

october 2012

# TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA





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## Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

PO Box 403, Nunawading 3131

Telephone 0427 203 206

information@pccv.org

www.pccv.org

### GENERAL MEETINGS

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

### MEMBERSHIP

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

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

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

## COMMITTEE

**President:** Murray Knight

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

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

**Secretary:** Allan Horsley

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

**Treasurer:** Nick Wright  
Ph. 5944 3821, [nwright@netspace.net.au](mailto:nwright@netspace.net.au)

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

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

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

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

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

### General Committee:

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

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

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

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

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

## NON COMMITTEE POSITIONS

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

### Library:

Alan Banks – Ph. 0408 162 406

### Scorer:

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

**Temporary webmaster:** Peter Cusworth  
Ph. 0409 797 023, [pcusworth@bigpond.com](mailto: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](mailto:paulandnola@iinet.net.au)

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

### 1-2-304 Register:

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

## TECHNICAL ADVISORS

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

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

### • Most models up to 1988

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

### • 203, 403, 404, 205 & 405

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

### • 406

Lance Guttridge, Ph 03 5622 2666 (H)

### • Electricals

David Isherwood, Ph. 98733342 (H)

### • Diesel Models

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

## PCCV REGIONAL CONTACTS

**Gippsland:** Lance Guttridge 5622 2666

**North Vic:** Milton Grant 5824 2324

**West Vic:** Graham Lewis 5244 2070

# TORQUE 1012 • OCTOBER 2012 • Vol 53, No.9

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

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

### TORQUE PRODUCTION DEADLINES

**Deadline** for the next issue is: **MONDAY 15 OCTOBER.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 24 OCTOBER** 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 of four Peugeot cabriolets taken by Phil Torode at the International Peugeot Meeting in Germany in May 2012.

Cars are: 204 cabrio (top), 403 cab (left), 302 cab (centre), and 402 cab (right).



# COMING EVENTS



Wayne Burke's 504 ute photographed by Andrew Lesky at the 2012 French Car Festival at Balwyn.



| 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

OCTOBER 2012

## PCCV Calendar

\* = See event info in this issue

© = scores PCCV competition points

### OCTOBER

Fri 5 Club Meeting and Auction\*

Sun 7 Euroa Show and Shine©

13 - 14 Australian Motorkhana Championship, Ipswich Qld©

13 - 17 Murray Sunset Trip\*

18 - 22 Worm Weekend and French Car Festival Adelaide\*

Sat 20 PAC Motorkhana\*©

Sun 21 Autocross VCAS 11 Mafeking Rover Park, Caveat\*

Sat 27 HRA Bagshot Rally Sprint©

### NOVEMBER

Fri 2 Club Annual Meeting – presentation by Phil Torode & Ros King

Sun 11 Slippery Dip, Millgrove\*

16 - 17 Rally Victoria

Sun 18 Voyage Petite, West Gippsland

Sun 18 VMC 9 Werribee©

23 - 25 Ray Hoey Run, based in Traralgon\*

Sun 25 HAC Interclub Motorkhana Lardner Park©

### DECEMBER

Sun 2 Christmas Party Neil Beddoe's property Phillip Island

Fri 7 Club Meeting, Meguires presentation

#### 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

## Club meeting and auction

Friday 5 October

**Grand sale! Grand sale! Grand sale! The annual club auction will be the feature of the October meeting.**

As well as all the bits and pieces that members will bring along to sell, there will be several large-format Peugeot posters, donated to the club by Glenn Vagg.

The posters, covering most models from the 205 to the 607, will have a reserve of just \$2 each.

If you have stuff to sell, you need to fill in a form, as provided in this magazine. Please bring a second copy, for yourself to keep a record of your sales.

Make sure that what you bring along is free of dirt and grease, and get to the clubrooms between 7 and 7.30pm.

Don't forget to come along early for a BYO dinner and chat before the meeting.



## Murray Sunset National Park Club Trip

From Ouyen – 13-17 October



Have you been reading about the PCCV outback trips and thought that you would love to give one a try but don't have the time? Then this trip could be a great opportunity to get a taste without having to do too many modifications to your car. As we will be based in the caravan park and the motel next door in Ouyen, this is a trip where you can arrive or depart from Ouyen at a time to suit yourself. Day trips will be held on Sat. Oct 13th through to Wed. Oct 17th. Melbourne to Ouyen is approximately 440 kms and 5 hours travelling time.

### ACCOMMODATION

**Ouyen Caravan Park** – 10 Calder Hwy. Ph. 5092 1426. Some on-site vans available – not brilliant but ok. **Hilltop Motel** – 20 Calder Hwy. Ph. 5092 1410.

### ELIGIBLE VEHICLES

Any rear wheel drive Peugeot plus two support 4WDs positions are also available. Because we can leave most things back at camp standard suspension and standard tyres will be OK. Very important that each car is fitted with FRONT and REAR towing points (tow bar is sufficient for the rear.) Other necessities are a 12v pump, a tyre gauge, a shovel and any recovery equipment you may have – you will possibly get stuck at some time on the sandy tracks. A fire extinguisher and first aid kit are also a good idea. Please ensure that your car has been serviced and checked over.

A very detailed and useful map – Victorian Deserts Touring Guide, \$12.95. Melbourne Map Centre, East Malvern. Ph 9569 5472.

There will be no entry fee for this trip.

For any further information or to put your name down as a participant please contact Hank Verwoert: Ph. (03) 9783 2718 or email verwoert@netspace.net.au



## COMING EVENTS

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

### **Worm Weekend and SA French Car Day**

**18-24 October**

There is still time to book for the Worm Weekend presentation dinner in Adelaide on October 20. A communication problem meant that this article didn't make the September issue of Torque, so the deadline had been extended from September 30 to October 4. Unless you have booked and paid by then, you won't be able to join us and see the awarding of the Gordon Miller Trophy to this year's worm winner.

The cost is \$40 a head and the two-course meal will be held in the upstairs function room at the Duke of Leicester Hotel, 85 Leicester Street, Parkside, Adelaide, from 6pm on October 20.

Please send your dinner payments to me at PO Box 876, Torquay, 3228, or contact me (see below) to make arrangements for payment.

Here is a summary of the weekend:

**Friday October 19:** Main group is staying the night at Mannum (790km from Melbourne). Try the Mannum Motel, phone 08 8569 1808, or the Mannum Visitor Info Centre might have alternatives, phone 08 8569 1303. Other possibilities are Hahndorf (Visitors Centre 1800 353 323) or Mount Lofty (Visitors Centre 08 8370 1054).

**Saturday October 20:** Drive to the National Motor Museum at Birdwood, where PCCV member Richard Sage is looking after us. We can spend the whole day there (from 10am-4pm) for just \$12 a car, and come and go as we please. Lunch provisions are available in Birdwood. Later it's on to Adelaide to book into our accommodation and prepare for the Saturday night presentation dinner at the Duke of Leicester. You will be buying your own drinks.

**Sunday October 21:** SA French Car Day, at Civic Oval, Tea Tree Gully, North-East Road, Modbury, opposite the Tea Tree Plaza shopping centre, where there are plenty of choices for lunch supplies. Sunday night dinner will be something casual.

**Monday October 22:** Set off for home. (Some of us will stay Monday night at Robe.)

---

### **PAC Motorkhana**

**Saturday 20 October**

At last, a clubby motorkhana, close to home, on grass. At 405 McGregor Road Pakenham, book-in by 9am, finish about 4pm.

Mitch Garrad & Glad Fish are directing this event. The Pakenham paddock has finally dried out. This is definitely an event for everyone. We want to see lots of new competitors, kids who have turned 12 by the 20 October, mums, granddads, young guys, the club president and even David Isherwood. No experience needed. Membership and CAMS licences available on the day.

Entry fee is \$25 for over 18 & only \$10 for Juniors. Consider entering early as entry on the day is \$40 & \$15 for juniors.

We will be designing some NEW tests and we will have some old regulars. Passengers are permitted, to give newbies confidence. Catering on the day by PAC catering team, Glenda & Ray Garrad.

Supplementary Regulations will be available on [www.pakenhamautoclub.org.au](http://www.pakenhamautoclub.org.au) or contact Glad with any queries [gladfish@netspace.net.au](mailto:gladfish@netspace.net.au).

### **Autocross**

**Sunday 21 October**

VICAS 11 is on a dirt track at Mafeking Rover Park, Caveat. This is a fun speed event. Sup Regs are available on the [www.victorianclubautocrosseries.com.au](http://www.victorianclubautocrosseries.com.au)



## 2012 FRENCH CAR DAY



**Bring along your French Car for display**

WHERE : Civic Oval, Tea Tree Gully  
(opposite Tea Tree Plaza Shopping Centre)  
North East Road, Modbury  
Enter off North East Road

**Sunday 21<sup>st</sup> October 2012**

ENTRY FEE \$5.00 PER CAR  
**FROM 11am AWARDS 3pm**

Bring along your picnic lunch or there are food outlets in the area

**FOR INFORMATION AND ENTRY FORMS CONTACT**

DAVE McDONOUGH - CAF CLUB 8365 2730

DAVID GILBERT - CLUB CITROEN SA INC 0419 818 620

JONATHON HARDY - PEUGEOT CLUB 0408 843 125

**ORGANISED BY**

CLUB AUTOMOBILE FRANCAIS (SA) INC

CLUB CITROEN OF SOUTH AUSTRALIA INC

PEUGEOT CAR CLUB OF SOUTH AUSTRALIA



This weekend is not restricted to worm-drive vehicles, although they will be made most welcome.

Wherever you stay, please let me know when you book, and pay for the presentation dinner.

Paul Watson, 0427 203 206 [paulandnola@inet.net.au](mailto:paulandnola@inet.net.au)





## COMING EVENTS

### 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

### PCCV Slippery Dip

Sunday 11 November

November 11th is the date for this year's Slippery Dip at Jeff Gill's property at Milgrove. As in years gone by this is a fantastic day of low level competition, lots of laughs, BBQ lunch (BYO) BBQ supplied. If you haven't done one of these events before you are really missing out.

Phil and Ray will be putting on some fun and interesting tests suitable for your front or rear wheel drive Peugeot. All you need is a CAMS level 2NS licence. You only have to be 12 to do this event so bring the family and have a great day.



### Ray Hoey Run 2012

23, 24 & 25 November



Ray Hoey during the 2006 Ampol Rerun

The 2012 Run is based at Traralgon, about 160 kms east of Melbourne, with accommodation available at the Latrobe Convention Centre for both Friday and Saturday nights. The Convention Centre is located along the Princes Highway between the car dealers [including the Peugeot dealer] and the golf club on the western approach to Traralgon.

Come along for all three days or join in the Run at any time that suits your own plans.

Apart from the normal motel style rooms, the Convention Centre contains a cafe, dining rooms and a bar under the one roof. Book your own rooms on phone 03 5173 7500. There is a choice of Queen, King and two bedroom units from \$120 per double per night. Mention that you are with the Peugeot Car Club.

During Friday afternoon, we can meet at the cafe for a coffee and 504's prior to dinner at the Convention Centre.

On Saturday morning we will make our way to Old Gipps town Heritage Park at Moe. After lunch we will tour, via some interesting locations, to Mirboo North for afternoon cuppa and then back to the Convention Centre for dinner.

On Sunday morning we will tour along back roads to Darnum for some musical entertainment and lunch prior to heading home on conclusion of the Run.

Contact Brian Ward on (03) 5195 5416, email [b\\_mward@yahoo.com.au](mailto:b_mward@yahoo.com.au) or Lance Guttridge on (03) 5622 2666 to register your interest and for further details.





# Presidential torque

## G'Day...



By all accounts I missed a really good Voyage Petite through the Macedon Ranges, culminating in a very nice lunch at the Trentham Pub. This was organised by Bendigo members, Doug and Margaret Burke, so many thanks to them.

Due to family commitments in Wodonga and Yarrawonga, I spent 3 days in that area of the state. Also took the opportunity to put a few more finishing touches to parts of next year's Easter Pageant which, as you know, will be based in Wodonga. It's starting to come together nicely and we should soon be in a position to actively promote the event.

Did approximately 350 km finalising a couple of the day runs and the country looks stunning. Canola, Wattle, Melaleuca, certain Grevilleas and other natives are in full bloom and the colour is spectacular. Lake Hume is at 100% and

the view from several different places of a snow capped Mount Bogong made all the driving well worth the effort.

Now for a different subject and one that has been taking up a bit of your Committee's time!

A few weeks ago, I was reading the August edition of the AOMC Magazine and one item in particular drew my attention. It was in the "President's Report" and Iain Ross (the AOMC President) was making a comment on this year's RACV Classic Showcase.

I quote and acknowledge Iain's comments: "Sadly as a sign of the times, the Robert Shannon Award for a young enthusiast bringing a vehicle to the event was not awarded at the RACV Classic Showcase. Clearly many of the vehicles from the European countries are not doing it for our younger enthusiasts, like the American Marques and the locally made products."

PCCV Committee have recognised the above trend and also the lack of new, younger members joining PCCV.

Glad Fish has agreed to form a sub-committee to look into the problem of attracting and retaining new member,

particularly say 30 years and younger. To date, she has been joined by Anna Morresi and Josh Frichot, so if you think you can contribute in any way; see Glad, Anna or Josh.

With the AGM coming up fast, don't forget to put in your nominations for Clubman and Clubwoman, and return any perpetual trophies so that they can be presented to the new winners at the AGM.

*Murray*

## WELCOME

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

|                         |                          |
|-------------------------|--------------------------|
| Robert Webb             | 2 x '76 504, 1 x '97 306 |
| Graeme Hunter           | '97 306 Cab              |
| Julian O'Loughlin       | '89 205 GTi              |
| Chris Forsterling       | '80 504                  |
| Helen Pyers – Associate | '69 404                  |

REGISTRATION OPEN



# Peugeot Pageant

## WODONGA, VICTORIA

### Easter 2013

Friday 29 March to Monday 1 April 2013





A short and voluntary drive is planned for Friday afternoon. On Saturday the Concours, morning tea and lunch will be held at the Howlong Golf Club followed by a Motorkhana or an interesting drive to some historic northern Victorian towns. On Sunday we will head east into the mountains for a Grand Alpine Tour. Dinners, Lunches and the Farewell Breakfast are included in the Event Fee of \$164 per person.

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](mailto:tfarmilo@optusnet.com.au) – Mob: 0411 240 818.



## The Editor's Desktop



Just back from our trip travelling in Europe for six weeks, in time to finish this issue of Torque. We had a couple of days in Paris where we dropped in at Peugeot Avenue on the Champs-Élysées where you had the opportunity to have your photo taken with either a 302 Darlmat or a 402 Cabriolet, hence the corny photo above.

We also spent five fantastic days in a small medieval town in the south-west of France called Lagrasse. This town was suggested to me by South African club chairman Dawid Botha who has had several trips there.

As far as Peugeot spotting goes, I hardly saw any older Pugs in France. This was a little disappointing since my last trip to France in 1986 when there were plenty of those great models around that we love so much in our club. This time I only saw a couple of 505s and one rusty 504.

No 404s or anything older. There were quite a few 205s still around, although most were looking pretty tatty and none of them were GTIs. I was therefore quite stunned when I saw two 204s on the same day in Paris – one coupe and a red cabrio. I did try to speak with the young guys in the cabrio but it seems it wasn't their car and had been hired for a special occasion and they weren't particularly interested in chatting with me about it.



As you will see, this issue of Torque has a few catch up stories that missed last month's Torque as I had put most of it together before we headed overseas – the DECA report by Rob Cherry, and the report on the East Peugeot collection auction in NSW.

I still have a couple of features in hand for future issues including Tony Nott and Annie Brown's story on their trip to the North Pole in one of three 504 utes, and Russell Hall's next installment on Australian Peugeot history.

*Peter*

### October 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, Rob Cherry, Phil Torode, Ray Garrad, Glad Fish, Neil Beddoe, Hank Verwoert, Brian Ward, Simon Craig and Peter Wilson.**

## Peugeot gets youthful new boss

**Peter Wilson**

Fresh from helping Peugeot and Citroën more than double unit sales in China from 2008 to 2011, production whiz Maxime Picat has been recalled to Paris to take charge as global managing director of the Peugeot brand.

The 38-year-old takes up his new position on October 1, Automobiles Peugeot said.

He replaces Vincent Rambaud, 53, as the group tackles the problems of a billion dollar first half loss, a slump in sales and production overcapacity.

Rambaud has been chief executive of Peugeot since March 2010 and previously headed the group's South American operations, the Gefco logistics business and Panhard and Levassor. He is leaving the group for personal reasons, the company said.

Picat, a French national and a civil engineer, has a meteoric rise since joining the Peugeot group in 1998, originally as head of the Mulhouse welding unit and then moving to other production positions at the Sochaux plant.

He transferred to China, where in 2007 he was appointed director of PSA's plant in Wuhan.

On his watch, Peugeots and Citroën models have been redesigned for the China market and production expanded.

In 2008, Picat was made deputy head of the outfit, which has more than 10,000 employees.

He is a graduate of the Mines Paris Tech and has been in the London Business School's accelerated development programme for business leaders.

This latest career move – to the Lion brand – may have come as a surprise to Picat. On his Linked In profile, he lists an interest as a "Citroën Lover".

In China, his deputy Qiu Xiandong will take Picat's post and Frenchman Jean Mouro will be No. 2.

**New Peugeot Managing Director Maxime Picat**







## Head turner hits town

Peter Wilson



The new Peugeot 208 due to be released in Australia on October 19.

There's nothing like a good-looking young thing sashaying along a street to catch a young man-about-town's fancy in spring.

So inevitably Pugilist editor Simon Craig's attention became intensely focussed when he sighted a fresh cute babe that simply oozed Parisian chic while he was driving near work along Qantas Drive.

All thoughts of the big birds he is so familiar with at the Qantas jet base disappeared from the aeronautical engineer's mind.

He pursued his new prey with the enthusiasm of, well, of a resident of Rome in Italian stallion mode.

Would they click? At least Simon did with his camera and later proudly posted on the NSW club Facebook page its first photo of a Peugeot 208 in Sydney.

A young woman was driving the newly arrived Pug – no doubt to get some km up before it was due for heavy footed workouts with the press pack.

She was a little confused at the interest the driver of an immaculate red Citroën DS3 showed in her mount as he drove alongside for a while before parting company.

Some small cars look odd or tizzy or plain and basic. They are just small cars. The 208 is something more special. It's lost the baby fat of the 207, is trimmer and appears to have the charm that made the 206 such a great number in Australia until Automobiles Peugeot closed its UK factory.

Sales never matched those of the Peugeot 307 here, but the 206 – Peugeot's most

popular model internationally – did better than the 207.

Mentions of the 208 since its release in the northern spring have been positive, including among Australians on the media junket. Reports on line and in the press since the local press outing have been positive, including the thumbs up for its heads up instrument display.

This French model will appear on the automotive fashion catwalk at the Sydney motor show at Darling Harbour from 19-28 October to coincide with its release this month.

Peugeot Automobiles Australia chief Bill Gillespie must have his fingers crossed that prospective women buyers will look welcomingly at the supermini and say with sheer pleasure: "[Thank goodness,] it's not a Golf."

The 208 strengthens the model range after a year of see-sawing Peugeot sales in a buoyant national market in which small cars and small SUVs have become the big game.

Indeed, small SUVs have become the fastest growing class and sales have risen 61 per cent this year. In August they outsold big cars 5,266 units to 5,268 for the first time.

The heavily promoted Mazda CX-5 has broken into the top ten models in sales and a member discovered when his wife didn't want a Golf that dealers are taking orders with deposits six months ahead of delivery at full price.

But then the market is crazy because the Toyota Hi-Lux ute is the top-selling Australian model for the fifth successive month – 4,010 units in August or 4.3 per

cent market share compared with 2,990 Mazda3s.

At least French car buyers had their heads on and in August confirmed that the Peugeot 208 was their favourite car. Matt Gasnier reported it sold 6,170 units for a record 6.4 per cent share, the highest for any Peugeot since the 6.9 per cent reached by the 207 in February 2010.

In a market that was down 11 per cent the 208 displaced the Renault Clio which has been the top preference most of this year, with the Renault Megane, Citroën C3 and Peugeot 308 next in popularity.

In the first six months, the 207 had been Peugeot's French sales leader.

Back to SUVs. Renault had the jump on Peugeot in this segment with its Korean-built diesel Koleos – its top-selling model in 2010.

A criticism of top Peugeot group management was that it missed the SUV trend while it was being environmentally responsible and producing expensive diesel hybrids.

However, it used the Mitsubishi alliance as a brilliant development short cut to catch up with the 4007 in 2007 and the 4008 this year, but compromising with styling of the 4007 and, so far for Australia, with a non-Peugeot petrol engine in the 4008.

Nevertheless, after a strong June (618 units) and a disappointing July (340), Peugeot new registrations recovered to 504 units, its best August result since 2008 and its third best month this year.

This was 102 units up on August last year, which was far better than the national market increase of 6.7 per cent. The total would have included some of the 208 press fleet but that will be sold off fairly quickly.

In August Peugeot led the other Europeans – though Renault was selling strongly at 484, Volvo was down again with 447, Skoda 412, Fiat 143 on its commercials rather than its cars, Citroën with 136 and Alfa Romeo with 88.

Peugeot's Australian tally for the year is 3,483 units, which is well behind the 5,688 for the same period last year.

However, the refreshing of the model range will improve prospects for the balance of the year unless problems arise with supplies, e.g., no automatic 208s for the media rent-a-crowd.

While Automobiles Peugeot is working to increase sales outside Europe, the five-week break in French production will mean a gap in shipments for a while.





# The 4 States Desert Trip

Story and photos by Hank Verwoert

Allan Parker's 404

Four 505s, four 404s and 2 4x4s assembled after a very cold night at Nhill for the start of our trip. Up the Murrayville track where overnight rain had made the track very slippery in places- lots of mud on the cars. Several members took an unnecessary diversion up Brushcutters Track following self designated temporary leader Laurie Jones, and became bogged. Morning tea at Big Billy Bore where Graham McVean drove away leaving his container of fruit cake to be rescued by Jo. Pinnaroo for cappuccinos and lunch then on to a newly paved road through Billiard Conservation Park. An excellent site for our overnight camp was found well off the road and it wasn't long before accommodation was set up, wood was gathered and an excellent camp fire started.

After a very cold night, deserted roads took us through Alawoona, Wanbi, Wunkar and Maggea to Waikerie, where we had morning tea in brilliant sunshine on the banks of the Murray River. Across the Murray on the free ferry, similar to the one at Morgan on our last outback trip a few months ago. Lunch spot was on Balah Station near a large water tank and trough. A worker from a nearby station had to pull off the track and have a chat when he saw all the old cars. Overnight stop at Burra Caravan Park where the owner had a great campfire going in a large drum as it was a very cold night.

Bruce and Rhonda Knowling woke up cold and feeling rather deflated as their air mattress had developed a leak. Petrol

and food supplies were obtained at Jamestown. Some had cappuccinos at "Table 4" a wonderful restaurant. David Greenwood joined us to become Graham McVean's co-pilot as far as Alice Springs. A later than expected departure from Jamestown due to the presence of a quilting shop. The Booleroo Steam and Traction Preservation Society exhibit was next and was one of the highlights of the trip for the fellas. A huge shed was full of ancient machinery, most of which was in working condition. To our surprise there were several more sheds to follow. The size of the display plus the amount of work that had gone into setting it up was extraordinary. As we were now well behind time it was decided to take the main road to Hawker where we arrived just as it was getting dark.

Day 4 was a rest day in Hawker. Some visited look outs and aboriginal drawings while others explored local ruins. Cappuccinos and the Art Gallery were also favourites.

We woke to a cold morning with mist on the distant peaks. Wilpena Pound was followed by Bunyeroo Gorge, Arkoona Ruins and Blinman for lunch where the local pies were very popular. The ranges were as green as we have ever seen and all the gorges had water flowing through them. A visit to the local cemetery highlighted the history and length of habitation in this area. The Copley Bakery for afternoon tea where their famous quandong pies were served with the obligatory cappuccinos. From here it was decided to stop at Lyndhurst rather than Marree as they were having their annual



Red Mud





Phil Challinor & Paul Pracy near Mt Dare.

crossings. It had been a cold night. After the turn off to Coober Pedy the road was deserted again. We passed over some corrugated sections and had to be on the lookout for water damage on the sides of the road where many sections had caved in. Phil Challinor and Paul Pracy lost part of their exhaust, damaging the back of their 505. Joan and Andrew decided to stay in an underground Motel. Our Caravan Park had a new, warm, extremely well equipped camp kitchen where most of us spent the evening eating pizza and drinking wine.

Two of the scenic delights of this trip were on today's itinerary; The Breakaways and The Painted Desert. The Breakaways were originally covered by an

camel races and would be packed out. The pub always puts on a great meal and most stayed in the pub well into the evening to get away from the cold wind outside.

We arrived in Marree the following day in time for morning tea and a chat with local Peugeot enthusiast Dean, the owner of the ex Ray Vorhaeur 404 ute as well as many other Pugs. The famous Marree 203 wagon now resides outside his house. Lunch was next to the unusual aircraft sculptures; the aircraft standing upright with their tails buried in the ground. A stop at Lake Eyre South showed a huge expanse of water even



Graham McVean looking over his latest project.



The Pink Roadhouse at Oodnadatta

inland sea but now flat topped mesas rise from the gibber desert in a kaleidoscope of earth tones from white through to dark brown. The Painted Desert is similar but more spread out. They are truly spectacular formations. Little changes in the Oodnadatta Caravan Park from year to year but it is always friendly and welcoming. Graham McVean showed amazing pluck and determination erecting his tent for the first time on the trip. A huge campfire and a communal dinner ended a lovely day. We were all recently saddened by the death of Caravan Park owner Adam Plate in a rally accident.

Day 9 greeted us with brisk temperatures, tepid showers and some bad words from trip participants (not really that bad) but when they were offered an extra hour before departure the smiles appeared. We headed north across Fogarty's Claypan, passing some lovely billabongs, ruins at Eringa and Abminga before entering the Northern Territory. The road after the Mt Dare turnoff was very

though the lake was not completely full. There were many 4WDs on the road and all of them shared the William Creek camping ground with us. Fuel was \$2:30/litre whereas back down the road at Lyndhurst it was \$1:65/litre. The bush telegraph had got to us so we had all filled up at Lyndhurst. The state of

the toilets and showers was disgraceful. Recent new owners were obviously in for a quick cash grab before moving on. William Creek hasn't been a good place to visit for the last 5 years.

Flights over Lake Eyre started early the next morning as did many of the 4WDs heading off for their Simpson Desert



little used and extremely rough, at times slowing us down to walking speed. We camped on a beautiful flat open claypan. Allan Parker repaired Graham's exhaust while Andrew Hoey used the 4WD to drag in firewood for another fantastic campfire. Brian Ward did not need much encouragement to keep it stoked up.

Minus 3 degrees C this morning but everyone had slept well. About 30 kms from camp the road improved after turning right at the T intersection towards Finke. Brian topped up at Finke where all the fuel was heavily locked. Little did we know what the next 150 kms would be like. This would be our horror stretch with the worst corrugations I have driven ; far

place. Back to Maryvale for lunch then on to Alice Springs where we had to fight our way through heavy traffic as it was the weekend of the Alice Springs Festival.

Minus 5 degrees but it was a rest day. Minor mechanical ailments were attended to, then off to the Mall for cappuccinos etc at the Red Ochre Tavern. Allan was sitting at the table opposite me and when his bowl of wedges arrived I couldn't see him anymore. Some went to the Transport Museum and the Desert Park. An excellent dinner for everyone at the Casa Nostra Italian restaurant. David would fly home tomorrow morning and the Knowlings and Phil and Paul would head back to Sydney.

Wycliffe Well, which was an overnight stop on the Redex Rerun was our lunch stop. We were pleased to see that the perimeter fencing had been taken down. It was getting quite warm. Stopped to admire the Devil's Marbles. Tennant Creek has improved out of site, clean and well organized. Quite a lot of overseas workers involved with the mining industry.

Very warm morning to start the long haul to Mt Isa. Many long roadtrains with 3 or 4 trailers behind. Patchwork burn offs along the side of the road. Myriads of birds and lots of young trees and bushes after recent rains. We were lucky to get the last spots available in the Caravan Park.

Because we had covered well over 1100 kms in the last 2 days, we now had 2 rest days in Mt Isa for exploring, shopping, repairing, and catching up on cappuccinos. Shorts and tee shirt weather. The first evening we were in for a real treat. Lyn McVean was flying in from Gladstone with our dinner. Preparations were made in the camp kitchen for this great event. Salads and side dishes were put on the tables. Jo decided to start making serviettes out of a roll of paper toweling. Others, keen to show their origami skills, started fashioning all types of body adornments and by the time Graham had picked up Lyn from the airport, with the aid of

Greg Summerhayes' 404



worse than those on the Cape York trip last year. No matter what speed you tried it made little difference. We also had to dodge railway spikes and sometimes unearthed sleepers as this "road" was part of the original Ghan railway line. The Finke to Alice Springs Desert Race track ran beside this "road" and we crossed on to that a few times but because of small dunes about 10 metres apart and 2 or 3 metres deep, progress was far too slow so back to the corrugations. Allan's 404 diesel wagon developed a bad radiator leak and was put on the solid tow behind Brian's 4WD to Maryvale where we camped for the night. Allan's radiator was repaired but was to be installed the next morning as we had run out of light.

Minus 6 degrees C this morning so reinstating the radiator was difficult as we could not feel our fingers. Then it was on our way to Chambers Pillar past the advisory 4WD sign and into more corrugations plus one very steep climb and descent over a mountain range. For many of us Chambers Pillar was the highlight of the trip- an unforgettable

Ean McMaster's 404



Minus 4 degrees C. (almost tropical) – a continual improvement over the last 3 mornings. A change of itinerary was discussed and we all decided to head for Tennant Creek . The youngest member of the group didn't get home till 7:00am after partying with relos. Great bitumen road. At Aileron there were amazing tall metal sculptures of aboriginal hunters and an aboriginal woman and child.

a little wine, such characters as Pussy Galore, Captain Silver with his parrot, the Fan Dancer, Big Bo Peep, Kid Eager, Carmen Miranda and other assorted idiots had emerged. (You really had to be there) The huge meal of prawns, moreton bay bugs and fish was sumptuous. The enormous amount that Lyn had managed to bring with her ensured a similar meal





the following evening, but this time a little more subdued.

After filling up with fuel and saying goodbye to the McVeans, we headed to Boulia on a back track through Duchess. Many undulations, sharp curves and creek crossings and floodways. Dips, dips and more dips. Birds everywhere including broilgas, bustards and flocks of budgies. Between Duchess and Boulia the track became very slippery with the cars spending a lot of time going sideways in the bright red mud. Chris and Val Hall had rung me in Mt Isa to say that they were heading for Boulia to meet us and



The Painted Desert



Haddon Corner

inhabitant. Merrilyn. Maggie and Jo went fossicking. Mid afternoon saw us at Haddon Corner but we decided to push on to Arrabury Waterhole for a wonderful camp next to this lagoon. Another great campfire. Our last bush camp the following day will long be remembered for Joan Hoey's golden syrup dumplings with cream.

Next day it was on to Innamincka where the Cooper was flowing quite swiftly. Past the Moomba Gasfields and over the roller coaster road to our intended overnight stop at Cameron Corner, but the owners were so impolite we pushed

would organize sites for us in the caravan park. Just as well because the camel races were on and the town was overcrowded. We had excellent sites overlooking the river. Ean McMaster and his son-in-law Tony Harris joined the group.

Overnight it poured, making up for the fact that we had had virtually no rain for the whole trip up to date. At 7:00 am the road south to Birdsville was closed which left the north west road to Winton as our only exit. By departure time at 8:30 the road had been opened to high clearance 4WDs and with the blessing of the local constabulary we gave it a go. There was water everywhere even on the first section which was bitumen. When the blacktop ended the road had the consistency of thick soup. The noise of it splattering up under the car was alarming but all cars managed without problems. Second gear with the throttle just above idle was the best way to keep the cars relatively straight. The last section into Bedourie the mud became thicker. Lunch at Bedourie where the locals were very friendly, then afternoon tea at Cuttaburra Crossing where there was a lagoon with abundant birdlife particularly pelicans



Andrew Hoey's 4WD

and cormorants. Dinner at the Birdsville Bakery watching a magnificent sunset.

The Birdsville Development Road east of Birdsville gave us large sheets of water to traverse. Everything was uncharacteristically green. There were large numbers of kangaroos and emus beside the road all the way to the now deserted "town" of Betoota, it's only building, the pub, already showing signs of decay after the relatively recent death of its owner, the "town's" only

on to Tibooburra, a great friendly little town. The next day was a relaxing drive to Broken Hill with Ean and Tony leaving us in the morning.

From here it was goodbye to Greg and Maggie Summerhayes who were returning home to Moruya and an early start saw all the Victorians at home that evening. Even though this trip was more challenging than last year's Cape York trip it was just as much fun.



**FROM  
THE  
NEW  
NEW  
FRONT  
SHED**



**Robert "Turbo" Cherry**

**504 V6 24Valve 3.0 litre, Part 1**

In recent times I had become less delighted by the induction roar produced by my 504 V6 with its triple throat IDA Webers which sometimes sounded like there were six jackhammers under the bonnet. The moment you cracked the throttle the big butterflies above each inlet valve open and air and petrol is gulped in and the car

would instantly respond with both noise and acceleration which in the right environment is fabulous. In city or suburban traffic though this noise and drama made me feel a bit self conscious and I just didn't enjoy driving the car as much – it was time for a change.

It's reasonable to say that in terms of road car variants of the PRV V6 that the 3 litre 24 valve motor is the best one if you are not going to turbo charge the motor. Not only because of the advantages of the four valves per cylinder configuration but also the variable intake length manifold which offers three different states of operation. There are also the niceties of a balance shaft and hydraulic valve lifters although these features are shared with later versions of the 12 valve evenfire motors. Only two other RWD Peugeots are fitted with the PRV 24 valve motor in Australia – the 505 sedan of Richard Aubert and the 504 cabriolet of Richard Marken. Both are fabulous installations however they both use aftermarket fuel injection, so mine

will be the first with the factory engine management.

Earlier this year I acquired two Citroen XMs, one with a 24 valve PRV V6. The 24V Citroen was a really nice car. It had a fabulous leather interior but it was losing more oil than the Exxon Valdez and the mice had really gotten into the machinery. The electronics had gone haywire and all the alarm bongs were going off. It would have been an expensive proposition to get this car back into shape.

There were a series of discussions between Bill Hamilton (Laguna Boy) and me (Citroen Boy) on how best to proceed with this project. Bill argued that the automatic decision to tear down and rebuild a motor before using it was not always necessary. It did take me some thinking time to agree with this strategy which I have since decided to embrace. Similarly Bill canvassed the decision of which engine management system should be used. I proposed that the favourite of LB, the Autronic SM4



**Oddfire Out:** After eight years of faithful service the 2850cc oddfire is removed and sent to its new owner Damien Jenkins. It was mostly driven on Sundays!



**Evenfire 24V in:** The Citroen motor fitted with a Volvo sump being lowered into a 504 Peugeot. I really liked doing this bit.



**Exhaust headers:** The Frankenstein of exhaust headers. Two 30mm ports are merged into a single 42mm pipe close to the manifold. These lead to a large collector and 2 inch secondaries.



**HT Distributor and timing cover:** Much time spent on my milling machine here to allow the high tension distributor to sit on the driver side of the timing cover. It had to be in the right spot, it had to have an oil seal and the rotor had to be timed.





The inlet manifold is a large complex piece of hardware. Solenoids control two internal sets of butterfly valves to alter inlet tracts and volumes. Throttle control is by two Weber 55mm throttle bodies and idle control is by a Bosch air control valve. The acoustic physics in the design of this manifold require the inlets to the air filter be re-joined within a few hundred mm of the manifold before the air filter.

Here are the four key components of the inlet manifold, the two Webber throttle bodies, and the upper and lower castings of the manifold. The centre void is used as a vacuum reservoir for the control valves. Note some of the internal control butterflies are visible.



Motor side view 6 ports and new sump: Count the exhaust ports! I was not expecting this although M116s use a similar design. Note the Volvo/604 style sump.

Spark Plug tubes: Perhaps in a nod to older Peugeot engines ('older' as correctly defined by Mark Besley) the spark plugs are down tubes that sit inside the rocker cover. I had to remove and reseal these as all of them kept filling with oil.

ECU or some other aftermarket engine management system be used, however Bill balanced this idea with the acceptable capabilities and lower cost approach of using the existing factory engine computer since it was available and would not require dyno tuning saving me maybe \$4k.

It's fair to say that this conversion was a little more time consuming than I expected and as I write this the car is still not running. Extracting the engine from the Citroen was a bit of a task. The fitment of a PRV in East-West configuration is the Hunchback of Notre Dame of engine installations – it's awkward to work on and displeasing to the eye. By far the most tedious part of the harvesting process however was separating out the engine wiring loom which was integrated within the main loom.

Towards the end of 'operation wiring loom' I was left with about 20 odd wires and I didn't know if I needed them or

not. I used the LB invented shortcut process here to establish the importance of certain unknown individual wires. So you get the engine running and grasp the wire cutters and bravely cut the unknown conductor. If the engine stops, it's important and you need to trace it out and find out what it does etc.

Other big tasks for this job has been the moving the HT distributor to a place that they were never fitted ex-factory and fitting a crankshaft position sensor into a Peugeot 604 bell housing. By far the biggest headache however was the design and fabrication of the exhaust headers. I didn't realise that the PRV 24V motor has an exhaust port per valve and so in theory I was making an exhaust system for a V12! It took considerable thinking time to design a solution for the exhaust headers and it had me flummoxed for two weekends. On a few occasions I went and washed the other cars or looked for opportunities for creative avoidance to escape the onerous exhaust header task.

Comparatively it was a joy to remove the FWD sump and replace it with a RWD sump and replace the oil seals and box up the engine for installation into the car where it now sits. The crankshaft oil seals were both cheap black seals and these of course had gone hard and were leaking badly. It's a mystery to me why someone would go to the trouble of replacing these, particularly the rear main seals, and not use Viton based seals. It's no surprise of course that this engine is covered by a range of sensors so that the computer can do its job. There are rotational position sensors for the crank and on one camshaft, knock sensors for each cylinder bank, the manifold pressure sensor and a manifold air temperature sensor as well as oil and coolant temperature sensors and of course exhaust sensors for each bank.

Hopefully next month I will be able to tell you what it's like to drive and be able to tell all about the electric water pump.





Rob Cherry driving Bill Hamilton's 505

# DECA 2012

Words: Robert Cherry

Photos: Phil Torode

DECA continues to be the main motorsport event of the year for Peugeot club enthusiasts and despite the dire weather warnings from Milton his home town, Shepparton, turned on a perfect sunny day for the 12th of August event. What makes this event is the Graham Wallis and Phil Torode never ending enthusiasm to run an event that suits any car and more importantly any driver, and it's just plain old good clean fun. The other aspect that makes this event such a cracker is the happy band of helpers, year after year people keep coming up to Shep to help out, a big thanks to all DECA's helpers.

Now to the competitors, juniors first, we had the comparatively experienced duo of Mitch Garrad and Ben Park as well as DECA regulars Evan Parris and Jack Norton taking part this year. New to DECA however we also had Patrick De Koster and Jackson Slattery having their first shot at motorsport. So a count of six juniors having some serious fun and gaining vital driving experience before they hit the road. Amongst the adults

and the usual suspects we had two Renault club members in competitive cars and one very modified Mitsubishi Evo7 and a Toyota MR2, otherwise the rest of the field was Peugeots. One of the best looking cars had to be 'Ladybird', an English 205 GTI presented by Tania Caputo, Danny Pavlova & Robert Pavlov.

At the sharp end of the speed event the tussle between John Austin in the stripped out and modified 405 M116 and Bill Hamilton in the 505 V6 Turbo continued from previous years. John Austin is a quietly spoken and very pleasant chap to talk to but behind the wheel of his M116 the look of concentration on his face is almost fierce as he wrings out every ounce of performance from this car, so much so that during the day he wore one of his tyres down to the steel belting. Ultimately the grunt and grip of the Hamilton 505 was quicker than the 405 for outright best time by 2 seconds. John later asked Bill how much a twin turbo V6 would cost, clearly John's a competitive bloke.

The track results are based on an aggregated total time of the three track runs and Bill was first here with the almost 500HP Evo7 of Adrian Whatley second. Mikee Elliot in a Renault Megane Sport came in 3rd, Leon Schulz came 4th in the 504 2850cc EFI V6, 5th was David Bosa in a Renault Clio RS and then Chris Cavanagh did well to come in 6th in an M116.

Now your humble author was seventh, with about the same lap time he has been producing for the last 14 years at DECA. The problem is that on this occasion I was driving Bill's car which has more than double the power of my 504 V6 and yet my time was no faster. I felt like I was a driving god at the time but the results sadly tell a different story – it's best I just take up lawn bowls now. John Austin had a technical glitch with the 405 on the 3rd run which put him out of where he should have been, the second Peugeot on aggregated time.

Onto the skidpan then at the pointy end was the capable Mikee Elliot in first place in the Megane, in a close second was John Austin who would have been a clear first were it not for a penalty for failing to stop fully with a 'garage' on one of the tests. Third was Bill in the 505 who did OK considering he did a few too many loops one of the tests although without WD'ing.

In the junior competition Mitch Garrad drove, variously Dad's/Ray's new to him (ex Wallis/Upton/Edwards) 505 V6 and a 205 Si to comfortably be fastest junior on the day. Mitch's measured but still quick driving style contrasted with Ben Park's aggressive approach where he showed moments of great speed and car control however two WD's put him out of contention for the top spot. Third Junior was Jackson Slattery for whom I think it was the first outing in competition. Jackson drove a 205 Si and put in a solid day and was fastest junior in the final



Murray Knight's 203 on one of the driving tests.





John Austin's 405 Mi16

test. Fourth junior was Patrick De Koster who was driving a 306, again I think Patrick is fairly new to motorsport and he acquitted himself well with a steady day. 'Streets' again proved most popular for spectators and drivers alike with its suburban racer feeling. On the



The Garrad/Wright 205 with plenty of attitude.



reasonably safe street track with plenty of tight corners and narrow paths all fully arrowed to show the way, Julian O'Loughlin in a 205 GTI finally put in a great run here after his unfortunate wrong way runs on the skid pan.

Other special mentions, Ray Garrad in the 505 V6 drove the car in the same style as its previous owners, spectacular with lots of body roll. The Edwards father and son duo started the day's competition in a 403 with a 2 litre 504 engine but still with a worm diff. They popped the diff of course and then had to drive an auto 505 GTI they got from somewhere for the



Ben Park's 504



track as well – well done Chris. Michael Lockhart competed in his technology test mule 504 but broke the diff quite early on; one day this will be a serious machine and I will talk more about this car in the future. See you at DECA next year!



Your correspondent creating a new look (with the help of Rose Hamilton).



Plenty of opportunity to watch the action.





# It's a mission accomplished

A report from the NSW club's Pugilist magazine by Peter Wilson.  
Photos: Peter Wilson & Simon Craig

The Victorians plan how they will get their booty home.

Les Jennings had his eye on two Peugeot's when he led a Victorian raiding party from Ballarat to Kiama, NSW, to the auction on August 18 of the late Robert East's collection.

They were so determined and confident about their prospects that they brought a traytop truck to help take their booty home from the East Beach Caravan Park.

Les was thrilled when his \$500 starting bid was the only interest in a rusty but original 1950s Peugeot 203C5 van from a crowd of nearly 150 people.

PCCNSW club member Jamie De Maarg had warned on aussiefrogs the van and a companion wagon had done "a million miles" and had extensive rust in the floors, sills and front rails after being stored close to the sea for the past 15 years or so.

Les pointed out the intact rear swing door, patted another complete panel and declared: "This will be ready for the Redex [60th anniversary] rerun next year."

He has something up his sleeve – at home another Peugeot 203 van that UK magazine editor Alastair Inglis obtained from Chris Hall to convert into a Styleside ute but was deemed too rusty to proceed. Between the two Les has enough panels to make the project possible.

Alastair emailed: "An unmolested 203 van is rare indeed. Les has the facilities to do what he says, too."

Les has already worked on a former East car. He helped complete the restoration of Robert's 203 Styleside ute for Alastair, who drove it on the Cape York adventure.

Les is also looking out for a good white 404 sedan for Alastair's family to take on the Redex 60th and for Alastair to take home to the UK, where good ones are scarce.

Score No. 2 for the Victorians was the 1966 Peugeot 404 sedan that Robert East, Peter Maitland and Graham Morphett had taken on the 50th anniversary Redex Trial rerun in 2003, still in good condition and with its event signage intact.

It had been driven from storage to the auction, but the auction guys flooded

the carby when they tried to start it as it came up for sale.

The Victorians were not put off and made the winning bid of \$3,300 on behalf of Leon Schulz, whose grandfather had purchased the 404 as a new car and passed it on to Leon's father – a sentimental triumph that had required careful research of serial numbers.

The team got to work on the engine and soon had the car ready to drive up the hill and to tow it the rest of the way.



Les Jennings taking home his ride for the 2013 Redex Rerun, a 203 panel van.





## EAST COLLECTION AUCTION

Score No. 3 was a 1981 Peugeot 505 sedan in good nick with a turbo fitted to its XN1 engine, a bargain at \$1,200, with a few days of registration left for the drive to Ballarat.

Tow truck driver Greg Park, who owns a V8-engined 504, said the 505s with factory turbos had the Douvrin 2.2-litre engine and an XN1 engine with a turbo was rare.

The Peugeots being auctioned had been in storage. Robert, the former mayor of Kiama, had planned to restore his collection of Peugeots, buggies and early farm equipment for a tourism showroom at his beach.

He was eight when his father Bruce, who founded the holiday camp empire, brought home a Peugeot 203 in 1950 and began the family's long association with the marque. Robert died in 2006, but apart from the Styleside going to Alastair, the collection was stored for

pleased that the Pugs had gone to good homes. "We wanted other people to appreciate them," she said.

The auction attracted a representation of club members there for the seven Peugeots as well as townfolk and farm folk interested in the other items in the sale.

Perhaps it was the economic climate. The Pugs were bargains. The auctioneer dropped constantly his starting prices to get the bids flowing or he started with an offer from the crowd.

For instance, everyone was shy about starting at \$6,000 for a restored Furphy Farm Water Cart, but it went up from an offer of \$2,000 to the \$8,000 fall of the



hammer – more than paid for any Pug except for the showpiece.

That was, of course, Robert East's maroon 1954 Peugeot 203, freshly polished, fully registered and in concours condition. It looked magnificent.

This car was part of the mid-1990s wave that saw serious money being put into early worm drive Peugeot restorations.

Robert had almost finished the 203 when he trailed it to display at the Oh 3 weekend at Batemans Bay in 1998.

At the Worm Weekend at Wagga in 2001, Robert and Ray Vorhauer had adjoining cabins to the one Philip Challinor and I shared. When Phil looked out in the morning and saw the two immaculate 203s together outside, he declared: "I'm in Peugeot heaven."

Robert's 203 sold for \$14,500, a fraction of its restoration cost.

"It's my car," Christine Parke-Skelly said with great pleasure as she admired the contents of the clean engine bay with hubby Laurie and her dad, Andrew Lahood, "but dad put in half."



Jennifer East gives Andrew Lahood the keys to Robert East's restored Peugeot 203.

another six years before they decided to sell it.

His daughter, Jennifer, said: "It was sad to see dad's cars go because we all grew up with them and we drove some of them," she said. "They were our first cars and the orange one (the trak yellow 504) was mine and I loved driving it.

"Dad left his cars to my brother Darren. He has later Peugeots, a 406 and a 308. My brother-in-law has a 407.

"We didn't have the same passion for the old ones as dad.

"There were so many of them and they were just sitting there not being used. It came down to a business decision. The caravan park could not keep storing them."

Jenny, who arranged the sale because Darren was on a long holiday, was

The auctioneers struggled to get good prices for Pugs such as this rare complete 203 Panel Van.







## EAST COLLECTION AUCTION

Dad is a member of the Lahood auto trade family and based at Fivedock. He confessed to being a long-time admirer of French cars, having owned some more recent Pugs, and he expressed appreciation of the money and man-hours that had been put into the 203.

Christine, a slim young brunette, knows her way around cars – she is an automotive engineer and in a university team built recently a race car – but the 203 engine, an advanced design for the 1940s, was something different for her.

She said she missed her beloved Peugeot 205. It had been written off after being rear-ended.

However, she rescued a second Pug at the sale – a registered white 1976 504 auto with new tyres – and was keen to drive it home. She paid \$300 after the auctioneer had threatened: “If we don’t sell it, we’ll leave it outside the gate.”

Robert East had mentioned in 1998 that he was restoring a good 1958 Peugeot 403. Because of his fatal illness, the project was not finished.

With the bodywork completed and an immaculate blue paint job, the 403 made an impressive debut at the auction. But it still needed the work to fit all the glass and the dash and to tidy the interior.

Jamie De Maarg made the top bid of \$5,000 to finish the job. He acknowledged it would be difficult to do as much work on a 403 for the price he paid. “The paint job alone would have cost \$5,000,” he said.

Some NSW club members at the sale were under strict wifely instructions to keep their hands in their pockets and they obeyed orders, one or two wincing as the bargain parade passed.



**PEUGEOT** Three generations of the East family with part of their Peugeot fleet

**A 1997 Peugeot publicity photo of the East family and their cars.**

However, Bert Houtepen was under no such restriction when he snapped up a smart 1974 trak yellow 504 on alloys for \$2,500 with great pleasure. “Spell my name right – Houtepen,” he instructed.

NSW member Grant Goozee made a \$100 offer and beat a competing bidder to get the weary 203V64 station wagon for \$200.

Grant began collecting Peugeots when he bought John McCarthy’s Pugs from the doctor who bought John’s farm, including an almost restored 1948 Peugeot 202, a restored 203 and a 403 wagon that serves as everyday transport.

Robert had bought both the 203 van and wagon from Rob Oakman’s collection.

Colin Handley settled for a 505 wheel and tyre for \$20, but had to take the four 403 wheels and tyres included in the lot.

Fortunately Phil Challinor took the 403 items off his hands for \$20. As the compiler of Private Parts for The Pugilist, he had a wanted ad on his phone from Robert Crosland for them and after a call to Robert, he took the wheels to Sydney for him.

A forlorn unrestored Peugeot 404 sold for \$150 and a 2000 Speedfight 100 scooter, smart at 450 km except for a seized engine, fetched \$725.

Wollongong collector Sid Muirhead did not bid as he has plenty of 1920s French cars. He said illness had delayed his rare Peugeot 174S and 175 projects, but he was about to repair a damaged gearbox casing once he had decided whether to either stitch or glue the metal; the gears had checked out fine.

Sid had just cleared a regulatory hurdle and put his veteran Humber on full registration; it nearly didn’t pass because of its design with stronger rear brakes than front brakes. “I wonder what they would say about the smoke when try to register a sleeve valve Peugeot,” he pondered.

When the focus of the auction switched to farm clearance items, the Peugeot spectators headed for home. Although they were not interested in the big range of old carts, saddles, leather collars and straps, millboard ploughs or the three bullock yoke connector, the others were and auctioneer Pat Clyburn later said those who remained paid good money for the items and he was happy with the sale.



**New mount: Greg Park adds fuel to his 505 turbo.**





## PCCV member profile

### Neil Beddoe

Neil has been a member of the PCCV since 1969. He was persuaded to get into Peugeots after driving David Isherwood's 1968 404. His Peugeot history is impressive as his current collection, which lives in a palatial shed at his property on Phillip Island, where the club's Christmas party is held. In his professional life Neil has been involved in civil engineering, local authorities and business administration. Apart from Peugeots he is heavily involved in boating and marine rescue. He has been a regular blood donor and has made more than 400 donations. He was awarded the Emergency Services Medal in the 2005 Australia Day Honours list.



**Name:** Neil Beddoe.

**Where you were born:** Melbourne.

**Age:** Sixties.

**Suburb or town where you live:** Cowes, Phillip Island.

**Occupation:** Retired, qualifications in business administration, civil engineering and town planning.

**Favourite movie:** World's Fastest Indian.

**Favourite song or piece of music:** Morning, Peer Gynt Suite.

**Types of motorsport you watch:** Bathurst

**Favourite holiday destination:** Vancouver Island, Victoria, Canada

**Hobbies:** Sailing, maritime rescue, bushwalking.

**The person you'd most like to meet:** The Dalai Lama



406 coupes flank Neil's 203 at his shed at Phillip Island.

**Something we don't know about you:** When my interest in Peugeot was fostered by Dave Isherwood who was a frequent visitor at the time, first my father and then mother followed. When Dad retired he sought a 504 and found a gold LTI (the MD's car at Renault Australia Moorabbin) with Havana trim, Classic mags, and he registered it RM504 (the one we used to see around Camberwell). Mum followed and found a grey 1962 404 at Menere's at Brighton. Lynne went down with them to test drive and pick it up and returned with a white 403. (Dave and I were replacing an axle shaft in her then A30.) Then followed Nigel as he approached 18 with a 404 wagon (good idea, not such good execution) and a 504 auto per John Prins. Nigel is now on his second Mi16 and has another for spares. His in-laws had the second Mi, and also a Diablo red 307 registered PUGELE. David Isherwood and I managed teams at the Winton Six-Hour, three years for CCRMIT, then three years for PCCV. This would have been through the late 1970s, early 1980s.

**When you joined the club:** 1969.

**Any committee positions held:** None (too busy with other things)

**Other car clubs you belong to:** RMIT (previously).

**Your all-time favourite Peugeot:** 306 GTI 6.

**Your all-time favourite non-Peugeot car:** Monaro GT4.

**Your thoughts on modern Peugeots versus older models:** The older ones were more resilient

**First car you drove:** FX Holden

**First car you owned:** Austin A40.

**First Peugeot you drove:** 1968 404.

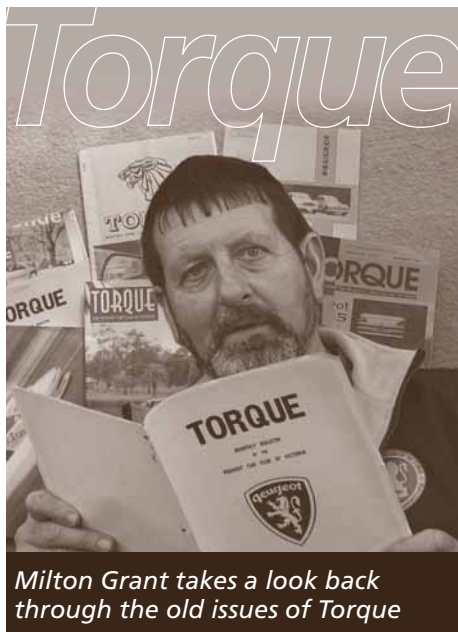
**First Peugeot you owned:** 1966 404.

**Other Peugeots (not including your current collection):** 403, four 404s, six 504s, two 505s, and a 306 S16.

**Cars you currently own:** 1925/26 Type 177 (181), 1954 203C, 1969 404, 1970 504 rally, 1973 304 cabriolet, 1977 504, 1979 504 cabriolet, 1985 205 CTi cabriolet, 1995 605 SV sedan, 1997 306 GTI 6, 1998 306 cabriolet, 1998 406 D8 coupe, 2004 406 D9 coupe, two folding bicycles.



Neil's 504 cabriolet



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

**TORQUE OCTOBER 1972**

The September meeting would be remembered for a long time for the talk that Bob Watson had prepared. This month's meeting would have John Regan and Jerry Caldicott speaking on their recent trip to France and would talk about the latest moves in Peugeot and Renault activities as well as a number of slides taken at Le Mans.

Socially the club was off to the Salzburg Lodge at \$4.50 a head for a five course meal and a great night out.

Tony Ahearne after navigating in a few trials and coming 5th driving in a club event last year bit the bullet and bought Brain Amey's ex Ampol Trial, Dulux Rally (and hundreds more), nipple pink nightmare veteran rally 403). Tony then went onto give account of the nine rallies he had done since, with first Peugeot and William Harvey Trophy the highlight only four rallies in. The disappointment was the three controls in the Brass Monkey Trial that they clean sheeted or had better points than the eventual winner only to have these controls deleted.

Forty years ago, John Marriot with a 403B and Graeme Nicol with an Alfa Romeo (but looking for a 203) had joined the club.

*FOR SALE: 203A block \$10, 403 head and block \$20. Two 5-90 x15 retreads new \$10. Two 6-40 x15 Michelin 'X' Retreads \$15. Crash Bars made to order.*

**TORQUE OCTOBER 1982**

Due to the strict closing date for items by the then Editor Nick Wright several usual items were missing including the President's letter, so in its place was an Editorial on whether the club should

continue to run "Closed club events" or open them to other clubs as the time and effort involved sometimes isn't justified with the number of entrants. (I think this issue is still being discussed even to this day).

Bob Watson would be bobbing up again after 10 years to talk about his latest project the Renault 5 Turbo that he has been building.

Technical Torque had an extract from a paper by NASA on aircraft and ground vehicle operation on wet runways and roads under the banner of "Tyre Hydroplaning" supplied by Paul Eyre.

Bruce Tayler had more on the 404 gear change mod that kept the nylon guide pressed into the "cotton reel" on the gear change mechanism.

A certain Bill Hamilton had joined the club with a 404.

*FOR SALE: 404 Sedan, early model, hit in back, most panels O.K. Reconditioned motor recently, though condition suspect. four good tyres. complete except for front left guard and coil. Around \$100. Turbocharger (Ritters) was fitted to 1980 504. Done 6 months work Cost \$2000, will sell for \$800.*

**TORQUE OCTOBER 1992**

The 03 Weekend was set to go at Beechworth on the first weekend in October.

Jim Ryan had been to the Historic Barossa Safari where the club had taken out 1st and 4th outright, 1st, 2nd, and 4th in historic class. 1st in the concours, 1st in the motorkhana, 1st in the dirt sprint, 1st in the economy run and 2nd in the speedway.

In what was a club first 2 juniors Matt de Vaus and Callum Odell had organized a Touring Assembly, which went off quite well.

Technical Torque had updating a 504, how to refit springs to 404 bonnets, window regulator exchange and how to repair heater control cables. The largest article was on the Solex Carburettor, its overhaul and adjustment.

*Hock & Scrounge: Instruments for your Historic Rally Car – VDO Instruments: Oil pressure, Temperature, Ameter – all new and at least 20 years old – offers. Wanted 505 Brown Tweed Upholstery. If any one knows where to get it.*

**TORQUE OCTOBER 2002**

Jeff Gill had once again offered his property to hold a club Slippery Dip at Millgrove.

Peugeot had come on board as sponsor for the Redex Rerun to be held next June. This year's Worm Weekend was to take place at Tumut NSW.

Reprinted from The Pugilist was Peter Matthews' story on his 403 Sedan. Peter, a sheep farmer from Narromine thought its rego was was on the mark BAA 781!

Robert Merrylees also wrote in glowing terms on the 505SRD his family has had since new.

Technical Torque looked at the results of overfilling a Mi16 petrol tank, irregular idling in late 504 and 505s and CV Joints in front wheel drive cars.

*FOR SALE: 604 V6 short motor (ie less heads) including manual flywheel, plus a battery charger, 2 speakers and a 504 hub cap. Offers.*

there comes a time...

when everyone needs a  
**Gregory's**  
STREET DIRECTORY

SPORTS CAR WORLD, April, 1974 38





## Ivan's Folly

by Ray Garrad

Ivan's folly was held on Saturday night 15th September in the Graytown, Rushworth area.

Out of the 17 entries there were four Peugeots entered – three 505s: Carl and Daniel Provan, Nick Wright and Mitch Garrad, Ray Garrad and Brian Ward, and one 504, Greg Park and John Walker.

The day started early, getting the finishing touches to the rally car done, and put it on the trailer, plus I couldn't sleep that well. Glad, Nick and Brian turned up around 12 so we had lunch, packed the cars and headed off.

When we arrived Brian booked in, got his instructions and started to plot while I got the car off the trailer.

Brian and I started car 10 on the road. As the first section was only a short 15 km the first 2 cars were back at control before we started. We made a couple of mistakes in the first section which cost us some time but we were still 10th on the road. We made up for it on the 3rd, section overtaking cars 8, 7 and 3 and did it in pretty good time, only dropping 2 minutes on the allowed time.

Section 4 and 5 were joined together by an unmanned control. In this section Nick and Mitch were having some car troubles. We caught and passed them but left them in a cloud of dust which caused Nick more trouble as he couldn't see that well in our dust. They hit a stump and bent the steering but were able to finish the event.

Section 6 and 7 were joined as well, we were talking to the start control officials while we waited to start and they told us we were 2nd car on the road. This section was around 35 km long. By this stage I was getting pretty tired so when Brian said we have only got a little way to go and I should know this bit of the road as we had already used it twice before, I

opened up the 505 and had a real crack for the last couple of km.

Provisional results have Brian and I in first place.

Thanks Brian for a great night in the forest, I had an absolute ball. Well done directing team.

### Provisional Results:

- G.Park / J.Walker ..... retired – sick navigator
- C.Provan / D.Provan..... retired – sick navigator
- N.Wright / M.Garrad..... 10th outright
- R.Garrad / B.Ward..... 1st outright

## Voyage Petite, Trentham

Sunday 16 September

Under the watchful eyes of Doug, Margaret and Wayne Burke some 30 members in 16 bright and shiny Peugeots assembled at McDonalds beside Calder Park for an interesting run through the Macedon Ranges and onto Trentham for lunch.

The route selected by Doug took us through Diggers Rest, past the brand new railway station and onto Toolern Vale on some terrific roads. We finally entered Gisborne from the south, not the usual approach and then travelled via Macedon to the Summit Café at Mt Macedon, which finally opened after some nudging by Doug, to serve members some hard earned coffee.

From the serious cold of the summit we then drove onto Trentham via Woodend and Tylden arriving at the Hotel for lunch in a private room with a much welcomed wood fire.

After a first class and modest cost lunch, members wandered through the quaint shops of Trentham, some making purchases at the award winning Bakery. Sincere thanks to the Burke family for organising a great event.

## September Club Meeting

Daniel van Stokrom from Weber Performance Carburettors gave an extensive presentation on the Weber Carburettor in its various forms, particularly those that are ideal to enhance the performance of a Peugeot engine.

He had, on display, a selection of down draft and side draft carburettors and explained how to select the appropriate carburettor and then the best choke tube and jet arrangements to suit a particular application. For example racing engines could have larger choke tubes than rally engines because of the more constant and higher air speeds. He went on to discuss the correct jetting of a carburettor and particularly the correct setting of the float height.

It was clear from his presentation the attention to detail was the secret of good performance.

Daniel is able to supply new Weber Carburettors to suit both 4 and 6 cylinder Peugeot engines in their various configurations as well refurbish and adjust older units.

Daniel responded to a series of questions from members and engaged in some most useful discussions.

Sincere thanks to Daniel; for a most interesting presentation.

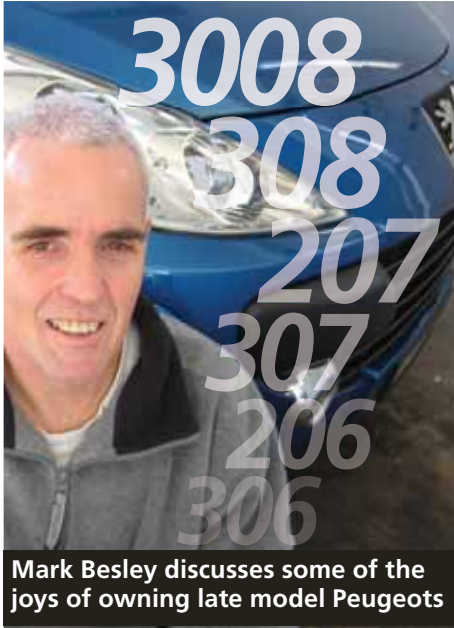


Daniel van Stokrom from Weber Performance with Murray Knight. Photo: Paul Watson



Ray Garrad driving hois 505 rally car at DECA. Photo: Phil Torode





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

### Broken Remote Key Buttons

You may remember back in November 2009 that I wrote about replacement key shells that were available from China. There was also a follow-up letter in December's issue from Jeff Kidd, Service Manager at City Peugeot. Jeff discussed the options available through the dealer network, from low-cost replacement of a spring to the more expensive option of replacing the whole key. Unfortunately a new key is an expensive option, so this month I'll look at "DIY" options.

PCCV member Greg Wallace ran into a problem when his 307 key button broke a while back, so he purchased a new key shell from China and proceeded to transplant the innards of his 307 key into the new shell. Here is Greg's story verbatim and I thank him for his efforts in documenting this and taking photos. I also liked the catchy title on his email to me: "He sells key shells".

The 'unlock' button on the remote key for my 307 broke some months ago. It was actually just the plastic cover that fatigued from use – I could still actuate the switch by forcing my little finger down through the hole, but it was rather uncomfortable to do that. I

asked what was involved in replacing the cover at my service shop and was quoted \$230! Furthermore, the car needed to come in. It seems that the plastic shell can't be replaced as such – a new key is required, which required the car to be reprogrammed!

Not willing to part with money for such a trivial problem, and being comfortable with fixing electronics, I looked for another way. I found that [www.wholesalecarkeys.com](http://www.wholesalecarkeys.com) stock an amazing array of empty key shells including the "Peugeot Remote Key Shell 2 button for 307 (HU83,VA2), stock item B1041" for the princely sum of \$1.99 each. My research revealed that they are an operation located in Shenzhen, and that no one was complaining about them. Trusting my luck, I bought 2 (in case I broke one) along with two for a 405 on behalf of another club member. The freight was quite expensive however – it was \$5 each with a minimum of \$12. Even so \$6.99 seemed a far cry from \$230 so I went ahead with the purchase (they accept PayPal).



What you get in your package from China

Receiving the items two weeks later I was delighted to discover that I had purchased an accurately made part making me think it was from the original manufacturer. Interestingly, the rampant lion is supplied separately, along with a piece of stamped double sided sticky tape to glue it on with. Once again, the stamp was accurately made to fit to lion exactly – this must be from the original maker. You also get a blank metal key shank which will of course be left over – if any member has a suggestion as to what I can do with this, I would be fascinated to hear from them.

Taking the old key apart was quite easy. It required a T8 stardriver to remove the screw, and a flat bladed screwdriver to lever the halves apart which are not clipped – they are just pushed together. The circuit board just sits inside on 2 posts – it is easy to gently pull out of the old case. Once apart I considered replacing the battery. It is a CR2016 3V lithium battery. I found 2.966V and considering how easy it was to take apart and that the battery is a common type, I decided to not bother changing it. As I had the battery out I did however clean the circuit and battery with some isopropyl alcohol. Reassembly into the new shell was just as easy.



Old Key Disassembled



Circuit Board Removed from Old Key – Note the Lock and Unlock Buttons

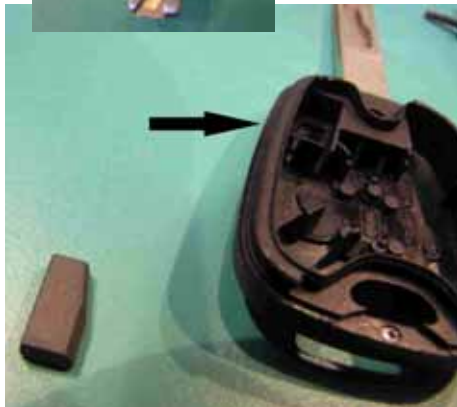
Sticking the lion on was a bit tricky. I found in the end that the best method is as follows: First clean the metal lion and the key shell where the lion is seated. Remove the backing from the tape – be careful! – the sticky bit is both delicate and amazingly sticky. Stick this to the back of the metal lion. Now peel the white front off to reveal the other sticky side of the tape. Press the lion on to the relief in the key. Stand back and admire your new shiny key, fixed for \$6.99. Well almost....

Next morning I found that my car wouldn't start. Very annoying! The engine turned over – but – no fire! I was further nonplussed by the fact that my wife's spare key would start the





New key shell with shiny new lion attached.



A transponder – the arrow shows where it fits into the key shell

car and that my new key worked, as long as I had my wife's key in my right hand!! A little research revealed that my key, like most car keys since 1998 has a transponder. Unlike the remote doors, it is not battery powered – in fact it is powered magnetically when you actuate the ignition key. It sends a code which the car's ECU needs before it will start the engine. Armed with this new knowledge I quickly identified the transponder in the old shell – it looks like a black block of plastic 1.5x4mm in size – tucked into one corner. It was held in with a clip and was easy enough to move into the new shell. I could well have just moved the old shell across, transponder still embedded, to the new key assembly, but then I would not have a new shiny lion. Interestingly, the clip was actually missing from the new moulding so I secured the transponder down with a little hot melt glue. Having reassembled the key, I "checked ops", and this time the key worked.

As I mentioned I bought 2 shells just in case, so I now have one left over. If there is a club member who is also suffering from having to squash their little finger into the key all the time I would be willing to sell this shell to them for \$7 and furthermore, as I had so much fun with mine, fit theirs as well, if they would like me to. First in, first served, please contact me at [gjwallace@senet.com.au](mailto:gjwallace@senet.com.au).

## PCCV Championships

By Glad Fish – scorer

The PCCV competition year runs from 1st July to 30th June.

I have compiled results from information available to me. If you have competed in an event and I have not given you points or if I have not scored an event you competed in, please contact me immediately and send me results of events I have missed. Email [gladfish@netspace.net.au](mailto:gladfish@netspace.net.au) or ring 0410148058.

I often hear the comment that "we are not competing for sheep stations", how wrong, of course we are. I have also heard that not many PCCV members are interested in Motorsport. Well here are the statistics, 23 members have competed in motorkhanas, 34 have been involved in rallies, and 23 members participated in the annual slippery dip. I think this is good involvement in Motorsport.

Points are awarded in a structured manner to all PCCV members who compete in a Peugeot, I will publish the scoring system next month so that you know what points you are entitled to in the 2012/2013 competition year.

**Concours Championship** is scored at only two events: All French Car Day and the Easter Pageant. Club members who make the effort to present their Peugeots at other listed concours events receive token points to acknowledge the effort they make to display the marque.

**Motorkhana Championship** includes all PCCV run or open motorkhanas and Khanacross. I think we should include more motorkhanas in our calendar for the benefit of our younger members, especially Group 5 events that are very club oriented. Hopefully next year PCCV will actually run more than their usual three motorkhanas.

**Speed Events** include PCCV run or open autocross and hillclimbs. There is a Victorian Club Autocross Series consisting of 8 rounds, there are numerous hillclimbs in Gippsland and occasional club sprints eg at Phillip Island & Sandown, as well as our annual DECA. Some of these events are on bitumen and some are dirt circuits. I would like to hear from some of our young, and not so young, members who are interested in Speed events, so we can organise to attend as a group.

**Rallies** – what scope we have here. Anything from Novice events, our own Ivan's Folly, to other multiclub events, Victorian Rally Championship &

Australian Championship. PCCV has a good history in Rallying. Back in the 70s and 80s PCCV ran several rallies every year, Regan Motors Summer Safari, William Harvey Memorial Trial, Western Lion, Rookies Ramble, George Woods Memorial Trial. The exciting news is George Woods Trial will run again in 2013. It is a novice event, even simpler than the Ivan's Folly, a great chance for PCCV members to have a go in a basic road car, lots of fun, very little expense.

Next we have our **Tas Smith Award**, in memory of our club's founder. This award is for events not included above, eg Slippery Dip, Economy Run, Touring Assemblies (these are like treasure hunts, very low-key family oriented) etc. Unfortunately the Fiat Economy Run is not run competitively so no places are awarded, may be we could consider participation points similar to Concours. It would also be good if PCCV ran an Economy Run, like we did so often in the past.

Finally **PCCV Club Champion**. What an honour to win this award! The top six in each of the above mentioned Championships are allocated points towards this Championship, resulting with an all round champion.

We also have **Ladies, Gents and Juniors Championships**. Points allocated similar to above awards with emphasis on club run events, and also include points for officiating. These awards encourage more participation by our ladies and juniors, whether as a competitor or an official.

I have scored the following events for 2011/2012 competition year:-

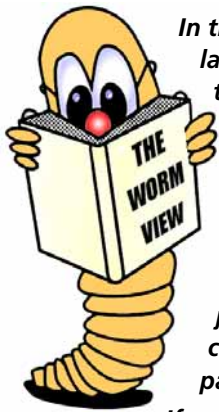
**Concours:** Euroa Show & Shine, French Car Festival, Easter Pageant & Classic Showcase.

**Motorkhanas:** 2011 VMC 4, 5, 6, 7 & 8, 2012 VMC 1, 2, 3 & 4. HAC Interclub & Group 5 July 2011, Napoleons 2012, Khanacross Group 5 November 2011.

**Speed:** 2011. Sept Haunted Hills Hillclimb, 2012. VCAS 2 Broadford, VCAS 3 Mt Cottrell, VCAS 4 Bagshot, VCAS 6 Swan Hill, 25 March 2012 VCAS 3 at Kyneton. 15 April Kyneton R12. and Broadford Hillclimb

**Rally:** 2011. Rich River Revisited, Ivan's Folly. 2012. Gil Davis, Trailblazer, Ready Plan Rerun, Nissan Night Moves, Also 2011 Slippery Dip.

If you competed in an event that I have not scored please send me the results immediately, or give them to me at the club 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).*



**A fire-breathing 203**

This article appeared in an undated magazine called Sports Cars and Specials No. 5, believed to be produced by Sports Car World in the 1950s.

Although bylined Ian Fraser, the article uses great slabs of Bob Holden's own printed explanation of how he tuned his 203 to turn it into a racing machine.

## Supertuned Peugeot

By Ian Fraser

An ordinary-looking 203 Peugeot sedan that does more than 100mph is something of an oddity, to say the least. However, there is one at the moment circulating around race tracks in Victoria and adjacent states with reliability and considerable success.

The car belongs to Melbourne enthusiast Bob Holden, who has made extensive modifications to the car himself.

As the Peugeot is in daily use as a hack wagon, the extra performance has been obtained without sacrificing reliability or ease of operation in thick traffic.

Although the Peugeot motor is of very sound design basically, it is also one that has been restricted in its breathing.

To have hemispherical combustion chambers without going to the expense of using twin overhead camshafts, Peugeot uses a cross-over arrangement with a single camshaft in the block. The sparking plugs go into the head through the top of the rocker box. In many ways the motor is similar in layout to the Bristol and Armstrong-Siddeley.

These are the four stages by which the Peugeot was developed.

### STAGE ONE

With all these things well in mind, Bob Holden stripped the motor down, had a good look at the components, decided there was a big margin for hotting up and immediately had the crankshaft, connecting rods, pistons and flywheel balanced. After assembling the balanced motor, twin Solex carburettors were fitted, using a factory-made manifold. Using the new induction system, the carbies were fitted to the opposite side of the head, thus feeding directly into the inlet ports.

These modifications improved acceleration times slightly, but made no difference to the speeds available in the gears, because poor breathing was restricting the rev limit to 4500rpm. The stock camshaft gave no overlap in the valve timing and was therefore most unsuitable for work at high engine speeds.

Charlie Dean gave his advice on the timing and the cam was sent to Waggot in Sydney to be altered to suit.

This gave the most significant change to the car's performance up to that date. About 6000rpm were on tap, giving speeds of 24mph in first gear, 50mph in second, 75 in top, but overdrive was not much faster, simply because there was not enough power.

Apart from proving that the car was very reliable, it was raced with no notable success in this stage of tune at Port Wakefield, Collingrove, Altona, Wangaratta and Templestowe.

### STAGE TWO

As the next step, Bob fabricated a banana-branch type of exhaust manifold with a large diameter tail pipe and two

Lukey mufflers, one of which could be easily removed for competition purposes.

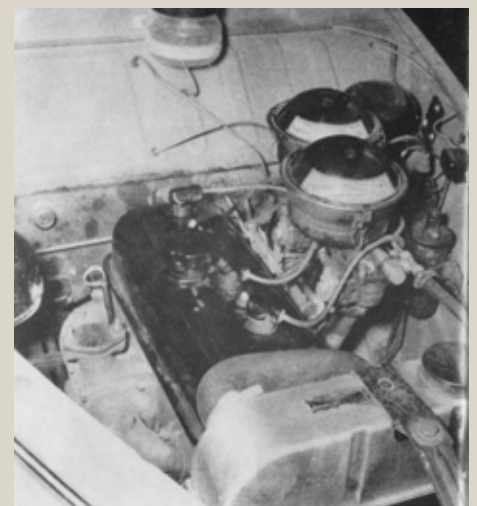
The head was planed down a little too, increasing the compression ratio to 7.6:1 from 6.8:1.

These modifications paid off, for the maximum overdrive speed increased to 80mph, acceleration was better, and the time up the Templestowe hill climb was three seconds faster.

The car's biggest fault was the poor gear ratios, especially first and second. First was too low and second too high, so it was necessary to astounding revs in first before second could be engaged with any hope of good acceleration. Because the car was mainly in hill climbs this was a serious fault, which no amount of engine work could remedy.

The answer to Bob Holden's troubles was found in the 1955 model Peugeot, which had a revised gearbox and transmission, offering more suitable ratios.

After returning it to standard tune, the older model was exchanged for the latest.







## WORM VIEW

While de-tuning the car, the crankshaft and cylinder bore were measured for wear, but for all intents and purposes there was none. Until the time it was sold, the Peugeot had done 25,000 very hard miles in races, hill climbs, trials and normal road use.

### STAGE THREE

The new car was brought up to the same stage of engine tune as the other car, with the exception of a somewhat higher compression ratio, and slightly enlarged exhaust ports to match up with the manifold.

Combined with the new gearbox, the Peugeot engine modifications stepped up the acceleration and top speed.

### STAGE FOUR

After finishing second in its class as Fishermans Bend in October last year, and second outright in the touring car event at the Grand Prix meeting in South Australia, Bob decided that he wanted the car to go harder.

The motor was pulled down and inspected and the valve-spring caps replaced with ones turned of 50-ton steel after some trouble with the standard set. Some weight was machined off the flywheel and a set of cylinder liners were bored out to 78mm (75mm stock).



Pistons were made up to suit and then the unit was balanced.

With this done the car had its first competition outing at Templestowe and promptly broke the class record by a very convincing three seconds. The time for the climb was 71.34 seconds – a better climb than many sports cars.

For a total of 114-115 pounds the performance of the 203 had been almost doubled. This figure excludes labour costs, apart from outside work such as boring the liners and planning the head.

There has been some loss of flexibility at low speeds, due mostly to the camshaft and lightened flywheel. Still, the car is in no way embarrassing in thick city traffic and idles sweetly enough.

Overdrive has in effect become the normal top like any other four-speed box, but the gears have to be used with a certain amount of vigour to keep the car rolling along happily.

In spite of the extra performance that has been obtained, no modifications have been made to the brakes or the clutch and these have stood up to many miles of very hard use without bother of any kind.

No chassis changes have been necessary either, for the 203 handles just as well at 90mph as it does at 40mph. Noise level inside the car is a little high, but not objectionable, even with the single silencer used for competition.

Engine noise is also apparent, as it is in all Peugeots, although it doesn't upset conversations between front and rear-seat passengers when the car is in motion.

Usually when the car is raced interstate, it goes there with three or four people, plus baggage, with a comfortable cruising speed between 75 and 90mph. After racing in South Australia last October, the car was driven back to Melbourne



at a steady 90mph, with an overall fuel consumption of 28mpg.

Worthy of note is that at night, using the standard headlights, the Peugeot is able to cruise faster than many sports cars because of the range of lights.

In traffic "grand prix", no saloon cars can keep up with the Peugeot (we'll exclude such cars as Super Porsches and Aston Martins because you don't usually meet them at the traffic lights).

Road-holding and cornering ability of the 203 is very good and it's rather difficult to get into trouble on a corner. In fact a driver can do outrageous things and get away with them, such as stamping on the brakes halfway through a fast curve.

The margin of mechanical safety in a relatively cheap production engine such as the Peugeot's is astounding when you remember Holden's car spins at more than 7000rpm at times.

Given a decent amount of space, there is little doubt that the car would wind up to better than 105mph, which is really pedalling along for a 1400cc saloon.

The following tables and charts give the approximate performance in each stage of tune:

|                        | Standard | Stage 1 | Stage 2 | Stage 3 | Stage 4 |
|------------------------|----------|---------|---------|---------|---------|
| Max. speed in 1st gear | 20       | 24      | 25      | 30      | 30      |
| Max. speed in 2nd gear | 46       | 50      | 50      | 50      | 55      |
| Max. speed in 3rd gear | 65       | 75      | 75      | 80      | 85      |
| Max. speed in 4th gear | 72       | 75      | 80      | 90      | 103     |

| Times below in seconds |            |       |       |    |                    |
|------------------------|------------|-------|-------|----|--------------------|
| 0-50mph (acceleration) | 19         | 17    | 15    | 12 | 9.5                |
| 0-60mph (acceleration) | 28         | 25    | 20    | 17 | 13.5               |
| Standing quarter mile  | 28         | 25    | 24    | 23 | 20.6               |
| Rob Roy hill climb     | --         | --    | 43    | -- | 36.61              |
| Templestowe hill climb | 100 approx | 86.68 | 83.84 | -- | 71.34 class record |

Acceleration: 0-30mph, 3.6 sec; 0-40, 6.2; 0-50, 9.1; 0-60, 13.7. 20-40mph – 2nd gear, 5.5 sec.; 3rd gear, 7.5 sec. 40-60mph – 3rd gear, 9.6 sec.; 4th gear, 13.1 sec.

### Cost of repairs and outside work (pounds, shillings and pence)

|   |            |
|---|------------|
| Abarth inlet manifold .....               | £25/00/00  |
| Solex 32 PBIC carb (1) .....              | 11/10/00   |
| Carburettor parts.....                    | 3/00/00    |
| Balancing (one motor only) .....          | 11/15/00   |
| Turning flywheel.....                     | 2/15/00    |
| Camshaft and grinding .....               | 10/10/00   |
| Planing heads .....                       | 2/05/00    |
| Tubing bends etc for exhaust manifold ... | 5/10/00    |
| Two Lukey silencers fitted .....          | 7/10/00    |
| Butting sleeves, fitting pistons etc..... | 35/00/00   |
| TOTAL .....                               | £114/15/00 |



## September Club Meeting

Held at Chateau Peugeot on Friday 7 September.

President Murray Knight Welcomed members to the September Meeting along with guest speaker Daniel van Stokrom from Weber Performance Carburettors.

Apologies: Todd Knight, Mike Jolley, Doug Brockfield, Mike Farnworth, Graham Wallis. Minutes of the previous meeting as published in Torque be recorded as true and accurate, moved John Marriott, seconded Paul Watson, Carried.

Secretary's Report: New members Robert Webb, 504 and 306; Graeme Hunter, 306 Cab; Julian O'Loughlin, 205 GTI.

Annual submission to Consumer Affairs lodged but returned because it was early and should be submitted after the Annual meeting. No progress on the lease renewal with the VDC.

Letter from Robert Webb of the Grampians telling of his experiences with 504 Peugeots and that of his son. He runs the Grampians Pioneer Cottages and suggest the Club might like to visit for a weekend. He also was seeking information on Club membership and the Club Permit Scheme. A reply will be sent.

Treasurer's Report: General Cheque Account \$10,488.68, Cash Reserve \$7,888.60, Petty Cash \$150. Term Deposit unchanged.

Events Report: Despite an early morning start 8 Peugeots and their drivers and passengers ventured to a huge Federation of Motor Clubs gathering at Marong. The highlight was the large number of well maintained motor vehicles from the 50's and 60's. Lunch at the IMarong Hotel was first class.

Future events are listed in Torque and of particular note is the upcoming Ray Hoey Weekend based in Traralgon on 23,24 and 25 November. The October Meeting is the Annual Auction, the November Meeting is the Annual Meeting and a presentation by Phil Torode and Ros King on their recent overseas trip, and the December is a presentation by Meguires.

Competition Events: Ivans Folly is on 16 Sept, upcoming are, Vic Series Auto Cross, a VMC, a HRA Touring Assembly, a Multi Club Hill Climb and a PAC Khanacross.

Guest Speaker. Daniel van Stokrom from Weber Performance Carburettors gave a comprehensive presentation about the range of Weber Carburettors suitable for Peugeot 4 and 6 cylinder engines describing how the carburettors worked and how to select the correct version for a particular application, touring, rally work or racing.

After an extensive presentation and question time Murray knight presented Daniel with a Club watch.

AOMC/CAMS Report: Allan Horsley reported on an interesting AOMC quarterly meeting at which a presentation was given by John Mailla on a waterless coolant and

high quality lubricating oils for older and high performance cars.

Merchandise Report: Milton reported sales were reasonable with the special winter discount.

General Business:

New Member liaison people were proposed to look after new members and introduce them to other Club members.

Easter Pageant. Planning was well advanced and invitations to register will be published in the October Torque.

Club Permit renewal requires careful keeping of records to ensure Vicroads conditions are maintained.

Hock and Scrounge: Various Peugeot parts and cars were offered and sought.

The Club Raffle was drawn and several prizes were won.

The Meeting closed at 9.50 pm.

## September Committee Meeting

Held Chateau Peugeot September 17, 2012.

Present: Murray Knight, Allan Horsley, David Jenkins, John Marriott, Todd Knight, Peter Kerr, Nick Wright, Lael Lea, Greg Park and Tim Farnilo. Paul Watson by phone hook-up.

Apologies: Ben Park, Ray Garrad and Milton Grant

Business Arising:

- Introductions worked well at the last meeting.
- Facebook and Twitter – Committee agreed that we need to have these social forums if we are going to continue to attract new and younger members. However, we need to understand exactly how it works and how we as a club can control it. Tim to contact Denis Tolo to get full details of the see if he can transfer of the ownership of the Facebook page can be made to Peter/Steven Cusworth so that we have it moderated.
- VDC – still waiting for a response from the VDC regarding the lease renewal.

Secretary's Report: Allan has sent off details to Consumer Affairs, but has been advised we don't need to submit the forms till the AGM. Correspondence: Club magazines and Membership renewals.

Treasurer's Report: General Account \$10,488.68, Term Deposit Account \$204,842.16, Cash Reserve Account \$7,888.60, Petty Cash \$150.00. Accounts for payment: Mike Farnworth (postage) \$467.00; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing) \$1,192.40; Telstra (June-July Mobile phone bill) \$56.32; Telstra White Pages listing \$22.00; MYOB (Registration/Support) \$35.00; Norcal Café (August supper) \$52.50; VDC (September Rent) \$546.57.

Accounts Presented: St John's Ambulance (DECA First Aid) \$396.00; Day3 P/L (Website Spam Filter) \$24.00; AOMC (Renewal 2012-2013) \$227.00; CAMS

(Ivan's Folly Permit) \$340.00; Mark Laidlay (Ivan's Folly fuel exp) \$117.40

Draft 2011-2012 P&L including a comparison with the 2010-2011 year discussed. The Committee agreed to look at the paper quality and the possibility of members volunteering to get the full colour magazine on-line and pick up their hard cover magazine at the club meeting. This might help in getting more people to the club meetings. Tim to contact Mike and Peter to get their input on these suggestions. The Committee will not recommend to raise the fees as we are moving to more cost control. Nick was thanked for his comprehensive report and comments regarding our current situation.

Event Secretary's Report:

Upcoming Events

October meeting: Auction night

October 7: Euroa Show and Shine

October 14 – 19: Sunset Country Trip

October 18 – 22 Worm Weekend: French

Car Festival Adelaide

November Meeting: Phil Torode and Ros King

November 18: Voyage Petite to South West Gippsland

Ray Hoey Weekend: November 23 – 25

December Meeting: Maguires

Christmas Party: Sunday December 2

Some discussion on the possible events and speakers for 2013.

Competition Secretary's Report:

Ivan's Folly was a very successful night. 4 Peugeots entered out of 17 entries.

September 22: VCAS Maffra and VMC Huntly sale yards

September 30: HRA Down the Drains Touring Assembly and Multiclub Hillclimb at Bryant Park

October 12: Bagshot Rally Sprint

October 13/14: AMC Brisbane

October 21: VCAS Maferking Rover Park RSM

November 11: Slippery Dip

Report presented from Glad Fish regarding the scoring for Club Championships.

CAMS/AOMC: No report.

Merchandise General Business: No report.

General Business: Some discussion on the quality of the raffle prizes and the need for merchandise to be included.

Some discussion on Committee positions for the next year.

Peter Cusworth needs photos of DECA.

Paul raised the need for members to mingle on the show and shine type days to create more interest in the club and get to know people from other clubs.

Meeting concluded at 9:40pm.

Next Committee Meeting is Monday October 15th.





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**BOOKS**

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

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## Cars for sale

**504**, 1977 five-speed manual (reverse needs attention). Good general condition. Good motor with thermo fan system and electronic ignition. Mag wheels with good tyres. Silver-grey paint, upgraded beige interior. Dash top is good. Needs a wiper motor. SOS755. Reduced to \$2500 ONO. Peter Blum, 0428 146 030.

**206GTi**, 2001 model, diablo red. Almost 90,000km, reasonable tyres, needs some work, registered to October. SNA690. Reduced to \$2000 ONO. 0409 411 884. Photos available.

**205 Si**, 1992 white with grey interior. Very straight and tidy car, never pranged. Spent its whole life in Geelong-Torquay area. 172,650km. Timing belt done at 171,000, reco starter, back brakes have new linings and wheel cylinders. \$1500 ONO. OTJ319, rego to February. Colin Stokes, 03 5261 9361

**504**, 1972 auto, sage grey. Three owners. Partly dismantled. Paint weathered, some sill rust. Engine running but uses oil. Sleeves and pistons replaced some time ago. Engine number 1425270. \$700. Car is in Mt Waverley. Brian Templeton, 03 9802 7074.

**504 diesel**, mustard paint with brown interior, some surface rust. Engine number 134686369, motor seized and rusted. \$150. And 505 diesel, some rust and dents but motor runs. Engine number 401269493. \$350. Combining the 504 body with the 505 engine would make a good cheap car. Cars at Blighty, between Echuca and Finley. Phone Alan, 0400 706 467

**505 manual** Aug 83. STI. Vin no. VF3551A3601517527 \$800 ono This car runs. 505 manual 1981 SR Vin no. VF3551A170/1296110 \$300 ono suit restore or wreck. 504 Auto. 1976 Vin no. 1/10E2142768 \$800 needs restoration. 505 SRD Turbo Diesel Manual 1985 Vin no. P147HH004237 \$900 This car runs. Lawrie and Jenny King. 03 5795 1255 or mobiles Jenny 0431 136 834, Lawrie 0417 160 470.

**505 SR** 5-speed manual, white with blue trim. Excellent original condition, ideal car for Hank's outback trips. Everything works. Towbar, mudflaps, rear window louvre. 292,000km. Club permit rego 13052H until Feb 2013. RWC. \$2950. Call 5622 2666 or 0409 137 036.

**505 GR**, 1982. To be dismantled. All parts cheap, eg short motor (VGC) \$200 or \$300 with near new clutch, near new front disc rotors, callipers and brake pads \$50 each, four wheels with tyres (tread 50%) \$20 each, \$100, seats, back

## How to place 'Sales Torque' ads

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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.

and front, recovered light brown quality fabric, \$50 each. All other parts v/cheap, except gearbox (U/S- leaks and is noisy) and cyl head (to be retained). Car still reg and running well. OCJ432, engine number, 1302004 Phone Howard 03 9434 3280.

**505 STi sedan**. 1984 Registered and roadworthy, 5 speed and dedicated LPG (does NOT run on petrol, gas cylinder recently retested) in VGC, paint and upholstery in great shape for a car this age. New timing belt, cylinder head, windscreen and exhaust, clutch slave etc. Drives brilliantly and cheap as chips to run. 15" GTi alloy wheels (5 of), fitted towbar and optional ski racks at no extra charge. Reg ZEW408 till 30 July 2013 with current RWC. Great value at \$2675. Tony Ahearne 5985 8575 or 0419 190 542.

## Parts for sale

**Factory parts catalogues** for 403, 404, 504 plus various catalogues for export specs, paints colours etc. Factory workshop manual 604 in 2 parts plus various workshop manuals for 403, 404, 504, 505. \$300 the lot or can split. Ph. Barry (Adelaide PCCSA) 0452 541 139

**306XT 05/94 suitable for parts only**. Red. Almost all the essentials are intact. Engine no. VF57ALF2430284504. 92,000Km. All doors and windows, seats and instrument panel there. Need to be sold urgently. Bring a trailer and take away - \$200. Mobile: 0427 400 418. Home: 03 5446 9902

**403 bonnet lion**, 404 and 504 grille badges, 504 boot badge, 505 GL badge, 404 and 505 US sales brochures, Argentinian brochure for 1985 404 GP, Peugeot book, Le Signe du Lion, and Citroen book. \$100 the lot. Jim Tsavdaris 9407 1165

**Brake pressure limit valve** for a 604. Brand new in Peugeot box. \$30. L/H rear tail light assembly in excellent condition (glass lenses) to suit a 203 C Panel van or Wagon, (slightly different housing from the 203C sedan) \$30. Plus postage on each item. Kerry Torpy, Perth, mobile 0431 301 784.

**Flashlube injector kit** to suit older cars without hardened valve seats. \$30. Lance 03 5622 2666.

**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.

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**Towbar for 203C**. Please contact Stephen Waddington, 03 5339 4950 (H) or [Stephen.Waddington@health.vic.gov.au](mailto:Stephen.Waddington@health.vic.gov.au)

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| 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                                 |
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| Ballarat City European              | Sales Showroom<br>Service & Parts            | 101 Creswick Road<br>109 Creswick Road                                      | BALLARAT<br>BALLARAT                  | VIC 3350<br>VIC 3350             | 03 5331 5000<br>03 5331 5000                 |
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| Bendigo European                    | Service Centre                               | 140-150 High Street   | BENDIGO                               | VIC 3552                         | 03 5443 1122                                 |
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| City Peugeot Melbourne              | Sales Showroom<br>Service & Parts            | 406 Victoria Street<br>562 Swanston Street                                  | NORTH MELBOURNE<br>CARLTON            | VIC 3051<br>VIC 3053             | 03 9341 4444<br>03 9341 4466                 |
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| <b>QUEENSLAND</b>                   |  |   |                                       |                                  |  |
| A. Cullen & Son                     | Sales Showroom & Service                     | Old Bruce Highway   | NAMBOUR                               | QLD 4560                         | 07 5441 9000                                 |
| Brisbane Prestige                   | Sales Showroom<br>Service<br>Parts Unit      | 26 Burrows Road   | BOWEN HILLS                           | QLD 4006                         | 07 3253 1400<br>07 3253 1440<br>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<br>Service & Parts            | 41 McLeod Street<br>94 McLeod Street  | CAIRNS<br>CAIRNS                      | QLD 4870<br>QLD 4870             | 07 4050 5000<br>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<br>Service & Parts            | 65-67 Ferry Road<br>Case Street   | SOUTHPORT<br>SOUTHPORT                | QLD 4215<br>QLD 4215             | 07 5561 6166<br>07 5561 6177                 |
| Zupps Prestige European Mt Gravatt  | Sales Showroom, Service & Parts              | 1320-1332 Logan Road  | MT GRAVATT                            | QLD 4122                         | 07 3243 8777                                 |
| <b>SOUTH AUSTRALIA</b>              |  |   |                                       |                                  |  |
| Australian Motors                   | Sales Showroom, Service & Parts              | 10 Goodwood Road  | WAYVILLE                              | SA 5034                          | 08 8269 9500                                 |
| <b>TASMANIA</b>                     |  |   |                                       |                                  |  |
| Euro Central                        | Sales Showroom<br>Service & Parts            | 118 Argyle Street<br>35-43 Brisbane Street                                  | HOBART<br>HOBART                      | TAS 7001<br>TAS 7001             | 03 6234 0200<br>03 6234 0200                 |
| Launceston Peugeot                  | Sales Showroom<br>Service Unit               | 145 Invermay Road<br>151-155 Invermay Road                                  | LAUNCESTON<br>LAUNCESTON              | TAS 7248<br>TAS 7248             | 03 6331 6337<br>03 6323 0240                 |
| <b>WESTERN AUSTRALIA</b>            |  |   |                                       |                                  |  |
| Allpike Peugeot Sales               | Sales Showroom, Service & Parts              | 274 Scarborough Beach Road  | OSBORNE PARK                          | WA 6017                          | 08 9202 2999                                 |
| DVG Prestige Melville               | Sales Showroom<br>Service & Parts            | 170 Leach Highway<br>80 Norma Road  | MELVILLE<br>MYAREE                    | WA 6156<br>WA 6154               | 08 9317 2525<br>08 9317 2422                 |
| <b>NORTHERN TERRITORY</b>           |  |   |                                       |                                  |  |
| Sapphire Motors Pty Ltd             | Service Unit                                 | 2 Duke Street   | STUART PARK                           | NT 0820                          | 08 8941 6511                                 |

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