

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



april 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

Vice President & Merchandise:
Milton Grant – Ph. 5824 2324, 0419 406 056
thechants@mcmmedia.com.au

Secretary: Allan Horsley

Secretary's Assistant: Tim Farmilo
Ph. 8711 4050 (H), 0411 240 818
tfarmilo@optusnet.com.au

Treasurer: Nick Wright
Ph. 5944 3821, nwright@netspace.net.au

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

Competition Secretary: Ray Garrad
0415 060 813, raygarrad@westnet.com.au

CAMS rep: Peter Kerr – Ph. 9890 1816,
0408 504 605, petekerr@optusnet.com.au

Youth Co-ordinator: Greg Park
Ph. 0418 296 258, gbetow@bigpond.com

CH Permits: John Marriott Ph. 9428 3074

General Committee:

Paul Watson – Ph. 0427 203 206
paulandnola@iinet.net.au

David Jenkins – Ph. 9885 6405
jenkinsdcv@bigpond.com

Lael Lea – Ph. 0416 147 003
laellea@mira.net

Todd Knight – Ph. 0458 901 005
tnknight@tpg.com.au

Ben Park – pugv8_504@hotmail.com

NON COMMITTEE POSITIONS

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

Library:

Alan Banks – Ph. 9716 2406 (H)

Scorer:

Glad Fish – Ph. 5944 3821 (H)
glad@netspace.net.au

Webmaster: Kathryn Wallis
Ph. 9859 1412, 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

404: Hank Verwoert, Ph. 03 9783 2718
verwoert@netspace.net.au

1-2-304 Register:

104, 204, 304 & 305 models:
Nick Wright Ph. 5944 3821
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

• 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:

The Editor, Peter Cusworth,
21 Rendcomb St, Kilsyth South 3137
Email: pcusworth@bigpond.com
Ph: 9762 5667 or Mob. 0409 797 023

TORQUE PRODUCTION

Deadline for the next issue is: **MONDAY 16 APRIL.** Torque will be **wrapped and sorted** for mailing on **THURSDAY 26 APRIL** 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.

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This month's cover

Just the car for Hank's outback trips!
This is 505 Dangel 4x4 is owned by South African club Chairman Ian Loubser. Normally the car is white, but was covered in an orange skin for a film shoot. You could say dangeling a carrot?



COMING EVENTS



Peugeot 406 Concept, French Touring Car Championship, 2003.



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



Peugeot Car Club of Victoria

APRIL 2012

Club Events Calendar

* = See event info in this issue

MARCH

Fri 30 Club Meeting, barbecue and RACV presentation. (The April Meeting early to avoid Easter)*

APRIL

6 to 9 Easter Pageant, Young NSW

Sun 15 Voyage Petite, Mornington Peninsula

Tue 24 Outback 2012 trip commences

Sun 29 RACV Classic Car Day, Flemington Racecourse*

MAY

Wed 2 Outback 2012 trip concludes

Fri 4 Club Meeting. All Trans Car Audio-Visual and Security*

18-20 International Peugeot Meeting 2012, Lahnstein, Germany

Sun 20 Voyage Petite, Redesdale

JUNE

Fri 1 Club Meeting

Sun 17 Voyage Petite, Lady Lavender's Tea Rooms, Bunyip and the Tool Shed, Noojee for Lunch

JULY

Fri 6 Club Meeting

Sun 29 Economy Run and Voyage Petite

Other events

April 1 Hillclimb at Bryant Park GCC

April 1 Hillclimb at Boisdale short track M&DCC

April 14 Autocross, Deniliquin

April 15 VMC2 motorkhana, Deniliquin

May 13 VMC3 motorkhana, Pakenham

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.



RACV Classic Car Day, Flemington Racecourse

Sunday 29 April

The Annual RACV Classic Car Day will be held on Sunday 29 April at the Flemington Racecourse.

This is a fabulous day out with a great array of Peugeots on display to complement the huge range of classic and exotic European cars.

In addition there are many stalls offering all sorts of automotive goodies, spares and specialist items as well as tools.

Not only are the cars great but so is the food and drinks available from a wide range of vendors. Special activities are offered to suit children, train rides and an animal farm are two examples. It's a great family day.

This event offers a great opportunity to feast on some of the best examples of European automotive engineering with all well known marques represented.

Come along and show off your Peugeot along with fellow members.

Gates open at 9 am for those exhibiting their cars and 10 am for visitors.

Display Vehicles \$15, Spectators \$13.

RACV CLASSIC SHOWCASE

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The Mercedes Benz Club Annual State Concours
Austin Healey Club Display Day

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RACV

ASSOCIATION OF MOTORING CLUBS
AOMC
Society for Motoring Enthusiasts

*Celebrating
Jaguar Car Club
50 Years In Victoria*

More details and site plans
www.aomclassicshowcase.com.au
Details 03 9890 0524

SUNDAY 29TH APRIL 2012
Flemington Racecourse Members' Car Park

May Club Meeting

Friday 4 May

Specialist audio-visual and security products and services will be the topic for discussion at this meeting.

Sam Tran from All Trans Car Audio-Visual and Security one of our near neighbours at Nunawading will give a presentation and demonstration of a contemporary range of after market audio, visual and security products.

Not only will he address the common products members seek to install in their cars, he will also talk about fitting the latest technologies to current model Peugeots, eg ipod connectivity.

The evening promises to be of great interest and relevance to all members, a night NOT to be missed.

Allan Horsley



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.

Outback 2012

VIC, SA & NSW

Tue 24 April – Wed 2 May

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

Taking in: Nhill, Yanac, Murrayville, Manya, Berrook, Sunset Crater, Wentworth, Nelwood, Hyperna, Canopus, Morgan Vale, Pine Valley, Canegrass, Balah, Redcliffe, Chalk Cliffs, Burra, Fords Lagoon, Sturt Vale, Quondong Vale, Oakvale, Loch Lilly, Coombah, Popio, Cuthero, Whurlie, Greenvale, Pooncarie, Top Hat, Mungo National Park, Turlee.

Hank Verwoert



Pugger Buggers Trip 2012

2-12 May

Starting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State. As we will be camping, it will not be necessary to book accommodation. The route may change due to road conditions. For more information, contact Neville Summerill on 02 6458 7208



EVENTS CONTACTS

Event Secretary: Allan Horsley
Ph. 9499 5861, 0419 634 043
allan.horsley@bigpond.com

Competition events: Ray Garrad
Ph. 5941 5565, 0415 060 813
raygarrad@westnet.com.au

Pugalong 2012

10-18 November

The PCCNSW is organising another Pugalong trip for 2012. Starting from Goulburn, Pugalong will take you through, Hay, Renmark, Port Augusta, Roxby Downs, Broken Hill to Cobar. From Cobar it could be a one or two day trip home, depending on where you need to go and how quick you need to get there. There are a couple of high mileage days, but on the roads we will be on, it should not present any problems. I will be doing a motor bike run to South Australia in April and will endeavour to find the best towns to stay in, and a few tourist things we should do. Lots of interesting things are planned on the way. A couple that should not be missed are the Museum at Woomera and I will try to arrange that we get a tour of the mine area at Roxby Downs. We have done both of these previously and they are very worthwhile. For more info, contact Don and Roslyn Pearson: (h) 02 4946 7538, (m) 0419 126 704, bikecomm@bigpond.com.au.

MERCHANDISE NEWS

See Milton at the club meeting and pick up some of these special PCCV momentos.



PCCV stickers clearance
– \$1 each... or 5 for \$5 :)



The 504 T shirts are moving well.
Grab one for \$28.

PCCV dome car stickers are back in stock – \$10.



Those old Peugeots are unstoppable

Look out for the Redex Rerun, coming to a dusty track near you in May 2013

Redex Rerun postcards – 50c.
Grab a few and pop one in when you send snail mail to spread the word.





Presidential torque



G'Day...

Over the past week or so, the touchy subject of older drivers has reared its ugly head again and consumed much space and comment in our daily newspapers.

Many of the comments are centred around an 80 year old driver, towing a caravan who managed to travel at least 10km the wrong way, up over the Westgate Bridge and then through the Domain Tunnel and further along the feeder freeway.

Whilst this in itself is a major problem that could have led to catastrophic consequences, my question is how was it possible that he was able to travel so far before being stopped?

Surely there must be some form of control or mechanism that could have been used to stop the driver much earlier than he eventually was.

As a result of the above, there have been renewed calls for the introduction of mandatory testing of older drivers which leads to the vexed question of when and how.

Do they put an age limit by which time testing starts – i.e. 75 years of age, do they re-test annually, maybe every 2 years?

With the average age of the members of PCCV increasing, this is a subject that many of us may well have to face in the future.

It is a thought process that I do not like. For those travelling on our roads at Easter, i.e. to Young for the Pageant, be safe and see you at the May meeting.

Murray



The 504L

Further to the article on the 504L (Torque March), Philippe Doyen of Club 504 in France has provided these comparative prices for French 504s in 1973: 504L 16,750 FF, 504GL 17,370 FF and 504TI 19,970 FF.

This indicated that the 504L was about 4 per cent cheaper than the GL and 17 per cent cheaper than the TI.

Philippe kindly sent this link to a video of an ad for the 504L: <http://www.kewego.fr/video/iLyROoaf22sq.html>



A correction

The article on the Torquay Motor Show (Torque March 2012) mentioned Colin Stokes and said he was part of Peck and Stokes. In fact it was Colin's twin brother Bruce who was involved in the Peugeot dealer. Colin was a teacher.

Doug's on board

Doug Brockfield has been appointed to the board of the Road Transport Hall of Fame, Alice Springs.



He will also act as the publicity officer on the eastern seaboard.

The year 2012 heralds the 20th anniversary of when a small group of Alice Springs transport enthusiasts decided to start a truck museum to recognise the contribution of the trucking industry to Australia's development.

Today the National Road Transport Hall of Fame is a museum of national significance with a collection worth millions.

The museum is a collection of old trucks, vintage and veteran cars and a collection of photographs and memorabilia representing the diverse operation of road transport in Australia. Also included is the Old Ghan Train Museum which is an integral part of Central Australia's heritage. This division boasts a tea room, museum and hopefully, train rides in the near future.

The newest part of the museum is the Cameleers Garden and display in the Ghan Museum honouring the role of the early camel men who pioneered the road and rail industries. The RTHOF have an annual gathering of enthusiasts, with a major get together every five years. In 2002 the Hall played a significant role in the Year of The Outback, for which Doug was an ambassador.

The board of management, elected by the membership, controls the affairs of the organisation.

Peugeots on screen

The recent release of the action movie Killer Elite, set in the 1970s, has tongues talking in PCCV circles.

Much of the movie was filmed in Victoria and some members provided cars, although not many can be seen clearly.



Anna Summers' burgundy 404 with the distinctive metal sun visor appears in several scenes during a rooftop shootout. And her partner Steven Rosten's 404 wagon gets a guernsey too.

Anna and Steven were at the Australian premiere. Here is her take on the film:

"We saw the movie premiere the other night and enjoyed seeing all the cars. It was remarkable to think that the opening scenes, supposedly set in Oman, were actually filmed in Footscray using backdrops, and other desert scenes in the You Yangs (4WD and briefcase scene). Look out for the Royal Women's Hospital, Footscray Bridge, Port Melbourne - streets and beach, rooftops of Flinders Lane buildings and St Paul's Cathedral, the Old Titles Office in Queen Street, Yarra Valley, white modern house on Oliver's Hill, and the list goes on. With the You Tube link to a full HD version you can watch via computer or internet TV." <http://www.youtube.com/watch?v=Mt72a4r-GkQ>

Even scenes supposedly set in England were filmed in Melbourne, using a variety of Triumphs, Jags, Rovers, Minis, Morris Marinas, Ford Cortinas, a Hillman Hunter and a mid-1950s Hillman Minx. All bear unrealistically bright and shiny British number plates of the period.



Dial PCCV

An occasional column about the calls that come to the club phone.

A non-member from Kensington wanted to know where to find "a spark plug connector for a Pewjoe 504". I asked if he possibly meant a spark plug tube and agreed that was what he needed.

I gave him a few possible sources for a second-hand tube and he was most grateful.

Out of interest I called him back a couple of days later to see how he had got on.

Yes, he said, one of the places I suggested had a spark plug tube for a 504 but that was no good.

Why, I asked. "Because it looks nothing like the one I'm replacing," he replied.

It seems he was working on a motor with recessed spark plugs and someone told him it was a "Pewjoe 504" motor. Someone was wrong.

It's amazing how many calls to the club phone relate to two specific problems with some modern Peugeots: weak batteries and faulty brake light switches.

I remember Colin Stark from Alpine Affaire telling a club meeting how dealers at Car City often bring in 206s and such with mysterious electrical problems, which are generally fixed by installing a new battery.

The brake light switch is not unknown to me, as our old 307 suffered from failure on four separate occasions (including when we were taking it in to the dealer to pick up our 308). The symptoms include motor in limp-home mode, cruise control not working and, sometimes, warning lights on the dash.

A non-member from a regional area rang to ask if there was someone in his district who could fix the turbo on his 407 HDi, because the local dealer could not. He described the symptoms and they sounded very much like brake switch failure to me, so I suggested that he should have it looked at before replacing the turbo.

But he wasn't having any of that. "I've had Saabs and I know about turbo failure," he interjected.

So I wished him luck and said goodbye.

As mentioned in an earlier column, the club phone often gets calls from people who have called Sensis and asked to be put through to a Peugeot dealer in Camberwell. We are in negotiation with Sensis to try to have our White Pages entry modified (a) to bring it up to date and (b) to stop it confusing people with the words "Mobile service".

One such call came through on March 12, which was a public holiday. The optimistic caller wanted to book her Pug in for a service. I gave her some numbers that she might try and wished her good luck.

Paul Watson



The Editor's Desktop

As the list below shows, there are a number of people who contribute to each issue of Torque. The list changes each month. We have regular contributors and others who send in occasional stories, photos or comments that we can use.

I must acknowledge Paul Watson, who seems to have contributed even more than his usual quota of late, and we are much appreciative of this. Thanks also to Peter Wilson from Sydney, another "pro" who shares with us the inside edge on what Peugeot is up to both in Australia and Europe.

I would like to encourage you all to have a go at providing some content for Torque. Love to get a story on your special Peugeot such as what Paul has on page 20 this month. Or perhaps a feature on a particular Peugeot model that may take your fancy.

In August and September this year, I will be away in Europe for six weeks. There will be one magazine due while I am away and another due the day I get back. My plan is to prepare at least half of these two magazines (the September and October issues) before I go, including non time related articles, and then complete the rest of the magazines with event info, news and ads etc., while "on the road".

Therefore, if you have any articles over the next few months that I can prepare in advance, please send them in as soon as you can.

Many thanks.

Peter

And Platform 4 at Flagstaff station was dressed up to look like a station on the Paris Metro.

Another film featuring a 404 is Tinker, Tailor, Soldier, Spy, which has been around for a few months now.

The most prominent car in the movie is a Citroen DS21 with a stupid fabric sliding roof that balloons every time someone closes a door.

But there is also a brief scene with a hotted up 404, featuring a Robri bonnet embellisher and spotlights in the grille.

If you prefer the DVD of the original 1979 TV series, you will see a couple of 504 wagons. And in the "extra feature" we see the man who interviews John Le Carre driving a red 205.

Still on Peugeots on the screen, the original series of Taggart, showing on Channel 72, sometimes features 309 police cars. That is it features police cars that are 309s, not several hundred police cars.



Garry Peters spotted this Alfa plate with an inappropriate touch of French!

WELCOME

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

- Mike Garrett '61 403
- Ian Laurie '65 404 and '63 403 Wagon

April Torque – brought to you by these members

Many thanks to the following members and friends who have generously contributed to this issue of Torque.

Paul Watson, Allan Horsley, Murray Knight, Mark Besley, Milton Grant, Tim Farmilo, Peter Cusworth, Doug Brockfield, Robert Cherry, Peter Kerr, Dave & Dorothy Duirs, Peter Chisholm, Steve Garratt, Dawid Botha and Peter Wilson.



Correspondence

A costly fuel stop

Anonymous (Torque 0312) had it easy at \$138.

While driving my wife to Sydney for her cousin's 80th birthday in 2011, I filled up at Holbrook in my Citroen C5 3-litre petrol at about 6am.

The attendant walked past me at least twice to dip the diesel tank as I was filling up my 60 or so litre tank with premium. A truckie was filling his tank at the diesel pump.

I told the attendant the pump number and paid on the card, without checking the amount.

As I walked out the truck driver went to pay and I heard him say: "What do you mean he paid for the diesel?"

I then looked at the receipt I had signed, without checking, which read \$1450.00. To find out how to reverse the charges took the attendant and assistant many phone calls. Then the attendant could only reverse the charges \$100 at a time, so it took 15 reversals. Our fuel stop was much longer than anticipated.

Steve Garratt

Baby on board

In regard to the article in last month's Torque on Oska Truffaux and his mention that, as a baby, he was taken home from hospital in a 404, I can relate a similar story.

When I picked up my 1968 404 in Brisbane in 1972 (my first Peugeot), I went from the car yard to the Mater hospital to pick up my wife and baby daughter to take them home.

My daughter turns 40 this September, and she still reminds me of the fact that I was supposedly more excited about the 404 than I was about a newborn daughter.

Interestingly, my current 404 (a different one) was also used by the owner in Beechworth in the 1970s for bringing home her two babies from hospital.

Doug Brockfield

Texting could be fatal

Having enjoyed a Saturday at the Phillip Island Historic Meeting I was returning home along the road from Koo-wee-rup to Pakenham. The road is rough and narrow with deep drains on each side so the speed limits are 80 and 90 Km/hr and I drove at the relevant



Recipients of the PCCV Update email list recently received the address of a website that pays homage to Peugeot wagons from the 203 to the 505, describing them as "the world's greatest wagons".

The site, which was kindly sent to us by Dawid Botha in South Africa, is compiled by Paul Niedermeyer and its address is www.curbsideclassic.com/automotive-histories/the-worlds-greatest-wagons-peugeot-203-403-404-504-505-an-illustrated-history/

This is a brilliant site and several members responded with praise for it.

One suggested that we should show how good our wagons are by making them the subject of the next club desk calendar.

The committee thinks this would be a good idea, so we are asking anyone with a really good wagon, ute or commercial vehicle to make it available for a photo shoot.

The obvious place to do this would be at the Classic Showcase at Flemington on Sunday April 29.

So bring along your beloved load carrier and it might appear on the 2012-13 desk calendar.

Of course, if you have a simply brilliant picture of your vehicle, we would like to see it. Just contact Peter Cusworth, who will again be assembling the desk calendar.

limit. I was followed all the way by a dad and the kids in a Holden sedan with two surf skis in a trailer on the back. He tail gated me all the way and five times tried to swerve out and pass from his blind position tucked up behind me. Each time he nearly side swiped a car going the other way. So it is no surprise that I was keeping a weather eye on him. At about two thirds of way to Pakenham both my passenger and I, in perfect unison uttered the same word "S.....t as a white Japanese ute in the approaching stream of traffic had turned towards us and was already half way across the white line. The driver had only his right hand on the wheel, the other was below the dash where he was looking. Thankfully the swerve to the right registered via the driver's bottom and he braked and yanked the car left which caused him to nearly leave the

road to his left into the deep side drain. I watched him via the rear vision mirror and he recovered with several wobbles. It looked as if he was texting, and being a good driver I'll bet he never even dropped the phone! Oh, the tailgating dad and kids took their chance just before Pakenham where the road became two lanes our way and the speed limit dropped to 80Km/hr. He blasted past at about 100Km/hr and had to brake hard for the traffic circle before entering the Princess Freeway.

Apart from these two idiots the drive home was nice and relaxed after a day of nostalgia and being able to wallow in the technical excellence of racing cars of all ages.

Peter Kerr



New regulations for rollover protection

When a government body takes your phone number and advises you that they are having problems with the phone system and it might drop out and that if (when) it does someone will ring you back... pigs might fly! However with a polite dose of persistence I was eventually connected to the very engineer who was writing the draft response to the questions framed on all our behalves by CAMS in seeking just what the changes to the registration or permit requirements will mean to the man in the street with a registered or permitted car with after market rollover protection.

The first item of relief is that I was assured that the new regulations will not be applied retrospectively. Thus if your car has rollover protection and is registered or permitted and the rollover protection conforms to the earlier six point regulations (VSI 28) for Vicroads, then it will be able to continue as is. However if you are presenting a car for a new registration or permit then it must comply to the new regulations if fitted with rollover protection. A transfer of ownership via a roadworthy I was assured would not be a problem for a previously and currently registered / permitted vehicle with a VSI 28 accepted rollover protection.

The new regulations come from the National Light Vehicle Code and as you might expect they are designed to co-ordinate with modern vehicles and their safety features. Thus rollover protection is not allowed to conflict with such things as air bags, particularly those over the front doors. All new rollover protection added to a car must be behind the B pillar. The details of the new requirements are accessible from www.infrastructure.gov.au/roads/vehicles_regulation/Bulletin/pdfNCOP7_Section_LK_Seating; under VSB 14 Modification Code LK8, LK9 or LK10 for roll bars and cages. LK8 is for one off bars and LK9 and LK10 are for professionally built ones. Due to my un-nerd like thinking I was unable to find LK8, 9 or 10 at Vicroads, but they are at the National site above.

If you are to fit rollover protection to a car which is yet to be registered / permitted then it must comply with LK8 or 9 and 10. The compliance of such an installation will require a VASS assessment and this will need a VASS Engineer to approve it. This is not too complex as a checklist is available for the boxes to be ticked by the Engineer. If you are seeking to build a roll cage, say for a rally car with components forward of the B pillar then



Peugeot's new city bicycle

Luggage on a bicycle is usually carried by backpack worn by the rider or a carrier above the rear wheel or on the handlebars. All of those locations are far from ideal for the handling of a light two-wheeler because they put heavy objects a long way from the centre-of-gravity. The new Peugeot DL22 city bicycle solves this with its central laptop compartment.

you must wait for the Vicroads response to the CAMS questions as a newly rally permitted vehicle, so far appears to have no exemptions from the new regulations. The above advice is for guidance only and should not be taken as a legal interpretation of the regulations.

Peter Kerr

Take a breath tester in the Pug

I've spent many an afternoon driving through the countryside of France – my mother's homeland – in a small Peugeot rental car. We have pulled over alongside a field of sunflowers or a stretch of sandy beach to lay out a picnic where we'd eat and sip the locally made wine.

On my next trip, however, I'll not only think twice about taking the wheel after a picnic, but I'll also be blowing into a Breathalyzer to be certain my blood alcohol level is within the legal limit.

Beginning July 1, a new law in France will require all motor vehicles (except mopeds) to have a breathalyzer on hand. It seems unexpected that a country like France, known for its love of le vin, would spearhead this campaign against drinking and driving, but perhaps not surprisingly, nearly 30 per cent of all road fatalities in France are alcohol-related — a higher rate than the UK and Germany.

From November police will stop cars to check they have at least a €2 disposable breath tester on board and to see the driver is below.05.

*Caren Osten Gerszberg
– from the Huffington Post*

Two men and a Pug in sea rescue

The crew of a Coastguard lifeboat that went to the aid of a Danish trawler stranded 14 miles off the Northumberland coast in heavy seas were surprised to see a Peugeot 206 on the deck with the two-man crew.

The trawler engine had failed while the trawler was being delivered from Denmark to the UK.

A sturdy line and a slow three-hour tow got the vessel to port safely.

The canny skipper then just needed a couple of planks to get his Pug ashore so he could drive to an Amsterdam-bound car ferry and then home to Denmark.

From the Northern Echo



A highly modified French 404 ute. What do you think?



Peugeot – General Motors alliance

The Peugeot family has agreed to General Motors taking a 7 per cent stake in the Peugeot group so the two companies can pool research and development, vehicle platforms and technologies.

They plan a global purchasing joint venture to source commodities, components and other goods and services from suppliers with a US\$125 billion a year budget.

Saying it was an alliance, not a merger, the companies said: "Each company will continue to market and sell its vehicles independently and on a competitive basis."

GM's European operations lost US\$747 million last year, while PSA's core auto division was US\$664 million in the red in the second half.

The Peugeot family, which owns just over 30 per cent of the automaker, has agreed to some dilution. Blackrock Inc. last year became the second-largest investor with 5 per cent.

Many analysts have been sceptical about the alliance because two weak players still have surplus capacity that they cannot address.

However, Barclays Capital was more positive. "We see this alliance as more typical of the focussed collaborations GM and PSA are already pursuing with a wide variety of partners," a note to investors said.

Peugeot has specialised industrial partnerships with BMW, Fiat, Ford, Toyota and Mitsubishi. However, it baulked at a share deal with Mitsubishi.

GM has had equity alliances that have not panned out:

Isuzu, 49 per cent, 1971-2006, fine until a deal with Fiat.

Suzuki, 20 per cent, 1981-2008, sold to break Fiat deal.

Daewoo, 50 per cent, 1972-92, became a subsidiary after bankruptcy.

Saab, 100 per cent, 1998-2010, lost through neglect.

Subaru, 20 per cent, 1999-2005, sold to break Fiat deal.

Fiat, 20 per cent, 2000-05, paid US\$2 billion to get out.

A honeymoon minus early babies

Peter Wilson looks at what's coming out of the big auto alliance

Automobiles Peugeot could produce another big luxury car in the six-oh series as its first joint model from the alliance between the Peugeot group and General Motors.

But Australia will have to wait several years before it will see anything like a 609.

Even a 509 and its Citroën, Vauxhall and Opel equivalents would take four or five years to produce on a joint platform.

The Peugeot group's chief executive, Philippe Varin, said the first vehicles on a jointly produced platform would be on the market in 2016, although he would not give specifics.

Until then it will be new Peugeots much the same as expected – the 208 this year and the 301, the 308 replacement, next year. Dual clutch transmissions will be coming up then to help save fuel.

Vehicles now in production have to complete their life cycle before the automotive giants can look at replacing them with joint platforms.

The partners have ruled out the prospect of Vauxhall/Chevrolet/Holden 508s or a Peugeot Cruze. Each organisation will continue to market and sell its



Partners: GM chief Dan Akerson and Peugeot group chief Philippe Varin at the merger press conference.

vehicles independently and on a competitive basis, they said in the merger announcement on February 29.

At this stage the alliance is about GM helping reduce the Peugeot debt with its share purchase and GM sharing Peugeot's bigger European buying power.

They want early savings from purchasing components and materials and possibly having a huge shared parts bin. With mega-volumes at stake, they will demand the best product for the best price.

The partners have agreed to focus initially on the D and B segments because their plans for new models in other sizes are well committed in their development and production cycles.

The D segment, also known as the mid-sized segment, includes the Peugeot 508, Citroën C5 and the GM triplets – the Vauxhall and Opel Insignia and US- and China-built Buick Regal.



Final touches on the 208 production line.



Opel Insignia: Platform could be the basis for new Peugeot and Citroën models.

The Peugeot 508, which made its debut here last year, still has some years before being due for an update and replacement while the C5 is due for an update in 2014 and the Insignia, launched in 2008, is due for replacement in 2016.

The plan is that one partner will design the next D platform for both and the cost of development and plant retooling will be spread over a combined 1.6 million cars a year.

GM and Peugeot are emulating the platform sharing policies of rivals such as the Volkswagen group with its VW, Audi and Skoda brands, Renault-Nissan and Fiat-Chrysler.

Economies of scale would reduce the research and development cost of combined projects. Automotive News Europe quotes an analyst's estimates of these as US\$1,280 for each GM vehicle and \$1,040 for the French.

Opel sources have indicated in German media that an extension of the present Insignia platform has already been made for a large Saab sedan that did not make it into production.

Automobiles Peugeot could use this to underpin the large sedan gap left when it discontinued the 607. It has a stylish new design to match – the HX1 concept shown at the Frankfurt Auto Show last year – and the diesel hybrid power available to deliver performance while keeping emission levels low.

Peugeot baulked at a 608 because the 607 did not sell well outside France. In Australia, it was a luxurious niche model that won a loyal and enthusiastic following, with sales of 405 units.

Meanwhile, Philippe Varin ruled out immediate work on the partners' other announced focus, on the B segment. This subcompact group includes the Peugeot 206, 207 and 208, the Citroën C3 and DS3, the Opel and Vauxhall Corsa and Chevrolet Aveo.

PSA chief financial officer Jean Baptiste de Chatillon predicted the concentration

on the D and B segments would give global leadership in the segments as well as strong positions in Europe and Latin America.

However, the Peugeot 208 began its production cycle in March, with a 2002 crossover to follow at the Paris Auto Show in September and other variants locked in after that.

It is a key model – the Peugeot 207 was the brand's best seller with European sales of 245,649 units in 2011, according to JATO Dynamics.

Most of the work on the 301 – given that number because the 309 has been used in the 1980s, within market memory – has been done for its debut next year and spy photographs of the car have been published.

The 308 is Peugeot's No. 2 seller in Europe.

Priority has been given to a Peugeot project named M3 to develop a no-frills model to be built in Spain for sale in emerging countries. It has been described as classier than Renault's Dacia brand Logan, and mechanically simpler and easier to maintain than European Peugeots.

The sale in Europe of the M3 and its Citroën M4 version has been ruled out.

Work is also well underway on the Peugeot 3008, Peugeot 5008 and Citroën C4 Picasso for launches in 2015.

Possible convergence of platforms could begin with the Opel/Vauxhall replacement of the Astra compact in 2016 and that could flow on to the Chevrolet and Holden Cruze.

An important area of cooperation will be in minivans where GM and Peugeot Citroën dominate the growing small segment with 48 per cent share between them and each has a good chunk of the Renault Scenic-led medium segment.

With input from Automotive News Europe, Reuters and Bloomberg, etc.

Peugeot sales in Europe

Purchases of new cars in Europe slumped 9 per cent in February, the biggest drop in more than a year, while those in France fell 20 per cent.

Renault was hit hardest, down 23 per cent, while the Peugeot and Fiat group sales fell 16.5 per cent, Bloomberg reported.

Worry about the economy is keeping customers out of the showrooms, though the stronger German market did not decline and Volkswagen bucked the trend with a fall of only 2 per cent across sales of its brands.

Figures from January show the dismal picture across the Peugeot range.

	Jan. 2012	Jan. 2011	Unit change	% change
iOn	146	58	+88	+152
107	6,955	8,536	-1,581	-19
206	3,865	10,090	-6,225	-62
207	18,340	21,056	-2,716	-13
308	11,697	13,408	-1,711	-13
407	41	2,011	-1,970	-98
508	8,203	1,986	+6,217	+313
RCZ	936	1,552	-616	-40
3008	8,440	9,617	-1,177	-12
4008	7	-	+7	
5008	4,646	5,899	-1,253	-21
807	355	443	-88	-20
4007	235	390	-155	-40
Bipper	495	852	-357	-42
Partner	2,580	3,303	-723	-22
Expert	349	294	+55	+19
Other	503	170	+333	+196
Totals				
Peugeot	67,793	79,665	-11,872	-15
Citroen	57,294	66,085	-8,791	-13
PSA	125,087	145,750	-20,663	-14
Cadillac	70	52	+18	+35
Chevrolet	16,919	13,515	+3,404	+25
GMC	2	1	+1	+100
Hummer	3	8	-5	-63
Opel/Vauxhall	58,645	74,088	-15,443	-21
Other	-2	-2		-100
GM	75,639	87,666	-12,027	-14
VW brand	131,606	132,035	-429	-0

Compiled by JATO Dynamics from sales data from 29 European countries, excluding vehicles registered as commercial..



Tasmanian sojourn

Paul Watson

On our annual pilgrimage to Tasmania in February, Nola and I spent the whole week at Boat Harbour, on the Bass Strait coast. This is a beautiful little place, with few houses and no shops except for a small cafe called Jolly Rogers.

From our apartment we looked down on a crescent of golden sand and azure-blue water. The swimmers, surfers, kayakers and surf-boat crew provided all the entertainment we needed for a great relaxing holiday. And the water was a good deal warmer than at Torquay.

This part of Tasmania, between Burnie and Stanley, is not known for being Peugeot country, but we saw a few here and there, including one that belongs to the owner of Jolly Rogers. But as we drove from Launceston to Boat Harbour on the day we arrived, radio 7BU Burnie carried an ad for Burnie Mazda, a big operation on the highway, announcing that they were now selling Peugeots as well.

Naturally we stopped in for a look, expecting some sort of blue box, but no. There were three Pugs, a 4007, a 3008 and a 308, among the Mazdas on the forecourt, accompanied by two Peugeot banners. Well, it's a start.

There are Peugeot dealers in Hobart and Launceston, so Tasmania will have three dealers which is one more than Western Australia and two more than South Australia.

We booked an Avis Corolla but, as often happens, we were given a Falcon XR6 instead, as the Corolla hadn't been washed. It proved a capable car but its size made it unfriendly to drive.

Our opinion of the Ford was not improved when, after driving only 8km from the airport, a truck threw up a rock that left a star on the windscreen.



Burnie Mazda dealer

Beautiful Boat Harbour.



307 at Boat Harbour.

As always, we visited Stanley, home of the Nut (aka Circular Head). Stanley is a lovely place with lots to see and do, but our visit was purely gastronomic. The cafe called Moby Dicks serves the best bacon and eggs I have eaten, anywhere, and at a very reasonable price of only \$9.

We found a parking space right outside and the people eating their breakfast at the outside tables took an unusually keen interest in my reverse park. When I got out and walked around to the driver's side I saw why: I had parked hard up against the edge of a rubbish bin. Fortunately there was no mark on the car and I didn't get a five-second penalty for hitting a flag.

The nearest town to Boat Harbour is Wynyard, a pretty place on the Inglis River and boasting the Gutteridge Gardens. This is the home of the Wonders of Wynyard, a display of veteran cars including what is claimed to be the world's oldest surviving Ford, a 1903 Model A that was bought from a collector in Ohio in 1988. Other cars on show include a 1904 Model B Cadillac and a 1915 V8 Cadillac, a 1911 Brush, a 1908 International Harvester Motor Buggy, two Darracqs, a 1917 Oldsmobile and six other veteran Fords. The cars are mainly from the collection of Francis and Elayne Ransley.

Wynyard didn't offer much else carwise, except for a 1950 Studebaker Champion,



Close but no 5 second penalty.

the one with the bullet nose that makes it look like a recent Toyota.

At the end of our week at Boat Harbour we drove back to Launceston Airport and, finding we had time to spare, called in to see the village fair and penny-farthing festival at nearby Evandale. A great way to end our holiday.

One more thing about Tasmania: for some reason the channel called TDT takes the nightly news from Melbourne's Channel 10, including the Melbourne weather and traffic report. Now I've always thought that a televised traffic report, even if it is from a helicopter, is not much use to someone driving a car. And a report of Melbourne's traffic conditions is particularly useless to anyone in Tasmania, whether driving or not.



Studebaker Champion at Wynyard.



A high heeled Pug in movie make-up

Peter Wilson

Like any movie star, Ian Loubser's Peugeot GTi 505 was deemed to need make-up for its starring role in a South African television production.

It looked pretty good in its original white. The colour had served the station wagon well since it left the Peugeot factory and after the Dangel workshop in Alsace had made its four-wheel-drive conversion.

But the production department wanted a burnt orange make-over to give it a touch of colour for it to stand out against the setting of white sandhills somewhere near Cape Town.

Ian, whose business interests include hiring action vehicles to film companies, consented and the colour was changed.

The photography looked great, particularly against the "Moroccan desert" sands.

However, when Ian's friends in the Peugeot Club Afrique du Sud saw the location photos, they were horrified at the thought that their club's chairman would be up for big money to restore his wagon to its previous pristine condition.

As the Pug on high heels, the wagon had always stood out from other Peugeots like a tall big brother because of its extra height in club lion-ups.

The new colour seemed a little too much.



The Dangel always stands out in club lion-ups

PCCV member Graeme Nicol was most concerned. "Ian Loubser's car looked great in white," he said in an email. "The orange makeover I presume is a real re-spray, i.e., sanding, priming, painting

and baking which destroys the factory finish and if so is the film company going to restore the car to its original white?

"The only reason I ask is the huge cost to restore the car to original?"

He did not take into account that movie making is all about illusion.

Dawid Botha, who had shared snapshots of the change and from the film set to fellow members, explained: "They stick plastic all over it and then pull it off again."

When we sought a bigger image of a desert scene for its cover, Ian emailed back that the film people had banned use of photos from the set until the release of their project in October.

However, he obligingly took his 4 x 4 into a neighbouring vineyard trail for some special offroad shots.

Ian told us that the car had originally belonged to a French missionary who had driven it from France through Africa to Durban.

A guy in Durban bought it when the missionary returned to France and after that owner's death a nephew sold it to Ian.

Did he buy the vehicle for his film vehicle business? "For my personal interest absolutely," Ian said.

At that stage the mobile phone link with Ian, who had stopped on a bush road, dropped out.

Dangel has modified some 80,000 vehicles since 1980, starting with Peugeot 504s and progressing to 505s and Citroën C15s and C25s.

These days its range includes the Peugeot Boxer, Expert and Partner, and their Citroën and Fiat clones.

The only Dangels we are aware of in Australia is a 504 ute in WA and PCCV's own Lael Lea has a Dangel kit still waiting to be built into a 504.



Ian Loubser's Dangel shows its 4 x 4 abilities



Vintage Car Club of NZ International Rally 2012 The Peugeot experience



Kiwi PCCV members Dave and Dorothy Duirs report in from Wanganui, NZ

When we took our 203 to the International VCC Rally in Invercargill in 2006 it seemed a very long time to wait for the next one this year in Wanganui, but the time romped away and the inevitable "last jobs" very soon put pressure on, especially as I had arranged to loan the 403 and 404 to West Australian friends from the 2003 Redex Rerun which we attended. A good number of Aussiefrogs attended the Invercargill event too.

The '69 404 is in original condition so didn't pose too much worry, the '55 203 still gallops along and has had very little attention since the Redex, but the ex Wellington '61 403 has had a transmission problem since we acquired it – noisy and juddery at start ups. After going over all engine, gearbox mounts, suspension bushes etc the fault was in the clutch pressure plate which was distorted and looked like it had been cooked or welded at some stage in its history. A heck of a lot of removing and reinstalling of engine, gearbox and rear end took place with much skin scuffing and cursing!

Our Aussie friends duly arrived and with the 203 A-framed behind our Ducato Maxi camper (same as a Peugeot Boxer), we set off in convoy from the Far North for our first night at Otorohanga. The 403 was pronounced as excellent and did 34 mpg, the 404 was whispering along and the 203 had never been so fast up hills as the Ducato just didn't know it was there and it tracked beautifully. The 120 HDi (PSA?) six speed set up is ideal and my initial apprehension was soon waived. Our arrival in Wanganui through

the twisty Parapara road was amazing with all manner of marques of all ages wending their way through the streets to a very warm Wanganui welcome. We set up camp at the Boys High School which was only metres away from party central and after registration and formalities the show was all on for two weeks around Wanganui.

Nearly 700 vehicles were entered, some from overseas, from old single bangers to some exotic biggies and most beautifully restored. A full motoring and social programme was very well set for us. Entrants were divided into several groups by colour numbers and we had to choose from a Long (80-180 miles return), Medium (60-150 miles return) or Veteran (30-80 miles return) run with an optional "competitive" element based on timed sections on our routes. Our destinations were, on different days, Hawera, Hunterville, Feilding, Marton, Ratana and Jerusalem. Being on the Long, competitive runs we went way into the back country on some fantastic, twisty, dusty, corrugated roads with amazing scenery. Each of the destination towns really went out of their way to greet us

by closing off the streets and parking us in the centre – an amazing sight of old cars, up to 150 per group per day, bringing back memories to the oldies and wonderment to the younger folk.

Back at HQ a large "tented" out door area with macrocarpa slab tables, live music, bar and dinner facilities made for relaxing evenings (although the cold wind took the shine off a bit) to chat about the day and experiences of keeping some of the old cars going. Each evening there was entertainment with different artists/bands each time and although the music was very loud (always seems that way now!) many folk were up dancing away with resultant sore legs next day – but we were back for more next night!

One day was set aside as a public day and about 800 vehicles parked at the race course which attracted some 35,000 people – again it was an amazing sight and chance to have a good look at all the entrants. There were also many exhibits in the grandstand and a competition to build and drive over a bridge (timber on concrete blocks in shallow plastic pool and drive over without wetting wheels!) and a competition to rebuild and run a



Duir's convoy: 203 A framed behind Fiat Ducato/ Peugeot Boxer.



PEUGEOT TORQUE

model T Ford in minutes! We managed to get all the Pugs together which made for a good line up – Duirs’ 203, 403 (loaned to Barry and Tina Mouritz WA) and 404 (loaned to John and Trish Brockman WA), Phil and Kay Thomas’ 404 (Brisbane and Westport), Tony Haycock’s newly restored 404 ute (loaned to Tony Nott and Annie Brown, Bowna Australia), Richard and Liz Smith’s 404 (Canterbury), Ken and Lexie Mills’ very original 504 Ti (Dannevirke). We all had some interesting comments from onlookers. It always surprises me, in view of the relatively small volume of Pugs in NZ, just how many people seem to have had some sort of connection with them in the past. PCCV members, Glenn



Peugeot picnic on one make day.



Aussies at Wanganui VCC rally: Annie Brown, John Brockman, Tony Nott, Trish Brockman, Phil Thomas, Barry Mouritz.

cars had a go with some interesting performances. Unfortunately, by my error none of our cars entered, but Kay Thomas did justice in their 404 as did Tony Nott in the 404 ute with the Smiths enjoying a “fang” around too in their 404.

All good things come to an end and after a formal prize giving, dinner and more dancing, we A-framed the 203 home followed soon after by a visit from the Thomas 404 before it returned to Westport. Our 404 was returned safely and likewise the 403 after it had detoured to Wellington and Napier. So now it’s oil change time all round, fix a leaking 203 fuel bowl, sticking 403 accelerator cable, leaking fuel gauge

and Carolyn Hall, also joined us for the day.

Another day was set aside for one make events arranged by them. The Pugs, with the addition of Len and Gladys Haycock’s 404 diesel ute, all met at the Bason gardens for a French picnic lunch and petanque which created some good laughs and a chance to chat about the different vehicle projects.

Another non rally day enabled speed minded entrants to tear around the Manfield race track (officially controlled and well run) which also created some great after race banter as all sorts of

Smoko stop up in sheep stations behind Wanganui.



gasket on 404 fuel tank and then we are all ready for the next one in Dunedin in four or five years time!!!

We are very proud and grateful for the top notch organising of the whole event and hope to enjoy many more VCC events at our club level and nationwide. We also thoroughly enjoyed catching up with our ex Redex Australian friends who seemed to enjoy our shores and roads which they now realise cannot be covered as fast as in Oz. The old Pugs also did us proud by behaving and performing well most of the time. Vive Le Peugeot!!!



FROM THE EVEN NEWER FRONT SHED



Robert "Turbo" Cherry

Today there, as it happens, despite you and me probably thinking that not much was going to happen that was worthy of a return of the Front Shed. There is in fact some interesting stuff happening that may materialise in Torque during the year via the front shed column. For some time I have been thinking well that's it, we have said and done just about all that there is to be said and done about making old Peugeots go faster. I was wrong. This column's prime focus has been on RWKW rather than L/100 (oops just typing L/100 bit makes me start to doze off) so it may be that you are better reading the columns of the far more sensible Besley and Watson if this is your area of interest.

Laguna Boy

The coincidence of two things, which I have discussed in Torque before, has seen a situation come about that is advantageous to those who like to fit PRV V6s to older RWD Peugeots. I have mentioned that of the PRV V6s available in Australia the best one is the 3 litre (2975cc) 12 valve electronic injection evenfire V6 as found in 605s, 1995 or 1996 V6 Renault Laguna's and V6 Citroen XMs 1996 and older.

This PRV motor in standard trim has 188 horsepower, much better than standard B28s and B280 motors which are more like 140 to 150 hp. The Siemens- Fenix fuel injection system is a good quality closed loop EFI although the security features need to be defeated or you can use the Renault 'plip' as a security device. The Renault Safrane motor fitted by Bill Hamilton to John Marriott's 604 is the same motor although it has Autronic fuel injection.

The other aspect to this story is the awful four speed autos that show high failure rates from 130,000 km onwards and are expensive to repair that are fitted to these cars. The values of the older PRV V6 engined Lagunas, XMs and 605s have depreciated to the extent now that the

cost of a transmission rebuild is easily more than the value of the car. In fact for the price of a trans rebuild you could buy a 406, series 2 Laguna or a Citroen C5.

In recent months the Peugeot Club's Bill Hamilton has found no less than six, yes that's, right six, a half dozen Renault Laguna V6s all with trans failure, whose unfortunate owners all knew they were not worth much and sold them to Bill for an appropriate price of about not much. Bill takes the recently immobilised Lagunas to his secret cave and harvests from them the important bits, the motor, the computer, starter motors, alternators etc and sends the rest of the car away to an ignominious end. These PRV V6 motors will find their way into some of Bill's own projects and some customer projects as well and some will continue to use the factory original Siemens-Fenix ECU.

It should be noted that Bill has nothing against Lagunas they are a perfectly nice cars. They have climate control, some have leather interiors and they are a perfectly OK form of transport and the PRV 3 litre 12 valve with balance shafts is a nice motor. Most of these cars still had good paintwork and were otherwise in good condition. It's simply the economics which do not stack up for these cars once the auto goes. So I believe we can now call Bill 'Laguna Boy' at this stage... at least until he gets cross with his new moniker.

There is no hint of anyone anywhere having fitted an ES9J4, the later 60 degree, 24 valve V6 to a rear wheel drive

Peugeot. It's a shame really. These motors are plentiful because they are reliable and, as usual, the auto is the weak point and fails before the engine. If anyone knows otherwise I would like to hear about it.

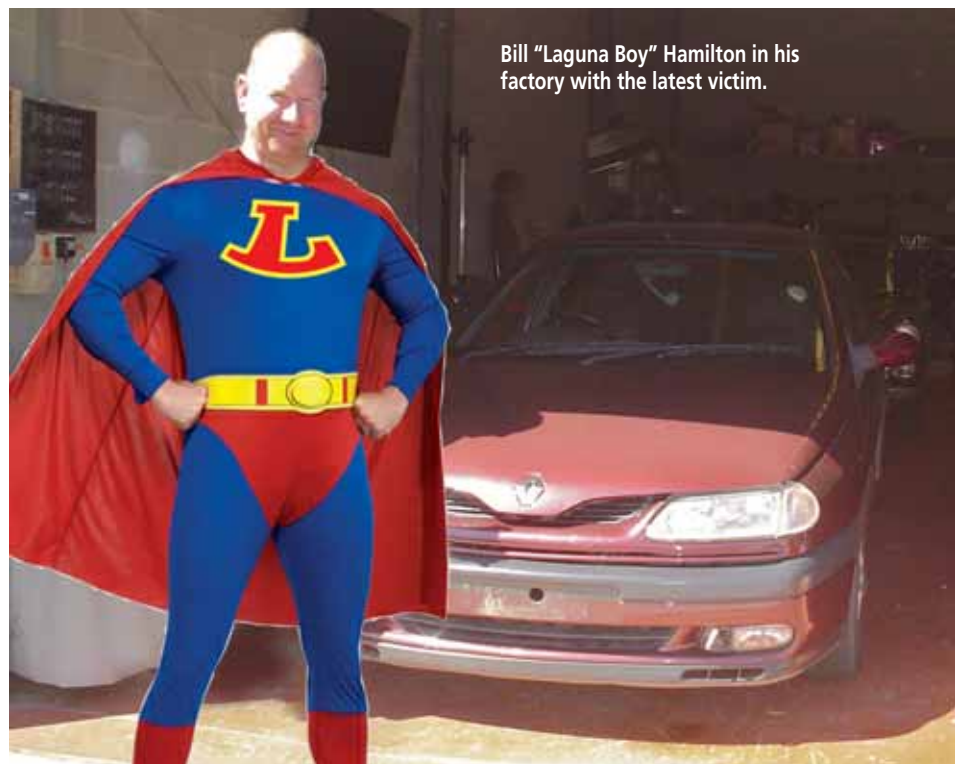
Peugeot Clutches – a Brief History

Just after Christmas my nephew's 505 GTI clutch would not disengage. It took a few looks to discover the problem because we thought initially the hydraulics were the cause. Turns out the fork had cracked in a system that was otherwise quite serviceable. Since it's such a swine of a job to get the gearbox out of a 505 I decided we should replace everything since a full clutch kit was only \$300.



A cracked 505 clutch fork, more common than it should be.

While doing this job I thought about all the clutch jobs I had done on Peugeots over the years. The clutches on 03s with their 6 helical springs were a crummy device. They would distort, slip and shudder, the carbon thrusts would



Bill "Laguna Boy" Hamilton in his factory with the latest victim.



wear quickly and they were particularly intolerant to power upgrades. I hated them.

Then came the diaphragm clutches on later 404s. These were a wonderful reliable device. The biggest weakness was the hydraulics and the pivot for the fork.

Much the same can be said for 504 and 505 clutches although the fork seemed to be under designed in the 505 as evidenced here. Bruce Tayler said to me a few times that diaphragm clutches were good for a million operations.

In 405s the clutch was let down by the lousy cable mechanism. Sometimes the clutch became very heavy or operated at odd places of pedal travel. What really surprised me was that the clutch in my 1998 406 SV is still the original after 240,000km, however the plastic hydraulics have been replaced at least once at great cost.

Broadford Hillclimb

Saturday February 25 was a stinker. It was a 38 degree day and despite this a great many people endured the hot conditions to take part in the Broadford Hillclimb event. We should also thank the PIARC for running this event and their helpers for battling on in the dreadful conditions. As the day transpired the hardships were compounded by perhaps the field being too large and long waiting times without shade while waiting for a run. Our Club was represented by Ben and Greg Park, Leon Schulz and Bill 'Laguna Boy' Hamilton, although Bill was giving his Renault 5 Turbo a run. Pictures were all taken by Michael Lockhart whose 504 will one day reappear packing some serious technology and upgrades.

Scrutineering provided some entertainment. Three 504s from the Peugeot Club lined up and this is what transpired. Ben Park in his 504 was first up and the scrutineer seemed to take exception to the fact that Ben's 504 was fitted with a 505 Douvrin 2.2 litre motor. He knew it was 505 motor and needed time to absorb and digest this fact before Ben's car could be passed. Next was the 504 of Leon Schulz with an evenfire PRV V6 with EFI and the scene repeated itself with the scrutineer again having to deal with an engine even more foreign to a 504 than in Ben's car. You will have guessed what comes next – Greg Park's Leyland V8 504 was rolled silently in to the scrutineering area and as the bonnet opened the already gun shy scrutineer caught his first glimpse of the V8 lump he stepped back in amazement and said "what's wrong with you lot, can't any of you leave the original engines in your cars?". Well Mr Scrutineer if you



Leon with skill, an LSD and new suspension made him fastest Peugeot.

Bill's R5 looked visibly fast and punchy.

Driver	Car	Model	Car No.	R1	R2	R3	Best Time	O/R Place	PCCV Place
Leon Schulz	Peugeot	504 V6	504	52.74	53.42		52.74	34	1
Greg Park	Peugeot	504 V8	91	56.69	56.35	54.85	54.85	53	2
Ben Park	Peugeot	504 GTI	114	61.40	61.00	59.77	59.77	89	3
Bill Hamilton	Renault	5 Turbo	5	51.38	55.63		51.38	24	N/A

are reading this, thanks by the way for helping out on the day, and.... well no, in many cases no we cannot avoid changing engines and good on us for being enthusiastic modifiers.

The Broadford track is good fun and offers a bit more track time than some circuits. Ben Park just gets better every time he hits the track. Watchout when he has a few more year's experience under his belt. The tussle between Leon and Greg went in Leon's favour probably showing us that the handling upgrades and LSD in Leon's car overcome the power advantage that Greg has with the 4.4 litre V8 504. If you look at some of the videos from the event you will notice a cloud of tyre smoke emanating from

Greg's car on every corner as his 504 V8 struggles to put down its considerable torque. Bill's Renault 5 with its tiny 1.4 litre four cylinder motor which is enhanced by a big turbo and intercooler visibly lurches forward with each pressing on the accelerator pedal and it was surprising how many of this crowd did not know what the car was or wanted to know if Bill had built the car himself. Ben has posted links in the Peugeot Forum of aussiefrogs which show some of the action and if you go to countour.com and search on "Reno 5 turbo 2 Broadford Hill Climb 2012" you will get an in car view of a full lap with sound in Bill's Renault 5. All these videos are worth a look.



Ben at full tilt, shows more experience than his age would suggest.

Greg's 504 V8, a crowd pleaser, the right noises and tyre smoke.



Peter Chisholm continues work on his project car – a 1988 Peugeot 505 GTi.

Part 4



I've had several people ask me when the next instalment of my GTi articles will be. With Part 3 being published in Torque way back in November 2010, it has been a while. The truth is, there have been a few distractions and I hadn't, till now, had time to do more work on the 505, or finish off this instalment. I've now found the time to get things moving again so without further ado, get your cup of coffee, clear your favourite armchair, get rid of the missus, and tell the kids to find something quiet to do because here is Part 4.

As readers will recall, way back in the dim, dark past in Part 3, I checked over the car to see what was what. I also fixed the central locking and window winder mechanisms. I hadn't sorted out the broken springs of both front exterior door handles.

My first impulse was to swap over the door handles with good ones from another 505 but soon found they were broken as well. Must be a weak point. Unlike 404s, 504s etc all four 505 exterior door handles are different internally so they're not interchangeable. As I didn't have any front door ones that were okay I wondered if I could improvise. Is it possible to just swap over the springs? Although the handles are different, I discovered that the springs are, in fact, the same and it's fairly easy to swap them. Once you have the handle out it's just a matter of sliding out the fulcrum pin, separating the bits and pieces, and swapping over the spring. Holding the spring in place during reassembly is a bit tricky so pick a day when you have

calm nerves. A shortish time later and they were both bolted back into place. This meant I could now cut to size some plastic sheeting and tape one to the inside of each door before refitting the trim panels.

Next thing on the list was the front end. The first thing I did was remove the bumper bar. It had to come off for me to fix, but it was going to be easier working on the front end without it. This was fairly easy to do except that some of the bolts had to be cut off with an angle grinder as they were rusty. I also had to take out the headlights to gain access to the rest of the other nuts and bolts. This was a bit of a nuisance, but at least those bolts weren't rusty.

As I mentioned in Part 3, the front bumper bar is damaged as are the ones on my other GTis. One problem is that the skirt is fairly low and therefore much more likely to hit things and, because these are made of hard plastic, they fracture. GTi bumpers are made up of three different parts so I should be able to make one good one out of the ones I have. If not, then I'll have to get one from somewhere else.

With the front bumper off, removal of the front suspension and steering rack, including power steering hoses and pump, was very straight forward. Much the same as a 504.

While the suspension was still bolted in place on the car all the bushes and ball joints looked pretty reasonable but when removed and scrubbed a bit it was a different story. All the bushes had cracks or signs of wear and tear and although the ball joints didn't have any play they seemed to move just a bit too freely.

When separating ball joints, I use a "tuning fork" ball joint separator which, as everyone knows, tends to split the

dust caps. Obviously, not a problem if you're replacing the ball joints. So far as the bushes are concerned, I have a press which makes it very easy to remove them. Unlike 504s which you have to assemble, the big ball joints at the bottom of the struts just screw in. As they weren't going to be re-used I removed them using a stilson wrench.

While they were still in place, the power steering pump hoses also looked fine. But, when I unbolted everything and started moving them around I found they were rock hard and ended up splitting. Better to find out now than out in the middle of nowhere.

Next, the brake callipers. The rubber piston dust boots were all okay but most of the dust seals on the slide pins were split. Oddly enough, the same dust seals on my white GTi were excellent so I took these off and used them. That particular GTi has had a pretty hard life so it was a real surprise to find them in such good condition.

The brake pads looked newish but the hoses have fine cracks and will need to be replaced. Roadworthy testers often list brake hoses so it's worthwhile checking them thoroughly.

Things were going well. By now it was Sunday evening and the end of the weekend's activities. The day ended and night time fell with a thud. I was tired. Tomorrow was Monday, and this meant I had to return to toils of a different kind. Toils that were a lot cleaner but not as much fun, or rewarding.

I'm not sure if it was due to the pleasant weekend just gone but the working week passed by agreeably quickly. Before I knew it, along came Saturday, then Sunday.

Twass' a nice, sunny day, that Sunday. Several small, but well formed, fluffy clouds were edging their way across the sky. A slight breeze was gently wafting from the north. Wafting just enough for the leaves on the large gum tree to lilt to and fro without making a nuisance of themselves. Beyond the back porch the resident magpies were up and about poking around amongst the freshly mown grass from the previous day. I read the morning paper over breakfast, taking in the ambience of the day. After a while, I sat back in my chair and looked out the front window to glimpse a young couple going for a walk. I lingered. After a short time I returned my gaze to the newspaper before me and, with Pentel R50 Medium in hand, commenced doing the crosswords, which took two cups of coffee to finish.



SHED TORQUE

Later that morning, having done the crosswords, quiz, sudoku, and anything else I could find, I found myself in a position where I was unable to delay things any longer. Resting my hands on the table, I pressed down and started to move in a vertical direction. Gathering momentum, I eventually reached a standing position and, with empty coffee cup in hand, turned around to gaze into the back yard where my eyes couldn't help but fall onto the 505 parked several metres away. I was delaying the inevitable.

The main task for the day was to clean the wheel arches and suspension parts, a task that I detest. Unfortunately, they weren't going to clean themselves. I was also in the regrettable position of not having an impressionable young son to assist me.

If the car had been registered I could've driven it over to the local car wash place, got the worst of it off and then finished it off at home. In my case it wasn't registered so it all had to be done in-situ.

When I started working on cars many years ago, I never really bothered about cleaning anything. Instead, I just worked around the dirt and grease. I don't know where the inspiration came from, but one day I had one of those eureka moments where I realised that cleaning things has advantages - you tend to notice all sorts of things while cleaning, you stay cleaner when working on the car later on and, it's easier to work on a car with clean mechanicals. This is a concept I've successfully passed on to my younger son Dave who, at times, would give Cedric a run for his money.

Okay, so it's a rotten, dirty, job but this time round it somehow seemed rottener and dirtier than usual. That was until I suddenly realised that I was cleaning off the bitumen paint from under the guards. This revelation came just before I finished doing the first wheel arch. In the interests of consistency, this meant I had to do the other side as well.

The other benefit of all this cleaning is that the roadworthy inspector gets to check everything without trying to see through all the built up dirt and grease. Remember folks, the inspector is your friend so make a good impression, make his job easier, and keep him inside.

So, to sum up, sometimes getting down and dirty really is the way to go!

During the cleaning process the thing that surprised me most of all was the lack of rust, cracks, and flaking of the paintwork under the arches. Hang on, that could be party due to the coat of bitumen paint! Oh well.

With wheel arches and suspension parts all clean the next decision was what sort of paint to use on the suspension and how to apply it. Years ago when I did a Ti I brushed on a couple of coats of black epoxy gloss paint and this worked out pretty well. Although two pack sprayed on would give a nice, hard, even, glossy finish I don't have a compressor and gun, so this wasn't a possibility.

Another option was ordinary pressure pack. I already had a can of satin finish black epoxy spray paint so decided to use that. Painting all the bits and pieces should've been straightforward but it wasn't. I started painting during a hot spell with temperatures mainly in the low to high 30's. On the day I started painting I guessed it to be under 30 so went ahead and applied the first coat. It was only when I was half way through and the paint was drying very quickly, and didn't look right, that I realised something was wrong.

At that time the phone rang and the friend on the other end advised me it was 37. No wonder the paint was drying quickly! I had now had two choices - ignore the bad finish and hope that the next coat or two will smooth everything out, or wire brush everything down again and start from scratch.

After retreating indoors and having chanted "om" and "grrr" in the crouching tiger position while facing magnetic north for a while I felt refreshed, relaxed and ready to face the task of stripping back to bare metal - for the second time.



Stripping all the paint off didn't take as long the second time around - no dirt and grease to deal with. After finishing off with phosphoric acid I rinsed the various bits and gave them a quick dry off in the oven. As some readers will know, the ability to use the oven without repercussion to dry car parts is one of the spoils of divorce. Just a tip though, make sure you give it a quick clean before doing your next roast.

Fast forward to two days later. It's in the mid twenties, parts are ready, and I'm all set to paint - again. What could possibly go wrong? A nice smooth coat of paint followed by another the next day, looking good.

One day later and I'm thinking just one more coat. A little later, the final coat is done and I'm looking at some beautifully painted suspension parts. Then, all of a sudden, a gust of wind came out of nowhere and blew dust over everything. This wasn't the outcome I'd been hoping for. I don't know whether it was that I'd been listening to Michael Crawford belting out songs from Phantom of the Opera the week before but it occurred to me that I was beginning to channel Frank Spencer.

Right about now I was questioning the wisdom of painting the parts at all when the mixture of dirt, oil etc had been preserving the metal quite happily in the first place. Maybe my entire philosophy about cleaning everything down was completely misguided.

Another two days later, having had a ceremonial burning of my Phantom of the Opera CD in an attempt to exorcise the place of Frank Spencer's influence, I lightly sanded the parts and was ready to repaint - again. This time, all went well.



Left hand bush was okay but one on right has obvious wear. Yes, I accidentally bent the steel washer.



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).

403 at 50

My 403 turns 50 this month. It was bought at Advanx Motor Service Gosford by Mrs Minnie Irene Earnest from Neutral Bay in Sydney on 17 April 1962. As it was delivered in NSW it bears a York Motors plate as well as the Continental and General plate on the firewall.

The next owner was my friend Jim Brear of Armidale, who owned it for about 20 years before passing it on to me in 1996. (Jim brought his family to Melbourne in 1983 and we went to see the motorkhana section of the pageant that was held that year.)

At that stage the car was looking a bit sad but I decided to recycle, not restore. I found a grille, seats, steering wheel and horn ring from other cars to replace parts that were badly worn or damaged.

I had to have the dash padding, roof lining and draught excluder replaced, as they were too far gone, and when the Redex Rerun came around in 2003, I had the car repainted by Travers at Bayside Panels.

Since then I have tried to improve the car incrementally, rather than spending thousands to have major work done.

Some of these improvements have been as simple as replacing the distributor and suspension bushes or fitting new door and boot rubbers. But there are other improvements.

These are some of the changes I have made:

Mechanical: Flywheel lightened, engine balanced, extractors, thermostatic fan, 404 carburettor, alternator, semi-electronic ignition, two-inch exhaust, spin-on oil filter and stainless steel wheel cylinder linings.

Comfort/convenience: Electric windscreen washers, Citroen BX seats (I have kept the



Paul's 403 in a happy place aged 50.

originals), retractor seatbelts front and back, central map tray, and a retaining panel at the rear of the boot floor to stop everything falling out when you open the boot lid.

I have fitted 404 wheels (because of their safety rims) and French 403 bolt-on hubcaps.

The ram's horn extractors caused the oil in the oil-bath air filter to boil, so there is now a paper filter hidden in the air filter canister. I have a K&N rechargeable air filter that I fit to the carbie when we go to the Flinders Ranges.

Apart from wind noise around the driver's door and a heater that blows hot air even when the heat is turned off, the car is just about how I want it. It drives beautifully and will maintain respectable average speeds without any problems.

Apart from the first section of the Redex Rerun, the 403 has been to many pageants, including at Lismore and Ulverstone, 03 and Worm Weekends, Worm Wanders and many other club events.

It has also done wedding duty several times and is a regular at the French Car Festival and Classic Showcase. And it doesn't mind doing motorkhanas on dirt or concrete. Driving this car is one of the joys of my life.

Because I am a klutz mechanically, I have relied on plenty of people for help and advice: Gordon Miller, Sam Mechkaroff, Justin Fisher, Mike Jolley, John and Glenn Vagg, among others.

Paul Watson



Pinko's ideal tow car

WA 403 racing car owner Bob Pinkerton is in Victoria as this issue of Torque goes to press. Bob tows his "little blue Pug" across the Nullarbor behind his 407 wagon. Bob is accompanied on the long, boring drive by his friend Doug Todd, who came with him to Winton in 2008. In the past he has pined for a more satisfactory tow car than the 407, which has not endeared itself to him. The 403 race car will be stored in Victoria while it waits another appearance at Winton.



Praise for the 404

The following article appeared in Unique Cars. It was written by John Wright, who lives near Gympie in Queensland. Peugeot adventurer Dennis Barber says John has a wicked sense of humour and likes a drop of red wine. He wrote his PhD on the history of the Holden.

Classic metal: Peugeot 404

While the fabulous Citroën Déesse was the undisputed star of the 1955 Paris Salon, another significant French car also made its debut there, namely the Peugeot 403. It is still too early to say whether the 403 or its successor will eventually be judged the more significant, but I'm plumping for the 404, which combined all the impressive characteristics of the 403 with more style and performance, and even better dynamics.

The 404, like its predecessor, was as restrained as the Déesse was extroverted. But it inhabited Pininfarina's new fashion more gracefully than either the Fiat 1800 or the BMC cars, all of which preceded it to market. In 1960, it may just have been the most elegant mainstream sedan on offer, and it has certainly aged well. You have to wonder how BMC boss Leonard Lord reacted when he first saw the coolly elegant Peugeot looking so light on its wheels compared with the heavy-set Austin A60 Farina, Morris Oxford, Wolseley 15/60, Riley 4/68 and (God help BMC!) the MG Midget Mk IV.

The first 404 prototype was completed in September 1957. Sold in Australia from November 1962, it was fully imported and cost \$2900 compared with the EJ Holden Special's \$2220, but it was worth



the extra. The 403 had been superior in all important respects, except perhaps towing ability, to the FE Holden, and the EJ's performance was no better than the 1956 model's, although it did handle better. But the EJ still used a three-speed gearbox with no synchro on first, and you had to buy the \$2838 Premier to get bucket seats, which, unlike the Peugeot's, could not be reclined.

Local assembly commenced in 1965 and the 404's price dropped to \$2550, making it the best value car on the entire market.

Road & Track magazine rated the Peugeot 404 the quietest car in the world in terms of wind and road noise. There were no quarter vent windows and at 70mph (112 km/h), there was only the faintest rustle around the A-pillars and a slight hum from the 1618cc four pulling its tall gearing.

The Wright family had a bluey-green 1966 model with 76 horsepower (the original had 72 and the last of the series had 80). Amazingly, it came from the showroom on cross-ply tyres but a set of Michelin XASs turned it into a full-on sports sedan in search of more power. No car steered better. And while ours didn't win the East African Safari, it shared the glory.

Like many excellent cars, the 404 did expect something of the driver. The uninitiated struggled with the dog-leg first gear, with a no-lockout reverse directly above ready to trap the unwary. Arguably, it was another element in the car's considerable charm and I'm not convinced the adoption of a more conventional (if still the opposite of mainstream) pattern, used on the last (disc-braked) examples from 1968, was an improvement.

John Wright

203 van restoration

Thanks to Dawid Botha in South Africa, we can reveal the link to a website dealing with the restoration in Hungary of a 203 panel van.

But the site shows it's more than a careful restoration, it's more like a life's work.

The man behind this is Hungarian graphic designer Tamas Gerencser, whose business is called Grafik Dekor.

He describes how in 2000 he saw an old van like the ones he remembered from his childhood. This led to an interest in vans generally and the 203 resto in particular.

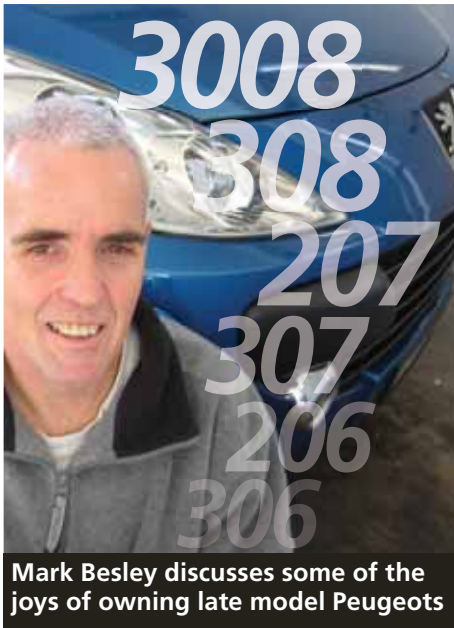
As well as pictures of 203 panel vans there are dozens of other European vans (many of which you won't have seen before), plus other 203 variants, a history of Peugeot and a section of 203 van scale models.

Tamas has included a Styleside ute on his site, to give it an Australian connection. Unfortunately, the ute in question is a French copy of the real thing. Still, we will try to remedy that.

Have a look at the site. You will not be disappointed.

<http://www.peugeot203.grafikdekor.hu/en/kezdolap.html>





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

Peugeot iOn

We've heard about the Peugeot iOn before – Peugeot's small electric "city" car based on a platform shared with Mitsubishi. I doubt that we will ever see the Peugeot version in Australia – it's not even on Peugeot Australia's "currently under consideration" list. However I was interested to read a recent review of the Mitsubishi version – the iMiEV.

I'm not sure if I can ever remember a car getting such a low rating from reviewers – one and a half stars out of five. As a car, the iMiEV did not impress from a driver's point of view with marginal grip, poor handling of bumps and a lot of lean in corners. However the thing I believe that led most to the poor rating was the lack of value. The iMiEV costs \$48,800 and has "less equipment than some \$20,000 cars".

Looking at the drivetrain, the iMiEV has a 49kW electric motor powered by lithium-ion batteries giving a top speed of 130 km/h and a quoted range of 150 km. Because all accessories in an electric car, including both air conditioning and heating, are powered by the batteries, use of these can reduce the range significantly in some cases.

The reviewers found that 100km was a more "realistic" range estimate and this is of course one of the problems of a fully electric vehicle. In a large city like Melbourne, this rules out even longer cross-city trips. For example, I live in Nunawading. If I want to visit friends in Werribee, the journey is 56km by the shortest route. There's a good chance that I won't make it there and back on one charge.



Peugeot iOn



There seems to be somewhat more enthusiasm for electric vehicles in Europe. Certainly the more compact structure of many European cities would suit the limited range better. Reviews from the UK that I have read are more positive about the driving experience, describing the low speed acceleration as "brisk" (a quality of the torque characteristics of electric motors) and "easy to manoeuvre" due to its tight turning circle.

There is also the price issue. Government incentives make these cars more attractive in some countries as the pricing seems to be more reasonable. In the UK, the iMiEV costs about 29,000 pounds (\$A 45,000, a bit less than here) but a 5000 pound subsidy for electric plug-in vehicles brings the cost down to the equivalent of \$37,500 which is somewhat more palatable than the Australian price.

In Europe, Peugeot have taken a different approach. Rather than trying to sell the iOn at a price that would presumably be similar to the iMiEV, they are instead offering a monthly leasing arrangement, all-inclusive (servicing etc.) for four years at 415 pounds (about \$A 650) plus tax per month. Total cost over 48 months is about \$A 31,000.

However, if the iOn was to be sold in Australia, I assume that it would sell for a price close to \$50,000, similar to the Mitsubishi iMiEV. It would presumably get the same negative reviews and given the lack of subsidies here and the problems with range, it is hard to imagine Peugeot Australia having any incentive to market the car here.

Despite all the negatives, surely the attraction of a fully electric vehicle is its lack of emissions. The article I read quoted CO2 emissions as "none". WRONG! Allan Horsley mentioned this fact at a recent meeting. These cars run on electricity and generating electricity by most of the methods used here in Australia generates significant CO2. The fact that the CO2 is generated elsewhere does not mean that we can ignore it. Let's do a few calculations for the iMiEV: Let's be optimistic and assume we get the quoted 150km range from a charge. To fully charge the battery in the car from flat requires 16 kilowatt-hours of electricity (that will cost you about \$3 at current rates by the way). In Victoria, the official figures are that 1.444 kg CO2 equivalent is produced for every kilowatt-hour (kWh) of electricity produced. Victoria has a high figure as its electricity comes from burning brown coal (the most greenhouse-intensive energy type).

$16 \times 1.444 = 23.1$ kg of CO2. Divide this by the range of 150 km and you get a CO2 emission rate of 154 g/km. Of course if you get less range than 150 km, the rate would be higher. Compare this to some current Peugeots - 308 turbo petrol (manual/auto): 153/171 g/km; 308 e-HDi 109 g/km; 508GT 2.2 litre HDi 150g/km.



So unless you can get your power from a CO2-free source (difficult to achieve here), the CO2 emissions are most likely higher than those from several Peugeots that I would regard as much more desirable.

Water Ingestion

Again, eastern Australia has been hit by significant floods. You may recall that in March last year some "tales of woe" led to me discussing air intakes in modern Peugeots and noting that placing them low down to get cooler air was making these cars susceptible to sucking water into the engine. Some people had even made comments along the lines that a modern Peugeot should not be driven through anything deeper than a small puddle.

I decided to investigate the situation on my 3008. Although I am sure that the people who design Peugeots don't read this column (we don't provide a French translation after all), it seems that the issue of air intake positioning has been noted and the intake on a 3008 is considerably higher than on some other models.

I measured the intake as approximately 700mm above the ground, around the same height as the bottom of the headlights. I believe this would put it high enough to be out of harm's way in situations where you were going through water maybe half way up the wheels. Beyond that you're getting above floor level and starting to invite problems with water ingress in other areas.

The air intake comes out horizontally from the engine but then does a 90 degree bend to point downwards. I guess they figure that air sucked from below will be cooler. However the interesting point I noticed was that you can easily unclip the flexible plastic hose from the 90 degree bend, leaving it pointing towards the passenger side of the car and raising it a little higher in the process. It might even be possible to attach some extra pipe

using duct tape and rig up a temporary "snorkel" arrangement in an emergency. However by the time you get to this depth of water, you would start to encounter other problems with the electronics getting wet and the car stopping due to failure of the engine management systems. I don't foresee Hank Verwoert inviting 3008s on his outback treks involving creek crossings.



Left: 3008 air intake - note headlight wiring on right side of photo



Could be possible to add a snorkel.



Peugeot 208 GTi



March Club Meeting and Guest Speaker

At the March Club Meeting Graham Wallis gave a detailed audio/visual presentation about the museum in New Zealand housing Bert Munro's 'The worlds Fastest Indian' motorcycle collection.

Graham outlined how Bert Munro, through a process of trial and error along with many failures and without sponsorship, built the Worlds Fastest Indian, took it to the USA and created a World Record which still stands today.

Graham also told of the fabulous Hardware Store and Tool Shop which housed Bert's collection, a relic of a bygone era. He likened the Tool Shop to the W L Ryan store in Elizabeth St Melbourne, a place where many of us spent a small fortune buying first class tools and of course Marchal lights.

Thanks to Graham for a great presentation.

Allan Horsley



Graham Wallis addressing the March meeting on his recent trip to New Zealand.



Allan Horsley showed the meeting this painting that Sam Mechkaroff had found that looked remarkably like a portrait of Peter Kerr.



Phil Torode presents Nick Wright with his award for winning the Slippery Dip.



Phil and Mitch Garrad were equal second at the Slippery Dip.



Phil congratulates Ben Park for winning the Napoleons motorkhana.



Paul Watson was second at Napoleons.



John Walker was first rear drive at Napoleons.

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

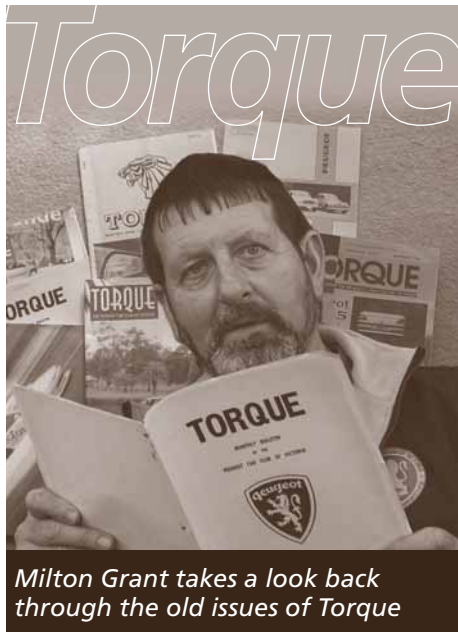
711-713 Whitehorse Rd, Mont Albert 3127
Ph: 9890 4692, Mob: 0425 790 197

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



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

TORQUE APRIL 1972

A very small Torque this month. The Club was in such good shape financially that the committee felt it was time to purchase two new crash hats and two fire extinguishers. These would be available to any member requiring them in the ever increasing speed events that the club is invited to.

Arthur Baddeley gave some insight of how to extend the life of your 403 or 403B's body work from the on-going march of rust.

FOR SALE. Heavy duty front spring and crossmember for a 203C \$7. Cylinder head (new Valves) to suit above \$12.

TORQUE APRIL 1982

In his President's letter Roger Chrinside asked some searching questions of CAMS in relation to official's insurance in the light of a serious accident involving an official at a recent motor sport event.

At the recent Nissan Challenge of Clubs weekend at Benalla, Glad Fish had taken out the outright ladies award and the PCCV had come 3rd out of the 5 competing clubs.

Ivan Washington had sent a report of what the Wimmera "Sub Branch" had been up to, the trials and tribulations and their cures along with services Ivan could provide to get your 403 or early 404 Pug going quicker, like his floorchange conversion.

Several members were planning the trek to Brisbane for the Easter Pageant.

The motorkhana that was to be held at the no longer available Knox, found 21 competitors at the hastily arranged new site at the Ballan Racecourse. Dennis Edwards won outright.

FOR SALE. 1964 404 Sedan, motor shot (bottom end), good gearbox, new diff, good interior, fair body unregistered \$100. 5 kg LPG cylinder FULL \$25. C2 & C3 g/boxes need bearings \$10 each.

TORQUE APRIL 1992

A Press release from Peugeot Concessionaires had Peter Brock behind the wheel of one of the three Mi16s that would be contesting the James Hardie Bathurst 12 hour race at Easter.



The inside covers of Torque carried a number of photos of members and cars at various events. Phil Torode had counted 31 people and offered a prize to the first correct entry who named them all. (I've only been around since 2002 but I reckon I could pick about 12).

There were three 403As at Montrose Pick a Part.

Bruce Tayler had a timely reminder that cars have brakes to stop them and that changing down a gear to slow down with a worm drive puts untold stresses to the bronze wheel, the bearings and the lubrication film (or lack of it).

Wanted. 404 parts, motor, must be EC (urgent).

TORQUE APRIL 2002

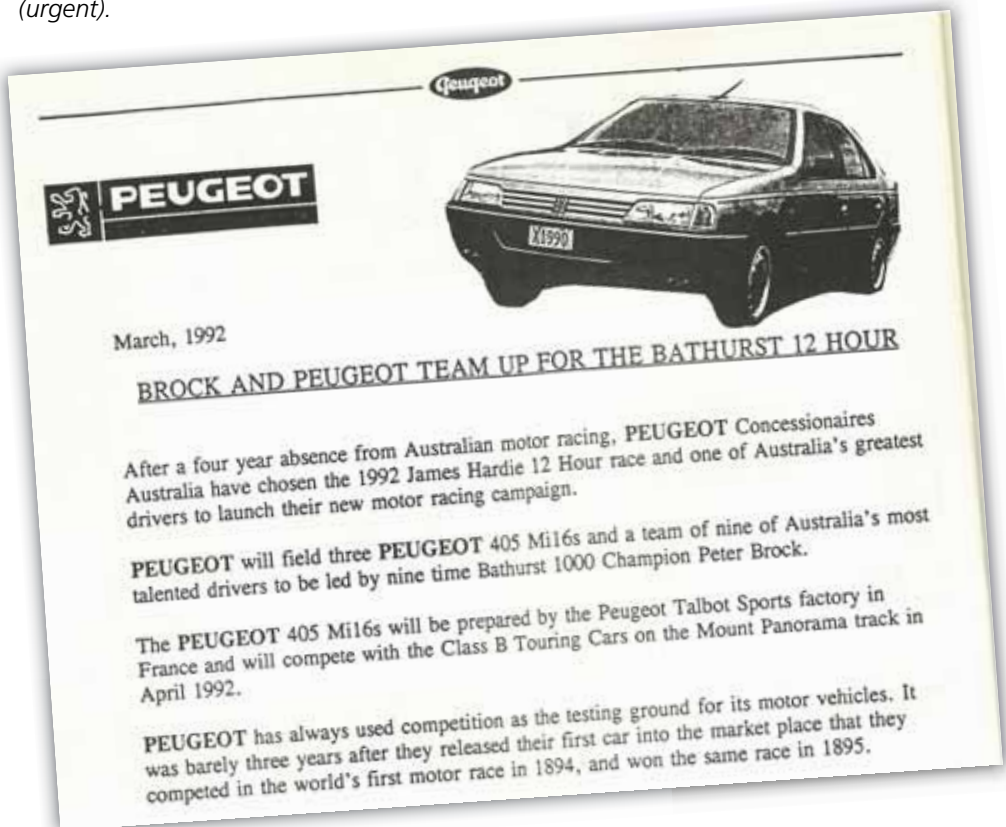
The Easter Pageant was to run from the 29th of March to the 1st of April at Beechworth. (The first one I attended and it was great).

An early version of a "Voyage Petite" had been organised to discover some of the Gourmet treats of Gippsland and if that wasn't for your liking then the Tour de Force II bike ride to the Collingwood Childrens Farm from the Yarra Bvd might take your fancy.

Four letters were published, three with comments on articles from the previous month's Torque and another as a can you help?

Technical Torque had bits on 504 electrics (lack of earths), 504 wiper motor maintenance and booster care for the mastervac.

For Sale. 203 1952 sedan. An original car in remarkable condition. Needs a repaint but all original trim, including seats, doorlinings are in GC. Plastic around steering wheel is good. Original multispoke steering wheel in GC. No obvious rust. No RVC or REG Been in shed for 9 years \$2500.





In this article from *The Pugilist*, Peter Wilson talks to Lloyd Fleming, the owner of a 504 diesel that has clocked up over to 1.5 million kilometres.

In 1991, Lloyd Fleming liked the looks and economic appeal of a pristine white 1979 Peugeot 504 diesel sedan for sale for \$6,000 at Cooranbong, in the Hunter Valley.

He had no idea what it was but it seemed a great buy and nothing has changed his mind about that.

Lloyd has enjoyed driving the Pug so much that 20 years later, he has become one of Australia's few Peugeot millionaires. He has covered a million km in the car that had over 400,000 km up when he bought it.

When team from *The Pugilist* called at Lloyd's home on the outskirts of Inverell, the Pug had clocked up 1,513,934 km.

The Pug has become extremely noisy. When started up, it knocks and clatters at a high volume and some who hear it wonder if it can go much further.

"People know it's coming," Lloyd said. "At pedestrian crossings they think it's a Big Mack truck."

It won't be long before the 504 runs up a million miles.

And if all goes to Lloyd's plans, it will be on the road for a long time yet.

Lloyd is about to take the motor out. He is having another 504 diesel engine rebuilt professionally so he can continue to enjoy using the car for many more years.

The quietly spoken and unassuming agricultural contractor's work takes him

to all parts of northern New South Wales and most of the time in the Pug. On holiday, he and his wife Rose have been as far north as Cooktown where the bitumen ended.

"I've just shifted plant to Taree and Casino," he said, citing examples of his movements, "and we had a trip to Condobolin earlier this year."

The 504 is sturdy, comfortable and frugal, and will go nearly anywhere on or off the road that the work is.

"I've got a [Caterpillar] D6 and the Peugeot will go up the side of a hill before it will," Lloyd said proudly.

The 504's hill climbing ability caught the attention of Channel Seven News last year.

Lloyd went to Cooma to join a demonstration in support of hunger striker Peter Cooper, who camped up a wind monitoring tower in a protest about farmers' property rights.

While others climbed the mountain at Shannons Flat, Lloyd simply drove his Peugeot right to the top and the video of his daring drive made the TV news that night.

He recalled the time some shearers reckoned he wouldn't get home from a remote farm after heavy rain had left dirt roads in the area with a surface of 5 cm of water and thick black mud.



The shearers had to abandon their Toyota Landcruiser after the mud it collected clogged its wheel arches.

Lloyd had no such difficulty. "My narrow tyres would pick up the mud and throw it off," he said.

Lloyd was making a 10-tonne delivery of equipment in the Newcastle area when he sighted the Pug for sale.

Despite its high km, the \$6,000 car was immaculate when he bought it; The Pug ran and drove well, and Lloyd liked the idea of switching from his rusted out Toyota Crown to a comfortable diesel.

He was cashed up so he took a roll of money from his pocket and offered the woman owner \$5,000 cash. To his surprise, she burst into tears and ran inside her home.

The woman's daughter came out of the house and told Lloyd: "Mum will take it." Apparently, she had been made redundant and still owned money on the car.

He intended to return with a truck to bring the Peugeot home, but the former



Lloyd Fleming with wife Rose and their millionaire 504.

owner's brother drove it to his place near Inverell and it remained there for several weeks.

Once Lloyd collected the car and took it home to Inverell he just loved it. He painted his name and details on the driver's door with wool bale stencils and fitted driving lights, plus a red light on the roof to warn motorists of oversize loads, a big roof rack and a strong towbar.

When not on the road, the car lives under their house. The Flemings experienced knee-deep muddy water inside a few months after moving in and had their home jacked high to clear future flooding and provide a downstairs entertaining area and storage.

Lloyd's wife Rose is just a big a Peugeot 504 diesel fan. She has her own 1979 diesel, a sedan originally bought for their daughter Suzanne for cheap country commuting and its motor was done up two years ago.

Suzanne got a job teaching at Mungindi, 270 km away to the northwest, and found travel in her Corolla was expensive.

"She was bumming my car off me because it could do the trip for jut a few dollars," Lloyd said.

He bought a spotless blue 504 diesel for her for \$6,000 from a yard at Moss Vale and it ran for six years with no trouble.

After their daughter got married in 1998 they bought her Pug and Rose started driving it. Two months later there was a bang and a bolt from an idler pulley fell out.

Two years ago, a radiator hose burst and the engine overheated. The cylinder head was replaced with a second hand one for \$1,000 and new rings and pistons were fitted. However, the job was not a success as the garage had placed the ring gaps in line, letting the engine blow oil.

They decided to have the engine reconditioned and that cost \$1,800.

Rose pointed out that her car had later features than Lloyd's. "My car is December 1979 and has auto glow plugs and intermittent wipers," she said. "Lloyd has to press his glow plug heater switch before he can start his engine."

Lloyd does most of his own servicing. "It's a very simple engine to work on," he said.

In the process of keeping his car on the road, Lloyd has bought four other Peugeot diesel sedans for their engines. He bought more because after stripping the engines and measuring the bores, he found the first ones had too much cylinder wear to be worth rebuilding.

He had thought of fitting a five-speed gearbox, but the prices quoted were too high.

The bodies of his donor cars were in good order and free of rust so Lloyd sold them for \$400 each to an Egyptian buyer in the Byron Bay area.

"They don't want engines now in Egypt so I was supposed to get some diesel engines as part of the deal," he said. "They sent me some petrol engines and I don't want them either."

The Peugeot shows some signs of its hard work, with the odd bit of panel damage.



roulez à tarif réduit

Peugeot est un pionnier en matière de moteurs diesel pour les véhicules légers. Profitez de son expérience et d'une sérieuse économie dans votre budget carburant. Vous découvrez en même temps qu'un moteur diesel peut être assez puissant pour tracter une caravane et offrir une conduite souple et agréable. Vous êtes gagnant sur tous les tableaux : consommation (voyez le prix du gas-oil) entretien sans problème, bonne tenue à la revente (voyez l'Argus). Les berlines 504 L et GL existent en version diesel.





March Club Meeting

Held at Chateau Peugeot Friday 2 March 2012.

President Murray Knight welcomed members to the meeting.

Apologies: Neil Beddoe, Doug Brockfield, Chris Powell, Mike Jolley, Howard Kinns, Elaine and Lance Guttridge, Denise and Bluey Wilson.

Minutes of the previous meeting as published in Torque be recorded as true and accurate. Moved John Marriott, seconded Ray Garrad. Carried.

Matters Arising: A thankyou letter was received from Annette Alison of the RFDS thanking PCCV for the donation following her presentation to the February Club meeting.

Secretary's Report: 25 Membership renewals were received along with two applications for membership, Mike Garrett ACT '61 403, Ian Laurie, Cobbannaw, '65 404 sedan, '63 403 wagon. No other correspondence.

Stewards have received by email a comprehensive document of how to handle a critical incident.

Treasurer's Report: General Account \$6,585.51 Cash Reserve \$8,427.14, Term Deposit \$204,842.16, Petty Cash \$150.

Event Secretary's Report: Allan Horsley that the Torquay Motor Show was well attended by PCCV members and that Mike Jolley won the best car in the '60s to '70 category.

He also reported on upcoming events, the first Voyage Petite to Narbethong on Sunday 18 March, the first Mid Week Run to Portsea on Thursday 15 March, the French Car Festival and Annual Club Concourse at Macleay Park on Sunday 25 March, the Club Meeting on Friday 30 March (April Meeting) to be addressed by Brian Negus of the RACV, the Easter Pageant at Young NSW, a Voyage Petite to the Mornington Peninsula on Sunday 15 April, the 9 day Outback 2012 commencing on Tuesday 24 April, the RACV Classic Car Day at Flemington Racecourse on Sunday 29 April, a Voyage Petite to Redesdale on Sunday 20 May, a Voyage Petite to Noojee on Sunday 17 June and an Economy Run and Voyage Petite on Sunday July 29.

Competition Events: Phil Torode presented trophies for the Slippery Dip to Nick Wright and Mitch Garrad and for the Napoleons Motorkhana to Ben Park, Paul Watson and John Walker.

Ray Garrad reported on a successful Broadford Hillclimb and upcoming competition events as listed in March Torque.

CAMS AOMC. Peter Kerr reported Vicroads were in the process of preparing written advice to CAMS regarding Roll Cages.

Merchandise, Milton Grant reported on sales particularly the 504 Tee Shirts and Dome Badges.

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

Allan Horsley reported the he has received from Pam Miller, Gordon's masters for the factory handbooks and illustrated spare parts manuals for 203, 403, and 404. These are available on loan if members wish to have them copied at their expense, each comprises 200 to 400 pages.

Guest Speaker: Graham Wallis delivered a terrific presentation with pictures on the 'Worlds Fastest Indian' and the associated museum in New Zealand

Committee Meeting

Held Chateau Peugeot March 12, 2012.

Present: Murray Knight, Nick Wright, Peter Kerr, Todd Knight, Greg Park, Ben Park and Tim Farnilo. Paul Watson by phone hook-up.

Apologies: Allan Horsley, David Jenkins, Ray Garrad, John Marriott

Welcome to Glad Fish who is visiting the meeting.

Business Arising: Web site – Tim meeting with Peter regarding an update. Defibrillator still to be purchased. Allan to follow this up. Nick was thanked for the article he put in the last edition of Torque regarding the reason we have the Term Deposit.

Secretary's Report: Correspondence: Club magazines and Membership renewals.

Treasurer's Report: General Account \$6,585.51, Term Deposit Account \$204,842.16, Cash Reserve Account \$8,437.14, Petty Cash \$150.00. Accounts for payment: David Isherwood (postage) \$469.30; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing) \$1,192.40; Telstra (Mobile phone bill) \$40.00; Norcal Café (March supper) \$52.50; VDC (April Rent) \$523.03.

Accounts presented: RFDS – Donation \$342.50; Allan Horsley – Flowers for meeting \$50.00; Peter Cusworth – Event Awards \$46.00; Star Stuff Group (Badges) \$682.00; Australia Post (PO Box Renewal) \$93.00; Stagecoach Motel (Deposit for Easter 2013) \$1,200.00; Wodonga Caravan Park (Deposit for Easter 2013) \$600.

Club assets continue to come in for compilation of the list of assets.

Still waiting for payment for a number of Torque advertisers: Bayside Panels, Evan's Classic Car Garage, Lumley Special Vehicles, Peugeotparts, Pugworkshop.

Social Secretary's Report: Murray read a report from Allan in his absence. Speakers for Club Meetings to May are confirmed - Brian Negus RACV (April) and All Trans Car Audio-Visual and Security (May). Voyage Petite's are set till June. We have both Meguires and Nulon for a Club Meeting some time in the second half of the year.

Upcoming Events as per Page 4

2013 Pageant at Wodonga: Meeting on Wednesday March 7 to discuss developments for the Easter 2013 Pageant.

Agreed that deposits be made for two of the accommodation locations to ensure we have first option on the accommodation.

Competition Secretary's Report: No report from Ray, but it was noted that there was no Competition report in the last edition of Torque. Ray to be asked to put something together for the next edition.

Merchandise General Business: Murray has sent letters to Presidents of other clubs asking if they are interested in getting some other items of merchandise as a bulk order. To date there have been no responses.

250 cards were produced for Phil Torode to take to the meeting in Germany. Phil has asked if we could get another card which is not a Redex one, and Paul has asked Peter Cusworth to put something together. Alistair Inglis has advised that the UK Club has some tools available for our Club to avail themselves of if there is interest. Paul will write an article with the list of parts and their prices including postage.

General Business: Murray has received a letter of resignation from the club from John Green. Murray will respond.

Glad has offered to do the scoring. She reported that the Club doesn't appear to use a particular method of scoring although the Club does have a system for scoring competition events. Some discussion on future scoring. It was determined that the scoring year will be from July 1 to June 30 each year. There may be an anomaly with the current year due to this change, but this will be sorted to ensure that no-one is disadvantaged with the change.

The trophies are still being chased up and we are close to tracking all the trophies down.

Decided to have a dinner to celebrate Bastille Day on Saturday evening July 14 at the club rooms. Murray to confirm with VDC that the date is available.

Suggestion of a mid-week run to Barwon Park. Paul and Mike Jolley happy to organise.

Colin Stark has an old Renault Australia microfiche reader and slide that he has offered to the club. Need to find someone who has a space in the metropolitan area who has space for it where Club members can use it with ease. Peter Kerr happy to take this on and is happy to pick it up from Colin.

Worm Drive Differential Oil

Supplies of the Shell Omala S4 WE 150 Fully Synthetic Worm Drive Oil are now available in One Litre containers at a cost of \$22 per L.

Call Allan Horsley, 0419 634 043 for your supply or purchase them at the next club meeting.



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PCCV CLUB LIBRARY

The following items can be borrowed by Club members on a monthly basis for a fee of \$1.00 per month.

CONTACT: **ALAN BANKS**

McPhees Road, Whittlesea 3757 Ph. 9716 2406 AH

BOOKS

- PCCV 1954-1979 Events in the Clubs first 25 years.
- PEUGEOT IN AUSTRALIA By John Wright.
- PEUGEOT IN AUSTRALIA by Alan Jones.
- ARMAND PEUGEOT A history by Piero Casucci.
- THE PEUGEOT ADVENTURE By Jean-Paul Caracalla
- PEUGEOT 605 By Jan Norbye
- PEUGEOT 205 - The story of a challenge, By Jean Todt.
- PEUGEOT 205GTI THE ENTHUSIASTS' COMPANION.
- PEUGEOT 205 By Marcello Pirovano
- PEUGEOT 205 IMPROVE & MODIFY by L. Porter & D. Pollard
- HOT HATCHBACKS by W Kimberley.
- 203 PEUGEOT 1948-1960 By Fabian Sabates (French)
- LA 203 PEUGEOT By Daniel Puiouboube (French)
- ALBUM 203 By Dominique Pagneux
- PEUGEOT, 60 YEARS OF CABRIOLETS (Italian)
- GUIDE PEUGEOT By Daniel Puiouboube (French)
- LA 404 PEUGEOT by Dominique Pagneux
- USA ROAD & TRACK ON PEUGEOT 1955 - 1986.
- PEUGEOT TOUTE L'HISTOIRE by Pierre Dumont (French)
- HISTORY OF PEUGEOT From Torque magazine.
- PEUGEOT SOUS LE SIGNE DU LION by Pierre Dumont. (French)

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A collection of club tools and equipment is available for hire on production of your current membership card.

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Cars for Sale

405 SRDT turbo diesel wagon.

1996, manual, silver, series 2. Has done 460k but body and paintwork is still in excellent condition. Engine was replaced for low km unit 3 years ago and is running well. Interior good. Good tyres (2 new), lenses all good. Vic Reg HMU 078 due end of Mar. Sold without RWC. \$1900. Ph Peter 03 9762 5667.

505 GTi 4-speed auto 1988 2.2 litre. Low mileage (236,000). White with blue interior. Registered until October 2012. Reg OUI 505. Service history available, serviced and maintained regularly by Peugeot specialists. Auto transmission rebuilt at 212,372 km, timing belt replaced at 199,170 km. New battery and water pump, good tyres. 2 owners, (current owner since 2008). Drives nicely, everything works, includes original handbook. Body is straight, some clear coat failure on the boot lid. To be sold with a RWC asking \$3,800 ono. Phone Marlo on 5367 8724 or 0408 038 243 Bacchus Marsh Vic. marlo.rule@yahoo.com

405 Mi16 (series 1.5), 1992, 2 owner car, 228,000 km, white ducó (VGC, orig paint in EC), cloth interior, electric sunroof, tow bar. Always well maintained, mechanically and electrically EC. Recent service items: cambelt, water pump, tensioners, crank seal, harmonic balancer, injectors, exhaust, alternator, A/C. Price \$3,800 with RWC. Rego FER 860. Please

How to place 'Sales Torque' advertisements

The best way to place your ad in Torque is to EMAIL it to 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.

call Trevor (Melb SE suburbs). Mob: 0409 351 747 Email: trevonwheels@gmail.com

505 auto sedan unreg. Coral glow, Dint in right front mudguard otherwise condition very good. Interior very good. 126,000km genuine. Vin VF3551A1301391383. Engine needs a head gasket and brakes need bleeding. \$750 ONO. Alan 0408 162 406.

405 Mi16, 1990 model, Silver with black and grey velour interior. Good condition, runs well but needs some mechanical work. 243,200km. No RWC. Vin No. VF315BDF208718499. \$1500 ono. Ph. 0407 397 497 (view in Prahran).

205 GTi, 1992/93. Sorrento green with full leather interior. Recent exterior overhaul. Full service history at Bertil Motors, Hawthorn. 200,000km. Car is in Camberwell. OTQ233. \$9000. Ros 0427 123 947.

Parts For Sale

403/404 brake light switch, new non-genuine, \$20. 403 front blinker

lenses \$30 pair. 403 tail light/reflector sets \$30 pair. 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.

Dash mat to fit a series one 505. Grey in colour and in good condition. \$25. Keith Millott 9763-1519 AH

Ski racks for 405 Mi16. Only used three times. Very good condition. \$80. Sam Lynch, maplewoods@live.com.au or 0439 102 371.

Wanted

Inner cam cover for Series 2 405 Mi16. Please contact Brian Ward, 5195 5416 H or 5172 2182 W

Dashmat to fit series one 405. The dash is grey in colour. Keith Millott 9763-1519 AH

Race down a snowy mountain

The folks at Top Gear Italy decided to put six-time Italian rally champion Paolo Andreucci in a Peugeot 207 and have him race down the slopes of Monte Zoncolan against a skier.

The result is the best Peugeot action footage since Climb Dance and the car chase in Ronin.

Paolo drove the Pug207 Super 2000 equipped with a fearsomely spiked set of Pirelli snow tyres to the top of a mountain with his co-pilot, Anna Andreussi.

Anna hopped out and onto a pair of skis, and then they raced downhill.

Where Climb Dance raised great clouds of dust hurtling around perilous precipices, the latest downhill runner stirred great storms of snow and performed classic rally jumps over the humps.

It's great action.



<http://www.thescore.ie/watch-a-peugeot-race-a-skier-down-a-mountain-385076-Mar2012/>

Peter Wilson



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NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Autosports Sutherland	Sales Showroom	668-670 Old Princes Highway	SUTHERLAND	NSW 2232	02 8536 2888
	Service & Parts Unit	2/7 Marshall Rd	KIRRAWEE	NSW 2232	02 8536 2777
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
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom	1 Link Road	ROSEBERRY	NSW 1445	02 8338 2624
	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
VICTORIA					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
Bayford of South Yarra	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	55 Garden Street	SOUTH YARRA	VIC 3141	03 8290 2888
Bendigo European	Service Centre	140-150 High Street	BENDIGO	VIC 3552	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
	Service				07 3253 1440
	Parts Unit				07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	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
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
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
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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