

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



july 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

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Ph. 8711 4050 (H), 0411 240 818
tfarmilo@optusnet.com.au

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Ph. 5944 3821, nwright@netspace.net.au

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

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

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

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

CH Permits: John Marriott Ph. 9428 3074

General Committee:

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

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

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

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

Ben Park – pugv8_504@hotmail.com

NON COMMITTEE POSITIONS

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

Library:

Alan Banks – Ph. 9716 2406 (H)

Scorer:

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

Temporary webmaster: Peter Cusworth
Ph. 0409 797 023, pcusworth@bigpond.com

PCCV LIFE MEMBERS

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

REGISTERS

Worm Register:

203: vacant

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

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

1-2-304 Register:

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

TECHNICAL ADVISORS

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

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

• Most models up to 1988

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

• 203, 403, 404, 205 & 405

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

• 406

Lance Guttridge, Ph 03 5622 2666 (H)

• Electricals

David Isherwood, Ph. 98733342 (H)

• Diesel Models

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

PCCV REGIONAL CONTACTS

Gippsland: Lance Guttridge 5622 2666

North Vic: Milton Grant 5824 2324

West Vic: Graham Lewis 5244 2070

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

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

TORQUE PRODUCTION DEADLINES

Deadline for the next issue is: **MONDAY 16 JULY.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 25 JULY** 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

Photo taken by Phil Torode at the International Peugeot Meeting in Germany in May 2012.

The 1938 model 402 Éclipse was presented at IPM2012 by Thomas Schalberger, President, Amicale Peugeot Deutschland, but we believe it is owned by and was restored for Peugeot Deutschland.



COMING EVENTS



Alain Ingis' 205 on the dirt 'Pon Mings' 15km from the tip of Cape York.

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

Peugeot Car Club of Victoria JULY 2012

PCCV Calendar

* = See event info in this issue

JULY

Fri 6	Club Meeting and BYO Dinner*
Sun 8	Voyage Petite – West Gippsland Gourmet Tour*
Sat 14	Workshope Visit, Ian Tait Engines*
Mon 16	Torque 0812 Deadline
Tue 17	4 States Desert Trip returns
Wed 25	Torque wrapping
Sun 29	Voyage Petite and Fiat Eco Drive from Glen Waverley*

AUGUST

Fri 3	Club Meeting and BYO Dinner. Presentation: All Trans, Car Audio, Visual and Security
Sat 11	Milton's Meander to Shep* 205 Get Together, Shepparton*
Sun 12	PCCV @ DECA, Shepparton*
Sun 26	Voyage Petite, Central Victoria

SEPTEMBER

Fri 7	Club Meeting and BYO Dinner. Presentation: Weber Carburettors.
Sun 16	Voyage Petite

Other events

Sat 14 Jul	Motorkhana Bendigo HSCCV VMC5
Sun 15 Jul	Interclub Hillclimb, Rob Roy
Sat 21 Jul	Twilight Hillclimb, Boisdale M&DCC.
Sat 21 Jul	Experts (rally) TRE, Heathcote.
Sat 21 Jul	Twilight Autocross, Maffra, MADCC.
Sat 4 Aug	Rover Scout Novice Rally, Murrindindi.
Sun 5 Aug	VMC motorkhana, Mt Gambier

July Club Meeting

Friday 6 July

Guest Speaker this month will be Don Kinsey AM who will give an address covering his 15 years as an engineer, a lifetime in motor sport, both as a competitor and a commentator; his 20 odd years at Radio Station 3DB, then his time at Channel 7 and his many, many years associated with the Royal Children's Hospital.

Members are encouraged to BYO dinner before the meeting and enjoy the fellowship of other members. The oven and microwave at the club rooms are available for use.

Voyage Petite –

West Gippsland Gourmet Tour

Sunday 8 July

The Gourmet Tour will commence at the Lady Lavender's Tea Rooms, 3085 Princes Highway Bunyip, (Melway X912 S6), 3.8 km past Gumbuya Park, at 10am for a sumptuous morning tea (\$10).

We will then travel on some terrific roads and via quaint rural villages including Neerim South to the Ada River Vineyard for a taste of some very special Gippsland wines.

Revitalised, we travel on via Neerim, Nayook and Piedmont to the Outback Restaurant at Noojee for a hearty lunch and the pleasures of a huge log fire.

This event has been planned by Lance and Elaine Guttridge.

For further information and to assist with organisation please call, text or email Allan Horsley, 0419 634 043 or allan.horsley@bigpond.com

Workshop Visit – Ian Tate Engines

Sat 14 July

When: 09:30. Where: 31 Metropolitan Ave. Blackburn.

A must for those technically or historically minded. Ian is well remembered as an integral party of the Harry Firth HDT. He took over the business when Harry retired. Ian is a passionate contributor to the historic racing scene and has driven many famous cars including; Maybach, Maserati 8C & 250F, Lago Talbot, Ford GT40, the Dan Gurney Westlake Eagle. ERA RA1 and he owns the Ian Mountain Peugeot Special (unfortunately away having the chassis re-built).

Ian does work on a wide range of cars and is renowned for building excellent engines. For those wishing to come please register with Peter Kerr, 9890 1816, by Wed 11 July.

Fiat Eco-Drive & Voyage Petite

Sunday 29 July

The Fiat Club has again invited us to their Eco-Drive. The previous three events have combined easy navigating, fascinating roads, quick results, bonhomie and some unusual views of the Dandenongs and nearby Gippsland. Come and enjoy the course as a voyage petit using the event navigation or your own, or join in the fuel frugality with your best concentration, sneaky free wheeling and your lightest right foot. The conclusion of the event at Pakenham La Porchetta will be full of good food, friendly rivalry and some ingenious explanations why someone else used less fuel than you did.

BOI PERFORMANCE - EcoDrive
BITS OF ITALY

Promoted by – Fiat Car Club of Victoria Inc.

Sunday 29th July 2012

Carbon Tax

CO₂ Carbon Dioxide

Meeting Point: Subway – Brandon Park, in Shell forecourt (71-C8)
 Breakfast available from 7:30am
 Event registration from 8:00am to 9:00am
 Invitations available from www.fiatclub.org.au
 15 Classes on offer for various engine capacities and fuel types
 Vintage and pre 1965 vehicles departing from 9:00am
 Remainder of the field departing from 9:30am
 Course distance less than 120kms all on sealed roads
 Referenced and plotted from Melways

\$5 Entry per vehicle

Finish in Pakenham at LaPorchetta around midday
 A great family morning out!

Any further enquiries contact Bill on 0412 814 855



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

DECA Weekend at Shepparton

205 get together

Saturday 11 August

This year's DECA is a bit special in that there will be an informal get together of 205s and their owners the day before. We are expecting a good roll up of 205s from Victoria and NSW and maybe further afield.

The 205 event will start with a public display at the new Shepparton Motor Museum. Later in the morning the group will head to Euroa for lunch followed by a drive through the Strathbogie Ranges then back to Shepparton. There will also be a pre event get together on Friday evening for people arriving earlier.

On top of this Milton will be organising his Milton's Meander, open to all Peugeots, starting near Melbourne and finishing at the Shepparton Motor Museum. Both groups will meet up for dinner at the Terminus Hotel on Saturday evening, Cheap accommodation is available at the Hotel.

On Sunday everyone will be taking part, helping out, or watching the motorsport, this will wind up by mid afternoon.

Direct queries to Graham Wallis, 0429 939619 or ewal7731@bigpond.net.au



Milton's Meander

Saturday 11 August

Time has rolled again for our day at DECA which means I'm once again having a bit of a Meander on the Saturday. This year we will be having a stop at a community market and a look at a new motor museum. We will be meeting at Cooper St BP, once again, (Melways 181 D11) at 9.00am for 9.30 start. The Meander will end in Shepparton a short couple of hours from Melbourne. I have booked at the Terminus Hotel for tea Saturday night. So even if you can't stay for DECA on Sunday, think about a meal before you head home.

Milton Grant

PCCV @ DECA

Sunday 12 August

This year's DECA motorsport day will be held on the 12th of August at the Driver Education Centre of Australia's Wanganui Rd complex in Shepparton. The usual timed laps, skid pan tests and other timed events around the complex will be run.

The day will comprise "Speed" and "Non-Speed" sections.

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 "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 entry fee 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.



A Stark 205 on the circuit at DECA.

Events Report

from Ray Garrad

The June calendar was full of sporting events. However I only have one report. If you competed please send a report to the Editor, Peter and your results to the scorer, Glad.

The PCCV round of the Victorian Motorkhana Championship was run on 17th June. See Glad's article.

Have you tried an Autocross?

Autocross is defined by CAMS as a speed event on dirt and less than 2km in length. We compete with only the driver in the car and the track is defined by tyres, trees, banks or tape. Road cars can compete and there are 2 classes for road vehicles. Cars do not require roll over protection to compete, many cars however do have rollover protection for personal safety.

This form of racing makes the perfect introduction to rallying. Some events are run in twilight. Adding darkness makes the racing more interesting as lighting and knowing the track can start to come into play.

This is excellent family, club level racing. There is a round of the Victorian Club Autocross Series run every month. Next event is 21st July at Maffra. See calendar for other dates.

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



COMING EVENTS

NSW club's Sydney Backyard Trip

Aug 27 to Sept 1

DAY 1 Mon 27th August

The Oaks to Wombeyan Caves 162 Km 4½ hr. Thirlmere Lakes, Mt Gibraltar, Wollondilly L'out. ACCOM: 6 Cabins, 2 br Cottage, Camping.

DAY 2 Tues 28th August

Wombeyan Caves to Yerranderie 147 Km 5¼ hr. Taralga, Range Fire Trail, Mt Werong Camp, Dinner BBQ. ACCOM: 3br Cott, 6 br Post Office residence, Camping.

DAY 3 Wed 29th August

Yerranderie to Jenolan Caves 163 Km 5½ hr. Tarlo Forest Rd, Ginkin, Bicent. Nat. Trail, Kanangra Walls. ACCOM: Jenolan Cabins: x 6 DINNER: Caves House.

DAY 4 Thurs 30 August

Jenolan Caves to Newnes 177 Km 3¾ hr. Oberon, Tarana, Lake Lyell, Rydal, Portland, Wallerawang. ACCOM: 3 Cabins, Caravan, Camp Dinner: Pizza

DAY 5 Fri 31st August

Newnes to Mt Wilson 188 Km 5½ hr. Blackfellows Hand Track, Glow Worm Tunnel, Mt Irvine. ACCOM: 3 br Teachers house and School, min. camping.

DAY 6 Sat 1st Sept

Mt Wilson to Windsor 138 Km 3¾ hr. Bilpin, Mountain Lagoon, T3 Lookout, Upper Colo, Wheeney Creek, Bellbird Lookout FINISH about Mid A'noon. Accom; There is a lot of choice, from modern cabins and/or renovated cottages, to basic accomod, & camping.

Expressions of interest contact:
Bruce Knowling 02 4739 8372
brucek@jista.com.au

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 (Mon-Sun) Mobile. 0400 494 561
Email. jkcarns@bigpond.net.au

Worm Weekend and SA French Car Day

October 20-21



We look like having a good roll-up for the Worm Weekend, to be held in conjunction with the South Australian French Car Day in October.

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.

Some accommodation for the Saturday and Sunday nights has been booked at Glenunga and the Saturday night presentation dinner will be held at Parkside, which is 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 be something casual near the motel, 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. Any Peugeot is acceptable and they will be made most welcome. The owner of a vintage Pug is planning to bring his car along.

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 (08) 8338 3822 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@inet.net.au

NSW's Pug-Along 2012

10-18 November

We are unable to hold the Roxby Downs Pug-Along this year as there is a lack of accommodation in Roxby Downs due to a 2 month shutdown.

We did consider other options, Wilpena Pound was looking good but it is extremely expensive, even for a group

booking, so after thinking long and hard we've come to the conclusion that we'll have a shorter PUG-ALONG somewhere up the north coast of NSW.

At this stage we have not determined the complete route but the timing will be the same.

For more info, contact Don and Roslyn Pearson: (h) 02 4946 7538, (m) 0419 126 704, bikecomm@bigpond.com.au.



Presidential torque

G'Day...



There is an old saying – any publicity is good publicity. However, I would doubt if Messrs Peugeot and the chiefs at Peugeot Automobiles Australia would agree.

Over the past 20 – 25 years, a fair proportion of the motoring journalists have had a real “dig” at various Peugeot models that have been released onto the market here in Australia.

Strangely, the two models which have copped more than their fair share of criticism have both been runaway winners of the Car of the Year Awards in Europe, namely the 405 and the 307.

In truth, we probably need to go back to the days of the venerable 504 to regularly see good press with headlines such as – “Driving around Australia? If you must – do it in a Peugeot!”

The 205, particularly the GTI version, received reasonable press, the 306 was

passable at best, despite it being voted the best small car in 1994 by RACV/ NRMA. The 206 and 406 ranges didn’t excite the journo’s and the 407 which has polarised even the Peugeot fraternity, was totally unloved by the press. But ask the people who have driven the 407 for any length of time, most of us love them.

Where am I going with all this you ask? Well maybe, just maybe, the tide is turning.

Whilst the 4007 didn’t excite the masses, the 3008 has received generally good reviews and the 508 continues to receive positive press. All the journalists that I have spoken to over the past 12 months have all had good things to say about the model.

Peugeot’s latest offering, the 4008 has also been received favourably and, having driven both the manual and automatic versions over the past week, I can see why.

Forward reports on the new 208, due in September, have also been good. Now all we need is for these positive reviews to be translated into increased sales.

Murray

WELCOME

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

Kelly Anderson – Junior

Jackson Slattery – Junior

Where are our radios?

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



Peugeot Pageant

WODONGA, VICTORIA

Easter 2013



The Pageant will be held in Wodonga from Friday 29 March to Monday 1 April 2013 with the opportunity to come early and leave late.

Activities will be centred on the Stagecoach Motel, Ph. 02 6024 3044 and adjacent Wodonga Caravan and Cabin Park, Melbourne Rd Wodonga, Ph. 02 6024 2598, where special rates have been arranged.

The Event Registrar is Tim Farmilo – email: tfarmilo@optusnet.com.au – Mob: 0411 240 818.



The Editor's Desktop

Accompanying this month's magazine is your new 2012/2013 PCCV desk calendar.

Many thanks to those of you who sent your photos in for this calendar, which focussed on Peugeot utes, wagons and commercial vehicles. We tried to feature members cars and a range of models and body types.

We start off with Alastair Inglis' 203 Styleside Ute. Of course Alastair resides in the UK, but the ute lives here.

I have some good photos left over which I will use in future issues of Torque, so don't feel peeved if your photo is not in the calendar. Good to have a supply of quality photos.

In preparation for my upcoming trip to Europe, I have started work on the August and September Torques already. Thanks to a number of members, particularly Paul Watson, I have been able to get some pages underway to save me having to spend too much time putting Torque together during our trip.

I hope you have been enjoying Russell Hall's Australian Peugeot history articles? We can all appreciate the amount of research that Russell has done to uncover a history of Peugeots in Australia that I think has never been told in such detail in other publications. His part 3 installment will either be in August or September Torque.

Peter

PCCV website

The club website has been updated and tweaked ahead of a larger revamp later in the year. There are updated articles and photos and the latest event info from Torque is also there.

If you haven't been there lately, go to www.pccv.org

July Torque – brought to you by these members

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

Paul Watson, Allan Horsley, Murray Knight, Mark Besley, Milton Grant, Tim Farmilo, Peter Cusworth, Phil Torode, Peter Kerr, Ray Garrad, Glad Fish, Neil Beddoe, Callum Odell, Doug Brockfield, Richard Abey, Trevor Thomas, Fran Myring and Peter Wilson.

Facom tools sold

The Club Peugeot UK's cheap Facom tools have been snapped up and members should be receiving their parcels in the mail soon.

There was a bit of a delay with orders because Alastair Inglis, who organised the sale for us, has had a bad back. But he is now recovering well.

Our thanks go to Alastair, who edits the CPUK magazine, for his good work on our behalf.

Paul Watson

60th Anniversary Redex Rerun 2013

The 2013 60th Anniversary Redex Rerun will start in Maitland on the 12th of May and take four weeks to travel to Townsville, Darwin, Alice Springs, then back through SA and Vic to Canberra before finishing in Sydney.

The event will be run as a tour of the original route, modified in order to maximise interest for the entrants.

There will be some low key competition in the form of Motorkhanas, Economy Runs etc. but these will be standalone events and there will be no scoring for the overall event, the plan being for a relaxed time for all involved.

The event is open to any 203 or 403 and we presently have a good number of 203 owners intending to enter. Other makes of car from the 1950s and later model Peugeot entries will be subject to the approval of the organising committee.

We are concentrating on visiting the smaller towns this time, an easier time for the cars and drivers being out of the traffic and we will get plenty of interest and assistance from the smaller rural communities.

There will be chances every now and again to venture into the more remote areas for those who are keen, but the basic route will be on bitumen the whole way.

Enquiries should be directed to Graham Wallis 0429 939619 or ewal7731@bigpond.net.au





Correspondence

Forked

Rob Cherry wrote of cracked clutch forks in March Torque. Failure is caused by lack of lubrication where the clutch fork rotates on the ball. Bruce Tayler wrote of this years ago and he lamented the lack of lubrication during

normal vehicle service. Bruce designed and made a long spout oil can to spray oil as best you could through the hole in the bell housing. Not ideal as you were working blind, but only a small amount on the ball was enough to avoid stress on the fork.

It is also important and easy to grease the ball and fork during assembly.

Trevor Thomas

A Champion

In April Torque, Paul Watson showed a photo of a Studebaker Champion at Wynyard, Tasmania. I can go one better. Here's a pic of a soft top version of the model, and towing a caravan to boot!!

Certainly a DIY version, by the look of it. Not the prettiest vehicle on the road, you'll have to agree, but no doubt the owner loves it. Note the whitewall tyres.

Doug Brockfield



A model display

On the 10th of June, I helped a friend out at the model railway exhibition at Brandon Park. I have a reasonable collection of 1/87th scale Peugeots so I thought it would be good to set them up

on the small model railway layout I was operating for the day. The photo above got a good response from the public, especially the children. I thought it may cause some amusement.

Callum Odell



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



Pug pedaller from Perth

Readers may remember that Bob Pinkerton had alternator problems with his 407 Rwagon when he came across to race his open wheeler, 403 powered Pug at Phillip Island a few months ago (see photo on page 23). After getting the problem fixed, he left the race car in Victoria, and returned to the West.

He left home to return for the Winton Historic meeting on May 26/27. After his first overnight at Madura Pass, he left at dawn and had an altercation with a roo at 110kph. The roo's legs hit the number plate and bumper, then made a decent mess of the bonnet as it sailed over the steeply raked windscreen.

Bob sent me a text advising of the problem, saying the the bonnet was "untidy", but he was continuing on, still on schedule. At a fuel stop in Penong, a bystander said to Bob... " I can fix that , so that it looks somewhat better." Bob declined the offer, but the guy went ahead anyway. It did look better, said Bob, but a few kays down the road... oops... the bonnet skin flew off and disappeared into the scrub. Unperturbed, the intrepid Pug traveller continued on to Port Augusta.

He arrived at our place in Milawa the next day with a rather sad looking Peugeot. As you can see, the bonnet is only a thin skin over an interesting looking template. The car still ran as normal, but Bob was aware that a policeman may not take too kindly to the condition of the car if he saw it and was in a grumpy mood. After two days racing at Winton, Bob bought some clear plastic and covered the front of the car to reduce the "look", before heading West again on the Monday, towing the race car. At last contact that night he was in Port Augusta without encountering any problems with the boys in blue.

Whilst staying with us for a couple of days, he and I visited the Wangaratta airfield to see a DC3 land. It was liveried in original TAA signage and was on a tour with members of the TAA 25 Club. Bob spoke with the captain, who he knew in London many years earlier when both worked for Cathay Pacific. Bob had 14 years with that airline, as well as 28 years at QANTAS as an aviation engineer.

No doubt Bob will venture over the Nullarbor again next year, but hopefully without any dramas with his 407.

Postscript. Inspection shows more damage than first thought. Broken electric fan, air con condensor, radiator plus mounts, support for grill, headlight, washers broken, etc, bonnet hinges stretched. Bob now advises that parts alone will be around \$9,600!! All up repair cost yet to be determined. It doesn't pay to mess with kangaroos. Thankfully Bob's car is insured.

Doug Brockfield



RFDS Rally

On Sunday 3 June, we attended the start of this year's Royal Flying Doctor Service car rally at Yarrowonga. About 100 cars of all types and descriptions, touring (?) for 7 days and finishing in Townsville. My cousin from Dubbo had his EH Holden in the event, hence our attendance. His vehicle has done 10 of these events.

We were thrilled to see two 504s entered, both looking resplendant and ready to cope with any challenges thrown at them. Note the rear facing serious looking air horns on car 504.

Doug Brockfield



Inappropriate plates



Peter Wilson sent us this one from the recent British and European Day in Sydney.



Toyota to share?

Toyota is talking to the Peugeot group about making commercial vehicles at the French carmaker's Sevelnord plant, Nicolas Sarkozy let slip before his defeat in the presidential election.

The future of the plant is assured, he told local newspaper La Voix du Nord.

Questions over the future of the plant arose when Peugeot said its van partnership with Fiat would lapse in 2017.

From Bloomberg

A Pug in one shot

So that's why people take up the sport! A golfer in Borneo scored his third hole-in-one in his career during a local senior open tournament and won a new Peugeot 207 from the sponsor.

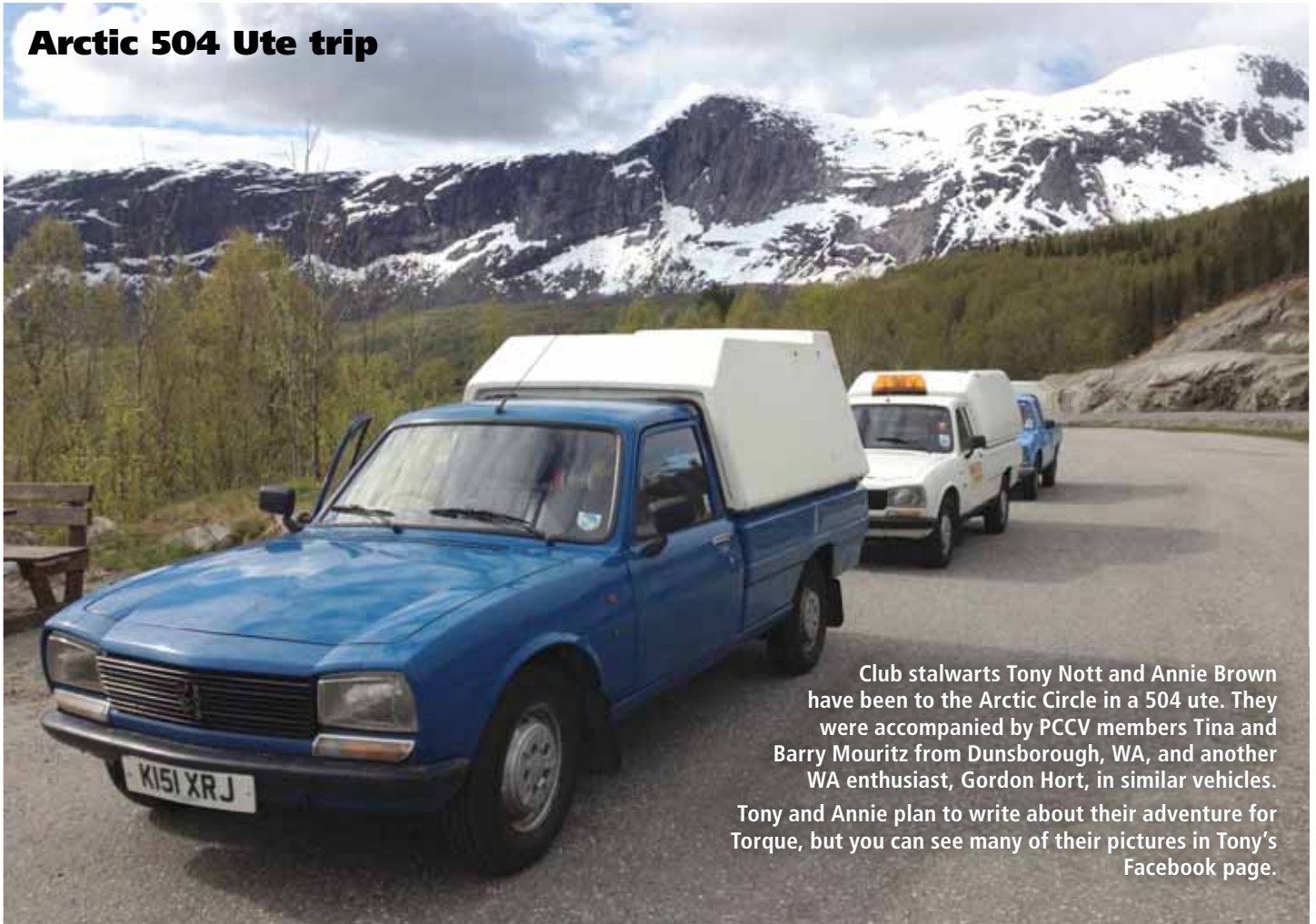
Tan See Boo holed his tee shot at the par three 15th hole.

From the East Malaysia Daily Express



This is Thomas Campbell, aged 6. As you can see, he is a boy of discernment and taste, happily reading through an old copy of Torque. But there is a story behind the picture. Thomas is the son of Scott and Sandra Campbell, who live near Ballarat, where they have two sheds housing an impressive collection of early Holdens. They have modern Holdens too. And a Holden FJ pinball machine, among other Holden ephemera. They don't know what to do about Thomas and his interest in Pugs. But we can see he's on the right track.

Arctic 504 Ute trip



Club stalwarts Tony Nott and Annie Brown have been to the Arctic Circle in a 504 ute. They were accompanied by PCCV members Tina and Barry Mouritz from Dunsborough, WA, and another WA enthusiast, Gordon Hort, in similar vehicles. Tony and Annie plan to write about their adventure for Torque, but you can see many of their pictures in Tony's Facebook page.



Team Brock 405 for sale

One of the three Team Brock Mi16s that ran in the 1992 Bathurst 12-hour race is for sale.

The white car with blue, yellow, black and red racing stripes comes with a CAMS logbook, documentation and race photos. Some spares are included, as are RACE 25 number plates.

It is car 25. The others were 05 and 45. It seems likely that Peter Brock was supposed to drive 05 (his personal race number) but 45 turned out to be quicker, and he shared that car with Neil Crompton and Herald-Sun motoring writer Paul Gover.

The local cars were built up at Brock's Melbourne workshops, using a British Touring Car Championship car as a model.

Crompton's father, Colin, who lives near Ballarat, would drive one of the 405s to and from the Brock workshop each day, trying to get more kilometres under its belt.

Experts say the Peugeots were also driven from Melbourne to Bathurst for the race but had not covered enough kilometres to free up the engines by the time the race started. They were no match for Citroen BX16s, which had travelled up to 10,000km further and were not so tight in the engine. (BX16s used the same 16-valve engine as the Mi16.)

Brock's 45 car was placed 14th with 235 laps, but the BX16 of Peter McLeod, Peter Dane and Peter Janson was eighth, completing 238 laps.

The 05 car, driven by Peter McKay, Ian Luff and Bob Jennings, was 29th, with 223 laps, but 25 did not finish the race, completing only 27 laps.

The race was won by the Mazda RX7 of Charlie O'Brien, Garry Waldon and Mark Gibbs, who completed 254 laps.

Three laps behind was the BMW M5 of Neville Crichton, Alan Jones and Tony



Longhurst, with the Saab 9000 CSS of Colin Bond, Glenn Seton and Ken Mathews one lap behind in third place.

Car 25 is advertised in Sales Torque, along with another interesting Pug, a 404 cabriolet that is ready for restoration..

PS: A poster showing the 1992 Brock Peugeot team was advertised on eBay recently, with a starting price of \$96.

Paul Watson



Car 25 photographed at the French Car Festival some years ago.

PCCV MERCHANDISE

WINTER SALE

20% OFF



Fleecy scarfs with Lion logo available in black, blue or red. Just the thing to keep those chilly winds at bay –
NOW \$12



Fleecy lined jackets with detachable draw string hood and sleeves which turns the jacket into a very smart vest.
Sizes Small to XL3
NOW \$48



Shower proof Peugeot jacket.
Sizes Small to XL3.
NOW \$45



Cosy warm Peugeot beanie.
NOW \$8

To purchase contact Milton Grant (details pg 3) or see him at the meeting.



Peugeot 301 is a third world child

This is Peugeot's new entry-level sedan, the 301, designed for customers on hatchback incomes with sedan aspirations - and who still see European cars as 'classier' than Asian brands, be they Japanese, Korean or Chinese.

But it's the list of countries where the 301 will be released after its official debut at the Paris auto show in September that really defines the new Pug's target market.

Turkey, central and eastern Europe, Russia, the Ukraine, Greece, the Middle East, Gulf and African States and certain Latin American markets.

No right-hand drive version is planned for the near future.

So, the 301 is, first and foremost, a third world child, a car for emerging markets - and Peugeot expects it to become one of the company's best sellers worldwide.

That means keeping the price down while providing plenty of relatively inexpensive 'luxury' features - something the Koreans in particular have made into an art form.

It's been built tough to stand up to extreme conditions - heat, cold and bad roads - and is large for its segment at 4.44 metres overall, on a 2,65-metre wheelbase. Peugeot claims that it has best-in-class rear-seat space, and a best-in-class boot volume at 506 litres.

The 301 is also designed to accept a wide range of safety equipment, including anti-lock braking, emergency brake assist an electronic stability programme and as many as four airbags - which is not to say that all of the above will be fitted for every market.

What will be standard kit, however, are electronic air conditioning, an MP3 audio system with Bluetooth hands-free kit and USB connection, remote boot opening and rear parking sensors - see paragraph four, above.



The new Peugeot 301 sedan we are not likely to see in Australia.

Motorvation

301 cabin is neat and tidy, if a little low-rent.

The new Peugeot will be available with a choice of one diesel and two petrol engines, starting with the new, 52kW, three-cylinder 1.2Vti, driving through either a manual or EGC (electronic gearbox control) transmission.

The 301 is in fact only the second car in the Peugeot range, after the 208, to get one of the company's new range of cleaner, greener, three-cylinder turbopetrol engines.

The proven 68kW 1.6 HDi turbodiesel will be available only with a manual gearbox, while the range-topping, 85kW 1.6 VTi will come with a choice of manual or automatic transmission.

The 301 will be built in Vigo in Spain, and says Peugeot, follows in the wheel-tracks of sedans such as the iconic 404, the 504 and the 305.

Hmmm, we say; the first-named in particular will be a hard act to follow.

By IOL Motoring



Number up for Peugeot

PEUGEOT is to abandon the progressive numbering system it has used to name its cars for more than 80 years.

Instead, the next generation of models from the French company will carry the same names as they do now, all ending in the suffix 8.

It means that when the 107 city car is replaced in the next few years it will be the last of the current Peugeot line up to be renamed.

After that, replacements for the likes of the 308 hatchbacks and 508 saloons will keep their names.

The Peugeot numbering system began in 1929 with the 201 which at the time was the company research team's 201st project.

Since then it has evolved to spawn a family of cars with the first number indicating the class of car, the central zero being the Peugeot trademark and the last figure representing the generation of the vehicle.

More recently a double zero has been used in the middle to designate larger models such as the 3008 crossover and the 5008 MPV.

The name change also sees the arrival of a new range of Peugeot models ending in the digit 1 which will be used to identify vehicles developed for emerging markets.

It is unlikely any of the 1 badged cars, such as the recently announced 301, will be sold here, with our future Peugeots retaining 8 as the final number.



Peugeot's new model hits the spot

Peter Wilson

Australia's latest rising star international model provided a bright note for Peugeot last month as it faced the news of a big dip in sales figures for May.

Sydney-raised Cheyenne Tozzi, 23, 5ft 8in, blue-eyed and gorgeous, arrived in her home town for a series of photo shoots, to see her actress big sister, Tahyna, and to work on her new album (she also sings) at the waterside ranch.

Gushed gossip columnist Jo Casamento in the Sun-Herald under the headline of Living the dream: "[Sutherland] Shire girl Cheyenne Tozzi seems to have it all.

"Tozzi has really been living the it-girl life. She has made a home in Spain and spent the past few months flying around the globe shooting for titles including Vogue Mexico and Marie Claire Spain.

"Fresh off the plane with boyfriend Tyson Mullane in tow [she] flew in to a bundle of goodies, literally. Including a sleek new ride from, Peugeot – worth a cool \$54,000.

"Nice work if you can get it."



The Sunday readers saw from the photo that Cheyenne's ride for her time in town was a gleaming black Peugeot RCZ and she did her bit by being seen and photographed in the Pug, and sending a snap to her thousands of twitter followers.

It was a smart bit of brand building in a big-selling newspaper, right on target for the women's demographic that Peugeot Automobiles Australia knows could be interested in buying its cars.

They could be the same smart young things who bought a recent Cosmopolitan magazine and read that the latest crop of trendy hunks had arrived at the Bachelor of the Year party in Peugeot 4008s.

However, in writing about Cheyenne's wheels, Jo Casamento missed the part of the story that was a real public relations



Sunnies, sneakers and a new RCZ: Cheyenne stops by the Daily Telegraph for a Facebook gig.

couple for Peugeot's new PR, Jaedene Hudson – Cheyenne had previously been the Face of Lexus.

She was a favourite of photographers at the 2008 Sydney Motor Show and they loved the way she posed casually and flirted with the lenses in and near the glamorous new convertible. Top Gear Australia vowed she could make a living as a social butterfly and the Daily Telegraph got revved up about her step up from driving her mum's ute around the place.

Peugeot almost had a similar PR kidnap triumph nearly 10 years ago when Fergie's sister, Jane Luedecke, was doing the celebrity and social smooching for Peugeot Concessionaires Australia.

Jane was at the polo, which Peugeot sponsored, in a then new 206 CC and Deborah Hutton said hi and sat beside her in the car for a chat.

Suddenly it dawned on Deborah, the TV face of Holden, where she was and she excused herself quickly from the "wrong Lion" before the paparazzi caught her.

These days, Peugeot is investing in the modern brand awareness aids such as Facebook and Twitter, recently offering its

cool followers in the social media freebies such as a loaner Peugeot 4008 plus a petrol voucher.

Everything is needed in a rapidly changing and more competitive market Peugeot sales fell in May to 337 units, down 144 on the previous May and the second lowest month this year, according to official industry figures. Buyers could be holding out for June sale bargains Peugeot trailed Volvo (530) and Renault (420) to reach a year-to-date count of 2,021 new registrations, or 251 down on the same period last year.

The three-month average, the statistic that helps lower industry blood pressures after a month like May, was a healthier 451 Peugeots, or 46 Pugs down on the same period last year.

Like Renault, Citroën had a good month – its second best this year – with sales of 150 units.

The Peugeot picture is still uneven. While some dealers were shaking hands with buyers and filling their sales quotas, some were not as happy and there was also the big gap with Sydney two dealerships down.



Lexus to Peugeot: Cheyenne won round in a coupé coup.



The 208 due in Australia in October.

The other problem is in models.

There is awareness that the Peugeot 208 has been launched and feted – it made the French top ten in April – but the launch ritual means that Australia will not see it until motor show time in October.

Potential buyers could be holding off for the new model or for the 207 when it is down to run-out prices.

Although the 207 has been Peugeot's money spinner internationally and its global top-seller in 2010, last year it showed it dating when trumped for that place by the ancient Peugeot 405/Pars in its latest Iranian incarnation, 305,000 to 285,000.



Surprisingly, Peugeot's highest selling model for 2011 was the Iranian built Peugeot 405/Pars with 305,000 sales.

The Peugeot 308 has been updated to the point where its stop-start fuel-miser system is being termed "semi-hybrid" and has steady sales, but nothing like those of the lesser 307 that it replaced.

A former neighbour is in raptures about a 308 Touring that replaced a T-boned 307 but does not represent the market trend.

Ron Hammerton reported on goauto.com.au that SUVs have ousted small cars as Australia's favourite form of transport, with 121,638 SUVs sold in the first five months of 2012, compared with 100,334 small hatchbacks and sedans,

SUV sales have jumped 56.6 per cent year-on-year. In May, the Toyota Prada was most in demand, with 1,900 sales, while the new Mazda CX-5 topped the medium SUV segment with 1,680.

over its ASX cousin than the 4007 had over the Outlander.

Meanwhile, national sales soared to a new May high of 80,069 units and one in five vehicles sold in Australia was a Toyota, according to VFACTS.

The most popular model was the Toyota Hi-Lux for the second successive month, reflecting the catch-up after the Japanese earthquake's effect on production. With 4,626 units, it beat the Mazda3 (3,288) and Corolla (3,155).

Crystal-Encrusted RCZ

We have never heard of the British TV show 'The Only Way is Essex, but apparently there is a pair of girls on the show that love to live in excess, namely Billi Muchlow and Cara Kilbey. We have also never heard of the 'Essex vajazzle,' but after a quick Google search weren't disappointed. You should do the same. In any case, these TOWIE gals have vajazzled the heck out of a silver Peugeot RCZ and affixed over 81,000 crystals to the French coupe.

CarBuzz.com



81,000 crystals on this Peugeot RCZ. More Diamond Jubilee celebrations in the UK?





IPM 2012

International Peugeot Meeting 2012

As readers will know, Phil Torode and Ros King recently attended the International Peugeot Meeting in Lahnstein, Germany.

Here are some of Phil's pictures, with his captions and comments.

There were some great cars there and you can see more of Phil's 150-plus pictures by going to

<http://s1205.photobucket.com/albums/bb435/a205phil/IPM%202012#!cpZZ1QQtppZZ24>.



Ros with a 1939 Peugeot 402B packed ready for a vacation.



Above: This 403 Cab has an unusual grill. It was listed as a 403/7 Confort. What does /7 Confort mean?



This 172 Peugeot is the closest I've seen to Gordon Miller's 172.



The 172 was towed to IPM2012 behind a 203.

Right: Phil and Ros haming it up at the meeting. Melanie Hippler on the right is from Saarbrucken Germany Peugeot – she organised this IPM event. Beside her in vertical stripes is Ian Loubser from Sth Africa. He drove a 305 1985. We featured his 505 Dangel in Torque a few months ago.





A nice mix of models in the car park.



This scooter is a 1956 model Peugeot scooter owned by Peugeot Deutschland in Saarbrücken's motor scooter sales division. Peugeot scooters were one of the sponsors for IPM2012



The Swedish Orange 504 diesel came from the north of Sweden, it's really a 505 in a 504, Anders Pettersson spent ages looking for this particular car, it had to be an original ORANGE 504, sorry about the b&w pic.





motorkhana manoeuvres

Ben Park, 2nd in the Junior category



Text: Glad Fish

Photos: Neil Beddoe & Peter Cusworth



Setting up another test at the Pakenham Council Offices car park.



A line of specials wait for their next test.

Peugeot Car Club and Pakenham Auto Club were to jointly run a Victorian Motorkhana Championship event on Sunday 17th June in Pakenham. Unfortunately the PAC's motorsport ground in McGregor Road is extremely wet at the moment and unusable for competition. Fortunately Cardinia Shire came to the rescue. The car parks at the shire offices were made available for the day.

From 10am till 4pm on Sunday the Cardinia Shire offices car park was like a carnival ground, with orange cones marking the tests, marshals in fluorescent vests directing traffic, and bright blue administration and catering tents adding to the carnival atmosphere.

The fifty-one competitors included males and females and ranged in age from 12 to 70 years old, all competing at the same level. They came from all over Victoria with a variety of vehicles. There were open-wheeler motorkhana specials and numerous standard road cars. Minis (Cooper S and Moke), Peugeot 205s & 405s, Austin Healey Sprites, Mazda MX5s, Renault Clios, Nissan Pulsar, Golf, Corolla, Hondas, Ford Laser & Fiesta, Datsun 1600, Subaru WRX, BMW, and the biggest car was the Holden Commodore.

The visiting competitors were amazed at the picturesque venue at the top of the hill, surrounded by magnificent green parklands.

The Confederation of Australian Motorsport and the Victorian Motorkhana Panel as well as Pakenham Auto Club and Peugeot Car Club were grateful to the Cardinia Shire Council for making this facility available.

Peugeot Car Club members all obtained good results. They finished in outright places in this order. 2nd Class A, Peter Cusworth; 2nd Class J, Ben Park; 2nd Class C, Nigel Beddoe; 3rd Class J, Mitch Garrad; 6th Class J, Jackson Slattery; 6th Class M, Nick Wright; 9th Class J, Jemima Beddoe.

Also from PCCV were the usual band of hard working officials. Thank you David Isherwood, Steward; Greg Park, Scrutineer; Murray Knight & Bill Hamilton, Timekeepers; Mitch Garrad, book-in, and Ray Garrad for directing an excellent event.

By 5 pm the event was over, the competitors had gone home, the organisers had packed up, and once again the area was just a boring old car park.



Jemima Beddoe negotiates a test with dad, Nigel accompanying.

PCCV RESULTS	Car	Total time	O/R place	Class place	Cat* place
Peter Cusworth	205 Si	219.93	9	2 A	
Ben Park	205	261.53	25	9 A	2 J
Nigel Beddoe	405 Mi16	261.73	26	2 C	4 N
Mitch Garrad	205 Si	276.35	34	11 A	3 J
Jackson Slattery	205	310.80	43	13 A	6 J
Nick Wright	205 Si	350.01	48	14 A	7 M
Jemima Beddoe	405 Mi16	466.92	51	7 C	9 J

* J= Junior, N= Novice, M= Masters



Peter Cusworth driving the only non red Peugeot.



Nigel Beddoe giving his 405 Mi16 a good workout.



12 year old Jackson Slattery competing in his first motorkhana in the Park's 205. Peter Cusworth accompanied Jackson and was most impressed with his driving and the fact he got through all tests with no WDs.



Nick Wright getting a little sideways on the wet bitumen surface.

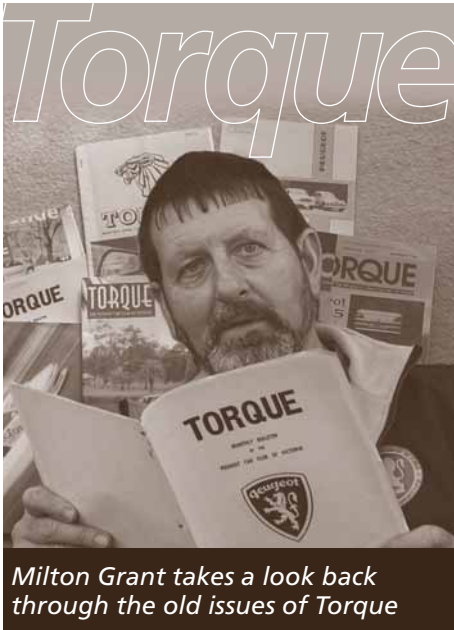


Above & below: Mitch Garrad drove well again, complete with GoPro camera mounted on the roof.



Competitors enjoyed a nice view from the Pakenham venue.





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

TORQUE JULY 1972

Barry Peterson made comment in his Hon Secretary Annual report that since he sold his "land crab" and replaced with a '61 403, he has been co-opted to the committee, elected secretary and honoured with the Clubman award. Barry had also overseen the change of meeting place from the State Theatre to Kerr St and to the Theatre at the Camberwell Civic Centre.

Among the new members was one John Wright with a 403A and Philip McCure with a 404 ute with a question raised was this the first new member coming in with a ute only.

There was quite a lot from CAMS including a notice to the effect that any rally or trial is to avoid the Shire of Broadford until further notice due to the shire taking a very dim view of motorsport through their forests. Also the Forests Commission had stated that Upper Bunyip Rd between Mt Beenak and Learmonth's Creek Rd was also out of bounds. The regulations for the 1972 Touring Car Championship, Rally Championship and Manufacturers' Championship plus registration forms for the first two were available for 40c plus post and packaging.

FOR SALE: 4 x Bridgestone racing tyres 550/650 x 15 on 5" rims - suit 203, 403 or 404 slightly used \$80. Good complete '63 404 engine \$150.

TORQUE JULY 1982

The club had enjoyed socially over the last twelve months, six party nights from Bastille Day to Fergusson's winery and the annual adult Christmas Party.



Bastille Day celebrations at Mont de Lancy historic homestead at Wandin in July 2002.



Three film nights and Barry Humphries live. Six Family outings including Werribee Park, Ten Pin Bowling and Ice skating. A football match and a tennis tournament, and three week-ends away Snow Skiing, Water skiing and the Challenge of Clubs. (Phew)!

Rob Cherry was pleased that his efforts to revive the Concours had bared fruit with Nick Wright providing a perpetual trophy that Mike and Lyn Farnworth had taken out with their 504 from Kevin Bellinger also with a 504.

The Automotive Mechanical Engineers (inc) in their journal had a write up on the 504 GLD with a glowing report and a comment that even though the 504 had been around since the early 70s it would still be a working asset in the year 2000. (I think they even under estimated the life of these great cars, having had one chase me down the Bourke and Wills Track on a recent Voyage Petite).

FOR SALE: Made to measure roll-bars and tow bars. 2 x 504 front strut inserts, 2 x 504 Monroe Wylie shockers, good condition, offers. 504 gearbox with new bearings, needs to be reset on factory jig. \$250.

TORQUE JULY 1992

Give a technical consultant from Castrol will give a demonstration of brake fluid testing for fluid depreciation and have a few comments on radiator anti-corrosion inhibitors.

22 members had taken the time to have a go at the Club Motorkhana day at Rockbank and although first was Michael Barber in a Nissan, Murray Knight, Philta

and Nick Wright were right on his hammer in 404s which were probably at least 20 years older than the Nissan.

Technical Torque had items that included getting your 404 to idle and de rattling a 504, 404 bonnet hinges and temperature warning light for a 504.

FOR SALE: '79 604 reg Mitchies, MUST sell to pay UNI fees (dead broke) all offers considered, wonderful car, please, please call. '70 404 goes well but needs some welding \$800 ONO.

TORQUE JULY 2002

The Club had received an invitation to help celebrate Bastille day at Mont de Lancy Wandin, a homestead with strong French connections.

There were three articles on Peugeots as my first car, one Gordon Miller had reprinted from a book called "Neither a Saint or a Sinner" the biography of Albert Trinca, a Melbourne medico and surgeon whose first car was a 7 H.P. twin cylinder Peugeot. The second Tony Howman's life with Peugeots and Phillip Bromley from PCCNSW's Pugilist with his first Peugeot, a 202 sedan.

There were 9 changes to the Rules of Incorporation that had been published and to be voted on at a special meeting before the Annual Meeting to be held in August.

Torque Steer wrote about the effects of exhaust modifications in modern cars.

Technical Torque had articles on worm oil and adverse effects on clutch thrust bearings.

FOR SALE: 403 Ute, 1960, great project, always had a covered tray, complete, garaged 25 years \$500. 403B wagon, 1963, white complete car GC for age requires some restoration. Comes with original handbooks. Selling due to work commitments interstate. All offers considered.



PCCV member profile

Frank Myring

Frank joined the club six years after meeting the founding president, Tas Smith. He spent his working life as a teacher. He has a long association with Peugeots and is still an active club member.



Name: Frank Myring

Where you were born: Springvale Bush Nursing Hospital.

Age: 76.

Where you live: Mount Evelyn.

Occupation: Retired teacher.

Favourite movie: High Society (see next question), Midnight in Paris.

Favourite song or piece of music: I loved going to concerts: Louis Armstrong, Ella Fitzgerald, Duke Ellington, Count Basie, Nat 'King' Cole (including with his early trio), Frank Sinatra, Peggy Lee, Oscar Peterson, Benny Goodman etc.

Favourite spectator sport: I'm not a spectator. I played cricket and badminton into my 60s. My wife and I enjoy lawn bowls and dancing.

Types of motorsport you watch or compete in: I still remember the Australian Grand Prix at Albert Park (admission five shillings donation).

Favourite holiday destination: Anywhere in Australia.

Hobbies: Gardening, 'tinkering'.

The person you'd most like to meet: My great-grandfather, who came to Australia in the early 1850s and established a brewery in Castlemaine.

Something we don't know about you: I spent my early school years (grades 1 to 8) on a World War I soldier settlement block near Hawkesdale. Air-raid trenches were our 'playground'.

When you joined the club: Not until 1961. But in 1955 PCCV founding president Tas Smith visited my school at Springfield, near Romsey in his work as an insurance rep. He saw my 1949 203 and tried to 'sell' me on PCCV membership.

Any committee positions held (past or present): General committee.

Other car clubs you belong to: PIARC many years ago, none currently.

Your all-time favourite Peugeot: Probably late 404.

Your all-time favourite non-Peugeot car: I find British sports cars attractive (Jag XKs, Healeys, Triumph TRs, Swallow Doretti, Jowett Jupiter, Morgan, etc).

Your thoughts on modern Peugeots versus older models: When motoring, the KISS principle has its virtues.

First car you drove: Dad's 1939 Chev, then his 1952 Humber Snipe, in which I did my licence test at the Exhibition Building.

First car you owned: 203, first registered January 1950, rego OZ 520.

First Peugeot you drove: As above.

Other Peugeots (not including your current collection): 1954 203A, 1957 203C (rego GPW288), 1952 203 ute, 1963 404 sedan (my first new car), 1967 404 'family' wagon, 1975 504 sedan, 1976 504 wagon.

Cars currently own: 1964 403 sedan, ivory colour. Purchased new by a lady employed by Canada Cycle & Motor Co. She lived in Dorothy Avenue, Glenhuntly, close to where I lived while attending Toorak Teachers College.



Frank's 403 at Port Welshpool on a club run.



Barwon Park visit

Wednesday June 20

Text & photos: Paul Watson

Main photo: Richard Abey

Twenty members gathered at Geelong's Sailor's Rest in preparation for the visit to the great Victorian mansion Barwon Park, at Winchelsea. It was good to catch up with the club's oldest member, John Biviano, who was at Geelong to catch up with people and see us on our way.

The trip to Winchelsea was uneventful and when we arrived we were surprised to see a Citroen DS already there. This belongs to PCCV member Ian Duffy, who lives at Camperdown and is having his 404 restored there. Ian and Sue Seymour, the owners of our Napoleons motorkhana ground, also made the trip and it was great to catch up with them. Our guide at Barwon Park was Mick O'Mara, an old friend and teaching colleague of Mike Jolley's. Mick told us the history of the Austin family, who were descendants of a convict. They took up a huge parcel of land around Winchelsea and became incredibly rich on their fertile land during the gold rush, when a soaring population meant that food was in high demand.

Being a sporting chap, Thomas Austin introduced game from Britain to provide targets for their guns, and shot all



Rabbits still feature in the mansion.

but six of the rabbits they imported. Unfortunately those six proved to be good breeders and led to the rabbit problem that has plagued Australia ever since.

Thomas and his wife, Elizabeth, had 13 children so they needed a large house, which is what they built, with stone from local basalt.

Soon after the housewarming ball in 1871 Thomas died and Elizabeth stayed on in the huge house with its 25 servants. Before she died in 1910 she founded the Austin Hospital in Heidelberg and supported many local causes.



Elizabeth Austin's bed.

On her death the property was sold to the Batson family and when the last Batson died 35 years ago, he bequeathed it to the National Trust.

Apart from its huge dimensions, the house is notable for its beautiful fittings and furniture, much of which is from the original Austin collection.

After about 90 minutes of gazing in awe at the magnificence of Barwon Park we headed off to lunch in Winchelsea. This was slightly less successful, as the staff, despite having been told three times that we would be coming, were not prepared for a group of 20 people arriving at once. As a result, some of us had to wait more than an hour for meals to arrive. But this gave us a chance to discuss the wonders of Barwon Park and everyone showed great patience.

On the way home, some of us detoured via Inverleigh for coffee, and decided that the pub there would be a great venue for our next outing.



The formal dining room.





208's Touch Screen wins award

The large 7-inch touch screen on Peugeot's all-new 208 has been awarded the Comfort Innovation of the Year award at the Automotive Interiors Expo.

Fitted as standard on all 208 models coming to Australia, the single interface groups together functions that were previously separate: radio, music, navigation, trip computer, vehicle configurations setting such as those for interior mood lighting, rear wiper linked to reverse gear, etc.

This interface offers the user continuity between their vehicle and their personal or professional life.

By making use of the jack, USB or Bluetooth connectivity, the 208 can be matched up with a portable device (telephone, tablet, multimedia player) allowing control of it from the screen or the steering mounted controls to play music or display images stored on it, or receive or make calls.

Taking smart to a new level, the mobile phone shares contact details with the navigation system, allowing guided navigation towards addresses saved in the list of contacts.

The prize is also a reward for the new generation of Peugeot Connect Apps connects services which applications have been developed to simplify the motorist's everyday life. They now have access to very useful and up to date information: Fuel prices, availability of parking spaces, traffic conditions and weather etc.

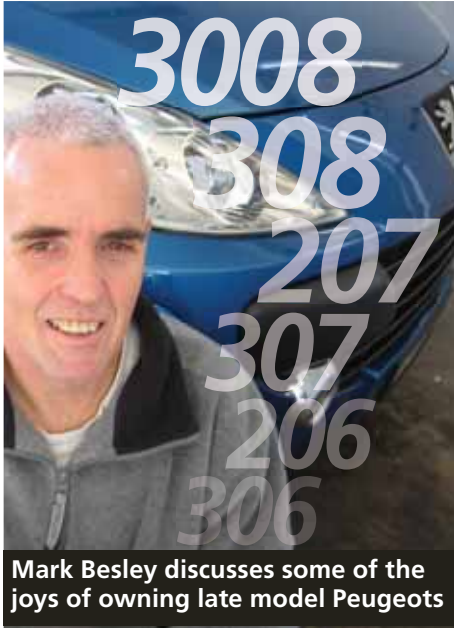
The award was given to the 208 by a jury made up of international and influential motoring journalists as part of the Automotive Interiors Expo. Held in Stuttgart at the same time as the Automotive Testing Expo, Engine Expo and Vehicle Dynamics Expo, the exhibition brings together motor industry professionals from around the world.

The 208 will go on sale in Australia in October.

Pricing and equipment levels will be announced closer to that time.



Bob Pinkerton, from WA, in his 403 engined Peugeot Special at the Phillip Island historic races recently. Photo from Brian Ward.



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

More on Oil

I had some feedback regarding my comments about oils last month. It seems that there are big price variations around the country for the Total Quartz INEO ECS 5W30 oil that I discussed. I had noted that "this oil is available through the Peugeot Dealer network and some other outlets", but even "over the counter" prices at Peugeot Dealer spare parts departments seem to vary widely, with prices quoted ranging from somewhat below to significantly above the recommended price as quoted by Peugeot Automobiles Australia.

It is not always easy to obtain this oil outside the Peugeot dealer network, and one comment I found amusing was "a Sydney distributor I contacted at the same time was unable to help me, saying that 'Peugeot had just bought my entire stock'". Purchasing the oil on its own is only useful if you are going to be changing it yourself. If you're getting your Peugeot serviced at a dealer, then it is normal for the oil, oil filter and other parts to be supplied and charged for as part of the total service cost.



So what happens if you are able to purchase the oil for a much lower price than your local dealer's service department are charging? Do you have the option to hand them a container of oil and request that they use it and not charge you for oil? If so, the saving could be as much as \$50 judging from the prices that I have been quoted. Or would this be treated in the same way as bringing your own bottle of wine to a fully licensed restaurant? Perhaps your service bill would have a significant "BYO" charge added to the total.

It is disappointing when I hear about excessive charges for things like oil, as I believe that this reflects badly on the Peugeot brand as a whole in Australia. I can imagine people saying things like "I used to own a Peugeot Diesel, wasn't a bad car but it needed some special oil that cost \$120. Bloody French cars, I won't buy one of those again".

The same problem seems to be happening with the special additive that is needed for particulate filter cleaning. Prices I have heard quoted for that have more than tripled since I purchased my 307 HDi. At that rate of increase, and with depreciation pushing down used car values, how long before the additive top-up costs more than the value of the car?

3008 Tail Lights

Thinking back over the many Peugeots I have owned over the years, one task that has usually been simple to perform is replacement of rear globes. With later models, there have generally been some sort of plastic wing nuts that are easily undone allowing removal of the whole tail light assembly. It is then usually a straightforward task to release the plastic clips that hold the assembly together and access the globes.

I had been curious about the 3008 as there are no wing nuts in sight when the tailgate is open, and it was not obvious to me how the tail light assembly and the globes would be accessed. My starting point was to refer to the Owner's Handbook. Open the index - would that be under "globes", "bulbs", "lamps" perhaps? No, nothing listed - I eventually found it under "C" for "Changing".

The instructions seemed simple enough - "Remove the plastic cover", "Remove the two lamp unit fixing nuts", "Extract the lamp unit ...". Still thinking this was a simple job that did not require any tools, I tried to remove the plastic cover by pulling it sideways towards the inside of the car as shown in the diagram in the handbook. After a couple of minutes of struggling, all I succeeded in removing

was a piece of skin from my left index finger.

I then decided to resort to using a screwdriver and take care so as not to break the plastic cover which would probably cost a significant amount of money to replace if broken. I was surprised at the amount of force required to remove the cover which is held by five or six plastic clips. Once the cover was removed, I got another surprise. Rather than the expected wing nuts, I found that the unit was secured by two hexagonal 10mm nuts, and therefore a socket was required to undo them.



Plastic cover needs to be removed in the direction of the arrow.

After undoing the nuts, the process of removing the unit and separating the globe holder was straightforward. The disassembled unit is shown in the picture. The three globes (left to right) are for indicators, reversing and stop/tail light. The latter is a dual-filament globe. Although not obvious in black & white, the indicator and reversing light globes fit into a green filter in the lens part of the unit in order to provide the required yellow and white coloured light when shone through the external red lens. I had noted this in relation to the 307 rear light units in a past article.

The other reason that I removed the unit was to reposition the seal along the top of the plastic cover that I had removed. The seal (circled in the photo) was sitting on top of the plastic cover above it. I had noticed that the one on the other side of the car sat underneath which meant that water running down would be more



Disassembled unit.

likely to be directed towards the outside rather than the inside. So I presumed that the left side one was wrong and repositioned the seal underneath the plastic when I put the cover back.



Seal on plastic cover

So to summarise, rear globe replacement on a 3008 is not as easy as on earlier models. If you want to be well-prepared, as well as carrying spare globes, you will need to carry a small screwdriver and a 10mm socket. There is another tail light bulb in the tailgate itself. I'll investigate how that is accessed in a future column.



May Voyage Petite

On a very pleasant Sunday morning seventeen Peugeots and their passengers gathered at Oaklands Junction, underneath the northern flight path to Tullamarine Airport.

After inspecting, at very close quarters, the underneath of various landing aircraft and being interrogated by tough looking Australian Federal Police officers to ensure we were not about to ground an aircraft, we set off on a fabulous drive.

Firstly, we sped through the wilds of Wildwood, tremendous roads made for a Sunday drive, only to find the Porsche Club had similar intentions and then onto the main Lancefield road.

At Bolinda we turned back onto good country lanes and travelled onto the Hanging Rock Winery via Kerrie, Heskett and Newham.

Wine tasting was a great experience with a very wide range of local wines on offer.

During the experience we discovered this was Richard Abey's local winery, some people have all the luck.

Fortified, we then travelled via Lancefield and the Burke and Wills track to Redesdale where we had a most enjoyable and modest cost lunch in the brilliant winter sunshine.

After lunch people travelled home on a variety of roads with those travelling via Kyneton having to cope with a not very carefully hidden speed camera.

A great day was had by all.

Allan Horsley

Club Meeting June

Dick O'keefe, Performance Ignition Services.

A car's Ignition System is the 'brains' of the vehicle and unless in good order will not allow the car to reach its full potential, these were the words Dick O'Keefe impressed upon members. Firing the spark plugs at exactly the correct time is the key to good engine performance and economy.

He described the operation of the distributor, of how it provides the required advance of the spark for various engine conditions and the need for it to be in first class condition, particularly the shaft and bearing as well as the points, if it is not an electronic version.

He also pointed out that with older engines designed to operate

on Super leaded petrol there is a need to marginally retard the spark when using unleaded 98 octane petrol, adding that BP, Caltex and Mobil, in his experience gave the best engine performance.

When checking for distributor wear Dick suggested looking at the timing mark with a timing light to see if there is any variation or flicker in the stability of the timing mark, a condition which could indicate shaft or points wear. He also suggested checking the timing on both No1 and No4 cylinders to ensure they are exactly the same. Variations would indicate wear and the need for refurbishment if maximum engine performance is to be achieved.

Cleanliness of the points is crucial as any oil or muck on the points will cause burning and lessen the life of the points.

For Plug Leads, Dick displayed a variety of types making the point that good quality spiral core resistance leads are essential for good performance.

For spark plugs, one range colder often enhances performance and the GT 40 coil gives very good results.

Of interest to rally drivers, Dick impressed on members of the need for the distributor NOT to be sealed, it must be able to breathe and expel the gases generated by the making and breaking of the points.

The conversion to an electronic distributor, with an after market attachment to switch the coil current or to a fully electronic type will produce good and long lasting results.

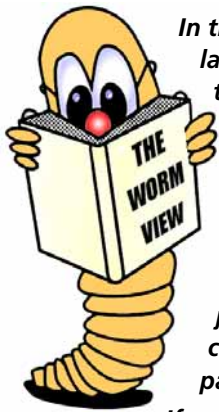
Following his presentation Dick responded to questions and then remained after the meeting closed for in depth discussions with interested members.

The Club is indebted to Dick for an interesting and practical presentation.

Allan Horsley



Murray thanks Dick O'Keefe from Performance Ignition Services for his presentation at the June meeting.



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).

The 1800cc engine IN 404s

There has been some discussion recently about the fitting of the 1800cc engine to new 404s.

A Tasmanian 404 owner claimed his car was made in 1971 and fitted with an 1800cc engine. But his engine number was 5584496. (The last 404, still owned by Regans, has the engine number 5586335.) And from what I can tell about 1800cc engines, they start with a 1, such as 1151050.

I am told that the boss of Renault Australia, Allan Jones, had a 504 engine fitted to his specially built 404 wagon, but the engine number did not match the chassis number so it was not a normal production car.

This wagon was later sold to a woman who had it for 10 years before selling it to Peter Cusworth, who built it up for the 2003 Redex Rerun.

If anyone else can help with more information on this matter, I would be happy to hear about it.

The South African 404GL, sold in the early 1970s, has an 1800cc engine with a floor change and 504 steering wheel (see picture).

I have driven a 404 with an 1800cc engine and I consider it a better option than the two-litre engine.

Paul Watson

404GL in South Africa.



French worms come out to play

The French 203-403 club recently held its AGM in the city of Rodez in the Aveyron region, in the south of France, about 1000km from Paris. There were 100 people in 50 cars. Our Paris correspondent, Guy Nolleau, who recently had a hip replacement and cannot drive reports: "We had a great time with, as expected, too much food and wine ... a nice region with a lot of things to see. The weather was unfortunately not so good, especially on the day of departure. We were passengers in a 203 returning to Paris and drove all the way under the rain without wipers, not unusual for a 203!" There are hundreds of pictures at www.amoureux203-403.com. Click on the logo, then below the pic of lots of Pugs in a parking area, click on the text that says 17 au 20 mai 2012 Assemblée générale à Rodez. Voyez les premières photos.



Dar!mat 203



L'Aventure J7 Van

Decal sets

The decals on 403 and 404 air filters etc are available through Car Classics, whose website is <http://www.carclassic.biz/>. The cost \$US50 plus postage, plus postage.

Car Classics has a range of decals for other makes too, just in case you need something for your Lotus or BMW.





Two 403 problems solved

The resourceful John Wilkinson is always looking for ways to improve his 403. In the past I have written about his fitting of the Jaeger coupler to a standard 403, and his altering the sweep of its windscreen wipers to suit right-hand drive.

Now there are two more Wilkinson ideas that you might like to try. I have, and they both proved successful.

The first is dealing with the cracks that develop in the plastic coating of steering wheels. Generally they do not pose any safety problem but they do look unsightly, especially if the wheel is faded or sun damaged as well.

John's answer is this: get some two-part plastic bumper bar filler, mix it up and fill the cracks. Then sand carefully with wet-and-dry paper.

Finally, spray the wheel in an appropriate grey plastic paint.

Job done, and it looks great.



John's other solution involves the proper location of door rubbers on the trailing edge of the front doors. The factory fitting for these is a piece of folded thin aluminium, which over time loses its ability to hold or falls to pieces.

John used some right-angle aluminium moulding, 15x15mm, cutting it to a length of 530mm.

A section of the face that meets the door has to be removed to allow the aluminium to bend around the door lock and striker fittings. This can be done with an angle grinder, but be very careful.

The aluminium moulding is then bent to



the required shape, and attached with contact adhesive, plus a self-tapper at top and bottom.

The door rubber can then be glued in on two surfaces, giving it plenty of positive location.

I have applied the same fix to my car and it works well.

Because these aluminium mouldings come in lengths of 6 metres, I have quite a bit left over, which I am prepared to pass on at a very acceptable price.

Paul Watson

The Wilkinson method for fitting 403 door rubbers.

Crowing about 203s



Thanks to Mick Fennessy of Koroit, who identified the picture of the 203 and wooden bird in the last issue as having been taken near the windfarm at Codrington, in Victoria's south-west. It seems the 203 belongs to Alexander Sloane of Severnake, although Alexander says it's not his. Anyway, the picture is destined for bigger things, as it will appear on the cover of the French 203-403 club's next magazine.

Wheels within wheels

If you've ever wondered about the difference in offset in the wheels on worm-drive Peugeots, here is the answer. The 203 and 403 are the same, but the 404 is much greater. This is why the track is reduced if you fit 404 wheels to a 203 or 403.





Cars For Sale

Ex-Bathurst 405Mi16. Built by Peugeot Australia and raced in Bathurst 12 hour production race. One of three cars in a team headed by Peter Brock. Car number 25. CAMS logbook documentation and race photos. Buy your own slice of Peugeot motorsport history. VIN: VF315BDF270485151. Engine: 0485151. Complete with custom number plates RACE25. Plenty of spares thrown in. No Reg, no RWC. Priced to sell \$6000. Call John: 0417 408 130 or 03 9734 0876.

404 Cabriolet, manual 1965, Vehicle Ident no 4498346. This car was sold (new) in USA 1965, and is currently under restoration. Many parts have been restored, with the body at the next stage. Many new and second-hand parts included, eg new right-hand drive dashboard, new LH front mudguard, spare windscreen, new front and rear shock absorbers, drop-on hard top etc. Great opportunity for the collector. Full records. Located in Melbourne, \$25,000. Contact Daniel on 03 9428 7270 BH Mon- Fri.

505 Executive 1985 Silver with black leather int. 2.2 Litre injec, 3 spd auto, power windows, power steering, air con, 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 Reg BWP 38Y. \$9200 ono Contact Brian Jubb 02 9602 9591 or jubbbrrian@yahoo.com.au for photos. Car located in Padstow, Sydney.

505 SR 5-speed manual, white with blue trim. Exc orig cond, ideal car for Hank's outback trips. Everything works. Towbar, mudflaps, rear window louvre. 292,000km. Club permit reg 13052H until Feb 2013. RWC. \$3500. Call 5622 2666 or 0409 137 036.

505 GTI Auto Sedan 1986. Reg CRN 624 to July. 223,000km. \$1,350, garaged at Diamond Creek. Deceased estate of Brian Bowen former Factory Manager of Renault Australia who purchased it through Sam Mechkaroff. Great colour. Photos available. Garth Foxwell Mob: 0427 9714 88

203 Wagon 1954. Fully restored Nov 2010 – bare metal respray Deep Maroon. Authentic throughout except for 403 1500cc engine block (original 1290cc block available); handbrake moved to R/H of steering column (like 403 & 404); 504 recliner front seats reupholstered head rests to look like original 203. Fully syncro overdrive manual gearbox. Complete with original full length roof rack and 16" cross-ply whitewall tyres. Also available full set of 15" rims suitable for radials; original valve radio and colour coded dash panel; as well as many spare parts. Original handbook and previous rego papers. Full QLD rego till Nov '12. Rego No. 54-PGT. Would make great business promotional vehicle with roof rack fitted and sign written. Offers around \$20,000. Phone Malcolm 0419 701 924 Sunshine Coast QLD. See Trading Post advert for pictures: <http://www.tradingpost.com.au/Automotive/Classic-Unique-Cars/Vintage-Classic-Cars/AdNumber=TP005283975>

505 SL Wagon 260,000 km. 1986. Auto (3 speed). Silver. Roof rack. Fully repaired and maintained by Peugeot specialist (Justin Fisher on Whitehorse Road). Recent work includes – battery, brake master cylinder, fuel pump, heater fan, gearbox – family car so nothing skimped. A/c and heater work. 4 new tyres. Good motor. Club Rego 14886H – RWC valid from 22nd May. \$2000 ono. Adam - adam@aduki.com.au or 0419 287 176

505 Sedan, 1984, 5 speed Manual STi, dedicated LPG. Silver, Very good condition. Recent timing belt and reconditioned cylinder head, new windscreen, new clutch slave cylinder. 15" GTi Alloy wheels and good tyres, towbar. Gas cylinder retested 12 months ago. Drives exceptionally well. On Club Permit 05507H. \$750 Mike Jolley 5261 9566 or 0411 030 926

306 XTDT hatch manual 1996 white unreg. Body and upholstery excellent. Motor runs rough when starting and blows smoke but then runs OK, excellent compression, fuel pump problem?? Done 266,000km, been serviced regularly, good tyres. Engine No 4002358 \$400 or near offer. Would rather this car go to a new home than just be crushed. Phone Mike 5672 3604 (Inverloch)

How to place 'Sales Torque' ads

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

505 seven seater. 2.2 auto. Blue with cloth interior.

Mechanically and bodywise very good. New starter and alternator. Recent brakes and Michelin tyres. Just serviced with new cam belt, filters, transmission fluid etc. 312,000km. Some spares included. NRJ909, RWC \$3500. John Capovilla, 0407 064 158.

306 HDi manual sedan 2001. VG body and mechanical condition with RWC. 235,000 country kilometres. Cam belt changed at 200,000km. Near new Toyo Teo tyres, brake discs and pads. A great little car with high fuel efficiency and luggage capacity. Only on the market because city traffic and my old knees dictate a need for an auto transmission car. UYA 336. \$5800 ONO. Ivan Washington, phone 5282 5511.

505 GTI S2 PRC Rally car. 2010 VRC, Alpine and BPs. Suit outback rallies 4 x king springs, new shocks & aluminium sump plate. Fab'rai'cations log book cage, Terratrip 303, Terraphone, Wayfinder, RPM harnesses, 4 x light force, 2.25 exhaust, Quaife LSD, 11 x GTI 15" 6 rally + 5 road. S5505 plates if you road register. Eng no 1884979 \$7000 ONO. Simon 0458 555 645.

407SV Sports Touring 2005, 3 litre automatic. 74,000km. Black leather interior, silver duco. \$18,000 or sensible offer. Reg TVC-577. Ph Josh 0414 464 923

505 manual 1982, engine no x1340741x. Bought new as a retirement present by a 65yo and held until his age of 92 before entering a nursing home, northern Vic (no hills). I have added 10,000km for four years and kept up maintenance since. Requires a bottom clutch kit and the steering box is becoming tired. No rust as it was when i bought it. Silver duco is tired - interior/interior lining, carpet and seats front and back is VGC, no evidence of a prang - very straight. Asking \$2500 - it is a good one and I am certainly open to offers--a respray and new tyres, if desired, will return this vehicle to where it belongs. Peter Lorenz 03 5443 1085.

505 GTI 1985. Body: 4 door 5 seat sedan: 3 speed automatic, 280,000 km. CML835. <http://www.carsales.com.au/private/details/peugeot-505-1985-12813334> Antonia Boileau 0431 980 343.

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

405 SRDT diesel wagon. 1996, manual, silver, series 2. High k's but with the help of David Isherwood we replaced the eng with another that has done around 250k and is running really well. Good compression, starts very well. Body, paintwork and interior still in excellent condition. A very economical and handy sized wagon. Currently reg but selling without RWC – needs some bushes and links in front end, rear brake cylinders and an eng mount for RWC. Good tyres (2 new), alloy wheels, lenses all good. Reg HMU078. \$1000. Ph Peter Cusworth 03 9762 5667.

Parts for sale

505 SRD turbo rebuilt fuel inject pump, still on car. 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, \$75. 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.

Wanted

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

Wheel nuts to suit Dunlop alloys 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) Contact: Greg Luke 0418397071 or 97361433



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June Club Meeting

Held at Chateau Peugeot on Fri 1 June President Murray knight welcomed members and the Guest Speaker David O'Keefe from Performance Ignition services. Apologies, Ian Benier, Milton and Noelene Grant, Ray Vorhauer, Ray Garrad, Mike Jolley, Doug Brockfield and Chris Powell. Minutes of the previous meeting as published in Torque be recorded as true and accurate, moved John Marriott, seconded Mike Farnworth, Carried.

Secretary's Report, no correspondence, no new members.

Treasurer's Report, General Cheque Account, \$1,324.89; Cash Reserve, \$5,508.37; Petty Cash, \$150 .

Events Report: See Events pages.

Outback Trip. The President invited Hank Verwoert to make a presentation on the recent Outback 2012 Trip.

Sporting Events: Mitch Garrad on behalf of Ray highlighted the upcoming PCCV VMC at Pakenham on 17 June and DECA on 12 August. Competitors, helpers and officials are needed for both events.

The President invited Dick O'Keefe from Performance Ignition Services to deliver his presentation on the various components of an automotive ignition system.

Dick gave a most comprehensive presentation covering the key aspects of an ignition system. He reminded members that the ignition system is the 'HEART' of the engine and as such must be kept in the very best condition.

Dick responded to the many questions asked by members.

Murray Knight thanked Dick for his presentation and presented him with a Peugeot watch.

General Business: members were reminded to always fill in their Club Plate Log Book as audit processes were in place where by Vicroads or Vicpol may seek to compare a number plate photo from a toll road or speed camera with the log book of a Club Plate car to ensure proper processes are in place.

Hock and Scrounge: a number of items were offered for sale or sought.

Raffle: Peter Cusworth won the first prize.

June Committee Meeting

Held Chateau Peugeot June 11, 2012.

Present: Murray Knight, John Marriott, Todd Knight, Peter Kerr, Nick Wright, Lael Lea, Greg Park and Tim Farmilo. Paul Watson and Milton Grant by phone hook-up.

Apologies: Allan Horsley, David Jenkins, Ben Park, Ray Garrad

Business Arising: Defibrillator – purchase to be deferred to a later date

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

Treasurer's Report: General Account \$1,324.89, Term Deposit Account \$204,842.16, Cash Reserve Account \$5,508.37, Petty Cash \$150 . Accounts

for payment: Mike Farnworth (postage) \$519.88; Peter Cusworth (Torque) \$630 ; LS Gill (Torque Printing and Membership Cards) \$1,628 ; Telstra (Mobile phone bill) \$70.79; Norcal Café (May Pre-Meeting Meal supper) \$52.50; VDC (July Rent) \$523.03.

Accounts Presented: DECA (Venue Hire for August) \$2,650 ; LE Graphics (Door Stickers – Outback) \$77 ; CAMS (Permit Fee DECA) \$720 ; CAMS (Permit Fee VMC) \$250 ; Day3 (Domain Name Licence) \$40 ; Paul Watson (Redex Rerun Cards) \$32.54; Garry & Evelyn Ridgway (Desert Trip booklet printing) \$385 ; Peter Kerr (Replacement Cheques) \$396.38; IB Accounting (Audit Fee) \$330 ; VDC (Telephone Account) \$88 .

Outstanding Invoices: Peugeotparts (Advertising) \$200; WD Burke (2011 & 2012 Memberships) \$140 – issue with bank being followed up.

Correction to last month's report - Pakenham Trophy Supplies (VMC4 2012—Trophies) \$289 ; Pakenham Auto Club (VMC4 2012 - Club Car hire) \$10, should have related to 2011, not 2012.

End of Financial Year – Auditors report for last year was tabled.

A list of Club assets collated so far, was tabled. Some discussion about the missing Club radios. It is a concern that they are not in the office and that no one knows where they are. Paul to send out another email regarding the whereabouts. Notices to be put into the next edition of Torque.

An up to date P&L and Balance Sheet was tabled. The apparent loss is due to prepayments for DECA and 2013 Pageant. Income for these events will not be forthcoming till the next financial year.

Some discussion ensued regarding raising the membership fees at the Annual General Meeting. Looking at a \$3 or \$4 rise at this stage. However, this will be discussed at future committee meetings leading up to the annual meeting, with a final decision to be made at the October committee meeting. The financials to be examined more closely and Nick was asked to present regular updates each meeting to ensure we stay on top of things.

Social Secretary's Report:

Upcoming Events: See events pages.

Club Meeting Nights – July, Don Kinsey. August, All Trans Audio Visual Security. September, Weber Carburettors. October, Auction. November, Meguires. December, suggestions appreciated.

August; Doug Burke is organising a run from Calder Park McDonalds towards Bendigo.

September to November suggestions and organisers needed. Euroa Show and Shine on 7 October - could be used as a dual function/destination.

December: Christmas Party Neil Beddoe's Phillip Island

Mid Week Runs: Suggestions and organisers appreciated for the balance of the year.

Visits: Peter Kerr is looking at a couple of potential visits and we have an invitation to visit Performance Ignition later in the year.

Weekends: Miltons Meander and DECA 11-12 August as well as a 205 reunion being organised by Graham Wallis.

French Car Festival, Adelaide, October 19 to 22; Paul Watson is co-ordinating this trip which was advertised in June Torque. This will be considered to be the Worm Weekend for 2012

Ray Hoey Weekend; may be November, no plans or volunteers yet.

Big Trips: Sunset Country Trip, (Hanks), October 14 to 19, entries open and welcome.

2013: Easter Pageant Wodonga Thursday 28 March to Monday 1 April, Planning well under way.

Redex Rerun, 60th Anniversary 11 May to 6 June, organised by Graham Wallis. Graham has spoken to CAMS about the proposed 'Tour' type event with some competitive sub-events as discussed at the special committee meeting. Costs could also be further reduced with a smaller backup/spares 'truck' with lower fuel consumption.

East West Crossing 14 July to Aug 8, organised by Hank Verwoert

Competition Secretary's Report: No report from Ray.

DECA sprint and motorkhana - 12 August 2012 at Shepparton.

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

Merchandise General Business: Merchandise is slow to move, but we will hang in with what we have and try to sell what we can, and hold off buying new items. Suggestion made that some of the older stock be put into the Club Auction in October.

General Business: Some discussion had around generating more members.

Greg Park asked for clarification of the bonnet strap rule – 1 or 2 bonnet straps in preparation for DECA.

With the re-vamp of the website, it would be good to have a great blurb regarding membership. A video attached might attract people more. Also, an online registration would be good. Lael suggested that we get onto the current site and bring suggestions of changes to the next committee meeting. Thanks to Peter Cusworth for providing some updates to the existing site prior to the new site being launched.

Next Committee Meeting is Monday July 16th.

Worm Drive Differential Oil

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

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Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit Parts Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
VICTORIA					
Ballarat City European	Sales Showroom Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 03 5331 5000
Bayford of South Yarra	Sales Showroom Service Unit	435 Malvern Road 55 Garden Street	SOUTH YARRA SOUTH YARRA	VIC 3141 VIC 3141	03 8290 2888 03 8290 2888
Bendigo European	Service Centre	140-150 High Street	BENDIGO	VIC 3552	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom Service & Parts	406 Victoria Street 562 Swanston Street	NORTH MELBOURNE CARLTON	VIC 3051 VIC 3053	03 9341 4444 03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 51721100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom Service & Parts	295 Whitehorse Road 92 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom Service Parts Unit	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400 07 3253 1440 07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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