

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



june 2012



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Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

PO Box 403, Nunawading 3131

Telephone 0427 203 206

information@pccv.org

www.pccv.org

GENERAL MEETINGS

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

MEMBERSHIP

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

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

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

COMMITTEE

President: Murray Knight

Ph. 9728 3096 (H), vsgmjk@bigpond.com

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

Secretary: Allan Horsley

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

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

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

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

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

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

CH Permits: John Marriott Ph. 9428 3074

General Committee:

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

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

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

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

Ben Park – pugv8_504@hotmail.com

NON COMMITTEE POSITIONS

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

Library:

Alan Banks – Ph. 9716 2406 (H)

Scorer:

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

Webmaster: Kathryn Wallis
Ph. 9859 1412, k_wallis@bigpond.net.au

PCCV LIFE MEMBERS

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

REGISTERS

Worm Register:

203: vacant

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

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

1-2-304 Register:

104, 204, 304 & 305 models:
Nick Wright Ph. 5944 3821
nwright@netspace.net.au

TECHNICAL ADVISORS

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

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

• Most models up to 1988

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

• 203, 403, 404, 205 & 405

Graham Wallis, Ph. 9859 1412 (H)
ewal7731@bigpond.net.au

• 406

Lance Guttridge, Ph 03 5622 2666 (H)

• Electricals

David Isherwood, Ph. 98733342 (H)

• Diesel Models

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

PCCV REGIONAL CONTACTS

Gippsland: Lance Guttridge 5622 2666

North Vic: Milton Grant 5824 2324

West Vic: Graham Lewis 5244 2070

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

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Email: pcusworth@bigpond.com
Ph: 9762 5667 or Mob. 0409 797 023

TORQUE PRODUCTION DEADLINES

Deadline for the next issue is: **MONDAY 18 JUNE.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 27 JUNE** at the VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading (Melway 48 G10), from 8.00 pm. All members are welcome to attend and help out.

DISCLAIMER

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

COPYING

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

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This month's cover

The car that Gordon built. The Peugeot 172, now owned by Keith Parry, on display at the RACV Classic Showcase.
Photo: Paul Watson



COMING EVENTS



Peugeot 908 HDi F4T Le Mans, 2007



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

Peugeot Car Club of Victoria

JUNE 2012

Club Events Calendar

* = See event info in this issue

JUNE

Fri 1 Club Meeting. Performance Ignition Services

Sun 17 PCCV VMC motorkhana, Pakenham

Wed 20 Mid Week Run to Barwon Park and lunch

Tue 26 Four States Desert Trip commences

JULY

Fri 6 Club Meeting. Sam Tran, Automotive Electronic Services

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

Sun 29 Voyage Petite and Economy Run from Glen Waverley

AUGUST

Fri 3 Dinner and Club Meeting

Sat 11 Miltons Meander to Shep

Sun 12 PCCV @ DECA, Shepparton

Other events

Jun 2 HRA Moornappa Mountain Rally

Jun 9 SHSCC autocross, Swan Hill

Jun 10 Victorian Super Sprint, Sandown

Jun 17 Phillip Island Sprint, PIARC

Jun 23 Hillclimb at Boisdale

Jun 23 PAC Autocross at Maffra

Jun 24 Hillclimb at Bryant Park

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

June Club Meeting and Dinner

Friday 1 June

Members are encouraged to BYO dinner, cold or hot and enjoy the fellowship of other members.

The oven and microwave at the Club Rooms are available for member use.

Dick O'Keefe the Principal of Performance Ignition Services has been invited to deliver a presentation on the maintenance and enhancement of ignition systems with a particular focus on 4 and 6 cylinder Peugeot engines.

He will talk about distributors and electronic conversions as well as ignition leads and coils. Several Club members have used his services with great satisfaction so the talk is expected to be highly interactive.

In addition Hank Verwoert will give a short chat with pictures of his recent Outback Trip.

PCCV VMC Motorkhana

Sunday 17 June

It's time again for our round of the Victorian Motorkhana Championship. The event is to be held at the Pakenham Auto Club's ground at McGregor Rd Pakenham on Sunday 17 June.

It will be just like a club motorkhana but with a few more people. Anyone can compete – all you need is a CAMS level 2 non-speed licence. We need a lot of Peugeots there competing and we will also need members to help with time keeping and booking in (I will look after these people with a courtesy lunch). If you can help out on the day, or on the Saturday with set-up, please call or email Glad Fish on gladfish@netspace.net.au or myself raygarrad@westnet.com.au.

Ray Garrad

Barwon Park visit

Wednesday 20 June

The historic Barwon Park is a Victorian mansion near Winchelsea. It was owned by the wealthy Austin family, who were responsible for bringing rabbits to Australia to use for sport shooting.

Starting point is central Geelong and the best approach is to take the Princes Freeway direct to Geelong (not the bypass) and turn left at Bell Street (Melway 441 K10).

We will gather at the Sailor's Rest cafe in Geelong from 9.45am (Melway 401, J2). It's on the waterfront, at the corner of the Esplanade and Moorabool Street, opposite the information centre. They do the usual morning tea things and if the weather's nice you can sit outside and think about the days when Geelong was Australia's main wool port. Within a stone's throw of the Sailor's Rest are several of the big woolstores that dominated the Geelong waterfront for 100 years, and the railway tracks on which the bales were carried to cargo ships can be seen on Cunningham Pier.

Leaving at 10.30am sharp, we will make the 45-minute trip along the Princes Highway to Barwon Park, in Inverleigh Road, just east of Winchelsea. This is one of Australia's best fine-wool areas.

Our guide will be Mick O'Mara, who will show us through the historic house and relate the history of the Austin family and their furry friends. The cost is \$8.50 or \$6 concession.

We hope to get some good pictures of the cars in front of the mansion.

When we've absorbed all the Western District history we can, we will drive to Winchelsea itself for lunch at the Winchelsea Hotel on the left as you drive into town. You can get a good meal for about \$14, or have a picnic by the river if you prefer to BYO. There are some interesting junk shops just metres away, too.

For anyone wanting to take a different route home, there is the option of travelling to Birregurra for a coffee stop, then south to Torquay.

Paul Watson





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, Gurrui, Wirha, Billiart Con Park. 240 km
Day 2 – Wed 27 Jun: Billiart 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. 230km
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.

PCCV @ DECA, Shepparton

Sunday 12 August

Once again Peugeot Car Club of Victoria is running its competition day at DECA in Shepparton. The event comprises two separate sections so you can bring your every day road car (any French production car) for the "Non-Speed" section, or your performance car (which could also be your every day car) for the "Speed" section.

The "Non-Speed" section includes motorkhana tests on the huge concrete skid pan and driving tests on the road network around the complex. For this, all you need is a CAMS level 2NS (non speed) or 2NSJ (12 to 18 years old) licence and be a member of PCCV, RCCV or Fiat Car Club to compete.

The "Speed" section consists of timed laps on the circuit and full-on driving tests on the skid pan. For this part you will need to be 14 years or older and have a CAMS level 2S licence or higher, a helmet and fire extinguisher.

The entry fee this year is \$130 for the 2 sections (\$60 for juniors) or \$50 for the Non-Speed section (\$25 for juniors).

There will be BBQ facilities to cook your own lunch.

Graham Wallis is organising a 205 social drive and Milton will be running his famous Milton's Meander in and around Shepparton on the Saturday and maybe dinner on the Saturday night (we will keep you posted on that).

As always we need helpers so get in touch with Graham Wallis if you can lend a hand – Ph. 9859 1412 (H) or ewal7731@bigpond.net.au.

The field will be limited to 50 competitors, so get in early so you don't miss out.

Ray Garrad

Voyage Petite

Sunday 8 July

The June Voyage Petite will be delayed until Sunday 8 July to avoid a clash with the June Long Weekend and other club events.

The tour will commence at 10 am at the Lady Lavender's Tea Rooms Bunyip for Morning Tea, visit the Ada River Winery and conclude at Outpost Restaurant Noojee. A full description will be included in the July issue of Torque.



On the circuit at DECA.



The NSW Club's

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: jkcarns@bigpond.net.au

Pugalong 2012

10-18 November

The PCCNSW is organising another Pugalong trip for 2012. Starting from Goulburn, Pugalong will take you through, Hay, Renmark, Port Augusta, Roxby Downs, Broken Hill to Cobar. From Cobar it could be a one or two day trip home, depending on where you need to go and how quick you need to get there. There are a couple of high mileage days, but on the roads we will be on, it should not present any problems. I will be doing a motor bike run to South Australia 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.



New plan for Worm Weekend

October 20-21



The 2011 SA French Car Day.

There have been changes in the arrangements for the Worm Weekend, to be held in conjunction with the South Australian French Car Day in October.

The high cost of accommodation and meals in and about Hahndorf has persuaded us to move the focus on the weekend to Glenunga in the Adelaide suburbs. Please read the following to see what this means.



French cars at Birdwood

The SA French Car Day will be held at Modbury in Adelaide's north-west 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 BYO barbecue lunch at the museum, which features the chassis of one of the oldest Peugeots in Australia.

Accommodation on Saturday and Sunday has been booked at Glenunga and the Saturday night presentation dinner will be held not far away.

The Sunday will be devoted to the French Car Day, which is held in a park opposite a big shopping centre, where there are plenty of choices for lunch supplies.

The French Car Day will 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 will probably be something casual, then on the Monday we will set off for home, taking as much time as the boss will allow.

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 will be fun to try new territory.

As for accommodation in Adelaide, I have reserved six rooms in my name at the Adelaide Granada Motor Inn, 493 Portrush Road, Glenunga, which is about 25 minutes from Modbury. Three of the rooms are Executive (at \$120 a night) and three are Deluxe (at \$98 a night).

The rooms will be held until August 1, and then it's a matter of pot luck. The motel has other rooms, some cheaper and some more expensive. You are free to book one of those if you prefer.

Bookings should be made with Thomas, phone 1800 755 255 or email granada@chariot.net.au. Just remember to mention my name if you are booking one of the six held rooms.

If you prefer to stay somewhere else, try www.accommodationadelaide.com.au.

Wherever you stay, please let me know when you book, so I can make arrangements for the presentation dinner.

Paul Watson, 0427 203 206, paulandnola@iinet.net.au



Presidential torque

G'Day...

In recent weeks I have had cause to do a bit of travelling, firstly to Young at Easter for the Pageant, a few weeks later to Sydney and last weekend to Yarrowonga.

In addition to the above, I am a fairly regular traveller on the Melba and Midland Highways between Lilydale and Benalla and have noticed the deterioration of the road surfaces on these two fairly major highways which are carrying increasing loads of traffic.

The Hume Highway, particularly north of the border, is showing real signs of needing updates, and I was surprised at the condition of the road between Benalla and Yarrowonga last weekend.

Now I know that we have had a fair bit of rain over the past several months which in some cases has caused fairly severe flooding, which is not conducive to maintaining good roads, but to me it also indicates lack of funds to maintain these roads.

I also travel Whitehorse Road/Maroondah Highway and Canterbury Road on a daily basis during the week, and the pot holes and uneven surfaces appearing in these major arterial roads is alarming.

With last week's Federal Budget cutting back on further much needed major infrastructure funding, Julia pushing ahead with her Carbon Tax when the global economy is on ever increasing shaky ground, I don't expect any real improvement in the foreseeable future. Don't you just love politics?

Now for a bit of housekeeping. To date, we have enjoyed a pretty good relationship with our landlords, the VDC, but that was tested a bit after the May General Meeting. A couple of appliances were left on and the committee, read me, will carry the can for that. But not for the half-eaten party pie that was left in the garden bed at the front of the building. Surely with the number of rubbish bins inside the rooms, it's not too much of an effort to dispose of the unwanted pie in one of them.

On a happier note, can't help but notice on my recent travels the increased numbers of Pugs on the highways, particularly 308s, and last Sunday returning from Yarrowonga, I was part of a convoy of three 407s between Bonnie Doon and Yea. It was good to see.

Murray



May Club Meeting

Chris Freethy Senior Road Safety Manager with VicRoads delivered a detailed presentation of the circumstances surrounding young drivers, learners and those with P Plates.

Quite startling was the very high accident rate amongst P Plate drivers during their first few years of driving, nearly 10 times that of learners and five times that of mature drivers.

In 2008 young male drivers comprised 74% of fatalities and 74% of single car accidents with 52 % on 100 and 110 Km roads.

The first 6 to 12 months is the danger period and night time is the most risky.

As a consequence VicRoads developed the four stage driver training program of 120 hours of supervised driving as well as a Post Licence Program in an effort to reduce the accident rate experienced by young drivers.

For those young people without access to a vehicle or a supervising driver

to undertake their 120 hours of supervised driving, VicRoads sponsor and substantially fund a special program, 'L2P' in conjunction with local municipalities.

A local coordinator manages access to driver training vehicles and matches young people with volunteer driving supervisors.

These volunteers undertake a 10 hour, three session training program with a VicRoads trainer; undergo a Police Check and a Working with Children Check.

The program concept was developed by the Sunbury Rotary Club and further developed by VicRoads into a state wide activity.

To date some 1500 young people have successfully passed through the program which is supported by around 1700 volunteers.

Participating in the program as a supervising driver is most satisfying.

Should you wish to offer your services a person can make contact with the local program via VicRoads or their local municipality.

Allan Horsley



WELCOME

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

Bruce Shearer	'00 406 Coupe
Duncan Grant	403
Len Dawson	'99 306 Cabriolet
Alex Dawson	(Associate Member)

LOST

The Club's CB radios seem to have been borrowed and not returned.

The 6 CB radios and their battery chargers are housed in an aluminium case and normally reside in the cabinet in the Club Office at the Club Rooms.

Could the person who borrowed the CB Radios please return them ASAP.

Allan Horsley

June Torque – brought to you by these members

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

Paul Watson, Allan Horsley, Murray Knight, Mark Besley, Milton Grant, Tim Farmilo, Hank Verwoert, Peter Cusworth, Phil Torode, John Biviano, Ray Garrad, Russell Hall and Peter Wilson.

Worm Drive Differential Oil

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

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



Club Permit Scheme applications and renewals

NEW PERMIT APPLICATIONS

A new permit application requires the following documentation:

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

PERMIT RENEWALS

Applications for permit renewals need to include the following documentation:

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

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

Club Eligible Vehicle Roadworthy Testers

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

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

J.A.T.T. AUTOMOTIVE

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

THE ROADWORTHY SHOP

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

EVAN'S CLASSIC CAR GARAGE

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

Club Permit Scheme Update

LATE PAYMENT OF CLUB PERMIT SCHEME RENEWALS

There has been some discussion recently around the club regarding the rules in relation to paying Club Permit Scheme renewals late. The following letter was sent to AOMC from VicRoads:

As far as period of grace in concerned, we usually allow the vehicle to be renewed up to 3 months after expiry. It is not specified in the Club Permit regulations, so we mirror the process for fully registered vehicles.

As far as transfer of number plates, see attached section of business rule:

Assignment

The plates assigned under a club permit may remain on a vehicle that has been sold, provided that:

- *The new permit holder is a member of the same club as the previous permit holder; and*
- *That the club is recognized by VicRoads; and*
- *That the new permit application is made within 3 months of the previous permit being cancelled.*

Fergus McDonald – Registration Policy Analyst, VicRoads

It is my understanding that VicRoads are in the process of re-writing all the Club Permit rules so hopefully this will make them clearer.

Tim Farmilo



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

It's funny how things come in batches. After a couple of weeks of having no outside enquiries, I had four help calls in three days.

☎ First was from a car wrangler (I think that's what it's called) for an upcoming film. The requirement was for a left-hand-drive, four-door taxi, to be used in a scene set in Brazil. Sorry, but we can't help.

☎ Next came a call from a woman who lives in north-western Tasmania and had 404s in her youth. She's now married to "a Holden man" and wants him to experience the joys of 404 motoring. They were coming to the mainland and driving to Albany via the coast, without stopping in Melbourne. Was there someone who could take them for a drive in a 404? I contacted one of our WA members, Kerry Torpy, and asked for his help. He reacted enthusiastically and said he could round up five 404s if necessary. We wait to hear about the result of the exercise.

☎ Then Joe Kenwright from Unique Cars called, looking for a good, original 504 Ti to use in a photo-shoot

for the magazine. I confidently told him there would be no problem and sent out a message on the PCCV Update email list. But at the time of writing I have had no response.

☎ Finally, another car wrangler called. This one wanted a 1980s station wagon for use in a scene of a 10-part series being shot for screening on Channel 9. Any colour but brown, the man said. I sent out a message on the PCCV Update email list and once again we have not found the right candidate.

☎ A non-member who has an interest in Peugeots rang to say she was having trouble with the central locking of a borrowed 207 wagon. She had pressed all three buttons on the blipper but she couldn't get all the doors to lock. This meant she and her sister weren't able to visit the galleries they had planned to see that weekend. Not knowing about 207s or blippers with three buttons I sought help from Denise Horsley, who has an identical car and has encountered the identical problem. She explained that the middle button on the blipper is to unlock the window in the rear hatch. Once it is unlocked, it has to be closed manually before the blipper can lock all the doors. Problem solved and galleries visited.

Paul Watson



Facom tools for sale at bargain prices!

Club Peugeot UK has acquired some Facom tools that suit some older Peugeots. Alastair Inglis, who edits the CPUK magazine, is prepared to package up and send tools to Australian buyers.

The list below is at time of going to press and some tools might not be available when you read this, but it's worth a try. The price of \$8 excludes postage, which will vary according to the weight of the parcel. (Weights vary from 15grams to 885 grams.)

To save Alastair getting money from many different people, we have decided that I should collect the money and place the orders. The tools will be sent individually, not in one bulk lot, so you will need to provide your address with your order and payment.

So contact me with your order, including the reference number and description of the tool you want, then I will check for availability and advise you of the postage cost and then we will discuss payment methods to suit us both.

As far as possible, I will advise you when your order has been posted.

Paul Watson, 0427 203 206, paulandnola@iinet.net.au

Ref	Item	104	204	304	403	404	504	604
	Engine							
DC2	Articulated 1/4" drive for DC11 - 14D	X	X	X		X	X	
DC3	50mm long 1/4" drive for DC11 - 14D	X	X	X		X	X	
DC11	11mm carb spanner, angled						X	
DC11D	11mm carb spanner						X	
DC12D	12mm carb spanner		X	X		X		
DC13	12mm carb spanner, angled	X						
DC13D	12mm carb spanner	X						
P21D	Cylinder head nut spanner				X			
P27B	10mm sq sump spanner				X	X		
P76	Cylinder head nut spanner - Diesel				D	D	D	
P80	13mm tappet nut adjuster with integral 6.5x1.5mm screwdriver	X						
B14 R3	21mm Spark plug spanner, articulated					X	X	
D15	Conical seated spark plug releasing tool	X					V6	X
	Clutch							X
P81-2A	Protecting ring for watertight clutch bearing		X	X				
P81-03	Mounting tool: motor pinion watertight bearing		X	X				
P81-04	Protecting ring for engine pinion watertight joint		X	X				
P81-05	Double plug for mounting watertight joint		X	X				
	Steering							
P71	4-tooth socket for lower pivot screw					X	X	
P73	3-notch socket for lower steering box screw		X	X				



: Where were you in 1973?

In October 1973 the fledgling NSW Club and the 19-year-old PCCV got together for the first time at Albury on the Bathurst weekend.

The main attractions were a "procession" lap of Hume Weir circuit, where a motorkhana was also held, and a dinner at the Albury Travelodge.

I am planning to write about the weekend for a future issue, but I need some help with pictures and names of people who were there. This is what I have discovered so far.

Barry Petersen, who was PCCV president at the time and event director of the motorkhana, wrote about the weekend in Torque of October 1973.

He mentions Graham Wallis, who was driving a 203, Ian Faulkner, Brian Amey and George (Woods?). There were 20 entrants from NSW and nine from Victoria in the motorkhana, which Brian Amey won from Ian Faulkner, with Paul Brownlow from NSW third, although not in his own car.

In the club archives there is a film of the event, shot by Sydney cameraman and club member Bruce Hogan. It shows the cars driving to the circuit and then across the weir itself, as well as the "procession" lap, which turned out to be rather hairy. There are several 203s, lots of 403s and 404s and a few 504s. NSW ring-ins included a brown Corolla, a yellow Renault 12 and a blue and white Citroen D19.

The footage of the motorkhana shows a white 404 with registration JZL404, Barry's two-tone 404 wagon and a Capri, all from Victoria. There is no way any other Victorian cars can be identified, except that I remember one 404 had mag wheels that had apparently been cast by the owner himself.

Some of the people seen in the film are still active in one club or the other, but many have dropped out and are long forgotten.

If you have any photos or memories of this event, please contact me as soon as possible.

Paul Watson, email paulandnola@iinet.net.au or phone 0427 203 206.





The 508 RXH on the horizon for Australian



The Peugeot 508 RXH has been getting some good local press lately. Peugeot Australia would like to have it in the local line-up, but the hybrid system still needs to pass heat and dust tests in hot-weather environments. It is tipped to cost over \$60,000. It's based on the 508 wagon and includes an electric motor driving the rear wheels, a bank of nickel-metal-hydride batteries under the boot floor, and a 2.0-litre, four-cylinder turbo diesel engine under the bonnet. It sits 50mm higher than a standard 508, and its track is extended by 40mm to give it a wider footprint.

More Lions in the streets again

Peugeot sales appear to be on the upswing at last just as its two new models are on the way.

New registrations for April were the best this year and the month was the best April in four years.

This was better than the industry leaders who were well down while national sales were the third lowest of the four months this year.

The official figure of 543 new Peugeots on the road was achieved despite the gaps appearing on the Sydney sales front and ahead of the launch of what one online writer described enthusiastically as the butt-kicker, the Peugeot 4008 small SUV.

The VFACTS report included the press fleet for the 4008 launch.

It's been a steady climb for Peugeot after the dismaying low of 306 in January – to 362 in February, 473 in March and now 543 in April.

With better results than Volvo (373) and Skoda (393), Peugeot moved up in the brand chart from No. 22 to No. 20.

That's may not be the No 17 of a few years ago, but it's better in the market context.

The US market has shrunk to 32 brands chasing 12 million sales a year. The

Peugeot comparison is that Australia is expanding towards 70 brands chasing a million sales.

At press time, Peugeot's spokesman was tied up with 4008 matters, but I gather the brand's main improvement in performance has stemmed from better supplies this year of the 508 and the availability of the automatic model.

With sales of more than 100 a month this year, the 508 is now showing acceptance more worthy of an acclaimed new model and results on a par with the 407 in its early months.

Peugeot has also stepped up its advertising and changed the mix. Once demonstrator sale ads were page one on the Drive section on Saturdays; they turned up recently on an obscure cable TV channel.

The small SUV market is a hot category on the Australian market and Peugeot Automobiles Australia has great hopes that its entrant will catch the wave of young family buyers moving on from hatches.

The 4008 looks more like a Peugeot than its Mitsubishi-made big brother 4007 and the French styling worked a treat with the press pack.

On the sales front, Peugeot has lost its second Sydney dealer in two months, but it is understood a new principal is in the works.

Peter Wilson

Off to a bad start

New French President, Francois Hollande, got off to a bad start on his first day in the job.

He got soaked to skin on a supposedly triumphant parade along the Champs Elysees.

On a trip to Germany, his official plane was hit by lightning and had to turn back to get on a replacement plane.

Then late for vital meeting with German leader Angela Merkel to save Euro he blunders on red carpet by standing on wrong side in front of photographers.

And added to all above, he used a Citroen and not a Peugeot for the Champs Elysees parade.



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 as separate franchises in Australia and, in a commercial quirk, the Peugeot operation is now based in the former headquarters of Citroën importer Ateco in Sydney.



The new Peugeot 208



New GM for Peugeot Automobiles Australia

Peugeot Automobiles Australia has announced the appointment of Bill Gillespie to the position of General Manager/ Director.



Mr Gillespie has been with Peugeot Australia for the last 15 months during which time he has held the position of National Sales Manager.

Bill has had an illustrious career within the industry having previously held senior management positions with Nissan, Kia and Toyota.

Mr Gillespie replaces Ken Thomas who has stepped down from his position as GM/ Director for Peugeot Australia after 10 years with distributor Sime Darby. Mr Thomas will continue his association with the industry as a corporate consultant.

The new boss of Peugeot Australia has big plans for 2012, expecting the company to grow its sales at least 25 per cent to around 7000 units. The boost should come from the new 4008, 208 and 508. Bill Gillespie expects Peugeot to maintain its current sales volume for the 308, 3008, RCZ and the soon to be discontinued 207 and 4007. An additional 900 sales will come from the just-released 4008 small SUV while the new 208 (which goes on sale in October) will add another 600 on top of the 207's runout sales. Peugeot Australia predicts the first full year of 508 sales will see an additional 1160 units sold (up from 285 in 2011). Peugeot is also pushing to expand its fleet sales from six to 13 per cent for the year.

Smarter Pug for older drivers

UK scientists have built an "emotionally intelligent" electric car that aims to keep people over 65 on the roads for longer.

Fitted with a range of devices from eye-tracking goggles to biometric technology that monitors heart rates and cardiovascular health, the modified Peugeot iOn will monitor drivers' concentration, stress levels and driving habits. It is hoped the findings will pave the way for new technology that will instill confidence in drivers over 65 and keep them safely on the road for longer.

PCCV MERCHANDISE

See Milton at the club meeting and pick up some of these special Peugeot Car Club momentos.



PCCV stickers clearance – \$1 each



2013 Redex Rerun postcards – 50c.



504 T shirts – \$28.



PCCV dome car stickers – \$10.



"Love is a Peugeot" stickers \$2.



Fleecy scarfs with the Lion logo available in Black, Blue or Red. Just the thing to keep those chilly winds at bay – \$15.



Need a shower proof fleecy lined jacket with Lion logo to go with your scarf? These jackets have a fleecy lined draw string hood that is detachable as well as detachable sleeves which turns the jacket into a very smart vest.

Available in sizes Small to XL3 – \$60.



PCCV Number plate surrounds – \$7.50 a pair



A Peugeot that can float

Barrie Mansell sent in this photo of a rather unique Peugeot. Seems like many manufacturers over the years have tried to crack the amphibian market... without success.



Phil Torode and Ros King report on their trip to Germany for the 2012 International Peugeot Meeting.

15 May 2012

Ros and I arrived in Saarbrücken today on a bus from Luxembourg to be met by Melanie Hippler from Peugeot Deutschland (PD). She has organised this year's L'aventure Peugeot meet in Lahnstein, 200km north of the Peugeot site in Saarbrücken. PD employs over 300 personnel on a site about 500 meters long with newish looking buildings and equipment. A third of the employees operate a dealership, the rest provide administration etc. for Peugeot Germany and a workshop to prepare all of the vehicles for the journalists, then fix them afterwards. Unfortunately the whole place is closing down in September when operations move to Cologne to merge with Citroën. I don't think staff are all that happy, but Peugeot has decided the merge is necessary, even though the Cologne site is older, smaller, includes less Citroëns and needs far more work than the Saarbrücken site.

Because Ros and I have no 'old timer' to participate in the International Peugeot

Meet 2012 (IPM) Peugeot decided to lend cars to some folk. They have found German sponsorship and Peugeot Italy has also come to the party.

We were lucky to be staying with a Melbourne friend in the region so were invited to lunch at the Peugeot headquarters canteen then given a 308 to drive for a nearly a week. The car is a diesel, manual of course, equipped with automatic engine shut down when left in neutral, automatically starting again when clutch/gear is engaged – quite off-putting until you familiarise. There is even a couple of buttons we were told not to use except in an emergency. One is for desperate accident stuff, sort of like an emergency flare that gives the police etc your position after serious accidents, and the other is a Peugeot button to summon a breakdown response. A voice asks about your problem and listens to your reply. Not sure what to do if you hit the wrong button!

After handing over keys and given a few instruction about controls, in particular

navigation and keeping to the RIGHT side of the road, we drove around Peugeot headquarters to familiarise the LHD 308. A 302 Eclipse suddenly materialised on the scene, this car shall be the highlight of IPM 2012 in Lahnstein. Following it to the Journalists' repair workshop I then found a 504, must be about 1970ish as it has early seats, probably 1800cc. The 504 is only used about 5 times per year and is to be given to the journos to cover IPM. Poor 504.

All around the workshop were new models including the latest 208 and electric sedan. We might have been able to drive the electric vehicle but its range is only 120 ks and IPM Lahnstein is over 200 ks away.

Wish us luck in in managing a drive through Germany please.

PHIL



A beautiful 302 Eclipse in preparation for the meeting.



Phil spotted this 504 in the workshop.



Phil and Ros enjoy the hospitality of Peugeot Deutschland.



The all-electric Pug was not offered for the 200km trip. The range is not sufficient and power lead is not long enough!



17 May 2012

Just arrived in Lahnstein this afternoon after the most fantastic drive, almost ever, along the River Moselle into Koblenz Lahnstein. Here are the 1st Pugs to arrive.

PHIL

The 308 loaned to Phil and Ros by Peugeot Deutschland.



Peugeot 402B



Sporty looking 104

19 May 2012

Just returned from Friday night dinner in a German hotel, they struggled with all the 400+ Peugeot people. We were taken there by bus and served schnitzel, or pork joint – like a very small leg of lamb, or turkey, all with heaps of fries and not much salad. Ros and I ate the vegetarian alternatives.

Last night we met other Australians, Noel and Marieka Addison from Hobart who are leasing a 308 for several months while touring Europe. We are parked together, two 308s side by side out of the way from real (old) cars. All the Peugeots have been allocated specific parking spots.

504 cabriolets are the most common at this meet, mainly from Netherlands, Luxembourg and Germany and a sprinkling of coupes.

A 402 Eclipse, 1938 model, is the feature Peugeot, driven by Peugeot Germany's marketing chief, Thomas Schalberger. He is also l'aventure Peugeot president. We met Thomas by accident at a restaurant near our accommodation when we found only two seats left at a table occupied with his family. Thomas talked and joked with us and asked about cars in Australia. We had to explain the difference between Holden and GM and what is the best selling vehicles and the Peugeots we don't get. They have no idea about Australia, vehicle wise, and are surprised about the cost of fuel and type used. Here diesel is about .18 euro cheaper than petrol at E 1.50 to 1.60/litre.

Europeans are amazed at the wide wheels we have on our cars and want to know how/where to obtain them – I have shown many pictures of us in motor sport and told them about the modifications we apply under the bonnet. They are so compliant with regulations, or so I thought until I met Peter Bleeckz, a Flemish Belgium guy who works for the technical Peugeot department specialising in car computers/electrics. He has many cars, not common to Aus and a highly modified 404 cabriolet, 5 speed gearbox, 2 litre engine and I think he said 406 cooling system. I'll ask him more tomorrow. Me thinks they are too scared to work around the law with engine modifications.

There are not many 403s here, plenty of 203s, a few 204, 304 & 305, a couple of 504 rally cars and quite a few headlight behind the grill models: 201, 202, 301 and 402, all looking quite nice without lights on the guards.

More next time.

Phil



Thomas Schalberger and the 402 Eclipse



Noel and Marieka Addison from Hobart are also at the meeting

More on the International Peugeot Meeting from Phil next month



Triumphs at the Classic Showcase

Paul Watson

There were two triumphs at the Classic Showcase on April 29. First, John Marriott's black 403 won the trophy for the best post-war European car (its fourth win). Then the PCCV display was named best display on the day.

This must have been in recognition of our consistently strong showings at the display over the past 10 years. It certainly wasn't for the greatest number of cars, as Mercedes, MG, Austin-Healey Triumph, Rolls-Royce and several other marques had far more cars.

The event included the MG concours, the Mercedes state concours and an Austin-Healey display day. Further celebrations involved the 50th anniversaries of the MGB and the Jaguar Car Club, the 75th anniversary of Volvo and the 90th of the Austin Seven.

The show attracted a record 1181 cars and 1240 spectators in total, which was remarkable, considering that the weather forecast several days out was for morning rain. But the weather was sunny and warm, just perfect for looking at cars.

There was a long line in the entry lane when we arrived at 9am, but the officials got us inside with speed and efficiency.

The PCCV display consisted of the yellow 172 that Gordon Miller restored, two 203s, two 306 cabrios and one sedan, two 403s, two 404 cabriolets, two 504 sedans, one wagon and one cabrio, two 505s and two 604s. One 504 and one 505 were for sale.



Special mention should be made of those who brought multiple vehicles: the Horsleys (two), John Marriott (two) and the Vagg-Parry collective from Ballarat, who brought the three oldest cars in our display. (Keith Parry brought the 172

in a horse float and it was immediately nicknamed Gold Caviar.)

There was some confusion over the space allocated to our display. The map published on the AOMC website showed us having only half as much space as the map in the booklet given to entrants in the goodies bag.

As it turned out, the website map was correct and we shared the plot with Lancias, Alfas and a couple of sporty Singers. But because several of our regulars were otherwise engaged, we fitted in without any problems. Perhaps in future years we might have to limit the number of cars by quota.

There were plenty of interested lookers, including club member Garry Kershaw from Launceston, who had been in Ballarat the day before, inspecting Glenn Vagg's Peugeot museum. David Jenkins dropped by (and his wallet). He was exhibiting his MG.

Elsewhere on the Continent, there were plenty of Saabs, Volvos and BMWs, a



John Marriott won Best Post-War European Vehicle with his 403.





Apart from a loudspeaker system that perched above our site and was deafening, the only disappointing thing about the show was that odd cars were scattered about the place, rather than being directed to their correct sites. I spoke to one of the organisers, whose attitude was that some people just won't be told. He also commented on the Wolseleys and Rileys being unable to settle a border dispute. That's the BMC experience.

gaggle of VWs, three Renaults and half a dozen Citroens, plus several Skodas, a couple of Tatrás, two Borgwards, a DKW and an NSU. Rod Fulton made an appearance in his Hartnett (Gregoire), which drew plenty of attention. The large Austin-Healey collection, across the road from us, included a display by the Healey Factory, with separate body and mechanical components. The lesser British representations were Morris (with plenty of Minis) Austin, Ford, Jowett, Wolseley, Riley, Alvis, Sunbeam, Hillman, Humber, Vauxhall, Lotus, Rover, Daimler, and Standard (Vanguard). There were quite a few of Singers (even apart from the ones on our block). There were two DeLoreans, which you might think were American. But they were built in Northern Ireland and used PRV V6 engines. The good thing about the Classic Showcase is that many of the vehicles displayed have a bit of age about them. I

think that old cars (even stupid ones like the Austin Atlantic or the Morris Marshal) are more interesting than most modern vehicles, which tend to look the same. There seems to be a fad of turning small vans into potential stars on Heartbeat, and I saw at least two Austins, and a Morris with nicely signwritten sides. Speaking of Heartbeat, the band did a very good job of running through British hits of the early '60s, including toe-tapping songs by Cliff Richard and the Shadows, the Beatles and Gerry and the Pacemakers. Gerry probably has a pacemaker by now. MotaFrenz were there, with a 504 included in their display, which was placed enticingly close to the Porsches. There were some good commercial sites, selling everything from lights and bulbs, rubber bits and magazines to model cars. A new magazine called BMC Experience was on sale, as was sponsor Just Cars.

- Award Winners CSC 2012**
- Best Veteran Vehicle:**
1912 Talbot Doctor's Coupe, David Provan
 - Best Pre-War European Vehicle:**
1934 Lancia Angusta, Peter Renouf
 - Best Pre-War British Vehicle:**
1938 Morris Eight, Kevin Power
 - Best Commercial Vehicle:**
1955 Morris Minor Royal Mail panel van, Richard Mckellar
 - Best Motorcycle:**
1954 Vincent Black Shadow, Roger Tomkin
 - Best Post-War British Vehicle:**
1968 E Type Jaguar, Robert Tolarno
 - Best Post-War European Vehicle:**
1957 Peugeot 403, John Marriott
 - President's Award:**
1934 Wolseley Hornet, John Clucas
 - Best Club Display:**
Peugeot Car Club of Victoria
 - Car of the Show:**
1967 Volvo P1800, John Johnson



PCCV member profile

John Biviano

John is not only a life member; he is also the club's longest-serving member. He joined in 1954, when he was 21. He was member number 69. He worked for the Ford dealership, Heath's Motors, for 26 years but spent 10-16 hours a week servicing Peugeots in a single garage at his home. During that time he suffered the theft of two cars (one a customer's car), a complete reconditioned 203 long motor and all his tools, which made it hard for him to make ends meet. When the Ford dealer went broke in 1980 he set up a business at his home and after four years moved to a workshop in East Geelong for nine years, then became a mobile mechanic for 10 years. John and his wife Sylvie still live at the East Geelong address recorded in the club's first hand-written membership list. They have been there for 55 years, their entire married life. (John's parents' address in Geelong West is in the book too, but has been ruled out.)

Name: John Biviano.

Where you were born: Geelong.

Age: I turn 80 in August.

Where you live: Geelong.

Occupation: Retired motor engineer.

Favourite movie: Documentaries on World War II (I was at school from 1936 to 1946).

Favourite music: Country and western.

Favourite spectator sport: Football and motor sport.

Types of motorsport you watch: Formula 1 and Moto GP.

Favourite holiday destination: Whitsundays, Queensland.

Hobbies: Stamp collecting, timekeeping for local seniors football team for 31 years.

The person you'd most like to meet: Jack Brabham, and I did. I got his autograph at Eastern Beach speed trials (Geelong).

Something we don't know about you: There was a period about 1956 when I was the only Peugeot service person in Geelong.

When you joined the club: May 24, 1954. I was one of about 70 people to attend the foundation meeting in Canada



John with the '50 years of PCCV membership' award he received at the club's 50th Anniversary dinner in 2004.

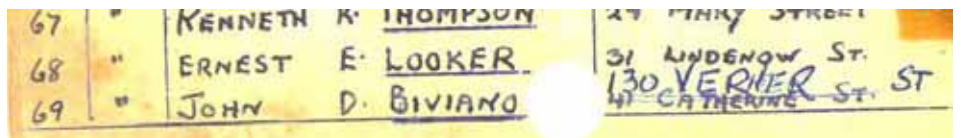
Cycle & Motor Company's upstairs room on May 24 1954, which elected Tas Smith president. Most of the members were from the western suburbs and towards Essendon etc, but not many from the eastern suburbs. It was a family-oriented club and simple car trials were common. Early Christmas parties were held at Torquay, organised by Jack and a Torquay member in Taylor Park opposite Fishermans Beach. The membership gradually changed to the eastern suburbs after John Regan joined in 1959. He then enticed members like me who sold a lot of parts to buy from him (rather than Canada Cycle) with tempting discounts. Sylv and I went in a couple of trials in the club's first year. As the children grew up we took them to many Christmas parties around the peninsula.

Any committee positions held (past or present): Nil, although I tried to set up a sub-committee in Geelong.

Other car clubs you belong to: RACV (life member), Western District Car Club 1951-58 (now discontinued).

Your all-time favourite Peugeot: 505 SLi. A beautiful motor car, with the best transmission I've ever experienced. But for a fun vehicle, probably the 203.

Your all-time favourite non-Peugeot car: 1950 Jaguar XK 120. I was fortunate enough to be able to take one for a spin in 1950 (the owner was Tom Hawks).



The club records show John Biviano joins PCCV in 1954

Your thoughts on modern Peugeots versus older models:

I've probably found more faults with the newer cars than with the older ones. The 403 we had was probably did the best job of the lot of them, over a long period of time.

First car you drove: In the workshop we drove many types of cars.

First car you owned: 1937 DX Vauxhall Coupe with a dickey seat. I bought it from Tom Morrow, who played in the ruck for Geelong in the 1950 and 1951 premierships.

First Peugeot you drove: 203.

First Peugeot you owned: The 1950 203 that I traded the Vauxhall in on at ACH Motors, about the end of 1952. They took me for a run in it and I'd never been in a car before that didn't have any rattles. I never knew Peugeots existed until then. I'd worn out the Vauxhall on car trials and wanted an optimistic price to trade it in.

Other Peugeots (not including your current collection): 403, 404, 504 (bought from Stan Boyle, who now lives in Torquay) and the 505. I had the 404 for 34 years and when I moved out of my workshop I became a mobile mechanic and it became my shop truck. I rarely had to double back for parts or equipment. I either knew the product or had a pretty good idea of what might have gone wrong and what might be required. I covered a 30-mile radius around Geelong so that car really worked. I sold it to a bloke who lived down at Warragul.

Cars you currently own:

1. 1975 504 Ti. I bought the 504 in 1981 to use as a shop truck too, but it was too good. It's been a fantastic car for economy of maintenance; I haven't had to replace a hose. It's been all over the country and has done about 344,000km. The only time the motor's been stripped down was when the liner seals gave way from old age about 10-15 years ago. I just pulled it apart, put new seals in and put it back together again.

2. 2006 307 XSE 2litre auto. It's a nice car but frustrating for an old mechanic. I got more faults attended to than most because of my background, and it has paid off since.



Outback 2012

Trip Report

Story and photos by Hank Verwoert

The convoy consisted of three 504s, four 505s, four 404s and one 4WD. It was great to have some kids with us on this trip, Tim and Naomi Hall bringing along Charlie (6) Daniel (3) and Madeline (not yet 1). Granddad and Grandma Hall were also on the trip but there were many other grandparents who enjoyed spending time with the little ones.



6 year old Charlie Hall's drawing of the Murrayville Track. He describes it as black rocks on a brown road, the family car car in orange. The trees are green and brown, and are short because they don't get enough rain. Blue sky. The sun has a pattern – yellow, yellow, orange around the outside.

An evening meal at the Nhill pub was followed by a very brisk night. Travelling north we passed through the sleepy hamlet of Yanac before proceeding up the Murrayville Track. A few slippery patches showed signs of recent rain but generally it was firm in most spots. Allan Parker did however manage to bury himself in a hole in the middle of the track in his 404 diesel wagon. Stopped in Murrayville for a leisurely lunch. Nigel's boot would not open. Several other 505 keys were tried with no luck. The experts were baffled. Tim did a quick trip around the town that was responsible for his existence. On into Murray Sunset National Park and we faced our first hurdle, a sand dune named Con's Rise, so named after the exploits of Con Engel on it, on a previous trip. His 505 diesel balked at it again. Most ascended with great conviction. Tim Hall and John

Brumby had smiles on their faces for the rest of the day. Ian Brock and Colin Handley drove over very casually in Ian's well prepared 504. The further we drove, the sandier the conditions became. The Breadvan and Allan's 404 would stop after each deep sandy section and wait for the convoy to catch up. The next to come into sight was usually Andrew Hoey in the old Landcruiser with a vehicle behind on the end of a towing strap. Then back he would charge if another was in trouble. One car on tow came around the corner with his wheels on full lock and when Andrew slowed down the towed vehicle did an exquisite right hand turn into the shrubbery. Allan and I drank many cups of tea during the afternoon. Eventually we arrived, a little later than expected, at the Shearer's Hut, our camp site for the night, but everyone was in high spirits around the campfire with

much discussion about the events of the day and the ability of the Peugeots to handle the conditions. Nigel's boot would not open so the number plate lights were removed. No luck again. The experts were baffled.

Early morning sunshine saw our first stop at Sunset Crater, scene of a meteorite strike. From here we drove along little used bush tracks till we arrived at the Meringur Historical Village for morning tea. Entry was by gold coin on an honour system and there was enough to see and do for a few hours so we had lunch there as well. In the middle of nowhere this is an outstanding attraction. Nigel's boot would not open so the boot lock was removed. Still no luck. The experts were baffled. From here we proceeded to Wentworth along minor tracks some of which were blocked by water last year. Some lagoons we had seen full of water and containing large numbers of black swans, were now dry. Brian and Merrilyn, Glenn and Carol as well as Neil and Penny joined us in the late afternoon from Melbourne and we all walked to



Con's Rise



Nigel's boot wouldn't open.



OUTBACK TRIP

Charlie and Daniel Hall having breakfast at one of our bush camps.



Lyle Pyers repairing his exhaust.

Spot the common factors – there are quite a few. Ian Brock, Neil Beddoe, Con Engel

the Wentworth Working Men's Club for dinner.

A warm morning saw us travelling on the road we had used on a night navigation section in the 2006 Ampol Rerun. Fortunately nobody got lost as many had done on the previous occasion. Passing Rufus River we stopped on the shores of Lake Victoria for morning tea. Many large sandbags were still in place to assist with recent flooding. Many large dead trees lined the edge of the lake. Nigel's boot would not open. Recent arrival Brian, stuck his finger in the hole of the bootlock, turned his finger and the boot opened. The experts were now really baffled. Nigel and Louise had big smiles on their faces and continued to do so with the help of an occy strap boot holder downnera for the remainder of the trip. Louise even managed to play a tune on it. Half way through our lunch stop we were descended upon by three large musterers on motorcycles accompanied by four dogs, 480 sheep and one goat. They stopped for a chat and went on their way. Later that afternoon we arrived



at Morgan Vale ruins which we decided were modern ruins as they looked as if the homestead had been built in possibly the 1950s. As it was not a suitable overnight stop we moved on looking for a bush camp which would accommodate the 12 cars and tents etc. After an hour of searching it was decided to break the

itinerary and head for Morgan where the caravan park had magnificent grassed sites right on the banks of the Murray close to where the free vehicular ferry crosses. On a lovely balmy evening we all decided to indulge in a salubrious river cruise. Actually it was only on the ferry across the Murray and back again.

The following day started with a fuel top up, then coffees at the local bakery. We headed out through Sampson's Well Homestead along some more remote tracks, passing through many homestead gates. We explored the red cliffs of Redbank Conservation Park which had been magnificently sculptured by recent rains. A turn off to Coorona Conservation Park allowed us to have afternoon tea in one of the well kept huts which are part of the Heysen Trail. We continued on to some more ruins where a group decision was made to attempt a 4WD track through Mt Bryan to exit the park. Although probably only a couple of kilometers long it had some very steep climbs and drop offs as well as eroded gullies and rocky sections. Slow and



The Track



Lake Mungo NP



Lake Mungo NP



steady saw us through with only a few scrapes.

Our rest day in Burra allowed everyone to do their own thing before early 504s in the posh Hoey/Brumby apartment. The Historic Passport Program gives you keyed access to 43 heritage sites and was popular with those who had not done it previously.

Day 6 dawned a little misty but still allowed us to see the view out over the whole of the Burra township. More remote tracks heading north east until we had passed Oakvale Homestead and found a suitable spot for our bush camp. It was a large open flat area surrounded by trees with plenty of firewood laying on the ground. This was one of the most enjoyable evenings of the whole trip.

The next morning it was more minor tracks until we came out on the Silver City Hwy at Coombah Road House, an unfriendly miserable place. Off the highway on a narrow undulating track with constant surface changes. Past Popio Homestead and were just past Cuthero

Homestead when we were confronted by a road closed sign undoubtedly due to the swollen Anabranh. So it was back to the highway. We turned of the highway again turning east on to the

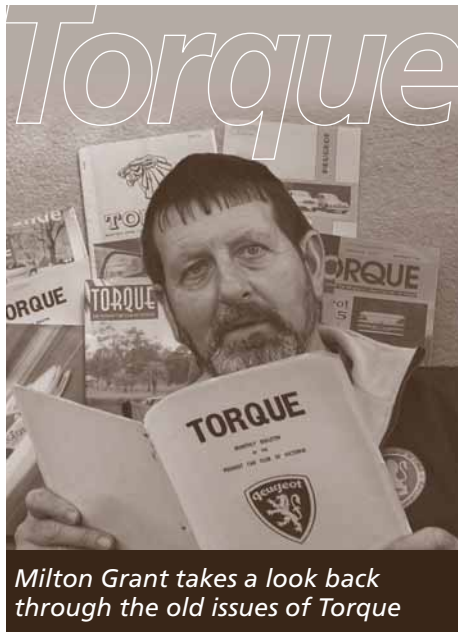
road that services the Ghinko Mine. We were able to zip along this extremely well maintained road at 100 kph until we came to the turn off to Pooncarie where the road deteriorated to the condition that we were more used to (and enjoyed more.) The Pooncarie camping area was right on the Darling River and some of it's picnic areas were partially submerged. It was Pizza Night at the pub and we could choose from the Shearer's Pizza, the Squatter's Pizza or the Jillaroo's Pizza.

Neil and Penny left for Melbourne in the morning, and we all enjoyed a short 90 km drive on a beautiful sunny morning to Lake Mungo National Park. Half way there Nigel's car lost power. The experts investigated. They were not baffled this time as it was quickly fixed. The Visitor Centre at Lake Mungo had a very interesting historical display, self registration for camping and nobody around to answer any queries. The rest of this day and the following day till lunch time allowed us to visit the many attractions of Mungo including the Mungo Woolshed, the Walls of China, extensive sand dunes, a goat trap built around a dam, Vigar's Well and the Zanci Homestead. Charlie and Daniel were flying a kite and when it became entangled in a tall tree, Brian and Merrilyn displayed their many skills by recovering it.

A 30 km drive took us to our final night's stay at Turlee Station. Some explored the station on a self conducted drive. It was a near full moon so many elected to walk the 2.5 kms from the camping area to the Shearing Shed for a magnificent roast dinner and scrumptious desert of which Andrew Hoey got his moneys worth. It was a great way to end another memorable trip.



It was so cold one morning Brian and Colin had to sit in the fire.



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

TORQUE JUNE 1972

After the previous month's meeting, it was found that someone had stolen a number of driving lights off cars in the car park.

It was a quiet month with the Romsey Motorkhana the only club event.

The Novelty Motorkhana held in conjunction with the trip to Kalorama was a great success with some 39 members taking part including Peter De Vaus on a motor bike complete with "L" plates. In the flag and barrel Peter needed both hands to control the bike so how to hold the flag? Hold it with your teeth!

Member Peter Parry was doing a work course in Sydney and while there ended up helping as service crew to a twin cam Escort in the first round of the Australian Rally Championship. The highlight of the night was the three fuel injected 504s that were really flying only to be held back from a higher finish by the incredible amount of dust.

The Motorkhana at Northlands attracted 15 entrants with Ian Faulkner 1st from R. Gilbert and J. Upton all driving 404s.

FOR SALE: This is the most reluctant sale imaginable. It is bought about by the company providing a means of transport going by the name of, FRED!! or some other four letter word. So, there now this immaculate 1969 tannen green 35k miles 404 (Reg No KKF-870) running on Bridgestone radials (two brand new). If you feel you deserve to own this car, contact John Stacpoole before it goes on the open market and is snapped up by someone who may not appreciate as much as you.

TORQUE JUNE 1982

The preparations for the Easter '83 gathering in Melbourne were moving along quite well with a request from the committee for anyone who could help with accommodation for our interstate visitors.

Socially the club was off to see *The Man from Snowy River*, a concours/family day at Jells Park and a Skiing weekend at Mount Buller.

Rob Cherry told of his 403 dramas with the 1600cc upright engine he had rebuilt and then rebuilt again and again.....

Bruce Tayler noted that at a recent meeting they had been told that the 505 trim had been exposure tested in Townsville but lamented that the 403, 404 and 504 had not and it was now showing up on dashboards, parcel shelves, rear seats and steering wheels.

WANTED: Choke linkage components for 504 twin barrel carburettor or complete carby in poor (i.e., cheap) condition just for the linkage.

TORQUE JUNE 1992

The highlight of Torque for the month would have to have been Philta's write up of the Pageant held at Stanthorpe Qld along with Peter Cusworth's photos.

In the '03 register, Gordon Miller had shown the original owner of GRM203, Ed Cole from Coles Motors Colac, the car at the recent Geelong Vintage Weekend. Ed walked around it then sat in quietly for awhile then said. "Takes me back, young family and all that".

Some 63 entries had made it to the French Car Day at Wandin East Reserve with Gordon's 203 being only just beaten as best overall by a Light 15 Citroen.

Technical Torque had articles on coolant pressure in a 504 Ti, "sleeve type" piston ring compressor and loctite magic.

SERVICES offered to MEMBERS (by members): 504/505 extractors, Floor G/shift conversions for C2 & C3 boxes "Big Bore" engine pipes for 404,504,505.Reco BA7 G/Box extrn. Rally Preparation,"Specialist" Peugeot welding, Distributor recalibration, Starter motors and Front end & Suspension.

TORQUE JUNE 2002

Peugeot was going through a purple patch with 2,060 cars sold in the first four months of the year compared with 993 in the same time the previous year.

John Wright had a number of anecdotes from people about Peugeots they had had, or a mate who had one. They all said the same thing "a great old car".

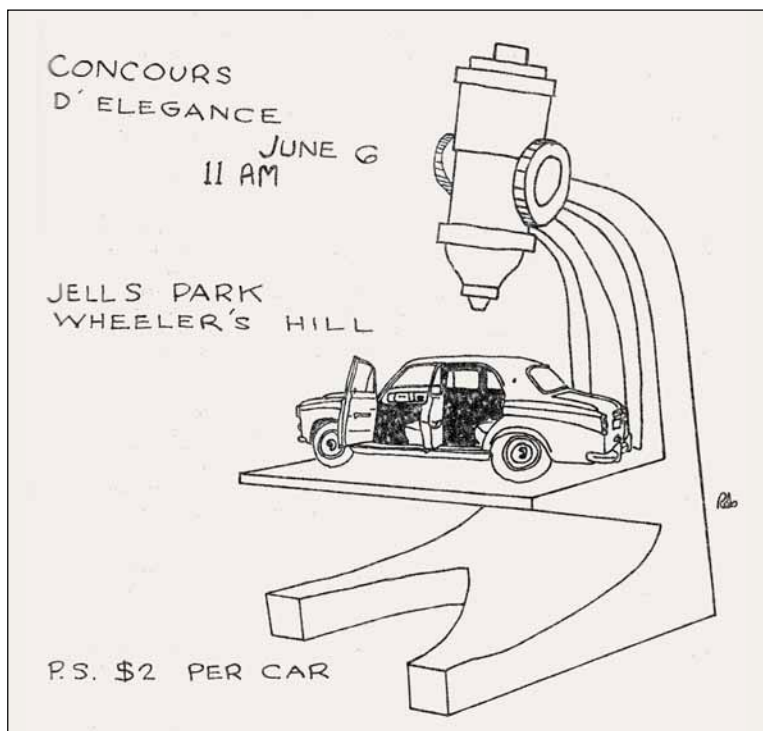
Thirteen members had been to a wet Phillip Island ANZAC day sprints with Greg Park quickest in the 504 V8 from Brian Ward in the 405 Mi16.

In his *From the Back Shed* column, Filter Road lamented on the loss of all his beloved Pugs except for KOX and FAY.

Graham Wallis had an update for the 2003 Redex Rerun with some points on car preparation.

Sales Torque had 19 cars for sale.

WANTED: Tailgate for 404 ute. Have found a good ute and all that is missing is the back bit.



From Torque June 1982. A promo for the upcoming Concours event, drawn by Rob Hughes



A History of Peugeot in Australia – PART 2

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.

From a small start, Peugeot was to evolve into a prominent part of the Australian motoring scene in the 1920s, particularly in Victoria.

By the start of the Great War there were small numbers of Peugeot cars and larger numbers of motorbikes among the 14,000 vehicles on Australian roads. Far from Peugeot being unknown in Australia, the Adelaide Advertiser commented in 1915, "The name Peugeot is familiar to every motorist who takes an interest in the great speed competitions on the other side of the world. Probably no other car has approached its record."

Peugeot was associated with speed, performance and engineering quality. The war and the deployment of our army to France increased Australian interest in French matters. Motor sport continued in neutral America and Australians delighted as Dario Resta in his Peugeot beat the German Mercedes drivers at events like Indianapolis. As the press wrote in 1916, "The remarkable series of Peugeot wins in America during the past two years draws attention to what a magnificent production this French car is. "In France,



Captain Beveridge with the Peugeot he drove in the European war, in which he motored nearly 100,000 miles—but not all with the same car!

Field Marshalls Haig and Joffre were driven in Peugeot staff cars. When Georges Boillot was killed in an air battle obituaries appeared in the Australian press.

It is rather unusual that in the middle of this war, the first Peugeot dealers should be appointed in Australia in 1915. Perhaps the French felt the need to earn foreign exchange. Peugeot was very well informed about foreign markets. The normal practice was for a factory representative to oversee the marketing

of the cars. The Adelaide Advertiser commented "It is somewhat strange that a car of such world wide note has hitherto been ignored by Australian purchasers". The Australian public was assured of a steady flow of Peugeots, uninterrupted by the war. Dealers appointed were Vivian Lewis Ltd in Adelaide, J. G. Barlow at 31 King St, Melbourne and The Motor House in Balfour St, Sydney.



Dario Resta in America.

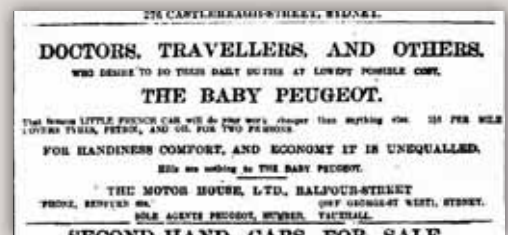


Near Red Cross Tyre Hospital.
BABY PEUGEOT. — BIG REDUCTION. The ideal runabout, 4-cylinder, water-cooled Motor-car. Has been slightly used for demonstration, but in perfect running order. Usual price £225; now £170, complete, with hood, screen, generator, lamps, and tools. Only one left. J. G. Barlow and Co., 31 King street.
TALL RACES. R.B.F.. French make: all sizes.

The first Melbourne Peugeot dealer, 1915.

The car Peugeot chose to push was the Bebe, on sale at 225 pounds. This was a very small two seater but had a Bugatti designed engine and was great fun to drive – like a little Bugatti. Comments made by Australian owners were that it was fast, great fun, ran on the smell of petrol, was built like a clock and was a natty little car. Some were sold in 1915 and throughout the war but marketing didn't really get going until 1918.

There is evidence larger Peugeots were also sold in 1915 but I have found no price list. During the 1960s there was a 1915 model on the road in Australia. The Builders Labourers Federation in Melbourne reportedly bought a substantial Peugeot in 1915. It is said the controversial identity John Wren used it as his getaway car after a robbery at the Trades Hall. Linacres Auction Garage in Melbourne was selling a Peugeot taxi in 1921. As a sign of how common



Sydney 1917.



1920 Peugeot Type 163.



PEUGEOT HISTORY

Peugeot MOTOR CARS and TRUCKS
BIG REDUCTION IN PRICES
 11.25 H.P. DOC TYPE. £6225 16.40 H.P. INTERTYPE. £6225

REPRESENTATIVE ADVERTISED SHORTLY
 THE ACTS OF YOUR ABILITY AND WISDOM CAPABLE OF BRINGING TO THE MARKET OF THESE FAMOUS CARS TO THE MARKET - BRING HOME FROM OUR BROTHERS WITH YOU OVER THE WORLD.
 REPUBLICAN model of our Peugeot cars is shown in detail, and you can see and hear the details of it in our Fifth Avenue exhibition.

SOLE AGENTS: **D. BARBU,** 130 ARCADIA STREET, ADELAIDE.
 Telephone - Central 1288.
 REPRESENTATIVE FOR SOUTH AUSTRALIA AND VICARIA.

Another short lived Adelaide dealer, 1921.

they were becoming, the first theft of a Peugeot was reported at Hampton in 1920.

It was not until 1920 that Peugeot marketing really got under way with a range of cars that we can identify. Dealerships also began to change. Davis Browne and then D. Barbu took over the Adelaide dealership. L. Bloom in Little LaTrobe St had the Melbourne agency. A new Peugeot model, the Doc, was on sale. The Australian cars had unique model names. The most important development for Peugeot in Australia was the appointment in 1921 of A.W.B. Mather as sole Peugeot concessionaire for Australia, at 533 Collins St Melbourne.

PEUGEOT "DOC"
 2-SEATER.
 Satisfactory Service Under Any and All Conditions.

That's the secret of this fine car's ever-increasing popularity with professional men, business men, and those women whose car becomes a business necessity rather than a mere pleasure. And yet the builders of the PEUGEOT "DOC" have combined all the virtues of the higher-priced cars in a distinctly individual car that is priced well within the realm of reason.

The PEUGEOT "DOC" Two-Seater, ready for instant delivery, painted an attractive shade of blue, suitable for Doctors, Professional Men, or Business Men, etc.

DAVIS, BROWNE, LTD.
 MOTOR DEPARTMENT,
 Victoria Street (off Hindley Street).

Adelaide 1921.

Morris-London
 "The Car of the Future"
 £200 better value than any other car in its class.
 Just landed - Large shipment of Ten Chassis, very latest 1923 models - better than ever!

Chassis Price Complete, £350.
 Car Complete, £475.
 This is the best family car ever offered to the public.
 See them and bring an expert.

SOCIETE AUTOMOBILES
 "PEUGEOT" PARIS

Three world famous cars are now procurable in Tasmania. The prices of Chassis will compare favorably with current prices of other makes, and are as follows:

"Quad," 6.14 h.p., 4 cyl., £225.
 "Doc," 11.25 h.p., 4 cyl., £345.
 "Inter," 16.40 h.p., 4 cyl., £650.
 "Six Lux," 22.70 h.p., 6 cyl. (valveless), £1850.

Peugeot Bros. are the oldest manufacturers of Motor Cars, and no finer car is made. Demonstrations daily at

Apthorpe's Garage
 Launceston
 Write for further information.
 Sole Tasmanian Representatives for Peugeot Bros.

The Tasmanian dealer.

Peugeot
 FRANCE

WE cordially INVITE past, present, and prospective PEUGEOT owners to inspect the UNIQUE RANGE of New Models now on view.

"SIXLUX" — 33 70 H.P.
 "INTER" Sports — 18 40 H.P.
 "INTER" Colonial — 18 H.P.

The 18-h.p. Colonial "Inter" is specially designed for country conditions, with extra road clearance. Immediate Delivery!!

All Models (including 11-h.p. "Doc" and 6-h.p. "Quad") are equipped with Michelin Cord Tyres.

FRENCH AUTO COY.,
 Sole Victorian Distributors:
 Corner St. Kilda Rd. and Toorak Rd.
 Tel. 1 Wines, 6668.

New models for 1922.

Mather had made money importing sugar from Java and was to have the greatest influence on the success of Peugeot in 1920's Melbourne. Family members were involved in subsidiary businesses to sell Peugeot bicycles, motor cycles and most importantly of all, the French Auto Company. He appointed state distributors - Beach and Hicks in Western Australia, H.C. Loan in South Australia, Auto Paris in Queensland, Apthorpes in Launceston and Rolph Motors in NSW. There was even an active agent in Horsham. The French Auto Company advertised aggressively and entered cars in competitive and sporting events. In early 1922 Mather published a list of reduced prices for the Peugeots on offer. These give us the model range and the bare chassis price. The cars were sometimes imported with French bodies

Peugeot
 FRANCE - THE OLDEST AUTOMOBILE FIRM.
 TOURING CARS, MOTOR CYCLES, MOTOVANS, LORRIES, TRUCKS, AND TRACTORS. PEUGEOT TRADING CHAMPION.

"QUADRILLETTE" 40 H.P. £250 "INTER" 16.40 H.P. £350
 "DOC" 4 11.25 H.P. £200 "SIX LUX" 22.70 H.P. £1850

SOUTH AUSTRALIAN REPRESENTATIVE:
 H. C. LOAN, 13 Twin Street, Adelaide, Phone 1681.

The new Adelaide dealer even mentions tractors.

ANNOUNCEMENT
PEUGEOT CARS AND LORRIES.
 THE PREMIER CAR OF FRANCE.

QUAD. 4 cyl. 6 H.P. INTER. 4 cyl. 16.40 H.P.
 DOC. 4 cyl. 11.25 H.P. SIXLUX. 6 cyl. 22.70 H.P.

All models getting in tomorrow and. PRICES BEST.
 WORTH WAITING FOR.
 SOLE DISTRIBUTOR FOR NEW SOUTH WALES.
H. W. ROLPH. 21-23 FREDMAN STREET.
 Town, City 278.

The new Sydney dealer.

Peugeot
 FRANCE
 The Oldest Automobile Firm

We beg to announce that the Distribution of PEUGEOT Automobiles in VICTORIA and the RIVERINA will be carried out in future by the

FRENCH AUTO. COMPANY,
 475 COLLINS STREET, MELBOURNE.
 (Phone 9838).

Early deliveries of 1922 Models will be made from stock. A size of Car for every need.

Inquiries invited.

DEMONSTRATION WITH PLEASURE.

Country Agents Wanted

French Auto Company, 1922.

but by fitting an Australian body it was possible to reduce the tariff burden. We know some details of these models. The 6hp Quad on sale for 200 pounds was the little Quadrillette. With its 700cc monobloc motor and weight of 350kg it offered exceptional economy. The 33/70 hp Sixlux was up until 1923 a Type 156 and from 1924 a Type 174. These were large, imposing luxury cars with 6 litre cuff valve engines that were advertised as going "from 5 to 90mph in top gear." The chassis only price of 1450 pounds put it in the luxury category. One sold in Melbourne had a 7 seater body with provision for chauffeur. Two have survived in Australia and are awaiting restoration.

The Doc was the 163. It had a 1.5 litre 25 bhp four cylinder motor with side valves or overhead valves on the sports model. The latter also had wire wheels compared to the wooden artillery wheels of the standard and both were driven by



Peugeot 163



Peugeot Quad

PEUGEOT QUAD (Stock Model)
 1st, 2nd, and 3rd Open Class
112⁶/₁₀ Miles per Gal.
WORLD'S RECORD FOR FOUR-WHEELER

Peugeot "Quads," in 2nd and 3rd place, also did over 100 miles per gallon, proving this great performance to be no fluke.
 This entitled the Peugeot to be awarded the most-esteemed MANUFACTURERS' CUP.
 You are invited to call and inspect the Peugeot Quad. Demonstration with pleasure.

FRENCH AUTO COY.,
 475 COLLINS STREET, MELBOURNE
Sole Distributors for Victoria and Riverina. "Phone 2824.
 Agents Required Where Not Represented"

Much was made of competitive success.

PEUGEOT CARS
 ALL THE SAME IMPLIES.
 YOU CANNOT BUY A BETTER CAR,
 IF QUALITY APPEALS TO YOU.
THE PEUGEOT
IS IRRESISTIBLE.
 11/25 and 16/40 H.P.
 TRIAL RUN, OR PARTICULARS
 FROM
L. BLOOM,
 68 Little Lonsdale Street,
 Cent. 7564.

Bloom was the Melbourne dealer in 1921.

underslung worm. It had four forward gears, front brakes were optional (made standard in 1925) and was the first car in Australia to have the new Zenith double venturi carburettor. The price was 310 pounds plus 175 pounds for a body.

The 16/40 hp Inter model was possibly the 156BR which had a 2.7 litre and later 3 litre 4 cylinder motor and was priced at 595 pounds bare. These prices had all been reduced but were still substantial and saw further large reductions over the years.

The Peugeot Australian catalogue for 1923 had the following introduction: "The Premier racing car of the world. The world famous Peugeot, capable of capturing the greatest records on road and track, builds a perfect touring car."

In 1923 the Horsham Times reported on the Quad and Sixlux displayed at the agricultural show. "Round the charming little white baby chassis crowds collected



Peugeot Type 163BR



Peugeot Type 174

to inspect every detail. The coachwork exhibited is of the highest order, built of long seasoned timber, and doors that close perfectly, with upholstery of the highest grade leather, soft, luxurious and comfortable. The Sixlux chassis, finished in white, is the personification of all the highest attributes of motor construction." They might not be able to compete with the Fords and Chevrolets on price but they had quality.

It is little known even in truck history circles that Peugeot trucks were imported in 1923. Rolph Motors were offering 4-5 tonne trucks, with or without bodies, with the option of petrol or diesel engines. The diesel was the Tartais compression ignition engine Peugeot pioneered in 1922. These would have been heavy trucks with solid tyres. A demonstration model was for sale for a considerable 1100 pounds.

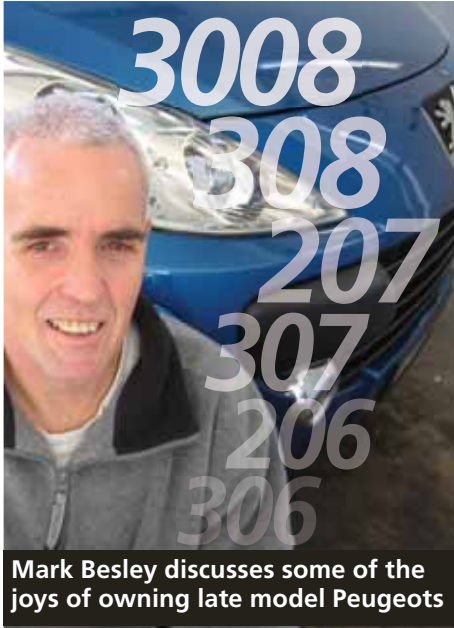
The future looked bright for Peugeot in the early 1920s with a wide range of cars, motorbikes, bicycles and trucks, dealerships around Australia and increasing sales – but unforeseen trouble lay ahead.

Peugeot Cars
 THE PREMIER RACING CAR
 CABLE ex PEUGEOT, 20 11/22.
Great Success TARGA-FLORIO
 WORLD'S MOST DIFFICULT RACE.
FIRST . . . Driver Boillot
THIRD . . . Driver Bequet
 On NEW 18-40 SPORTS
 Splendid Range 18-40 Models in Stock.
 Immediate Delivery 6-h.p. Single Seater Quads.
FRENCH AUTO. CO. LTD.
 ST. KILDA & TOORAK. Tel. Win. 4591.

Peugeot was still involved in competition in the 1920s.

Peugeot Cars
 Owing to the Great Increase in Our Business, We Wish to Inform Our Clients of Our Removal to Our New, Up-to-Date Commodious Showrooms and Workshop at
400 Lonsdale Street, City
 BETWEEN ELIZABETH STREET AND QUEEN STREET.
 This will Enable Us to Give "Peugeot" Car Owners a More Central Service and Greater Facilities to inspect the
World-Famous "Peugeot"
FRENCH AUTO. COY.
 400 Lonsdale Street, City.
 TEL. CENT. 3827

Sales success brought new premises in 1923.



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

Oils for HDi Engines with Particulate Filters

You may recall that in previous columns I have discussed the need for special engine oils to be used in Peugeot HDi engines with particulate filters. I won't repeat the full text of the previous articles, but for those who missed them, a brief summary:

Modern diesel engines are fitted with a particulate filter (mandatory in Europe but not in Australia currently) so that unburnt carbon particles can be trapped and not emitted into the atmosphere as a cloud of black soot which used to be the trademark of a diesel engine. However there is still a lot of soot generated and so the filter fills up quickly with these particles. It is not feasible to change the filter every few hundred kilometres, so the engine management system has a method to "burn off" the carbon when it detects that the filter is getting clogged. Carbon burns off at high temperature (forming carbon dioxide) and can therefore be fully eliminated from the filter. However, problems arise with the presence of other things that cannot be fully burnt off and leave residues after the burning-off process. Some engine oil additives in particular can leave ash in the particulate filter. Ultimately this can lead to a clogged filter that cannot be cleared by the "burnoff" process and therefore requires expensive replacement.

For this reason, Peugeot specify the use of "low ash" engine oils in their FAP models. Although several manufacturers now make oils that meet this requirement, the Peugeot recommended oil is Total Quartz INEO ECS 5W30. This oil is available through the Peugeot Dealer network and some other outlets.

This issue led Paul Watson to contact me recently in relation to the servicing of his 308 HDi. The dealer had used Shell Helix Ultra Extra which is also a fully synthetic low ash oil but had charged over \$100 for the oil, well above the price that this oil could be purchased for through normal retail channels. This prompted Paul to write to Peugeot Australia and I think that their response is worth repeating here.

The recommended factory oil for all Peugeot vehicles is Total, however most competitor oil companies have compatible oils that many of our dealers use for a variety of reasons. Whilst it would be inappropriate for me to comment on the Shell pricing, you should also be made aware that purchasing bulk oil does not always attract a cheaper price than packaged oil, the oil business is complex with many pricing structures and strategies.

The engine oil that Peugeot Automobiles Australia recommends for your vehicle is Total Ineo, 5W/30, being a fully synthetic low ash oil. The recommended list price for 5 litres of the Total oil is \$86.35 excluding GST and this product is available through the dealer network upon request.

Thank you for your feedback and if I can be of any further assistance, please don't hesitate to contact me.

Kind regards

*Mark Fowler, National Customer Services & Fixed Operations Manager
Sime Darby Automobiles Pty Ltd, t/as Peugeot Automobiles Australia.*

I see no reason not to follow this recommendation and my advice is that owners of Peugeot HDi vehicles equipped with particulate filters request the use of this oil when their vehicle is serviced. I would also recommend checking your invoice and querying any charge in excess of the recommended price.

I also had a look at the Total Oil Australia website and you can find the

specifications for the recommended oil here:

<http://www.totaloil.com.au/Pages/content/NT0000C34A.pdf>

It is not the best translation from French, for example:

Low SAPS generation oil especially developed for PEUGEOT AND CITROEN engines. Its very high technology allows fuel savings and optimizes the fonctionnement of the anti-pollution systems, such as the Diesel Particulate Filter. The French word "fonctionnement" translates to "functioning" but note the different spelling.

The information on the Total website does confirm what Peugeot Australia are saying, and I note the "PSA PEUGEOT & CITROEN B71 2290 Homologation".



I was also interested to note that Quartz INEO ECS 5W30 is recommended for Peugeot, Citroen and Toyota. However there is a different (similarly named) product: Quartz INEO LONG LIFE 5W30, also for diesel engines with particulate filters. The latter product is recommended by VW, BMW, Mercedes and Porsche. I would be curious to know how French and German requirements differ.

4008

I previously mentioned the forthcoming 4008 back in March and the release date has now been set as 9 June, meeting Peugeot Australia's promise of a "second quarter" release. In fact I hear that some 4008s have been spotted in Sydney and the first shipment will no doubt be on





The new Peugeot 4008 has been released in Australia.

their way to dealers around the country by the time you read this.

Some people are thinking of the 4008 as a replacement for the 4007 but the 4008 is significantly smaller, a similar size to the 3008 as I have discussed previously. It is therefore reasonable to think that both the 4007 and 4008 will have ongoing availability.

The 4007 as you are no doubt aware is based on the Mitsubishi Outlander but features a Peugeot engine. The 4008 takes a totally different approach in that it retains the Mitsubishi engines and transmissions, but the body and interior have been styled by Peugeot based on the Mitsubishi ASX platform.

With the imminent release, more information has become available. One note of disappointment seems to be that the 4008 will (initially at least) only be available with a petrol engine and no diesel. This also was a source of criticism from some reviewers. The engine is a 2 litre Mitsubishi unit with 110 kW of power and 197 Nm torque. The 1.8 litre Mitsubishi diesel engine (110 kW, 300 Nm) which is available in the 4008 elsewhere will not be available here apparently because Mitsubishi don't have an automatic transmission that can be fitted to it. This seems a surprising decision given the rising popularity of diesel engines here and the fact that a significant proportion of Mitsubishi ASX sales are models fitted with the 1.8 litre diesel and the six-speed manual transmission.

PEUGEOT NEWS RELEASE

The Peugeot 4008 – style & safety

Peugeot Australia has released the all-new 4008 SUV with a rear camera standard across the range.

The new compact SUV goes on sale next month, priced from \$28,990 for the 2WD manual.

The new 4008 comes in both two and four-wheel drive and the choice of two model grades – Active and Allure.

Active models are available with either a five-speed manual transmission or an optional CVT for \$2500. Active models are also available in 2WD or AWD.

The high grade Allure is available in AWD with a CVT only. Allure models are priced from \$38,490.

The 4008 is the latest model in Peugeot's line-up to be covered by the Assured Service Plan which already applies to the 308 and 508. Under the ASP, servicing costs are capped at just \$330 a year for three years. As part of Peugeot's dedication to Customer service, the ASP also includes a valet service. And, unlike some other capped price servicing plans, the ASP covers all Business fleet categories and government sales.

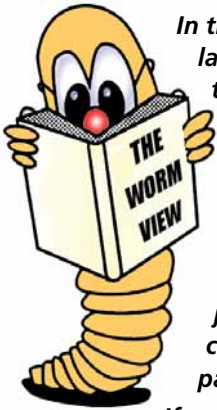
Born out of the PSA Group and Mitsubishi partnership, the 4008 still has a strong personality firmly rooted in the world of the Peugeot Marque.

Peugeot designers wanted not only to emphasize the company's DNA in the design of the car but to also emphasise the car's off-road character by adopting a vertical grille design, the inclusion of body sill protectors and prominent wheel arch protection trims, to accommodate large wheels enhanced by the sophisticated design of the wheel rims.

The interior ambiance is enhanced by the choice of materials, like the soft texture fascia, piano black trim and chrome highlights.

***PEUGEOT 4008 PRICING:**

2.0 Active 2WD manual: \$28,990	2.0 Active 2WD CVT: \$31,490
2.0 Active AWD manual: \$30,990	2.0 Active AWD CVT: \$33,490
2.0 Allure AWD CVT: \$38,490	



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).

An age gone by

Car magazines these days tend to scream at you, but it wasn't always so.

Older club members will remember that in the dim distant past motoring writers were generally educated people who knew how to describe a car and its characteristics without resorting to hyperbole or dreadful puns.

A road test of the 203 in Autocar on June 6, 1951 demonstrates this well. It starts off with a discussion of the car's rarity in England and its successes in long-distance events. Then it proceeds through the car's characteristics in a logical fashion, giving an excellent picture of its features.

But the most interesting thing about the review is the type of language that is used, which is correct and unhurried, but never flashy. Here are a few unconnected passages taken from the text:

"Although only a few examples, mostly belonging to visitors and members of the Diplomatic Corps, are seen in Britain, the Peugeot 203 is a familiar sight in its native France and in several export markets, notably Switzerland and Belgium."

"In construction the Peugeot 203 conforms to the modern trend, having a unit-chassis structure welded up from steel-sheet sections. To the underside of this is attached the mechanical assembly consisting of front suspension with wishbones and a transverse leaf spring, rack and pinion steering, a four-cylinder engine and four-speed gear box, a torque tube drive and a rear axle with vertical coil springs."

"The car can be run in urban areas smoothly and quietly on third gear with a



Early 404s leave Sochaux on the way to salerooms around the world. This pic came courtesy of Guy Nollean in Paris, who is now recovering from his hip replacement.

very acceptable capacity for acceleration and hill-climbing up to about 55 m.p.h., and when the long, straight open road lies ahead, a simple movement of the steering column gear lever engages the overdrive top gear, which provides sustained cruising at 60/68 m.p.h. with a most satisfactory absence of fuss and noise."

"The engine is exceptionally smooth and the special nature of its design allows it to run eagerly up to high revolutions in a way which is rather unexpected in a family car of sober appearance."

"On the geared-up top, main road gradients can be stormed with little loss of speed, but if the car is pulled down by a severe gradient it is desirable to change down early in order to maintain the cruising speed, and for steep corners it is best to make a quick drop into second, a move which calls for no particular skill."

"The driver cannot see the wing on the opposite side without leaning forward and there are generous radii at the corners of the windscreen which, while they contribute to the strength of the structure, do slightly restrict the range of vision, sideways and upwards."

"Head lamps on the car tested were fitted with the regulation yellow French bulbs, on the merits of which opinions vary, but there was no doubt about the efficiency of the lamps themselves."

"The layout of mechanical components under the bonnet is among the neatest seen on any car which has been Road Tested since the war."

"The luggage locker provides space for two good-sized suitcases, plus some smaller items on a platform erected over the spare wheel, this arrangement permitting the wheel to be withdrawn without unloading the luggage."

Words from another time.



Racing Peugeots

I am planning to write an article for Torque about the great Peugeot pedaller of the 1950s and '60s Bob Holden.

If you have pictures or memories of Bob and his racing 203 and 403, please contact me. (The above pic does not show Bob Holden's 203, by the way. It's Bob Bitoft's car, at Caversham in Perth.)

Paul Watson



Keep your cool

As I wrote in the April Worm View column, I have been trying for a long time to solve a problem with the heater in my 403.

It worked well – too well at times. But it never stopped heating. More than 10 years ago I had the heater tap replaced with another second-hand one, which is not an easy job, but the result was no improvement.

I have put up with this problem for 10 summers or more and this year I decided to track down the cause.

First of all I got Glenn Vagg to make absolutely sure that the tap was turning off as far as it possibly could. No improvement.

Then, working on the theory that the hot water might be entering the heater from the outlet, I crimped off the rubber outlet hose. No improvement.

Then I noticed that the inlet hose and the metal section of the outlet hose were touching, so I got a new length of hose and made sure they did not touch. No improvement.

Then I crimped off the inlet hose between the firewall and the heater. That did the trick, but it didn't explain why water was getting into the heater when the tap was turned off.

Meanwhile, Glenn had been studying the workings of a heater tap and came up with two possible explanations.

First, he saw that if the tap was dismantled, the shaft could be replaced 180 degrees away from its proper location. This would mean that off was on. And the tap doesn't need to be very far on before letting water pass through.

Second, he pointed out that if you have the heater control set so that it turns fully off, it is not possible to turn all the way on. There is a slight amount of movement left, but the heater control on the dash

does not have enough travel to push the tap fully closed.

Putting these two discoveries together, he reasoned that the tap on my car had been pulled apart then put back together wrongly, meaning that when it was apparently fully off it was really fully on. Then, add in the fact that the dashboard control could not turn the tap fully on, which in my case is fully off, and you can see that whatever position the heater control was in, it could not ever completely stop the flow of hot water into the heater.

The answer was simple enough: adjust the cable so that it closes fully, then remember that the heater control on the dash works in reverse.

While searching for the answer to my heater problem, I discovered that there were two types of 403B sold in Australia: standard and deluxe. Mine is a deluxe, I guess, but Mike Jolley tells me that as a young man about town he owned the standard model, without the heater. His parents bought him a heater for his 21st birthday and had it fitted by Regans. Recently I was given an old Wheels Road Tests magazine, which quoted the price of the standard model as £1278. The deluxe, with heater, cost £24/10 more, which was a large investment in those days.



Can anyone identify the 203 (or the wooden bird) in this picture?

Worm Weekend

You will see elsewhere in this issue that plans for the Worm Weekend in South Australia are well under way. We will be staying in Adelaide and visiting the Birdwood Motor Museum. There will be a chance to meet members of the SA club and the Club Automobile Francais as it will include a cavalcade to the SA French Car Day. The weekend is open to all Peugeots, so make your booking now.



May Club Meeting

Held at Chateau Peugeot on Fri 4 May.

President Murray Knight welcomed members, new members Lex Dawson and his son Alex. He also welcomed the guest speaker Chris Freethy from Vicroads.

Apologies. Todd knight, Lance and Elaine Guttridge, Paul Watson, Mike jolly, Stan Boyle, Joan Hoey, Ian Bennier, Doug Brockfield, Chris Powell. Lael Lea.

Minutes of the previous meeting as published in Torque be recorded as true and accurate, moved John Marriott, seconded Greg park, Carried.

Matters Arising. Planning is in hand for the Bastille Dinner at the Club Rooms on Sat 14 July. Planning is well advanced for the 2013 Easter Pageant to be held at Wodonga. This event marks the 40th Anniversary of the first joint function of the NSW and Vic Peugeot Clubs.

Secretary's Report. A letter was sent to the VDC proposing that the PCCV lease for the Club Rooms be extended and proposed some general terms for the financial aspect of the lease.

An acknowledgement of this letter has been received from the VDC.

New Members are Bruce Shearer, 406 Coupe; Duncan Grant, 403; Lex Dawson and son Alex, 306 Cab.

Treasurers Report; General Account \$5,796.26, Cash Reserve \$8,483.56, Petty Cash \$150, Term deposit unchanged.

Event Secretary's Report. The Petite Voyage to Flinders organised by David and Carol Jenkins was a great success with some 18 car attending. Highlights of the day were the visit to the Bluestone Lane vineyard and the tasting of a number of French style wines as well as a great lunch at the Flinders Pub followed by gigantic vanilla slices.

The AOMC/RACV Classic Car day at Flemington Racecourse was an amazing event as it incorporated Club Concourses by MG, Austin Healey and Mercedes Benz as well as a great display of Rolls Royce cars. The Peugeot Club display won best on the day and John Marriott with his Black 403 won best post was European car.

Up coming events are; Sun 20 May, Voyage Petite to Redesdale; Fri 1 June, Club Meeting, Performance Ignition Services; Fri 6 July, Club Meeting, Sam Tran, automotive after market audio, communications and security systems; Sun 8 July, Voyage Petite, Lavender Tea Rooms Bunyip to Noojee for lunch.

Guest Speaker. President Murray Knight invited Mr Christopher Freethy Senior Road Safety Manager at Vicroads to make a presentation on the Graduated Learner Driver system and the L2P program to assist young people without access to a vehicle and/or a supervising driver to obtain their Drivers Licence.

Chris gave an extensive presentation and responded to questions from members.

Competition Events. Ray Garrad outlined upcoming competition events as listed in the calendar and Peter Kerr reminded members of the Fiat Club motorkhana.

Glad Fish presented trophies for a past motorkhana.

Merchandise. Milton Grant reminded Members of the availability of warm Scarves and Jackets now that winter has arrived as well as Peugeot window stickers and dome badges.

May Committee Meeting

Held Chateau Peugeot May 14, 2012.

Present: Murray Knight, John Marriott, Lael Lea, Ray Garrad, Greg Park, Ben Park, and Tim Farmilo. Paul Watson and Milton Grant by phone hook-up.

Apologies: Todd Knight, Peter Kerr, Nick Wright, Allan Horsley, David Jenkins,

Business Arising: Worm Weekend – The dates for the proposed Worm Weekend incorporating the SA French Car Day are October 19 - 22.

Bastille Day – decided not to proceed with the night.

Web site – Kathryn has resigned her position as Web master. She and Denis are forwarding the current site details to Peter Cusworth who is redesigning the site.

Club Nights entertainment – Don Kinsey for August?

Merchandise – Clubs from other States are eager for us to order on their behalf.

George Woods – Glad has agreed to run the event.

2013 Redex Re-run - some discussion on the event, but decided that we would convene a special meeting with Graham to discuss this further. Pageant 2013 also to be discussed at this meeting.

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

Treasurer's Report: Tim presented the report in Nick's absence. General Account \$5,796.26, Term Deposit Account \$204,842.16, Cash Reserve Account \$8,483.56, Petty Cash \$150.00. Accounts for payment: Mike Farnworth (postage)

\$475.86; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing) \$1,192.40; Telstra (Mobile phone bill) \$68.42; Norcal Café (May Pre-Meeting meal and supper) \$142.50; VDC (April Rent) \$523.03.

Accounts presented: Pakenham Trophy Supplies (VMC4 2012—Trophies) \$289.00; Pakenham Auto Club (VMC4 2012 - Club Car hire: \$10; Venue Hire: \$295; Share of Profits: \$82) Total \$387.00; Telstra (White Pages Listing – reworded) \$22.00.

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

Still waiting for payment for a number of Torque advertisers: Peugeotparts.

Events report: See events pages.

Volunteers are required for the club's VMC motorkhana and DECA events - contact Ray if you can assist.

Greg Park suggested that when the report is given at the meeting, it would be good to promote what the events are about and which people and cars can participate.

Greg also reinforced the need for good articles to be written about the motorsport events for publication in Torque.

CAMS: Letter from CAMS regarding updating the Safety First strategy and OHS policies. Further information to follow over the coming months.

Merchandise General Business: Chasing up water bottles at the moment.

General Business: Meal before the meeting: Meal before the meeting not to be catered, but the option to be given for people to bring their own from 7.00pm. Supper to still be provided.

Car on display: Lael suggested that we have a vehicle on display in the foyer each meeting night so that people look over it. Different vehicle to be nominated for each meeting.

Potential sponsorship: EPD have contacted us about sponsorship. Tim to follow-up. Greg also mentioned Howard Mackey Motors are keen to do some sponsorship with us. Greg to follow-up.

Lease with the VDC – VDC will be discussing this following a letter sent to them. We need to be vigilant about switching everything off at the end of our meetings. The last meeting a couple of things were left on.

Next Committee Meeting is Monday June 11.



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- 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.
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- 203 PEUGEOT 1948-1960 By Fabian Sabates (French)
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- GUIDE PEUGEOT By Daniel Puiouboube (French)
- LA 404 PEUGEOT by Dominique Pagneux
- USA ROAD & TRACK ON PEUGEOT 1955 - 1986.
- PEUGEOT TOUTE L'HISTOIRE by Pierre Dumont (French)
- HISTORY OF PEUGEOT From Torque magazine.
- PEUGEOT SOUS LE SIGNE DU LION by Pierre Dumont. (French)

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Cars for sale

505 Executive 1985 Silver with black leather interior. 2.2 Litre injected ,3 speed auto, power windows, power steering, air conditioning, central locking, sunroof, mag wheels. low 68,000 km. Peugeot CD player Major service including cam belt done recently,new Pirelli tyres less than 100 km All service records included This car is as new in every way and has won trophies at the Sydney All French Day on several occasions, Formally owned by John Hunt & Ted De Lissa. Engine No 1781003 VIN- VF3551A84F1781003 NSW Registration BWP 38Y Price \$ 9,900 ono Contact Brian Jubb 02 9602 9591 or jubbbrrian@yahoo.com.au for photos Car located in Padstow, Sydney.

505 SRD Turbo manual, 1983, blue, 15in factory alloy wheels, almost new front tyres and very good rear tyres, rebuilt injection pump and injectors and a new timing chain 15,000 km ago, good low km gearbox fitted 20,000 km ago. 550,000km, unreg, VF3551A4601560110. \$2,500 ono Contact Callum (Healesville) 0409 338 620

505 Executive auto, 1984, efi, 15in factory alloy wheels with good tyres, unreg, excellent blue velour interior, no rips or wear marks. VF3551A84F1767429. \$800 ono Contact Callum (Healesville) 0409 338 620

404 ute, 1970, with canopy, suit restoration, 2L on gas, new outer sill panels and new clutch come with car, Eng no. 7438719. \$1,000 ono Contact Callum (Healesville) 0409 338 620

404 sedan, 1965, restored 2002 for a variety club bash, black and white as like police car, 2L, tyres 80% tread, driving lights , uhf radio, floor shift gear change, BA7 gearbox, boosted drum brakes, many extras including flashing light and pa speaker sirens on the roof, terratrip, second set of wheels with rally tyres 50%. Comes with REDEX3 number plates but is currently unregistered. Eng no. 4426527. \$6,000 ono Contact Callum (Healesville) 0409 338 620

Free to good home. 403 station wagon, body no 2865102. Lots of spares thrown in. Talk to Ian. 03 5143 0885.

Car wanted

505 Gti Wagon: I have damaged the front of our lovely series 2 wagon and would like to find a replacement for it. It is our regular family car so we are looking for a nice one. Tim and Naomi Hall, 0400 079 302, hall.timothy.w@edumail.vic.gov.au

How to place 'Sales Torque' advertisements

The best way to place your ad in Torque is to EMAIL it to paulandnola@inet.net.au Or you can lodge your ad by PHONE or TEXT on 0427 203 206 9am-8pm. If you prefer snail MAIL, forward your ad to PAUL WATSON, PO Box 876, Torquay Vic 3228.

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

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

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

Parts for sale

505 SRD turbo rebuilt fuel injection pump, currently still on car VF3551A4601482179 I also think the injectors have been rebuilt as well, injectors are the type held in place by a clamp and 2 bolts. Comes with a rather sad 505. \$600 Contact Callum (Healesville) 0409 338 620

203 covir (complete blinker switch), 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. 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.

Parts wanted

Override for the bumper bar on my 403, which was damaged in a collision. Good condition is essential. If you can help please contact Nic on 0414 403 306.

Set of tan door trims for 604. Contact Don O'Regan 0267938643 or 0428 938628

Wheel nuts to suit Dunlop alloy wheels for 504. Require a full set of 16 nuts to suit 504/505 studs. (I have 20 nuts for these wheels to suit 604 studs) Warwick 0412 394 452 or warwick@regscom.com.au

Interior right hand rear door panel for 1976 504 LTI Black and tan (apricot) Please contact: Greg Luke 0418397071 or 97361433



24 Hours of LeMons race

Those crazy Americans! It's hard to follow what's going on from their blogs, but it seems in Loudon, New Hampshire, they run a madcap 24 hour LeMons race. A team of two 405 Mi16s featured taking out Class C (whatever that is).

Check out the team's website <http://punishergp.com/>





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