

may 2012

PEUGEOT HISTORY SHEET  
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# TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA

UAA-755



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## Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

PO Box 403, Nunawading 3131

Telephone 0427 203 206

information@pccv.org

www.pccv.org

### GENERAL MEETINGS

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

### MEMBERSHIP

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

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

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

## COMMITTEE

**President:** Murray Knight

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

**Vice President & Merchandise:**

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

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**Secretary's Assistant:** Tim Farmilo

Ph. 8711 4050 (H), 0411 240 818  
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Ph. 5944 3821, [nwright@netspace.net.au](mailto:nwright@netspace.net.au)

**Events Secretary:** Allan Horsley

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[allan.horsley@bigpond.com](mailto:allan.horsley@bigpond.com)

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

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

**Youth Co-ordinator:** Greg Park

Ph. 0418 296 258, [gbetow@bigpond.com](mailto:gbetow@bigpond.com)

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

### General Committee:

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[paulandnola@iinet.net.au](mailto:paulandnola@iinet.net.au)

David Jenkins – Ph. 9885 6405  
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[laellea@mira.net](mailto:laellea@mira.net)

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

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

## NON COMMITTEE POSITIONS

**Membership Secretary:**

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[mikefar@ozemail.com.au](mailto:mikefar@ozemail.com.au)

**Library:**

Alan Banks – Ph. 9716 2406 (H)

**Scorer:**

Glad Fish – Ph. 5944 3821 (H)  
[glad@netspace.net.au](mailto:glad@netspace.net.au)

**Webmaster:** Kathryn Wallis

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

## PCCV LIFE MEMBERS

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

## REGISTERS

**Worm Register:**

203: vacant

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

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

**1-2-304 Register:**

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

## TECHNICAL ADVISORS

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

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

• **Most models up to 1988**

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

• **203, 403, 404, 205 & 405**

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

• **406**

Lance Guttridge, Ph 03 5622 2666 (H)

• **Electricals**

David Isherwood, Ph. 98733342 (H)

• **Diesel Models**

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

## PCCV REGIONAL CONTACTS

**Gippsland:** Lance Guttridge 5622 2666

**North Vic:** Milton Grant 5824 2324

**West Vic:** Graham Lewis 5244 2070

## TORQUE 0512 • MAY 2012 • Vol 53, No.4

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](mailto:pcusworth@bigpond.com)  
Ph: 9762 5667 or Mob. 0409 797 023

### TORQUE PRODUCTION

**Deadline** for the next issue is: **MONDAY 14 MAY.** Torque will be **wrapped and sorted** for mailing on **THURSDAY 23 MAY** at the VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading (Melway 48 G10), from 8.00 pm. All members are welcome to attend and help out.

### DISCLAIMER

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

### COPYING

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

## CONTENTS

- 4 COMING EVENTS
- 6 CLUB TORQUE
- 11 PEUGEOT NEWS
- 14 FRENCH CAR FESTIVAL
- 18 PEUGEOT PAGEANT
- 22 WORM VIEW
- 24 FELINE FOCUS
- 25 BACK TORQUE
- 26 PEUGEOT IN AUSTRALIA HISTORY
- 28 COMMITTEE TORQUE
- 30 SALES TORQUE



### This month's cover

Peugeots old and new featured at the 2012 French Car Festival.

Photo: Andrew Lecky



## COMING EVENTS



Peugeot 307 WRC, Markko Märtin, Sardinia 2005

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

Peugeot Car Club of Victoria **MAY 2012**

### Club Events Calendar

\* = See event info in this issue

#### MAY

Wed 2 Outback 2012 trip concludes

Fri 4 Dinner and Club Meeting\*

18-20 International Peugeot Meeting 2012, Lahnstein, Germany

Sun 20 Voyage Petite, Redesdale\*

#### JUNE

Fri 1 Dinner and Club Meeting

Sun 17 PCCV VMC motorkhana, Pakenham

Tue 26 Four States Desert Trip commences

#### JULY

Fri 6 Dinner and Club Meeting

Sun 8 Voyage Petite, A drive from Bunyip, to Noojee for a delightful lunch

Sat 14 Bastille Day Dinner at Chateau Peugeot

Sun 29 Economy Run and Voyage Petite

#### AUGUST

Sun 12 PCCV @ DECA, Shepparton

We need officials for our round of the Victorian Motorkhana Series and DECA. Please see Ray Garrad

### Other events

May 6 Boisdale Hillclimb Long Track, M&DCC

May 6 Phillip Island Sprint, PIARC

May 12 HRA Readyplan Re-run, Koondrook

May 13 VCAS autocross, Melton, MMSC

May 13 VMC motorkhana, Pakenham

Jun 2 HRA Moomappa Mountain Rally

June 10 Victorian Super Sprint, Sandown

Jun 9 SHSC autocross, Swan Hill

Jun 17 Phillip Island Sprint, PIARC

## May Club Meeting and Dinner

Friday 4 May

The outstanding success of the barbecue and the previous finger food before the meeting has prompted continuation of the 'food before' concept at 7 pm.

For the winter, members are welcome to bring their own pre-cooked food and heat it in the oven or microwave and then enjoy the food with a glass of wine in the company of other members.

In addition we will also arrange for a Finger Food Dinner to be provided at a cost of \$10 per head.

To participate you MUST call or text Allan Horsley, 0419 634 043, by Wednesday evening 2 May 2012 so the required food can be ordered.

The advertised presentation for the meeting on after market audio, communications and security systems for cars has been deferred until July.

Vicroads has been invited to make a presentation (but have yet to confirm) about their innovative and most successful L2P Learner Driver Program.

This program is designed to provide young people, without a family car or supervising driver parent or friend, with the opportunity to complete the required 120 hours of supervised driving with a volunteer driver.

Vicroads fund the provision of cars and a local program coordinator, and volunteers, after completing a Vicroads training program, (about 10 hours) supervise the learners until the successful passing of their Licence Test.

An email will be circulated to members to confirm arrangements for the Club Meeting.

Allan Horsley

## Voyage Petite - Redesdale

Sunday 20 May

In a different direction this month, the May Voyage Petite will travel north, on the eastern side of the Macedon Ranges and via a very historic route, to the tiny town of Redesdale for a scrumptious pub lunch.

Members will assemble at Greenvale, in the parking area on the corner of the Sunbury-Bulla Rd (C743) and Oaklands Rd (Melway 177 H9) at 9.30 am for a 10.00 am departure.

This parking area is under the flight path of aircraft landing or taking off on the Tullamarine Airport North-South Runway so we will be able to inspect the underneath of aircraft as they pass overhead at low altitude.

BYO your own morning heart starter to enjoy while we wait for members to assemble.

We will then drive along some wonderful, narrow and exciting country lanes and roads, all bitumen, stop for a civilised morning tea, sample some local wine and finally arrive at Redesdale for lunch.

To assist with the organising of the event would you please call or text Allan Horsley, 0419 634 043 or email to allan.horsley@bigpond.com by Friday 18 May.

Members on the April Voyage Petite on the beach at Shoreham.



#### 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





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

# Oh3 Weekend 2012

September  
14th-16th



## 203 & 403 Enthusiasts

*You are invited to take part in this weekend based in Nowra. Enjoy the South Coast with a spectacular sea-side experience.*

*\$390 for 2 people including 2 nights (Friday and Saturday) accommodation at Pleasant Way Motel, with 2 hot breakfasts and 2 three course restaurant dinners. No booking fee.*

Contact Sue and mention Peugeot Car Club NSW  
Phone. 02 4421 5544 Email. enquiries@pleasantway.com.au

Enquiries Jim Kearns  
Phone. 9874 2100 (9am-5pm) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au

## The 4 States Desert Trip

South Australia, Northern Territory, Queensland and New South Wales

**June – July 2012**

- Day 1 – Tue 26 Jun:** Nhill, Murrayville, Pinnaroo, Parilla, Gurrai, Wirha, Billiard Con Park. 240 km
  - Day 2 – Wed 27 Jun:** Billiard Conservation Park, Alawoona, Wanbi, Wunkar, Maggea, Waikerie, Cadel, Balah, Koomooloo, Murkaby, Pine Creek, Terowie. 285 km
  - Day 3 – Thu 28 Jun:** Terowie, Peterborough, Orroroo, Carrieton, Cradock, Hawker. 170 km
  - Day 4 – Fri 29 Jun:** Hawker, Morolana Scenic Drive - Leigh Creek, Lyndhurst, Marree. 290 km
  - Day 5 – Sat 30 Jun:** Marree, Bopeechee, Coward Springs. 130 km
  - Day 6 – Sun 1 Jul:** Coward Springs, William Creek, Coober Pedy. 235 km
  - Day 7 – Mon 2 Jul:** Coober Pedy - Rest Day.
  - Day 8 – Tue 3 Jul:** Coober Pedy, The Breakaways, Oodnadatta. 235 km
  - Day 9 – Wed 4 Jul:** Oodnadatta, Mt Sarah, Hamilton, Eringa, Abminga, Charlotte Waters. 220km
  - Day 10 – Thu 5 Jul:** Charlotte Waters, New Crown - Finke, Bundooma, Titjkula, Chambers Pillar. 230k
  - Day 11 – Fri 6 Jul:** Chambers Pillar, Titjkula, Alice Springs. 165 km
  - Day 12 – Sat 7 Jul:** Alice Springs, Rest Day.
  - Day 13 – Sun 8 Jul:** Alice Springs, Sandover Hwy, Ammaroo. 310 km
  - Day 14 – Mon 9 Jul:** Ammaroo, Lake Nash. 340 km
  - Day 15 – Tue 10 Jul:** Lake Nash, Mt Isa. 220 km
  - Day 16 – Wed 11 Jul:** Mt Isa, Rest Day.
  - Day 17 – Thu 12 Jul:** Mt Isa, Dajarra, Boulia. 300 km
  - Day 18 – Fri 13 Jul:** Boulia, Bedourie. 195 km
  - Day 19 – Sat 14 Jul:** Bedourie - Diamantina Dev Rd, Birdsville Dev Rd, Haddon Cnr. 370 km
  - Day 20 – Sun 15 Jul:** Haddon Cnr, Arrabury, Nappa Merrie, Innamincka. 240 km
  - Day 21 – Mon 16 Jul:** Innamincka, Dullingari Oil and Gas, Santos, Warri Gate, Tibooburra. 300 km
  - Day 22 – Tue 17 Jul:** Tibooburra, Packsaddle, Broken Hill. 330 km
- Some of these distances are approximate.*
- For further information and to be put on the email list for future updates please contact:  
Hank Verwoert  
verwoert@netspace.net.au  
or ring (03) 9783 2718.

## 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.





# Presidential torque

## G'Day...

Just arrived home from Petite Voyage Mornington Peninsula, organised by David and Carol Jenkins.

What a marvellous day. Magnificent weather, great Peugeot roads, scenery and an impromptu visit to a lovely winery (whose owner incidentally drives a 406), finished off by a great meal at the Flinders Pub.

But obviously the meal wasn't enough for some. So off they went across the road to the local bakery and pie shop and indulged in the biggest vanilla slices I have ever seen. Now I love a good vanilla slice, but even I had to baulk at one of these. And the camera did not lie!!

The disappointing aspect of the day was that we only had 10 cars turn up for what was a truly great day.

Hopefully, we all had a good and safe Easter. Those of us who travelled to Young in southern NSW had a good, relaxed time. Other than the Motorkhana Trophy, we came home empty handed, but that's another story.

Next year, it is our turn to host the Pageant and it will be centred in and around Wodonga.

The number of cars on the road at Easter time seems to be increasing at a huge rate. Val and I left home at approximately 11 am on the Thursday and overnights in Wodonga so we could suss a few things out for next year.

From Lilydale all the way through Yea, Bonnie Doon and onto the Hume Freeway at Benalla, it was a continuous stream of traffic. With most cars towing vans, boats or trailers, it could have got a bit hairy but the traffic flowed well and nobody seemed to get impatient and do anything silly which was good to see.

One thing noticed on both Thursday and Friday was the lack of Car Club activity. Normally, on either of these days and on the Monday/Tuesday after is a number of one make car clubs to and from their national gatherings.

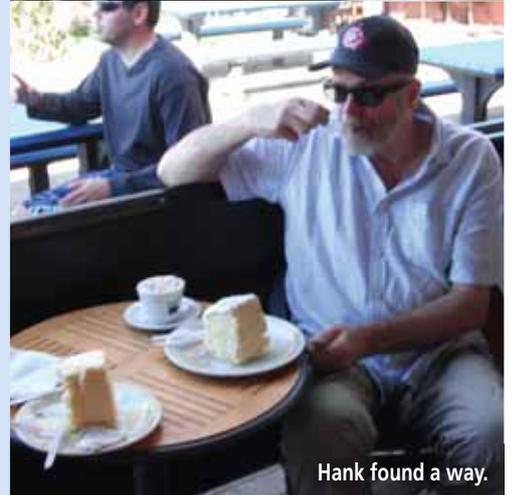
A look at the Events Calendar in the AOMC Newsletter suggests that a lot of clubs are moving away from Easter. Maybe that's something we, the various Peugeot Clubs around Australia can have a look at in the future.

We could also consider some rather exotic, out of the way places like the Bolwell Clubs did – Broken Hill – now that's different.

*Murray*



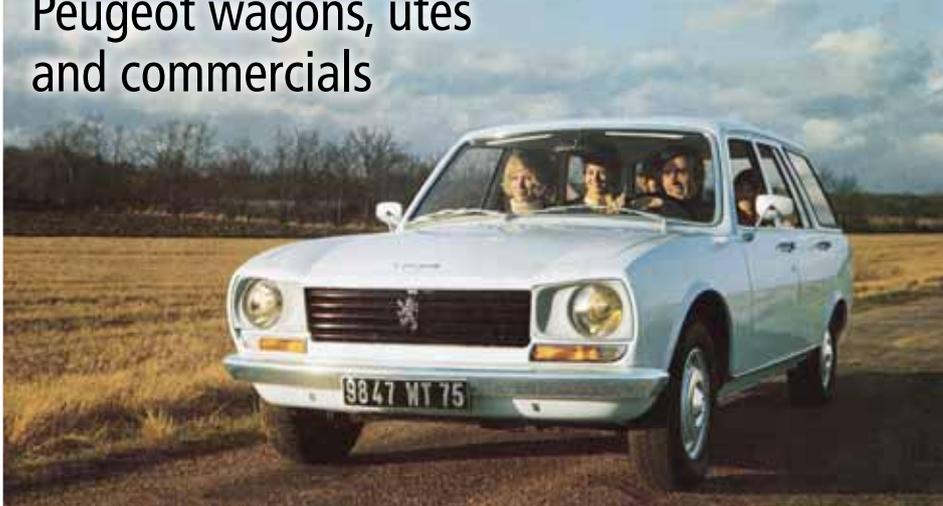
Joan Hoey wonders how to attack the monster vanilla slice.



Hank found a way.

## 2012-13 desk calendar Peugeot wagons, utes and commercials

# PEUGEOT 504



The next PCCV desk calendar will feature Peugeot wagons, utes and commercial vehicles. If you have an interesting, good resolution picture of your vehicle you would like to submit for consideration, please send it in to the Editor, Peter Cusworth. Deadline will be 12 May.

## WELCOME

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

David Miller

'07 407 wagon

### May 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 Farnilo, Peter Cusworth, Geoff Dewar, Brian Fleming, John Biviano, Martin Foot, Warren Davis, Mitch Garrad, Andrew Lecky, Simon Craig Ivan Washington, Russell Hall and Peter Wilson.**



## VDC Library

Whilst down at the club rooms the other day, I bumped into VDC committee member Barbara Macgibbon and her husband John, who among other things, update the VDC computer records and assist the Club Librarian, Bruce Nally, almost on a daily basis.

They are certainly there every Wednesday. The upshot of the discussion was that Barbara issued an invitation to any PCCV member who might like to peruse the VDC Library; use any of their books for referencing, or just have a read. Barbara did stress, however, that none of the books would be allowed to leave the office in which she and John worked. Fair enough. So the invitation is there to utilise the VDC Library.

Barbara also wished to thank the PCCV member who left a number of books and magazines for inclusion into the VDC Library.

MK

## Vale Ted de Lissa

Those who knew him will be saddened to hear of the death of Ted de Lissa, a keen member of the NSW club and someone who worked hard all his life for the benefit of motoring and motor sport.

Ted was one of the instigators of the Oran Park track in western Sydney. He was also active in the NSW Council of Motor Clubs and ran events to benefit the OASIS youth support network.

Ted's Peugeot was the blue and white 404 wagon that John Baird drove on Hank's first round-Australia trip. He enjoyed Hank's outback trips, and many Victorian members got to meet him at the 2010 Worm Weekend at Nagambie. Ted died on Good Friday after a short illness.

## Inappropriate plates



Seen at the French Car Festival.

## Worm Weekend/SA French Car Day

Plans to hold the Worm Weekend in conjunction with the South Australian French Car Day in October are gradually taking shape.

The SA French Car Day will be held at Modbury in Adelaide's north-east on October 21 and the plan is to combine it with a visit to the National Motor Museum at Birdwood and make a four-day weekend of it. This might mean driving to, say, Mannum on Friday October 19, then moving on to Birdwood the next morning for a guided tour and a barbecue lunch at the museum, which features the chassis of one of the oldest Peugeots in Australia. (PCCV member and Peugeot expert Richard Sage is the archivist at the museum, so he will make sure we have a good time.)

The Saturday night presentation dinner would probably be held at a hotel not far away, possibly Hahndorf or Mount Barker. Accommodation would be a choice of caravan parks or B&Bs in the district.

It's an easy run to Adelaide and Sunday would be devoted to the French Car Day, which is held in a park opposite a big shopping centre, so there will be plenty of choices for food.

The French Car Day would give us a chance to meet some of the loyal members of the Peugeot Club of SA, who receive Torque each month.

Sunday night dinner would probably be something casual in the hills, then on the Monday we would set off for home, taking as much time as the boss will allow.

I stress that this weekend is not restricted to worm-drive vehicles, although they will be made most welcome. Any Peugeot is acceptable. And I particularly urge members from western Victoria to make the journey.

We haven't done a Worm Weekend in South Australia before, so it is hard to know how many people are likely to come. If this trip appeals to you, please let me know so I can make some tentative bookings. If there is no response, we will just list the SA French Car Day as a coming event and have the Worm Weekend somewhere else.

**Contact: Paul Watson, 0427 203 206, paulandnola@inet.net.au**



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

**After months of trying to bring Sensis to its senses, I am hopeful that I have finally eliminated the misleading parts of the PCCV entry in the White Pages online. There were two problems with the entry: it listed the club's address as being in Burke Road Camberwell (this was the address of the post office where our PO box was located until about five years ago); and it included the words "Mobile service". These two problems combined to lead people to think that the club had a mobile mechanic operating from Burke Road.**

**It took three attempts and some long explanations, but I have finally got the PCCV entry to include the new PO box number in Nunawading and to exclude**

**the "Mobile service" line. It also includes the club's web address.**

**Nothing is free these days, and we will have to pay a monthly fee for the privilege of including the box number rather than the address of the Nunawading post office.**

**A non-member rang from Queensland, asking for help with a leaky 403 water pump and wondering where the seals should go. I made a quick call to one of our experts, who replied with a picture of how the fitting goes together. This I sent to the enquirer, who was impressed and happy with the helpful service.**

**On April 18 a member from country Victoria rang, looking for radiator hoses to take on Hank's desert trip, which was only a week away. A quick search turned up suitable hoses and within an hour they were in an Express Post bag heading for their destination. Job done.**

*Paul Watson*



# Correspondence

## Peugeot Clutches

I too suffered a fractured clutch fork on my 505STI.

Robert Cherry's interesting article April's Torque reminded me that an 505 STI must have a "Dampened Clutch Plate" No.266244.

The Spare Parts catalogue is subject to misinterpretation if the unwary look under "STI", as this can refer to the "non-export" versions with 2 litre motors instead of the 2.2 Douvrin motor. The result of which will have a 504/505 pushrod motor clutch installed (as happened to my STI), which shudders, as it lacks the extra set of springs in the Dampened Clutch. It pays to look under "GTI" for STI parts in the catalogue (the "OZ" STI appears to be a Phantom). This also pre-supposes that the splines have not been damaged upon refitting, which makes smooth clutch engagement a high on impossibility.

*Geoff Dewar*

## More on fuelling your Peugeot

The latest Royalauto has a warning about putting petrol in your diesel tank. I'm lucky that my Landrover Discovery has an old-fashioned injector pump – the bill was \$800+, and some of that was for removing the rear compartment fittings. Plus of course \$130+ of fuel wasted.

I was told that the powers of evil sometimes creep out in the middle of the night and move the hoses into the wrong holes in multi-fuel pumps, which was what caught me after 37 car years of diesel use.

Look twice before you fill!

*Brian Fleming*

## Baby on Board Part II!

Just read the 'Baby on Board' article in last month's Torque to my wife Sylvia and she reminded me, in no uncertain terms, that I had my own shameful story of Peugeot fanaticism that would trump that one hands down!

On the 16th October 1962 our No. 2 son was born at the Royal Women's Hospital in Carlton and on the 26th (Friday late afternoon) I was contacted by the hospital and asked to come and pick them up to take them back home to



Geelong. As I had done for my other two children a few years earlier, I hopped into my trusty 203 after knocking off work and duly arrived Royal Women's to collect the precious cargo around 7pm.

While getting the new member of the family back home and settled in was important, I had failed to divulge to my wife that I had an even higher priority on my agenda – a Peugeot Car Club meeting at Canada Cycle in the city! Leaving my wife and new born son waiting patiently in cold and dark in our 203, I dashed into the meeting and emerged hungry and unrepentant around 9pm.

After another diversion for a late night snack (just for me as Sylvia had eaten at the Hospital earlier) we finally returned home around 11pm with some very grumpy passengers. Unfortunately, in my haste to get up to the hospital (and the Club meeting) I had also failed to let my in-laws who were babysitting our two older children in Inverleigh (about 25km from Geelong) that I was bringing Sylvia and our new son home that night – another black mark in the book. Just as well the ever-reliable 203 didn't let us down on the way home!

Note: The meeting that night would have been the last Friday of the month rather than the first as it is now – not sure when that changed.

*John Biviano*

*24/5/54 Foundation & Life Member*

## The 504L



Looking through the article "the other 504" in March 2012 Torque was a trip down memory lane. I had several 504s from the 1970s to the '90s. Rugged cars with clearance, unlike most Peugeots of today.

I wanted to question a couple of minor points, though. The article mentions Uniroyals as being standard on the early 504s. 504s came to Australia in 1970, but the Uniroyal 180 Steel Cats weren't released until 1972. From 1970-early 1972 was the era of trapezoidal headlights and French seats, which were replaced in 1972 with round headlights and Australian seats, plus these Uniroyals, to help meet the local content rules. I don't know what Renault Australia

specified before them, but I'm pretty sure a mate of mine had Dunlop SP Sports on his.

Sniffing about on the Internet, I have found an article from the Sydney Morning Herald dated 23/4/1972 which talks about a stock 504 entry in the Australian Rally Championship of that year, and mentions that the Uniroyal 180s, which had just been released, were on that car for the rally. The writer seemed to like the Uniroyals, but in my experience, these tyres were shockers in the wet on bitumen.

Also, injection models weren't available until the two litre engine was released. I'm pretty sure the automatique option was first available with the two litre engine as well (but could be wrong on that). To tick all the boxes, ie injection, automatique, trapezoidal headlights with the special injection reflectors and French seats with leather, you needed an import. I had one in the 1980s. :-) Pity about the umbrella handbrake, though. :-)

*Martin Foot*

## ... and 504L again

Nice read about the other 504. My ex, Jenny, bought a 504L from a club member who had fitted a reco engine.

He had been cleaning up the interior and did not refit the carpets. They were in the boot, but she did not get around to putting them back. Every time she had taken the car to a Peugeot workshop for a service, the guys would express interest in acquiring the car for its rear axle. But they did not offer serious money so she continued to use it.

She sold it to a student from Byron Bay and it disappeared up north. She was going to buy a 306 from British and Continental, but liked the look and deal offered for a Renault 17 so she changed horses. After a series of ECU problems she came to her senses and bought a Peugeot 206 three years ago. She has always loved that model.

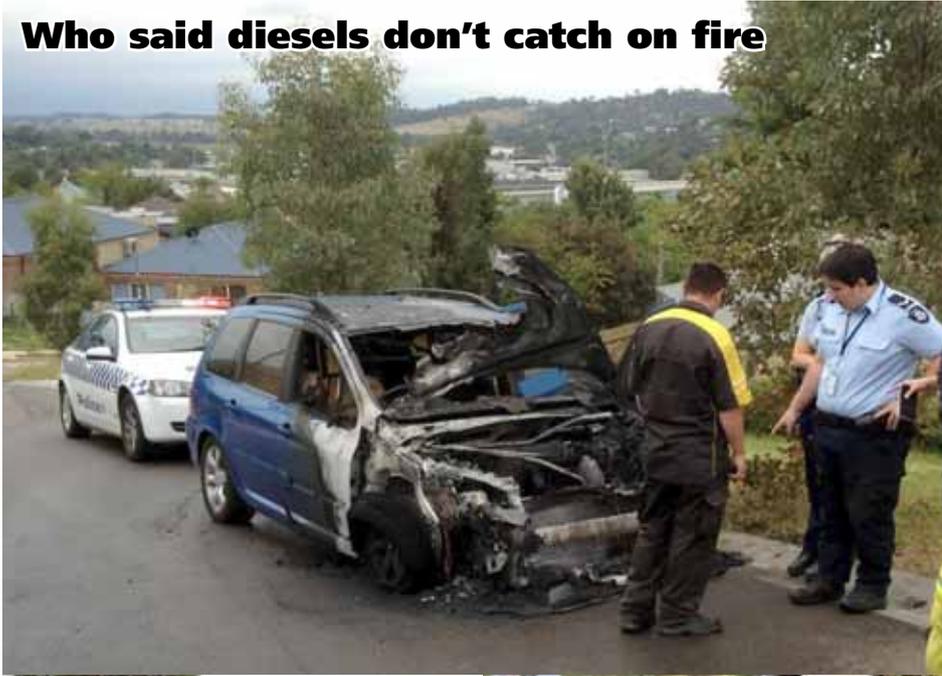
Jenny called around when I had a press 206 for a weekend just before its release and borrowed it for a drive. She said she felt so good in it that she nearly took it to Double Bay to have a coffee.

*Peter Wilson (PCCNSW)*





## Who said diesels don't catch on fire



A CFA member sent us these photos of fire he had attended in Lilydale recently involving a Peugeot 307 HDi. Apparently the car was on its way from a car yard to a diesel specialist to repair a leaking injector, but didn't make it before it went up in flames.



## April Club Meeting

Brian Negus, the Public Policy Manager of the RACV was our guest speaker at the April meeting and was introduced by club member, Neil Beddoe, a long-time work colleague of Brian's when they both worked for the various predecessor organisations of Vicroads.

Brian gave a comprehensive and informative presentation to members about the activities, functions and public policy positions of the RACV.

He firstly addressed the roadside service aspect of the RACV and the extensive task they have of responding to member requests for help. He also highlighted the growing competition in this field and the need for the RACV to maintain a very high level of service at modest cost.

He then spoke of the growing travel and holiday services offered by the RACV in Victoria and now in Queensland, and the very good value for money these facilities offered.

Finally he spoke at length at the RACV lobbying activities aimed at increasing investments by Governments in Road and Public Transport infrastructure. While seeking to improve the driving experience of motorists the RACV is also focused on identifying road safety improvements and level crossing elimination.

Brian then responded to an interactive discussion period where a wide range of motoring issues were addressed.

President Murray Knight thanked Brian for his generous contribution and presented him with a Peugeot watch.



## Peugeot microfiche

Thanks to the generosity of Colin Stark at Alpine Affaire, the club now has access to a Peugeot microfiche viewer, covering the models from 504 to 406.

The man in charge of the machine is Peter Kerr, so if you would like to make use of it, call him on 9890 1816 between 9am and 9pm.

## Auction Room

The first episode of the new ABC program Auction Room had a blunt message for owners of collectable cars: don't over-capitalise.

The episode centred on two cars that were being auctioned at Shannons. One was a big pink 1960 Cadillac, which most of us would carefully avoid. But the other was a pretty 1950-ish MG TD, said to be the best in Australia and the winner of many concours trophies.

This car's owners had spent an estimated \$70,000 on it over the 20 years they had it. Yet at the auction it only just made the reserve of \$30,000, leaving the owners depressed and out of pocket.

Allan Horsley



### CAMS Free Driver Training

At this year's Australian Grand Prix CAMS held a program for 12 – 18 year old people. It was held over four days having two groups each day. On the Thursday and Friday school groups participated. 96 spots were available for the weekend sessions, I was lucky enough to get the second last spot on the Sunday. CAMS provided the participant and an adult with passes to get in and watch all the races. I took dad with me.

CAMS Ignition program was to teach young drivers on what can happen to you and others when you are driving and to teach you how to drive in a safe manner. Over the two hours we did a practical and theory lesson. In the practical we did some low speed exercises and got shown some braking demonstrations. In the theory we were taught basic road safety including contributing crash factors.

In my group there were 24 kids, both girls and boys, around 14 years old. We split up into two groups of 12 for practical and

theory. The theory was really interesting. We learnt what can happen if you don't drive sensibly. Most deaths on our roads are 'P' plate drivers straight after they get off their 'L's. To change these statistics we young people must not be influenced by our peers to hoon and act stupid. I believe that starting motorsport at 12 can help to make you a better driver because it will help you to control your car under all circumstances on the road.

While I was at the Grand Prix I visited Jack Le Brocq's pit and got to see his Formula Ford. On the Saturday he won a race and got second in the other, and on Sunday he won the race getting top points for the weekend.

During the day we watched several support races and had a good look around at the merchandise stands.

To finish a fun day we got to watch the F1 race. It was a great experience to watch these fantastic drivers going at full speed. I wonder if I will ever be able to drive like they do?

Thanks CAMS

Mitch Garrad

### Don't try this at home!



### MERCHANDISE NEWS

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



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



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



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

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





## Fancy a racing Peugeot?



Collectors have a choice of diesel and petrol Le Mans racing Peugeots being offered for sale.

First up is RM Auctions with a 2007 Peugeot 908 up for its Grand Prix auction in Monaco on May 12 with an estimated price between US\$1.9 million and US\$2.4 million.

Powered by a 5.5-litre twin-turbocharged diesel V12 engine, the race car has over 520 kW mated to a six-speed sequential manual paddle-shift gearbox. The chassis consists of a closed carbon fibre cockpit and this particular race car was actually the first 908 to win a race at Monza.

The team also managed a second place finish at the Nürburgring in Germany. This would go on to win twice more, once at Silverstone and once at Interlagos.

It will be the first 908 ever to pass into private hands and is being sold directly from PSA. Peugeot warns "Starting and running this vehicle calls for specific equipment, third-party software licences and skills. The seller commits to providing the necessary technical support for a period of three years. This service will be

provided at Peugeot Sport's normal rates for technical support".

A successful Peugeot Le Mans racer from the 1990s will be one of the star attractions when a selection of rare cars go up for auction at the Le Mans Classic event in July.

The 1992 905B model was bought by its current owner directly from the factory

back in 1997 and is expected to fetch between €700,000 and €1.2 million.

The car was a complete revision of the previous 905, which had struggled in the World Sportscar Championship. With its better aerodynamics, more powerful engine and improved reliability, it achieved a number of one-two finishes in endurance races around the world.

The 905B was retired in 1993 following the downfall of the World Sportscar Championship.

The amazing 1988 WM Peugeot P88 ("WM" for Welter et Meunier), famous for holding the outright maximum speed record on pre-chicane Hunaudières straight of 405 km/h, is one of 38 cars with no reserve from specialist coachbuilder Heuliez. Its estimate is €150,000 to €250,000.

The Monaco sale kicks off with 100 Ducati motor cycles from the famed Carlo Saltarelli collection. Saltarelli was a noted test rider, racer and dealer.

*From Classic Driver*



This Peugeot 908, seen winning at Monza in 2007, is up for sale.

## Peugeot sells HQ

The Peugeot group is selling its 48-year-old headquarters in Paris as part of a broader effort to raise cash and decrease its growing debt pile.

The office, about 700 metres from the Arc de Triomphe and the Avenue des Champs-Élysées, will be sold for €245.5 million to Ivanhoe Cambridge, the real estate arm of Caisse de depot et placement du Quebec.

The building has about 1,900 staff members, mainly working for the PSA corporate holding company and the Peugeot brand unit.

The French carmaker will lease back the building for at least nine years, the company said on Monday

*From Reuters*





## Peugeot's 508 Touring now available in GT

Following the success of the 508 GT sedan comes the all-new 508 GT Touring. The 508 GT Touring will be in showrooms this month, priced from \$55,990\*.

While GT models gain extra equipment, the highlight of the model is the inclusion of the 2.2-litre HDI engine.

The 2.2-litre diesel engine is only available in GT models while the 508 Allure and Active models have either the

1.6-litre e-HDi engine, 2.0-litre turbo diesel or 1.6-litre turbo petrol.

With 150kW of power and 450Nm of torque the 508 GT Touring completes the 0-100km/h dash in 8.4 seconds, more than a second quicker than the Allure Touring.

GT models also feature unique front suspension with double wishbone suspension with drop link hub carrier instead of the Macpherson type struts of the Allure Touring models.

Extra equipment over the Allure model includes: 18-inch alloy wheels, adaptive main beam headlights, colour head up display, directional bi-Xenon headlights with auto height adjustment and headlight washers and driver's seat with memory setting.

Specification and options for the all-new 508 GT Touring are in-line with the GT Sedan with the exception of the electric tailgate which is available as a \$1000 option on GT Touring as well as Allure Touring.



## Ford, PSA end tie-up on large diesel engines

Ford and PSA/Peugeot Citroen said they will end their partnership for joint development of large diesel engines.

Both companies said the move was not related to PSA's new alliance with General Motors Co.

The decision to develop larger diesel engines separately "was being discussed with PSA well before the GM-PSA announcement," a Ford spokesman told Automotive News Europe on Thursday. A PSA spokesman also said the decision "was not due to our alliance with GM."

A joint Ford-PSA statement said the two companies "have decided to independently develop and manufacture their larger diesel engines (2.0-liter and above) to meet their future needs as well as new regulations."

Light commercial vehicles built after 2015 will be the first to use large diesel engines developed and built separately, the companies said.

Ford said the cooperation with PSA will continue in medium displacement 1.4-litre to 1.6-litre diesels, which accounted for about 75 percent of the more than 20 million engines the two partners have built in the last 12 years.



Ford uses the large diesels for its Focus and Mondeo cars, C-Max, S-Max and Galaxy minivans and Kuga SUV. PSA offers the engines in cars and minivans including the Peugeot 308, 407 and 508 models and Citroen C4, C5 and C8.

GM agreed in February to buy 7 percent of PSA as part of an alliance to cooperate on purchasing and vehicle development in a bid to cut costs in Europe.

*Luca Ciferri, Automotive News Europe*

Peugeot and Ford signed an agreement in 1998 on sharing diesel engine design and production, and renewed their agreement in 2003.

Trémery is PSA's diesel engine production facility, making the group's 1.4, 1.6, 2.0 and 2.2 litre HDi engines, as well as those for engine partner Ford and its subsidiary Volvo.

Larger 2.7 and 3.0 motors, as found in the 407, C5 and the new Ford Territory Diesel, are produced in the Ford plant in Dagenham, England.

## Peugeot Australia joins Facebook and Twitter

Peugeot Australia has joined the social media community of Facebook and Twitter so customers can stay up to date on everything Peugeot.

The new Peugeot Facebook and Twitter pages allow Peugeot Australia to interact with owners and customers to share news, new product releases, photos, videos and unique social media competitions and offers.

Visit [www.facebook.com/peugeot.au](http://www.facebook.com/peugeot.au) and [www.twitter.com/peugeotaus](http://www.twitter.com/peugeotaus) to join the activities online.



## Under one roof

The Peugeot group plans to merge the national subsidiaries of its two main brands in European countries as part of a broader plan to reduce costs.

"It is indeed a general policy on the continent to try to find synergies where we can," Valerie Gillot, a spokeswoman for the Citroën brand, told Bloomberg. "Local entities will communicate at their pace in each country they're located."

Peugeot Suisse and Citroën Suisse's headquarters, the carmaker's Swiss subsidiaries, will soon merge in Geneva, where Citroën is already located, Ms Gillot said. Peugeot and Citroën German headquarters will also merge.

Peugeot and Citroën are already together in South Africa.

The brands are handled by separate franchises in Australia and the Peugeot operation is now based in the former Citroën importer's headquarters in Sydney.

## Biggest share of family jewels

The Peugeot family holds 36.8% of the voting rights in the Peugeot group and 25.3% of shares after a capital increase, the stock market regulator said.

Peugeot completed its €1bn capital increase in late March as it sealed a broad alliance with General Motors to prop up their ailing European operations, Dow Jones noted.

The company had said the capital increase would permit the funding of investments "related to projects that are core to the global strategic alliance with General Motors".

*From justauto.com*

## GM asked to make Indian Pugs

The Indian state government of Gujarat has asked General Motors to consider making Peugeots in its plant in Halol after the French automaker shelved its assembly plant in nearby Sanand.

GM India said it was too early to talk about Peugeot in India and Peugeot would not comment.

The government is facing an election and wants Peugeot's presence as a development trophy.

Analysts said scenario was unlikely as the projected models would be competing head-on.

*From the Economic Times*

## Engine chief fighting for the horses



PEUGEOT hot hatch fans worried the 208 GTI won't live up to its predecessor's legend can take solace in one fact... The man leading the team behind the engine choice put the 1.9-litre in the 205 GTI!

Philippe Mercx is in charge of Peugeot's 100-strong engine design team and his workforce is testing prototypes of the next GTI. So what engine does he prefer?

"There's really only one choice," Philippe said. "And that's the 1.6-litre turbo from the RCZ. The decision we're currently debating is whether it should be in 200bhp or 230bhp guise (150kW or 170kW).

"I prefer the 230bhp but there are issues with torque steer. There are options to use electronics to reduce these issues, but I really don't think a performance model should have restrictions like this."

Philippe Mercx has been with Peugeot for 24 years and has worked on a series of key powerplants for the French maker. His first was the iconic 1.9-litre lump that was so successful in the 205 GTi as well as the 2.2-litre HDi engine with the first particulate filter.

"Developing the engine for the new 208 GTi is very difficult as so much has changed since the 205 GTi," he explained.

"When I had my 205 GTi 1.9 I would drive everywhere at high speed but now there are speed cameras everywhere and etiquette issues to contend with.

"The image for GTis has changed over the years. Now the bosses have to consider marketing and how high-powered cars will be received.

"However, I have tried the 230bhp 1.6-litre 208 GTi prototype and was very impressed. There is development to be made and no decisions have been taken, but I am

passionate about making it exciting and great to drive."

Philippe has ruled out a larger unit than the 1.6-litre though as there are cooling issues. A 1.8-litre was considered but the modifications needed to make it into production ruled it out early on. "It would have been possible for small production numbers but not for the GTi," he said.

The engineering chief also admitted his department had



been asked to look at a series of Rallye models over the years and he didn't rule out the name reappearing on the back of a hot hatch again in the future. "We've looked at a number of Rallye engine options, but none have so far got the green light," he revealed.

But does he really think the 208 GTi can live up to the legend of the 205 and recapture the magic of that legendary hot hatch?

"Things have changed over the years, but I want to see an exciting car to drive again," Philippe said. "It'll be up to the bosses to decide which unit gets the go ahead, but I know which I prefer and which I'll be fighting for – and that's the 230bhp version."

*James Baggott – From Car Dealer Magazine*



## French Car Festival, 2012

TEXT **Paul Watson**  
PICS **Andrew Lecky**

**On a warm day under grey skies, the French Car Festival at Macleay Park attracted about 130 cars, which was remarkable given that there were no signs outside the venue and the event had little publicity other than within the French car clubs and Aussie Frogs.**

**A**t lunchtime I counted 58 Peugeots, 32 Renaults, 29 Citroens and five Simcas.

The Peugeot ranks were thinned because some trusty regulars were not able to make it.

There were numerous coupes and cabriolets, some of which won awards in the club concours and one took out the Best Peugeot award.

The most numerous model was the 504, with 13 examples, including a ute, a wagon and several cabriolets.

There were seven 405s and seven 404s, including two cabriolets.

Next came the 403s (five) and 307s, 505s and 406s (four each), 205 (three), and 604 and 605 (two each). These models each had one representative: 104, 202, 203, 407, 508, 607 and Partner.

The 508 was a display car from City Peugeot. The man who brought it along is Daniel Boyle, the son of Chris Boyle,

who was Renault Australia's service manager at West Heidelberg for many years.

The Partner was brought by Ray Potts but belongs to his brother, Geoff, who runs a food service business.

In the absence of John Marriott, who usually provides multiple vehicles, the extended Horsley family brought four cars, which all won awards.

A couple of surprise appearances made the day special. First was Rob (Skip) Verhagen, who arrived with Morrie Barrett in the rare Simca P60 station wagon. Rob has a big fleet in Brisbane, including a 203 ambulance, and is a Simca fan too. But he now spends five months of the year in Egypt, where the culture and traffic laws never cease to amaze him, and loves to visit Sri Lanka on the way.

The other surprise came in the form of Damien and Ronda Jenkins, from Murwillumbah of the NSW far north coast.

They were driving the V6 404 they had just bought from John Vagg in Ballarat. Damien, who is a PCCV member, is a regular on the club's long-distance events. He was an original member of the NSW club when it re-formed in 1973. Damien has also bought John Vagg's 504 coupe so his collection is larger than ever. Club member Richard Abey (whose 505 won its class) took photographs of some

of the vehicles, in preparation for the production of the desk calendar later this year.

Among the Renaults there was a stunning Alpine A310 and a boy-racer Lotus Renault GP special in black and gold, plus a swag of 16s, four of which arrived at once. (Do four R16s make an R64?)

Among many Meganes and Clios there was a 750, an R4, an R8, an R10 and an R12.

Apart from a 1919 Type A, the Citroens were all post-war. Not one Traction appeared, which is a shame. Apparently the Classic Citroen club didn't receive an invitation to the event.

Standout Cits were an SM (the one with a Maserati V6 engine), several very nice DSs, the usual smattering of 2CVs, a C6, an electric Berlingo van and a mean-looking BX 16.

Rod Fulton was there, as usual, with his Hartnett (Gregoire). He has the chassis of another car, which he believes may have been the prototype built by Sir Laurence Hartnett in his bid to build another "Australia's own car".

Commercial exhibits were nowhere to be seen. The sponsor, Lumleys, had a tent, as did the PCCV and CCCV, but the Renault club had only a folding table.

A single Delage graced the lawns of Macleay Park and drew plenty of admiring looks.



There was a children's party in the southern part of the park, which included a live band and therefore provided some entertainment. This was good, as the organisers' public address system did not seem to work until the awards were presented.

When the loudspeaker finally went into action, the Lumley's car of the show award went to a Citroen DS. The SM was named as best Citroen and the people's choice went to a 2CV.

The best Renault was won by an R8 and the "best low-volume marque" award was made to "one of the two Vedettes that came from Sydney", which must have been Vince Parisi's car, as he collected the trophy.

Allan Horsley's 404 cabriolet took the award for best Peugeot.

In the PCCV concours these were the winners:

104 Ray Davis, 202 Ray Vorhauer, 203 Denise Horsley, 205 Andrew Chesshire, 306 Chris Powell, 307 Mary Rhodes, 403 Frank Myring, 404 Mike Jolley, 404 cabriolet Allan Horsley, 405 Tim Farmilo and Jason Slingo (tie), 406 (coupe) Ray Horsley, 407 Bruce Rhodes, 504 Andrew Orum, 504 cabriolet Neil Beddoe, 505 Richard Abey, 604 Allan Horsley, 605 Salman Chaudhry, 607 Lance Guttridge.



Ray Davis' 104.

Just one 203 made it to the festival this year.





# FRENCH CAR FESTIVAL



Allan Horsley's 404 cabriolet took the award for best Peugeot.



1919 Citroen Type A. Photo: Paul Watson



Delage and Simca P60 wagon. Photo: Paul Watson



A set of 504s



Ronda and Damien Jenkins. Photo: Paul Watson



Rob Cherry's V6 504



Ray Vorhauer's 202 Ute.





Neil Beddoe's 504 cabriolet



Some 604 back ends





# Young and warm and wonderful

**Easter Pageant, April 6-9**

TEXT **Paul Watson**

PHOTOS **Paul Watson and Simon Craig (NSW)**



With perfect autumn weather over the Easter long weekend, the 2012 Pageant at Young had to be a success, and it was.

Lion-up at Young Station

The NSW club organised this year's event, which attracted 63 participants in about 32 vehicles, a good mix of old and new.

Seven of those vehicles were from Victoria, two from Queensland and one from the ACT. The rest were from NSW. WA was represented by Granville Nicholson, who arrived with Max O'Connor from Queensland.

The Victorians were Murray Knight and Val Gibson, Allan and Denise Horsley, Tim and Jenni Farmilo, John Marriott and Belle Jones, Mike and Lesley Jolley, and two "bachelors", David Jenkins and me.

I drove up in the 403 via Altona (where I visited an intending member) then through busy traffic in Melbourne's western suburbs and onto the Hume. I turned off near Bowna and passed through Culcairn, Mangoplah, Morven, around the back of Wagga, then to Cootamundra and Young.

On a quiet stretch near Mangoplah I stopped for a coffee. I had the boot open, so it might have looked like I was having trouble, and a 505 wagon pulled up to see if I needed help.

It was Andrew Kroiter, a NSW club member who lives nearby. Andrew's been having fuel trouble with his 407 HDi



and was planning to tow it to Melbourne to get it sorted out.

In Young, we picked up our goodies bags, which included drinks, fruit, fudge and a Peugeot cooler bag, as well as the usual lanyard and plenty of local information.

At Pageant HQ all the talk was all about local Peugeot fancier Eric Griffiths, who was having a monster garage sale. On inspection, this turned out to be true, and many people found exceptional bargains

among the hundreds of items he had for sale, including Peugeot badges, keyrings, hat pins and mechanical parts.

I came away with a new battery tray and a couple of gear linkage items for the 403, plus a 203 covir in very good condition. Among the other items he was selling was a new 505 power-steering rack.

Dinner on Good Friday was at the local services club, where we had to line up to order food, but the service was quick and



## PEUGEOT PAGEANT

there was plenty of chat as we caught up with old friends.

On the Saturday morning a hearty breakfast was provided and then a show and shine was held in front on the beautiful but disused railway station, which is now the tourist information centre.

The show and shine coincided with a market, so plenty of locals got the chance to inspect the cars and talk about how granddad had a 403.

The highlight for me was a very pretty 305 coupe in sparkling condition.

Judging was done by members of three clubs to keep it fair, and the top honour went to Richard Marken's 605.

The people's choice award was won by Con Engel's red 505 and the mayor of Young, Stuart Freudenstein, chose Keith Bridge's sporty 203 as his pick of the bunch.

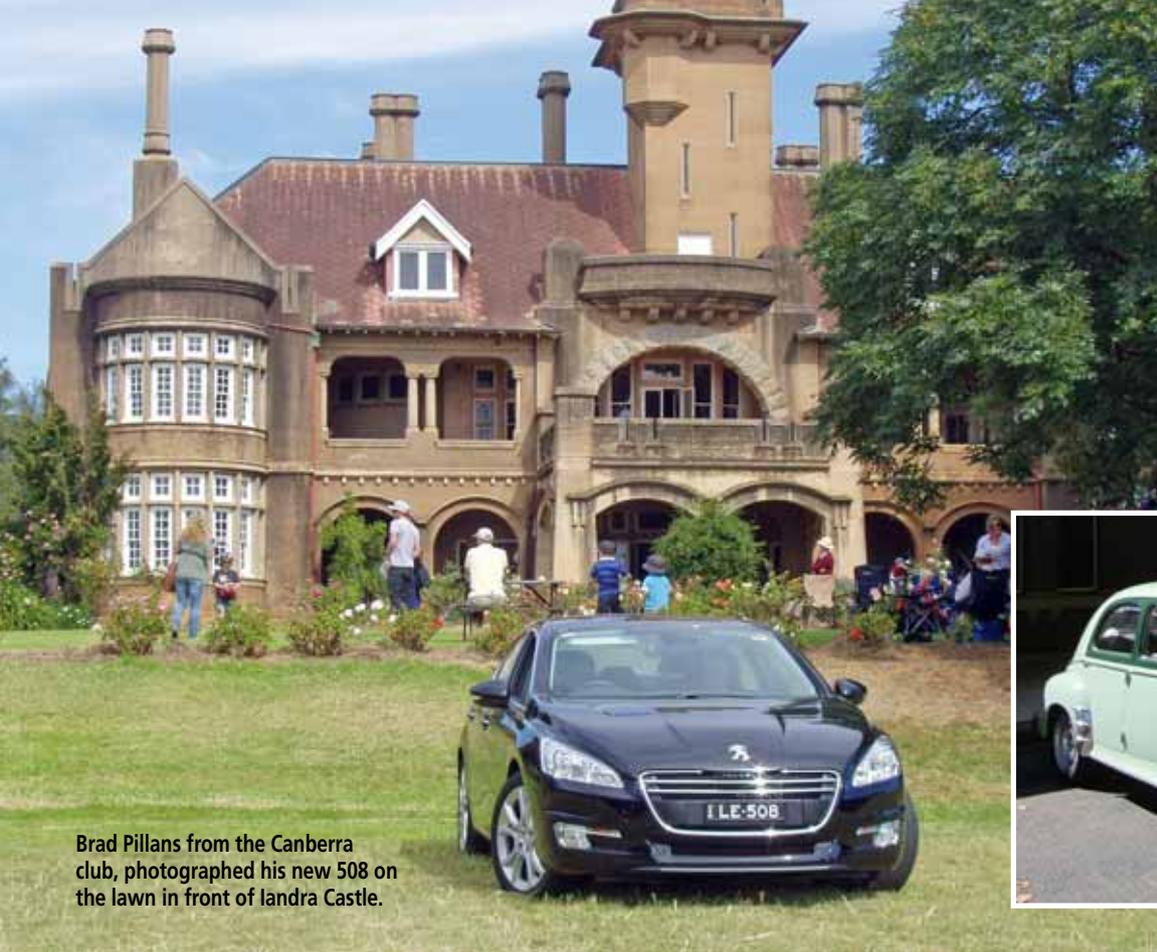
A sausage sizzle lunch was provided by the local Lions club, who had an impressive catering van, and there was a coffee vendor on hand. And hot cross buns provided dessert.

Saturday afternoon was motorkhana time at the local racetrack for some, while others took part in Peugeot games nearby. Although there were only five official competitors in the motorkhana, competition was tight and the lead changed several times. Richard Marken put up a good showing in his 605 but in the end Murray Knight (404) and I combined to outscore the NSW competitors (205 GTi) and bring home the shield. (Geoff Boyd from NSW did the tests in his 404 ute but his runs were not counted as he was not a pageant participant.)

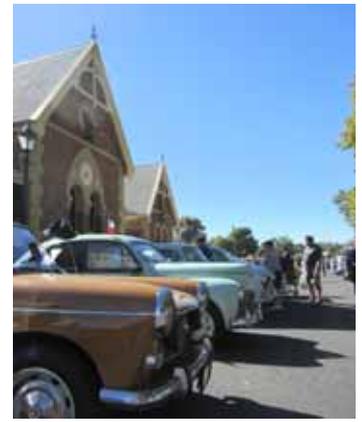


John Hunt from NSW had his recently acquired 304 Coupé on show. The paintwork was in excellent condition and the fabric "webasto" style roof is a gem. John said that apart from having to overhaul the brakes, it was in very good condition. The car has had a couple of owners in recent years, but I suspect this is the same car previously owned by Brian Arundale and before him Rowland Pym.

Murray's merchandise vehicle



Brad Pillans from the Canberra club, photographed his new 508 on the lawn in front of Landra Castle.



The driving and skills competition was held nearby and was won by Ross Berghofer on a countback from Mike Jolley.

On returning to the motel I carefully locked the car, only to find I had locked the keys inside. See Worm View for more on this calamity and another 403 disaster.

After a quick shower and change of clothes it was time to set off for dinner, this time at a local hotel. Apart from poor acoustics, this was a pleasant event and the food was plentiful.

Another cooked breakfast greeted us on Sunday morning, after which we lined up for the treasure hunt. The organisers took this quite seriously, with cars being dispatched every two minutes to avoid clumping on the route. This theory fell apart because many of us took a wrong turn only a mile after the start and some even returned to the start to seek clarification of the directions. Apart from clues along the way, there were three tricky Peugeot-specific questions, which had some people phoning home for help. Eventually we all reached our destination, Landra Castle, where we had a picnic lunch on the grass in front of the house.

First prize in the observation run went to the NSW team of Simon Craig and Garth and Jinny Coxhead. Seven teams shared second place, including Allan and Denise Horsley, Tim and Jenni Farmilo and John Marriott and Belle Jones.

It was a glorious way to spend the afternoon, even though Landra must be one of the ugliest buildings I have seen.



Keith and Hilma Bridge's lime green 203 "GT" was a shining light at the Show & Shine and took out the Mayor's Choice award.





Above: Geoff Boyd's 404 ute was an unofficial entry in the motorkhana.

Left: Murray Knight finished in 2nd place overall.



NSW President, Ross Berghofer, presents the motorkhana trophy, won by Victoria, to Murray Knight.



Paul Watson (left) and Richard Marken (right) on the bumpy motorkhana field.

hills to Harden and Jugiong, where we joined the Hume traffic. Unlike past years, we saw few special-interest vehicles on the road, although they might have been frightened off by the endless stream of ugly four-wheel-drives with their "RMW" and "Caterpillar" stickers.

The trip home to Torquay was easy, except for congestion around Tallarook and at Kilmore, where it was bumper-to-bumper all through the town. The Jolleys and I cut across to Bacchus Marsh, which was more pleasant than fighting the traffic on the ring road.

Next year's pageant will be at Wodonga and planning is already progressing well. Let's see a big Victorian contingent at this one.

There was a talk on the building's history and an explanation of why much-needed restoration has not happened.

After a short rest we all dressed up for the presentation dinner, held in a restaurant that used to be a Masonic hall, where the placemats served as invitations to the 2013 pageant. The food was good and there was plenty of chatter. A giant raffle was drawn, with the Victorian contingent winning several prizes, then the results of the weekend's competition were announced.

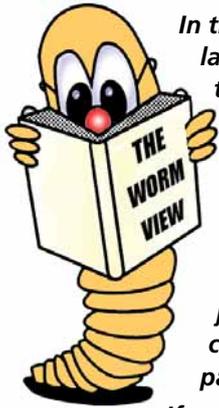
These were arrived at by a formula that placed ACT (in the form of Brad and Sue Pillans) first, followed by Queensland (Max O'Connor and Richard and Kay Marken) and NSW (42 participants).

So Victoria missed out a placing, although we did pick up the motorkhana shield, as noted above.

On the Monday a farewell breakfast was held, which was enjoyed by many but with Mike and Lesley Jolley, I left early and had a great drive through the rolling



The Sunday evening dinner was in a restaurant called Mullino Bar & Grill, occupying the old Masons building from 1888.



*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).*

### Worms at Young

Unfortunately there was only one 203 at this year's Peugeot Pageant at Young.

But three 403s and three 404s carried the Worm banner and acquitted themselves well.

One of the 403s was Brian Jubb's beautifully restored wagon, which is now for sale.

The other two were sedans, one of which had a good story to tell, while the other was not so lucky.

I managed to lock the keys inside my car on the Saturday night and called the



The NRMA man Richard with his air bag.



The ex-Ray Hoey 403.



The IPEC re-enactment in 2008.

### IPEC ute on the move

Remember the IPEC 203 ute that was restored by that company and was the subject of great excitement in August 2008 when it travelled to Ballarat to commemorate the early days of the company?

The canary yellow ute was accompanied on the trip by an IPEC B-double and several 203s, along with other Peugeots.

Well, Toll-IPEC are building a company museum near their head office in Altona, and the ute is going to be the centrepiece.

This came from Toll IPEC's HR manager, Geoff Jackson: "Our Peugeot is about to change its home. It has been a feature in front of our National Office for some years now but Toll has built a museum for some of the historic vehicles and it will be moving there. It is only a short trip up the road from its current location, and it will continue to be an important part of our history. The old Peugeot was also recently featured at the Truck show at the showgrounds in Melbourne."

By coincidence, the latest issue of the French 203-403 club magazine features our picture, in full colour, of the ute, the B-double, Graham Wallis's yellow rally car and Murray Knight's 203 barrelling up the Western Highway near Ballan.

NRMA man, Richard, who was friendly and helpful. He tried to enter the car by using a pump-up "air bag" that pushed the window frame out far enough to get a wire into the car. But the complex angles of the door meant that the wire could not be put in a position to push the lock button down. Richard said he had never been beaten by a locked car before and was most impressed with the 403. The day was saved when Mike Jolley got out the boot key of his 404, which is completely different from the 403 door key, but unlocked the door.

The bad news 403 was the ex-Ray Hoey car, now owned by Henry Henriksen from Sydney, who accidentally drove about 10 metres the wrong way in a one-way street when leaving a service station. A policeman saw him and booked him for negligent driving, which carries a \$350 fine and six points (double demerits at Easter). Henry took it very well, even though the policeman had told him he realised it was an honest mistake.

Paul Watson

### A truckie's 404

Peter Gramsbergen is a truckie who drives a Fleetmaster for Linfox, delivering for Coles. One day recently he was travelling on the Bass Highway, following a 203 and having trouble keeping up with it. He saw the car again at the Coles car park at Cowes, where he met up with its owner, Neil Beddoe.

Peter, who once owned a 604 and was a club member, ended up buying one of Neil's surplus 404s, a 1970 model that had seen better days.



Peter Gramsbergen (left) and Fred Knight at the Hobsons Bay Men's Shed.



### 403 and the beats

In the 1950s the beatnik craze swept through America, led by Jack Kerouac and his book *On The Road*. There were many other beat poets and writers, who tended to gather in New York, that city being the most cosmopolitan in the country. They were the cool dudes of their day and could be seen holding court at the smoky coffee houses in Greenwich Village. On the day this picture of Peter Orlovsky, Alan Ansen and Allen Ginsberg was taken, someone had parked a 403 near New York's trendy Gaslight Cafe. The beat goes on.

Peter belongs to the Hobsons Bay Men's Shed where he has a good train layout, among other toys.

He has parked the 404 there and is getting it ready for a repaint. He has applied to renew his membership and has found some of the trim parts he needs through the Cars For Sale email list.

### The first 404 in Australia?

I was recently re-reading the *Torque* that told the story of Peugeots being imported directly into Papua New Guinea, plus the discussion about who may have been the first 404 owners in the club. Well I reckon I was probably the first to drive a 404 in Melbourne.

The story goes like this: an influential gentleman in PNG bought a 404 (white with red trim) upon their release and had

it shipped down under. The deal included the off-loading of the car in Brisbane for use during a touring holiday around Australia, after which the car was to be transported back to PNG.

One winter's evening I got a call from Bob Holden in Sydney. Bob had been asked by the agent in PNG to find someone in Melbourne to give this new 404 and oil change and 1500-mile check over. As I had done work with and for Bob before he moved to Sydney, he gave me a call. Needless to say, no arm-twisting was required. When the car reached Melbourne, I got a call from the Melbourne Motor Inn in Flemington Road, about 6pm. I drove in, took the car to dad's workshop in Essendon, did the service and then returned it safe and sound. I still reckon a good 404 is as good as any car on the road.

*Ivan Washington*



**STOP PRESS:** We hear from L'Aventure Peugeot that our Paris correspondent, Guy Nolleau, is recovering from a hip operation. Get well soon Guy.

### Découvrable delights

Bob Simpson from Sydney rang to ask about 203 *découvrables*. Bob owned two 203s and a 403 in his younger days and once saw a *découvrable* at a Melbourne drive-in in 1961. He remembers it as being a lovely car and is hoping to see another one day.

So are we Bob, so are we, and it might be sooner than you think.

Russell Hall from Casterton, who knows about these things, has been in touch with Bob but if anyone else would like to discuss *découvrable* delights, his address is PO Box 799 Lane Cove, NSW 2066.

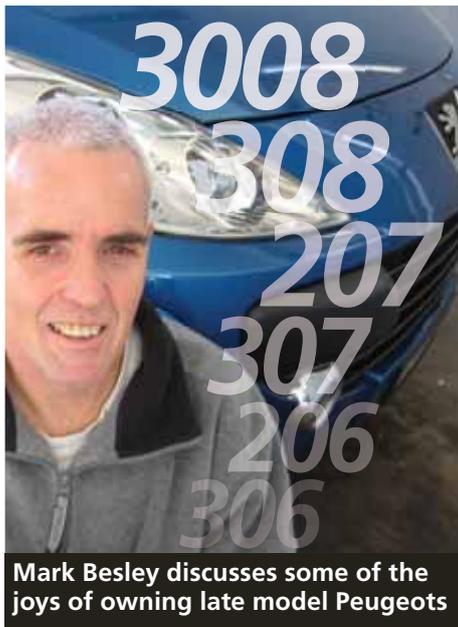
And no, he is not the former Australian cricket captain.



### Peugeots in miniature

There are plenty of scale models of Peugeots available these days, some as large as 1:18. But these miniatures must be among the smallest. Made by Autosculpt in Britain, these models are on a scale of 1:92 (smaller than HO and OO). Apart from the 203 and 404 sedan, the range includes a 404 coupe and ute, a 504 coupe and three vans, a J5, a J7 and a 305. They are available from Paul Blank at Automagination in Perth, email paulb@classicrally.com.au





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

### Partner as Personal Transport

Although the Peugeot Partner and Expert commercial vehicles have been available here for a long while, I have not discussed them previously in this column. I have recently been in Southern Queensland for the Australian Easter 3-Days Orienteering Championships. Amongst the contingent of Victorian orienteers who drove, I took my 3008 and a fellow Victorian named Peter drove up in his Peugeot Partner. While I was there I took the opportunity to ask him a few questions about what he thought of the Partner as his personal transport.

It turns out that Peter had owned some early-model Peugeots in the distant past including 203s, a 403 wagon and an early 404. He was attracted to the Partner as a cost-effective way of getting a Peugeot diesel with better ground clearance than something like a 207. He also remarked that he could "hose out the back" when it got dirty which is something I'm unlikely to be doing with any of my cars! Initially he had thought about fitting a shelf and some "camp kitchen" equipment in the back but this did not eventuate.



Plenty of carrying space in the back.

There is of course just a single seat - a "Multiflex" dual passenger seat which can serve as two seats with an armrest or can convert to a bench seat allowing for a centre passenger. This means that the vehicle can carry a maximum of three passengers which is becoming a bit of a limitation in Peter's case. Apparently the arrival of another grandchild will mean that the Partner may be due for replacement in the not-too-distant future. If you're interested in a second-hand Partner, I can give you Peter's details.



Front seat arrangement

In terms of on-road performance, he was very happy with the Partner and commented that it did not get "buffeted" by the wind as he had thought it might due to the "boxy" design. As a commercial vehicle, it was a bit noisy, especially when empty. Adding some extra sound deadening and rubber mats helped significantly. Fuel-economy wise, it returned about 5.8 l/100km when touring, a bit higher if fully loaded.

I also asked about reliability. Peter has owned the Partner for nearly three years and it has travelled 96,000 km. There had only been two problems in the time that he has owned it - a LED / light failure in the heater control display, and a heater fan issue (not sure if this was the fan itself or the speed control). Both were fixed under warranty. Like other Peugeots sold here, the Partner comes with a three-year warranty.

Specifications of the Partner are as follows: Partner L2 van, Diesel 1.6 HDi - 5 speed manual. The motor is the "old" 66kW version rather than the current 82kW version of the 1.6 HDi. This version of the Partner has an RRP of \$25,890 plus on-road costs. Peter also informed me that doors and windows are accessories and that he paid about \$300 for a window and \$1000 for a side door.



Optional side door and window.

### My 3008 Is Not Alone After All

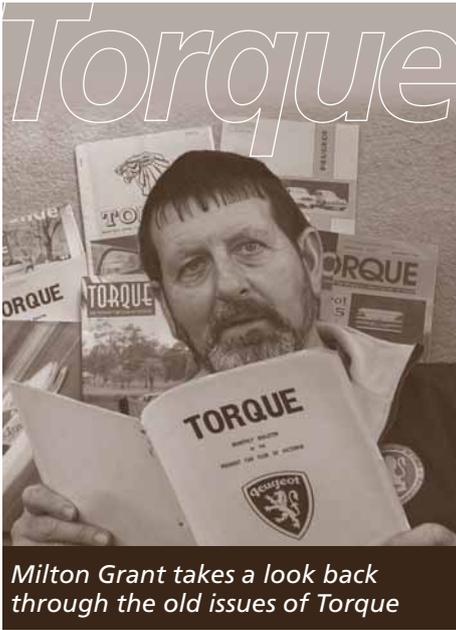
During my recent trip to Queensland, I visited Girraween National Park. On my way back from a walk around some of the picturesque granite formations there, I passed through the camping area. There I happened to see a 3008 which caught my attention as it was fitted with 16" wheels. These wheels are only fitted to 3008s with grip control so I had to go for a closer look.

After reassuring the owner that I was a crazed Peugeot fanatic and that I was not trying to steal stuff from her car, I had a look inside and discovered that it was indeed an HDi fitted with a 6-speed manual gearbox and grip control. It is the only other 3008 with this specification that I have seen in Australia. I did see quite a few 3008s on the road in Queensland during my travels - perhaps this model is more popular "up North"?

Talking of the 3008, there has been a recent press release from Peugeot Australia announcing a "Model Year 2012 upgrade" to the 3008 range. Essentially the previous "XSE" and "XTE" designations have been replaced by the descriptions "Active" and "Allure" that we have seen on other models in the current Peugeot range.

Bluetooth, USB, head-up display and glass roof which were previously options are now included as standard in the entry-level "Active" specification. Apart from the glass roof, I added all of these options when I purchased my 3008 so obviously I consider these worthwhile. Prices have only increased by \$500 which is considerably less than you would have paid for these items as options in the past.

On the downside, I see that there is still very limited choice of engine and transmissions - either the 1.6 litre turbo petrol or the 2 litre HDi, both available with automatic transmission only. No manual transmission or EGC and therefore no grip control available. As for the 3008 Hybrid4, it is still "currently under consideration for sale in Australia" as it has been for as long as I can remember.



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

**TORQUE MAY 1972**

The April meeting had set a new record with 150 members out of a possible 200 in attendance.

There was to be a night motorkhana to be held at Northlands Shopping Centre.

Tony Ahearne, Stewart McKenzie and George Woods had entered the Calder 3 hour race with Brian Amey manager. The club came a very close second last year only due to Stew's 203 leaving a trail of petrol as it went through each corner and the time it took to converse with Stew about it was enough to bring us back to second.

A visit to the Renault plant had been arranged with a limit of 40 people.

The Economy Run would start from Cuthberts Mobil (next to Regan's Used car yard) and end up at the Kalorama Reserve some 3 hours later for lunch and a novelty motorkhana. (That wouldn't help the economy).

*FOR SALE: '56 203 fitted with '60 403 mechanicals is registered to March and contains no rust. Resprayed VW Blue (Dark) has 5" Customline rims on drilled centres fitted with new set of Dunlop Guardians. It has new rubbers on windscreen and rear window and doors have been rerubbed and new bailey channel fitted. Carpeted floors are black and there is new door piping. Winkers have been fitted. Also available but not fitted: Remote control floor change, 13/4" SU manifold. Spare body panels, bumpers, grille, electrics, diff, assembly axle plus 10 years collection of assorted Peugeot parts. Hagglng starts at \$195.*

**TORQUE MAY 1982**

Those members who had trekked North to the Pageant in Quensland come home grinning with the Peugeot Motorkhana Trophy, the Champion Club and a shield for being the overall winners and is ours to keep.

For the sporting folk there was a autocross at Ballan and we had been invited to the sprints at Calder (last year we had 22 entries for the same event).

Those a bit slower will have an Economy Run from Rowville to Lang Lang and return to enjoy.

Bruce Tayler had some modifications made to the 504 wagon with improved the lighting, and driving pleasure while returning about 30 MPG.

The William Harvey Memorial Trial had been run with Rowan Quill/Graham Wallis (12 points down) coming in second outright to a commodore (9 points down). It was said that the Commodore was doing at least 180 Kph during the final section.

In Grade 4 Phillip Nicholas/ Karen Norton were 1st in the ageing 403 and 8th overall.

Leyland had reached the build target of 8 to 9 505s a day with the 505 diesel soon to be introduced.

*FOR SALE: 403 Radiator, brand new, Cost \$98. Sell \$55.*

**TORQUE MAY 1992**

Another full house at last month's meeting at the theatre with people standing around the walls.

The All French Day would be held on the 3rd at the Wandin East Reserve, Monbulk-Seville Road, Wandin East.

Gordon Miller's 03 page had photos and sketches of the various 403 grilles that were available as after market or factory fitted.

Robert Dyer had written this month's feature acticle on the 1992 Historic Alpine Rally, capturing the flavour of the weekend well. (Mind you he did win it with Jon Hardy as his side kick in a 404).

Technical Torque covered rust in 505s, how to make a bush extractor/inserter, problem thermostats (more than 5 years old - replace) and the correct way to tighten bolts.

*FOR SALE: '79 604 EX Diplomatic car 12 months reg, new michies, NO BUGS RWC A Pleasure to Drive. \$5,900.*

**TORQUE MAY 2002**

With photos of the Beechworth Pageant on the cover and following up with a number of articles and photos, it must be taken that the 2002 Pageant had been a great success for the 100 or so people who had attended.

President Peter Kerr in his Patch, made mention of the passing of Lou Molina the epitome of a gentleman racer. (I had the pleasure of being invited to join him and his friends at a Benalla Resturant one Winton Historic Weekend many many years ago).

Technical Torque included upgrading rims and tyres and brake fluid.

John Wright had been through a lot of motoring reviews of Peugeots from Wheels May 1958 on the 203 across all models including the 104 and 304 to the 406ST from Wheels November 1996, and they all said the same thing Great Cars! (but we know that don't we).

*WANTED: 505 exhaust manifold. The 'big' one.*



The 2002 Pageant in Beechworth



## A History of Peugeot in Australia – PART 1

Russell Hall has been delving into the National Library Archives

Peugeot has a history in Australia back to the beginning of motoring. It is so long much of it has been forgotten. The aim of this column is to revive some of the early memories.

The first Peugeot advertised in Australia was a bicycle. A Sydney gentleman, having imported two famous Peugeot bicycles, is prepared to let one go at a sacrifice.

The first advertisement for a Peugeot car is in the West Australian in 1903. There are very few advertisements for new Peugeots until 1915. Yet they were about, as evidenced by the second hand vehicle columns. It seems a few were imported as one-offs by distributors and sold through other French car dealers. Other French makes like DeDion and Berliet were booming. In 1915 Peugeot justified their lack of promotion by stating that they were already selling as many cars as they could make. Fewer than thirty Peugeots were advertised second hand until 1915. This small number would account for the scarcity of surviving veteran Peugeots in Australia.

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The ARMSTRONG CYCLE and MOTOR AGENCY, Hay-street.

The first Peugeot advertisement in Australia, The West Australian, 1903

In June 1905 Allison's Motor Garage in Adelaide has an 8 hp Peugeot double cylinder to auction. There are more Peugeots in Adelaide during this early period than Melbourne or Sydney. The 8 hp double cylinder was probably a Type 65 or 67, of which 247 were made in 1904. Double cylinder Peugeots are also advertised in Melbourne and Sydney, one as a two seater but others as five seaters. Peugeot made a large number of low production models in this early period. They were never referred to by their Peugeot type numbers in Australia but were usually categorized by their RAC horsepower rating. It makes it very difficult to match Australian cars with the French model types.

TRIUMPH Bicycle; must sell, reasonable offer accepted; well worth inspection; free-wheel, rim-brakes, &c.—"Courteous," this office. £15-7

**PEUGEOT CAR.**

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Adelaide Advertiser 1909

In 1906 the South Australian Government released the figures that there were 189 cars in the state, of 37 makes. Peugeot was one. In 1906 a Peugeot was entered in a hill climb at Coogee. Other larger Peugeots were also on offer, like the 14 hp advertised by Schumachers in Adelaide in 1909. The 12-16 hp car advertised by Mays in Adelaide in 1911 is consistent with the power of the 126 which was made in 1910.

The classified advertisements make it clear a range of Peugeots was being imported but in low numbers. By 1909 the two cylinder cars were being offered as low as twenty pounds or offer while in 1910 in Sydney a 12 hp two seater with hood and screens was on offer for 220 pounds. A Lion Peugeot was for sale in 1911 and in Adelaide a large Peugeot 22hp had been looking for any reasonable offer.

If matters were quiet with the cars, the motor bike import business was booming. In 1904 E.W. Brown, who had a large motorbike business at 211 Swanston Street, began to import Peugeot motos. They excelled in competition and by 1908 were the dominant bike in Australian motorsport. The motors were exceptionally high quality and were fitted to some locally built bikes. The front fork design of the Peugeot was





## April Club Meeting

Held at Chateau Peugeot on Friday 30 March (to avoid Good Friday).

President Murray Knight welcomed members to the meeting along with the Guest Speaker Brian Negus from the RACV.

**Apologies;** David Jenkins, Milton and Noelene Grant, Ray Vorhauer, Doug Brockfield and Chris Powell, John Marriott, Alan Banks, Craig Latter.

Minutes of the previous meeting as published in Torque be recorded as true and accurate, moved Hank Verwoert, seconded Neil Beddoe. Carried.

Matters Arising; Nil

**Secretary's Report;** No correspondence, 17 Membership renewals received.

**Treasurers Report;** General Account, \$4,435.10; Cash Reserve \$8,427.14; Petty cash \$150; Term Deposit unchanged.

**Event Secretary's Report.** Allan Horsley reported that the first Voyage Petite for the year on Sunday 18 March to Narbethong was a great success as was The French Car Festival held on Sunday 25 March.

Up coming events, Voyage Petites to Redesdale on 20 May and to Noojee on 17 June were highlighted. The Guest Speaker for the May Club Meeting is to be Sam Tran from All Trans Car Audio and Security.

**Guest Speaker:** President Murray Knight invited Brian Negus General Manager, Public Policy at the RACV to address the meeting.

Brian briefed members on the various aspects of the RACV corporate activities ranging from Road Service to Holiday Accommodation. He also spent time addressing the RACV priority list for improvements to the Victorian Public Transport and Road infrastructure. A lively discussion took place following the comprehensive presentation.

**Competition Events;** Ray Garrad outlined up coming events, Hill Climbs, VMC events including the PCCV event at Pakenham, Touring Road Events, the ReadyPlan Rerun and the upcoming DECA in July.

**Merchandise;** Thanks to Denise Horsley for high sales of merchandise at the French Car Festival.

**Hock and Scrounge;** A range of parts were offered for sale and sought.

**General Business;** Nil.

The Meeting closed at 10.10 pm.

## April Committee Meeting

Held at Chateau Peugeot on 16 April.

**Present:** Murray Knight, Nick Wright, Allan Horsley, David Jenkins, John Marriott, Lael Lea and Tim Farmilo. Paul Watson and Milton Grant by phone hook-up.

**Apologies:** Ray Garrad, Todd Knight, Greg Park, Ben Park, Peter Kerr,

**Business Arising:** Web site – Tim has met with Peter regarding an update to the website. Peter will prepare some details for us. In the meantime, Tim to see if the current site can be updated with current events. Defibrillator still to be purchased. Allan to follow this up. Glad has issued some details regarding scoring and referred the matter to the committee for consideration.

**Secretary's Report:** Correspondence: Club magazines and Membership renewals. Promotional material for merchandise.

**Treasurer's Report:** General Account \$4,832.84, Term Deposit Account \$204,842.16, Cash Reserve Account \$8,454.84, Petty Cash \$150.00. Accounts for payment: Mike Farnworth (postage) \$469.56; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing) \$1,192.40; Telstra (Mobile phone bill) \$42.74; Norcal Café (March supper) \$52.50; VDC (April Rent) \$523.03.

Accounts presented: Designer Paintworks (504 Tee Shirts) \$750.00, Australia Post (PO Box additional amount) \$5.00, Peter Cusworth (2013 Pageant Flyers) \$90.00.

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

Still waiting for payment for a number of Torque advertisers: Evan's Classic Car Garage, Peugeotparts, Pugworkshop

Nick moved that the accounts for payment be accepted. Seconded Allan. Carried

**Social Secretary's Report:** Easter Pageant went off very well. Great Voyage Petite yesterday. Some discussion on meals before the Club Meeting. Advise people that they can bring their own tea and the club rooms will be open from 7.00 if people want to use the kitchen facilities. Alternatively, if people text by the Wednesday before the meeting, we can get Olga to prepare some dinner.

We have both Meguires and Weber Carburettors for a Club Meeting some time in the second half of the year.

Upcoming events as per events pages.

If we are going to make the Bastille Day function a success, we need to have a

committee to organise it. Decorations, food, music and drinks all with a French flavour. Murray to talk to Olga regarding possibly catering for the event.

2013 Pageant at Wodonga: If we are having driving skills, we need to have some more variety. The drives and other events are still not set in concrete. The sub-committee to meet in the next couple of weeks.

**Competition Secretary's Report:** PCCV round of Victorian Motorkhana Championship - 17 June 2012 at Pakenham.

DECA sprint and motorkhana - 12 August 2012 at Shepparton.

Volunteers are required (to officiate at either or both) - contact Ray if you can assist.

**CAMS:** No report this month.

**Merchandise:** \$400+ of merchandise sold at the Pageant.

**General Business:** French Car Festival report – Suggestion that there be a preview of organisation for the day be made available to other clubs prior to the event. Allan to write to the Renault Club (organisers for 2013) to prepare a checklist for future events. For our concors next year, we could perhaps have a special category for best Commercial/ Coupe/Cab etc.

Lease with the VDC – some discussion on the renewal of the lease with the VDC. Send a letter to the VDC saying we are very happy being here, we would like to commence negotiations for the next 5 years, and we should lay down our suggestions for terms. Allan to send round a draft letter to the Committee for consideration prior to sending to the VDC. Allan also agreed to do some costings on phone calls so we can send the VDC a cheque.

David has made contact with the CEO of Peugeot Australia and will continue negotiations regarding support for future events we are running.

### 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.

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**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 Puiboube (French)
- ALBUM 203 By Dominique Pagneux
- PEUGEOT, 60 YEARS OF CABRIOLETS (Italian)
- GUIDE PEUGEOT By Daniel Puiboube (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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## Cars for Sale

**504 Coupe.** 2 Litre / 4 speed manual version, first registered February 1979. LHD. Very good condition with no rust and well rust proofed by myself upon purchase in mid-2004. She has done a genuine 124,000 km and runs like a Swiss watch. Always lived indoors from new. Alloy wheels in fairly good condition but with some flaking of the clear resin TRX tyres, with 3 spares all with good tread. \$25,000 AUD as is, but I will fully facilitate the process of export/import/AQIS/roadworthy/registration, such that it is 'drive away'. Cost of importation/AQIS/ and GST to be borne by buyer. Pictures available. Rod Provan rod777@mac.com

**504 sedan** 1978 beige, deceased estate. \$3000 just spent on motor, exhaust, windscreen, water pump etc, receipts show. Located at Strathmore. No RWC. Rego ACM 221 expired last April. Reduced to \$3,500. Engine number 2592260. Call Tim Cannon BH 0407 795 880 or AH 9300 2591.

**307 XSE** 2l auto. 1 owner, 51,000km, accident-free, service records and RWC. Reg CK105, \$13,000. Contact Cedric 9802 7723 or Peter 0418 343 779.

**403 historic rally car,** 1962. This car is well known to many Peugeot enthusiasts and has a very long history, including the 1995 Mobil 1 Round Australia with Graham Wallis driving. The car was built in Albury from a good one-owner car and first ran in the 1991 Variety Club event driven by George Fury, followed by the 1994 Snowy River Trial, 1995 Borderland Safari, 1995 Mobil 1 plus many other events. The car is very well set up with too many mods to mention here so please give me a call for details if interested. \$10,000 but will definitely negotiate. Contact Doug Norman on 0408 508 628 or 5470 6566.

**505 GTI** manual series one sedan, 1986. White duco in good order but needs a cut and polish. Navy velour interior in good condition. Body work is A1 and tyres are good. 315,000 kms. Reg. No. CUL885. \$2,750 ONO. Contact Doug Norman on 0408 508 628 or 5470 6566.

**205 GTi.** 1992/93. Sorrento green. One owner for 15 years. 150,000km. Full service history, new windscreen and headlights, free-flow catalytic converter, new rear muffler, new front tyres, good rears. Speedline 15" mags. Rego WUW911, \$5,000 ONO. Greg (Wantirna) 9800 4346 or 0422 543 378.

**604 SL** 1978, ex-Salman Chaudhry car. Green in colour. Tan leather interior. Concours Winner 2007 (Victoria)

## How to place 'Sales Torque' advertisements

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

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

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

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

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

380,000km. \$6000. NSL 604 NSW Rego. Engine has heating problem, may be head gasket. Spare low-mileage engine available if required for \$1800. Email for photos or info. [lindsayadams102@optusnet.com.au](mailto:lindsayadams102@optusnet.com.au) Phone 02 4272 1551 Lindsay Adams

**505 Executive** auto 1985, Metallic silver. Alloy wheels with 4 as-new tyres. Leather seats, sunroof. Haynes workshop manual. Regularly serviced. Currently registered to June 2012, garaged at Lara, Victoria. VIN NO: VF3551A84F1766535. SXT 396. \$1500. Photo available. Contact Mas Hayat, 0438 322 880

**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. Reg HMU078. No RWC. \$1700 without reg or \$2200 with reg to April 2013. Ph Peter 03 9762 5667.

**205 Si with Quaife Limited Slip Diff.** 1993, manual, silver. 14" GTi alloy wheels. Yokohama tyres. Reg TQE723 to Oct. No RWC. \$1600 without reg or \$1900 with reg. Ph Peter 03 9762 5667.

**505 SR** 5-speed manual, white with blue trim. Excellent original condition, ideal car for Hank's outback trips. Everything works. Towbar, mudflaps, rear window louvre. 292,000km. Club permit rego13052H until Feb 2013. \$4000. Call 5622 2666.

**403 station wagon** 1960 model. Matching body and engine numbers 2872603. Body fully restored in 2006. Engine fully rebuilt in 2009 by the Goodwins of Cessnock. Head modified for unleaded fuel. Mercury silver in colour, laminated windscreen, cloth inserted seats and door trims, fully carpeted, painted woodgrain dashboard, CD player, front inertia-reel seatbelts, rear lap-sash seatbelts, brake booster (concealed under mudguard) Travelled 18,000 miles since 2006. Currently on club permit registration (31884H) which is not transferable. One previous owner-farmer from Elsmore (near Inverell).

This vehicle is an exceptional example of a 403 station wagon in appearance and the way it performs. Asking

\$12,500 ono. Brian Jubb 02 9602 9591 email [jubbbrrian@yahoo.com.au](mailto:jubbbrrian@yahoo.com.au) for photographs. Located in Moorebank, Sydney.

**405** 1993 auto, white 200,000km. Country car. VGC runs well, one owner. NSW rego ABL76H reduced to \$2000. Rod Farrell, Gold Coast. 0402 063 052.

## Parts for sale

**Basil's specials.** All parts plus freight: 1 x 505 STI in fuel tank pump s/h \$75; 1 x 306 in fuel tank pump s/h \$75; 1 l/h +1 r/h 505 ser 1 new headlamp rims \$25 each or \$40 the pair; a selection of electric window motors to suit 604/504/505 \$25 each; a selection of wheel nuts \$1 each sample required; collection workshop manuals gen or after-market 403, 404, 505, 405 petrol+diesel price on request; front guard l/h or r/h 604/505 short moulds need width when order \$15ea; 2 x 504 diesel fan belts \$20 each; 3 x 203/403 wide fan belts \$ 20 each; 3 x 604 ignition points \$ 25 each; A good collection of brake wheel/cylinder + seal kits; 403 s/h indicator switches 404 h/lamp switches \$20 each; 1 x r/h front new door lock \$35; If there is anything your require but not on this list please ring Basil 5633 1699 /0418 533 490

**203 blinker switch** unit complete, one small crack in housing \$100. 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. S/H 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.

## Wanted

**For 1970 404:** rear bumper, front seats in black, stainless strip for front of bonnet, one reversing light lens, trim clips. Contact Peter on 0449 298 195 by text or leave a message if unanswered. [pgrams1@hotmail.com](mailto:pgrams1@hotmail.com).



**PEUGEOT**  
MOTION & EMOTION

# PEUGEOT AUTHORISED DEALER NETWORK

www.peugeot.com.au

Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
<b>AUSTRALIAN CAPITAL TERRITORY</b>					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
<b>NEW SOUTH WALES</b>					
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
<b>VICTORIA</b>					
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
<b>QUEENSLAND</b>					
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
<b>SOUTH AUSTRALIA</b>					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
<b>TASMANIA</b>					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
<b>WESTERN AUSTRALIA</b>					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
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
<b>NORTHERN TERRITORY</b>					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

# AFTERcare

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