

# TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



*november 2012*



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## Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

PO Box 403, Nunawading 3131

Telephone 0427 203 206

information@pccv.org

www.pccv.org

### GENERAL MEETINGS

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

### MEMBERSHIP

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

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

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

## COMMITTEE

**President:** Murray Knight

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

**Vice President & Merchandise:**

Milton Grant – Ph. 5824 2324, 0419 406 056  
[thechants@mcmmedia.com.au](mailto:thechants@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 1112 • NOVEMBER 2012 • Vol 53, No.10

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 19 NOVEMBER.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 28 NOVEMBER** 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

Three Peugeot 504 Utes head to the North Pole.  
Read all about it on page 14  
Photo from Tony Nott and Annie Brown.



Bob Taylor's 403 ute photographed at the 2004 Worm Weekend in Albany by Gordon Miller



Su	Mo	Tu	We	Th	Fr	Sa
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
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Peugeot Car Club of Victoria

NOVEMBER 2012

### Club Events Calendar

\* = See event info in this issue  
© = scores PCCV competition points

#### NOVEMBER

- Fri 2 Club Annual Meeting – presentation by Phil Torode & Ros King\*
- Tue 6 Cup Day, Voyage Petite, Eco Drive with Fiat Car Club\*
- Sun 11 Slippery Dip, Millgrove©\*
- 16 - 17 Rally Victoria
- Sun 18 HAC Interclub Motorkhana, Lardner Park©\*
- Sun 18 M&DCC Hillclimb, Boisdale
- 23 - 25 Ray Hoey Run, based at Traralgon\*

#### DECEMBER

- Sat 1 HRA Mafeking Mayham, ralliesprint©
- 1 - 2 CAMS CARNIVAL, Echuca©
- Sun 2 Christmas Party Neil Beddoe's property Phillip Island\*
- Fri 7 Club Meeting, BBQ, Meguires presentation commencing at 7.30pm\*
- Sat 8 GCC Twilight Hillclimb, Bryant Park Morwell

#### FEBRUARY

- Fri 1 BBQ and Club Meeting
- 2 - 3 Ballarat weekend and Napoleons motorkhana
- Sun 10 Torquay Rotary Club Motor Show

## November Club Meeting

Friday 2 November

### A Barbecue, Annual Meeting and travel presentation by Phil Torode and Ros King

A multi-function evening will commence with the first BYO Barbecue of the season commencing at 7 pm. Members should bring their own food and drinks and enjoy a great social gathering.

The November Club meeting will follow.

The Annual Meeting to receive Annual Reports and to elect Office Bearers for the new year will then be held. Members are encouraged to offer themselves for positions on the Club's management team.

Annual Trophy Presentation for 2011/2012 Competition. Ten trophies and runners-up certificates will be presented by elite members of the PCCV. Life Members, or their representatives and some seldom seen but not forgotten old members, will be presenting awards to today's winners. These will include the Club Champion Trophy that was first awarded in 1972 and the Cliff Jacka Memorial Clubman Award first presented in 1960. This is the history of our club.

A presentation with pictures will then be given by Phil Torode and Ros King about their recent trip to Europe and participation in the l'Aventure Peugeot meeting in Germany.

## Fiat Eco-Drive and Voyage Petite

Tuesday 6 November

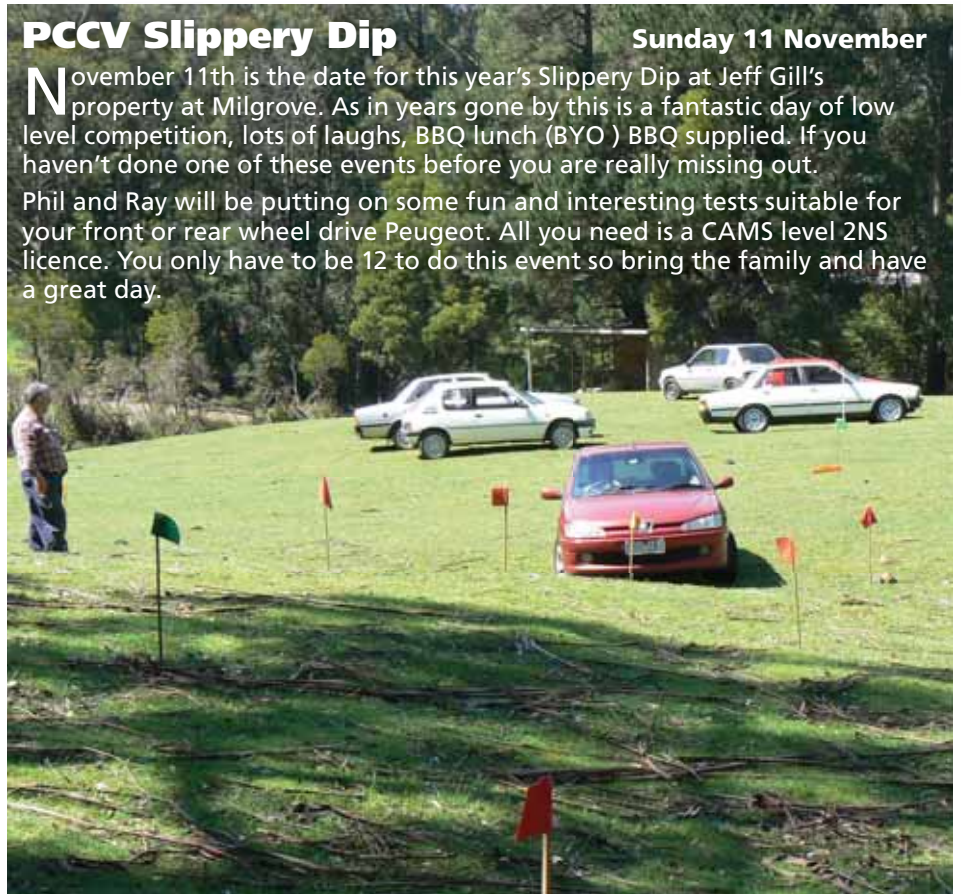
The Fiat Club has again invited us to another of their Eco-Drives on Melbourne Cup Day. The first car is away from Brandon Park Shell at 0900. Come earlier and have a coffee or breakfast at Subway. The previous four events have combined easy navigating, fascinating roads, quick results, bonhomie and some unusual views of the Dandenongs and nearby Gippsland. Come and enjoy the course as a Voyage Petite using the event navigation or your own, or join in the fuel frugality with your best concentration, sneaky free wheeling and your lightest right foot. The conclusion of the event at Pakenham La Porchetta will be full of good food, friendly rivalry and some ingenious explanations why someone else used less fuel than you did. Any questions? Call Peter Kerr – 9890 1816, or 0408 504 605.

## 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.



#### EVENTS CONTACTS

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

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





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

## HAC Interclub Motokhana

Sunday 18 November

Note change of date for the HAC Interclub from the 25th Nov to the 18th Nov.

We need all Peugeot members to come along to the HAC Interclub Challenge. We won this event last year by only 1 point so the more competitors we have in the different classes, the easier it will be to do the same this year. Supp regs will be available on the PCCV website and facebook page.



## 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 Gippsstown 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.

## Mafeking Mayham

Saturday 1 December

A HRA Rallysprint directed by Chris Ellis on Private Property at Mafeking. There are going to be 2 different courses – one a forest stage and the other a blast around an autocross track. Entry forms available on the HRA website [www.hra.org.au](http://www.hra.org.au). Don't miss it! Mafeking is accessible via Yea, Seymour, and Euroa.



## PCCV Christmas Party – Phillip Is.

Sunday 2 December

Following recent tradition, the annual Club Christmas Party will be held at the home of Neil Beddoe on Phillip Island.

Members will enjoy the park like character of Neil's garden in the shade of beautiful coastal trees as they prepare their BYO lunch, BBQ or Picnic Hamper. Neil will provide the BBQ plate. They will also be able to gaze on the magnificent collection of Peugeots in Neil's rather adequate garage.

Members will meet at Caldermeade Dairy, on the South Gippsland Highway, Melway ref 612 R8, at around 10am for a late breakfast or sumptuous morning tea. (The Dairy is about an hours drive from the metro area). As well as great food the Dairy has a playground and some farm animals to entertain children.

We will leave the dairy at 11.30 for a leisurely drive down the Bass Highway to the Beddoe property in McKenzie Rd Cowes.



## December Club Meeting

Friday 7 December

The evening will commence with a BYO barbecue at 7 pm.

Our Guest Michael Woodhouse from Meguires will commence his presentation and demonstration at 7.30 pm in the foyer and entrance driveway of the club rooms.

He is coming fully equipped with the latest Meguires car care products and will set about showing how the products will restore a car's condition. He will use the cars of two or three members to demonstrate the performance of the Meguires products. This is an evening NOT TO BE MISSED

# REGISTER NOW FOR THE ANNUAL EASTER PEUGEOT PAGEANT



The 2013 Peugeot Pageant will be hosted by the Peugeot Car Club of Victoria in the border city of Wodonga.

## Accommodation

Accommodation booking is the responsibility of each participant. We have pre-booked accommodation at the Stagecoach Motel and the Wodonga Cabin and Caravan Park which are adjacent to each other on Melbourne Road (the old Hume Highway). Both have breakfast/meal making facilities, and for those who chose to stay at the Stagecoach, breakfast is available from the motel.

Discounted rates have been negotiated at both venues. Speak to Damien or Louise at the Stagecoach Motel (02) 6024 3044 and David or Robyn at the Cabin/Caravan Park (02) 6024 2398 and mention you will be attending the Peugeot Pageant.

The program for the Easter weekend will be as follows:

### FRIDAY

- For early arrivals on Friday, we have put together a **short drive** through the Indigo Valley to historic Chiltern and return
- A **welcome dinner** will be provided in the evening

### SATURDAY

- Saturday starts with the **concours** display of cars at the Howlong Golf Club, some 25km from Wodonga
- **Morning tea and lunch** will be provided at the Howlong Golf Club
- Saturday afternoon: you have the choice of a **motorkhana** *OR* an **observation run** through some historic, northern Victorian towns, passing some of the best vineyards in the area
- Saturday night's **dinner** will be located at a restaurant in the centre of town

### SUNDAY

- An **observation run** heading south and east from Wodonga through some lovely country in the Kiewa and Mitta Mitta Valleys and then travelling along the Victorian shoreline of Lake Hume. This is the main run for the weekend and will include **lunch**
- Sunday night we have the **presentation dinner**

### MONDAY

- The weekend will conclude with the traditional **farewell breakfast**
- Please note:** Breakfast on Saturday and Sunday is not provided and is the responsibility of participants

Should you wish to extend your stay, there is much to see around Albury/Wodonga area.

**Any questions, don't hesitate to contact Murray Knight (03) 9728 3096, Allan Horsley (03) 9499 5861 or Tim Farmilo (03) 8711 4050**

Looking forward to seeing you in Wodonga at Easter 2013.

## REGISTRATION

**Easter Pageant 2013 in Wodonga – Fri 29 March to Mon 1 April**

EARLY BIRD DISCOUNT PAYMENT \$158 PER PERSON IS DUE BY 1st FEBRUARY  
AFTER THAT DATE PAYMENT OF \$168 PER PERSON WILL APPLY



Name(s): \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

State: \_\_\_\_\_ Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ Mob: \_\_\_\_\_

What club will I represent at the Pageant: \_\_\_\_\_

What model Peugeot will I be driving: \_\_\_\_\_

Registration number: \_\_\_\_\_

I am interested in participating in the motorkhana:

Yes  No

Please list any dietary requirements:

\_\_\_\_\_  
\_\_\_\_\_

If you have already booked your accommodation please indicate if it is at:

- Stagecoach Motel  
 Wodonga Cabin and Caravan Park  
 Other



# Presidential torque

## G'Day...



How are you going reading the petrol discount cycle lately? Trying to judge the best time to fill up your car is becoming harder all the time. No longer are the cycles on an even 7 days with price rises on a Tuesday. The cycles can be anything up to 20 odd days and the day of change is any day of the week.

I'm in the process of preparing to go to Ouyen for Hank's Murray Sunset National Parks Trip and then onto to Adelaide for their All French Car Day and the wagon is almost empty. Hopefully, I get to fill up before any price rise.

A couple of months ago, I received a phone call from Joe Kenwright of Unique Cars magazine. He wanted to do an article comparing early fuel injection systems of 1970's European makes and had decided on a Volvo 144 and a Peugeot 504Ti if he could get one of

each. He had sourced the Volvo but was having difficulty getting hold of a 504. Cutting a long story short, Graeme Nichol, who has a very nice original, dark silver 504LTI, agreed to provide his car for the comparison.

He has since informed me that he has met up with Joe and had a great day having photos taken and being involved. Graeme also picked up on the fact that Joe has a soft spot for 404s and 504s. No doubt Joe will let us know when the article is to appear. An invitation has also been issued to Joe to be a guest speaker at a club meeting early next year.

Another phone call, this one from a very chirpy and healthy sounding Graham Ray. Graham was recently rushed off to hospital where he had major surgery. Now home and recuperating for the next 6 to 8 weeks. Graham rang to thank the club for the "Get Well" card we had sent him.

Along similar lines, Neville Summerill, long time member from Bombala, entered hospital for a knee replacement and came out with a multiple heart bypass operation as well.

Word has is that both Neville's knee and ticker are recovering well and he will be

a starter at Ouyen. Looking forward to catching up with him – he is a character! Well – time to go and fill up the wagon!!.

*Murray*

## WELCOME

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

Chris Forsterling	'80 504
Helen Pyers – Associate	'69 404

## November 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, Ray Garrad, Glad Fish, Colin Handley, Brian Ward, Tony Nott, Annie Brown, Peter Kincaid, Doub Brockfield, Chris Powell, Graham Wallis and Peter Wilson.**

**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.

# Dial PCCV

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

## A 404 wish granted

Earlier this year, Dial PCCV contained an item about a Tasmanian woman, Virginia Hutton, whose family had 404s when she was a girl. She wanted to show her husband Robert, a Holden tragic, to experience the delights of a 404 and she asked PCCV how it might be done.

The family was about to go to Western Australia on holiday, so PCCV member Kerry Torpy was contacted to see if he could arrange something while they were in the south-west of WA.

Kerry worked some magic and arranged for the family to meet several 404 owners, including Bart Edwards, another PCCV member.

This was Kerry's report of the encounter: "Husband Robert was impressed with the 404.

"It was a very cold morning here, lots of fine hail, looked like in Europe, ground covered in white.

Unfortunately Robert and Virginia and daughter Alex could only stay for morning tea, as they had to go back to Albany before heading back home. Bart and Wilma Edwards and Brian McNeill, 404 owners, came and joined us for morning tea.

"Much talk about 404s. Husband Robert was pretty impressed with the engineering of a car 46 years old, especially comparing Holdens of the same vintage."



## 205 dashboard

Nonagenarian club member Alan Pinkney's son Graeme is just as keen on French cars as his dad. One of his fleet is a Series 1 205 GTi, which had suffered the indignity of having its dashboard collapse. This is not an unusual occurrence on this model and Graeme has not been able to find a replacement in Australia. So he rang the club phone, as many people do.

So an appeal was made to our good friend Alistair Inglis, who is searching high and low in Club Peugeot UK to trace the needed part.

*Paul Watson*

## Redex Rerun Update

The 2013 Redex Rerun is coming along well, Expressions of Interest now number 30 with plenty more expected to come.

The majority of entrants will be in 203s or 403s, but we have accepted a handful of 404s, a 505, a VW and a 122 Volvo. The later model Peugeots were generally accepted because of the owner's support for previous reruns.

Other makes are fine as long as they are reasonably original 1950s models.

At the moment the Rerun Committee is hard at work organising various venues around the country for displays, meals, sporting events and interesting stops for the entrants.

Also information re accommodation is being put together and people will be able to start making bookings.

We will soon start getting some publicity out, this was very successful in 2003 and resulted in quite a few people who had been involved in or remembered the original events getting in touch. A few less of these people around now 10 years later but you never know who is out there.

Interested people should contact Graham Wallis at [ewal7731@bigpond.net.au](mailto:ewal7731@bigpond.net.au) or 0429 939619.



## Worm Weekend in SA



At the National Motor Museum in Birdwood, South Australia, Richard Sage (centre) tells Don and Judy Macdonald, Kay Marken and Glenn Vagg about the 1897 Peugeot chassis that was unearthed by a bulldozer in 1969. The museum visit was part of the 2012 Worm-Drive Weekend, which included the SA French Car Day. More pictures and report in December Torque.



## Digital Torque

Commencing in February 2013 members will have the opportunity to receive their personal copy of Torque each month IN FULL COLOUR by email. The email will arrive on Friday, one week before the Club Meeting.

Members will also be able to pick up a copy of the printed version of Torque at the Club Meeting.

If you would like to join the revolution, please send your email address to [mikefar@ozemail.com.au](mailto:mikefar@ozemail.com.au) or complete the form included with this issue of Torque and hand it to the Secretary at the next meeting, or mail it to:  
PO Box 403 Nunawading 3131.



Doug Brockfield spotted this lion statue in Deloraine, Tasmania recently and thought it might be a bit big for a car bonnet!

## Road Worthys in Ballarat

Wayne Whittle (Ballarat) has kindly offered to do Road Worthys for club members.

Wayne has done my RWCs for at least 10 years and is not only extremely competent but totally 'straight up'.

A full Roadworthy check and certificate is \$80.

A 'wish list' for that which needs to be done (for those who will not have work completed within the week) will cost \$50. Balance of \$30 to be paid for a RWC if and when work completed.

Please note that Wayne is not available on a Wednesday.

Wayne's mob. no. is 0408 518 639.

Should you have difficulty contacting him you may like to drop a note to him at his workshop address: 19 Foster St, Ballarat.

*Peter Kincaid*

## It pays to check the details on your Permit renewal!

I received an interesting letter the other day in a plain envelope. When I opened it I was surprised to find a Permit renewal certificate inside. I immediately recognized the permit number as one I had previously had on a vehicle. Why had this been sent to me as I no longer owned the vehicle? Another look in the envelope produced a letter from none other than John Wood.

John's letter explained that the renewal had been sent to him! In his words, "they could not have got it more wrong!" He explained that he owned a vehicle on a Club Permit and the number of his vehicle was one number different to the one listed on the Permit renewal he had sent to me.

### Mistake #1: My Permit number was different to John's by one number.

On closer examination of the renewal certificate, the address details listed on the Permit Logbook label was correct with my name and address. However, when I looked at the bottom section of the certificate – the one kept by VicRoads, my name was correctly listed but the address listed was John's! This explained why the renewal had been sent to John's address.

### Mistake #2: The certificate had the address of two different Permit holders.

The crowning point over this whole debacle is, as I mentioned before, this permit renewal related to a vehicle I have not owned for around 18 months! Not only have I not owned this vehicle for some time, but when I sold the vehicle, I went to VicRoads to advise them that the vehicle had been sold AND I also returned the Club Plates to them!

### Mistake #3: The Permit renewal had been sent out for a Permit that was no longer in use.

The moral of this tale: Always check the details on your Permit renewal to make sure they are correct. Just to be on the safe side, it would probably also pay to keep an eye on your Permit renewal date to ensure that your renewal is sent on time before its expiry date.

*Tim Farmilo*



Photographed recently on the coast road.

## 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

## Peugeot at the Australian International Motor Show in Sydney

PEUGEOT Australia will fly in an example of the facelifted RCZ coupe – hot from its debut in Paris last month – to headline its stand at this year's Australian International Motor Show – 19-28 October.

The updated version of its sleek coupe will be the only member of a clutch of Peugeots premiered in Paris to make the long journey to Sydney, leaving the 208 GTi, Onyx supercar and 2008 crossover in Europe.

Joining the tweaked RCZ on the stand will be the regular 208 range, launched last month but officially going on sale this weekend, plus other Peugeot models including the 4008, 508, 308 and 3008.

Peugeot Australia PR and promotions manager Jaedene Hudson told GoAuto the company was unable to secure the hot 208 GTi here before the production version hits local showrooms around May next year.

The 2008 crossover appeared in almost production-ready guise in Paris, but will not launch here until the end of 2013, while the jaw-dropping diesel-electric Onyx supercar – regarded by many as the star of the Paris show – is strictly a concept at this stage.

Ms Hudson told us not to expect an announcement at the show regarding Peugeot importer Sime Darby's expected move to acquire the Australian franchise for fellow PSA brand Citroen.

### Not coming – the jaw-dropping diesel-electric Onyx supercar.



The facelifted RCZ features at the International Motor Show in Sydney.



The new 208 range goes on sale in Australia during the show.

Current Citroen importer Ateco Automotive told us in July it would hand over the reins to an independent distributor early next year, and in September announced it had attained the SsangYong rights for Australia from Sime Darby.

The revised RCZ gets Peugeot's slimmer new corporate grille design, sleeker headlights and more premium cabin surfaces, but unchanged 115kW/240Nm and 147kW/275Nm 1.6-litre turbo-petrol engines (the higher output is with a manual gearbox, the lower with an EGC automatic).

The 120kW/240Nm 2.0-litre diesel version currently sold here is no certainty to be retained, however, since it makes up a tiny proportion of the RCZ's already tiny sales in Australia (averaging only 15 per month this year).





Also not in Sydney, the 2008 crossover.

With regard to diesel hybrids, Peugeot Australia director Bill Gillespie told journalists that the car-maker had opted to focus its development budget on a raft of more mainstream models due to appear globally by the end of 2013.

"It's a decision coming out of Europe," he said. "They have got to invest research and development money and there are a whole lot of models coming between now and the end of next year, and there is only so much engineering investment you can make."

These new global models include the 208 GTI hot hatch, 2008 compact crossover and the crucial all-new 308 small car, with the latter emerging at next year's Geneva show in March.

*Mike Costello – [www.goauto.com.au](http://www.goauto.com.au)*

Also set for Australian sale is a hardcore 194kW RCZ R, which is likely to be offered on a special order basis from the end of next year, but it will not be at the Sydney show.

The classy new 208 range set for AIMS was launched late last month, priced from \$18,490 plus on-roads for the base three-cylinder five-door and climbing to \$26,490 for the flagship Allure three-door turbo hatch.

The hot GTi will arrive next year powered by a 147kW/275Nm 1.6-litre turbo engine – also used in the RCZ plus a range of BMW Minis – as a chic rival for the Volkswagen Polo GTi, while a luxurious Citroen DS-style 208 XY may also be launched at the same time.

*Mike Costello – [www.goauto.com.au](http://www.goauto.com.au)*

## Peugeot diesel hybrids given the chop for Aus

PEUGEOT has officially shelved plans to develop its ground-breaking Hybrid4 diesel-electric 3008 and 508 crossover wagon models for hot climates such as Australia.

It emerged in June that the project had been placed on the Peugeot backburner as various heat issues were being sorted, but the company has now informed the Australian division that it has halted development.

At the same time, the company is in the middle of deciding whether to release the pure electric Partner van revealed globally last week on to the Australian market as a rival for the Renault Kangoo ZE and Nissan e-NV200 – both of which are under consideration for the local market.



Plans to sell the 3008 Hybrid4 (above) and 508 RXH wagon (below) in Australia have been shelved.





## Parking in Paris



One thing that amused me during our recent visit to Paris, was the closeness that people park their cars to each other. I took a few photos of parking efforts where I wonder how on earth they can get their car out of there. The Peugeot 106 (left) has a Honda touching at the back, but has 2 or 3 cm of spare space at the front – possible? The Smart (lower left) has maybe 10cm spare at the front – easy? But the best one I spotted one night was the 307 (below) with a Smart car parked hard up against its front bumper and a 306 parked hard up against the back. It's hard to see in my grainy photo, but the 306's front wheel is also clamped!! Now how would you get out of that!! I had to laugh.

*Peter Cusworth*



## Peugeot Taxis



Peugeot taxis are something we don't see in Australia, but here are a few that we've spotted in Europe recently.

Left: Chris Powell snapped this 406 taxi in Barcelona in September.

Your editor photographed the 407 taxi (below) in Prague, and also the 3008 taxi (below left) in Paris.

And also a pic of 607 taxi – not sure where I got that from.





## Rookie's Ramble Trial 1971

### George Woods Novice Trial 2013

By Glad Fish

PCCV Rallies in 2013 have not changed much from events run in 1971.

The George Woods Novice Rally in March 2013 will include a section known as the Rookies Ramble

In 1971 Director Graham Wallis described in Torque, Rookies Ramble March 1971 which was a daylight event of 120 miles. "This Trial is designed with the newcomer in mind and navigation will be quite straightforward, in fact it is so dead easy the Directors are worried that everyone will clean sheet. This is a Trial for beginners so if you want to find what it is all about, enter now by contacting the Directors".

While Hugh Healley, PCCV President in January 1971 wrote "If you have never sat under a beach umbrella in pouring rain at Woop Woop South, eaten charred chops, drank someone else's flat beer and waited hours between cars that may or may not arrive, then you've missed a lot of what your club has to offer". What a way to get control officials. I think 2013 club members may have lost that wonderful sense of humour that 1971 members had.

Here are a few points from the Supplementary Regulations of that 1971 event that Brian Amey and Graham Wallis directed.

"Crews shall comprise up to 3 persons. A current road licence must be held by the nominated driver. Entry fee \$2 per car. It is recommended that all crew members wear seat belts during the trial. Start will be on the red road north of Woodstock as mapped on Broadbents Map No. 301F/G."

Invited clubs included the Austin 7 Car Club.

Well we are going to re-live 1971, on 1st March 2013 with our George Woods/ Rookie's Ramble Novice Trial. We have already started planning the event. No, we will not be using a Broadbents Map No. 301F/G, and the entry fee will be a bit more than \$2. However not much else has changed, CAMS still set the rules, we still need officials to sit under a beach umbrella in pouring rain (yes it rains in March) at Woop Woop South, eating take-away KF Chicken, and waiting hours between cars that may or may not arrive. Don't let it be you who misses the fun stuff that your club has to offer.

The George Woods whole event will be for novice crews, while the first couple of sections, the Rookies Ramble component, will definitely be an event for newcomers. Crews may choose to stop at the end of the Rookies Ramble or attempt the whole event.

There is something here for all PCCV members. First of all let's have as many Peugeots as possible competing. Next we need officials on the night (they are the guys under the umbrella), but even before that we need volunteers to help run the event, starting now. "How" you ask. Easy, just contact the Director, Glad Fish for more information. Phone 0410148058 or email gladfish@netspace.net.au



A Brian Nicholas photo of a club rally control at Fumina South in 1968.

## October Club Meeting report

At the conclusion of the formal part of the Club Meeting, Auctioneer Extraordinary, Dennis Edwards commenced the highly entertaining task of auctioning a wide range of Peugeot treasures.

Lots of valuable parts were fought over with many members taking home great prizes.

Some items drew little attention but a set of Air Horns as well as a carbon brush for a 505 water pump fan were strongly fought over. Many members were successful bidders for colourful Peugeot posters which will no doubt adorn the walls of many garages.

A good night was had by all and the Club earned a healthy commission on sales.

Great thanks to Dennis for a job well done, again.

Allan Horsley



## Another pic from the Four States Trip



Hank and Allan planning the next outback trip.

## Inappropriate plates



The Editor spotted this plate recently on a 406 - close... but, not really.



# Pugs to the pole...or nearly

Tony Nott and Annie Brown



## The mission

*...should you accept is to drive an old Peugeot as far north as you can. On 13th June we did just that, three Peugeot 504 utes made it to Nordkapp Norway 71° 10' 11" N, as close to the pole as you can get and still be on a road in continental Europe.*

## The Preparation

The journey proper started in the UK with the purchase of three 504 diesel utes. Barry and Tina Moritz bought a renovated 1992 model, Gordon Hort bought a 1988 model and we bought an ex Peugeot dealers 1989 model complete with signage and a yellow flashing light for the princely sum of £900.

All the purchases were done via e-bay with the help of Barry's contacts in the UK, the details of which would require a very long conversation over several bottles of red.

Our utes had been parked in an orchard for quite a few months and mine in particular was filthy, covered in moss, lichen and the usual UK detritus. At the local supermarket polish migrants

were offering car washes "from £5 " I negotiated £7 he then shyly asked "how long you stay in supermarket?"

Since we were going to the wilds of the deep north it was decided to fit out the utes for camping, the very reason for buying utes in the first place. Barry's ute already had a fibreglass canopy or "truckman top" as they are called in the UK so Gordon and I bought ones to put on ours. A week was spent in the UK sawing, drilling, gluing and outfitting. Thanks to generous gifts of old ply and a trip to a local car boot sale it was all done at a reasonable cost. We had cookers, a fridge, utensils and all the relevant camping paraphernalia- we were ready to go.

## The Route

The idea was to drive the most interesting route we could find, avoiding motorways where possible. We took the Channel Tunnel over to France then basically headed due north up the coast of Belgium and along the dykes in Holland. In Germany we took a slight detour via Der Franzose in Vechta and bought up large in spares (a whole article in itself) and then headed north again.

Since there was no real alternative route and we did not want to change money and phones yet again we did a belt across Denmark sticking to the motorway and not staying over night. This meant we went from Germany across Denmark and into Sweden all in one day. A big drive!

Once in Sweden we headed due north again and up into Norway. Lack of time prevented us going south and around the whole coast of Norway so we kept on going north and joined the coast at Trondheim from there we followed the coast all the way to Nordkapp. As I said on Facebook the trip from Trondheim to Nordkapp is a bit like going along the great ocean road with a mirror image a couple of km out to sea, a snow line at 200 metres and driving like that all the way from Melbourne to Broome

At Norkapp the cars split up. Barry and Tina and Gordon keep on going around Norway to Russia (another whole story) and we headed south for the east coast of Sweden to meet up with my son in Upsalla. From there we travelled south retracing a similar route but a few hundred km to the east in Germany and Holland. Then back via "the Chunnel " to the bright English sunshine!



Arctic Circle



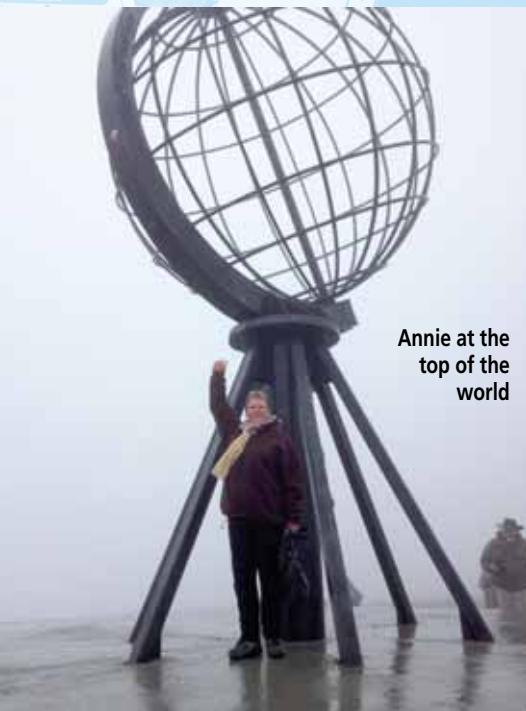
## The land of the midnight sun

The Arctic Circle comes in around three quarters the way up Norway much like the tropic of Capricorn cuts through Australia. So a couple of weeks were spent without darkness. This has some great advantages for campers. Unlike Hank's trips in the outback we did not need to find a camp by 4ish so we could have everything set up before dark. At most campsites in Sweden check in is between 6 and 7 so 504's becomes 607's or even 809's. We only had to use the torch once and that was inside a cabin so Annie could see to cook!

24 hrs. of sunlight also means it doesn't get cold at night max may only be 17 but min might only be 15.

The only big disadvantage is that discreet midnight pee behind the tent is fraught with danger.

Although you always have to drive with your lights on you never drive in the dark.



Annie at the top of the world

## The Joys of camping

Unless you want to spend a serious amount of money, camping and driving is the only way to see Norway and the rest of Scandinavia. There is a lot of open space, road and forest. Most (sensible) people camp in motorhomes and there are so many on the road that it makes all our grey nomads look like a family gathering. Scandinavia has an ancient "rights of passage" law that basically lets anyone camp on any public land for one night, hence the serious number of motorhomes.

We were traveling in June which was before the start of the season proper in

July /August which meant that some parks were shut but we also avoided the rush and had plenty of sites, an issue in peak season.

Campsites are set up differently in Europe and a lot of people had problems with us setting up a tent next to the car and could not get around the idea of us sleeping in the car. "Yes, it is like a small motorhome" was the only way they could cope. The Dutch have had real problems with English tradies coming over to work, racking up huge camping bills and disappearing into the night. So when we turn up in our UK registered vans, mine with a yellow light on top, there was a general look of horror on their faces. We were refused at one place and only got into another because the owner's wife was a Kiwi and Barry did some swift talking and explained we were Australians. The next day Barry and Gordon bought a huge texta and scrolled Australia on the back of their cars, I already had a sticker on mine that we bought at Sydney airport.

Some sites were appalling (avoid the Belgian beaches like the plague) but generally the camping was OK the average was slightly less than what you would find in Australia. Prices were good, ranging from \$10 in a fantastic national park in Germany (byo toilet paper) to around \$20 for most sites in Scandinavia. Cabins ranged from \$40 to \$150 depending on size and amenities.

## The driving highlights

The Chunnel is one of the world's great but weird driving experiences. You actually drive into the train and once inside we had to drive down about 12 carriages. It felt like driving half way to France inside the train! Luckily we were over height and went in with the trucks and campers, the cars have to go in two story carriages, which are a bit claustrophobic. Hand brake on, engine off and 30 minutes later we are driving



Bognes ferry in Norway

off in France on the wrong side of the road!

Driving the E7 up the Dutch coast over the top of the dykes is also one of the world's great drives. Sea on the left about 3 metres higher than the sea on the right...mmm...what's wrong with this picture?

Going around roundabouts the wrong way and sharing tiny roads with very large farm machinery is also some of the other joys of driving in Europe. The look on Annie's' face when a 400 hp John Deere did a left turn in front of us, missing her side by inches, was priceless.

One of the engineering marvels of the world, the Oresund bridge is well worth putting on your driving bucket list. The bridge is nearly 8km long (over 3 Westgates) and you are 60 metres up in the middle. It goes between Denmark and Sweden and consists of a 4.5km tunnel, plus an artificial island, plus the bridge and is about 16km in all. An amazing drive!

There was a lot of very scenic driving along the fjords in Norway with some spectacular bridges and the trips on the ferries were always fun but the



Camping la pane





Scandinavian highlight would have to be being asked to blow in the bag by a very attractive Swedish police woman. It was midsummer, a holiday, like a cross between new years and schoolies week for those in the south of Sweden and the police, out in force, obviously thought we looked like drunken gypsies driving a rusty old Peugeot too slowly. After blowing a zero and "Have a good day and drive safely", they followed us for another 20 mins. Just when we thought they were planning to escort us across the border they spotted several of the afore mentioned drunken schoolies atop a trailer full of tree branches and flowers destined for may pole decoration. Lights flashed, floral clad and barefoot bodies jumped off and we were safe. Gladsummer!

### Tourist highlights

Everywhere along the trip there was something fantastic to look at and as farmers we were particularly interested in farm techniques and stock management but some places stood out above the rest and, of those, two were world heritage listed.

Roros in central Norway, the coldest spot in Scandinavia (gets down to -50°C), had been a copper mine for 330 years. Jan told us about this place. We met Jan on our first night in Norway, he dresses like he got caught naked in the backstage dressing room of "So you think you can Dance" and threw on the first things he could find. Jan spends six weeks a year camping in a bowler hat, a shiny multi-coloured tracksuits Ali G would be proud of, and slip on clogs. He also built three of the cabins on site, makes moonshine out of apples that would send the space shuttle into orbit ("don't drink too much make you sick", "no kidding Jan") and says we are the first Australians to visit in the 26 years he has been camping there. But Jan did put us onto Roros a 350-year-old mining town totally intact with a lot of grass roofed wooden houses dating back to the 17th century. We took a tour of the old smelting works and bought lots of souvenirs. Trevor (from WA travelling with Gordon) bought some

beautiful local blankets and a god awful sausage, a "local delicacy" that would make your arteries clog just looking at it. Roros and the whole area around it has a UNESCO world cultural heritage listing.

It is an amazing place to visit.

The whole drive up the coast of Norway has to be a highlight seeing frozen lakes (in summer), the fjords, the arctic tundra, Sami lands with reindeer and Nordkapp itself, which must be an amazing spot in good weather. The East coast of Sweden including Uppsala and Stockholm was great but two of the biggest surprises were in Holland and Belgium.

On the last two nights of the trip we decided to stay in B&Bs, the weather was not the best and on the route we were taking there was nowhere to camp. We stayed in the very luxurious B&B in Schoonhoven, a separate new cottage with all mod cons for only \$80. The woman running it had very poor English which we found very strange for Holland and owning a B&B. As we were leaving she asked us if we were going past the "molens, de molens rond". We had no idea what she meant, but yes we have been past windmills and yes we may see some more on the way home. But no, it appears that Schoonhoven is molen ground zero, there are windmills by the acre. Shows how good our research was, just down the road is the second UNESCO site! A piece of Holland exactly as it was in the 16th century i.e. marshland covered in windmills. It seems the plan then, as now, was to find a piece of marsh, put a levy around it, build a windmill to pump the water out of it and then grow your crop in it. The site is amazing with 14 immaculately preserved, and lived in, 16/17th century windmills, but what I found fascinating is that in this old part of Holland the water level is several metres higher than the modern Holland right next to it. A perfect illustration of how much land the Dutch have reclaimed over the centuries.



Tony has a close encounter with polar bear.

After being totally "molened" out we decided to find a place within a two-hour drive of Calais, we had a 10am booking on the Chunnel. We stopped at a tourist info in a very bland Belgian village, the upshot of which is that we were put onto an amazing B&B a couple of kms down the road. We had a couple of hours before we could check in so we went to the local pub for an iced tea and in there found out why the village was so bland. On the walls were photos taken after the First World War, utter devastation. There was a photo of the road outside our window as a series of rubble heaps to the horizon, nothing taller than a man. We were in the middle of the killing fields of the Great War, the fields of Flanders.

So much for our research, again. After our tea we arrived at the B&B, a tastefully restored old farmhouse, Christine our host was still tidying up after a group of Australians visiting the war graves, there was one across the road! She says, "Are you going to Eeps, Eeps it is only 20 mins away". After much confusion then translation and finally clarification, "Eeps" is actually leper, on the road signs it looks like Leper. But "Eeps" is leper home of the Mennen Gate.

Christine asked us if we are going to the service "What service?"

As anyone who knows their history, as we clearly did not, the service is held every evening at 8 to commemorate the war dead specifically the Commonwealth war dead. Last post was sounded, wreaths were laid, a Welsh school choir sung "The Fields of Flanders" and even "Advance Australia Fair", the whole service of 30 mins witnessed by over 300 people was very moving. If you can't make it to the dawn service at Gallipoli this would have to be the next best thing and it is on every night!

Can you make a volvo even uglier?



Morris Minor towing a caravan in Holland







Leaving the Arctic Circle in Sweden



Watch out for reindeer and campervans

### The Cars

The 504 diesel is a fantastic touring vehicle and would be the perfect vehicle for Hank's desert trips. The only modification you would need to make is to chuck out the seat and put in some comfortable buckets, the existing bench is one of the most uncomfortable I have ever sat in and would even give a 70's Corolla a run for its money. Air-con might help also (getting soft).

It got up to 40mpg in Norway with the 80km speed limit and good diesel. The average was 36-38 mpg (7-8 litres/100km). The worst was when Gordon and Trevor had a 140kph dash up the motorway to pick up Gordon's insurance, they got about 30mpg which also included some heavy traffic in Rotterdam.

Our car had a problem with the diff from the word go, terrible rattles under no load condition, but gave us no trouble for the 8k km we drove round Europe. It seized 5 miles from Alastair Inglis's place while sight seeing in England (a whole other story).

Considering how under prepared the cars were mechanically, we just bought

them, serviced them and left, they did remarkably well. A few days in a proper workshop with the relevant parts and we would have had no problems at all. Barry and Gordon had adventures when they left us but I will leave it to them to tell the tale.

### Comments and observations

The road-works bill must be huge in Norway, everywhere we went the roads were either being repaired or widened but I suppose summer is the only time they can do it.

There is a lot of wide-open space in the arctic and it is bigger than you would think, covered in Birch trees and reindeer are a road hazard.

Every motorhome in the world has an urge to head north in May.

The whole of Scandinavia and especially Norway is in love with Detroit iron and American culture in general. I have never seen so many 60s and 70s yank convertibles in my life as in Norway. Some good, some woeful, but all big.

80% of the motorbikes we saw on the road in Norway were Harleys.

There are Pugs everywhere in Europe mainly small and new. Most cars are hatchbacks or wagons, sedans especially big ones seem to be the minority.

Germany probably has more solar panels than pigs, they are both everywhere. It is not unusual to see a barn with 100-200 panels on top.

Northern Europe is very well organized and forward thinking (renewable energy, farming etc.). Holland is a good model for how people, farming and industry can exist in an increasingly populated world.

England by contrast is living on past glories and does not seem to have any positive vision for the future. Manufacturing is disappearing in droves, with the main export industries music and finance. The traffic is a nightmare.

A smart phone is now an essential travel item for we could not have navigated without it. You still need a good map but even it does not have the detail and will not tell you where you are. In England I downloaded a free map of Europe (1.5gb) so we could navigate without phone coverage. It even told us the way out of the supermarket car park in Germany!

The international global roaming system is a nightmare. If you want to take out a second mortgage Telstra global data roaming will work but by far the cheapest is to buy a new sim in each country (around \$20), such a hassle. The first company to bring out a reasonably priced sim that works in all counties will make a fortune.

All countries have apps for camping sites and they are invaluable. We did find 'Around Us' useful at times but in Norway it did tell us the nearest gas station was in Phoenix Arizona and the nearest coffee shop was in Vienna!

The trip was fantastic but there is no place like home.

*View more of Tony and Annie's trip photos in the photo gallery on [www.pccv.org](http://www.pccv.org)*



Below the fog at Nordkapp





# Peugeot looks ahead as Sochaux turns 100



Words: Peter Wilson – Photos: Peugeot



The factory streets of Sochaux used to see a mix of buses and bicycles.

It was a truce for a day when Automobiles Peugeot kicked off the celebration of the centenary of Sochaux – one of the world’s oldest automotive production sites still in operation – with political guests present on September 10.

However, there was no sign of French president François Hollande, who had vowed to block any sackings or closures when he spoke during his election campaign at the factory where 12,000 people work.

Nor of industry minister Arnaud Montebourg whose war of obstruction against the Peugeot group’s planned rationalisation and criticism of the Peugeot family was described in the German press as “Paris is killing French industry”.

And not a mention of the report due that day from [industrial] relief minister Sartorius Arnaud Montebourg on the health of Europe’s second largest automaker.

Instead, sharing the speechmaking with family head Thierry Peugeot and group chief Philippe Varin on the declared theme of “In our history we will draw our strength” was finance minister Pierre Moscovici, who said he felt quite at home.

Of course he was. The one-time member of the Revolutionary Communists had begun his political career having to prove himself in this Peugeot region and he was not about to step out of line.

“I am not unaware of the difficulties. I do not minimise,” he said, according to the local paper *l’Alsace*. “I believe in the ability of PSA to innovate and renew itself, which finds its source in the know-how on the site Sochaux. The businesses that are based here are of industrial excellence.”

London’s *Financial Times* has noted that the company still has ample cash from its Bank PSA Finance, a capable chief executive and a clear plan for staying afloat in the thankless and shrinking European car market.

It hinted that the government appeared to be resigning itself to let Peugeot follow its own path back to profitability. After all, the firm has more experience in business than the new government has in running a country with a widely shrinking industrial profile.

Anyway, Philippe Varin didn’t mention the billion dollar first half loss or the need to close plants and downsize the way the US industry had done during the global financial crisis.

He cited Peugeot’s plans to spend nearly €2 billion on a new clean three-cylinder engine, a modern paint shop at Sochaux and new generation Peugeot, Citroën and Toyota vans at the Sevenord factory as evidence of its commitment to French industry. Yes, Toyota has replaced Fiat as a partner in van production for the European market, a great tick for Peugeot van expertise.

If you wondered where the money was coming from for all these developments, the firm is selling some assets and Bloomberg reported being told the Russian state-owned OAO Russian Railways is about to pay €1 billion for a 75 per cent in Peugeot’s Gefco trucking unit. Analysts reckon that’s a good price when others were making fire sale offers.

At the ceremony it was left to Thierry Peugeot to cover the history of Sochaux.

It was begun as a truck factory in 1912 and had the room to expand after the First World War to become the family’s major car plant and a premier French industrial site in contrast to other automakers which remained near Paris.

“The group throughout its history has known several crises,” Mr Peugeot said, noting the depressions of 1929 and 1936, the occupation during the Second World War, the financial struggle of 1968 and the floods of 1990.

“Sochaux has the DNA of the company and the whole group,” he said.

“Behind the Peugeot Adventure, there is the human adventure, which makes this place the flagship of the group, first and foremost with a future as a place of memory. This is what makes us confident in the future ...”

It was a positive note at a time when the group’s financial problems are deep enough to be mentioned in the Australian press.

According to *Toutes Les Peugeot*, the year-by-year listing of car models, Sochaux produced the luxurious sleeve valve Type



Peugeot 404s near the end of the assembly line.



156 from 1920 and later versions of the 172 Quadrilette mini from about 1924.

The big change came with the switch from artisan-style workshop manufacture to building steel car bodies with body panels formed by huge stamping presses.

US-style assembly techniques were ramped up in 1929 to take the 201 to unprecedented volumes that brought prosperity to the firm. The streamlined 402 and 202 followed in the 1930s.

After the war Sochaux produced the models more familiar in Australia such as the 203, 404 and 504.

The factory continued to expand, involving in the 1980s the diversion of a river to make room for huge additional buildings.

While other major makers began buying components from specialist suppliers, Peugeot continued to make its own components and sub-assemblies and Sochaux had an unusually broad range of manufacturing activity.

Towards the end of the past century, Peugeot began buying in more components and sub-assemblies to reduce costs and some departments, including the seating factory and foundry, were closed.

The assembly lines have grown in sophistication with the introduction of individual chips with build instructions for each car, allowing a mix of specifications and even different models to be produced together. Computer control of welding, some component sub-assembly and robotic painting improve precision.

Last year Peugeot said it would end its own admired shock absorber production and use units from a producer in Spain.

Sochaux has produced more than 20 million cars.

Today the site assembles 1,670 vehicles a day: the Peugeot 308, 3008, 5008 and Citroën DS5 with their hybrid versions.

The factory's big research department is developing replacements for the No. 2 platform models, the Peugeot 308 and Citroën C4.

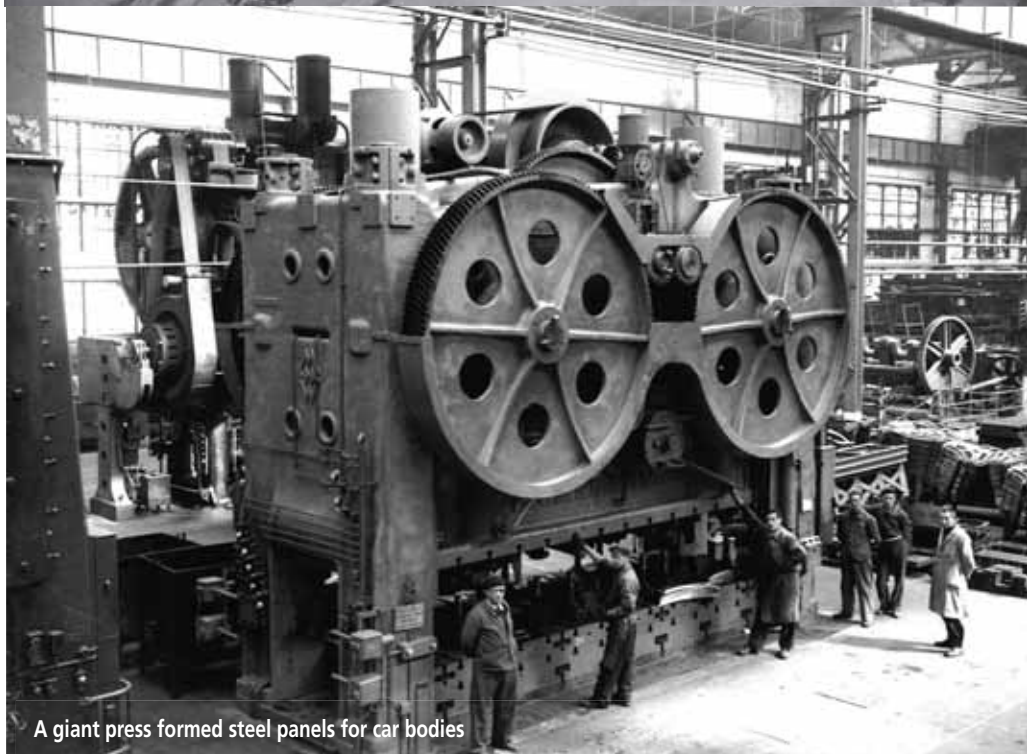
L'Aventure Peugeot's permanent secretary, Françoise Dubois, advised the club of a major retrospective being shown at Sochaux until October 15 with pictures taken from the vast library of the Archive Centre Group Terre Blanche on themes such as the evolution of working conditions, the role of women in the industry since 1912 and the development of a vehicle.

During September Sochaux opened the plant to the public for a day of "bicycle cars in the country". Workers could take their children to see what went on.

On October 20 and 21 the Chaplin film *Modern Times* will be screened in a huge workshop with live music from a regional philharmonic orchestra.



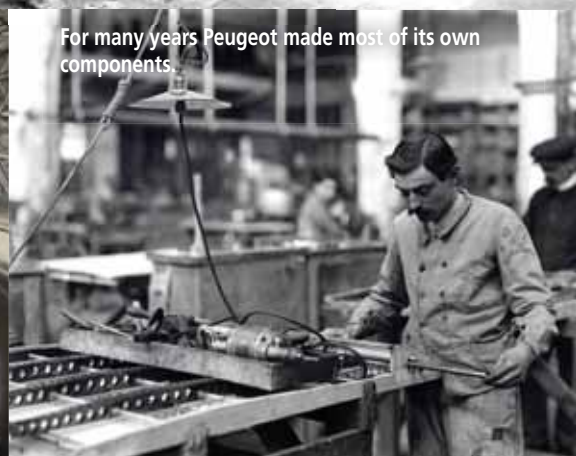
203 line: One man fits a sunroof while another fits the window mechanism.



A giant press formed steel panels for car bodies



202 line: Fitting hinges on a rear door.



For many years Peugeot made most of its own components.



## Euroa Show and Shine

**Paul Watson**

There were only five PCCV cars at this year's Australian National Show and Shine at Euroa Secondary College, but that didn't mean there wasn't any excitement.

When I arrived in the 403 about 8.30, Jason Slingo's 405 was already there. I parked next to him and was immediately joined by a Jim's Carpet Cleaning van. We explained to the driver that we were expecting more cars and asked him to move to another line.

He grumbled a bit but went off and parked next to a nice group of Rileys. They quickly told him that they were expecting more cars and asked him to move again. He then got very aggressive. We tried to settle him down and said he could park in our row, as long as he left some space for another car or two.

So he came back to our row and parked nose-first, then got out and locked the van, still mouthing off about the people who had told him to go there and then told him to go somewhere else.

I have no idea why he thought his van was a suitable vehicle to park in a car show, but it stayed there all day, with its tailgate pointing towards the passers-by.

By this time Doug Brockfield had arrived in his 404, followed by Chris Powell in the 306 XSi, which we just squeezed in.

There were about 650 vehicles on show, including four other French cars: a 504 (Max and Val Maher, who are PCCV members but came with the Deniliquin club), a Renault 750, a Citroen DS and a genuine Lago Talbot Type T26C Formula 1 racing car.

Some of the best cars were in the auditorium, safe from the occasional spot of rain. These included George Hetrel's red Mercedes 540K Cabriolet C, a six-litre Bentley, a lovely 1928 Lancia Lambda couple of early Chev Corvettes and a red Morris Minor that VCAL students at the school are restoring.

Of special interest was a home-made Morgan three-wheeler replica, with the emphasis on home-made. The rounded top of the chrome grille was made from a Webber barbecue and the front guards were supported with sections of motor-mower handle. The overall effect, though, was amazing.



A very happy Chris Powell with her trophy.



Max and Val Maher's 504.



Jim's Carpet Cleaning at Euroa.

Outside, there were dozens of Wolseleys, a gaggle of Austins, plenty of Holdens and Fords and a smattering of sports cars, including a beautifully restored Austin-Healey that for some reason had been fitted with a 6.7-litre V8.

There were plenty of Yank tanks, many of them left-hand-drive, police and army displays and two Ford Territory stretched limos with interiors that redefine and concept of good taste.

Chris Powell's 306 was judged best French car, with the Renault 750 as runner-up.

Car of the show and best German car went to George Hetrel's big Merc, and rumour has it that George later rejected an offer of \$12 million for the car. The director's prize was won by the Lago Talbot, which is owned and raced by Ron Townley.

By the time the trophies were announced (and there were dozens of them) the Jim's Carpet Cleaning man had had enough and disappeared, probably still angry with the world.





## PCCV member profile

### Colin Handley

Colin Handley lived and studied in Melbourne and on the cold Monaro plain before moving to the sunny climes of Canberra. He is an active restorer of old Peugeots, but his interests are not limited to that make. Colin was held in high regard by the late Gordon Miller. He is well known as a reliable source of Peugeot knowledge and parts and has proved a valuable resource to the club. He is also active in the Peugeot Association of Canberra.



**Name:** Colin Handley.

**Where you were born:** Bendigo.

**Age:** 65.

**Suburb or town where you live:** Lyneham, ACT.

**Occupation:** Signwriter.

**Favourite movie:** The Ballad of Cable Hogue.

**Favourite song or piece of music:** Ravel's Bolero.

**Favourite spectator sport:** Off-road classic rally.



Colin's 203 panel van advertising his signwriting business "Alpine Signs".

**Types of motorsport you watch or compete in:** Off-road classic rally.

**Favourite holiday destination:** Australian Outback.

**Hobbies:** Restoring old Pugs.

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

**Something we don't know about you:** I'm an ex-town planner.

**When you joined the club:** 1980s.

**Any committee positions held (past or present):** Nil

**Other car clubs you belong to:** Peugeot Association of Canberra (past president and editor).

**Your all-time favourite Peugeot:** 504 V6 coupe.

**Your all-time favourite non-Peugeot car:** Morgan Plus 8

**Your thoughts on modern Peugeots versus older models:** Temporary transport.

**First car you drove:** 1938 Morris 8.

**First car you owned:** 1938 Morris 8.

**First Peugeot you drove:** 1957 403 wagon.

**First Peugeot you owned:** 1957 403 wagon.

**Other Peugeots (not including your current collection):** Several 404s, 504, 604, 305.

**Cars currently own:** 203 sedan, 203 panel van, 403B sedan, 404 sedan, 404 cabriolet, 504 sedan. And: Citroen D Special, Citroen Berlingo, 1962 Morgan 4/4, Austin Healey Sprite (bugeye).



During the Redex Rerun in 2003



Colin is a handy mechanic.



Colin with his team mates for the 2006 Ampol Rerun, Neville Summerill and original Ampol winner Allen Taylor.





## Coonabarabran bus trip

Paul Watson

The Flexible Clipper and Kombi lookalike

In late July Nola and I drove to Coonabarabran in north-western NSW to take part in a weekend organised by Jim and Pat Brear of the NSW club's New England & Northwest chapter. About 30 people attended, including Queenslanders Richard and Kay Marken. The lure was the chance to see and ride in a restored Ansair Pioneer Flexible Clipper, the type that did the interstate hauls in the 1950s and early '60s.

But it turned out to be a great weekend for other reasons too.

The bus belongs to a NSW club member, David Baker, who with his wife Brenda runs the Acacia motel, a very salubrious place.

David has been a farmer for most of his life and is an engineering whiz, so restoring the bus and finding a more suitable engine was not a problem. He and Brenda use the bus as a camper, removing some of the seats to install beds. It has a toilet in what used to be the luggage space.

The bus is a dream to see, with authentic Pioneer Express livery. It rides beautifully and is fitted with aircraft-style seats. The V8 Perkins diesel at the rear moves it along at a good rate.

The Flexible Clipper fraternity is small but very active, and you sometimes see ten or more of these streamlined buses on a highway run.

Because of its lack of humidity and pollution, Coonabarabran is one of the best places in Australia for astronomy and David likes a bit of stargazing himself. He had the idea of using the Clipper to pick up Japanese astronomers from Sydney airport and bringing them to stay

at his motel and visit the Siding Springs observatory.

Then the Australian National University, which runs Siding Springs, decided to offload a 40" optical telescope because they couldn't get it to function properly.

The ANU offered the telescope to David for nothing, provided he could take it away.

Never one to decline a challenge, David got in and dismantled the telescope before the ANU could change its mind. He brought it to his home near Coonabarabran and set about building an observatory to hold it. As the observatory is on a hill with a winding dirt road, this was not without its problems but David persisted and soon had a shake-proof base for his telescope, together with a purpose-built dome.

To bring the telescope up to modern electronic operation David persuaded an American astronomer-electronics engineer to come and stay for a couple of months.

The result is an instrument that now operates as it should and David is able to charge his Japanese visitors up to \$8000 a night for its use. Some of them bring their own smaller telescopes and leave them at the observatory between visits. (Apparently there are many superannuated salarymen who have taken up astronomy as their hobby after retirement.)

Apart from the fact that the scanning mechanism is a worm drive, I can't remember the technical details, but suffice to say that the people who use the telescope are very happy with the results.



David Baker explains the telescope



Some of the Pugs on the Coonabarabran weekend



Worm-drive system in the tracking mechanism.

After a fascinating visit to his observatory, David drove us to his farm, where he has several projects on the go, some involving VW Kombis, for which David also has a passion. One of these has been converted into a mini Flexible Clipper, which draws almost as many admiring looks as the real thing. Another is having a Chev Corvair engine fitted.

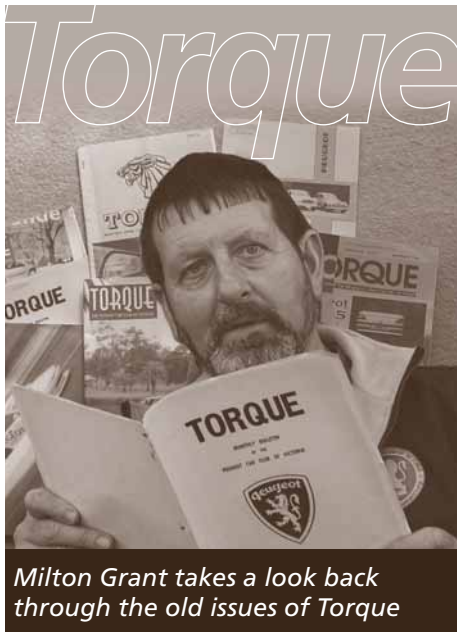
Behind his farm shed David has a derelict Commer bus that was once someone's home and a couple of Peugeot that have seen better days.

Our next stop was a secret location where David has built a shed to house cars that are in better condition, including a 404 and 504 wagon, a Citroen DS21 and another Kombi.

On the Sunday we said goodbye to David and headed out through Barradine to a national park in the Pilliga Forest that houses Sculptures in the Scrub, with works placed along a one-hour walking track. It is a beautiful setting and the sculptures are amazing. It was a great way to wrap up a fantastic weekend.

After lunch Nola and I headed off to our old stamping grounds Armidale and Uralla, then down Thuders Way to the coast, catching up with friends and relatives on our way home. All up we covered 3000km and the 308 went like a dream.





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

**TORQUE NOVEMBER 1972**

The Winton 6 hour race had not been the happy hunting ground that the club had hoped for only achieving a 23rd place out of 25 teams. That being said it had been done with only 3 cars and not 4. However all was not lost as George Woods led the field over the finish line in the "Black Beast" to receive the chequered flag with a gigantic grin on his face.

The club weekend away to Echuca had had been finalised with the program written up in Torque.

Noted was the Paddle steamer ride for 4 hours – cost \$4.35 a head and included lunch and a stop at a riverside homestead.

Of interest was Paykel Oils and Chemicals in Moorabbin were selling Vital Deluxe 10W40 Multigrade for \$1.54 per gallon and M.P. Gear oil (worm drive diff oil) at \$1.80 per gallon, but only available in 5 gallon drums, non returnable.

*FOR SALE: 203 wagon registered but not roadworthy \$60. 203 unregistered going reconditioned water pump and radiator \$50.*

**TORQUE NOVEMBER 1982**

The cover on this month's Torque was set to cause an outcry from the club members at the way Peugeot's were portrayed.

On a lighter note a Hungi had been organized for Adults only, bring your bathers and beer.

Steve Odell and Roger Chirnside had come out of retirement after 8 years and took on the George Woods Novice

Trial in Steve's 203 Ute. Surprising themselves and everyone else, they were 2nd outright behind Paul Segal and Lindsay Dawes in Pauls 404.

Only a small number of cars turned up for the Economy run around South Melbourne, Footscray and city areas but it had been a great bit of fun.

Nick Welland wrote of his trials and tribulations supercharging his 403 with the supercharger and associated parts from Tom Seymour's 1618cc 203/403 motor and its further development.

Other technical notes were on lubricating clutch forks and fatigue cracks in the 404 gear change rod welded to the steering column.

*FOR SALE: Many 403, 403B and wagon parts - doors panels,mechanicals. Most parts (e.g. 1/2 dozen starter motors, several generators etc). Also complete car. Proceeds to go to Club.*

**TORQUE NOVEMBER 1992**

The Geelong sprints was going to be the lure of an economy run starting at the West Gate Bridge and then by back roads to Geelong in time to watch the sprints.

This year's William Harvey Memorial Trial would start near Yea and finish at Emerald.

There at been 35 Peugeot's at the Worm Weekend at Beechworth including 17 203s and 8 403s. For the first time there had even been a couple of cars from Queensland.

Technical Torque covered 403 big end bolts, 404 windscreen washer pumps, 404 carburettor drum repair and a cure for 504 "floppy" steering wheels.

*WANTED: Wind deflector for 604 sunroof. 4 x 14" Peugeot mags as fitted to GTI Station Wagon.*

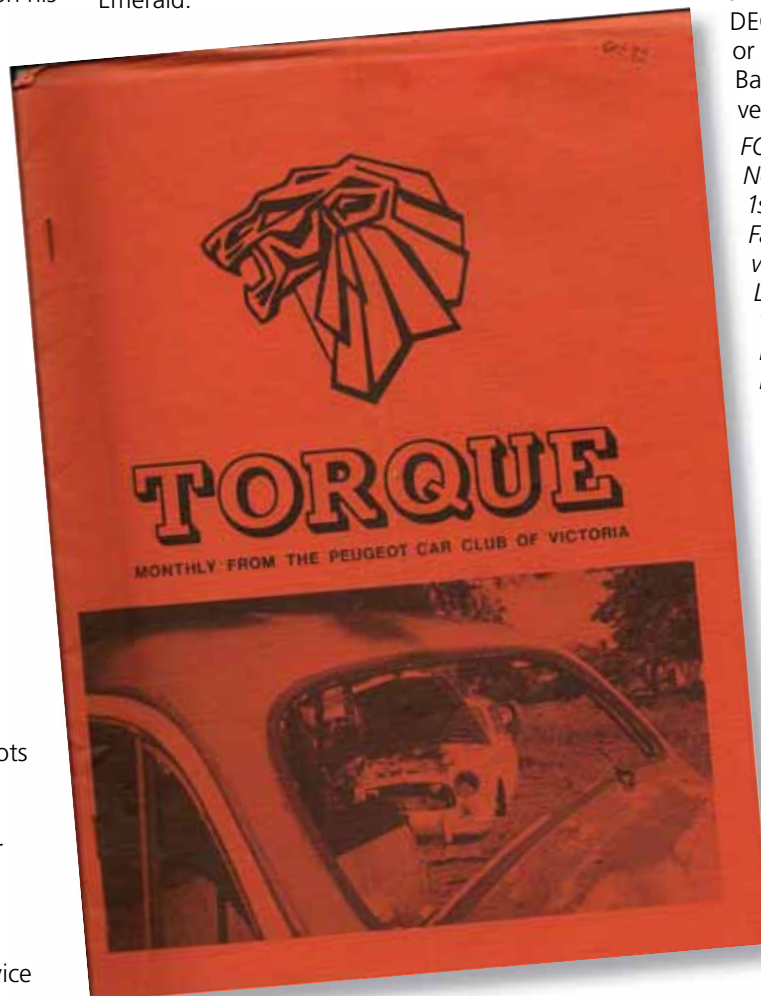
**TORQUE NOVEMBER 2002**

The first full colour cover of Torque had the World Rally champion Marcus Gronholm on it after he had won the Rally of New Zealand taking out the Drivers Championship (still with 2 rounds to go) and as Peugeot had won 1, 2 it had enough points to take out the Manufacturer's Championship as well.

Socially the club was off to Mornington for a train ride in November, coffee at Studley Park, Petanque along with food and wine at T'Gallant Winery and then off to DECA on the last Saturday with a drive to Peter Moore's Maindample hotel on the Sunday (a very full month).

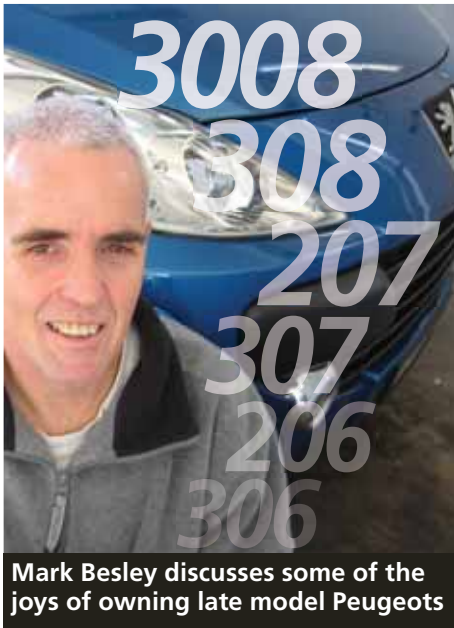
Competively you had the choice of 3 club rallies, 2 sprints, 2 hillclimbs, a motorkhana as well as DECA, the Geelong Sprints or head off and watch the Bathurst 24 hour race (also very full).

*FOR SALE: 205GTi "Classic" No 23/30 One owner 1st registered Sept '94 Fastidiously maintained with full service history Learther interior, Sunroof. 135,000kms New Brembo rear discs and all sensors reluctant sale. 11 months Rego \$19,500.*



The Torque cover in November 1982





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

## Broken Remote Key Buttons – The Ultimate Challenge

Last month we heard about Club Member Greg Wallace’s experience transplanting his 307 key into a new shell. This inspired me to take on (with Greg’s assistance) a far greater challenge of repairing a 306 remote key where the push-button switch was broken. To understand the starting point for the repair, it is instructive to follow the path from operation to failure of a Peugeot key.

Your key problems begin when the plastic cover over the actuation button cracks or breaks from age and fatigue. At this point you would be very wise to order a key shell from China and do a “transplant job” as described by Greg last month. However

if you do not (as was the case with the Besley 306) do this, your problems will progressively get worse as follows:

- You will still be able to operate the remote for a while by pressing on the button directly.
- Ingress of water, sweat and dust will cause the innards of your key to deteriorate.
- The button will ultimately break.



Disassembled key showing circuit board, battery contact and bottom half of shell. The transponder chip is mounted in the top right corner of the key shell but is hard to see in this photo.

We then focussed on the circuit board and the defunct push button switch. We measured the size of the switch and Greg assisted me in sourcing a suitable replacement. To put this in perspective, the switch that had to be replaced measured approximately 6mm x 6mm, and was surface mounted on the small



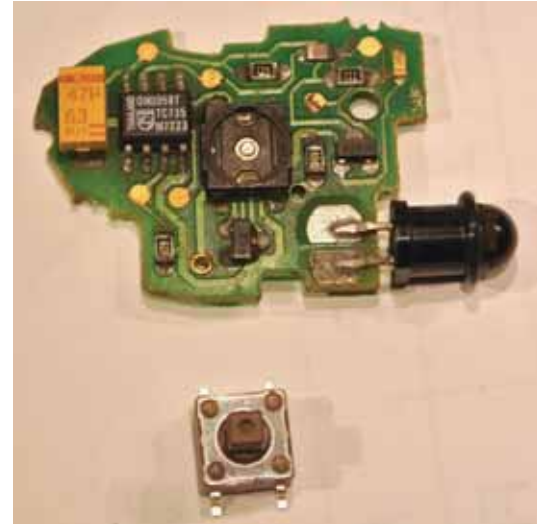
Non-functional 306 key with plastic cover gone and switch broken.

At this point you will have a key which is useless for the purpose of remote locking / unlocking and you will be thrown back to the prehistoric process of having to insert the key into the lock and rotate it to lock or unlock your car.

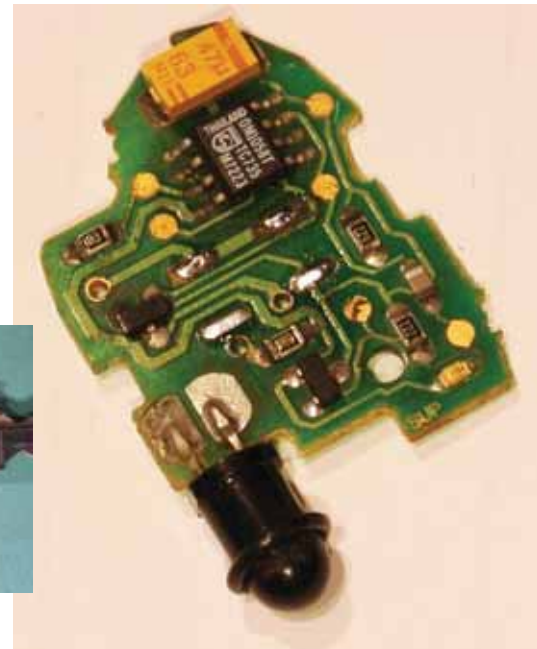
The first step in the repair process was to obtain an appropriate 306 key shell. These were listed as “405” on the website where they are sold but appeared identical in the picture. I haven’t checked a 405 that has remote locking but I presume that the 405 and 306 remote keys were the same. These are a key with a single round button and they use infrared rather than radio to communicate with your car (you have to point the key at the car through the window for it to work).

Next, we disassembled the “broken” key to assess what needed to be repaired. Only one screw holds the key together so it is easily taken apart. It contains a small circuit board, battery contact and batteries which are all easily separated from the key shell. These are shown in the picture (the batteries were discarded and are not shown). Note the dirt in the bottom of the key due to it not having been sealed from the elements for a long time.

circuit board. “Surface mount” means that electronic components are mounted directly onto the surface of a printed circuit board rather than having wire leads going through holes in the board. Although this technology is well suited to automatic assembly, it means that great care and precision are needed for a manual repair.



Circuit board with broken push button switch still in place. Replacement switch pictured below the circuit board. Infrared LED can be seen mounted on bottom right of the circuit board.



With some careful unsoldering, the old switch was removed.

Mounting the new switch on the board was a difficult procedure which took us two attempts to get right. The switch relies on a good solder joint at each corner for mechanical stability and must be mounted level and as close to the circuit board as possible. The button height was critical as it had to be just the



right height to fit under the plastic cover in the top half of the shell and still move slightly when pushed. As supplied, the button had quite a long shaft – much too long for this application. Fortunately the shaft was plastic and we were therefore able to cut it down and file it smooth so that it only protruded about 1mm above the switch body.

After close inspection of the new shell we decided that the “replication” of the inside part was not as accurate as we would have liked. In particular, the mountings for the battery contact and the transponder chip were not well suited to the parts we had removed from the old key. We considered mounting the battery and transponder using hot melt glue, but in the end we decided that it was easier to transfer the new plastic push-button cover to the old key (a perfect fit) and effectively rejuvenate the old key.

Some effort was put into cleaning up the battery contacts using extremely fine wet & dry sandpaper, and cleaning the circuit board and old key shell with isopropyl alcohol. Once this was done, new batteries were installed. I used slightly thinner batteries than the original ones to try to keep the circuit board as low as possible inside the key. This was due to the new button being slightly higher than the old one. The key was reassembled and has been working perfectly for the last couple of months since the repair.

Close inspection of the photo indicates that the main device on the circuit board is a Philips OM1058T. Out of curiosity I searched for this on the internet and found (not surprisingly) that it is listed as an “Infra-Red CAR-KEY Transmitter”. It describes a circuit (components appear to match those observed on the circuit board) for typical application to “alternately open and lock the doors when a button is pushed”. The 24-bit security code (to ensure that your key opens only your car) is programmed into the OM1058T at time of manufacture of the key. The key also contains a Philips PCF7931XP/C Transponder to secure the engine management system.

Again I would like to give my sincere thanks to Greg Wallace for the considerable time and effort that he devoted to this exercise. Without his knowledge about sourcing components and his skills with precision soldering of surface mount components, it is unlikely that I would have succeeded with this repair.



Circuit board with new pushbutton, cleaned up key shell with new batteries, ready to reassemble.

## A REPUTATION LIKE PEUGEOT'S ISN'T MADE OVERNIGHT.



It takes time to earn a good reputation. And a lot more than time to make that reputation great.

Peugeots have been in South Africa for over 75 years. And during that time one thing has been proven above all else: Peugeots are built to last.

Each successive model has earned its reputation on all roads and under all conditions.

In addition, superb French engineering has ensured that maintenance costs have always been kept way down low.

It's not for nothing that the influential American motoring publication 'Road and Track' named Peugeot "one of the seven best made cars in the world."

So whether you drive the classically styled 504 sedan, the spacious 504 station wagon, or the rugged Peugeot bakkie, you're getting the sort of reliability and economy that's been proven and acknowledged worldwide.

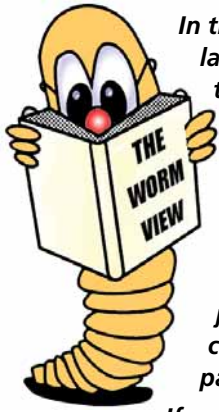
Time and time again.

That's what great reputations are made of.

 **PEUGEOT**  
Built and backed by Sigma.

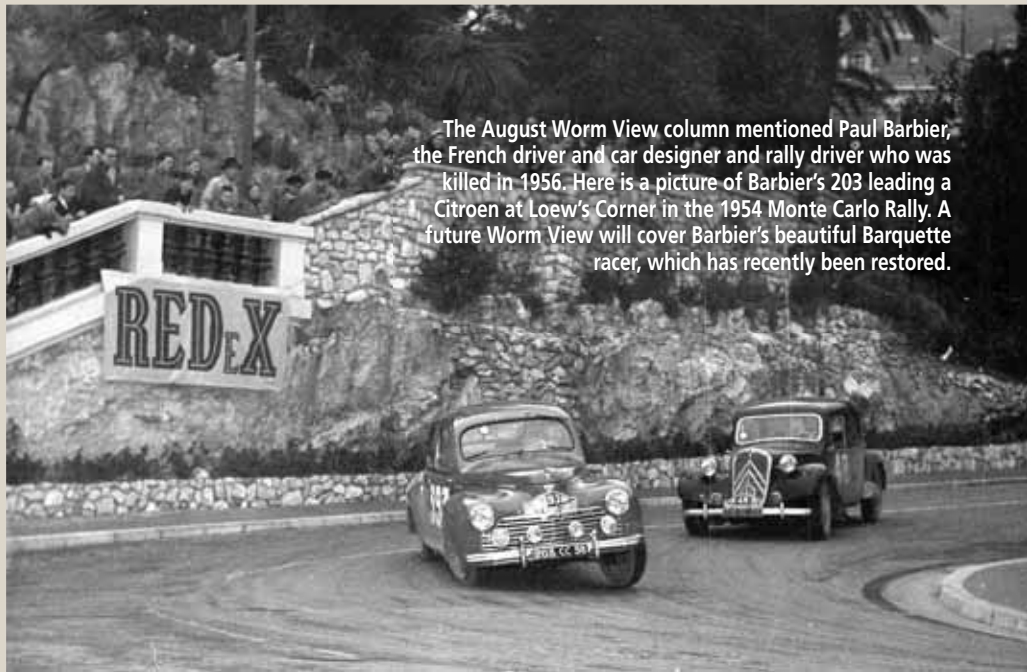
 **SIGMA**  
SPECIALIST MOTOR VEHICLE EQUIPMENT





*In the spirit of the late Gordon Miller, this is a column of news and views on worm-drive Peugeots. It is not meant to give expert advice, more just a provide chatroom on paper, if you like.*

*If you have something interesting to add, whether in words or pictures, please send it to Paul Watson (addresses on page 3).*



The August Worm View column mentioned Paul Barbier, the French driver and car designer and rally driver who was killed in 1956. Here is a picture of Barbier's 203 leading a Citroen at Loew's Corner in the 1954 Monte Carlo Rally. A future Worm View will cover Barbier's beautiful Barquette racer, which has recently been restored.

### Heater solution

A few months ago I proudly boasted that I had finally fixed the uncooperative heater in my 403.

I was wrong, as we discovered one warm day on a visit to Lorne. The heater tap was letting hot water through even when turned off and it just pumped out hot air no matter where the control lever was set.

So I bit the bullet and did what I should have done in the first place. I spoke to Glenn Vagg, who found me a replacement heater radiator with tap, which I installed myself after checking that the tap really did turn off.

It's not really a hard job, once you accept that you will be working for some time lying on the floor, looking up at the firewall.

I started by draining the radiator and disconnecting the wire that powers the fan, then I took off the control levers and removed the front section of the heater, which houses the fan.

Then I blanked off the rubber hoses to and from the engine and the water inlet and outlet pipes on the heater radiator, and undid the bolts that hold the unit in place.

Once that was out it was an easy task to replace the heater radiator, then I reassembled the unit.

The hardest part was reconnecting the water hoses that come through the firewall. It is hard to get enough leverage to pull them onto the inlet and outlet pipes.

Then it was just a matter of reconnecting the power and controls, refilling the engine radiator and going for a test drive. What a joy it is to be able to get unheated air into the car when you want it.

*Paul Watson*

### Old 404s

There was a mention in the last issue of Torque of the green 1966 404 that Leon Shulz bought from the collection of the late Robert East at Kiama.

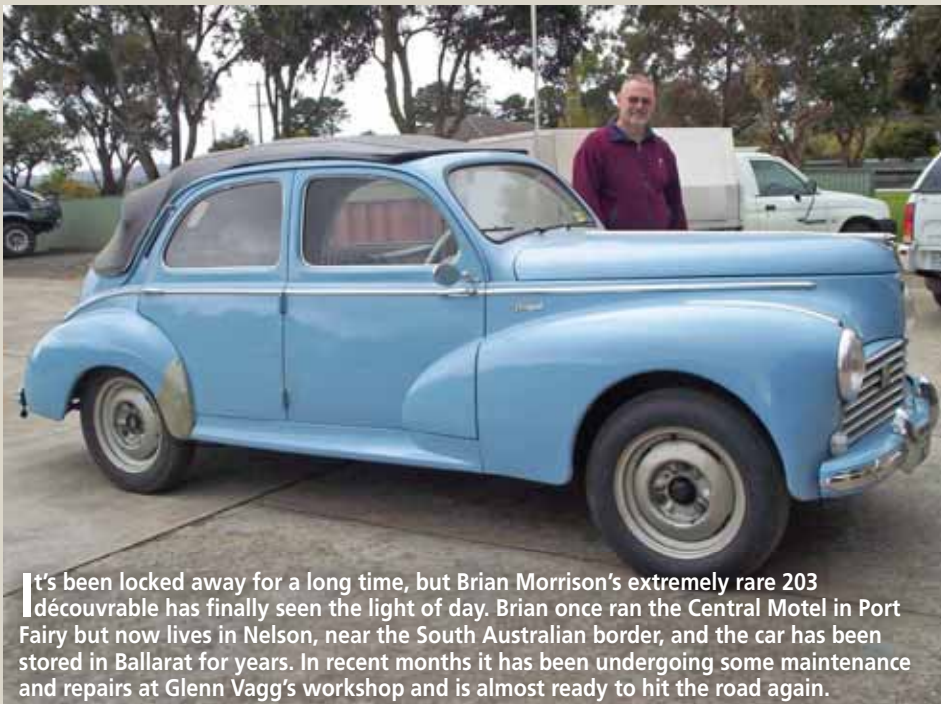
The distinctively decorated car was driven in the 2003 Redex Rerun by Robert with Graham Morphett and Peter Maitland. It had a roof rack bearing "East's Van Park" signs, advertising Robert's family business.

Leon is very happy to have recovered the car, which his grandfather bought new and then passed on to Leon's dad.

Looking at the car makes you realise how few of these early 404s are still on the road. I know Josh Friche has a 1964 model (with the thumb-operated interior door levers), but I can't think of many other pre-1968 404s.

The 404 was launched here in late 1962 or early 1963 but was not selling well until 1965, when Renault Australia took over local assembly from Continental & General and cut the price by a whopping 200 pounds (about 15 per cent). So there should be numbers of 1965, '66 and '67 cars getting around, but where do you find them?

1967 was the year the car got a five-bearing crankshaft, so that might be part of the reason for the shortage of older cars, although there was nothing to stop a later engine being fitted into an earlier car. I did that conversion myself, putting a



It's been locked away for a long time, but Brian Morrison's extremely rare 203 d couvrable has finally seen the light of day. Brian once ran the Central Motel in Port Fairy but now lives in Nelson, near the South Australian border, and the car has been stored in Ballarat for years. In recent months it has been undergoing some maintenance and repairs at Glenn Vagg's workshop and is almost ready to hit the road again.



1969 engine into my fully imported 1967 car.

The BA7 gearbox was introduced in 1968 too, which arguably made the car easier to drive for people who couldn't think outside an H pattern.

Another factor is that the 404's chassis was strengthened about that time.

I'd love to hear from anyone with a theory about why early 404s are so scarce.

*Paul Watson*



The East 404 in the Redex Run.



**M**eeet Les Hanson, the new owner of the ex-Gordon Miller 203. Les, who lives at Port Macquarie in NSW, is hoping to take the car in next year's Redex Run. He is a retired journalist who has worked in many parts of Australia and overseas and describes himself as a car collector. As well as the 203 recently bought a rally 404 from Peter Nash in Sydney. He also has a 406 wagon, a Citroen Xantia, a Mercedes 230, a Volvo 144 and two huge Buicks. One is a 1970 Centurion and the other is a 1908 Park Avenue, which Les says was the last Buick made in GM's Detroit factory. It was delivered to Melbourne and converted to right-hand drive.

### Nice Postcard



A classic postcard from Nice on the French Riviera, showing at least three 403s. Thanks to Guy Nolleau in Paris.

### Where is this Pug?



**I**n 1991, Gordon Miller's 03 weekend at Echuca, the crew visited the Alambee Motor Museum. Ivan Washington, who was on the event, took a picture of a 1924 Peugeot that was on display. Alambee is long gone and the site is now occupied by the National Holden Museum. A local PCCV member believes that the Pug might have gone to Queensland, but this has not been confirmed. Does anyone know where the little car is today?

### We were wrong

**T**he article on Bob Holden's supercharged 203, reprinted in Worm View last month, was wrongly attributed to Sports Car World. In fact the publisher was Larry Cleland Pty Ltd. The mistake was made by a subeditor.





## Club Meeting

Held at Chateau Peugeot on Friday 5 October.

President Murray Knight welcomed members to the meeting and in particular welcomed new members Doug Green, Jeff Clements and Chris Fosterling.

Apologies, Graham Wallis, Milton Grant, Noeline Grant, Ian Bennier, David Jenkins, Mike Jolley, Alan banks, Mitch Garrad, Ray Garrad, Peter Cusworth, Mike Farnworth.

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

Secretary's Report. New members; Doug Green, '91, 205GTI, '88, 505 GTI. Jeff Clements, 407. Chris Forsterling, 505. Helen Pyres, Associate, '69 404. Members holding Club trophies were asked to return them for engraving prior to the Annual meeting.

Treasurers Report. General Account, \$6,272.88. Cash reserve, \$10,912.62. Petty Cash \$150.00. Term deposit, unchanged. Moved Paul Watson, seconded Hank Verwoert.

Events Report. The Voyage Petite to Trentham was a great success with 16 cars along with drivers and passengers enjoying a pleasant drive and tasty lunch at the Trentham Hotel. Thanks to Doug, Margaret and Wayne Burke. The September speaker Daniel van Stokrom from Weber Carburetors was well received and a great success.

The Euroa Show and Shine is on Sunday 7 October, the Murray Sunset National Park trip on 13 October, The Worm Weekend to Adelaide and the SA French car Festival on 18 October, the Club Annual Meeting on 2 November along with a travel presentation by Phil Torode and Ros King, the Ray Hoy run on 23 November, The Christmas Party on 2 December at Neil Beddoe's at Phillip Island and the Club Meeting on 7 December with a Meguire's presentation.

### Competition Events

The VMC at Bendigo was well attended with Ray, Mitch, Nick, Zac, Liam and Glad competing. Also Zac and Liam attended a Gymkhana in Murray Bridge.

Upcoming Speed events include a Hill Climb at Rob Roy on Oct a Hill Climb at Boisdale on 20 Oct, an Autocross at Caveat on 21 Oct and a Sprint at Phillip Island on 11 Nov.

The Bagshot Rally Sprint is on 27 Oct with Motorkhana's in Brisbane on 13/14 Oct, Pakenham on 20 Oct, VMC9 at Werribee on 18 Nov and HAC on 25 Nov.

The Slippery Dip is at Millgrove on 11 Nov. AOMC/CAMS Report, no report.

Merchandise. In the absence of Milton Grant Lael Lea was offering a range of Club merchandise.

General Business. Murray Knight reminded members of the upcoming Annual general Meeting and encouraged members to nominate for Positions or membership of the Committee. He reminded members to complete the Clubman and Clubwoman

nomination forms that were included with Torque.

The concept of members receiving Torque by email in full colour was discussed with the option of members picking up a printed copy of Torque at the Meeting was highlighted as a means to lower costs. Some 25 members present indicated they would take up the option.

The concept will be discussed and finalised at the next Committee meeting.

The Raffle was drawn and 10 prizes were won.

Dennis Edwards was announced as the Auctioneer for the Club Auction.

The formal meeting closed at 8.55 pm to allow the Auction to take place.

## Committee Meeting

Held Chateau Peugeot October 15, 2012.

Present: Allan Horsley, Todd Knight, Peter Kerr, Nick Wright, Lael Lea and Tim Farnilo. Paul Watson by phone hook-up.

Apologies: Greg Park, Ben Park, Ray Garrad, Murray Knight, Milton Grant, David Jenkins, John Marriott,

Visitors: Glad Fish and Graham Wallis  
Business Arising:

Redex: Graham Wallis presented an update on the 2013 Redex Re-run 19 paid entries and should get around 40 entrants. Graham went through the various places to be visited and the events which will run at these places. Insurance requirements were discussed

No response from the VDC regarding the lease.

Secretary's Report: No correspondence this month

Treasurer's Report: General Account \$20,488.68, Term Deposit Account \$204,842.16, Cash Reserve Account \$7,888.60, Petty Cash \$150.00. Accounts for payment: David Isherwood (postage) \$467.00; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing) \$1,192.40; Telstra (Aug-Sep Mobile phone bill) \$56.99; Telstra White Pages listing \$22.00; MYOB (Registration/Support) \$35.00; Norcal Café (October supper) \$52.50; VDC (November Rent) \$546.57.

Accounts Presented: Allan Horsley (Refund Dept of Justice) \$43.90; Alan Upton (Ivan's Folly Fuel) \$443.00; Matt de Vaus (Ivan's Folly Fuel) \$52.75; CAMS (Slippery Dip Permit) \$85.00; Insurance \$1,059.05.

DECA – expect to make a loss of around \$816.00. Allan still to contact Lotus to see if they will come in with us to run DECA in the future. Ivan's Folly expects a surplus of around \$650.

Following discussions on the printing of Torque, it was decided that there would be no benefit in reducing the paper

quality in order to reduce the postage cost. A show of hands at the last club meeting showed overwhelming support for a digital full colour copy of the magazine to be emailed and for those on the email list to pick up a hard copy at the club meeting. This will reduce postage costs. Those wishing to get the emailed copy to notify Mike Farnworth to get on the list. Allan to write a report and also put an A5 flier in the next edition of Torque. The digital copy to commence with the February 2013 edition of Torque. Also add the details of getting the digital version to the Membership Application form. Paul to send a digital copy to the news and cars for sale email list requesting them to respond whether they want future copies of digital Torque.

Event Secretary's Report:

Upcoming Events – see events pages  
General Business:

Perpetual Trophies: Glad reported that she has completed the scoring for the trophies. She also suggested that the perpetual trophies be kept here at the club and placed on display in a cabinet downstairs. A medallion to be given to those who win the trophies. Life members to present the trophies – Pete de Vaus, Roger and Joy Chirnside, John Prins, Mike Dennis, Phil Nicholas (on behalf of his dad), Brian Amey, Mike Farnworth. Suggested that we have name tags for these visitors.

Some discussion on the need for name badges for people who come to the meetings. Agreed that this should happen and that the badges to be displayed so people can pick them up and wear them at the meetings. Glad offered to manage the badges and will contact Bill Hamilton regarding making the badges.

Some discussion on Clubman and Clubwoman nominations.

Paul reported that there are 17 cars and 33 people coming to the Worm Weekend.

Meeting concluded at 9:30pm.

Next Committee Meeting is Monday November 12th.

## Worm Drive Differential Oil

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

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PEUGEOT 205 - The story of a challenge, By Jean Todt.  
PEUGEOT 205GTI THE ENTHUSIASTS' COMPANION.  
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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 Puioubou (French)  
ALBUM 203 By Dominique Pagneux  
PEUGEOT, 60 YEARS OF CABRIOLETS (Italian)  
GUIDE PEUGEOT By Daniel Puioubou (French)  
LA 404 PEUGEOT by Dominique Pagneux  
USA ROAD & TRACK ON PEUGEOT 1955 - 1986.  
PEUGEOT TOUTE L'HISTOIRE by Pierre Dumont (French)  
HISTORY OF PEUGEOT From Torque magazine.  
PEUGEOT SOUS LE SIGNE DU LION by Pierre Dumont. (French)

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## Cars for sale

**504 coupe**, 1970 white, manual, excellent condition. Rego SGG203 (NSW). \$43,000. Andrew Park 0407 450 013 or email lorraine-nm@idl.net.au

**404 Cabriolet** manual 1965. VIN: 4493846. This car was sold new in the USA and is currently under restoration. Many rare new and second hand parts included. Great opportunity for the collector. Extensive records kept. Car is in Melbourne. Price: \$23,000. Contact Daniel on 03 9428 7270 in business hours.

**504 1979 Auto**. rego: APT993. Sandstone colour. Car in good general condition. Mechanically very good with very low kilometres. Been in family for 20 years. serviced regularly by Peugeot specialists. Car is in Melbourne. Rego expires late Nov 2012. \$2400 ONO Jim 0412 018 534.

**505 GTI Wagon**, 1989 505 GTI Wagon for sale, pale blue metallic Reg ORZ727 (Vic), excellent condition. Asking price \$3600. Ph 03 9849 0693

**505 STI**, five-speed manual. Generally good condition. Body is maroon but bonnet is sunburnt. Interior OK. No brakes or clutch, but it goes. Engine no 1690766. \$200. Pat Keally, Wilaura, 5354 1128

**505 SR** 1985 5 speed white. power steering, aircon, central locking, towbar; excellent condition, full history new tyres and windscreen lots of work done RWC, 13052H Club reg till Feb 2013. \$2500. 5622 2666 or 0409 137 036.

**Peugeot 103 moped/scooter** in good condition. Complete and running but no RWC or registration. Originally purchased in USA and had little use over its life. \$500 ONO. AND **Peugeot road racer style ladies bike**, purchased new in the UK. Has been in storage for most of its life. Size 27" in light blue and in excellent condition. \$180. Contact: Johann 0425 622 203 (items in Wheelers Hill).

**505 STi sedan**, 1984. Reg and roadworthy, 5 speed, dedicated LPG (does NOT run on petrol, gas cylinder recently retested) in VGC, paint & upholstery in great shape. 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 RWC. Great value at \$2375. Tony Ahearne 5985 8575 or 0419 190 542.

**504, five-speed manual** (reverse needs attention), 1977. 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.

**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

## How to place 'Sales Torque' ads

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

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

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

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

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

**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.

**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 GTI Familiare** 1989, pale blue metallic, Reg ORZ727 (Vic), excellent condition, 4 new Michelins ~355,000km running well. Asking Price \$3600. Ph 03 9849 0693

## Wanted

**203 Covir**, aluminium as made by Gordon Miller, or plastic if in good condition. Basil Moran 03 5582 4233

**Tow bar for a 203** sedan – Stephen Waddington, 0419 449 785.

**Dash for Series 1 205 GTi**. Graeme Pinkney, 08 8556 1166 or [graemepinkney1@bigpond.com](mailto:graemepinkney1@bigpond.com)

**Rear gearbox mount for a 203 or 403**. Phone John Marriott 03 9428 3074

**406 foglight lens [left]** 2001. Murray Giles, 0418 113 301.

**Sports Car World, December 1958 issue**. Paul Watson 0427 203 206.

## Parts for sale

**Torque magazines** 1996-2012 free to club member. I pair **504 tail light reflectors** \$10 Trev Yates 9787 6046.

**403/404 brake light switch**, new non-genuine, \$20. 404 reversing 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.

**205 GTi wheels** pepperpot 14" in fair condition with Sime tyres (20,000km). \$30 each. Paul Watson 0427 203 206.

**Graham Wallis parts sale:** enquiries email [ewal7731@bigpond.net.au](mailto:ewal7731@bigpond.net.au) or phone 0429 939 619: 205 wheels 14 inch Peppercots. Perfect condition \$40 each, with minor marks \$25 each, I have plenty. All have usable tyres fitted. And 4 by 205 wheels 13 inch factory alloys, near new tyres, \$40 each ONO. 4 by 205 wheels 13 inch factory alloys \$20 each, two have good tyres.

1964 model 3 bearing 404 engine. Low km but suffered from valve seat recession and was replaced. Would be excellent for parts for 203 conversion as it has the low comp pistons which combine well with the smaller combustion chambers of the 203/ 403 head. Also the inlet valves will fit 403/203 heads for a big valve conversion. Also, I believe the oil pump can be used to fit a 404/504 engine to a 203 or 403 without the complication of the external oil pump and drive mechanism.

\$75. C3 bell housing modified to stand a 404 engine upright in a 203/403, ex Phil Torode \$50. Late 404 diff complete with axle housings and brakes \$150. 404 tailshafts, axles, universals etc. POA. 404 wagon or ute rear gearbox mount as new \$40. 404 rear gearbox mount used in GC \$20. 404 gearboxes, BA7 or C3, \$75. 505 headlights \$30 each. LHS series 1 505 taillight \$20. 505 series 1 parking lights (in front bumper) \$15 a side. 505 series 1 dash mat brown \$10.

505 complete exhaust suit STi/GTi but could be adapted to fit GR/SR, looks excellent and certainly works perfectly, has the proper three pipe rear section and the original style of front muffler. Refund if not as good as it seems. \$100. Reupholstered 505 seats, front and rear, very good order and feel firmer than the usual worn out tweed seats, more like the later seats. Brown flecked. \$100 or make an offer. 505 carpet set, brown in good condition, \$20 I may need to charge a removal fee at this price! 205 GTi series 1/2 front hubs and brakes, \$30 the lot. 205 series 1/2, DFZ engine block, \$50. 404 headlight buckets \$15 each. 203 pedal arrangement, under floor as original, but includes a clutch master cylinder along with the brake master. \$30. 405 radiator \$20. 505 rear cross member with trailing arms, \$10. 205 Si front hubs, suit fitting later brakes to early (series 1/2) GTis and retain the smaller driveshafts. \$60 the pair. 306 Front ARB links plastic, used





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