

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



december 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

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gladfish@netspace.net.au

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Library:

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Webmaster: Peter Cusworth

Ph. 0409 797 023, pcusworth@bigpond.com

PCCV LIFE MEMBERS

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

REGISTERS

Worm Register:

203: vacant

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paulandnola@iinet.net.au

404: Hank Verwoert, Ph. 03 9783 2718
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1-2-304 Register:

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

TECHNICAL ADVISORS

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

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

• **Most models up to 1988**

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

• **203, 403, 404, 205 & 405**

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

• **406**

Lance Guttridge, Ph 5622 2666 (H)

• **605**

Salman Chaudhry, Ph 0432 603 766

• **Electricals**

David Isherwood, Ph. 9873 3342 (H)

• **Diesel Models**

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

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North Vic: Milton Grant 5824 2324

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

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TORQUE PRODUCTION DEADLINES

Deadline for the next issue is: **MONDAY 14 JANUARY.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 23 JANUARY** 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

A fantastic day at Jeff and Sue Gill's Millgrove property for this year's Slippy Dip.

Photo: Paul Watson.



Murray Knight's 504 wagon traversing Eyre Creek, 50 km west of Bedouille.



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Peugeot Car Club of Victoria

DECEMBER 2012

Club Events Calendar

* = See event info in this issue

LGJ = scores Ladies, Gents & Juniors Champs

DECEMBER

- Sun 2 Christmas Party Neil Beddoe's property Phillip Island*
- Fri 7 Club Meeting, BBQ, Meguiars presentation commencing at 7.30pm*
- Sat 8 Come & Try Day at Pakenham*
- Sun 9 PAC Motorkhana* LGJ

JANUARY

- Sun 13 VDC New Year breakfast*
- Sun 13 PAC Khanacross*
- Sun 20 PCCV Summer Safari* navigational run LGJ

FEBRUARY

- Fri 1 BBQ and Club Meeting
- 2 - 3 Ballarat weekend and Napoleons motorkhana* LGJ
- Sat 9 Workshop Visit. Ian Tate Engines*
- Sat 9 VCAS 1, DSCC Deniliquin Twilight
- Sun 10 Torquay Motor Show, Concours* LGJ
- Sun 17 Voyage Petite*
- Sun 24 VMC 1 TCCA/FFCC Werribee, including JRace LGJ

MARCH

- Fri 1 PCCV meeting
- Sat 2 PCCV George Woods Rally* LGJ

EVENTS CONTACTS

Event Secretary: Paul Watson
Ph. 0427 203 206
paulandnola@iinet.net.au

Competition events: Glad Fish
Ph. 5944 3821
gladfish@netspace.net.au

From the events secretary

It's more than 10 years since I first took on this job and they have been momentous years for the club. I'm thinking particularly of the 2002 and 2007 Peugeot Pageants, the 2003 Redex Rerun, the 2004 PCCV 50th anniversary celebrations, the 2006 Ampol Rerun and our move to the VDC clubrooms.

Well this year should be just as important in the club's history. As well as the usual meetings, Petite Voyages and competitive events, we will be running the Easter Pageant at Wodonga, the 60th anniversary Redex Rerun, a combined DECA-VMC event and Hank's West to East odyssey. And we will be planning ahead for the PCCV 60th anniversary celebrations in 2014.

With the help of competition secretary Glad Fish, I plan to make this one of the best years the club has seen.

Please get involved and help to make this year a success. And if you have any ideas of ways to improve the club's activities, just let me know.

And remember, if you are running a club event of any kind, you need to publicise it in advance, then provide a report and pictures for publication in Torque after the event.

Paul Watson

PCCV Christmas Party, Phillip Island

Sun 2 Dec

In line with recent tradition, the annual club Christmas party will be held at the home of Neil Beddoe on Phillip Island on 2 December.

Members will enjoy the park-like character of Neil's garden in the shade of beautiful coastal trees as they prepare their BYO lunch, barbecue or picnic hamper.

Neil will provide the barbecue plate. They will also be able to gaze on the magnificent collection of Peugeots in Neil's rather adequate garage.



We will meet at Caldermeade Dairy, on the South Gippsland Highway, Melway 612, R8, at 10am for a late breakfast or sumptuous morning tea. (The dairy is about an hour's drive from the metro area.) As well as great food the dairy has a playground and 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 Road, Cowes, Melway 634, B3.

Please note that this event takes place five days before the December meeting.

December club meeting

Friday 7 December

This is an evening not to be missed. The evening will commence with a BYO barbecue at 7 pm. Our guest, Michael Woodhouse from Meguiars, will commence his presentation and demonstration at 7.30pm in the foyer and entrance driveway of the club rooms.

He is coming fully equipped with the latest Meguiars car care products and will set about showing how the products will restore a car's condition. He will use the cars of one or two members to demonstrate the performance of the Meguiars clay polishing products. If you have a clean, dark-coloured car and wish to have the bonnet polished, call Paul Watson on 0427 203 206 before 6pm on Wednesday 5 December.

PCCV Summer Safari

Sunday 20 January

A competitive event for the whole family

The Peugeot Car Club of Victoria is running its Summer Safari on Sunday 20 January 2013. The Summer Safari is designed as a straightforward introduction to navigation runs; no plotting is required as all specified locations are pre-marked on the supplied map; no tricky navigational traps have been devised, you just need to know where you are so that you can answer questions from signs at the specified locations (most of these questions are of the form "What is the name of the road to the South at this point?").



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

The Summer Safari will be run as a touring assembly under a CAMS permit (which protects the club with public liability insurance). At least one member of each crew must have a CAMS level 2 non-speed licence; vehicles must be registered (or permitted) for use on Victorian roads.

The event is primarily meant to be an enjoyable drive from the suburbs (start in the Dandenong area) to the country, finishing at a hotel in the Dandenong Ranges where evening meals are available for those who don't need to rush back to town. A lunch stop at a coastal town with fresh fish and chips on the menu is also part of the schedule.

Cost is minimal - \$20 per vehicle – so if the car is full, that works out under \$5 per person for a full day's entertainment. That entertainment will also include a special quiz/scavenger hunt for the younger members of the crew to make it a real family fun day. There are no hidden costs; entry fee, a tank of fuel and lunch (feel free to BYO picnic) is all it will cost as the official map and clear instructions are supplied.

For more information, contact the director, Nick Wright by email (nwright@netspace.net.au) or mobile (04 2744 3821). Supplementary Regulations will be available on www.pccv.org

This event scores points towards the PCCV Ladies, Gents & Juniors Championships.

February club meeting

Friday 1 February

As with all warm-weather meetings, the evening will commence with a BYO barbecue at 7pm.

Life members and Peugeot expert Graham Wallis will give a presentation of photos from his recent European trip, where he visited Brooklands, Le Cité de l'Automobile and Sochaux, among other motoring meccas.

The meeting will conclude with a cuppa and finger food from the Norcal Cafe.

Ballarat weekend

2-3 February

The club's annual Ballarat weekend is always a popular event.

This year it will start with an inspection of Glenn Vagg's Peugeot history shed from 11am on the Saturday. Glenn has several recent additions to show off, including an RCZ, one of the Team Brock Bathurst Mi16s and a lovely red 203 wagon.

The history shed visit will be followed by a BYO barbecue lunch and a pleasant afternoon drive to places you've never seen in the Ballarat region, with a coffee stop, of course.



To reach the Vagg property, follow the Western Freeway around Ballarat and take the Creswick exit. Turn right on to the Midland Highway (A300) and drive for two kilometres. Look for the Peugeot flag on the left.

The Begonia City Motor Inn on the Midland Highway in Sebastopol is where we will be staying on Saturday night. (We have picked Sebastopol because it is close to the motorkhana site.)

Paula Vagg has booked eight double rooms in the club's name. She managed to persuade the motel to give us a discount too: normal Saturday price for a double is \$115, but our price is \$103.50.

You should book soon to secure a room, as they will go fast. 03 5335 5577 www.bcml.com.au

The Saturday dinner will be at the Sebastopol Bowling Club www.sebasbowlingclub.com.au which is on Midland Highway, a short walk from the motel.

As usual, the motorkhana will be held at Ian and Sue Seymour's property at Napoleons, where you can BYO lunch or send out for yummy roast chicken (see pg 6). It looks like being another great Ballarat weekend, so book your motel room now or come for just one day.

Come & Try Day at Pakenham

Saturday 8 December

This is a training day for kids 12 years to 18 years. It will be run using the CAMS JRace program. This program is designed to introduce newcomers to the joys of motorsport. JRace is a structured program designed to develop a complete novice to the point where they can compete in a club level event.



PAC Motorkhana

Sunday 9 December

A fun club motorkhana on a dirt/grass surface at 335 McGregor Road Pakenham, (Melways 323 A4). suitable for juniors, novices and experienced competitors. This is another event like DECA on grass, You will need a CAMS 2NS licence. Entry cost \$25, juniors \$10. Book-in & Scrutiny 9am. Supplementary Regulations available on www.pakenhamautoclub.org.au.

VDC New Year breakfast

Sunday 13 January

Our landlord, the VDC, has invited PCCV members to the VDC New Year breakfast at the Fairfield Boat House, Heidelberg Road Fairfield, Melway 30, J12, on Sunday 13 January at 8.30am. Hot food is available from the Boat House, along with tea and coffee. BYO champagne.

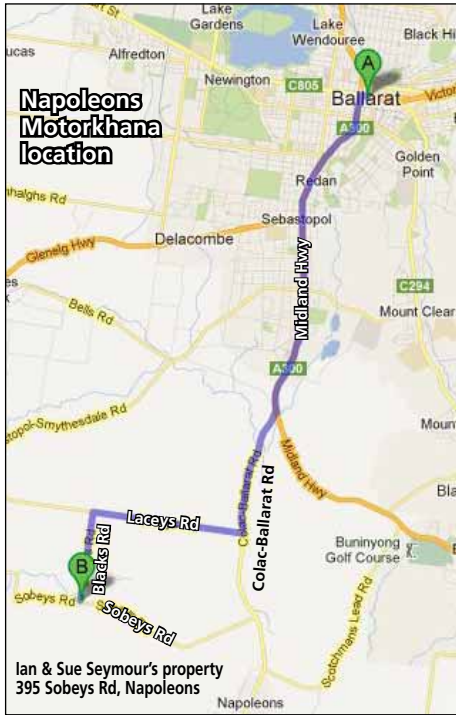
The VDC is inviting members of all clubs that use the Norcal Road facility.

It will be a great opportunity to meet with motoring enthusiasts from other clubs and establish new friendships.

PAC Khanacross

Sunday 13 January

At 335 McGregor Road Pakenham (Melways 323 A4). A khanacross is like a giant motorkhana. Competitors must be at least 12 years on the day, if under 14 they must be accompanied by an adult. Good fun for the speedy guys who get a bit bored with motorkhanas. Entry cost \$30, juniors \$10. Book-in & Scrutiny 9am. Supplementary Regulations available on www.pakenhamautoclub.org.au.



PCCV Motorkhana, Napoleons

Sunday 3 February

Special invitation to new & young drivers.

A weekend in Ballarat. This motorkhana is for PCCV members driving a Peugeot, It is very low key and sociable, just like our Slippery Dip in November, A great event for beginners, especially juniors, to build their driving skills in a safe friendly environment. So if you have a child or grandchild aged 12 years or over, bring them along. Entry fee is only \$20 or \$10 for juniors. Book-in 9 to 9.30. All you need is the Peugeot you drive there in and CAMS 2NS 'non speed' licence, available on the day, CAMS licence is \$57 or \$15 for juniors (current for a year). There's also a 'come and try licence' at a cheaper rate for one-off events.

The motorkhana will be held at Ian and Sue Seymour's property at 395 Sobey's Road Napoleons 12 kms south of Ballarat, There will be a Peugeot Sport flag on the gate. See map. If you get lost ring Paul Watson 0427 203 206 or Phil Torode 0432 107 301.

There are lots of shady trees where non-competitors can sit & chat. You can BYO lunch or Paula Vagg will be organising roast ¼ chicken with spuds & salad for about \$10. Bring plenty of water/drinks as we are stationed in a paddock, toilets are nearby.

Supplementary Regulations will be available on WWW.PCCV.org. For further information contact Glad 0410148058 or gladfish@netspace.net.au.

This event scores points towards the PCCV Ladies, Gents & Juniors Championships.

VCAS 1, Deniliquin

Saturday 9 February

Round 1 of the Victorian Club Autocross Series, a twilight speed event on dirt, less than 2km in length, with only the driver in the car. Competitors must be 14 years or over. More info February Torque or contact Bill Hamilton, billjhamilton@bigpond.com

VMC 1, Werribee

Sunday 24 February

Don't be put off by the title. A VMC is just another motorkhana, at a different venue with a few other people competing. A great opportunity for juniors to have another drive. This event will be run on a dirt surface in Werribee. It will include another JRace, training day for juniors. More information in February Torque.

PCCV George Woods Rally

Saturday 2 March

The George Woods Rally is for novice competitors, it will include a short section "The Rookies Ramble" as an introduction to rallying for beginners.

The event will be running out of Wesburn, just a short drive up the Warburton Highway. You do not require a fully prepared rally car, just a roadworthy car and a navigator with a sense of humour. There will be a training night a week before the event. If you can't compete, you can still be part of the event by doing a control, no previous experience needed, just a good fun night in the bush with friends. Further information or questions contact Glad Fish, Director at gladfish@netspace.net.au.

Torquay Motor Show

Sunday 10 February

For the past few years the club has participated in the Torquay Motor Show, and with great success. We have trophies to prove it.

Well, it's on again this year and we want to see a bigger contingent than ever.

The show is held at the Elephant Walk Reserve, on The Esplanade near Zeally Bay Road and starts at 9am. The trophy winners will be announced at 3pm.



To make sure we are all located in the same area, we will form a convoy outside Mike Jolley's house (53 Fischer Street) at 8.45am, moving off at 9am. Torquay is at the start of the Great Ocean Road. Take the Princes Freeway, then the Geelong bypass and follow the signs to Torquay. To get to Mike's house, turn left at the lights after you reach the 60 zone, then turn right at the roundabout. Mike's house is on the left.

Entry to the motor show is \$10 per car.

If you are planning to come along, please call Paul Watson on 0427 203 206 before the event.

Participants in this event will score points for the Concours trophy.

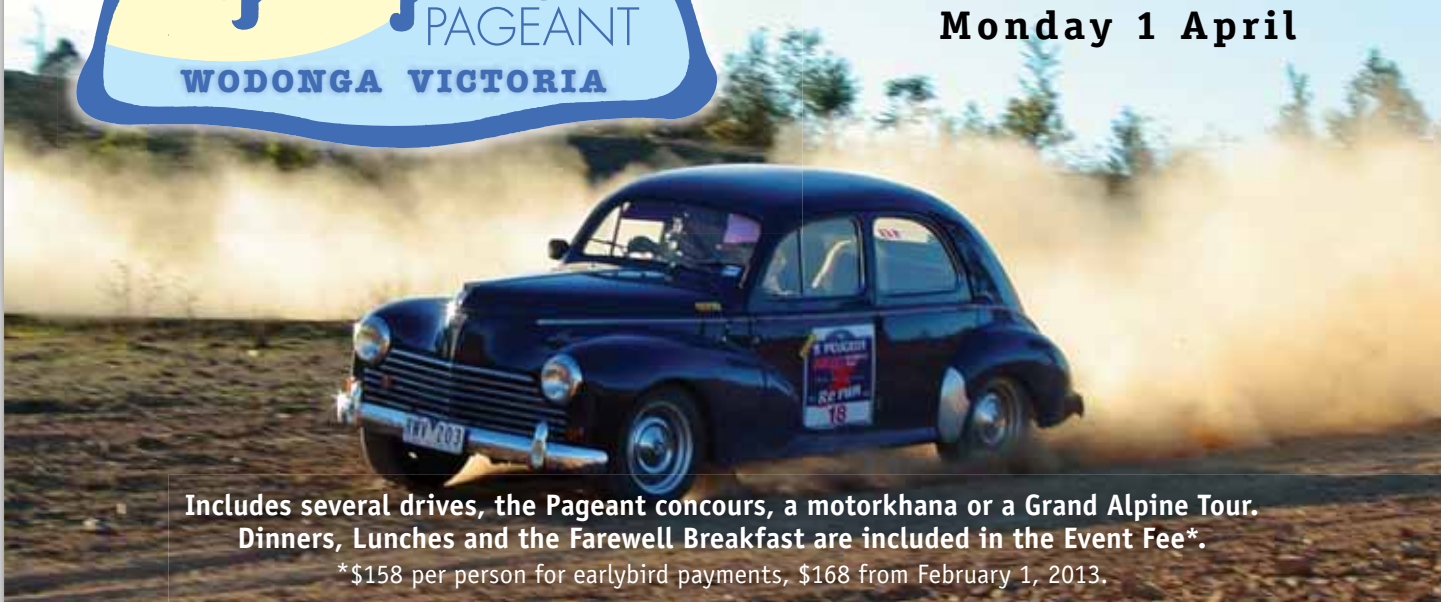
Voyage petite

Sunday 17 February

The February Voyage Petite has been organised by Howard Kinns. The Voyage will start at 10:30am from the Pelican Café at Tooradin, on the South Gippsland Highway, Melway 144, A3. (Turn left immediately after crossing the bridge over Sawtells Inlet.) From there we will travel along some of South-West Gippsland's less well-known roads to Nyora, where we will stop for a few minutes. The railway station and general store at Nyora featured in the ABC TV series Something in the Air. After that we will rejoin the South Gippsland Highway briefly then stop at the Stockyard Teahouse near Loch for a late morning tea. The route will then pass through some scenic hill country, home to many dairy farms, before passing through Dalyston on the way to San Remo, where we will stop for a fish and chips lunch at the San Remo Fishermans Co-op (other foods available). Before turning home, you will have the opportunity to pass over the San Remo bridge and visit briefly the Newhaven Yacht Squadron on Western Port. We will then cross back over the bridge and proceed along the Bass and South Gippsland Highways to Tooradin. The total distance is about 190 km. Detailed route information will be provided at the start. If you want further information please phone Howard on 9434 3280.



EASTER 2013
Friday 29 March to
Monday 1 April



Includes several drives, the Pageant concours, a motorkhana or a Grand Alpine Tour. Dinners, Lunches and the Farewell Breakfast are included in the Event Fee*.

*\$158 per person for earlybird payments, \$168 from February 1, 2013.

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 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.



Presidential torque



G'Day...

How good was it to see Roger and Joy Chirnside, Mike Dennis, Peter de Vaus and John Prins together with semi-regulars Dennis Edwards and Frank Myring at the AGM. These long standing members presented the annual trophies. Well done and congratulations to all the winners and also to Glad Fish who arranged for the above guys to do the presentations.

Elsewhere, Paul Watson has summarised the events of the AGM and taken the opportunity to spell out a few home truths. I won't take them any further other than to say he is right and also over the next 12 months, you – the membership, will need to put your thinking caps on and be prepared to stand for the Committee – because at the very least, you will require a new President and Treasurer. Under the terms of the Club Constitution, neither Nick or myself can renominate for our respective positions.

Start giving it some consideration to nominate as I suspect there may be other members of your Committee who will call it a day and return to the back stalls. In the meantime, welcome back on to the Committee to Glad and Phil.

You all should have received your Registration Form for next year's Easter Pageant as a separate sheet in last month's Torque. Early bookings receive a \$10 discount. Was in Wodonga last weekend and accommodation bookings are starting to roll in.

At the bottom of the Pageant Registration Form was another initiative by you Committee to help reduce Torque costs. Postage is a big part of the overall cost of producing torque and by electing to receive your copy each month by email will help us contain these costs.

It is getting to that time of year again and as this will be the last issue of Torque prior to Christmas, may I, on behalf of the Committee, wish each and every member a Merry Christmas and a safe and Happy New Year..

Murray

Redex Rerun Update

The event activity schedule is presently being set up, below is where we are at at the moment. More to come!

Fewer organised activities once we get into the Outback, but made up for by the tourist attractions you may otherwise have not been in a position to experience.

- Event start at Maitland City Bowling club with dinner, Round Australia Trial guru Hal Moloney will be organising a display of photos including some of 203s, recently come to light. Hal will also tell us of his time spent with Ken Tubman.
- The start location at Inverell will be at the Transport Museum, including breakfast. This will be publicised to the general public.
- Motorkhana at Millmerran.
- Economy run between Dalby and Bundaberg, we are also hoping to again visit the magnificent Citroen collection in Gayndah.
- Motorkhana at Bundaberg Showgrounds.
- Lunchstop and tour at historic Mt Morgan.
- Stockmans Hall of Fame at Longreach.
- Breakfast, tour at Qantas Museum Longreach, photo opportunity next to their 747 and 707.
- Waltzing Matilda Centre at Winton.
- Walkabout Creek Hotel, McKinley.
- Mary Kathleen Town site and museum in Cloncurry.
- Range of activities in Mt Isa - Rest day 1.
- Camooweal Drover's Camp.
- Renner Springs lagoon
- Mataranka Hot Springs
- Cutta Cutta Caves tour.
- Adelaide River Station Museum
- Dinner at Darwin Vehicle restorers Club, original Qantas Hangar in Darwin.
- Rest day 2 in Darwin, many activities.



- Economy Run from Adelaide River to Pine Creek via old Stuart Highway.
- Daly Waters Pub
- Telegraph Station at Tennant Creek, Tuxworth Fullwood House.
- Devil's Marbles.
- Lunch at Transport Hall of Fame Alice Springs
- Motorkhana at Arunga Park
- Uluru via King's Canyon or the Highways.
- Rest day 3 at Uluru.
- Breakaways near Coober Pedy
- Woomera Tour
- Special lunch in Barossa Valley, rest day 4.
- Motorkhana at Walky Park.
- Navigational Road event in Victorian Goldfields.
- Visit and public display at Shepparton Motor Museum.
- Motorkhana at Albury.
- Stopover in Canberra.
- Travel via original 1953 "Horror Stage" near Marulen.
- Final Dinner in Sydney.

We will have more to tell in the new year, particularly in regards to sponsorship and publicity.

Contact Graham Wallis
0429939619
ewal7731@bigpond.net.au



More events...

Workshop Visit – Ian Tate Engines

09:30 on Saturday 9 Feb 2013
31 Metropolitan Ave. Blackburn.

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

Ian does work on a wide range of cars and is renowned for building only excellent engines.

For those wishing to come please register with Peter Kerr, 9890 1816. by Wednesday 6 February 2013

A new venue and new experiences

French Car Festival,
13 October 2013

The 2013 French Car Festival will be held on Sunday 13 October 2013 at the Seaworks Maritime Museum, Williamstown, a venue that will comfortably accommodate 300 cars, of which 50 will be indoors.

The event will be organised by the Renault Car Club of Victoria and will be promoted as a “period” event with a focus on veteran and vintage French cars as well as the classic cars.

A truly local market with fantastic handicrafts will be held concurrently in the adjacent park and a wide selection of local cafes and restaurants are readily available for all to enjoy.

The 2013 French Car Festival promises to be a great event with each participating club running its own club concours and presenting its best five cars for the judging of the Best in Show awards.

Seaworks is next to the Transfield factory. www.seaworks.com.au.

Participants in this event will score points for the Concours trophy.



I think Paul Watson was slightly embarrassed to receive another Editor's Award at the AGM (he must have enough Parker pens already), but I couldn't ignore his huge contribution to Torque again over the last year. Thanks Paul.

I'd like to also thank the other regular contributors: Mark Besley, Milton Grant, Rob Cherry, Russell Hall, Murray Knight, Allan Horsley, Tim Farmilo, Phil Torode, Hank Verwoert and Peter Wilson, and to all of the other members who have contributed this year. The quality of the magazine is due to all of these people providing the words and photos that make Torque what it is.

This is the last issue of Torque for this year with a little break until the next issue in February.

Hope you all have a great Christmas and New Year.

Peter

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

Robert Steel

'78 504

December 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, Murray Knight, Mark Besley, Milton Grant, Tim Farmilo, Peter Cusworth, Nick Wright, Glad Fish, Brian Ward, Phil Torode, Russell Hall, Graham Wallis and Peter Wilson.



Paul Watson receives the Editor's Award from Peter Cusworth.

Old car ban for Paris

The Age has reported that the Paris traffic authorities are planning to ban cars that are more than 17 years old. Ostensibly, this is for environmental reasons, but it is quite obvious that the drivers of modern cars don't like being overtaken by 205s on the city's many roundabouts.



This very appropriate plate spotted by Phil Torode. Five hundred and eight in Roman numerals – nice.



Pretty Baby streets ahead

Peter Wilson

A white Peugeot 208 was parked at the end of my street the other day, a sign that things are falling in place for Peugeot to regain its market position in Australia.

The new Parisian bébé is pretty and petite, and an eye-catcher in the city car assortment, which certainly has its share of uglies.

The appeal of its new models, the plugging of a huge gap in the important Sydney dealer network and a return to racing will help its recovery in a rising but extremely competitive national market.

A total of 89 Australian owners took home Peugeot 208s in October and that's early days at this stage because Peugeot Automobiles Australia's recent marketing push seems to have been running out the 208's plumper predecessor, the Peugeot 207 in its enhanced Sportium package.

The 207 Sportium is outselling the new model and 93 of them were snapped up in October, according to VFACTS industry statistics.

The preference for the old model over the new was also demonstrated back in 2007, when the 207 was introduced, with more buyers picking up 206s until the end of UK production lost supplies.

In France, where small is beautiful, the 208 has been the most popular model for the fourth consecutive month, with a 5.8 per cent share of the national market, its 9,805 sales in October being well ahead of the Renault Clio at 6,189 units, according to Jato figures.

Automobiles Peugeot has dropped the 206+ and introduced the 207+.

On the weak European market, the 208 was again the third most popular model with 26,105 sales, trailing the Golf (33,156) and Fiesta (26,145).

As an indication of the downturn, the last time Peugeot was top of the motoring pops in Europe the 207 sold 46,000 in March 2008.

Despite the popularity of the 208, Peugeot was reducing production from 52 cars an hour to 25 cars and dropping the third shift at Poissy, union officials told the Wall Street Journal. Its target for this year has been cut from 175,000 units worldwide to 140,000 units.

Peugeot's other rising star in the Australian market is the Japanese-sourced 4008, its third best seller in October with 60 units and that without the diesel option, which is the strongest SUV engine preference in the national market. Available here for five months, the 4008 made its European debut in October.

The Mitsubishi connection is improving Peugeot's position as the compact SUV market goes ballistic – it was up 56 per cent nationally in October, the industry reported.

The diesel interest helped the French-sourced 3008 (27) and the Japanese-sourced 4007 (24).

Peugeot has discontinued the

4007 since Mitsubishi refreshed the Outlander as it did not gain strength in the UK and Europe. Still, it will be a useful niche during the runout of remaining stocks in Australia.

Mitsubishi Australia was surprised when the Outlander model runout took the nine-year-old model to an all-time high of 1,653 sales in October, topping the end-of-financial year June result of 1,018.

Peugeot's October sales of 406 units were down on the 436 in September and 436 in October last year. Renault (485) and Volvo (411) were ahead while behind were Skoda (215), Citroën (136), Fiat (106), Opel (105) and Alfa Romeo (60).

The frenzy for high driving positions means the three-oh series is no longer the Australian top-selling Peugeot. Instead of the 306, 307 and 308 leading the range, the spin-offs offer buyers a wider choice – the 308, the CC, the 3008 and the RCZ with their different price points share the three-oh platform.

Former marketing manager Richard Grant once declared Peugeot to be the niche

Peugeot Surfrider: Sail on holiday, sell the environment and cars all year.



market specialist and the niches have grown along with the range.

The size of the range was demonstrated when the new Sydney dealership at Arncliffe, Dominelli Prestige, opened for business at the end of November.

Almost every Peugeot model is on prominent display on the forecourt and in the showroom that have a commanding hillside position beside the busy Princes Highway and near a motorway exit.

The range was bigger than the range at the Sydney motor show and even included the Peugeot 508 GT sedan, a noticeable no-show at the show.

Meanwhile, Trivett at Alexandria will continue its dealer service role until March and after that will offer non-dealer Peugeot servicing.

Welcoming the enterprising Dominelli family on board as the 40th dealer in the network, Peugeot chief Bill Gillespie indicated another Sydney dealership will open in Sydney in the new year.

Peugeot's racing comeback is something of surprise. As a change from enlisting King of the Mountain Brocky to race an Mi16 at Bathurst, Peugeot is sponsoring a French king of the deep blue sea, Nicolas Lunvin, to head a French crew with down under experience on a Beneteau 45 yacht named Peugeot Surfrider in the Sydney-Hobart race at the end of the year.

It's more than race on the holiday, sell all year. It's a joint venture with the environmental Surfrider Foundation and Protect Our Playground that try to highlight the problem of ocean plastics.

Like Mount Panorama, the event has a big international following on cable TV as evidenced by race sponsor Rolex and Kiwi car yachting Neville Crichton's sponsor Alfa Romeo.

A friend at Automobiles Peugeot welcomed it as in line with the "Motion & Emotion" brand positioning.

Bill Gillespie said it wasn't enough to sponsor a boat or a race. Peugeot wanted an event that would talk to its customers about an issue they feel strongly about – the environment. It also underlined Peugeot's quest for more efficiency in its engines without reducing driving pleasure.

worm shorts – from Paul Watson



403 at the Palais, 1961

Going through our files recently, we found the picture above, on a photocopy. It had been sent by Cliff Sedgman of Eltham, a VW fanatic. A note scribbled on the paper said the 403 was competing in the BP Rally in the 1960s, pictured outside the Palais Theatre in St Kilda. With the help of Google, we established that Kevin Miles appeared in the play *The World of Suzie Wong*, opening at the Palais on March 25, 1961. It also starred Jacqui Chan and Bill Hunter. And, as you can see, the Gang Show was also running at the Palais, and judging by the spectators, this must have been a special stage. Can anyone shed light on the car or its crew? Or does anyone have the entry list for the 1961 BP Rally? Old 404s.

Ex Chirnside 203

At the AGM, I was telling Roger and Joy Chirnside that their old 203, now owned by Malcolm Goodwin of Singleton, had appeared on the cover of the NSW club magazine, *The Pugilist*, in October.

They were surprised to hear that the picture showed an operating trafficator. Anyone who has had anything to do with trafficators will know that they are temperamental things that rarely work properly. Roger remembered that the trafficators on his car suffered from a form of brewer's droop when he owned it (in pre-Viagra days).

The other interesting thing about the picture is that the car still has an old PCCV sticker on the rear window. Apparently at a club meeting many moons ago, the guest speaker was a chap from Castrol, who cunningly brought along free PCCV stickers for everyone, and the stickers bore the Castrol name.

By the way, the picture was taken by Edward Pym, son of Rowland and Lisa Pym.



The 203 formerly owned by the Chirnsides appeared on the *Pugilist* cover in October.

Slippery Dipping at Millgrove

Glad's comments: Another great day at Millgrove thanks to our hosts, Jeff & Sue Gill. 19 competitors and lots of onlookers. Liz brought a friend Janeen who spent the day scoring, while Jeff acted as chief supervisor and Phil set up 9 challenging "hills". The skill of the drivers was quite impressive with only 1 hill not being cleared. Nick Wright won the day with seven perfect scores, and Callum Odell got the wooden spoon being the only competitor to not even get one gate on one hill. While juniors Mitch Garrad & Jackson Slattery gave the big boys a run for their money, both finishing in the top half of the field. A long lunch allowed plenty of time to socialise, then after the event, a relaxing afternoon tea courtesy of Sue, while the scores were finalised, rounded off perfect day. Thank you Jeff, Sue & Phil.

Mike Jolley said: "The Slippery Dip. What a great day! Watto (Paul Watson), Charlie (my grandson) and I travelled from Torquay in two 205s in anticipation of having a fun day. The weather was perfect, the slopes were slippery and the events were challenging. Our thanks to Jeff and Sue Gill for their hospitality and for the opportunity of sharing their idyllic setting for such an event. All credit to Phil Torode for the challenges. Charlie, aged 11, was most impressed by the performances of the 'young guns' and their controlled driving skills. We certainly had a fun day and hope we can do it again next year".

Paul Watson said how good to see plenty of onlookers there and he was impressed by the number of junior competitors. Paul was interested in the camera that Ray had mounted on the car while competing, which might produce some interesting shots to show on a club night.

What Liz had to say: I had a great time but as we know a 406 is not the best car to try and win, as a couple of fellow competitors said I think I could have been better off trying the tests in reverse. Or maybe I should ask Graham Wallis to find me one of those 'nippy' 205's to compete in future events.

But someone has to be last even when a friend is scoring, we can't all be winners. Both Janeen and I had a great day and thank Jeff for allowing us to enjoy a picnic in such beautiful surroundings. And, of course, thank you Phil for the challenge".



Winner Nick on the way to a near perfect score.



Jackson Slattery heading off on a teat



Liz Partington taking her 406 out on the Millgrove slopes.

PCCV Slippery Dip: Millgrove			Results (Class Place Order)											11 November 2012		
			Hill 1	Hill 2	Hill 3	Hill 4	Hill 5	Hill 6	Hill 7	Hill 8	Hill 9	Total	O/R Place	Class Place		
9	Nick Wright	205	FWD	10	10	10	9	9	10	10	10	88	1	1 FWD		
18	Glad Fish	205	FWD	10	10	10	10	9	9	10	6	10	84	2	2 FWD	
13	Liam Murphy	Honda	FWD	10	10	10	10	9	8	9	7	10	83	3	3 FWD	
14	Ray Garrad	205	FWD	10	10	10	9	9	8	9	7	10	82	=4	4 FWD	
15	Graham Wallis	205	FWD	10	8	10	10	8	9	9	7	10	81	=6	5 FWD	
12	Phil Torode	306	FWD	10	10	10	9	3	7	8	8	10	75	9	6 FWD	
2	Mike Jolley	205	FWD	10	10	10	8	8	6	8	4	10	74	=10	7 FWD	
4	Paul Watson	205	FWD	10	9	8	9	3	10	9	4	10	72	12	8 FWD	
16	Zac Edwards	Honda	FWD	4	10	4	9	9	9	10	5	10	70	13	9 FWD	
10	Liz Partington	406	FWD	7	9	6	4	5	6	7	3	2	49	19	10 FWD	
3	Mitch Garrad	205	J	10	10	10	9	9	10	10	4	10	82	=4	1 J	
19	Jackson Slattery	504	J	10	10	10	9	8	9	9	10	4	79	8	2 J	
8	Jemima Beddoe	504	J	10	10	10	6	4	8	7	4	3	62	16	3 J	
6	Ben Park	504	J	10	2	10	7	6	6	10	3	4	58	=17	4 J	
17	Greg Park	504	RWD	10	10	10	10	8	8	10	5	10	81	=6	1 RWD	
5	Nigel Beddoe	504	RWD	10	10	10	7	8	8	10	6	5	74	=10	2 RWD	
1	Dennis Edwards	505	RWD	4	10	10	8	5	6	9	3	9	64	=14	=3 RWD	
11	Bill Washington	505	RWD	9	9	10	7	8	6	8	3	4	64	=14	=3 RWD	
7	Callum Odell	404/505	RWD	10	10	4	0	8	6	9	6	5	58	=17	5 RWD	



Phil Torode in his 306



Mike Jolley



504 with attitude

HAC Interclub win for PCCV

By Phil Torode & Glad Fish



Huntingdale Auto Club ran their 43rd interclub motorkhana at Lardner Park Warragul on Sunday 18th November. The previous two days this venue was echoing to the roar of rally cars when a local lad, Will Orders, won the Rally Victoria. What an amazing venue this is. The motorkhana was run on grass, smoother than my back lawn. On a gentle slope, which added challenge to motorkhana competitors. Overlooking a sparkling blue lake. The stalls at the adjoining country market provided a delicious selection for lunch

PCCV came equal first this year sharing the overall honours with the host club – HAC. This was a great effort, but we could have won on our own. We have

many 205 drivers now as they are the best motorkhana cars by far. Previously the longer wheelbase 404, 504 and 505 models, all rear drive, helped us win the interclub. This year all of us brought front drive Peugeots knowing they would be a winning combination, forgetting about the big car class. No rear drive Peugeots were entered. Have a guess what vehicle won the big car class? A Holden ute, the only entrant.

Our Juniors all drove well – Mitch Garrad, new comer Jackson Slattery and Ben Park were 1, 2, 3 to take out juniors. Jemina Beddoe and Jacob Smith put in a good effort as well. Class A, just made for 205s, gave us a 2, 3 and 4 placing with the Garrad, Wright, Wallis combo,

and Glad helped with 2nd in Ladies class in the 205. Class C for long front drive could only manage a 4 & 5, Nigel Beddoe in a 405 & Phil in his 306. And non Pugs helped us this year in E class with Zac, Liam & Dennis Edwards scoring 1, 2, 4 place in their Mitsubishi Evo 6,

The amazing thing about this event is the way it brings the club members together. We compete for our club, rather than for ourselves, and there is great camaraderie with the other clubs. Thirteen PCCV members competed in a field of 48. Well done team. We look forward to seeing even more members competing at our club motorkhana at Napoleons in February.



Worm Weekend, the Adelaide raid

By Paul Watson

By any measure, the 2012 Worm Weekend was a success. There were 16 cars (plus South Australian participants in various events) and costs were kept to a minimum.

For Nola and me, the event started at 8am on Friday October 19, when we set off for Ballarat. Here we were joined by the Vagg contingent (John and Dot in the 407, Glenn and Paula in the RCZ and Alan Gay and Judy Dennis in the 207). We stopped for coffee at Stawell, lunch at Kaniva, more coffee at Bordertown, arriving at Mannum about 6pm local time.

There we were greeted by almost 20 Worm Weekenders, at the Mannum Motel, which has views over the Murray and the ferry. It was a nice surprise to find Max and Jennifer Robins there in the 406 coupe. They organised the 2003 Pageant at Berri but are in the process of moving to Victor Harbor.

After distributing goodies bags (which included Peugeot bits and pieces from Rex Gorell in Geelong, we invaded the Pretoria Hotel for a great meal, taking advantage of a huge deck for pre-dinner drinks. On Saturday morning we had a leisurely drive to Birdwood, stopping to get photos at a lookout on the way. The roads are European in style, with avenues of trees along much of the way through the hills. The Mannum-Adelaide water pipeline shadows the road for much of the way, reminding us of the drive from Perth to Kalgoorlie.

At Birdwood we had time to buy victuals for lunch, before moving into the grounds of the National Motor Museum. Here Richard Sage had a covered area prepared, with wine, tea and coffee laid on. More people arrived as we enjoyed

the spring sunshine and after everyone had eaten Richard took us into the museum for a guided tour.

The highlights were the 1897 Peugeot chassis (recovered from a field) and a 1912 brass radiator from a Bebe. But there were plenty of other interesting things to see, including a Bugatti racing car, a magnificent Packard and a Hartnett that looks like a small copy of a 203.



Speaking of 203s, Bill Hamilton and Rob Cherry made a detour to look at a 203 that Max Robins' late brother had owned. But they found that the front half was from an early car, while the back part was 203C.

After an hour or so at the museum the rest of us headed for Adelaide, enjoying more delightful scenery. It's amazing how pretty the towns and villages are, compared with those in our region. The best part of that drive is the long downhill 110kmh expressway that ends at the edge of the city, and very close to our motel.

I must mention the motel, because it is most impressive. Nola found it on the

internet and its main attraction was the price and the size (55 rooms). But this is a quality establishment, with refurbished rooms and friendly, helpful staff. It's certainly on our list of places to stay in Adelaide.

After 504 drinks and a shower to freshen up, we headed for the Duke of Leicester Hotel at Parkside, just a few minutes from the motel. Again, this was an impressive place. The Skase (yes, Skase) function room was well furnished and the staff were attentive. Again, Nola found the place on the internet.

There were 33 of us for dinner (including five South Australians, Wally and June Best, Chris Mobbs and Arda Byfield and PCCSA president Jon Hardy, whose wife Elinor, was kept busy at work, delivering three babies. Another addition to the group was Keith Parry from Ballarat, who brought the yellow 172 (now named Yellow Caviar) in his horse float.

The vibe was great and the food was delicious, amazing value for the price.

We had a free raffle (with some prizes provided by Ballarat Euro) and I took advantage of my job as chairman to tell the diners about my latest project, which involves researching the people who drove Peugeots in races and rallies in the 1950s and '60s.

Then it was time to present the Gordon Miller Award, which went to Murray Knight, a deserving winner who has made a great contribution to the Worm-Drive movement.

After much talk and a few ports we headed home for a great night's sleep, delayed only by Bill and Rob visiting our room for an hour's chat, while Rose and Genevieve sat patiently and listened to their ramblings.



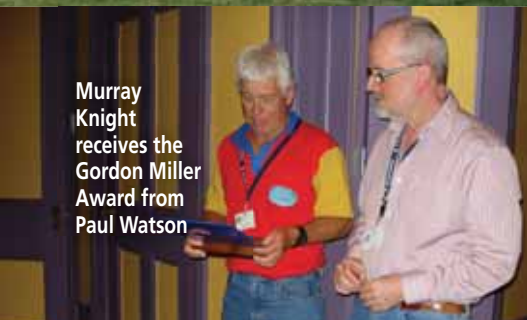
A 203-like Hartnett



The birthday quintet



Rose Hamilton acknowledges the crowd's applause from the 172



Murray Knight receives the Gordon Miller Award from Paul Watson



Big toys at Birdwood



403s at Mannum

The showers that were predicted for Sunday morning did not develop and we set off for the South Australian French Car Day at Modbury. We were among the first there, but the lovely Civic Park was soon buzzing with dozens of lovely French cars. The Vaggs unloaded the 172 to find that the drive shaft had disengaged itself during the trip over, but Glenn was able to fix it in a trice.

By lunchtime I counted 75 vehicles, excluding dealer cars. The non-Peugeot highlights for me were a veteran Amilcar, a Le Zebre, a Renault 5 and an Alpine, some nice Light 15 and DS Citroens and a pretty Simca Aronde wagon. Adelaide seems to have a high proportion of Renault 750s, and one newly restored example (in aubergine colour) won a prize.

There were plenty of 403s (including Glenn and Carol Hall's) and 404s but no 203s, which is a shame. Two 404s in very good condition drew particular interest. One was the famous \$400 car, once owned by Hank Verwoert but now belonging to Chris Mobbs. Another was the ex-Mike Pettifer car, now owned by Phil McCumisky, better known for his prize-winning Simca Vedette in years past. Bill Hamilton's 404 V6 and 505 turbo V6 had jaws dropping. (Rob Cherry drove the 505 to save himself the ignominy of arriving in a German car.)

Andrew Park and Lorraine Mordue from Singleton brought their very well presented 504, but the Tiger Woods award for the longest drive must go to Doug Brockfield and Chris Powell, whose 406 travelled from Milawa to Adelaide via Darwin, transported part of the way by the Ghan.

Nola and I were dragooned into the petanque competition, where our opponents were Don and Valerie Stacy, who pretended they were novices at the game. But we snuck under their guard and had a close win. Don is the editor of the Club Automobile Francais magazine, French Connection.

Everyone bought lunch at the shopping centre opposite the park, which also provided some retail therapy for those

who required it. But Don Macdonald from Healesville was not feeling well and spent most of the day sitting in the shade while people admired his 403.

We met up with many SA friends, including Paul Kretschmer, Barry Galatis, Peter Hebart, Peter Roberts, Colin Redmond and David Gilbert of CAF. Ian and Laurel Benier were there too.

The PCCV did well when it came to distributing the trophies. Consider this: Best vintage car, 172 (Keith Parry); Best classic car, 403 (John Marriott), runner-up Paul Watson (403); Best modern car, RCZ (Glenn Vagg).

Richard and Kay Marken's 504 cabrio won two prizes (third in the modern class and second in the people's choice), so the whole venture was a raid in more ways than one.

We returned to the motel (some of us getting lost on the way), only to hear that Keith Parry was having trouble with Chinese bearings on the horse float. He returned to the motel and he and John and Glenn Vagg then started trying to hunt up a repair place nearby. As they looked through the Yellow Pages, the helpful desk clerk heard them talking about the damaged horse float. She asked: "Does the horse need to be fed?"

There were 30 of us for dinner at Cha Chi's Mexican restaurant (next to the motel) than night, and a fine meal it was. Five birthdays were celebrated: Glenn and John, Judy Macdonald, Genevieve and Richard.

On Monday morning a horse float repair business was found and the rest of us set off for home. Nola and I came home via Robe, along with the Brockfields and older Vaggs. It was a great drive, particularly the stretch from Penola to Casterton. Now that's a 403 road!

By the time we got home we had done 1750km, much of it at 105kmh, without a hiccup, which is not bad for a 50-year-old car.

Is it worth going to the SA French Car Day? Yes indeed. Will we be going back? You bet!



Annual General Meeting

Friday November 2

By Paul Watson



There was plenty happening all night at the annual general meeting on Friday November 2.

To start with, there was a BYO barbecue beforehand, and then Regans sent along two zippy 208s for members to inspect.

As the monthly meeting started, president Murray Knight welcomed some special guests, including John Prins, life members Pete de Vaus, Mike Dennis and Roger and Joy Chirnside. Along with Dennis Edwards, Frank Myring, Brian Amey, Mike Farnworth and Nick Wright, they were enlisted to help with trophy presentations.

With the monthly meeting out of the way, it was on to the AGM, at which treasurer Nick Wright presented the financial figures for 2011-12. Nick said membership numbers are falling, which is placing strain on the finances, so we need to get more members and spend more wisely. The full details of the financial year are published elsewhere in this issue.

Then the annual elections were held, and once again all nominees were elected without a vote being necessary, which is a sad state of affairs and indicates that too many people are prepared to sit back and let others do the work for them. Apathy could kill even a great club like ours.

The committee for this year is:

President: Murray Knight

Vice-president and merchandise: Milton Grant

Secretary: Tim Farmilo

Treasurer: Nick Wright

Events secretary: Paul Watson

Competition secretary: Glad Fish

Club plates registrar: John Marriott

CAMS & AOMC delegate: Peter Kerr

Youth co-ordinator: Greg Park

General committee: David Jenkins, Allan Horsley, Lael Lea, Todd Knight, Phil Torode.

After the elections, presentations were made to trophy winners. From this year the perpetual trophies will stay in the clubrooms and the winners will receive a miniature trophy to take home.

Trophy presentations

The PCCV competition year runs from July 1 to June 30. Points are awarded in a structured manner to all PCCV members who compete in a Peugeot,

For the first three awards, Gents, Ladies and Juniors, points are allocated in PCCV run events and other club type events and also include points for officiating.

PCCV Gents Champion 2012

Presented by Roger Chirnside, first won by Graham Wallis in 1979. Graham, Phil and Nick have monopolised this trophy.

Equal third Phil Torode & Carl Provan, 88. Runner-up, Ray Garrad, 102.

Winner, Nick Wright, 114.



Roger presents the trophy to Nick with Ray and Phil.

PCCV Ladies Champion 2012

Presented by Joy Chirnside first won by Judy Code, 1973.

Third, Helen Walker.

Runner-up, Mel Walker.

Winner, Glad Fish, who first won it in 1979 and has been the winner 20 times.

Joy presents Glad with another Ladies trophy



PCCV Junior Champion 2012

Presented by Mike Dennis, first won by Michael Butt in 1978 and 1979. For the next four years it was won by Glenda Fish, whose son Mitch has won it this year.

Third, Danielle Provan, 57.

Runner-up, Ben Park 146.

Winner, Mitch Garrad 148.



Mitch receives the Junior trophy from Mike

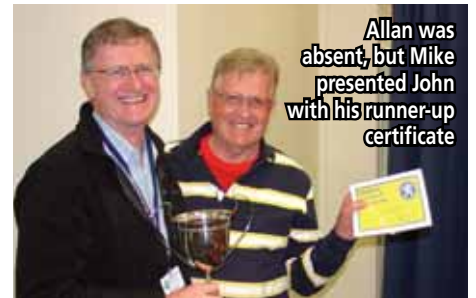
PCCV Concours d'Elegance award 2012

Donated by Nick and Glad as they were never likely to win it.

Presented by Mike Farnworth, who was the first winner of this award in 1981-82.

Runner-up, John Marriot 353.

Winner, Allan Horsley 359.



Allan was absent, but Mike presented John with his runner-up certificate

PCCV Motorkhana Champion 2012

Motorkhana Championship includes all PCCV run and open motorkhanas and Khanacross. 14 events were scored.

Donated by Wade Leach and first won by Dennis Edwards in 1975.

Presented by Dennis, who won the award eight times.

Third, Mitch Garrad, 866.

Runner-up, Nick Wright, 1012.

Winner, Ray Garrad, 1112.

PCCV Rally Driver Champion 2012

Presented by Brian Amey, who donated this trophy in 1979.

First won by Pete de Vaus, then in 1981 Graham Wallis started his run of 12 wins.

Third, *Todd Knight, 143.*
 Runner-up, *Doug Norman, 347.*
Winner, *Graham Wallis, 384 points.*



Brian congratulates Graham.

PCCV Rally Navigator Champion 2012

Donated by Brian Nicholas 1979. The first winner was Graham Wallis. We received an apology from Brian, who was unable to attend.

Presented by Nick Wright, who holds the record, having won it eight times between 1980 and 2010-11

Third, *Leon Schulz, 95.*
 Runner-up, *Mitch Garrad, 102.*
Winner, *Brian Ward, 240.*



Nick with 2nd and 3rd placed navigators, Mitch and Leon

Other awards

PCCV Speed Champion 2012

Speed Events include PCCV run or open autocross, hillclimbs and sprints, including our annual DECA. Some of these events are on bitumen and some are dirt circuits. Presented by John Prins, who donated this award in 1982. Graham Wallis was the first winner in 1982.

Third, *Carl Provan, 151,*
 Runner-up, *Greg Park, 246.*
Winner, *Graham Wallis, 286.*



John with Speed trophy winner, Graham.

PCCV Tas Smith Award 2012

The Tas Smith Award is in memory of the club's founder, donated to the club in 1991 by his widow. This award is for clubby events not included in other categories

Presented by Frank Myring. The first winner of this award was Peter Cusworth, who managed fifth place this year. Nick Wright has held this award 50% of its time.

Fifth, *Peter Cusworth, 75.*
 Fourth, *Ray Garrad, 84,*
 Equal runners-up, *Mitch Garrad and Phil Torode. 95,*
Winner, *Nick Wright, 100.*



Frank with Mitch, Nick and Phil

PCCV Club Champion 2012

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

In 40 years this trophy has only been won by 10 members, six of whom were present: Brian Amey, Pete de Vaus, Dennis Edwards, Graham Wallis, Nick Wright and Peter Cusworth (David Isherwood, Ian Faulkner, Phil Nicholas and Michael Barber were not present).

This trophy dates from 1972, the first winners alternating were Ian Faulkner and Brian Amey, then in 1977-78 it was won by Pete de Vaus, who is now a PCCV life member. Pete presented the trophy to this year's winner.

Since 1972 the club Champion has been won 11 times by Graham Wallis who this year shares it with Nick Wright for his sixth win.

Runner-up, *Ray Garrad.*
Equal winners, *Nick Wright and Graham Wallis, 18 points.*

PCCV Clubman 2012

Alan Upton



Murray congratulates Alan

PCCV Clubwoman 2012

Denise Horsley

And finally

After the presentations, Phil Torode and Ros King showed some of their excellent photos from the International Peugeot Meeting in Austria.

Then Murray closed the meeting and we enjoyed a light supper. While chatting to Roger Chirside, we learned that former president Barry Petersen has been is hospital but is now of the mend. He would love to hear from his old friends in the club. And Mike Dennis, who is a model train buff, revealed that he intends to sell off his Hornby-Dublo three-rail equipment, which will have the collectors salivating.

It was a great night, and thanks to all who played their part in making it a success.



Runner-up, Ray Garrad (back left), joins six of only 10 members to have been club champion in the last 40 years. From left: Nick Wright, Pete deVaus, Dennis Edwards, Graham Wallis, Brian Amey and Peter Cusworth. Nick and Graham were equal winners this year.



A History of Peugeot in Australia — PART 4

Russell Hall has been delving into the National Library Archives

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

Pug trader in '20s scandal

The 1920s was a boom period for the Australian motor industry. Sales were to peak at just under 80,000 vehicles in 1928. Unfortunately after 1925 Peugeot representation in the largest markets of Sydney and Melbourne failed to take advantage of this growth.

Following the failure of A.W.B. Mather and the liquidation of the French Car Centre, Rhodes Motors became agent for Victoria, the Riverina and Tasmania. They failed to actively promote the cars and by 1928 a Peugeot owner, looking for parts, wrote to *The Argus* asking if there was a dealer in Melbourne. Unsold Baby Peugeots still in crates were dumped on the auction market in 1927 and were being sold by City Auctions. Rhodes only placed the occasional classified advertisement, and seem to have been more interested in the larger models. In 1926 they had a luxury Tourlux with Bedford Cord upholstery, described as very powerful and the finest car in the state. The situation in Sydney was worse. After Mather Bros was liquidated in 1925 the agency for NSW was given to De Luxe Motors who actively sought country dealers. The manager and accountant concocted a scheme to defraud a financier by obtaining loans for non-existent cars. In 1926 they were on trial and De Luxe Motors was liquidated. This led to two auctions of some 20 Peugeots, of their floor stock and all the cars still in

Peugeot
1925 MODELS

Reasons Why—
They are cheap to run, lightly taxed—easily garaged—more practical and cheaper than taxis fares. Allow the most charming holidays. Useful for everybody, Doctors, Travellers, Ladies, Businessmen, Golfers, etc.

Four Cylinder "Mousette"—Four cylinders, 1600 cc., 2000 cc., 2200 cc., 2400 cc. Light, easy to handle, economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, looking nothing to conventional, and is worthy to rank as one of the finest European cars of the year.

Four Cylinder "Mousette"—Four cylinders, 1600 cc., 2000 cc., 2200 cc., 2400 cc. Light, easy to handle, economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, looking nothing to conventional, and is worthy to rank as one of the finest European cars of the year.

Grand Luxe Touring Car—Four cylinders, 1600 cc., 2000 cc., 2200 cc., 2400 cc. Light, easy to handle, economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, looking nothing to conventional, and is worthy to rank as one of the finest European cars of the year.

Sedan—Four cylinders, 1600 cc., 2000 cc., 2200 cc., 2400 cc. Light, easy to handle, economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, looking nothing to conventional, and is worthy to rank as one of the finest European cars of the year.

Cash or Terms arranged, write for particulars.
Peugeot Agents - French Auto Co. Pty. Ltd., Melbourne
SOLE AGENTS—
DE-LUXE MOTORS LTD.
165-167 Elizabeth Street Sydney
Phone MA 1381

bond. This has one advantage as it gives us the detail of the types and numbers of Peugeots being imported at the time. The cars in bond were four 7 HP coupés with bodies, five Doc four seaters, one four-door sedan and five 7hp chassis.

The NSW agency was given to R. C. Clark who transferred his interest to a major new high-profile company he was a partner in, Consolidated Motors. This firm was engaged in a

PEUGEOT
Features of Continental design and construction inspire popular approval

The Duxford
In Australia the name of "Peugeot" is famous for its achievements and winning of European contests. The motoring public have taken to it—wondering, but revelling in its all-round capabilities; and you, too, will admire its personality and charm. The power unit renders smooth and silent service, instantly responsive to the throttle, easy to handle, and economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, looking nothing to conventional, and is worthy to rank as one of the finest European cars of the year.

The Duxon
The power unit renders smooth and silent service, instantly responsive to the throttle, easy to handle, and economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, looking nothing to conventional, and is worthy to rank as one of the finest European cars of the year.

The Cinq
The power unit renders smooth and silent service, instantly responsive to the throttle, easy to handle, and economical to operate, and is noted for its wonderful long life of continuous performance. It is the complete car, lacking nothing in the way of equipment, looking nothing to conventional, and is worthy to rank as one of the finest European cars of the year.

STAND 94 AT THE MOTOR SHOW
A Courtesy Demonstration awaits you at
CONSOLIDATED MOTORS Ltd.
CHANDLER-PEUGEOT DIVISION
175-7-9 CASTLEREAGH STREET SYDNEY
PHONES: CITY 2267 and 479

Two short lived Sydney dealers. Courtesy of Paul Playout.

large public capital-raising venture and advertised they were the first modern multi-franchise dealer in NSW. They had the agency for FIAT and Chandler and advertised that Peugeot, if properly handled, would sell well.

In late 1926 a contract to sell Peugeot for three years was signed and a new showroom established in William St. Yet exactly a year later new Peugeots were being sold without reserve in a Sydney auction house and Consolidated Motors was gone. The agency moved to Norman L. Agate of Summer Hill. The firm had a Peugeot service station in Ashfield. His advertising was low key and indicated modest imports of different models with an emphasis on sporting vehicles.

£175 COMPLETE
(ABSOLUTELY NO EXTRAS).
THE VALUE WILL ASTOUND YOU. SEE IT TO-DAY.

TRULY A "WONDER" CAR IS THE FAMOUS 7-16 H.P. PEUGEOT. IT OUTCLASSES ALL OTHER LIGHT CARS. AND "WE'RE SELLING THEM." WHY? HERE IS THE REASON.

THE PEUGEOT gives most miles per gallon.
THE PEUGEOT gives over 10,000 Miles per Set of Tyres.
THE PEUGEOT has reserve power for any Hill.
THE PEUGEOT REVELS IN SAND.
DON'T BELIEVE WHAT WE SAY. LET THE "PEUGEOT" PROVE IT.

YOUR PRESENT CAR OR CYCLE CAN BE TAKEN IN ON ANY MODEL OF PEUGEOT. DISTRIBUTORS FOR SOUTH AUSTRALIA AND BROKEN HILL.

MILBURN CAR SALES, LTD.,
WITH WHICH IS MERGED THE BUSINESS OF CITY MOTOR AUCTIONS,
KING WILLIAM-STREET
OPP. HOLDEN'S. C. 7550-7551.



The bright spot for Peugeot in this period was Adelaide. In February 1926 the agency for "Peugeot motor cars, lorries and tractors" was transferred from W.L Hill to Olympia Motors, who actively promoted the cars. In May 1927 Milburn Car Sales took the agency for Adelaide and Broken Hill. With active promotion and good service they achieved excellent results over the next year and gave a hint of what could have been achieved in Sydney and Melbourne. Although there is

Yet even in South Australia sales began to decline in 1928 and were few in 1929. This is despite price reductions making the small cars the cheapest in Australia. The market was changing. The family car was replacing the single- or double-seater car as a means of personal transport. Import duties made the larger Peugeots too expensive. They were competing against full-sized American cars. There are few classified advertisements for Peugeots later than 1928. Nonetheless Peugeots were still being sold and are listed in contemporary used car guides as late as 1931.

When the Great Depression hit Australia in late 1929 it devastated the Australian motor industry. Sales in 1930 collapsed to less than 12,000 cars and stayed at that level until 1933. Sales remained low throughout the 1930s and didn't recover the 1928 peak until 1948. Low turnover agencies were no longer viable and with the exception of Norman Agate in Sydney the Peugeot dealer network disappeared.

It would seem that the Australian market was important to Peugeot because the factory made a serious effort to re-establish the network. Peugeot itself had economic problems but had released a new car in 1928, the 201, which proved perfect for the times. It was a small 1.1-litre four-seat sedan with four doors, designed as a family car. Its construction was unusually robust for a small car with a welded steel body.

"PEUGEOT"
"A POINT OF HONOR"
 The Milburn interpretation of the manufacturer's obligations to the customer.

SERVICE TO A PEUGEOT CAR

Whether it be a 7 h.p. or a 60 h.p. Model, it remains under the eye of our service manager throughout its long life.

Very long after the previous three-month guarantee period has expired, our valued Motor Customers, when day and night, see at the bow and stern of the wheel our service. A full supply of oil, spare parts, coupled with the services of factory-trained mechanics, are available at our various Service Stations, established throughout Australia, which will be increased to a total numbering 22 within the next few years.

THINK WHAT THIS WILL MEAN TO A PURCHASER OF A WORLD-FAMOUS PEUGEOT CAR OR TRUCK.

We are the pioneers of the Service Station idea for the motorist in South Australia.

"WE ARE ON THE JOB" while others sleep.

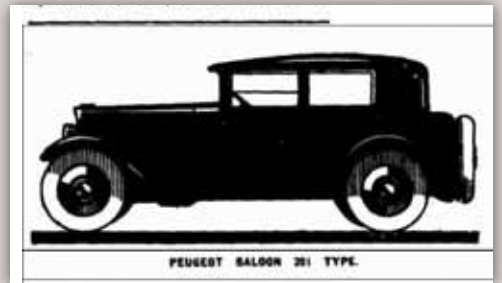
Call on us at Milburn Car Sales, Ltd., and talk it over with our sales manager. He will explain how your present car or cycle can be taken to next pavement and fitted and be returned to suit your pocket, and the price is only £175 complete.

WHEN YOU ARE A PEUGEOT OWNER

Your advantage is the always ready, complete DAY and NIGHT, and Phone 4, 224, 2, 4, 224, 224, 224, 224.

MILBURN CAR SALES, LTD., and SERVICE STATIONS,
 SHOW ROOM:
 KING WILLIAM-STREET, ADELAIDE (OPPOSITE HOLDEN'S).

Milburn promised good service.



The 201 in the Argus, 1930

This was combined with economical operation.

Auguste Menard, the Peugeot factory representative for Australia, took a 201 throughout Australia in an effort to

promote it and find new dealers. He displayed it at the Sydney Motor Show in January 1930. At the same time he advertised for a Sydney dealer for Peugeot bicycles. The Sydney Morning Herald was intrigued that such a small car had four doors, based on a clever central hinge. It thought the body and upholstery were of exceptional quality and an object lesson to Australian body builders. The aesthetics of the body were impressive and didn't look out of place among the large American cars at the show.

THE TOWN'S TALKING.

miles! miles! miles! miles!

at 3' per hundred



in a 7 h.p.

Peugeot

Five Minutes at the Wheel will convince you that this is the "Wonder Car."

£175 Complete.

Associated with DeSoto, Nash, Lanchester, Napier, and other makes, Peugeot is the most popular car in the world.

SEE IT TO-DAY

MILBURN CAR SALES, LTD.,
 KING WILLIAM-STREET. (opp. Holden's). - - C. 7550

Milburn pushed the small models.

mention of a few large sleeve-valve cars the main sales emphasis was on the 7hp Baby and 12hp and 14hp saloons. Sales of up to nine cars a week were noted during 1927.

Throughout the 1920s the price of cars fell as production became more efficient. By late 1927 the Baby Peugeot was the cheapest car in Australia. It was promoted for its economy and quality, capable of travelling at 55 mph and returning 53 mpg.

In Western Australia Smith Dyke Motors were consistently promoting Peugeot and being rewarded with small but steady sales. They promoted the economy of the car by running a 7hp from Perth to Fremantle and Brookton, a distance of 130 miles, using 2.5 gallons of petrol at a cost of four shillings and eleven pence.

The Little Wonder!
 THAT THE PUBLIC HAVE BEEN WAITING FOR

The **"7-H.P. PEUGEOT"**
£175 Complete £175

Outstanding Features of the NEW WONDER CAR

1.-CAPABLE of MAIN TAINING a SPEED of 33 MILES PER HOUR.	6.-ACCELERATES from 0 to 33 mile in 15 seconds -whips through traffic like a bullet.
GREAT STAMINA	EXTREMELY FLEXIBLE
2.-HUGS THE ROAD AT ALL SPEEDS.	7.-WITH FULL LOAD UP climbs 30 per cent. grade on Top Gear.
CORRECT BALANCE	PLENTY POWER
3.-BRAKES are new Expanding Type, operate easily and quietly, and intelligently.	8.-TURNS IN A RADIUS OF 15 FEET.
POSITIVE SAFETY	EASY CONTROL
4.-GLIDES over ROUGH ROADS like an AEROPLANE.	9.-STARTS AS EASILY AS A BICYCLE.
NEW COMFORT	A REAL PLEASURE
5.-33 MILES and MORE PER GALLON of petrol: 2000 miles per gallon of oil.	10.-OCCUPIES only 11 feet for PARKING SPACE.
THRIFTY ECONOMY	11.-THE LITTLE WONDER EVOKES BOTH ADMIRATION FOR ITSELF AND RESPECT FOR ITS OWNER.
NO BIG CAR size with more comfort than the 110 h.p. Peugeot.	ADJECTIVES cannot express Performance—20 minutes of the wheel will give you volumes of information.
NO SMALL CAR size ever approached in its class.	ONE BEHIND THE WHEEL OF THE 7-H.P. PEUGEOT for a new conception of what a really fine small Car can do.

There are Extra Advantages

You must discover for yourself about the Peugeot by driving it - words cannot speak for action.

New Reduced Prices - - - -	7.16-h.p. SPORTS £175 Complete
	7.16-h.p. STANDARD £185 Complete
	12.30-h.p. TRANSPORT £350 Complete
	12.30-h.p. DOC £385 Complete

Your Present Car or Cycle taken as Part Payment — Open Friday Evenings until 9 o'clock

MILBURN CAR SALES LTD



Menard took the 201 to Melbourne where he displayed it to the press and the trade. The Argus thought its sturdiness and economy would ensure it would sell in Australia. I can find no mention of any dealer taking the agency on. Menard was to drive to Adelaide where he again would try to appoint a new dealer and then sail to Perth. I can find only one reference to a 201 being sold in this period. In early 1931 Norman Agate had a used "latest Parisien style" Peugeot for sale for £275. This price would indicate a new 201 price of over £300 that would have put it against six-cylinder American sedans. A late model Peugeot was also for sale in Melbourne in 1934, again possibly a 201.

No doubt Menard reported to France that the car would not sell at that price. The only way it could compete would be by local assembly. The Peugeot response was to send a representative to Australia to examine the possibility of setting up an assembly plant in Sydney. In July a Peugeot export manager, H. L.A. Gillares, arrived with his family. He declared that despite the depression Peugeot were increasing



Peugeot export manager H. Gillares.

MR. L. A. GILLARES, who will represent the Peugeot car company in Australia.

SHIPMENTS ARRIVED

PEUGEOTS

LATEST PRODUCTIONS

The Famous 13 h.p. Doctrien
WITH EVERY MODERN DEVICE

The Baby Cabriolets
WILL BE ON VIEW FRIDAY

OPEN FRIDAY NIGHT

OLYMPIA MOTORS LTD.
WAYMOUTH STREET, ADELAIDE

Olympia were Adelaide agents.

£195 £195 £195
NO EXTRAS TO PAY FOR.

WONDERFUL VALUE,

£195 The 7hp Peugeot £195

STANDARD OR SPORTS MODEL.

£195 FULLY EQUIPPED **£195**
AND

£195 READY FOR THE ROAD. **£195**

£195 A DEMONSTRATION WILL CONVINCE YOU THAT THIS IS THE **£195**
£195 GREATEST VALUE EVER OFFERED. **£195**

£195 WE CAN GIVE IMMEDIATE **£195**
DELIVERY OF ALL MODELS.

EASY TERMS ARRANGED.

MILBURN'S CITY MOTOR AUCTIONS,
KING WILLIAM-STREET, OPP. HOLDEN'S. C. 7550.

production and were interested in increasing sales in Australia, New Zealand and the Far East. He would be based in Sydney for 12 months and would look at establishing assembly facilities in that city.

We do not have a copy of his report but we can presume he reported on a car market that had been flattened and showed no signs of revival. This is a great pity. Australia missed out on some of the most interesting cars available in the pre-war period.

The last Peugeots imported officially seem to have been a very small number of 201s in 1930 and 1931. At the start of 1932 Norman Agate was advertising that he was the Peugeot agent and offered a full range of parts. There was no mention of new cars for sale. By mid 1932 he was no longer advertising he was a Peugeot agent and was seeking to buy Peugeots for wrecking. Bradleys on Parramatta Rd were also advertising Peugeot parts.

It seems that the Peugeot agency for cars in Australia was abandoned in 1932 but it is likely a firm would have retained the parts agency. The cars were not marketed again until 1947. This is not to say Peugeots did not come to Australia in the 1930s but they were private imports and tiny in number. An example was the 1934 model 201 that was on sale in Sydney at the end of 1945. At some point in the early 1930s Peugeot left many export markets to concentrate on the French market, a tactic that proved very successful. It is possible they stopped making right-hand-drive cars, but in 1938 the 202 and 402 were both made in right-hand drive and exported to South Africa.

In 1939 Peugeots still appeared frequently in used car advertisements but the prices of the small cars were low. They were still being advertised in 1945 but there were obviously fewer about. The lack of spare parts during the war and the difficulty of obtaining tyres in metric sizes took its toll. In April 1940 a shipment of Peugeot motorbikes arrived in Melbourne for the new Peugeot motor bike dealer. That agency was to end within weeks with the fall of France. During the war Australian forces in the Middle East came into contact with Peugeots. In Syria in 1941 an Australian war correspondent reported on a battlefield scene where "abandoned Peugeot cars... were left strewn haphazardly across the field". In Tunisia in 1943 an RAAF fighter squadron held a car race in which a long-tailed racing Peugeot was beaten by a Citroën.

£175 COMPLETE £175
(NOT A PENNY FOR EXTRAS)

THE 7 H.P. PEUGEOT

REPRESENTS THE WORLD'S GREATEST MOTOR CAR VALUE.

ADVANCED MODELS NOW ON VIEW.

HERE ARE THE SELLING FEATURES:—

MAJESTIC BODY, very roomy, with Black head and side curtains.

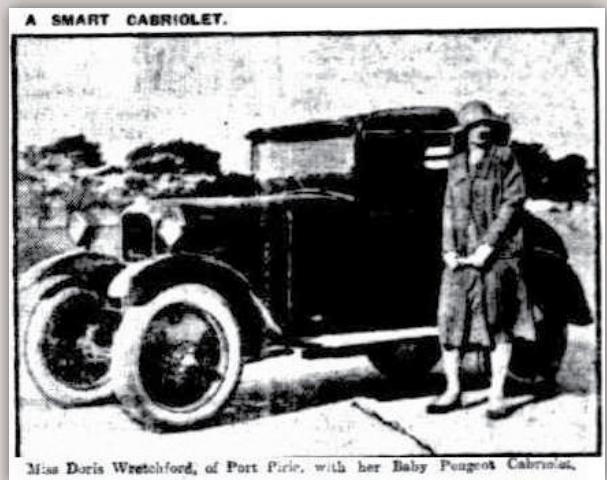
4 Wheels
3 Tyres, Michelin
3 Tubs, Michelin
2 1/2 Kilo Tools

Clutch
Speedometer
Nickel Finish
Beautiful Inlaid Dashboard

EASY TERMS OF PURCHASE ARRANGED.

MILBURN CAR SALES LTD.,
KING WILLIAM-STREET, OPP. HOLDEN'S. C. 7550.

Peugeot was to come back to Australia in late 1947, when the new factory representative for Australia arrived with a small shipment of 202s. This was to begin a grand period in the history of the marque in Australia.



Adelaide Peugeot owner in 1926.



PCCV member profile

Brian Ward



Name: Brian Ward

Where you were born: Warrnambool

Age: 63 going on 33

Live: Callignee, south of Traralgon

Occupation: Fully occupied, in addition to the jobs on Merrilyn's list

Favourite movies: Those that stick in my mind include: *The Sting*, *World's Fastest Indian*, *Sleuth*, *Dead Poets' Society*, *Harry Potter*, *Apollo 13*.

Favourite music: Any classic '60s or '70s rock.

Favourite spectator sport: Most motorsport.

Types of motorsport you watch or compete in: I have competed in grass-roots and club-level motorsport including sprints, hillclimbs, autocross, motorkhana and rallies.

Favourite holiday destination: It's all about the journey, not the destination.

Hobbies: Keeping older Peugeots going, woodturning, bush furniture, metalwork, gardening.

The person you'd most like to meet: My first great great-grandchild

Something we don't know about you: My front tooth was knocked out by a chook when I was a kid.

Editor's note: Brian is too modest to mention this, but one thing most people don't know about him is that he makes a fantastic fruit cake.

When you joined PCCV: March 1998

Other car clubs you belong to: Historic Rally Association and Gippsland Car Club

Your all-time favourite Peugeot:

The Mi16 is a great bitumen track car, the 504s have all been capable outback and off-road tourers, but a well sorted 404 is a hard-to-beat all-rounder.

Your all-time favourite non-Peugeot:

My first car, a 1967 HR Holden ute. I was courting Merrilyn at the time so the bench seat and 3 on the tree were important. I could also fit my worldly possessions in the back.

Your thoughts on modern Peugeots versus older models:

Hmmm! Like most modern cars, they are unnecessarily complex and rather than 'Engineered to be Enjoyed' like the older models, they are engineered to be expensive to service and repair.

First car you drove: Dad's FJ in the driveway in the early '50s. I was sitting on his knee and could not reach the pedals. The first car I drove without assistance was a 1952 LandRover on the farm when I was about 11.

First car you owned: 1967 HR Holden ute.

First Peugeot you drove: 404 sedan in 1972 that belonged to a uni mate.

First Peugeot you owned: A 1972 504 sedan purchased in 1978.

Other Peugeots owned: 1972 504 and 1979 504 sedans between 1978 and 1998. I also had a collection of 404 parts sedans, a complete, going and restorable 404 sedan and a 505 STI parts car that were destroyed in the Black Saturday bushfire.

Cars currently own:

1. 1994 Mi16. In 1998 I went out to look for a replacement for the 504, which was starting to show its age. Merrilyn told me to bring back something red and sporty that she would look good in, so I did. I purchased it through Murray Knight at Regans, joined the PCCV and shortly after got involved in motorsport. I still marvel at its handling characteristics. We have had a lot of fun in this car.

2. The 404 was purchased for the 2003 Redex Rerun. A reincarnated version was used to win the 2006 Ampol Rerun. After some tough outback trips



Brian hammers the 404 in the Ampol Rerun

and the 2008 BP Rally, the bodywork is showing signs of fatigue in the usual places. We have had a lot of fun in this car.

3. The 504 auto was a fill-in car for Hank's outback trips. I was planning to convert it to a 5-speed manual. However it has been so capable, reliable and comfortable as an outback tourer over the last 7 years, I will not be converting it. We have had a lot of fun in this car.



Brian's outback 504 crossing another creek.

4. I also have a 505 GR that I am rebuilding for outback touring and possibly some motorsport. It needs a repaint and reassembly. However the Black Saturday fire has put a hold on the rebuild. We have had no fun in this car.

5. The workhorse is a 2007 4x4 Triton dual cab tray.



Brian and Merrilyn at the tip on the Cape York trip.



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The following items can be borrowed by Club members on a monthly basis for a fee of \$1.00 per month.

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McPhees Road, Whittlesea 3757 Ph. 0408 162 406

BOOKS

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

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3 Witt Court, Box Hill Ph. (H) 9849 0693

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Service, repairs and parts - 404 to 407

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Authorised Peugeot Dealer

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(formerly Peugeotparts)

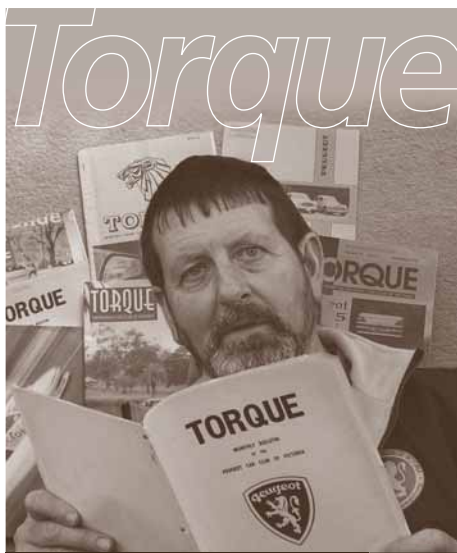
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**Basil
has moved**



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

TORQUE DECEMBER 1972

The year was fast drawing to a close with a Childrens Christmas Party at Blairgowrie, the final year's meeting followed by a Treasure Hunt and barbecue along with an end of year get together took care of things socially.

Those looking for a bit of motorsport would have to wait until February '73 and the Summer Safari.

The club weekend to Echuca had been a great success with 43 people attending.

Century Batteries were offering club members 35% off list price for new batteries.

For \$2.25 (\$2 for the plates and 25cents for the label) you could change your registration suffix to 203, 403, 404 or 504.

Nothing could be done about the 3 lettered prefix but by ringing the Motor Registration Board you could reserve the next appropriate number plate, eg. LBU 504.

Would the person who ordered the six Cibie driving lights from Roger Baker please contact him. For other interested people: Super Oscars \$28, Bi-ode \$23 and Standard Oscars \$23.

PUGGIE MART:

1 genuine French imported water heated dual branch inlet manifold and Weber carburettor to suit 404. Offers.

403 sedan 1960 unbent and clean inside - sill panel gone - engine and gearbox out - turn into rally car or 2nd Terry Long.

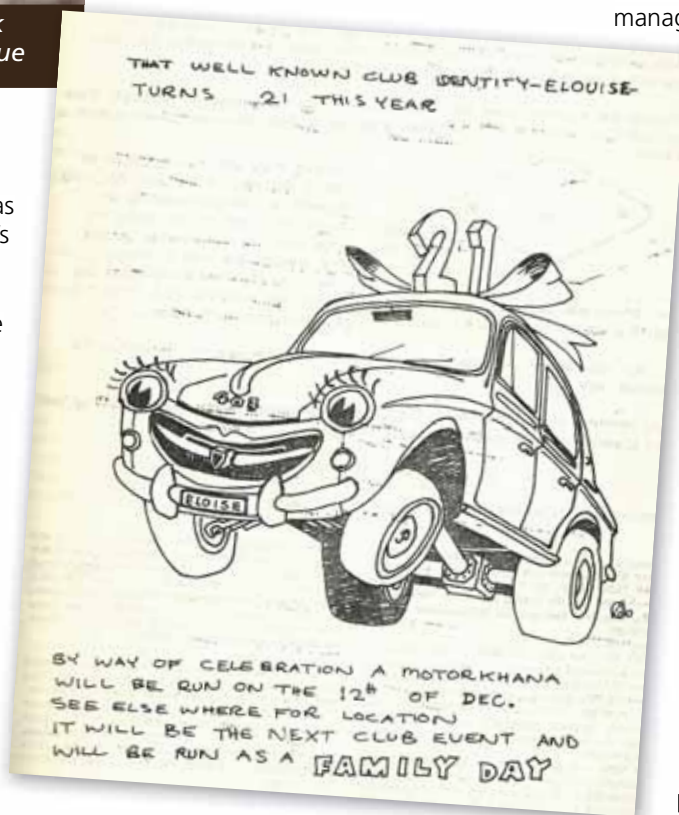
Greg code can help out with 403 long motor for above (or any other) \$40.

TORQUE DECEMBER 1982

The number of adverse comments about the previous month's cover had caused the committee to reverse its decision, and look for another Torque cover design over the Christmas break.

Nick Wright gave an account of 8 rounds that made up the 1982 Victorian Trials Championship. The highest placed PCCV driver and navigator was Peter de Vaus 8th and Nick Wright 7th. Graham Wallis managed to do both coming 14th driving and 18th navigating.

The well known club identity, the infamous pink ELOISE turned 21 and Brian Amey had organised a motorkhana in her honour at Casey Airfield.



Bruce Tayler showed a simple mod to allow the steering rack and pinion to be greased.

Ads: Wanted - Diff for '72 utility (if not available then reluctant wrecking of 1800 motored ute with broken differential will occur). For Sale or remove by Dec 6: 3 x 403 station wagons, 2 x 403 sedans. 2 x 403s \$250 the pair.

TORQUE DECEMBER 1992

A feature of the December meeting would be a 604 Concours.

Also featured in the Torque were articles from those ardent admirers of all things 604 Allan Horsley and John Marriott along with Cedric Koelmeyer and Ray Potts.

President Steve Odell in his Presidential Torque had some hints for those once a year travellers that take on long distances and find themselves sharing the highways with B Doubles (have they been around that long!) and other trucks.

The William Harvey Trial had been cancelled due to the extreme wet weather.

The Otways Historic Rally held in November had been a happy hunting ground for club members with Alan Upton and Mark Laidley home 1st in a 404 from Bruce Wilson and Bill Dewez also in 404. Bob and Heather Watson managed 6th in a Reno Gordini. Ivan Washington and Craig Fuetrill came 8th in the 203 while Denise and Allan Horsley managed 10th in a 404.

FOR SALE: Floor Gear Change for C2 gear box (late 203 or early 403). A long lever type with a chrome lever and a polished wood knob. A very well made mechanism \$110.

TORQUE DECEMBER 2002

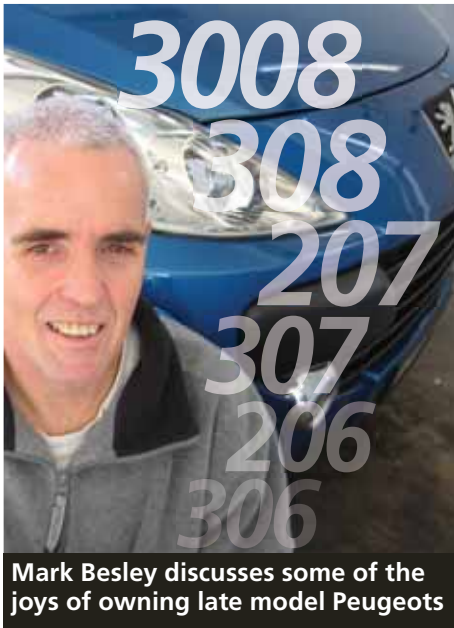
Victor de Koster had been on a business trip to Vietnam and was amazed to see 403s still working for a living including utes with a bus body on the back.

There was a large selection of photographs from the Worm Weekend in Tumut as a centre spread.

Torque Steer had Leon Saliba writing on programmable engine management while Bruce Tayler was concerned about Tie rod ends, especially non-genuine parts which don't have a grease nipple and whose rubber dust covers are prone to an early failure.

The Redex Rerun had finally prompted Lyn Clifford to restore the 203 he purchased back in 1975 from Selby for \$50 and taken to Cohuna after he and Debbie had left Dandenong in 1976. So with Peter Coates in tow they have set about having the car ready for the Rerun.

FOR SALE: 404 white sedan 1967 manual column change shift excellent body condition. Two owners (grandmother and myself!), serviced by Bob Watson. 504 engine, new clutch, fantastic and all original interior. \$2000 ono.



Broken Remote Key Buttons – Follow-up

There has been some interest in last month’s article about replacing a broken push-button switch on a 306 remote key. The obvious question being asked is what the part number of the switch is and where one can be obtained. I’m following this up and will provide more information in the next issue of Torque.

Here is a more detailed picture of the part we used. The upper square part of the push-button was cut off (it is just plastic) and smoothed down to provide a low-profile circular button.



Push-button Switch Used in Key Repair

208

When I arrived at Chateau Peugeot for the November General Meeting, I was interested to see two 208s sitting at the entrance for Club members to inspect. It was interesting to have a look at these vehicles, now that some of the 208 range is on sale here.

The range currently offered starts with the “Active” trim level which features one of the new three-cylinder Peugeot engines of 1.2 litre capacity with 5-speed manual transmission. This is priced at \$21,355 on road. There are a number of “Allure” variants higher in the range with prices in the mid \$20ks. The pick of the bunch in the current Australian range appears to be the Allure Sport with a 1.6 litre turbocharged petrol engine priced at \$29,595 on the road.



The Peugeot 208 Allure

I found the comparison between the Allure Premium and the Allure Sport interesting. Both cars cost exactly the same (\$29,595 on road):

Allure Premium – 1.6 litre, 88kW, 160Nm torque with 4-speed auto transmission. 0-100 km/h in 11.9 sec. Fuel consumption 9.8 l/100km (city), 4.9 (highway), 6.7 (combined).

Allure Sport – 1.6 litre turbocharged, 115kW, 240Nm torque with 6-speed manual transmission. 0-100 km/h in 8.1 sec. Fuel consumption 7.9 l/100km (city), 4.5 (highway), 5.8 (combined).

So the “Sport” is not only 30% faster, it is also significantly more economical! I know which one I would be buying.

Currently there are no diesel-engined 208s offered here. It will be interesting to see if they become available later. There are also two other 208 options that are meant to become available here mid-2013 – the 208 GTi and the 208XY.

The 208 GTi will of course be the performance version, driven by the same version of the 1.6 litre turbocharged petrol engine as is found in the RCZ which delivers 147kW and 275Nm through a six-speed manual gearbox.

The 208XY will be the most luxurious version of the 208 with special interior and exterior styling, and a new range of colours (hopefully not silver). It is available overseas with four different 1.6-litre engine options, including 68kW and 85kW diesel, and 88kW and 114kW petrol. In France, all these engines are sold with five or six speed manual transmission, with an option of flappy paddles on the 68kW e-HDi diesel only. Both diesels are “e-HDi” with stop-start fuel saving technology. I strongly suspect that the above will not be the range of engines and transmissions offered if the 208XY goes on sale here.

Peugeot Australia have been strongly promoting the 208 and I was interested



The Peugeot 208 Allure Sport

to see their latest competition where you had to do some “dance moves” at Federation Square – one person who picked the right dance moves won a 208. Given that I’m totally uncoordinated and had to work that day, I didn’t bother trying.

Parking in Paris

I’m sure you were amused to see Peter Cusworth’s photos in last month’s Torque showing “bumper to bumper” parking in Paris. It is convention there to park in such a situation and leave your car in neutral with the handbrake off so that someone further along the street can (gently you hope) push the cars in front forward and those behind back in order to make enough space to get their car out.



How they park in Paris.

The Peugeot 2008

Talking of “08s”, have you heard of a 2008? Someone asked me about this recently and I had to search for some information. The 2008s is a new compact crossover (“Urban Crossover Concept”) vehicle based on a similar platform to the 208 and powered by a new 82kW 1.2-litre turbocharged three-cylinder petrol engine.

There are mixed reports as to whether this vehicle is being considered for Australia but it will be interesting to see if it makes it here.



I had been thinking about this in relation to modern Peugeots which are increasingly being fitted with automated electric parking brakes. I have discussed this in a previous article in relation to my 3008. The parking brake actuates automatically when you turn off the engine, so where does that leave our closely-spaced Parisians?

It is possible, although somewhat inconvenient (made so deliberately, I’m sure) to park with the parking brake off. To do this, you need to do the following: Turn off the engine, the parking brake will actuate automatically. Then turn the ignition back on but do not start the engine. Place your foot on the brake and use the switch to release the parking brake. Turn off the ignition and the car will not re-apply the parking brake, so you are now able to remove the key with the parking brake off. The car will make a huge fuss if you open the door but if you can put up with all the beeping, you will be able to leave the car without the parking brake applied.

I was interested to note in the Driver’s Handbook that it is possible to request a Peugeot dealer to disable the automatic application of the parking brake when turning off the engine, “depending on the country of registration of the vehicle”. Presumably it is routine to disable this in France but whether this is allowed in Australia, I have no idea. Out of curiosity, I’ll try to remember to ask next time I have my 3008 serviced.



3008 Electric Parking Brake switch on centre console.

Peugeot Car Club of Victoria Inc Treasurer's Report

Accompanying Notes

General Comment

Our P&L Statement shows us to be in a similar position to last year. When post- and prepayment of income and/or expenses from previous and next financial years is taken into account, we are slightly worse off. While I cannot argue that we are in a particularly strong financial position, we are running along quite satisfactorily and simply need to manage our expenses carefully until the general financial situation improves so that members are better able to afford to continue their subscription.

Adequacy of Membership Subscription

The current membership fee of \$70 per Full Member plus \$20 per Associate, augmented by various fund-raising activities has been just adequate to cover the Club's outgoings for the year ended 30 June 2012. There is no margin to cover increased costs or any unforeseen expense that may arise.

Rather than recommend a fee increase, the PCCV Committee has decided on a cost control plan for the foreseeable future.

Boosting membership numbers is the best way to improve our financial position.

More detail is provided in Appendix 1.

Merchandise

Merchandise trading shows a small surplus. I believe it could be increased by accounting for merchandise stock used as raffle prizes. The committee is looking into the way records are kept to more accurately reflect our merchandise trading position in future. We will also carefully monitor the type of stock held to ensure that merchandise trading continues to provide a small surplus each year.

Event Costs

Non-Sporting

The \$2,000 deficit includes both post- and pre-payment of expenses for events whose income was derived in the previous financial year or is expected in the next one (e.g., 2011 Cape York Trip – net \$300; 2013 E/Pageant \$1,890). Individual events' financial reports have each shown a comfortable surplus; all have been soundly managed from a financial viewpoint. Non-sporting events completed during the 2011-12 financial year have returned a small surplus of

PCCV Balance Sheet As of June 2012

31/10/20
8:59:20 PM

Assets			
Current Assets			
Cash On Hand			
General Cheque Account	\$1,852.40		
Petty Cash	\$150.00		
Cash on Hand - Equipment Hire	\$7.90		
Cash on Hand - Library	\$72.00		
Undeposited Funds	\$1,990.00		
Total Cash On Hand		\$4,072.30	
Savings Funds			
Term Deposit (Main)	\$204,842.16		
Cash Reserve	\$5,522.89		
Debtors - Merchandise	\$1,976.00		
Total Savings Funds		\$212,341.05	
Inventory			
Merchandise	\$5,685.89		
Total Inventory		\$5,685.89	
Total Current Assets			\$222,099.24
Property & Equipment			
Tools & Equipment			
Equipment at Cost	\$12,200.50		
Equipment Accum Dep'n	-\$3,943.80		
Total Tools & Equipment		\$8,256.70	
Office Equipment			
Office Equipment at Cost	\$4,046.46		
Office Equipment Accum Dep'n	-\$3,826.00		
Total Office Equipment		\$220.46	
Library			
Library at Cost	\$1,767.00		
Library Accum Dep'n	-\$1,370.80		
Total Library		\$396.20	
Computer Software			
Computer Software	\$408.18		
Computer Software Accum Dep'n	-\$408.18		
Total Property & Equipment		\$8,873.36	
Total Assets			\$230,972.60
Liabilities			
Current Liabilities			
Creditors		\$4,143.27	
GST Liabilities			
GST Collected	\$11,779.40		
GST Paid	-\$15,823.52		
Total GST Liabilities		-\$4,044.12	
Total Current Liabilities			\$99.15
Total Liabilities			\$99.15
Net Assets			\$230,873.45
Equity			
Member's Equity			
Member's Capital	\$113,775.95		
Total Member's Equity		\$113,775.95	
Retained Earnings			
Current Year Earnings	\$4,426.31		
Historical Balancing	-\$267.23		
Total Equity		\$230,873.45	

\$378 to the club; details of individual events are in Appendix 2.

Sporting

Similarly, the \$2,250 shortfall needs to be offset by the \$3,610 in pre-payments for events whose income is expected to be realised in the next financial year. Only one event (DECA) ran at a small loss. The surpluses generated by all other competition events more than made up for this loss and covered all other outgoings related to running competition

events (in particular the CAMS affiliation fee). This year's DECA event is being monitored closely to ensure a surplus is made; if insufficient entries are received to make the event viable, we will no longer run the event in its current form if at all; plans for 2013 include extra activities and/or joint promoting clubs. Nevertheless, sporting events completed during the 2011-12 financial year have returned a surplus of \$1,212 (\$178 after allowance for the \$1,035 cost of CAMS affiliation) to the club.



Appendix 1: Membership Subscription

The membership subscription needs to cover the significant costs of producing and distributing the magazine and the costs associated with the monthly general meeting (some meeting costs are offset by raffle income); there are other, lesser, costs to cover, such as general postage, phone and stationery. There are also fees for PCCV affiliations such as AoMC and L’Aventure Peugeot (NB, CAMS affiliation is covered by surpluses generated by sporting events run under CAMS permits).

Membership subscriptions are down by \$8,000 whereas Torque costs have only reduced by \$1,000.

This suggests we may not have reduced our print run even though we have over 100 fewer members. The savings of reducing the print run are, however, small. Increasing membership numbers is the only way to avoid membership increases in the longer term.

Torque net cost in 2011-12 was \$20,875 or \$53.13 per member (\$4.83 per issue) In 2010-11, the figures were \$21,893 or \$40.46 per member (\$3.68 per issue).

Based on Torque cost increases alone, we should raise our subscription fee by \$13 a member.

Hall hire costs rose by less than our contractual 4% lease increase (around \$240).

Meeting expenses (mainly hall hire) are just covered by our interest earnings. Interest rates continue to fall and our lease continues to increase. To maintain the status quo, we need to increase our capital invested by at least 4% per annum, being the level at which the lease payments increase. This equates to an additional \$4,000 this year; equivalent to a \$10 per member increase in subscription.

An increase to over \$90 in subscription fees would be counterproductive as we would lose more members than we gain extra income. We must, therefore, look at ways of reducing our costs or alternative ways of generating income through fund-raising activities and by boosting membership.

The Committee is looking at ways of controlling the cost of Torque production without lowering the quality. A sub-committee has also been set up to look at ways to gain new members and to retain the ones we have.

4:29:23 PM Income	2011-12	2010-11
Club Administration		
Subscriptions		
Membership Subscriptions	\$ 27,502	\$ 35,171
General Meeting Income		
Meal @ meeting	\$ 625	
Fund Raising Activities		
Meeting Raffle Proceeds	\$ 1,502	\$ 4,284
Meeting Auction Seller Premium	\$ 32	
CH Handbooks	\$ 5	
Sundry Donations	\$ 102	
Total Fund Raising Activities	\$ 1,641	\$ 4,284
Other Income		
Interest	\$ 10,925	\$ 9,215
Torque		
Torque Advertising	\$ 2,400	\$ 2,400
Regan Motors Sponsor Donation	\$ 4,000	
Total Torque	\$ 6,400	\$ 2,400
Total Club Administration	\$ 47,093	\$ 51,069
Merchandise		
Club Merchandise & New Parts	\$ 4,496	\$ 1,853
Total Merchandise	\$ 4,496	\$ 1,853
Non-Competition Events		
French Car Festival - even yea		\$ 1,151
Worm weekend - odd year	\$ 2,513	\$ 542
Worm weekend - even year		\$ 555
Hanks Trips		
Outback Trip - even year	\$ 330	
Desert Trip - even year	\$ 350	-\$ 67
Cape York Trip	\$ 200	\$ 1,065
Total Hanks Trips	\$ 880	\$ 998
AMPOL Rerun 2006		\$ 500
Miscellaneous Events		\$ 1,075
Total Non-Competition Events	\$ 3,393	\$ 4,821
Competition Events		
Rallies, TRES & Trials		
Ivan's Folly - odd year	\$ 2,640	\$ 470
George Woods Intro Trial		-\$ 636
Total Rallies, TRES & Trials	\$ 2,640	-\$ 166
Autotest		
M/k Napoleons - even year	\$ 200	\$ 190
Motorkhana VMC - even year	\$ 820	
Motorkhana VMC - odd year	\$ 1,195	\$ 295
Slippery Dip - odd year	\$ 350	\$ 210
Total Autotest	\$ 2,565	\$ 695
Multi-format Events		
DECA		\$ 3,280
Total Multi-format Events	\$ -	\$ 3,280
Total Competition Events	\$ 5,205	\$ 3,809
Total Income	\$ 60,187	\$ 61,552
Cost of Sales		-\$ 12
Total Cost of Sales	\$ -	-\$ 12
Gross Profit	\$ 60,187	\$ 61,564



Profit & Loss
July 2011 through June 2012

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Expenses

Club Administration

	2011-12	2010-11
Motoring Association Fees		
AOMC Assoc Fee	\$ 280	\$ 267
L'Aventure Peugeot Membership	\$ 62	\$ 67
Total Motoring Association Fees	\$ 342	\$ 334
Meeting Expenses		
Hall Hire	\$ 6,206	\$ 6,097
Awards/Rewards	\$ 361	\$ 504
Refreshments	\$ 699	\$ 650
Pre-Meeting Meal	\$ 705	
General Meeting Expenses	\$ 50	\$ 50
Total Meeting Expenses	\$ 8,021	\$ 7,302
Phone & Postage		
General Postage	\$ 250	\$ 681
PO Box	\$ 98	\$ 83
Telephone	\$ 722	\$ 512
Total Phone & Postage Expenses	\$ 1,069	\$ 1,276
Computer Expenses		
Web Site (pccv.org)	\$ 643	\$ 640
Computer Software Support		\$ 310
Total Computer Expenses	\$ 643	\$ 950
Miscellaneous Expenditure		
Stationery	\$ 2,384	\$ 308
CH Handbooks	\$ 40	\$ 64
Miscellaneous		\$ 605
Total Miscellaneous Expenditure	\$ 2,424	\$ 977
Insurance		
Insurance Premiums	\$ 1,042	\$ 1,017
Total Insurance Expenses	\$ 1,042	\$ 1,017
Fees & Charges		
Accounting & Legal Fees	\$ 373	\$ 909
Gen A/C Bank Fees & Charges	\$ 8	\$ 70
Total Fees & Charges Expenses	\$ 381	\$ 978
Torque Expenses		
Torque Production Fees	\$ 6,982	\$ 6,743
Torque Printing	\$ 12,900	\$ 14,865
Torque Postage	\$ 5,393	\$ 4,686
Total Torque Expenses	\$ 25,275	\$ 26,293
Total Club Administration	\$ 39,196	\$ 39,127
Merchandise Purchases		
PCC Paraphernalia	\$ 715	\$ 116
Fridge Magnets	\$ 32	
504 Tee shirts	\$ 2,500	
Worm Drive Diff Oil	\$ 440	
404 Cards		\$ 394
General Merchandise Purchases		\$ 5,261
Total Merchandise Purchases	\$ 3,687	\$ 5,770
Depreciation Expense		
Tools & Equipment		\$ 3,067
Office Equipment		\$ 1,000
Library		\$ 500
Computer Software		\$ 12
Total Depreciation	\$ -	\$ 4,580
Non-Competition Events		
Pageant - odd year	\$ 1,890	-\$ 182
French Car Festival		\$ 599
Round Australia Rerun 2003		-\$ 45
Worm Weekend - even year		\$ 3,113
Worm Weekend - odd year	\$ 2,249	
Kakadu of the South	\$ 64	
Hanks Trips		
Outback Trip - even year	\$ 154	
Desert Trip - even year	\$ 462	
Cape York Trip	\$ 500	\$ 550
Total Hanks Trips	\$ 1,116	
Miscellaneous Events	\$ 99	-\$ 962
Total Non-Competition Events	\$ 5,418	\$ 3,073
Competition Events		
Administration		
CAMS Assoc Fee	\$ 1,035	\$ 1,035
Events A/C Bank Fees & Charges	\$ 9	
Total Administration	\$ 1,044	\$ 1,035
Rallies, TR&S & Trials		
Ivan's Folly - odd year	\$ 1,756	
Ivan's Folly - even year		\$ 95
George Woods Intro Trial		\$ 160
Total Rallies, TR&S & Trials	\$ 1,756	-\$ 65
Autotest		
M/k Napoleons - even year	\$ 102	
M/k Napoleons - odd year		\$ 98
Motorkhana - VMC - even year	-\$ 131	
Motorkhana - VMC - odd year	\$ 1,113	\$ 128
Slippery Dip - odd year	\$ 114	
Total Autotest	\$ 1,198	\$ 226
Speed Events		
Autocross		\$ 815
Total Multi-format Events	\$ -	-\$ 815
Multi-format Events		
DECA - even year	\$ 3,370	
DECA - odd year	\$ 92	\$ 3,935
Total Multi-format Events	\$ 3,462	\$ 3,935
Total Competition Events	\$ 7,460	\$ 4,317
Miscellaneous Exp		\$ 330
Total Expenses	\$ 55,761	\$ 57,197
Net Profit (Loss)	\$ 4,426	\$ 4,367

November club meeting

Chateau Peugeot, November 2, 2012
Murray Knight welcomed members. Special welcome was extended to Glenn Anderson and Louis Karagentsidis from Regan Motors who brought two 208 vehicles to the meeting for members to examine. Special welcome was also extended to specially invited guests here for the presentation of trophies: Pete De Vaus, John Prins, Mike Dennis, Roger and Joy Chirside. Jim Ryan was also welcomed to the meeting.

Apologies: Milton and Noelene Grant, Todd Knight, Greg and Ben Park, Allan Horsley, Max O'Conner, Doug Brockfield, Lance Guttridge and David Isherwood.

Minutes of the previous meeting.
Motion: That the minutes of the previous meeting be recorded as true and accurate. Moved: Hank Verwoert, seconded Neil Beddoe. Carried.

Matters Arising: A new member liaison committee had been established to encourage new members to be involved.

Secretary's report: No Correspondence in other than magazines from other clubs. New member: Robert Steel, '78 504.

Treasurer's report: To be included in the Annual General Meeting.

Event secretary's report: Murray Knight presented the Events report in the absence of Allan Horsley. Murray reported on the Murray Sunset Trip and Paul Watson presented a report on the Worm Weekend to Adelaide.

Events as per events pages plus: Michael Woodhouse from Motor Active will give a Meguires presentation and demonstration of some new products at the Club Meeting on December 7.

Competition secretary's report: Ray Garrad presented the Competition report. Events as per events pages.

CAMS Report: Peter Kerr reported that all positions on the CAMS State Council had been filled.

The meeting then adjourned for the Annual General Meeting.

Following the Annual General Meeting, Phil Torode presented a photographic report of the visit he and Ros King had to the International Peugeot Meeting in Germany in May this year.

Annual General Meeting

of the Peugeot Car Club of Victoria
Chateau Peugeot, November 2, 2012
Murray Knight opened the Annual General Meeting and asked Nick Wright to present his Treasurer's report for the past Club year. Following the tabling of the report, Nick moved that the accounts for the past Club year be accepted, seconded Peter Cusworth. Carried. The Treasurer's report appears separately and will be published in Torque.

Murray then declared all Committee positions vacant. Peter Kerr took the chair.



Peter called for nominations of **President**. Murray Knight was nominated by Mike Farnworth and seconded by Nick Wright. Carried

Murray Knight resumed the chair and called for nominations for the following positions:

Vice President – Milton Grant was nominated by Neil Beddoe and seconded by David Jenkins. Carried

Secretary – Tim Farmilo was nominated by Mike Farnworth and seconded by Paul Watson. Carried.

Treasurer – Nick Wright was nominated by Neil Beddoe and seconded by Mike Farnworth. Carried.

Events Secretary – Paul Watson was nominated by Nick Wright and seconded by Neil Beddoe. Carried.

Competition Secretary – Glad Fish was nominated by Ray Garred and seconded by Allan Upton. Carried.

CAMS Delegate – Peter Kerr was nominated by Ian Bennier and seconded by Neil Beddoe. Carried.

CH Permits – John Marriott was nominated by Mike Farnworth and seconded by Peter Kerr. Carried.

Youth Co-ordinator – Greg Park was nominated by Paul Watson and seconded by Neil Beddoe. Carried.

Merchandise – Milton Grant was nominated by Paul Watson and seconded by Neil Beddoe. Carried.

General Committee:

Todd Knight was nominated by John Marriott and seconded by Mike Farnworth. Carried.

Allan Horsley was nominated by Paul Watson and seconded by Neil Beddoe. Carried.

Lael Lea was nominated by Paul Watson and seconded by John Marriott. Carried. David Jenkins was nominated by Peter Cusworth and seconded by Nick Wright. Carried.

Phil Torode was nominated by Murray Knight and seconded by Glad Fish. Carried.

Annual Awards: Glad Fish announced the trophies for the various categories. Special guests and Life Members were asked to present the Awards. They were: Roger Chirside, Joy Chirside, Mike Dennis, Mike Farnworth, Dennis Edwards, Brian Amey, Nick Wright, John Prins, Frank Myring, Pete de Vaus and Murray Knight. Trophy winners were:

PCCV Gents Champion 2012
Winner Nick Wright, Runner-up Ray Garrad, = 3rd Phil Torode & Carl Provan.

PCCV Ladies Champion 2012
Winner Glad Fish, Runner-up Mel Walker, 3rd Helen Walker.

PCCV Junior Champion 2012
Winner Mitch Garrad, Runner-up Ben Park, 3rd Danielle Provan

PCCV Concours d'Elegance 2012
Winner Allan Horsley, Runner-up John Marriot.

PCCV Motorkhana Champion 2012
Winner Ray Garrad, Runner-up Nick Wright, 3rd Mitch Garrad.

PCCV Rally Driver Champion 2012
Winner Graham Wallis, Runner-up Doug Norman, 3rd Todd Knight.

PCCV Rally Navigator Champ 2012
Winner Brian Ward, Runner-up Mitch Garrad, 3rd Leon Schulz.

PCCV Speed Champion 2012
Winner Graham Wallis, Runner-up Greg Park, 3rd Carl Proven.

PCCV Tas Smith Award 2012
Winner Nick Wright, equal runner-up Mitch Garrad & Phil Torode

PCCV Club Champion 2012
Equal Winners Nick Wright & Graham Wallis, Runner-up Ray Garrad.

PCCV Clubman 2012
Alan Upton

PCCV Clubwoman 2012
Denise Horsley
Peter Cusworth then presented the **Editor's Award** to Paul Watson.

The AGM was declared closed at 9:37pm.

November committee meeting

Chateau Peugeot November 12, 2012.

Present: Murray Knight, Allan Horsley, John Marriott, Todd Knight, Phil Torode, Peter Kerr and Tim Farmilo. Paul Watson by phone hook-up.

Apologies: Greg Park, David Jenkins, Nick Wright, Lael Lea and Milton Grant.

Business Arising: Redex – some concern that Peugeot were not on board and supporting the event. Murray to seek an appointment with the CEO of Peugeot Australia to discuss their involvement with Redex and also the Pageant. Badges – Glad still to talk to Bill regarding getting them printed. Agreed that badges would be stored at the clubrooms – will require them to be collected at the end of the night. Casual discussions with John Johnstone from the VDC regarding our lease indicate a meeting will be forthcoming. Murray to contact him in a couple of weeks to arrange a suitable time to meet.

Secretary's Report: No correspondence this month other than magazines from other clubs.

Treasurer's Report: General Account \$6,647.92, Term Deposit Account \$204,842.16, Cash Reserve Account \$10,945.58, Petty Cash \$138.60. Accounts for payment: Mike Farnworth (postage) \$467.00; Peter Cusworth (Torque) \$670.00; LS Gill (Torque Printing) \$1,192.40; Telstra (Sep-Oct Mobile phone bill) \$51.24; Telstra White Pages listing \$22.00; MYOB (Registration/Support) \$35.00; Norcal Café (October supper) \$52.50; VDC (December Rent) \$546.57.

Accounts Presented: Petty Cash (Stationary items) \$11.40; CAMS (Ivan's Folly Permit) \$204.00; Pakenham Trophy Supplies (Annual awards) \$354.00. Committee asked Nick to check the accounts again to ensure that the previous year's figures were locked in MYOB so that we can be sure the current figures are

correct. A half-year account to be presented at the January Committee meeting. A half-year report also required from Mike Farnworth on membership.

Event Secretary's Report:

Slippery Dip was a great success with a lot of entrants and spectators. Upcoming Events as per events pages.

Competition Secretary's Report:

Glad has put together a sub-committee to run competition events – Bill Hamilton – Speed; Ray Garred – Motorkhana; Brian Ward – Rally; Concours – Paul Watson; Tas Smith events – Glad Fish; Scorer – Glad Fish. Plan to have one event per month and one for Juniors. The aim is to have events run at a profit to fund annual awards. Over the course of the year it is planned to run 4 Motorkhanas, 1 Khanacross, 1 Speed event, 2 Rallies, 3 Tas Smith events and 1 concourse.

Upcoming events as per Events pages plus: April 14: Khanacross at Jeff Gill's; May 4: Economy run; June 23: DECA inc our VMC.

Some discussion around the scoring of events. Glad to provide a summary of how scoring is calculated and present at the January Committee Meeting.

Also discussion on the policy regarding passengers in competitive events, particularly Juniors. Some more clarification to be sought so we can have a policy on this.

Merchandise General Business:

Murray reported he sold \$212 at Adelaide.

General Business:

Email from French Car Club of Tasmania regarding the running Easter Pageant every 5 years in Tasmania. Murray to respond indicating that Tasmania are able to run it if they are willing and that Tasmania should make contact with the Queensland club who are running it in 2014.

2013 Pageant report – Murray to do the Sunday run to confirm distances. Also need to find if the pony club is available for the motorkhana. Some discussion on what sort of bag we should have for the pageant. Name tags and a cloth badge need to be organised – Tim to talk to Peter Cusworth. Murray reported on his visit to the Queensland Club General Meeting last week.

Web site – Peter and Steven Cusworth working on the site at the moment. Defibrillator to be purchased.

Judy McDonald is doing more archive work. Paul raised the fact that we need to review the auction with regard to the items which are brought for sale and the number of items per person to ensure the auction is run efficiently.

Paul to send a card to the NSW club wishing them well for their 40th anniversary in January.

Peter Kerr returned the original Club Woman's trophy to Glad for safe keeping. Meeting concluded at 9:50pm.

Next Committee Meeting is Sunday 13th January at Murray's place.



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

504 LTI. 1976 Dark green, tan trim. Not registered, Eng.No: 2190363X. Dedicated gas. Gearbox partly dismantled. Project car. Minor rust, straight body. This car was Albert Johnson's project prior to him falling ill. Car in Yarrowonga. \$500 or best offer. Phone Neven Rose 9723 6112 or 0412 522 348, or Murray Knight 9728 3096.

403, 1959, good body, has been stripped and primed. Runs well, brakes done, interior needs work. Engine number 2292878. Good restoration project. \$500 ONO. Plus three other 403s suitable for parts \$100 each ONO. Urgent sale as storage space is no longer available. Jeff Cox 03 9376 1404.

505, 1984, 5 speed manual, white with blue interior. Excellent condition, no rust, 145,000km., tyres excellent, perfect screen. Driver's seat worn on RH back support but with seat cover. Ready for RWC and Club Permit or full registration. Towbar fitted, ready to go. VIN: VF3551A17E1612878. Eng # 1612878. \$2200. Mike Jolley, Torquay 5261 9566 or 0411 030 926

505 GTI. Grey, 224,000km. No smashes, no rust - always garaged. One owner from 10 months old. Car was demo model from the dealer. There are no rips in the upholstery, and it has been serviced regularly. Excellent tyres, and registered until March next year. All service history is available to purchaser. Reg. No: DJS421. Valued by Peugeot man \$6,000 O.N.O. Contact 0438 745 445 / 9874 5445.

405 Mi16, 1990 model, Reg ECK-529 - registered to Jan 2013. 296,000 km, rebuilt motor at 276,000km. New windscreen, factory sunroof, 4 new tyres, leather interior. Runs well, and I have receipts for all work carried out. Selling as I have purchased a ute. \$2,500 ONO. Phone Troy on 0417 180 792 (Ballarat).

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.

Wanted

203 Covir, aluminium, for a 203, 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.

205 GTi dash for Series 1 205. Graeme Pinkney, 08 8556 1166 or graemepinkney1@bigpond.com

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

Foglight lens [left] for 2001 406 sedan. Murray Giles, 0418 113 301.

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

How to place 'Sales Torque' ads

The best way to place your ad in Torque is to EMAIL it to paulandnola@inet.net.au

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

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

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

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

Parts for sale

205 wheels for sale: 14 inch pepperpots. 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. Graham Wallis ewal7731@bigpond.net.au 0429 939 619

505 STi engine, goes very well \$250 with flywheel and clutch, \$200 without. 505 front guards \$30 each. 505 boot lid \$20. 14 inch steel 505 and 504 wheels C/W tyres in various condition \$15 each. 504/505 Diesel main bearings, .3 mm under size. Genuine Peugeot \$30. 504 clutch master cylinder, new to suit early model (plastic pipe) \$25. 404 strut top for sedan better than average condition \$15. 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. Late 404 diff complete with axle housings and brakes \$150. 404 tailshafts, axles, universals etc. POA. 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 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. \$85. 505 carpet set, brown in good condition, \$20, I may need to charge a removal fee at this price! 205 series 1/2, DFZ engine block, \$50. 405 radiator \$20. 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 but no play, \$6 each. Pair of camshafts suit Mi16 series 1, \$50 the pair. 405 Mi16 heads, soft but have all valves, useful to repair an engine with bent valves from timing belt breakage. \$75 each. 404 steering rack \$30. Plenty of 404 bits such as carbies, wiper motors, dashes etc POA. Graham Wallis ewal7731@bigpond.net.au or 0429 939619

Number plates for sale. BON 504. \$300 [VicRoads cost when I reserved them]. Julian 0401 382 454

404 sedan parts: Bonnet, front guards, grille, doors passenger side front and rear, driver side rear, rear bumper bar, BA7 gearbox, late diff., torque tube and shaft, rear shockers, steering column, rear window, front struts, door mirrors, rear light units, boot lock, radiator hoses, instrument cluster, headlight rims, wiper mechanism, brake bits, eng. bits, heater unit plus other bits. Price \$200 Phone Laurie 9801 8393

203 brake reservoir nipple new \$30. 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. 404 radiator hoses (top and bottom) NOS. \$15 each. Paul Watson 0427 203 206

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

Good 404 motor, taken from a rusty car and stored under a tarp for years. No. 541988457. Also, electro-magnetic fan. Free to a good home. Paul Campbell, Cranbourne South, 0417 158 831.

Reproduction Paris Street sign. Jim Ryan bought this new steel enamelled repro street sign in Paris some years ago and has been packed away ever since. Translates to "Road of the bad boys". Make a great Christmas gift for someone's garage. \$50. Contact Peter Cusworth 0409 797 023





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Service Centre	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom Service & Parts	555 Pacific Highway 22 Cleg Street	ARTARMON ARTARMON	NSW 2064 NSW 2064	02 9413 3355 02 9906 1388
Allan Mackay Autos	Sales Showroom Service & Parts	241-245 Argyle Street 31 Garrett Street	MOSSVALE MOSSVALE	NSW 2577 NSW 2577	02 4869 1100 02 4868 1011
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Dominelli Prestige	Sales Showroom Service & Parts	139 Princes Highway Anne Street	ARNCLIFFE ARNCLIFFE	NSW 2205 NSW 2205	02 9335 9100 02 9335 9220
Jason Prestige	Sales Showroom Service & Parts	46 Dobney Avenue 42 - 52 Dobney Avenue	WAGGA WAGGA WAGGA WAGGA	NSW 2650 NSW 2650	02 6925 3211 02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom Service Unit	42-64 Church Street 2 Cnr Arthur St & Tramway Ave 11 Cumberland Green	PARRAMATTA PARRAMATTA RYDALMERE	NSW 2150 NSW 2150 NSW 2116	02 9841 8800 02 9841 8979 02 8832 8832
VICTORIA					
Ballarat City European	Sales Showroom Service & Parts	101 Creswick Road 109 Creswick Road	BALLARAT BALLARAT	VIC 3350 VIC 3350	03 5331 5000 03 5331 5000
Bayford City Peugeot	Sales Showroom Service & Parts	406 Victoria Street 446 Malvern Road	NORTH MELBOURNE SOUTH YARRA	VIC 3051 VIC 3141	03 9341 4444 03 9341 4444
Bayford South Yarra Peugeot	Sales Showroom Service Unit	435 Malvern Road 55 Garden Street	SOUTH YARRA SOUTH YARRA	VIC 3141 VIC 3141	03 8290 2888 03 8290 2888
Bendigo European	Service Centre	140-150 High Street	BENDIGO	VIC 3552	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom Service & Parts	295 Whitehorse Road 92 Auburn Road	BALWYN HAWTHORN	VIC 3103 VIC 3122	03 9830 5322 03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Brisbane Prestige	Sales Showroom Service Parts Unit	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400 07 3253 1440 07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom Service & Parts	41 McLeod Street 94 McLeod Street	CAIRNS CAIRNS	QLD 4870 QLD 4870	07 4050 5000 07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDBERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom Service & Parts	65-67 Ferry Road Case Street	SOUTHPORT SOUTHPORT	QLD 4215 QLD 4215	07 5561 6166 07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom Service & Parts	118 Argyle Street 35-43 Brisbane Street	HOBART HOBART	TAS 7001 TAS 7001	03 6234 0200 03 6234 0200
Launceston Peugeot	Sales Showroom Service Unit	145 Invermay Road 151-155 Invermay Road	LAUNCESTON LAUNCESTON	TAS 7248 TAS 7248	03 6331 6337 03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom Service & Parts	170 Leach Highway 80 Norma Road	MELVILLE MYAREE	WA 6156 WA 6154	08 9317 2525 08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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