applauding crowd, the bidding went swiftly up to \$4.2 million - 4.62 million including the 10 percent commission - before the car was knocked down to a unnamed buyer.

The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according



This is the oldest motor vehicle car in the world that still runs. It was built one year before Karl Benz and Gottlieb Daimler invented the internal combustion engine.

to contemporary reports, hitting a breathtaking 60km/h on the straights! La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990s. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach d'Elegance in California.



Count de Dion winning the first ever motor race.



# The Peugeot clubs' Easter Pageant at Young



The New South Wales Peugeot car club will host the 2012 Peugeot Easter Pageant at Young. This town is the cherry capital of Australia, but will not be in season when we are there. But there are shops where cherry products can be purchased, in particular Poppa's Fudge Factory.

Some attendees have already booked their accommodation and others have registered for the weekend.

The program for the weekend will be like this:

Friday arrive and dinner at a venue of your choice, but we recommend the local Young Services Club where a space for Pageanters has been reserved.

On Saturday morning the pageant commences. After breakfast at the Cherry Blossom Motel, a lion-up at the visitor centre will display our cars and a the mayor of Young Shire Council has been requested to judge our cars, based on persona appeal of the cars. Lunch will be provided at the visitor centre.

On Saturday afternoon, there will be leisurely seven kilometre drive to the Young Turf Club located at Burrangong on the road to Temora. Here we will have some driving skills tests and a motorkhana or similar. The toilet facilities at the club will be available.

And after all that fun, you deserve a nice evening meal. This has been arranged at the Empire Hotel, which is located opposite

the Visitor Centre. The hotel is within walking distance of the motels where most, if not all, people will be staying.

On Sunday morning, after breakfast, you will enjoy a leisurely drive in the district. This will be the sign post chase during which you will get confoundedly and delightfully confused but the reward will be a nice lunch at a beautiful destination.

After returning to Young, there is plenty of tourist sites to visit or do some shopping for souvenirs of the town.

Sunday evening is the presentation dinner that will be held at the nicest restaurant in town, within walking distance of the motels.

Monday morning: Young will witness a convoy of Peugeots head out to the Chinese Tribute Gardens for a farewell breakfast. This is a delightful spot with lovely gardens and a sheltered area. The gardens commemorate the Lambing Flat atrocities during the gold rush. The dam there was used to store water for the steam trains which have long since ceased to run on the line.

The cost of this is a reasonable \$185 per person covering meals, a goodies bag (restricted this year to essentials), and enormous amounts of fun.

Accommodation is your responsibility and the club recommends either of two venues.

The Cherry Blossom Motel. A clean but older style motel that will be pageant head-quarters and venue for breakfast. The whole motel has been booked for us. Book by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your booking and the discount rate.

The Colonial Motel. This is diagonally opposite if you want something a bit classier. It has 15 rooms and eight apartments, with covered parking. Phone 02 6382 2822 or visit [www.colonialmotel-young.com.au](http://www.colonialmotel-young.com.au) Please mention the Peugeot Car Club when booking to identify the arrangement with the motel owner.

Other venues can be found at [www.visityoung.com.au](http://www.visityoung.com.au)

I suggest you book now to take advantage of the arrangements that have been made for the weekend. Meanwhile, if you have any questions, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697. Or email us at [pageant@peugeotclub.asn.au](mailto:pageant@peugeotclub.asn.au)

So, see ya in Young, 2012.





## 306 Peugeots take to the road

**Peter Wilson**

Peugeot improved its Australian market position in January despite reduced numbers of private buyers looking to purchase passenger cars.

Official figures showed new owners took delivery of 306 Peugeots, a result up 21 per cent on its dismal December.

This was enough for it to regain its position at No. 22 on the sales chart while Renault fell back to No. 23 with 204 units.

However, the Peugeot result – gleaned from the competitive frenzy of industry-wide 2011 plate sales with huge discounts and factory bonuses – was down on January in previous years.

The January special offers were extended until February 29.

The model sales breakdown was not available at press time.

According to Peugeot Automobiles Australia spokesman Jaedene Hudson, the importer's December result was down because it had been following a deliberate strategy of keeping its stocks of 2011 models low for the new year.

There had been a reason behind it, she said, without going into details.

Peugeot UK similarly explained its 13 per cent decline in 2011 sales as deliberate, reducing its supplies to the rental trade.

An industry observer suggested this could be a move to help maintain margins and improve brand status through profitable turnover. Every marque chasing volume was losing profit in a market saturated with imported cars and replete with offers of factory bonuses.

Citroën also had a better January than December with sales improved to 125 units and No 29 on the chart.

The national market was up 4.3 per cent to a total of 76,783 vehicle sales, according to VFACTS data.

Although Toyota continued as market leader despite its sales being down to 14,065 units, Mazda was the star performer with winners in both the small car and light car categories helping it gain an 11 per cent market share.

The Mazda3 went so well (4,045 units) that it outsold the Commodore, Aurion and Falcon combined while the Mazda2 topped the Toyota Yaris in the light class.

The big January increases in sales were in private and business purchases of sports utility vehicles, up 27.7 per cent and 32 per cent respectively on January last year,

## Peugeot revives GTi hot hatch at Geneva



One of two Peugeot concepts at the Geneva show from March 6 to 18 is a GTi rendition of the new 208 supermini, harking back to the glory days of the 205 GTi which was one of the best hot hatchbacks money could buy.

The GTi Concept certainly looks the part, with all the hot hatchback embellishments such as front and rear spoilers, side skirts, a mesh grille and twin chromed exhaust tailpipes.

Power comes from a turbocharged, 1.6-litre engine developing 150 kW, driving the front wheels via a six-speed manual gearbox.

To enhance the dynamic experience, the GT Concept has a 36mm wider track both front and at the rear over the standard 208. Disc brakes all round feature red-painted brake calipers.

Inside, the sporty GTi theme is continued. There's boldly stitched perforated leather on the small sports steering wheel, as well as a leather-clad gearlever surround. Bolstered sports seats are trimmed with Nappa leather on the outer section, with cloth in the centre with an embossed tartan motif, and a leather head restraint.

The facia capping is in suede-effect Alcantara with grey stitching, the roof lining is entirely black and the pedals are aluminium. The centre console and air vents all have a graduated red to black effect.

The other concept at Geneva is another iteration of the 208, the XY, intended for "city dwellers who love distinction and refinement".

Powered by a 1.6-litre e-HDi engine developing 86 kW and equipped with a six-speed manual gearbox the XY Concept transports its occupants in a refined environment.

Inside are pearly grey leather pleated seats, while the steering wheel is also in leather, with crimson micro-stripes and a chrome insert in the lower section. There's also crimson-stitched leather on the dashboard, armrests, steering wheel rings, gearlever gaiter and sides.

Special "Pulsion" paintwork, consisting of 16 coats of paint and lacquer, means the XY Concept appears to constantly change, depending on distance and the position from which it is viewed.

*Paul Hudson – From the London Daily Telegraph*

the Federal Chamber of Automobile Industries said.

Demand for small SUVs was up 60 per cent and for medium SUVs, where Peugeot has repriced its 4007, up 26 per cent.

The FCAI said there was a 8.7 per cent decline in the number of private passenger car buyers.

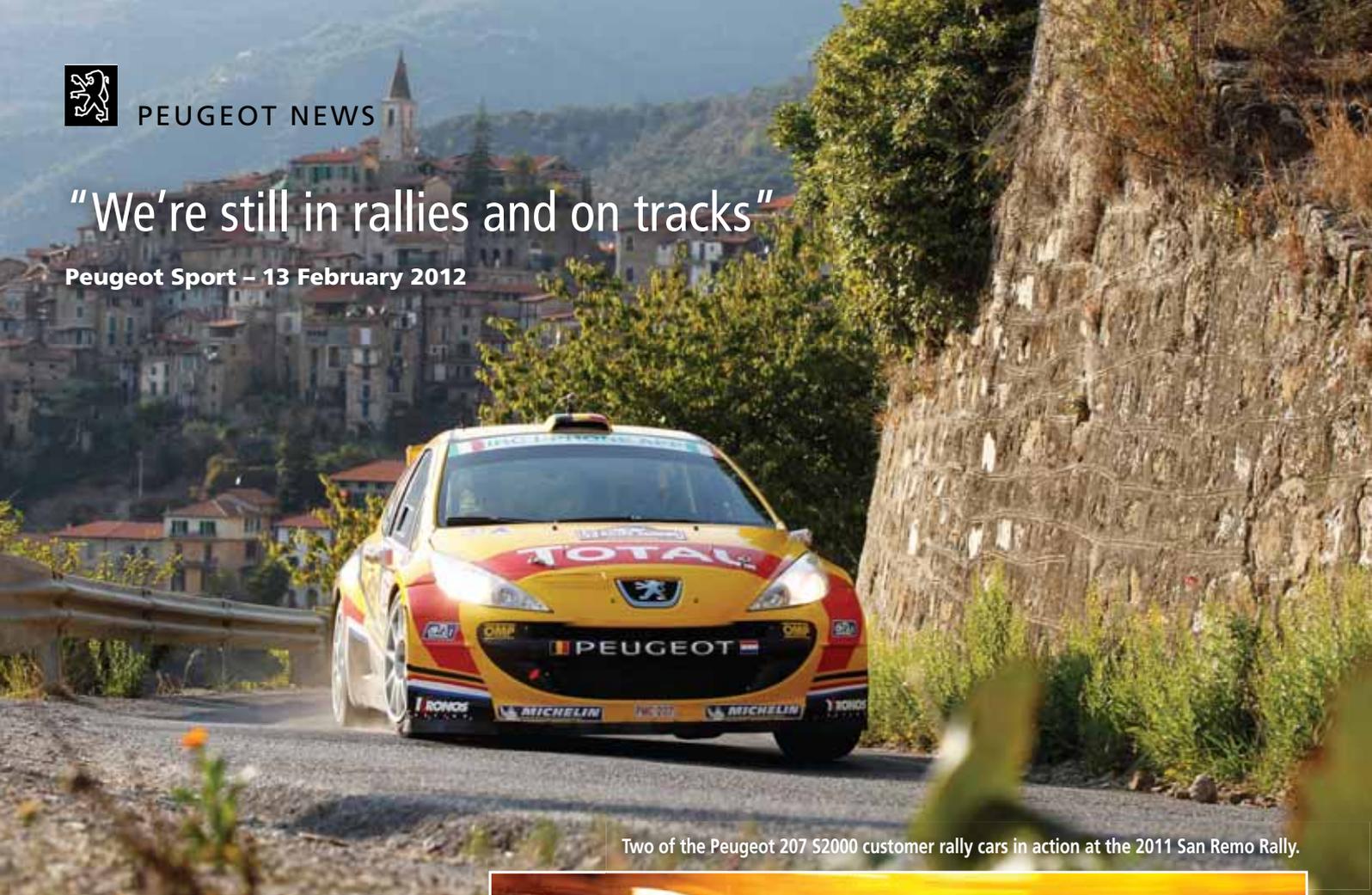
It also noted that more car rental companies than usual updated their passenger car fleets in January.

A year after their floods, Queenslanders were out on a vehicle buying spree.



# "We're still in rallies and on tracks"

Peugeot Sport – 13 February 2012



Two of the Peugeot 207 S2000 customer rally cars in action at the 2011 San Remo Rally.

Peugeot may be out of the Le Mans racing programme, but around the world Peugeots are still involved in circuit racing and in rallying at national, regional and club levels.

You'll find Peugeots in many events, Peugeot Sport reminded. The outfit said its Customer Competition Department is one of the cornerstones of its activities and will continue that tradition in 2012.

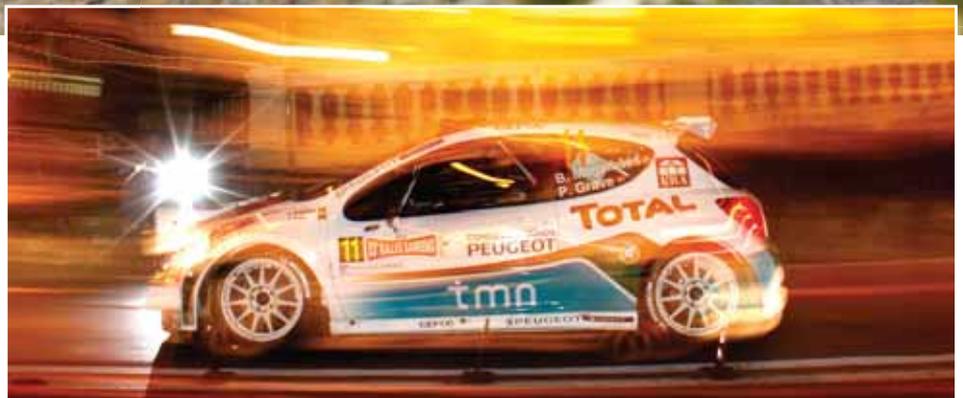
The Peugeot 207 S2000 is its best selling rally car, with more than 100 sold around the world. The 207 S2000 Evolution+ is priced the same as the former version and has wide tracks, a bodywork kit and a 3B-spec engine.

Peugeot Sport predicted that the launches of two new cars in Europe – the RCZ Peugeot Sport and 208 in R2 and R4T versions – will make the headlines this year.

Fifty of the special RCZs will have 185 kW under the bonnet mated to a sequential gearbox with steering wheel-mounted paddle-shift levers..

More than 20 cars have entered the RCZ Racing Cup championship which begins in France in April while in Germany, a number of RCZ Peugeot Sports will contest the VLN, as well as the Nürburgring 24 Hours thanks to an endurance kit.

Following in the tyre tracks of the celebrated 205, 206 and 207, two



competition versions of the Peugeot 208 have technical development priority.

The 208 R2 – which turned a wheel for the first time at the end of 2011 – is aimed at the rally entry level. From 2013, it will replace the 207 R3 as the star of France's Volant series. Its 1.6-litre, normally-aspirated engine will be tweaked to 140 kW and will be sold after 8,000 km testing on gravel and tarmac.

The R4T is still at the design stage. It will comply with the latest FIA regulations and will be ready to take over from the 207 S2000 early next year.

The 207 S2000 will be active in a long list of national championships thanks to programmes run by local Peugeot subsidiaries and privateer teams. The car continues to be considered a benchmark and will also be seen in the European Rally Championship, on certain rounds of

the World Rally Championship, the IRC and the Middle East Championship.

Germain Bonnefils, winner of the 2011 Volant 207, will contest the French gravel championship in a 207 S2000. Other top cars will be seen on France's asphalt championship.

The 207 S2000 Evolution+ is being sold at the same price as the former version and has wide tracks, a bodywork kit and a 3B-spec engine.

Meanwhile, a Peugeot Sport spokesman told Autoweek that the company intended to return to motorsport, most likely in the World Endurance Competition, possibly as early as 2013.

"This should be and must be a temporary compromise," the spokesman said. "Maybe 2013 is a little too early, but we are definitely not closing the door."

PEUGEOT SPORT – France



### Brakes on 107s

The Peugeot group and Toyota will cut the Czech production of the Peugeot 107, Citroën C1 and Toyota Aygo from May in line with lower demand for the cars.

The joint venture will cut the working week to four days from six and production to two shifts instead of the three, the Kolin-based company said.

It expects to produce 221,000 cars this year, down from more than 270,000 in 2011.

Although a right-hand drive 107 is produced, Peugeot has not met an Australian request to sell the city car.

*From news agencies*



### Peugeot plan in face of car glut

Europe can build an estimated three million more cars than it can sell every year, according to Peugeot group chief Philippe Varin when he outlined the company's money-raising plans after reporting dreadful financial results.

Mr Varin acknowledged the industry's structural overcapacity is about 20 per cent and said continued competitive discounting in Europe was not sustainable.

The outlook was bleak. The European market was expected to fall 5 per cent and the French market 10 per cent.

Mr Varin ruled out any merger and said Peugeot had to work on self-help issues to sort out the profitability. "Size for the sake of size is probably not the answer in the automotive industry," he said.

PSA Peugeot Citroën will sell €1.5 billion of assets this year, cut spending and seek new cost savings in the face of sharply lower earnings and rising debt, he said on February 15.

Peugeot aimed to raise more than €500 million by opening its profitable Gefco logistics division to outside investors and another €500 million from real estate sales. The company got €440 million from selling its Citar car rental business to a US group on February 1.



### Looking for a high roller

A Las Vegas auto dealer is offering a pristine 1979 Peugeot 204 sedan for sale at A\$27,000.

It's a pretty ambitious price for a vehicle that was the best-selling car in France from 1969 to 1971 and, as its Australian adherents will attest, lively performance.

But there's only a few in the US and the rarity factor there and some smooth sales talk might persuade a collector to show enough interest to pay up and drive it away or have it gift wrapped and shipped home.

Perhaps the dealer is gambling on a lucky high roller chancing by and falling in love with the Pug, which has all the signs of no-expense-spared makeover.

Originally sold in France, the car has its original French documentation and handbook.

Small cars are in fashion in the US and the alloy-engined 204 would be more frugal to run than any collectible US-built monster.

*Peter Wilson*

Peugeot reported that net profit fell sharply in 2011 to €588 million, down from €1.13 billion in 2010. The result reflected a €497 million second-half loss in its core carmaking division.

Mr Varin suggested that his company either had to sell more cars or downsize its highest-cost operations in France and western Europe.

Peugeot burned through €1.6 billion of cash in 2011, and its net debt rose by €2.2 billion last year to €3.36 billion.

The company is seeking cost savings in procurement and it is trimming research and development and capital spending in 2011, and postponing plans to build a plant in India.



### Fair Game

Genuine location: It's Naomi Watts as undercover CIA operative Valerie Plame in Cairo on a mission before the second US invasion of Iraq in the movie Fair Game. The film makers borrowed a local taxi, a Peugeot 504 with unusual vented rear quarter windows. Another scene was shot in Amman, capital of Jordan, where the Pugs are more up-to-date and the rear of a Peugeot 307 can be sighted in a street scene.



# End of road for Safari hero

Legendary Safari Rally driver, Bert Shankland, has died in Glasgow at the age of 79 after a long fight with cancer. Bert, with co driver Chris Rothwell, won the 1966 and 1967 Safari Rallies in a Peugeot 404 and was leading the 1968 event when their engine expired with 150 miles to go.

Heavy rain, deep river fords and mud took their toll of many rally cars that year after grit and sand got into their engine oil.

Bert had driven Peugeots in eight East African Safari rallies and had never encountered such difficult conditions.

“We drove in mud for hundreds of miles at a time,” the tall Scotsman said afterwards. “In some places, our car was swimming in over three feet of water.”

He led from the start and, thanks to his driving skill as multiple national rally champion, his sturdy mount and the careful waterproofing of his 404 Injection engine, held that position to win the 1966 Safari.

Conditions were at the dry extreme for the 1967 event, with hard baked bumpy surfaces that broke many suspensions and treacherous slippery dust, but he kept his strong Peugeot consistently close to the quicker leaders and survived to inherit the victory.

Those wins, with virtually stock showroom cars, established Bert



**Bert Shankland, with Chris Rothwell, on the way to victory in the 1967 East African Safari Rally in their injection 404.**

Shankland as a Peugeot hero and his 1967 winning 404 Injection, No 5, is displayed in fully rally trim in the Peugeot Museum.

Bert was then workshop manager for Tanganyika Motors in Dar es Salaam, where Peugeot dominated the market of what became Tanzania.

“After his double victory, sales shot up,” the Tanzanian Guardian reported. “For any upcoming Tanzanian – or East African for that matter – to consider himself a modern man to own a top of the range car in those days, he was supposed to drive a Peugeot.”

For the rest of Bert’s long rallying career, his presence in an event would stimulate a large admiring crowd.

However, in the torrential rain of the 1968 Safari, his 404 survived an early bath in a muddy ditch only to throw a rod while leading on tarmac 150 miles from home. Fortunately, Nick Niwicki, who had driven a 404 to victory in 1963, completed the hat trick for Peugeot.

Bert drove Peugeot 504s in later Safaris but his best was second and third. He also drove a 504 in a UK rally.

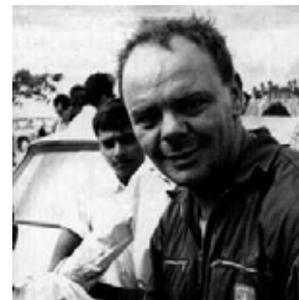
When he retired to Scotland, he kept in touch with his navigator in his early and victorious rallies, Chris Rothwell, and they would meet once a year to go fishing together.

Bert is survived by his wife and two sons.

*Peter Wilson with Mike Tippett and Alastair Inglis.*



**Bert Shankland, left, and Chris Rothwell meeting members of Peugeot Club UK with their 404 in 1997.**



**Bert competing in the '77 Safari in a 504.**



# London to Cape Town Rally

On January 1st, 48 cars set off from London on the 2012 London to Cape Town World Cup Rally. Among these cars were five Peugeot 504s, one 505 and one 205. They all made it to the finish on January 29 in Cape Town and here are some photos sent to us by Dawid Botha.

The route took cars through France, Italy, Greece, ferry to Egypt, Saudia Arabia, Sudan, Ethiopia, Kenya, Tanzania, Zambia, Namibia and finally to South Africa, a total of 14,400 km.





# You can leave your hat on

Paul Watson

It's unusual these days to see an early model Australian assembled 404. So when one of my spies sent me a picture of just such a car, I was naturally interested to find out more.

I suppose my interest would have been somewhat less if the car did not have wide whitewall tyres, a full bolted-on roof rack, a custard cream colour scheme and the words "Truffaux Panama Hatmakers" painted on the front doors.

I hit the internet and soon found a website for Truffaux, although I was surprised to see St Tropez, New York and London mentioned as outlets.

I called the phone number given on the website and was soon talking to Oska Truffaux, who invited me to visit him at his home in Sherbrooke, where he assured me I would see some other interesting cars as well.

I followed his instructions, taking the lane off the lane off the lane, and found myself on a property surrounded by surrounded by native bush and exotic trees, with a charming timber cottage named Merrimu in the middle of it all. (The cottage, it turns out, was built by a Canadian man who first settled the area, who used saplings for the frame and hand-cut shingles for the roof and interior walls.)

I noted an early Karmann Ghia with US plates in the carport but parked next to the 404 and a red left-hand-drive Citroen H van, also emblazoned with the Truffaux name.

Oska was waiting for me, wearing one of his company's signature hats and a broad smile.

He told me that he and his Irish/Lithuanian wife Imogen had started the business in Sorrento and decided to specialise in unusual weaves of panama hats. "I really wanted to start up a design company. I wanted to design things and get them out to the world, and I wanted to do it in such a way that I didn't have to remarket and reposition them all the time, so I needed a brand and Truffaux was the brand.

"The first thing I designed was panama hats, because I happened to be living in South America, the centre of panama hat production.

"Most panama hats are just white, but there's so much you can do," he said.

"So we started off in wholesale and then the following year we opened a little shop in Sorrento and it went really well. But there was nothing to do in winter so we went to Europe and bought the van and travelled around for a while, then we set up a little shop in St Tropez for the summer there. In April all the shops open in St Tropez and in October they close, it's very seasonal. In between summers, there just a couple of cafes.

"The idea was to travel around the world and live in various places, not just visit as tourists. France worked really well so we went and looked in New York and Miami and the Caribbean, but we think Hawaii might be the next place: 28-32 degrees all year round, so there's no real season. So we're going there in March." Other than that, he plans to have pop-up shops in New York and London each northern summer.

"In December we had a pop-up shop in Chadstone and it worked really well."

Oska has a degree in psychology; he trained as a sleep scientist and is working on a system of neuro-feedback, using sound and light. He also ran a music club in Belgrave for a time. "Before that I worked in IT, with Hewlett-Packard."

Oska was born in Dalby, Queensland, and was taken home from hospital in a 1966 404, just like the one he has now. His father was a travelling salesman and appreciated the car's abilities on bad outback roads.

He found his current car, which is his daily driver, in Melbourne in the late 1990s, when it had very low mileage and there was still plastic protecting the upholstery on the doors.



## PEUGEOT TORQUE

Since then he has had the car painted (he mixed the colour himself) and has driven many thousands of miles.

His biggest problem came when the engine blew up at Mount Gambier. But with the help of fellow 404 owner Richard Sage and a tractor he soon had another engine in the car and was on his way.

He would like the gear linkages to work better and is looking for front seats (the originals have split). He is also trying to eliminate the noise made by the roof rack, which he says has carried loads of up to 300kg.

Appropriately, the car has twin Cibie Oscars.

Osca recently changed from Michelins to the Firestone whitewall tyres that now adorn the car. He said they ride much more smoothly than the Michelins, although he acknowledges that they tend to slide on slippery surfaces. The car's handling is not helped by worn-out springs and shock absorbers.

He would like to restore the car one day, unless he can find another one at the right price.

And where did the name Truffaux come from? "When we got married we decided to change our names. I had always liked (the French film director) Francois Truffaut and I really liked the idea of putting an x on the end, to make it 'true' and 'faux' (fake)."



Oska Truffaux – stylish hats... and cars.



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### ONLINE STORE

If you've been looking for a hat, you will know how hard it is to **find a good one**. Local stores carry **cheap paper & plastic junk** in stupid sizes, and if you look online it is impossible to see what the hats look like when worn.

Our online store is unlike anything in the world - it simplifies the whole process and offers thousands of images of real people actually wearing the hats.

All you have to do is find the style you like, check your **sizing** & we will deliver it anywhere in the world at very **reasonable rates**. And, on the off chance you make a mistake we have very **generous exchange & refund** options.

Now we could talk all day about **what makes our hats so special**, but in essence they are beautiful real hats, handwoven from organic 'Panama' straw. So they feel very comfortable to wear, and look stunning on both men and women.



# The other 504

Paul Watson

When the 504 was introduced to Australia in 1970 it received a rapturous welcome.

Wheels tester Rob Luck wrote how he had driven the 183 miles (294km) from Bell Street, Coburg, to Albury in appalling wintry conditions in exactly two hours, most of it at 100mph (162kmh). "At that speed it had been completely quiet apart from a hiss around the windows when a semi-trailer passed."

Luck praised the two-speed wipers and the ventilation. "Despite an outside temperature of less than 50deg (10C), I was able to drive lightly clad," he wrote.

He mentioned the car having Michelin XAS asymmetrical radials but I believe these would have been an option, as Uniroyals were standard on early 504s.

"Although the rain was consistent and heavy with gusts and wind squalls, the car always stayed straight and never twitched, even when driving into the 'wake turbulence' left by semi-trailers at closing speeds that would often have exceeded 150mph (240kmh)".

He even complimented the AWA radio, which was able to pick up Melbourne stations all the way to Albury.

Such praise for the 504 was not uncommon. The handling and roadholding of the fully independent rear end were widely commended, as were the four-wheel-disc brakes. The French seats were a delight, road testers said, with their headrests that could be slid away when not needed. Boot space was excellent and the body shape was pleasing. The trapezoidal headlights were regarded as a thing of wonder. After all, most cars still had circular headlights in 1970.

There were a few quibbles, mainly relating to the lack of power in the carburettor version of the 1800cc engine and the handbrake, which was under the dash. But generally Australians were told that the 1968 Car of the Year was a triumph, which it undoubtedly was.

The Automatique and Injection versions were soon available, followed a few years later by the two-litre engine and the wagon and familiare versions. So the 504 was a winner.

There was only one fly in the ointment: the price.

The 404 had been assembled in Australia by Continental and General since 1963 and was priced at the equivalent of \$2900 to compete in the lower end of

The "no frills" 504L model was not sold here in Australia.

the luxury-car market. (A Valiant auto cost \$2770 while Holden's Premier was \$2840 and Ford's Falcon Futura was \$2796. The Fiat 1500, Vanguard Six and Wolseley 24/80 were in the same ballpark.) But in 1965 Renault Australia took over local assembly and reduced the price to \$2550. Suddenly the 404 started selling well and this is when many people became Peugeot enthusiasts.

By 1970, despite many improvements the price had risen only \$49 and the 404 was a steal.

But when the 504 was released it was priced at \$3475, an increase of 33 per cent over the 404's list price. Talk about sticker shock! Yes it was definitely a genuine "sports saloon", as motoring writers used to say in those days, but it was not the bargain that the 404 had been. Its competitors (on price anyway) were the Triumph 2000, the Volvo 142, Alfa 1300Ti, Valiant Regal 770, Fiat 125 Special, Fairlane Custom, and MGB Mk II. The Australian 504 came in what would later be called GL form but in France and some other markets there was a cheaper version, the 504L. This was another example of Peugeot using bits from a previous model in a new car. It had happened when the 203 was giving



The 504L dashboard with its strip speedo, 404 style heater controls and switches. Note the column gear change.



The 504L's seats were more like the 404.

way to the 403 and when the 403 was playing second fiddle to the 404. So why not do the same with the 404 and 504? Externally, the 504L was identical to the GL, except that the sunroof was not available. The station wagon version didn't even have reversing lights! Inside, the front seats were basic, like the 404's, with no headrests. The gearshift was on the column initially, although a floor shift was introduced later. The main visible difference inside was the dashboard, which was strictly poverty pack. The strip speedo looked as if it came from a Morris 1100 and the heater controls were taken directly from the 404 parts bin. There were a couple of toggle switches and a couple of blanks. The only concessions to luxury were the centrally mounted clock and a cigarette lighter. (It's amazing how many French Peugeot brochures show cigarettes, pipes, tobacco or other smoking accoutrements.)

Underneath, the 504L had basically a 404 rear end. No IRS here, just a solid rear axle with Panhard rod, and drum brakes, but with a hypoid differential, like a 404 wagon. At 165 x 14, the tyres were narrower than the 504GL's.

So it was an 1800cc 404 with a stylish longer, wider and lower body and it would have cost somewhere between the 404 and 504GL, say \$3000 in Australia. That's Falcon 500-Holden Kingswood country.

Would the 504L have sold here?

According to contemporary reports, used 404s were in high demand when local assembly finished, some selling for \$600 above retail. Wheels claimed in October 1972 that "but for its slightly dated styling it could have worn a price tag some \$1200 dearer" and reported that a Melbourne dealer had sold a used 404 with only 70 miles on the clock for \$3200. "A higher mileage car in Sydney is currently on offer for \$3500."

Assuming a \$3000 price tag, I believe the 504L would have sold in the thousands. But there is one reason why it could not happen.

In 1970 the local Australian car industry was receiving Federal Government

protection by way of local-content regulations for assemblers such as Renault Australia. It was a complicated system but basically it came down to this: if you supplied 45 per cent local content, you were allowed to assemble 7500 cars a year without attracting import duty.

As we know, there was a very strong demand for the 504 when it was released, despite its high price, and some people had to wait for months for the cars they ordered. So an annual market of 7500 would not have been hard to meet.

Who knows how thing would have been different if the politicians hadn't interfered?

**Acknowledgements:** Thanks to Jim Brear for his Peugeot Project articles and to Mike Jolley for his contemporary brochures.

**nouvelle version**  
dans la gamme **504**

**"La berline X" moteur 1800/10 CV**

Vous trouverez dans cette Berline robuste et économique la même élégance des lignes, la même habitabilité, une finition très soignée, un grand confort et un moteur de 1.800/10 CV. Tout cela avec un budget réduit et une moindre consommation de carburant.

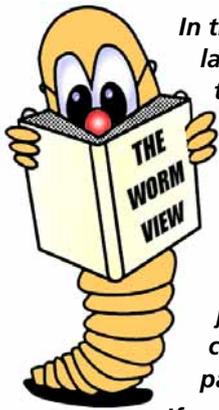
**BERLINES 504**

- L 10 CV à carburateur ou 8 CV diesel
- GL 11 CV à carburateur double corps ou 8 CV diesel
- TI 11 CV à injection d'essence

■ En option sur GL et TI : transmission automatique

**PEUGEOT 504L**

Logos: Din, PEUGEOT ESPO, SIDA



In the spirit of the late Gordon Miller, this is a column of news and views on worm-drive Peugeots. It is not meant to give expert advice, more just a provide chatroom on paper, if you like.

If you have something interesting to add, whether in words or pictures, please send it to Paul Watson (addresses on page 3).

Hot wheels

Imagine it's 1950 and you are a hard-working food wholesaler in the Loire Valley of France.

World War II is over, and the memories of rationing and shortages are starting to fade as a new optimism spreads across the country.

Olives, cheese, wine and snails are being offered in markets every day, and the owners of the grand chateaux of the Loire are keen to resume their pre-war regime of entertaining their rich friends in style.

For you, this means life is good and the money is flowing in.

In the showroom of a local garage you have admired the lines of the new Peugeot 203, which is more Lincoln Zephyr than Chrysler Airflow.

It certainly looks more modern than any other French made car and the mechanical specs are impressive: economical oversquare engine with hemispherical combustion chambers, four-speed gearbox with indirect top gear, worm and wheel differential, rack-and-pinion steering with a tight turning circle, and tall tyres for good ground clearance.

True, the top speed is not Bugatti-like, but there are not many roads good enough to reach the top speed anyway.

So you decide to buy a new 203, sombre black and plain except for Robri embellishers on the mudguards and bonnet.

Inside, though, you want a touch of glamour. So you drive to Paris one Saturday and look through the auto accessory shops that are becoming more common now that more people are able to buy and use cars.

LE VOLANT VIRAFLEX  
**Quillery**  
MATIÈRES PLASTIQUES

Les volants QUILLERY de tous types équipent 90 % des voitures françaises.

\* CONDUISEZ  
en souplesse grâce à l'interposition au centre du volant d'un accouplement élastique à amplitude dégressive, sans fatigue grâce au filtrage des vibrations de la voiture et des réactions de la direction, même en rotation, en sécurité grâce à la déformation plastique en cas d'accident de l'ensemble volant - accouplement.

\* Adhérence de la couronne cannelée et égrénée \* Inaltérabilité du revêtement "moulé" et de l'acier "inoxydable"  
\* Adaptabilité à toutes les voitures \* Réutilisation de la commande centrale d'avertisseur au moyen du bouton central du volant ou au moyen d'un cercle contacteur \* Orientation parfaite des bras à l'horizontale.  
\* Perfection des lignes, des matières et des couleurs \* Choix de 3 diamètres : 400, 425 et 450 mm, et de 4 couleurs : Vert amande, Ivoire, Rouge de Jaques et Ambre.  
\* Multiplicité des combinaisons entre les 4 couleurs du volant, des barrettes, et de l'anneau central interchangeables.

\* COMPOSEZ vous-mêmes votre volant VIRAFLEX, chez votre garagiste.

Quillery steering wheels, a classy addition for your 203.

In the Quillery establishment you find exactly what you have been looking for: a stylish flexible steering wheel available in several lustrous colours, and knobs, buttons and even an ashtray to match.

Quelle panache! You have them fitted on the spot and drive home to your Loire Valley home, king of the road.

Thanks to Guy Nolleau for the illustration. If you would like to see it in colour, email paulandnola@iinet.net.au.

And if you want to find a Quillery steering wheel for yourself, try [www.leboncoin.fr](http://www.leboncoin.fr)

Paul Watson



403 tebowing

A spy sent this picture of a silly man tebowing beside a 403 in Canberra. What is tebowing? According to an online dictionary, to tebow means to get down on a knee and start praying, even if everyone else around you is doing something completely different. It seems that tebowing is a logical (if that's the word) development of planking.



### 404 locker

One common complaint with 404 owners is that there's no handy bin for bits and pieces.

The 404 Super Luxe sold in Europe had leather seats and a very useful storage locker between the seats.

Thanks to our South African correspondent, Dawid Botha, we have the dimensions of the locker's frame and the keel that slides between the front seats to hold it in place.

If you are interested in getting dimensions, just email [paulandnola@iinet.net.au](mailto:paulandnola@iinet.net.au)



404 super luxe locker with keel



### The good old days

Unlike today's Peugeots, which seem to be generally despised by motoring writers because they don't come from Germany, Peugeots got fantastic press in the 1950s, '60s and '70s. And rightly so.

An issue of Unique Cars from June 2011 has an article containing a list of affordable 1950s cars that deserve to be remembered.

This article, by John Wright, lists these as the memorable cars of the 1950s: Fiat 1100, Peugeot 403, Mercedes 220S, Mark 2 Jaguar and Citroen DS19.

Of the 403, Wright writes: "The 1955 Peugeot 403 was an absolute standout standard sedan in its day. It built on the virtues of the 203 (1948) and packaged them in an elegant three-box shape. There was enough performance to match an FE Holden on the highway and leave it for dead on a demanding track such as the Great Ocean Road.

"No sedan in the world steered as well as a 403. Its predecessor began to redefine the possibilities of Australian motoring for the first time since the advent of the Holden. By winning the 1953 Redex Trial,

### Call me a cab

Guy Nolleau in Paris has provided us with a pic of a 203 taxi in Madagascar, which seems to be a haven for old Pugs. Guy says the cab is still in daily use, but since the owner does not have enough money to fill-up his petrol tank at once, he always keeps a one-litre bottle of petrol with him to use when the car runs out of fuel. And the nice pic of the 404 taxi in Berlin came via Dawid Botha. All you have to do is email or telephone Matthias Zierau at +49 163 436 7581 or email [mazierau@web.de](mailto:mazierau@web.de) and Matthias will take you where you want to be. Matthias is involved in the Berlin PeReCi Klub (PeugeotRenaultCitroën) [www.pereci.de](http://www.pereci.de). Thanks to both correspondents.



the 203 proved that four cylinders could do the job."

Wright says the Merc 200S "did not steer as sharply as the Pug but offered stronger performance (and a more calculated elegance)". He neglects to say that it also cost almost twice as much.

### Worm Weekend

A reminder to keep mid-October free, as that's when we plan to hold the Worm Weekend in conjunction with the South Australian French Car Day. More details in coming issues.

### We were wrong

In the last edition of Worm View I wrote that Ken Crook, former owner of the rare 203 decouvrable, had died. This must have come as news to Ken who, it turns out, is alive and living at Warrandyte. My apologies to Ken.



## PCCV Ballarat weekend

Mike Jolley



The convoy gets ready to roll.

The lunchtime barbecue was still warm when the Torquay contingent (Jolleys, Boyles and Watsons) arrived at the Vaggs' property at Mount Rowan on a warm Saturday February 4.

The yellow 172 restored by the late Gordon Miller was there on the grass, creating a great deal of interest.

Among those who had arrived before us were David and Carol Jenkins, Hank and Jo Verwoert, Ian and Heather de Vries, Alan Gay and Judy Dennis, Paul, Cathy and Alexander Fitzpatrick, and the Bendigo contingent of Doug and Margaret Burke and Roger and Noma Wright.

The discussion around the tables was focused on Sunday's planned motokhana at Napoleons and the chances of the weather holding. Already the wind was gusting and causing a few doubts. Glenn and Paula Vagg thoughtfully had prepared both a running sheet for the drive and some car-care items for an impromptu raffle.

A convoy of about a dozen Pugs followed Glenn in his 203 to begin an interesting rural drive skirting Ballarat City, passing the White Swan Reservoir and Ballarat Pressings, owned by PCCV member

Keith Parry. The club has had a couple of visits to this impressive metal laser cutting factory. But not today.

Rather, it was a little further, at the foot of Mount Warrenheip where our first stop was at Keith's property, where he is in the process of construction of a most impressive hilltop residence. A skeleton of massive steel girders and trusses, some to support a two-metre cantilevered verandah, gave all visitors an impression of how huge this house will be with the most magnificent, uninterrupted views westward to Mount Langi Ghiran near Ararat and the Grampians in the far distance.

Attached to the house is a three-car garage, and a three-car carport in addition to a vast shed close to the house, which will house Keith's plane and other vehicles.

Concreters were finishing the floor as we were there ... they had that day just poured 133 cubic metres of concrete for the floor of the shed! Some shed.

Leaving Keith's we travelled north through rich, red-soil spud country close



Inspecting the Parry mansion.

Stan Boyle in Lleyton Hewitt mode.



to Springbank, through Dean and Scrub Hill towards Newlyn with our destination being the Tangled Maze for a well-earned and anticipated coffee / sundae/ ice-cream in a beautiful garden setting.

Unfortunately the sun was too intense for too much walking to view the gardens.

Following refreshments, the convoy headed back to Mount Rowan through the picturesque village of Creswick and onto our accommodation. Glenn kindly opened his Peugeot History Shed for some members on this return section.

Back at our motel several people took advantage of the pool to cool off after the hot afternoon.

The meal on Saturday night was fantastic pizza and pasta at Eureka Pizza in Ballarat, close to the motel where, among lots of noise and hilarity, the day was rounded off.

Many thanks to the Vaggs; John and Dot for the barbecue and Paula and Glenn for their organisation of the event and the accommodation.



The barbecue at Vaggs'.



## Ben takes first prize at Napoleons

Paul Watson



Ben Park wins at Napoleons.

The club's fourth annual Napoleons motorkhana on February 5 was won convincingly by 16-year-old Ben Park in his red 205.

This was a great result, not only for Ben, but also for the club, which is keen to promote participation by juniors.

Another good performance came from 13-year-old Mitch Garrad (205), who was placed sixth, despite a wrong-direction penalty on the last of the 13 tests, appropriately called the Crazy Boy. The WD meant that Mitch's time for the test was the slowest time five seconds.

Second outright and more than 20 seconds behind Ben was Paul Watson (205), followed by John Walker (505) who was first in the rear-drive section, Mike Jolley (505), Nigel Beddoe (504),

Mitch, Troy Prollius (306 cabrio) Carl Provan (505) and Helen Walker (505).

The unluckiest entrant was Troy Prollius, a young Ballarat member, whose red cabrio had an electrical problem early on and was unable to complete several tests. His performance in the tests he did complete was excellent and he still finished seventh.

Ben was fastest in four tests, Troy in three and Mitch in two. Nigel Beddoe also had two fastest times, while Mike Jolley and Carl Provan had one each.

The event's director, Phil Torode, arrived a bit late because he couldn't find the keys to his 205. Instead he brought Ros's 306 and demonstrated each event for the competitors. If he had been timed, he would have been 20 seconds clear of the field.



Mitch Garrad in action.

First-timers Stan Boyle and Keith Parry also took part on come-and-try licences, but their results cannot be included because of CAMS regulations.

The weather was changeable all day, sometimes hot and sometimes very windy, but most tests were completed before a heavy downpour late in the day.

The course, which is in a dry grassy paddock on Ian and Sue Seymour's property, was bumpy in parts but that only increased the excitement.

The officials, Ray Garrad, Phil Torode, Lael Lea and Greg Park, endured the effects of occasional dust storms at times, but could still smile at the end of the day.

Several local members came to watch the proceedings, adding to the atmosphere.

Abby Beddoe, aged four, gave Nigel plenty of grief as he competed in Neil's 504 rally car. When he turned on the car's sirens she called out: "Daddy! Stop that!"

Once again, Paula Vagg arranged tasty chicken lunches for everyone, which was much appreciated by all.

Thanks to Paula, the Seymours and all officials for a great day.

Nigel Beddoe waits his turn for a test.



OR	DRIVER	Car	Total	Class
1	Ben Park	205	386.14	FWD 1st
2	Paul Watson	205	407.63	FWD 2nd
3	John Walker	505	411.92	RWD 1st
4	Mike Jolly	505	415.50	RWD 2nd
5	Nigel Baddoe	504	418.74	RWD 3rd
6	Mitch Garrad	205	434.58	FWD 3rd
7	Troy Prollius	306cc	435.16	FWD 4th
8	Carl Provan	505	445.16	RWD 4th
9	Helen Walker	505	478.11	RWD 5th



# Torquay Motor Show

Sunday February 12

by Paul Watson



After washouts at the last two attempts, some of us had serious doubts that this event would ever happen, particularly when there was heavy rain in Torquay on the night before and again on the morning of the event.

But the rain stopped and the weather gradually turned into a warm sunny day, the sort the Surf Coast is famous for.

There were 12 cars in the club's display: two 203s, a 306, two 403s, five 404s (two sedans, a cabrio, a ute and a bread van), one 406 coupe and one 504, and they came from Ballarat, Milawa, Geelong and the suburbs of Melbourne as well as from Torquay.

And one of those cars won a trophy. More on that later.

For some reason our cars were placed in two close rows, both facing the same direction, which meant that half of them showed their boots, not their bonnets, to the public.

The overall attendance seemed down on previous shows. Perhaps this was because of clashes with Hanging Rock and Rob Roy, or maybe people are just sceptical about Torquay's ability to turn on decent weather for the show.

We counted 160 cars, of which about 20 were in the HSV display.

Among the interesting vehicles on show were the Riley MPH of Franks McKenzie from Bellbrae (a friend of club member Alan Pinkney) and the Lancia Lambda of John Hickford from Anglesea, who did more of the restoration work on the blue 203 that featured on the cover of February Torque.

There was a rather tatty Citroen DS and Ray Hodge from Ocean Grove had his black Simca Aronde, but they were the only other French cars on show.

Other cars of interest included two Ferraris, a V12 E-type Jag and two Allards, one of which was previously owned and raced by Stan Jones.

VW Kombis are all the rage now and there were several on display, including some with "barn doors" and opening split windscreens.

Among the more bizarre entries were two trailers, one made from a Kombi and the other from a Holden FJ panel van.

Among the people we saw were Craig and Nathan Latta and Colin Stokes (as in Peck & Stokes).

Some people felt that the entry charge of \$10 plus \$5 per passenger was high, considering we were providing the entertainment. The money goes to community projects.

There was a long delay before the prizewinners were announced, which was annoying, but the wait was worth it, as Mike Jolley's very original green 404 won the trophy for 4-cylinder cars built between 1960 and 1979. Mike won the same trophy in 2009, so he now has a matching pair of whisky glasses,

The overall trophy winner was a Ferrari California.

Thanks to all who took the risk and travelled to Torquay. At least this year the trip was worth it.



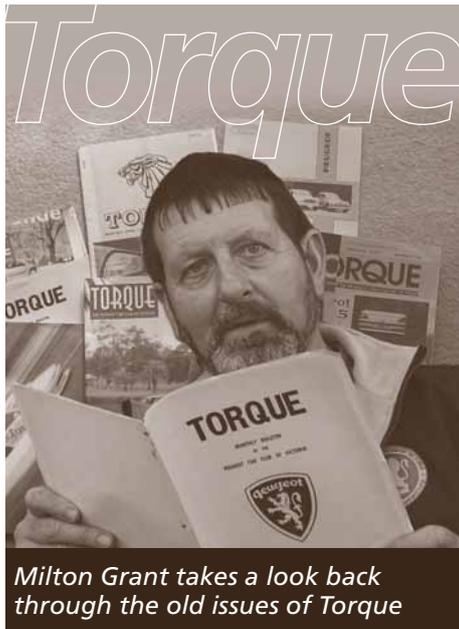
**Bizarre Holden FJ trailer.**



**Gorgeous Riley MPH.**



**Twin Allards.**



Milton Grant takes a look back through the old issues of Torque

**TORQUE MARCH 1972**

The first meeting at Camberwell had been held but not in the theatre but in the only room at the Civic Centre with natural light. This was due to the power restrictions imposed by the SEC strike at the time. Mike Dennis (President) was pleasantly surprised at the number of members who turned up and said the committee would always do its utmost to hold the monthly meeting on the appointed dates and that members should turn up at the appointed place and follow any route instruction you may find.

Geoff Strachan had translated two articles from the French originals, one on the Peugeot range at the 1971 Paris show covering 204, 304, 404, 504 models.

The second was on developments at Sochaux including attention to producing a V6 to power a Grand Tourisme type car.

The Summer Safari had been run with Brian Amey using for the first time a

computer with IBM printout to show provisional points lost after only 3 minutes of a card being handed in. It seems to have worked. It was just that the operator was a bit weary after chasing the trial throughout the night after (dis)organising the start and having spent the previous day procuring supplies of food. So which button and what sequence at 8am the third day? It took a bit longer.

First car home in Class A was an Escort 1st Peugeot was a 404 driven by Waterhouse/Allinson in 15th place. A number of the usual Peugeot front-running rally types for some reason didn't go to the finish control. Class B had Krauss/Gilbert in a 403 come 4th and 1st Peugeot.

A visiting party of senior executives from Renault was waiting clarification of the government's Local Content Policy before the further investment of setting up a Regional Office for South East Asia and the Pacific.

**TORQUE MARCH 1982**

The club was frantically looking for a motorkhana site after AMP refused us, and all car clubs, access to Knox City, or any land owned by them in Australia!

An summary of what could be happening for the Pageant in '83 had been outlined by President Roger Chirnside and was asking for a few helpers to see it come together.

Rob Cherry had given his thoughts as to what should go towards a concours policy.

A Mr Peter Lonergan had written to the club asking for help to trace a motor and wheels from a 1960s racing special built by Ken Code. They had been sold to a person building a Peugeot Clubman in 1975 by a chap by the name of Harold Robins of Montrose. If he was unable

to retrieve these items then he would be very please if a member could supply him with a 403 motor suitable for blue printing.

The annual cricket match against the Nissnan club would be held later in the month.

**TORQUE MARCH 1992**

The outside auction along with the inside auction had induced a large number of members to come along and grab a bargain.

President Glad had made a comment that reading a Torque from 1970 nothing much had changed in motorsport as Hugh Healey in 1970 remarked "CAMS moves in mysterious ways". (I reckon Peter Kerr would say that still in 2012!)

Technical Torque: Cleaning 404 fresh air intake chamber, duct and water drip tubes, restoring the rubber strip between the rear bumper and mudguard (uses Rolls Royce and Bentley rubber) and finally replacing the brake light switch in '68 models onwards.

Under the headline of "Driving around Australia? Don't do it! But if you must – go in a Peugeot" was a reprint of Peter Burden's National Times article from 1975 on taking a 504 that had been prepared for the 25th anniversary of the first round Australia car rally and completing a survey for the 1976 World Cup Rally.

*For Sale: '60 403 Sed, purchased new in Paris, 1 owner, 51,000 miles. Needs some panel work, Michies Dk Blue/gray \$950 ONO.*

**TORQUE MARCH 2002**

Due to the Motor Show being held and the club having received some 50 tickets from Peugeot Australia, the monthly meeting would be moved to Thursday March 7th at the Manningham Club, Bulleen.

A visit had been arranged to the Tram Museum at Bylands.

March the 7th was closing date for the Easter Pageant at Beechworth.

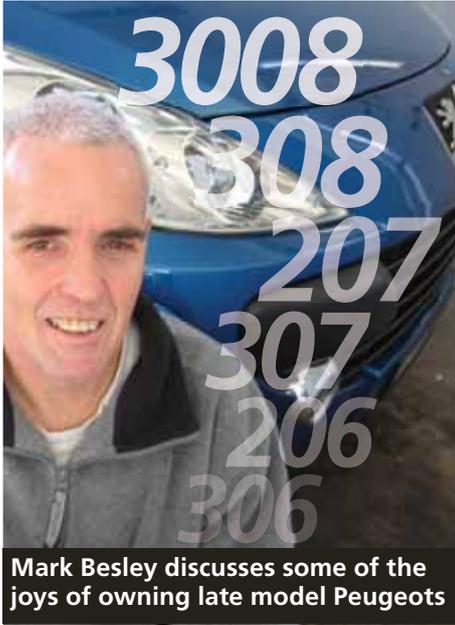
There were 755 registered cars in the club and 137 unregistered from one V2C to 226 504s.

Gordon Miller had come across a 1947 English Magazine *The Motor* in which was a write up of the 203. A contrast to Leon Saliba's write up and photos of his much modified 405 Mi16 PWRPUG.

Technical Torque centred on 505 fuses, their numbering and the fact the 203 had 3 fuses and the 505 had grown to 16.

*For Sale: 505 GTi Alloy wheel SMR brand size 6J15 \$150. Numberplate MUDPUG \$400.*





Mark Besley discusses some of the joys of owning late model Peugeots

Peugeot SUVs

According to the Peugeot Australia website and various automotive news sources, we will be getting the 4008 during the second quarter of 2012. As you are reading this in the March issue of Torque, the implication is that this vehicle will arrive here during the next three months.

The 4008 is based on the Mitsubishi ASX platform and has been in the pipeline for a while. It appears that the price here will be in the "low thirties", probably similar to the ASX. Given the previous experience of the 4007 compared to the Mitsubishi Outlander, it is hoped that Peugeot will not demand a large price premium for the 4008 compared to the ASX.

If the price is reasonable, this vehicle may provide an attractively-priced package in Australia and hence make some impression on Peugeot sales figures here. Many Australian car buyers are keen on four wheel drive and the 4008 will fit the bill. I find it interesting that non-Peugeot people often ask me about my 3008 and sometimes comment about a friend or relative who has a 4007. The first question is usually whether the 3008 has four-wheel drive or is available with this option. For example, those travelling in mountain areas in winter will often want four-wheel drive to avoid the hassle of having to fit chains.

I sometimes explain that there is a 3008 diesel hybrid which offers four-wheel drive "for free" (i.e. without all the complex mechanical arrangements) via a diesel engine driving the front wheels and an electric motor driving the rear. However this vehicle has been languishing in Peugeot Australia's



The Peugeot 4008, due to be on sale in Australia in the second quarter of 2012.

"currently under consideration for sale in Australia" category for longer than I can remember.

Looking at the Peugeot Australian sales figures in last month's Torque, I see that sales of the 4007 appear to have recovered well since midyear after supply problems related to the Japanese earthquake were resolved. I also see that 3008 sales are in the doldrums, averaging less than 20 per month since August.

Now let's compare some data for the 3008 to the forthcoming 4008:

**3008:** 4.37m long, 1.84m wide and 1.64 high. On-road price starting at \$36,790 (current special offer), \$39,648 normally.

**4008:** 4.34 m long, 1.80 m wide and 1.63 m high. Prices possibly starting in the low \$30s.

Can you see where I am going with this? Who would buy a 3008, identical size, no 4WD available and significantly more expensive? Given that Peugeot Australia have already pruned back the 3008 range significantly, my tip is that they will drop the 3008 altogether once the 4008 hits the showrooms.



### 1.6 Petrol Engine Follow Up

It is always good to receive feedback about my articles and I was particularly pleased to hear from Simon Craig, editor of The Pugilist (NSW Peugeot Club magazine). Simon had picked up the November and December issues of Torque where problems with the 1.6 litre BMW/PSA engine had been discussed. Simon has some interesting information and personal experience with this engine; I will quote a slightly edited version of the email that he sent to me.

*Just to let you know, my 207 GTi (which uses a slightly higher power version of the same engine featured in your 308 timing chain article) is still going strong on its original timing chain and tensioner, turbo and turbo oil lines, after 89,000km.*

*I attribute this "remarkable" event to regular use (i.e. driving it for more than 10 minutes at a time) and replacing the oil with the correct Total stuff at 10k intervals (i.e. in between the 20k intervals specified by Peugeot Australia). Other than this, I have no idea why I have been so "lucky".*

*Common issues for the engine do seem to crop up.*

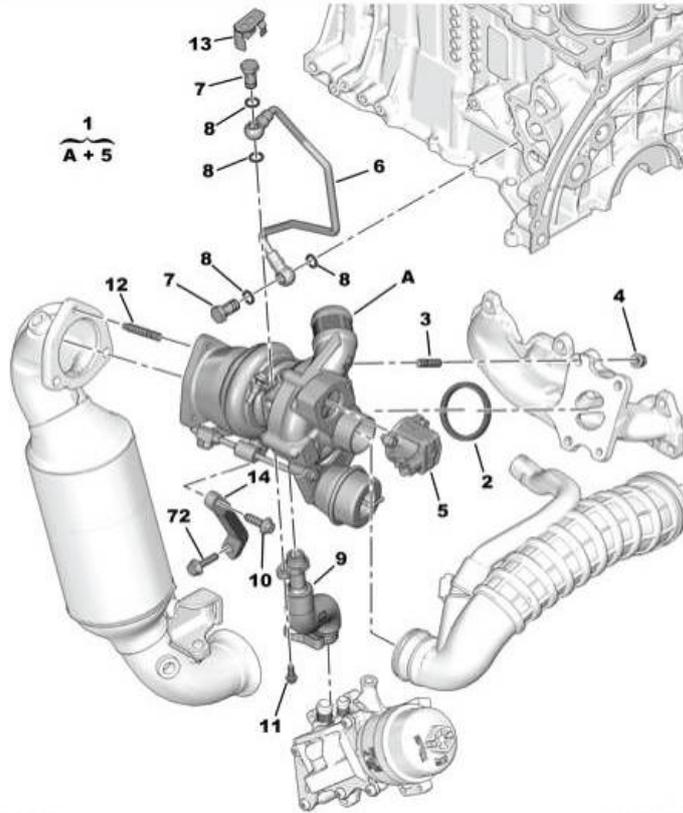
*1. The tensioner is attributed to timing belt slack (contrary to the letter writer's claims, both BMW and Peugeot have revised this item a number of times - not "refused to do anything").*

*2. The bolts on the cam sprockets were originally not tensioned correctly, which also led to timing issues, as there is no other method to secure the cam to the sprocket (i.e. woodruff key, etc.) but new bolts and a revised torque are supposed to have fixed this.*

*3. Poor oil flow to the turbo - either from a leaking oil line at the turbo or insufficient oil quantity or poor oil changes - results in turbo failure. A small heatshield and revised oil line has been the fix for this issue.*

*Item 6 is the oil pipe and item 13 is the new heatshield. I'm told the leak was from around the banjo fitting, not the o-rings (item 8).*

*Most of the problems were apparent on early 2007-2008 versions of the engine, in 207 GT and GTi, 308 1.6 petrol turbo, etc. I also think the 1.6 HDi suffers from*



*oil feed to the turbo issues much more drastically than this engine. Use of the correct oil and oil changes are critical on the HDi.*

*For your reference, the engine was mostly designed by BMW and basically 100% manufactured and assembled by Peugeot at Douvrin. A 207/308 engine is not "made by BMW" however the*

*MINI is a little different. MINI receive the engine parts from Peugeot and assemble them into engine assemblies at the BMW plant in Hams Hall (near Oxford, UK).*

*As I said, mine - which hasn't been driven lightly at all and is now 4 years old and approaching 90k, has had regular servicing only and other than a bonnet release cable and a battery under warranty, has been a remarkably reliable car. It still goes like a scalded cat and I'm very happy with it.*

*I've recently purchased a Citroën DS3 as a daily driver and the 207 is now relegated to weekend duty, so to speak. The DS3 has the lower spec 207 GT-style engine (115kW vs 127kW) and is excellent. Though not as much urge as the GTi, it is 150kg lighter and has a 6-speed manual, so it goes ok. It has the revised oil pipe and heatshield on the*

*turbo from the factory.*

There is also a link which discusses the timing chain issues at:

<http://www.etuners.gr/en/index.php?s=12&t=167>



**F**ollowing a string of awards won in Europe last year, the Peugeot 3008 HYbrid4 has picked up another prize in Germany.

Just weeks ahead of its European launch, the world's first mass-produced full diesel hybrid has won the Paul-Pietsch Award given out by the German publishing group Motor Presse.

Peugeot Automobiles Australia report: "The 3008 Hybrid 4 and 508 RXH have been under consideration for Australia since inception. We are well down the track in testing and hope to have both here in time for the Australian International Motor Show in Sydney in October".



## February Club Meeting

**Held at** Chateau Peugeot Fri 3 February 2012.

Murray Knight welcomed Members and guests and in particular Annette Allison Public Affairs Manager of the Royal Flying Doctor Service.

**Apologies.** Graham Wallis, Glad Fish, Nick Wright, Howard Kinns, Chris Powell, Doug Brockfield.

**Presentation,** Murray Knight introduced and welcomed Annette Allison the Public Affairs Manager of the Royal Flying Doctor Service who gave a very informative presentation, supported by visuals, about the RFDS, a detailed report is elsewhere in Torque.

**Minutes.** The minutes of the December meeting as published in the February issue of Torque be recorded as a true and accurate record, moved John Marriott, seconded Ray Garred, Carried.

**Secretary's Report.** Membership Renewals, 38. New Members, Jo Fisher, 306, 205. Vince Bates, 504. Publicity material from a number of commercial organisations, no substantive correspondence.

**Treasurers Report.** General Account, \$4,032.92. Cash Reserve \$13,350.07. Petty Cash, \$150. Term Deposit, Unchanged

**Event Secretary's Report.** Allan Horsley reported on the success of the Christmas Party and Neil Beddoe's property at Phillip Island where some 35 cars and their occupants enjoyed a great BBQ lunch.

He also reported of forward events, Club Meetings, Voyage Petites and Mid Week runs as well as the upcoming French Car Festival and RACV Classic Car Day.

**Competition Events Report.** Ray Garrad reminded members of the Ballarat visit on Sat 4 with the Napoleons Motorkhana on Sunday 5 Feb. He also informed members of the upcoming events, VMC Pakenham, Eildon Classic Rally and Broadford Hillclimb.

**Merchandise,** 504 Tee Shirts selling well, new post cards are available. Jackets, scarves, beanies and hats available.

**Hock and Scrounge.** A number of items were offered for sale and some items sought.

**Meeting closed** at 10.15 pm.

## February Committee Meeting

**Held at** Chateau Peugeot February 12, 2012.

**Present:** Murray Knight, Allan Horsley, Lael Lea, Peter Kerr, John Marriott, Ray Garred, David Jenkins, Todd Knight, Greg Park, Ben Park and Tim Farmilo. Milton Grant and Paul Watson by phone hook-up.

**Apologies:** Nick Wright,

**Business Arising:** Web site – Peter Cusworth has been approached regarding an upgrade to the website. Tim to follow up with Peter.

Raffle dinner sponsorship to continue.

Putting non-Peugeot vehicle on Club plates – to register a non-Peugeot a member will need to have a Peugeot on club plates. Subsequent non-Peugeots registrations will need to be approved by the Committee. Any request for an additional non-Peugeot vehicle to be added by a member, will require a Peugeot to be added first.

Trophy list has been prepared. Follow up when Nick gets back.

**Secretary's Report:** Correspondence: Club magazines and details of the Annual L'Aventure Peugeot Meeting in Germany. Membership renewals.

**Treasurer's Report:** The Term Deposit has been re-invested for the next 5 months and now has a balance of \$204,842.16. No additional information due to Nick being away. Nick to write a short article regarding the re-investment and the purpose of having the Term Deposit.

**Social Secretary's Report:** A great day at Torquay yesterday with Mike Jolley taking out an award.

The next Voyage Petite will be on March 12 starting at Lilydale with drive to Narbethong/Black Spur via Warburton. Hank's mid week run will be on Thursday March 15.

Upcoming events: All French Car Day, 25 March including the annual Club Concourse. Peugeot Easter Pageant, 6 to 9 April, Young, NSW; RACV Classic Car Day, 29 April;

Additional speaker suggestions: Travers from Bayside Panels; Ian Ross from AOMC. Ray Davis has sent through a copy of the 1954 Redex Trial which has been placed on DVD.

2013 Pageant at Wodonga: Allan, Murray and Doug Brockfield have made a visit to Wodonga and established the places for accommodation and meals. Cost to include lunches and Saturday and

Sunday dinners. Breakfasts to be paid for individually. Motorkhana site to be determined, but Phil and Graham will run the event. Some drives to be organised and a concours on the Saturday morning. We will produce a leaflet to distribute at Young advertising the event.

### Competition Secretary's Report:

Napoleons was a great day and we got finished just before the rain set in. Ben won the day and Paul came second. Some discussion about using the Pakenham track for a future event giving members the option of using a non-Peugeot vehicle. Other upcoming events are all in Torque. Milton has contacted DECA and they have advised there is no change to the price. We will look at the possibility of having the event with another car club. Possibly look at running our VMC event at the same time.

**CAMS:** There are 65 affiliated clubs with CAMS. CAMS looking for input from clubs regarding events they are running to be put on their new site calendar. 20 young officials to be placed at AGP with other events also being looked at to give these officials more experience. Starting the Ignition Program – learn to drive. Office preparing a new template for the running of motorkhanas as the next step in inspiring new members.

**Merchandise:** 504 tee shirts selling well and we need to get some additional sizes. Agreed that additional sizes to be purchased. The NSW Club has some very nice pens. We will look at these at Easter. Drink bottles also being looked at – minimum order of 96. Need to run a permanent merchandise column in Torque with photos and details of items. Milton to contact Peter Cusworth.

**General Business:** Need to purchase a lighter for the BBQ's. Murray to remind people to participate in the House Committee at the end of the evening. Phil Torode is keen to take some of the Redex cards to the L'Aventure Peugeot meeting. Committee members need to approach new members/visitors when they come to meetings so they are not standing around on their own and are made to feel welcome and are connected with another member with a similar vehicle. New members should also be given a bucket hat and a magazine at the start of the meeting so they are recognised as a visitor.



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- LA 404 PEUGEOT by Dominique Pagneux
- USA ROAD & TRACK ON PEUGEOT 1955 - 1986.
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## Cars for Sale

**504 V6 Pininfarina coupe.** First sold in 1974 and imported to Australia about 15 years ago. The coupe version was available with 4 cylinder 504 engine and a few were produced with the sensational 2.7 litre V6 engine. This example is fitted with a 5 speed manual transmission, air conditioning, factory alloy wheels, power steering, leather seats, new tyres. It is left-hand-drive. Silver in colour, rego CH plates 01265H, engine number 0022686, chassis number AA670P, Vin No. B0173. Asking \$35,000 ono. Phone 03 5338 1754 (ah) 0419 896 646 (m).

**307 2 Litre Hdi Manual Touring Wagon** First Registered 30.12.2004 Bianca White TFX 412 Timing Belt replaced V.G Michelin Tyres 102,000 KM \$11900. Call Rick 0419 332967

**405 auto,** 1993 white, in very good condition. 205,000km, country car all its life. Reduced to \$3000. Rod Farrell, 0402 063 052.

**207 GT,** 2007, black 3 door hatchback. Only 31000 km, one lady owner, in excellent condition. For sale as owner is working overseas. Always garaged and fully maintained by Rex Gorell, Geelong. Features reverse parking sensors, panoramic roof, cruise, auto headlights and wipers. Rego paid until Jan 2013. WDE854, VIN VF3WA5FXC33865614, \$17500 ONO. Phone Peter Guest, (03) 9720 9319. (Car garaged in Heathmont).

**504 GL** manual 1979 Sedan Light green with light green fabric top upholstery [exc]. 2 owners: 13 & 20 years. Engine rebuilt @ 250km, now 408km, no issues. Big bore manifold and pipe, Weber carb, new front rotors, after-market sun roof, 2 genuine rear mirrors. Perfect dash top and steering wheel, synchro's really good, has air con, [run out of gas in Dec.] No dents, lh rear door, rust hole in face, rh front mirror mount bubbly, No rust in boot, pillars, screens or door bottoms. EC Cheviot mags, tow bar. New windscreen [5yrs] Currently on SA club rego. SOJ543 Asking \$3200. Richard Sage 0429 154 254 Mount Torrens South Australia.

**505 SR** 5-speed manual, white with blue trim. Excellent original condition, ideal car for Hank's outback trips. Everything works. Towbar, mudflaps, rear window louvre. 292,000km. RWC. PCW-557. \$4000. Call 5622 2666 or 0409 137 036.

**206CC,** 2005, 5-speed manual, aluminium grey, black leather, excellent condition, 73,000km, full service history, Rego to Dec 2012, TXE212, RWC. \$13,990 ONO. Call 5622 2666 or 0409 137 036.

## How to place 'Sales Torque' advertisements

The best way to place your ad in Torque is to EMAIL it to [paulandnola@inet.net.au](mailto:paulandnola@inet.net.au)

Or you can lodge your ad by PHONE or TEXT on 0427 203 206 9am-8pm. If you prefer snail MAIL, forward your ad to PAUL WATSON, PO Box 876, Torquay Vic 3228.

To get into the next issue of Torque, ads need to arrive NO LATER than the Wednesday after Torque closing (see pg 3).

All advertisements will automatically go out on the **Cars for Sale email list**. (If you wish to join this list or the PCCV Update email list, contact the secretary.)

All car advertisements MUST INCLUDE the CASH PRICE and the REGISTRATION NUMBER, or if unregistered, the engine number (if no engine then chassis number). If these are not included, the ad WILL NOT be placed.

### 405 SRDT turbo diesel wagon.

1996, manual, silver, series 2. Has done 460k but body is still in excellent condition. Engine was replaced for low km unit 3 years ago and is running well. Interior good except for one of the rear seats has had a food spill and has been taken out for cleaning. Sold without RWC, but is close to. Good tyres (2 new), lenses all good. Reg due end of Mar. \$1900. Ph Peter 9762 5667.

## Wanted

**Driver's side lower light** ( fog/ driving light) for 406. Must be D9 light, not D8. Doug Brockfield 03 5727 3740. 0418 570 256.

**405 Mi16 Series II.** Unfortunately, my immaculate Mi16, with only 135,000 km on the clock, has gone to God. If anyone has a similar car and would like to offer it, please give me a call John King 9819 9819

**505 auto** with low mileage. Will pay top price for the right car. Dennis Norgate 5424 1787.

**306 cabrio** 2002 model auto in very good condition. Pale blue preferred but any colour considered. Jill 0402 134 406.

**403 Water Pump/Fan pulley,** 12 mm shaft to suit narrow fan belt. Allan Horsley. mob 0419 634 043.

**Top end gasket set for 203.** Leslie Murray, Christchurch. thehill36@thehill36.fsnet.co.uk

## Parts For Sale

**1974 2L Injection engine --** Professionally rebuilt 7 years ago [unused & sealed]. No distributor or flywheel & clutch, includes rear electric pump and fitted alternator. \$2200 ono. Richard Sage 0429 154 254 Mount Torrens South Australia.

**403 rear blinker lenses** (orange ones, as fitted to Australian 403s after 1960). \$30 a pair. 403 Purflux oil filter cartridge, new \$15, 403 windscreen, non-laminated \$30. 203 brake reservoir nipple new \$30. 404 radiator hoses (top and bottom) NOS. \$15 each. Paul Watson 0427 203 206.

**504 bits:** new front brake pads (Bend1 x); new top radiator hose;

new bottom radiator hose ( possibly 504); gold grille badge. \$60 the lot. Doug Brockfield 03 5727 3740 0418 570 256

**Number plates** PCV 404 for sale. \$290. Stan Boyle, 03 5261 3729.

**Basil's parts sale:** 504 sedan L/H +R H tail light lenses silver trim VGC 1 pair only \$35 each; 505 after market new series 1 + 2 front indicator/ park assy \$35 each; 505 BA 10 petrol motor manual gearboxes \$350; 1 ZF /505 auto trans, 3 speed reco \$350; 1 new fan blade 404 \$20; 1 reco TI 504 cyl head \$350; 1 x S/H 504TI instrument panel assy. \$75; 1 x S/H 504 instrument panel assy. \$50; 1 x S/H 505 PJ80 instrument panel assy. \$50; 2 x S/H 505 PJ82 instrument panel assy. \$50 each; 1 x S/H 505 PJ820 instrument panel assy. \$50; 1 x S/H 405 TD instrument panel assy. \$100; 1 x S/H 604 instrument panel \$35; 1 x S/H 504 gear lever assy \$30; 2 x S/H 504 handbrake assy (between seats) \$25 each; 1 x good S/H 404 door mirror gen. \$35; 2 X good S/H 404 mirror head only \$20 each; 1 X reco 205/405 cyl head \$250; 1 x set of new 205 conrod bearings \$40; 1 set of new 404/1800CC motor main brg. \$75; 1 X 504 TI reco cyl head \$400; 2 x 203/403 top radiator hoses (new) \$40 each; 2 x 203/403 bottom radiator hoses (new) \$45 each; Basil Van Dongen, 5633 1699 0418 533 490

**Roto diesel injection pump** for 504. Probably needs restoration but comes with a box of filters and parts. \$60. Greg Cox, 03 5157 1748.

**One new 406 emergency rim** and tyre – can deliver to St Ives Sydney – make an offer. And NSW number plates: dress up your 405 or 406; premium B/W - no annual fee. LE 405 and LE 406. These can be transferred easily. Murray Giles 0418 113 301 or 02 6771 1450.



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	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
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Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
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	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
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Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
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Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
<b>WESTERN AUSTRALIA</b>					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
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