

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



1008 *october*
2008

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The following tools and equipment are available for hire on production of your current membership card.

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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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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 Puiboube (French)
ALBUM 203 By Dominique Pagneux
PEUGEOT, 60 YEARS OF CABRIOLETS (Italian)
GUIDE PEUGEOT By Daniel Puiboube (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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Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

P.O. Box 1263 Camberwell VIC 3124

Telephone 0427 203 206

Website: 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 - \$60.00, Associate - \$15.00. **Joining Fee:** \$10.00

To join the club, please send a cheque together with your name, address and a list of the Peugeots you drive, to the club's postal address (see above).

PCCV REGIONAL CONTACTS

Gippsland: Lance Guttridge 5622 2666
North Vic: Milton Grant 5824 2324
West Vic: Graham Lewis 5244 2070

COMMITTEE

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paulandnola@iinet.net.au

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 Ph. 9859 1412, k_wallis@bigpond.net.au

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Competition Secretary: Graham Wallis
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ewal7731@bigpond.net.au

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 Greg Park, Ph. 0418 296 258
 David Jenkins, Ph. 9885 6405
 David McAdam, Ph 0418 308 317
judamema@bigpond.com

NON COMMITTEE POSITIONS

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

Library:
 Alan Banks – Ph. 9716 2406 (H)

Scorer:
 Jarrod Smith Ph. 9738 2418 (H)
jarrod.s@optusnet.com.au

PCCV LIFE MEMBERS

John Biviano, Roger Chirnside,
 Peter Cusworth, Peter de Vaus, Mike
 Dennis, Dennis Edwards, Mike Farnworth,
 Glad Fish, 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, Nick Wright

REGISTERS

Worm Register:

203: Gordon Miller, Ph. 03 9807 3586
9am-9pm.pwdr07@ultramode.net

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

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

1-2-304 Register:

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

TECHNICAL ADVISORS

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

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

• Most models up to 1988

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

• 203, 403, 404, 205 & 405

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

• 605

Doug Brockfield Ph. 9725 5526 (H)

• 406

Lance Guttridge, Ph 03 5622 2666 (H)

• Electricals

David Isherwood, Ph. 98733342 (H)

• Diesel Models

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

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This month's front cover
 Gordon Miller taking the photo that is on this month's cover at the "03 Weekend" in Echuca in 1991. The step ladder gave even more height than what Gordon normally has.

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

The Editor, Peter Cusworth,
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 Ph: 5968 5254 or Mob. 0409 797 023

TORQUE PRODUCTION

Deadline for the next issue is:
MONDAY 20 OCTOBER.

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 29 OCTOBER** in Gordon Miller's garage at 28 Olive Ave., Mt Waverley 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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Club Meeting & Auction Friday October 3 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 (Nunawading Station) end of Norcal Road.

Non-Competition events

** = See event info in this issue

OCTOBER

- Wed 1: Mid-week run**
- Fri 3: Club meeting & auction, Nunawading**
- Sun 5: Euroa Show & Shine**
- Tues 7: Worm Wanderers return
- Mon 15: Committee meeting, Nunawading
- Sat 25: Dyno day**

NOVEMBER

- Fri 7: Club meeting and AGM, Nunawading
- Sun 9: President's breakfast run
- Fri 14- Mon 17: Worm Weekend, Rawson
- Mon 17: Committee meeting, Nunawading

Competition events

OCTOBER

- Sat 4, multiclub rally sprint, Boisdale
- Sun 12, Jaguar sprints, Phillip Isl. Entries close Oct 4 or \$20 late fee applies. Ph 9555 5153
- Sat 18, multiclub twilight autocross, Boisdale
- Sun 19, MSCA sprints, Sandown
- Sun 26, PCCV Slippery Dip, Milgrove****

NOVEMBER

- Sat 1, HSVOC sprints, Sandown
- Sun 2, GCC multiclub hillclimb, Haunted Hills
- Tue 4, FFCC sprints, Sandown
- Sat 8, GCC khanacross, Morwell
- Sun 9, PIARC sprints, Phillip Island
- Sat 15-Sun 16, Ararat One Tree hillclimb
- Sun 16, M&DCC multiclub hillclimb, Boisdale
- Sat 29, Nightrider trial, Noojee area

Events of Interest

OCTOBER

- 4-5, Moto GP, Phillip Island
- 10-12, V8 supercars, Bathurst 1000
- 10-12, Aust Historic Motor Festival, Winton
- 18-19, Vic State Circuit Racing Chps, Phillip Is
- 18-19, Rally of Melbourne
- 24-26, Indy & V8 supercars, Gold Coast
- 25-26, VSCC hillclimb, Mt Tarrengower
- Sun 26, All makes swap meet, Flemington

Mid-week run

Wednesday October 1

THIS event was postponed in August because of the danger of slippery roads after a cold snap. But that problem should have passed by now.

It will start from Ringwood and travel to Marysville for lunch.

Meet in the Peter Vergers Reserve, Ringwood (Melway 50, C3) at 9.45 for a 10.15am start and travel to Warburton for morning tea.

We will then drive via Reefton and Cumberland Junction to Marysville for lunch.

Meeting at the Peter Vergers Reserve will enable people on their own to arrange to travel with others, leaving their car in the reserve car park, as we will come past the reserve on the way home.

If you need to contact me on the day my number is 0416 147 003.

Please note: Peter Vergers Reserve is on the western side of Whitehorse Road, just north of Oban Road. It is on a service road and you need to be in the left-hand lane as you approach it.

Lael Lea

Club meeting and auction

Friday October 3

OCTOBER is auction month for the PCCV, and this month's auction will be the first at the new clubrooms.

Master auctioneer Dennis Edwards will once again wield the gavel and the bidding promises to be fast and furious.

Members are invited to bring along any car-related items they want to get rid of, but they must be clean and light enough to be carried by one person (so new engines please).

Auction forms will be available on the night.

A vinyl mat will be placed just outside the auditorium and items will be brought in one at a time to be auctioned.

It's a good idea to keep a list of what you have bought (and from whom) or sold (and to whom).

Any unsold goods must be taken away after the meeting.

At the end of the auction we will have settling-up time, which usually takes 10-15 minutes, and the club will keep 10% of all money raised.

A few of things to bear in mind if you are attending this and subsequent meetings at Nunawading:

1. The council has asked that we approach and leave the complex via the northern (Nunawading Station) end of Norcal Road, not the Canterbury Road end.
2. We are tenants in the VDC's property, so you are asked to respect their property and to leave the rooms clean and tidy. No food or drink is to be taken into the auditorium.
3. There is plenty of parking around the complex, but please observe any No Parking signs. Do not park in front of the roller shutter of the clubrooms, as that is the emergency exit.
4. Leave the area quietly, particularly in residential areas.

The monthly raffle's first prize is a \$100 meal at the Garage Cafe in Carlton, courtesy of a generous club member.

If you want to find out more about the Garage Cafe, or inspect the menu, go to www.garagecafe.com.au.



Dyno Day

Saturday October 25

BRENDAN Calder has organised a dyno day for the petrol heads of the club.

For details of the time, location and cost, contact Brendan on 9739 9067 (H).



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



Euroa Show & Shine

Sunday October 5

THIS great event has been a regular feature of the PCCV calendar for four years and it's particularly worthwhile this year because Euroa's biggest employer is in financial strife and the town needs support.

The show & shine is held under the trees beside the lake in Seven Creeks Park and always attracts plenty of cars and a big crowd of spectators.

This year, some of the club's regulars at this event will be away on the Worm Wander in Tasmania, so we need some reinforcements.

All you need is a car in respectable condition; it doesn't have to be a showstopper.

But it's important to get there early, before 9am if possible, to secure your spot.

In the past some PCCV members have stayed at Euroa the night before, to make sure of a good spot beside the bridge.

Euroa is about two hours' drive from Melbourne. When you get there, drive over the bridge and turn left immediately into West Kirkland Avenue.

If you plan to go, or need more info, contact Doug Brockfield on 03 5727 3740.

The event's website is www.euroashowshine.com.au.

Possible accommodation in Euroa: Jolly Swagman Motel, 03 5795 3388; Castle Creek Motel, 03 5795 2549; Euroa Motel 03 5795 1991

PCCV Slippery Dip, Millgrove

Sunday October 26

THE slippery dip is on again at Jeff Gill's property at Millgrove. It may not be too slippery by October, but at least you shouldn't get a really dirty car. All the more reason why no winter tread tyres are allowed, only general road tyres. Generally the more tread the better.

For those who don't know, a slippery dip is like a snow slalom course, except that you have to drive up rather than down a grass/snow hill. The idea is to motor on through as many gates as you can before lack of traction takes over. Usually about 10 to 15 courses are set and the starting cars are rotated to give everyone a fair go.

So come along to Jeff Gill's property at Dee Road Millgrove, just before Warburton and have a go. A barbecue is provided to cook your own or you can bring a hamper for the relaxed lunch. We like to socialise. Even if you don't enter it's a good look and chat. Melway map 289 A1.

Any entrants/drivers shall require a CAMS level 2NS licence or greater. Newcomers can buy a come-and-try-it licence for \$20 which comes off the full licence price when you decide to enter more events. Entry fee for the day shall be \$15 or \$10 for juniors under 18 years. For more info, ring or email Graham Wallis on 0429 939 619 ewal7731@bigpond.net.au

AGM, annual elections and Special General Meeting

Friday November 7

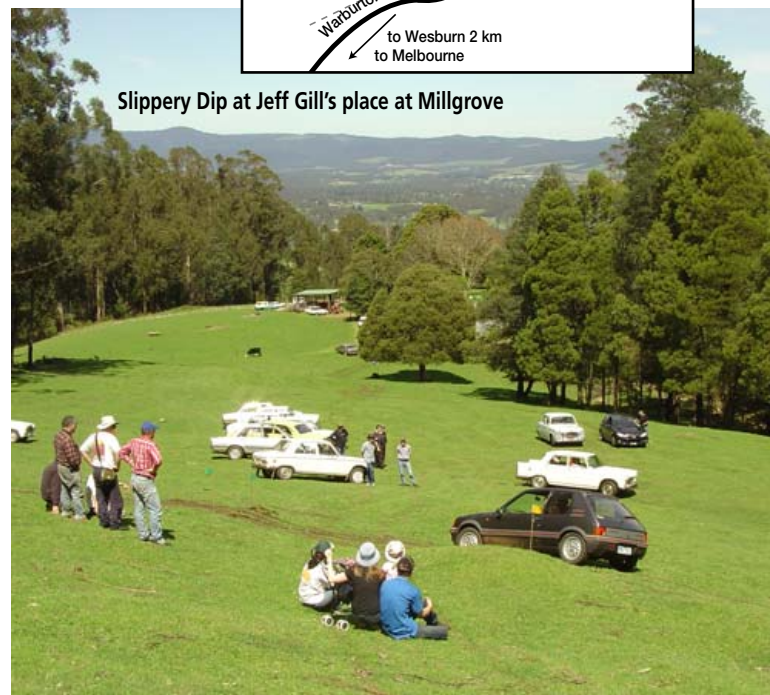
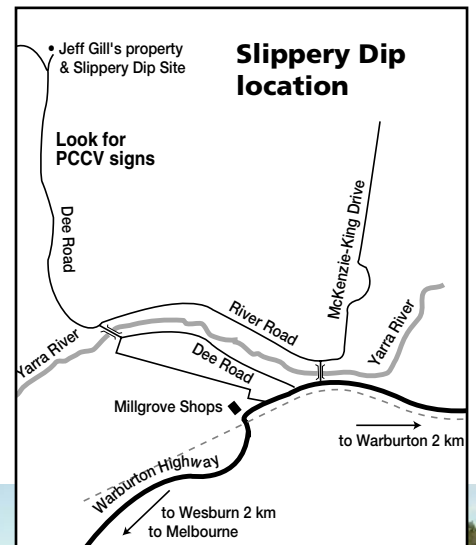
THE annual general meeting and election of the new committee will be held on November 7.

There are sure to be changes that will leave vacancies in vital spots, so members are urged to consider standing for the committee.

You don't need any special skills, just enthusiasm and good sense.

Trophy presentations will also be made at this meeting.

Between the monthly meeting and the AGM, there will be a Special General Meeting to vote on a proposed change to the Rules for Incorporation so we can elect a club patron.



Slippery Dip at Jeff Gill's place at Millgrove



Presidential torque

Paul Watson



Gordon Miller – a tribute

As you will read in this month's Worm Review, Gordon Miller is retiring from his active role in the club.

The main reason for this is ill-health, which has dogged Gordon for years and has severely limited his involvement in club activities.

I met Gordon in the early 1990s, but I didn't get to know him well until I acquired my 403 and started to take advantage of Gordon's great knowledge base on older Peugeots.

At that time we were living quite close to Gordon and Pam and I would usually visit every week or two, either seeking help with some car-related matter or just discussing PCCV activities.

I soon learned that Gordon is thorough in everything he does. If he needs to know about a subject he finds the best book or website and learns all the details that most of us would overlook.

He then applies his knowledge in the correct way and achieves the desired result.

Gordon's training was as a civil engineer, so he would be expected to know about all types of building construction and particularly that using reinforced concrete, which was his speciality.

But his knowledge of other matters is amazing. These are just a few of the topics that we have discussed at length: bridges, railways, aircraft, native plants, bird-watching, bushwalking, camping, photography, newspapers, urban design, human behaviour physics, chemistry, computers, printers, scanners and more. I have invariably come away knowing more than when I arrived.

We have had some long chats about the horrors of war, and we have a common interest in the town of Villers Bretonneux, in northern France. His father and my grandfather were there in 1918.

I think that of all the books Gordon reads (and there are many) almost half would be related to military topics and the people who made the big decisions in wartime.

Gordon is very good with his hands and I am one of many people who have benefited from his generosity in building shelving, computer hutches and such.

His workshop is a joy to behold, with a place for everything and everything in its place.

Of course what Gordon is best-known for his Pugs. He came to Peugeots late in life (and was happy driving an XL Falcon until he got behind the wheel of his father-in-law's 404 in 1967), but Gordon took to Pugs with the same zeal that he applies to everything else.

Most people who have been in the club for a while will remember Gordon's articles about the restoration of the green 203 to concours standard. But many will not have realised that as Gordon found ways to overcome the problems he encountered, he solved them in a way that made the job easier for others in the club.

For example, if Gordon found a certain part was unobtainable, he would have several remade, so that others could take advantage of the opportunity. Think of the covir case and the cap over the gearchange lever on a 203.

He also sourced other parts and undertook the reprinting of workshop manuals.

The 203 restoration was followed by the 404 cabriolet, which was so rusted underneath that it required a new floor. Now look at it, another concours winner.

His last project was the 172, which he undertook with difficulty because of various ailments. The car took longer than Gordon would have wanted to finish, but its bodywork, which he designed and built, shows off his imagination and skill.

Even apart from his restorations and Worm Drive activities, Gordon has been a remarkable contributor to the club.

He has spent many hours pondering ways to make the club more accessible, more attractive and more successful.

He has made, or suggested, banners, flags, flagpoles, stickers, badges, clocks and magnetic signs. He also organised the pictures for the 203 and 504 desk calendars.

Gordon also loves collecting things, and his range of coffee grinders bought on eBay is a sight to behold. He also has a lovely collection of scale model cars and even some Peugeot tools, surrounded by stuffed lions and novelty mechanical toys.

Inside his computer there are hundreds (probably thousands) of pictures of Peugeots and Peugeot-related things, all properly filed under the right headings so he can produce them in a trice.

Many a time I have taken advantage of this collection when I have needed something to illustrate an article or a proposal, and I have never been disappointed. (And I have often been guilty of sending those annoying email messages that start "Gordon, how do you do such and such?")

The articles he has written for Torque must run into the thousands. I particularly liked his series on other French marques.

Gordon has run the 03 (Worm Drive) Register for almost 20 years and until a few years ago he organised the annual weekend gatherings as well.

Through his contacts in France and elsewhere, our club has an excellent relationship with L'Aventure Peugeot, Les Amoureux 203-403 and many other like-minded organisations.

He corresponds with people throughout Australia and all over the world and they all acknowledge his contribution.

He is regarded as the doyen of older Peugeots and he will still keep tabs on the Worms, even after the Worm Review is no more.

It is ironic that such an active person has been hit so hard by debilitating illnesses that have made his life unpleasant.

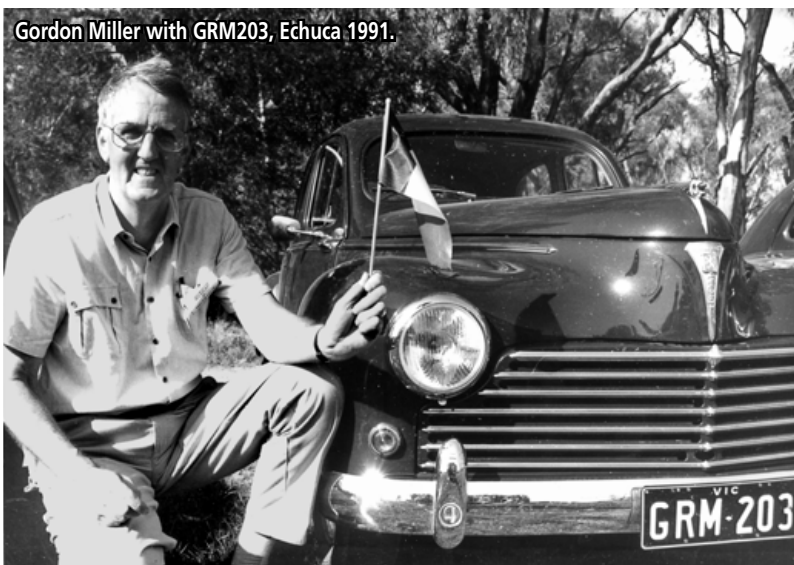
In true Gordon fashion he has scoured the internet and has learned all he can about the afflictions he suffers from.

But that hasn't made it any easier for him.

It is a nice coincidence that Gordon's hand-on involvement with worm-drive Peugeots, which began at the 203 40th birthday weekend in 1988, ends as we celebrate the model's 60th anniversary.

If Gordon's name is linked to one particular Peugeot model, it is the 203, even though he has now sold GRM203.

On behalf of the club I thank him for his contribution and his friendship.





The Editor's Desktop

Peter Cusworth

60 YEARS of the Peugeot 203. Many thanks to everyone who sent in things for this issue. I actually have some contributions left that I couldn't fit in, so if you have sent something that hasn't appeared as yet, it will be in next month's issue. Perhaps some more of you after reading this issue, will feel inspired and send in your own 203 story.

My own 203 story is quite short. I have owned two examples of the model. Both were not running when I got them. Both I kept for a few years and were still not running, and both I sold again with little changes during my tenure.

Hmmm. I've had a few cars like that!



One of my 203 "projects"

Torque 1008 also marks the final "Worm Review" column from Gordon Miller. 20 years of 03 News and Worm Review columns is a fantastic contribution from Gordon and I'm sure we are all grateful for having been able to turn to his column each month to see what was there. Torque will not be the same I expect. I am hoping that Gordon will still be able to contribute to Torque as he has been of huge assistance to me as Editor for the past 16 years, always at the ready with articles and photos in addition to the Worm Review.

Many, many thanks Gordon for your help and assistance. Torque would not have been the same without you.

Peter



203 40th Anniversary concourse at the November club meeting at Camberwell in 1988

Red Centre to Gold Coast Trial finishes

Congratulations to all PCCV competitors in the Red Centre to Gold Coast Trial, and particularly to Graham Wallis and Richard Davies who were placed 21st, a creditable result in what was by far the oldest car in the event.

Alan Upton and Matt de Vaus came fourth in the event, driving a Skyline. They just pipped NSW entrants Tony Crane and Andy Jordan in a 504 TI.

And it was good to see Colin Hague's engine came 26th in the Rawson-Birrell 504.

Damien Jenkins and Bill Hamilton's 404 retired a few days back with an engine problem. The Brian Canny and Doug Norman 504 also retired after rolling the car.

The Trial was won by David and Kate Officer in a 1970 Mitsubishi Colt Galant ahead of the 1975 Datsun 260Z of fellow Victorians Graham Alexander and David Stewart, with the NSW crew of Mike Batten and Steuart Snooks third in their 1971 Datsun P510.

For all the results, go to www.redcentre.togoldcoasttrial.com.au/rctgct/ and click on Results.

We will have full coverage in next month's Torque.



CLUB MERCHANDISE

- LION KEYRINGS..... \$5
- 308 KEYRINGS \$5
- BUCKET HATS \$10
- T SHIRTS \$15
- PEUGEOT CAR CLUB PENS..... \$1
- STICKERS \$1
- UMBRELLAS \$20

See Jeff Crotty at the next meeting

WELCOME

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

James Tiller, Plenty	404 504
Cathie Fitzpatrick, Ballarat	306
John & Barry Swan, New Gisborne	205 GTI

Torque 1008 – brought to you by these members

Many thanks to the following members who have generously submitted material for this issue.

Gordon Miller, Paul Watson, John Kenny, Peter Cusworth, Mark Besley, Milton Grant, Tony Ahearne, Ron Goldsmith, Tony Nott, Peter Flanagan, Colin Handley, Neville Summerill, Val Gibson & Murray Knight, Penny Manning, John Watt & Greg Stewart, Chris Hall/Phil Thomas/Roman Salamony, Brian & Merylyn Ward & Peter Wilson from The Pugilist.

Name badges ready

Bill Hamilton has supplied the latest batch of PCCV name badges.

They will be available for collection at the October meeting, along with spring clips. If you can't get there, please ask someone else to pick up yours.

The badges are for: Doug Burke, Ray Davis, Alan Donald, Annette Donald, Jennafer Hyde, Graeme Nicol, Ray Schmidt, Don Rule.

Red plate permits

For October, David Isherwood will be in charge of issuing permits for cars on red plates. If you need a permit, contact David on 03 9873 3342 or 0418 440 758.



Touring boost helps lift 308 appeal

Peter Wilson

SALES of the Peugeot 308 continued to climb in August, with the boost from the Touring model kicking in after its release to dealers late in the month.

New owners claimed a record 334 units of hatches and seven-seaters.

Peugeot Automobiles Australia is relying heavily on this combination to improve its figures when it passes the launch phase for the Touring.



Peugeot will showcase the new 308 CC at the Sydney Motor Show.

The importer expects the Touring to be more popular than the hatch and is putting a marketing emphasis on its seven-seater capability to add to its attractiveness.

The Peugeot 505 familiales long outlived the sedans of that family in Australia because they carved out a useful niche market and their ability to cram in lots of passengers won them the role as Africa's most popular taxi.

Some members have held on to their 505 familiales because there was no Peugeot replacement.

Enter the Touring with seven seats for an age in which cars are scaled down for economical running.

However, they have the appeal to a family blessed with more children than average or a junior sports group rather than to pack in seven boofy blokes or umpteen African travellers.

The presence of the Peugeot 308 CC at the Sydney motor show will be a reminder that there is more of this family to come down the track, including possibly the sporty RC.

Economic gloom along with the spectre of the voted down luxury car tax affected sales of other Peugeot models.

Healthy as the three-oh tally was, Australian Peugeot sales in August of 550 units were the lowest this year and below the previous low of 558 in January.

But Peugeot fared better than many other makes, with its sales down 11.9 per cent compared with the previous August.

Market leader Toyota was down 15 per cent, Mitsubishi 12 per cent, Fiat 20 per cent, Mercedes 24 per cent, Honda 30 per cent, Kia 41 per cent, Smart smarting at 55 per cent and Porsche skidded down to 64 per cent.

Only Volkswagen showed any improvement.

The vans – light commercial vehicles, if you must – showed up in August with four new look Partners and two Experts for demonstrators and the press fleet.

Dealer sales began on September 1, so the impact of these diesel units will be gauged next month.

The Peugeot 207 and its CC variation fell to their lowest results for the year, with 103 and 27 respectively, as did the

	August	ytd
207	103	1,179
207CC	27	361
307	41	1,082
307 CC	3	107
308	334	1,742
407	33	425
407 coupé	1	55
607	2	14
Expert	2	14
Partner	4	4
Total	550	4,963

Peugeot 407 and its coupé cousin, with 33 and one unit respectively.

The Peugeot 607 continued at its average sales level of two for the month.

Although the importer has long parted with its Peugeot 307 stocks, dealers were still clearing theirs, with 41 sales of the hatch and Touring, plus three sales of the CC.



The new 308 CC.



"Prologue..." by Peugeot at the 2008 Paris Motor Show

A New Generation Hybrid

Anticipating future trends, the "Prologue..." is an innovative combination of ideas at a number of different levels: its architecture, its style, its interior ambience, its modularity, its original high-tech equipment and also its new generation hybrid technology.

In fact, thanks to this technology, this 147 kW car offers unexpected levels of performance combined with significantly reduced CO2 emissions: 109 g/km in the combined cycle, or zero in electric only mode!



Putting the P into number plates

WHEN we lived at Glen Iris we had a neighbour with a 405. The letters of the number plate were EUG and it often occurred to me that a suitably positioned P plate would turn that into PEUG. Now there's an appropriate number plate!

But a P plate in the right spot can change all sorts of boring number plates into interesting ones.

For example, UGS would become PUGS, and AUL would be PAUL.

And a simple P plate would bring new life to plates such as AIN, ANT, ARK, ERM, ERV, EST, HUT, IMP, ING, LUM, NEU, OOL, OOP, OPE, RAT, RIM, SST, UMP, ULL, UNY, URR and USH.

No doubt you can think of your own possibilities.

It's amazing the words you can come up with, and it's a good way to spend the time on a trip.

So PASS around the PENS and let's PLAY.

PAUL Watson

Danger in heated seats

HEATED car seats may keep your bottom nice and toasty, but beware: if you're male, they could also be frying your vital equipment.

Optimal sperm production requires a temperature 1 to 2°C below the core body temperature of 37°C. This is one reason why the testicles hang outside the main part of the body. To test whether heated car seats might be raising scrotal temperatures above this threshold, Andreas Jung at the University of Giessen in Germany and his colleagues fitted temperature sensors to the scrotums of 30 healthy men, who then sat on a heated car seat for 90 minutes.

An hour in, and scrotal temperature had already risen to an average of 37.3 °C, with a maximum temperature in one man of 39.7°C. Men who sat on unheated car seats reached an average scrotal temperature of just 36.7°C {Fertility and Sterility, vol 90, p 335}.

Although that's only a slight increase due to the heated seats, Jung notes that it may nevertheless be enough to damage the sperm production process. Sitting in a car for long periods of time, even without a heated seat, is already known to raise scrotal temperatures. And previous research suggests that couples take longer to conceive if the man drives for more than 3 hours a day.

The team did not test the effect of the heated seat on sperm quality or quantity.

from *New Scientist*



September meeting a night to remember

The September meeting was the first to be held at the VDC clubrooms, and it proved an enormous success.

There were at least 80 people there and the mood of satisfaction with our new home was universal, even before the food and drinks were served.

Special guests on the night were guest speaker Mathew McAuley from PAA, life member Roger Chirnside, and Alastair and Myra Inglis from England.

Murray Knight brought a new Partner van, which he parked inside the building for all to inspect. Unfortunately this prevented Mathew from getting the 308 Touring in, but it was within easy reach, just at the front door.

Many people arrived early and took the opportunity to inspect the whole building, including our allocated office upstairs.

Under the terms of the lease the club now had the opportunity to take advantage of the new rooms for more than just meetings.

PCCV has exclusive use of the rooms on the first Friday of each month (for monthly meetings), the Monday after the second Friday of the month (for committee meetings), the Wednesday before the fourth Friday of the month and weekends early in February, April, July, October and December.

I have asked for assistance from members with the fitout of the PCCV office, which will be used for storage of books, magazines and archives. There will also be an opportunity to decorate the PCCV office.

The October auction will be held in the hall, not the auditorium. Vinyl floor protectors are stored near the front door and should be used to display parts that are dirty or oily.

Please do not take dirty parts into the auditorium.

Paul Watson



Hock and Scrouge in the new clubrooms

Clubrooms are there to be used

As you will see in the accompanying article, the PCCV has frequent access to the VDC clubrooms.

Some dates are reserved for club and committee meetings, but there are plenty of days (even weekends) available for PCCV activities.

The exact dates up to the end of 2009 are:

Oct 3 club meeting	Feb 25 available	Aug 7 club meeting
Oct 4 available	Mar 6 club meeting	Aug 17 committee meeting
Oct 5 available	Mar 16 committee meeting	Aug 26 available
Oct 13 committee meeting	Mar 25 available	Sep 4 club meeting
Oct 22 available	Apr 3 club meeting	Sep 14 committee meeting
Nov 7 club meeting	Apr 4 available	Sep 23 available
Nov 17 committee meeting	Apr 5 available	Oct 2 club meeting
Nov 26 available	Apr 13 committee meeting	Oct 3 available
Dec 5 club meeting	Apr 22 available	Oct 4 available
Dec 6 available	May 1 club meeting	Oct 12 committee meeting
Dec 7 available	May 11 committee meeting	Oct 21 available
Dec 15 available	May 20 available	Nov 5 club meeting
Dec 24 available	Jun 5 club meeting	Nov 16 committee meeting
Jan 2 available	Jun 15 committee meeting	Nov 25 available
Jan 12 committee meeting	Jun 24 available	Dec 4 club meeting
Jan 21 available	Jul 3 club meeting	Dec 5 available
Jan 31 available	Jul 4 available	Dec 6 available
Feb 1 available	Jul 5 available	Dec 14 available
Feb 6 club meeting	Jul 13 committee meeting	Dec 23 available
Feb 16 committee meeting	Jul 22 available	

The committee wants to hear from members with ideas for PCCV activities that can be held on these days.

Some possibilities are mechanical instruction, film nights, model displays, event preparation and skills training.

All suggestions will be considered, provided they are relevant to the PCCV.

There are a few rules to follow. The building must be kept clean, and food and drink should not be taken into the auditorium. Security is a big issue, and we have a responsibility to ensure that the building is kept secure. The roller door must be left open when the building is in use.

If you have any ideas, please contact a committee member or call me on 0427 203 206.

Paul Watson



Mathew spills the beans

At the September meeting, Peugeot Automobiles Australia's PR man, Mathew McAuley, spoke about Peugeot's plans for new models and hybrid diesel powertrains.

Last year the PSA Group (which includes Citroen) build 3.4 million cars, of which 2 million were Peugeots.

The group had 90,000 employees and 16 factories, in Europe, South America and China.

A new plant is being built in Russia, which is predicted to be the biggest market in western Europe in five years, surpassing Germany.

Peugeot has joint ventures with BMW (1.6-litre petrol engine), Toyota (107), Mitsubishi (4007), Fiat (vans) and Ford (diesel engines).

In the first half of 2008 there were more than one million Peugeots sold, the best six months in the company's history. The best-selling models are the 207 and 308. It is a world leader in the production of fuel-efficient and low-emission cars and is entering an agreement with Mitsubishi to build electric cars.

Mathew said the Peugeot experimental diesel hybrid engine can achieve 3.4 litres per 100 kilometres, with low emissions, and up to 30 per cent more efficient than a petrol hybrid.

"Peugeot have always said that petrol hybrids just don't offer the advantages and diesel hybrids are the way to go.

"We hope that by 2010 that technology will be marketed in Peugeot vehicles, and that models will be available in Australia."

There has been a sharp rise in the number of diesel cars of all brands sold in Australia and Mathew said that if diesel fuel was priced as it should be, PAA would be selling a lot more cars than it is now.

The exploits of the record-breaking couple John and Helen Taylor in the 406, 307 and 308 have helped to lift Peugeot's profile as a maker of fuel-efficient cars. They drove about 14,500 km around Australia at 3.13 litres per 100 kilometres, setting a mark that has been recognised by Guinness World Records.

Mathew said that in 2009 PAA hopes to hit 10,000 total sales for the first time, including the Partner and Expert vans. (PSA is the market

leader among light commercial vehicles in Europe.)

He was particularly enthusiastic about the sales potential of the 308 Touring.

He said he expected the 308 Touring, which is available as a seven-seater, to be even more popular than the 307 Touring, which accounted for more than 50 per cent of 307 sales.

Peugeot has some great new cars in the wings, including the 408 and 608.

The 308CC will debut at the Paris Motor Show in October and Mathew said PAA is having one air-freighted to Australia for the Sydney Motor Show, a week later. The model will go on sale in Australia next April.

He said the two-seater 308 RC Z will go into production with a 1.6-litre turbo engine developing 160kW.

Another RC concept car gives an indication of Peugeot's styling direction, dispensing with the open-mouth grille of the 307, 308 and 407.

Mathew said it is likely to give a hint of the styling of the 408 and 608.

During question time, Mathew was asked why there was not a 607 diesel available in Australia and he replied that Peugeot did not make



Paul Watson presents Mathew McAuley with a Peugeot thank you gift.

such a model. He has since clarified his answer: the 607 auto is made in left-hand-drive only.

Mathew mentioned the recent participation in the IPEC 203 re-enactment would be featured in a future issue of PAA's Driven magazine.

In thanking Mathew, president Paul Watson presented him with a cast aluminium lion that Gordon Miller had made.

In heraldic terms it is not a lion rampant (standing on its hind legs) like the Peugeot lion, but is a lion statant guardant (standing on four legs and looking at you).



A new Peugeot Partner on display inside at the meeting



Colin Handley photo taken at the Temora Aviation Museum at the September flying week end



Using red plates

Members whose vehicles are on red plates (club permit) are entitled to use those vehicles for any club event, and for any event to which our club is invited (such as motor sport or inter-club displays). You must carry current VicRoads receipt for payment of the permit in the car and you are advised to carry your latest copy of Torque, in case you need to prove the validity of your trip.

You can also obtain a special-use permit from the club, if necessary.

For October, David Isherwood will be in charge of issuing permits for cars on red plates. If you need a permit, contact David on 03 9873 3342 or 0418 440 758.

But members are reminded that the misuse of vehicles on red plates can result in serious penalties. The club permit is not registration. It is akin to a permit to move an unregistered vehicle.

Unauthorised driving of a vehicle on red plates leaves the driver not covered by TAC third-party insurance and is regarded by the police as driving an unregistered car.

If you are unsure about where and when you can drive your club permit vehicle, consult the AOMC handbook, which is available from the club and should be carried in your club permit vehicle at all times.

CAMS CLUB PROFILE

Funny French cars still going strong!

BY PAUL WATSON, PRESIDENT PCCV

The Peugeot Car Club of Victoria (PCCV) was established in 1954, as Peugeot bathed in the afterglow of Ken Tubman and John Marshall's 1953 Redex Trial victory in a 203. This was the event that put Peugeot on the map in Australia, as any senior motoring enthusiast will tell you.

The Redex Trial was designed to be a car-breaker, and this was evident as many fancied makes and famous drivers fell by the wayside. But 11 Peugeots started the 1953 Redex Trial and 11 finished, finally convincing Australians that these funny French cars with the worm-drive diff had the right stuff.

The 203 was launched at the Paris Motor Show in 1948, and the PCCV will celebrate the model's 60th anniversary with a weekend gathering in November, 2008.

The first 203s arrived in Australia in September 1949. Only 45 cars were sold that year, but local assembly soon began and sales grew quickly. By 1955 sales had reached more than 2,250. (Coincidentally, Toll-IPEC is re-enacting the first interstate line-haul transport service, which began with two 203s running between Melbourne and Adelaide in 1955.)

The PCCV was affiliated with CAMS in 1962, and became associated in 1964. The club was founded by Tas Smith, who worked as a salesman at Canada Cycle & Motor Co – the Melbourne importer, assembler and distributor.

The first club meetings were held at Canada Cycle's showroom in Latrobe Street, where the names, addresses (and in a few cases phone numbers) of members were recorded by hand. One of the first members to join was John Biviano, an acknowledged expert on the marque, who is a life member and still takes an active interest in the club 54 years later.

The PCCV grew steadily as Peugeot's reputation for strength and safety increased and members progressed through the 403, 404 and 504, all of which earned their stripes in some of the world's toughest rallies and are still seen in historic rallies today. Along with the 604 and 505, these were rear-wheel-drive models, designed to survive in the atrocious conditions of France's African colonies. The Australian experience proved that the 'built-to-last-forever' ethic worked just as well here.

By the 1990s Peugeot had shifted to front-



wheel-drive and specially modified versions of the 205 and 405 had great success in the Paris-Dakar Desert Classic. The 205 T16 also won many World Rally Championship events, while the 405 T16 won Pike's Peak and 405s and 406s won European touring car titles.

In 2003, the club organised the Redex Rerun, a touring road event in which more than 80 cars (many of them Peugeots) competed. The field covered more than 10,000 kilometres in four weeks. The success of the Redex Rerun led to the Peugeot 50th Anniversary Round-Australia Rerun in 2006, marking the 403's stunning victory in the 1956 Ampol Trial. The two events attracted some of the great names in Australian rallying, including Bob Watson, Barry Ferguson, Ken Harper, John Bryson, Gerry Crown and George Reynolds.

Today, apart from a wide variety of car displays and other non-competitive outings, club members compete in sprints, rallies, touring assemblies, motorkhanas (including a round of the Victorian Motorkhana Championship) and khanacross events.

Each year the club runs the George Woods Introductory Trial, Ivan's Folly Forest Rally and a sprint day at DECA, Shepparton.

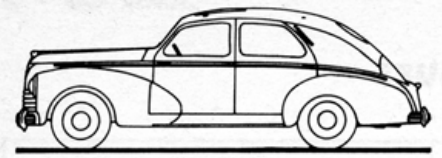
The PCCV also cooperates with other Australian Peugeot clubs to run the annual Peugeot Pageant each Easter. This year's event



was at Leeton in NSW and attracted almost 90 people in 45 cars.

Modern front-wheel-drive design has attracted a wider community of Peugeot drivers and the PCCV now has more than 550 members. It is the largest Peugeot club in Australia and is believed to be the oldest in the world, catering for Peugeots of all types.

Anyone interested in learning more about the PCCV can visit its website at www.pccv.org.



The Peugeot 203

AFTER WW2 manufacture of the 202 started up again at Sochaux. The 202, dating from 1938, was soon replaced by the 203. The first sketches of the 203 were possibly submitted on January 2, 1944. Development studies were spread out from 1945 to 1947. Up to 1949, rationing plagued industry. It was difficult to procure steel, copper etc and tyres. The French government was extremely interventionist with price controls, tax burdens, customs taxes and quotas. Each car firm was allocated a size car to produce (Renault produced the 4CV (750). In spite of everything, the 203 was officially shown at the Paris Motor Show in 1948..

In modern terms the 203 was a new concept of Motor car. The 203 was a quiet car ; at 4,300 revs, its speedometer reached 75 mph. It represented more or less the ideal for the French family who dreamed of better days, and was such a coveted item that, at times, it sold for more second hand than new. The Lion roared again and Peugeot was the only manufacturer to offer such great diversity based on a single model. The catalogue showed a luxury saloon with an opening roof, a business version without an opening roof, a convertible, a commercial or family



limousine. The 203 was a four-speed model with an overdrive fourth gear. Between October 1948 and February 1960, Peugeot produced 557,629 vehicles, not counting the commercial ones.

As the years went by, company engineers incorporated changes on the original model. The most obvious change were the dashboard and steering wheel, the larger rear window and quarter vent windows

on the front doors. The 203 C model introduced in 1954 changed from the C1 gearbox with no synchromesh on first to the all synchromesh C2 gearbox.. The bronze wheel in the differential increased in diameter. Labinal tail lights were fitted to rear mudguards. There were other small changes but the basic car remained the same for its 12 year production run. Proof of the soundness of the original design.

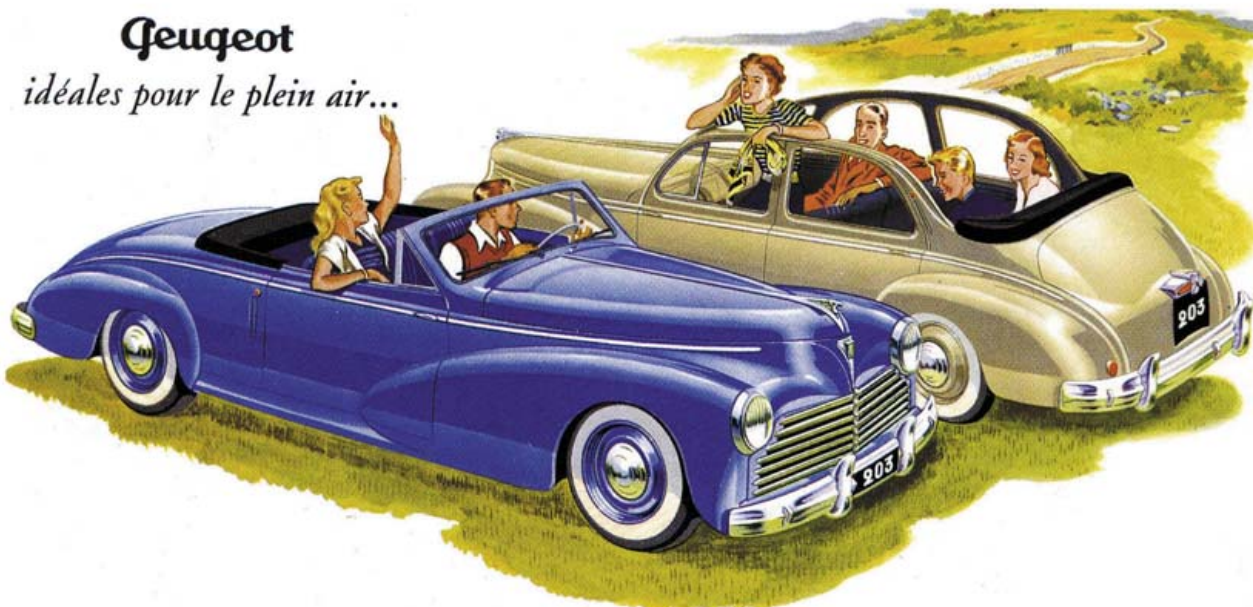
There is no reason why 203s will not be still going in another 60 years. Maybe bronze worm wheels will need replacing but if there is a demand I am sure that L'Aventure Peugeot will remanufacture them. The future of modern Peugeots is not so good. Reproducing the plastics and rubber would be too big a task. Remember that you are only minding your 203, keeping it to pass onto the next owner.

203 cabriolets and coupé were not sold in Australia. Some cabriolets, perhaps two, did arrive here via New Guinea. One still exists but it is beyond restoration.

Enjoy the spread of pictures of Peugeot 203s in Australia over the last 20 years.

GM

Peugeot
idéales pour le plein air...





203s at the MCG



On the road, Young – 2003

Aftermarket grills for the 203



14 Tour de France sp



The 203 radiator grill is easily removed by undoing one large wing nut. After market firms in France took advantage of this and marketed at least 12 different grills. Some with a very American look. Grills with extra driving/fog lights didn't fit on Australian cars as the lights were obstructed by the over riders on the Australian made bumper bars fitted to most Australian sold 203s.



Driving a 203



203 gypsy kitchen – Canberra



Tour de France special



Albury Worm Weekend 2004



203 familiale



THE WORM REVIEW

October 2008

"Meet you at the bike shop at 10", they said, "in Bundanoon". Finding out where this birthday party was to be held was not easy. This is the best I got. As I was negotiating to buy a 203, I thought I might be qualified to join the guests at this party, even though my transport, although Peugeot, would be at the other end of the time scale. If nothing else they might let me look over the fence.

So began my first contribution to Torque in 1988. The party was for the 40th birthday of the 203. Bundanoon is in NSW south of Sydney. That was 20 years ago. I had retired early a couple of years before from a pressure job as a consulting structural engineer. I had been driving Peugeots since 1967 but never had time to get grease under my fingernails working on them. Just before I retired I inherited my father in law's 404 and had sorted out its neglected problems. I now had a 203 to totally restore.

At Jim Ryan's suggestion I started to collect details of 203s and 403s in Australia and created a database that eventually listed about 500 cars. The 03 Register was created within the Peugeot Car Club of Victoria. In 1989 the first 03 Weekend was run at Cobram on the Murray River.

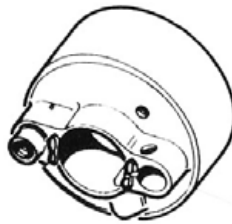
Contacts were made overseas including Guy Nolleau who has been a continuing contributor to the 03 scene. Eventually overseas sources of parts for the 203s and 403s were located and catalogues were translated. Over the years Neo Retro in France must have sent 100s of orders to Australia. This started before the internet and before the rules in France allowed purchases to be made by only giving the credit card number without presenting the actual card. A letter needed to be written to Neo Retro listing the required parts. Neo Retro would write back with a price and postage.



How many men does it take to fix a shock absorber on a 203? On the recent PCCV Three Tracks Trip

Another letter was then sent with a bank draft in Francs and the parts eventually arrived. All this could take 2 months or more. Much easier these days with on line catalogues and on line secure card payments. Some small parts were imported by the Register and stocked for the convenience of Australian 03s.

One important part that was not available for the 203 was the plastic Covir. Translated from the French acronym it is the case for the turn switch. Of more importance is that it also supports the top end of the column gear change mechanism. The Australian sun had cooked many Covirs. Patterns were made and the Covir shape cast in aluminium and machined to final shape. Changing gear was much nicer with one of these fitted. Covirs are now being reproduced in modern plastics in Europe.



The Covir is just one of several 03 parts that were made by the Register.

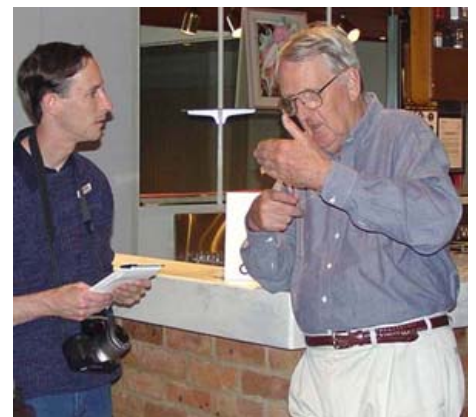
In 1999 the 03 Register was extended to include all worm drive Peugeots, 404s and a lot of pre war models. The Worm Drive Register was launched. In the internet age since 2000 the monthly Worm Review as well as being printed in Torque is sent out by email to 265 people in 24 countries.

Roland Kirpach in Luxembourg has been maintaining a web site where copies of the Worm Review can be downloaded.

This has created a lot of interest and made a lot of contacts.

Fin

This will be my last Worm Review. My health has been a problem for the last few years and I don't have the stamina and enthusiasm that I once had. I have not being able to join in club events for some time and this has meant that I don't get those snippets that make a paragraph and as I am not working on a worm in the shed I don't have hands on experiences to report. It has been a wonderful 20 years and I have made many friends here and overseas. It will be sad for me but after 20 years I am probably due for retirement. Time doesn't wait. Time's winged chariot has no brakes though it does have a good rear view mirror. Lots of memories. I hope to continue to contribute to Torque from time to time.



Gordon Miller explaining a worm drive to a reporter. Young 2003

2008 Worm Weekend Rawson Victoria
November 14th to 16th

Contact Hank Verwoert
03 9783 2718 verwoert@netspace.net.au

The Worm Drive Register is for worm drive Peugeots in Australia.
Worm Review editor is Gordon Miller.

203: Gordon Miller 03 9807 3586 pwdr07@ultramode.net

403: Paul Watson 03 5264 8449 paulandnola@inet.net.au

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

Back copies can be downloaded from <http://worm.rkweb.org>



03 Weekend Mudgee



203 40th Bundanoon 1988



203 50th Batemans Bay 1998



203 at Sochaux, France



Worm Weekend Tumut 2002



Glenn Vagg's ute with the IPEC ute and Graham's rally car at IPEC Ballarat.

Birds eye view.
Nice lines.



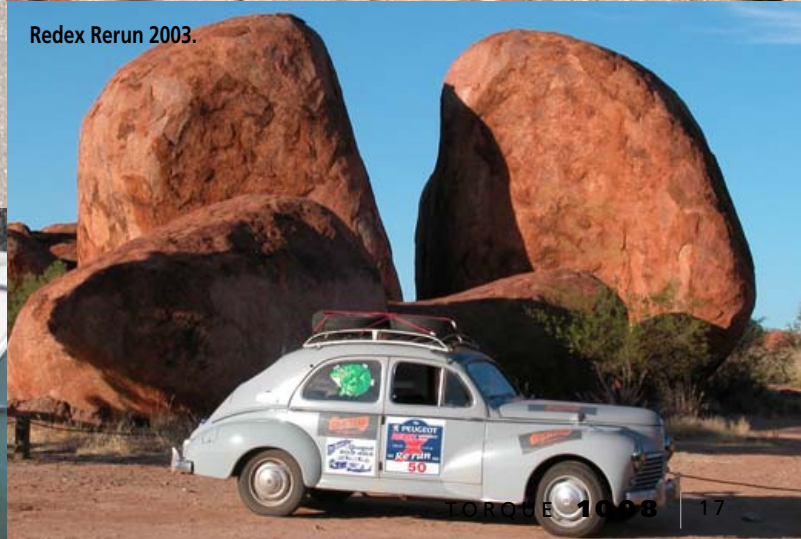
Top of a hill,
Young.2003



Reverting to nature. Kangaroo Island.

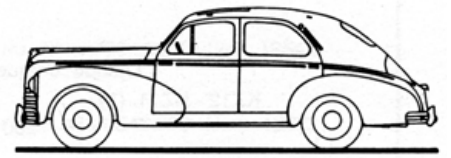


Redex Rerun 2003.



Echuca 1991.





Flash Flanagan remembers

It is, quite obviously, 20 years since I organised the 40th anniversary of the 203 in 1988. I originally had 403s but had had a bit to do with 203s before buying the first one in 1984 as a first birthday present for my son Luc who had been born at 2.03pm on 5 March 1983.

Lew Edwards reckons my disease spread from then. Lew had competed in the first Redex (in an Austin A90 Atlantic) and bought his first 203 after the event. In 1961 he had his brother Cam sell it while he was working in Malaysia.

Carolyn bought Geoff Coughlin's 203 in (about) 1983 and Lew, when he decided to fix it up a bit for rego in 1986, ended up completely restoring it and this is it 25 years on.

From about 1984 Lew and Carolyn and I travelled over most of NSW, Victoria, QLD and bits of SQ and WA looking for 203s and buying what we thought we could use and what we could. At one stage we had 42, all different ages and models and in different stages of disrepair.

One of the most interesting was a 203 from the original Redex we found in Perth. It had had an accident while being driven back to Perth from Sydney after the event. It was parked in a lean-to shed, still with the spare radiator bolted in the rear and route instructions on the floor. The only change was that over time the shed had collapsed around the damaged 203.

Another was a black 203 that I asked Lew and Carolyn to have a look at in Melbourne. He said it was too good for me and told Gordon Miller, who we had met at Bundanoon, about it and the rest, as they say, is history.



We also found two cabriolets. One was in Cronulla in Sydney that was rapidly deteriorating in a shed (beside the sea) with a 6 foot stack of cedar doors and windows stored on top of it and the other in Adelaide. Lew convinced me that we weren't related to God and that we could not bring either back from the dead nor make one from the two.

Carolyn and I still have her 203. It does everything we want and more and we do not think that we could exist without at least one.

After all, all the best things originated in 1948.

20+3 203s

Tony Nott

In the 60th year of the 203 Lael said it would a good idea to write down my experience with 203s. I know I have had 23 over the years and currently have 3, the most I have had at any one time is 6 and that was when I was living in a rented two bedroom flat! Ahh the foolishness of youth. But now I am having a senior moment trying to remember them all. Here goes.

THE first 203 I bought was for \$400 in the early eighties. I had a 404 wagon at the time and the 203 was for my girlfriend. She had a split screen Morris Minor that would not get up the hill to Ballarat where her mum lived. She wanted something similar in shape and for less than \$400, the price she got for the Morris. Hence we ended up with a black 1951 203, UD 904.

We bought it from a lovely lady called Miss Aubry Di (a name like that you can't forget), she was 91 at the time. She had it from new and was selling it because her mechanic finally refused to fix it and she had bought an automatic XP Falcon, which she hated! She said she could not find it in the car park, the 203 was taller and much easier to see!

The girlfriend much preferred the 404 because it was easier to see out of and didn't get stuck in the tram tracks like the 203 with its skinny 155x16 tyres.

UD904 became my daily drive for the next 15 years.

The radiator had a neat circle gouged into the inside fins. This I soon found out was caused by the engine moving forward when accelerating hard (a term I use loosely). The old style gearbox mount had parted at the lower bolt holes, which is the want of C1 mounts. The problem was solved with a bit of welding and re-rubbing. While the mount was out I decided to get the gearbox fixed. This was my first journey into the strange and sometimes very weird land of the custodians of old car parts.

The man who fixed the gear box had a back yard knee deep in gearboxes rising to waist deep at the edges with the only ground visible a thin and well worn track from the back door to the shed. He had false teeth that both rattled and whistled at the same time, wore

carpet slippers as his preferred choice of work boot and did a great job on the gearbox.

In 15 years it only let me down twice, first was a broken axle shaft (also a common fault on early 203s) taking off from the lights on a very cold night on the way back from an art house movie at the Brighton Bay Cinema.

Second was on a very wet night coming down Albert Park road. The car drove well at about 1/4 throttle but died at any more. I finally had to stop and get out into the rain when the car refused to get up the hill on Grey St. Under the bonnet I noticed the brass fuel intake tube had parted from the carburettor and fuel was spraying directly onto the hot exhaust manifold. The evaporating fuel had made the perfect mixture under the bonnet for 1/4 throttle cruising on the flat. Thought I could smell petrol! I stuffed the tube in and drove home.

The rot set in when I bought a styleside Ute. As all members know one Pug is safe but never buy a second and leave them in the shed in the dark!

The Ute had 26k original miles on the clock the body was dead straight without a dent in it, the doors were a perfect fit and shut with a gentle click. The only problem was it had no floor. The owner had bought it when he was in his seventies and mainly used it to feed hay to the cattle. He stopped driving it when he hit 92 and parked it out the back. Unfortunately he parked it under a pine tree and being a Ute it eventually filled with pine needles much to



203 MEMORIES

the detriment of the flooring. I bought it for \$400 (I can see a trend happening here) and started the search for a floor.

Chasing a floor meant chasing 203s and as all members might know, finding 203s means buying 203s. In the 1980s 203s were quite plentiful and relatively cheap. I will give you the highlights of finding a couple of them.

The chook shed:

Yes I did find a 203 in a chook shed, actually it was in the hay shed next to the chook shed but it did have some chooks sitting on the roof. It was a typical farm with a procession of dead pugs. After xx years you parked the car and went out and bought a new one. Luckily the 203 was the first one to be parked and it got the prime spot. The two 403s, two 404s and the 504 did not fair so well as they were parked out under the pine trees. What is it about farmers and parking cars under pine trees? I arrived with a car trailer, tools, can of petrol and only paid \$100. I was becoming wise in the ways of 203.

"I'll pull it onto the trailer with the tractor" the farmer said

"I'll try starting it first" I said

"It hasn't run for over twenty years" he said with great surprise and a very quizzical look "Was it running OK when you parked it?" I asked

"Yes"

"Should be fine then," I said confidently but with fingers crossed.

I got the crank out, the engine would not move. I took off the rocker cover, removed the spark plugs squirted oil down the holes, gave the valves a quick whack with the hammer, and then jumped on the crank. Every thing was now moving freely. Rats had eaten the fuel lines so I hooked up the can via a length of tube, tickled the fuel pump and filled the carbie.

"Why did you stop driving it?" I asked while buying under the bonnet

"Bought a 403' he said

"mmm" I replied

I filled up the radiator, connected up a battery I brought (even wiser in the ways of 203), squirted a bit of petrol down the carbie, pulled the choke on and gave it a crank.

It started first kick. One of the valves was a bit sticky but freed after the engine warmed up. The farmer was speechless and probably regretting the price.

I put the rocker cover back on shut the bonnet and drove it onto the trailer.

The clearing sale:

To all those city folk that have not been to a farm clearing sale, you must put it on the list of things to do before you die. Groups of very serious grown men (and some women especially when horse stuff comes up) in a circle earnestly looking at small piles of rusted metal neatly arranged in rows in the middle of a paddock.

Savernake Station was having a giant clearing sale. The Sloan family had been on the property since the year dot and had accumulated a huge amount of stuff and the sale was a district highlight.

The family have always been Pug enthusiasts and Alex is a keen member of the club so in some of those piles of rust were several Pugs "surplus to needs". After tractors, jeeps, farming equipment and countless piles of stuff I could not even identify the earnest circle gathered around the 203 wagon I was keen on. Previously a very battered ex rally 203 had gone for \$100 so I was prepared to go to \$200. The auctioneer started.

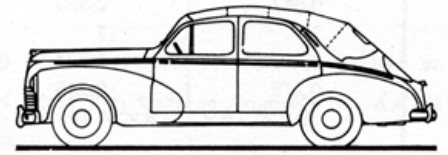
"Do I hear \$100" pause, silence

"80, \$80" pause, more silence

"60,60,60,40,40,40" more desperation and yet more silence.

'Do I hear \$20, \$20 any one" silence lots of looking around.

The tension was too much. I put my hand up.



"20, 20, I have \$20 do I have 40, \$40 please", silence.

"Do I have \$40, \$40 anyone", silence, more looking around.

"\$20, going once, going twice, any one? SOLD for \$20".

That's me! I hold up my card. No one else wanted it. Isn't it grand to live in the land of the Ford, the Holden and the V8, I thought.

The bidding moved on to the old horse paraphernalia and household items. Things went very silly. I had just bought Cedric for the same price as a two-foot piece of chain with a loop at each end or a third the price of a small milking stool with a loose leg held on with fencing wire.

Back to UD 904. It was finally restored and painted burgundy, its original colour. (Miss Di drove her original car into a tram. She then bought a second 203 replaced all the interior and mechanicals and painted it black). My son who is now nearly 18 was brought home from hospital in UD904. I sold it to two gay guys in the earlier 90s, they wanted one because Jean Paul Gaultier had one.

I did get a floor for the Ute. A wrecked 203 wagon was sacrificed. The whole inner guard and floor from the front seat to the tailgate was welded into the Ute.

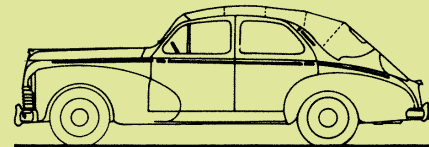
The style side was eventually swapped for the 203 sedan I still have and a quantity of cash.

At the time I was living in Sydney and a Ute was not so appealing. It was bought by Pete Portelli who did significant work on it. Tragically he recently died of cancer and the styleside is being sold to support the family.

Now that I live on a farm and drive a 404 Ute the styleside would be a very useful addition to the garage. Although I no longer have it, it has taken me on a wonderful journey 23 203s long.



Cedric, purchased at a farm clearing sale for \$20



My 203 memories

Paul Watson

My first memory of Peugeot is hearing of the heroic Redex Trial exploits of Tubman, Marshall, and others. About the same time my interest in cars was growing and I can remember trying to work out what the 203's name badge said.

I was learning to read and write at the time, so I knew my Ps and Qs, and the P looked like a stylised q to me.

It was years later that I realised that the P has an elaborate flourish on its left-hand side, which completely overwhelms the loop on the right-hand side.

No doubt some highly paid design artist thought he did a great job in creating that badge. I'm not so sure.

When the 403 was released it made the 203 look so old-fashioned that they were largely ignored, despite the Redex reputation.

But racing driver Bob Holden became famous for his battles with FX and FJ Holdens, restoring the 203's credibility, in my mind at least.

We lived in Sydney and by the late 1950s the Sydney Speed Shop was doing brisk business selling hot-up kits, roll bars and floor conversions for 203s.

When Geoff Quayle and I started the NSW club, we met a couple of 203 drivers who showed just how quick and nimble the cars can be, particularly in a motorkhana.

Damien Jenkins and David Toyer had matching blue 203s that were very competitive

Nola and I were married in 1973 and we spent our honeymoon on the south coast of NSW. One day we were driving from Bermagui to Merimbula and I noticed a blue 203 in Norm Ashby's car lot just out of Wolumla.

The 403 we drove in those days was sold and serviced by Len Palin of Kingsgrove, whose son Phil was the club secretary. Len was given the job of the first, and very superficial, restoration of the IPEC ute that has been in the news recently.

As my interest in 203s had been re-awakened by Damien and David, I stopped and asked old Norm how much he wanted for the 203. "More than you'd want to pay," he said.

Neville Summerill tells me that car sat there unsold for years afterwards.

One of our best friends, Ian Hoole, was another original member of the PCCNSW. He was the nephew of the great Norm Saville and had cut his teeth on 203s, cruising Parramatta Road and burning off modern cars at the lights.

Ian was driving a very modern 504 when I met him but his brother Glenn had a quick 203, which eventually had to be put down because of rust.

On my frequent visits to Bermagui in the following years I often bumped into Allan Barrett (brother of NSWPC stalwart Anne Cosier) and his wife Jenny.

Jenny just happens to be the daughter of Bob Holden and on their small farm south of the town they had a Peugeot rest home, which was a wonderful source of parts.

They had a 203 ute there (not one of the IPEC trucks) but extended exposure to the salty air of Bermagui ensured that it went to the crusher.

My first drive in a 203 was at the Taste of Tatura in 2004, when Ray Vorhauer decided that he should walk back to his motel, rather than driving. I suppose he wanted to take in the evening air. I had the usual trouble finding the starter (probably not as much trouble as Ray would have had), but after that it was just like a 403.

Since then I have driven John Marriott's brown car several times, and it is a delight, if just a little tight on shoulder room.

Thanks largely to the efforts of Gordon Miller there are now many 203s being restored to their former glory.

The Vaggs have made Ballarat a 203 centre of excellence and they are an inspiration to all Peugeot owners.

The Styleside ute they are restoring for Alastair Inglis is a sight to behold.

Allan Horsley hopes to have his car (which he acquired from Peter Taylor at Bermagui) ready for the Rawson 203 weekend in November.

Neville Summerill is finishing a stock-crate ute, which he also plans to bring to Rawson.

Who knows, we might even get the IPEC ute there.

Happy birthday 203. Sixty years old and still going strong.



The last 203 made.



Neville discovers Peugeots

Neville Summerill



Neville's current 203

MY first contact with Peugeot came about by chance in late 1953 just after the Redex Trial, when my cousin Don decided to buy a used 203. At this stage the only thing I knew of the marque was that it won the big trial. I tried my hardest to persuade him to buy a Holden or Ford as ser-vice and spares were readily available anywhere and besides, they are not French. All to no avail.

He went of to Sydney and arrived home with a very clean well kept 203 dark green with brown leather upholstery. He paid a fair bit for it as they were very popular and hard to find and the prices were on the up. I was not impressed at all. I owned an Austin A70 Hampshire and it was the best thing since sliced bread, or so I thought.

I lived with my Aunty and cousins while I was working as a mechanic at the Holden dealer in Bombala, so this is one way I was involved. Next morning at some unearthly hour I was awakened by the sound of a rooster being strangled.

Bloody fox at the chooks again, I thought as I jumped out of bed to chase it off. It was only Don trying to start the thing. Anyway he got it started and went off to work. Going down the road, every time he changed gear there was this cackle from the exhaust. I didn't know how long the neighbours would accept this.

That night after dinner and I was preparing to go to bed when he suggested we go for a shoot, he did a lot of roo shooting and was keen to try the Pug out he reckoned it would make a good shooting wagon. I told him don't be silly, it's only a Peugeot, but it's too

good for that sort of thing. After a lot of persuading I reluctantly agreed to drive it. Only a quick shoot, he said. Outside there was a whopping great frost the car was white already.

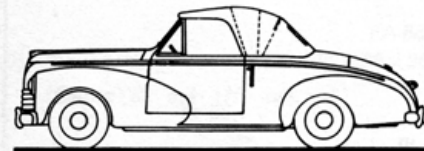
Out to the bush we went and set up. I am not quite sure who the third person was but I think it was his brother Jim, who was to hold the light. The sunroof was slid back, the light connected up and through the roof they climbed with their feet resting on the front seat backs.

My first impressions were not very good and I wondered why such a car could win a Round Australia Trial. How 11 had started and all finished was beyond me. We got under way and this was to be a night to remember in more ways than one, this was only the start of what was to make me change my mind on Peugeot.

Just imagine the terrain around the mountain in the State Forest -- wet and swampy gullies, following old tracks used mainly by 4WD vehicles. We continued on through this type of country, the car getting loaded down with the bodies of roos and foxes.

We continued on till there was no more room for roos. We had had creek crossings, generally rough going and coming to one particular spot, very wet and rough, I said. "This thing will never go through there." Don then said, "I was here last week in a Land Rover and I reckon the 203 will get through." It did get through. The bloody thing would go near anywhere.

That one night gave me an insight into the remarkable car that the 203 was. But for how long can it survive that



sort of treatment? I was not completely convinced but there was a seed sown.

The 203 received that sort of treatment for around two or three years the only thing that failed was the gearbox extension. Even after the rough treatment it received the car still looked great.

During this time I realised the Austin was not all that good and knew that a Peugeot would enter my life. I was hooked, the win of the Redex Trial was no fluke. It came about from their durability and toughness, even though they are built for French conditions, which are so different to ours, they were so suited to Australian roads.

When it was time for Don's faithful old Pug to go he did something I could never understand -- he traded it in on a Simca! What a comedown that must have been.

At the time I didn't have the money to buy the 203 at around the 400 pounds mark, but not long afterwards I did get it at a much smaller price. The twit who had bought it from after the trade-in painted very roughly half black and generally drove it into the ground, but it still went well.

So the Austin went and I got my first Peugeot.

I drove it for around three years, carrying on the tradition of using it not too gently. It was one of the most reliable cars I have ever owned, and it still looked good after the black paint was removed. The upholstery was good and the leather smell never left it.

I don't know how many miles that 203 did in its lifetime but the miles were trouble-free.

It was also used on the farm for straining fences, carrying and rounding livestock, towing trailers and, on weekends, towing our speedboat to the coast.

On Friday night we would go skating in Tathra and drive home again afterwards. And, again on Saturday and Sunday. Around 350 miles each weekend. We didn't have enough sense to slow down.

There was no one who could have caught the flying green Peugeot on our way down the coast, it just loved the tight twisty mountain roads, and there was never a time that I felt unsafe. Even when the suspension bushes collapsed the 203 would still out-handle and out-brake any car on the road at that time. They were a wonderful piece of engineering. If you entered a corner too fast you could brake and knew you will come out the other side right way up. All I have is praise for a wonderful indestructible motor car.

continued page 30



An abject and belated self-criticism from repentant cadre

Tony Ahearne

THE appeal for 203 stories in Torque 908 has prompted me to at last own up to a series of crimes for which I can only plead diminished responsibility due to impecuniosity at the time.

I won a Free Place to University in 1967 which paid my fees and a stipend of three pounds ten per week... the changeover to decimals took a year or two to trickle down. I started First Year at The Farm, and for the first half year I usually rode my ten-speed Peugeot bicycle to Uni from Balwyn, where another Engineering student by the name of Graham Wallis also lived.

Then I moved to Kew and that made it just a bit too far, plus the Imperious Urge was kicking in big time, and you can't take a girl out on a bicycle, so I sold the treadlie for \$70 and bought my first 203 for \$50. It was a blue 1949 A model, with a leaky radiator, so I carried a couple of large water bottles in the boot.

To give a bit of historical context, my first year at Uni and out of home coincided with the Northern Hemisphere's Summer of Love, with the Beatles singing "Love, Love, Love" (see Imperious Urge, above) and Scott McKenzie's Hippy Anthem about San Francisco and wearing flowers in our hair helping change the world... the Prague Spring the next year even used it as their theme song! The bad boy band at the time was the Stones, of course, and they pissed anywhere, man.

The Monash Car Park was a packed lunch walk from the then Engineering buildings, and I accidentally discovered a phenomenon that has come in handy since I passed fifty... the sound of flowing water promotes micturition. Every time, after lectures, I filled the radiator on that blue car, I had to take a leak – I pissed anywhere, man, and the spirit of the time endorsed my involuntary behaviour.

Just a little sidebar here- it really was a different world then... us petrolheads drove around town at fifty mph (after '77-eighty k's) minimum, the game between the Police and the public had clear boundaries, and most scoff law speedsters had a "radar" sense of likely occasions of risk and constant



mirror vigilance. Speed cameras were an invention of a Scottish actuary called Steve Crabb, who became Victorian Transport Minister in 1983, a pioneer in infamy when it comes to managerialism visited by the State upon the People. But I digress....

Actually, no, I'm on a roll here... the Chief Secretary and Police Minister from '55 to '71 was a crusty old curmudgeon Sir Arthur Rylah. Talk about scratch a conservative and you'll find a hypocrite- he visited a nanny-state fit for his "teenage daughter" on the public and was the epitome of self-righteousness, despite the fact that his wife died in very suspicious circumstances, and no inquest was ever held. One of Arthur's ideas, never followed by Qld, SA, WA etc was to require a RWC on transfer of ownership. Now, my Pugs were, under my then constraints of money, space and time effectively at the Last Chance Hotel of their economic lives. I would drive the car for the four to six months of Rego still on 'em, plus another fortnight for luck (an urban myth I subscribed to at the time was you had 14 days grace with the rego) then quickly part it out - box, diff or donk sold for fifty bucks and buy another knacker's yard 203 with that fifty and repeat the process. All of these cars

were entirely innocent of roadworthiness, and I must have put six or seven 203s down the tip, with numerous adventures as a struggling student preserved value by moving shells around footy ground car parks. The City Council parking officers would put a warning note under the wiper as I suppose it was easier to move me on this way than organise a tow truck.

I could go on for ages about the sheer fun those cars gave me, how they comprehensively out-handled any other car that mates drove etc. Once I made it from Melb Uni Archi's Revue rehearsal to my flat in Cheltenham in 22 minutes at 4 am one morning in a 203 that I changed gear with a fat screwdriver as the gearbox top had failed for some reason I can't remember- I just took out the transmission hump panel, boxtop and figured out where the selector bars within the box needed to be for each gear. There is a light fountain of oil upwards, particularly in third, but most of it falls back inside the gearbox okay.

Ah, Nostalgia- I can only say that the Past truly is a foreign country, and plead the extenuating circumstance of a reversed telescope to mitigate the severity of any judgement that might be visited upon me.





Two Ron's 203s

In April 2003 Torque we published an article written by Ron Goldsmith about his Peugeot family and in it he detailed his father's influence on the family and it's cars (Ron's father was also Ron – Ron F).

Ron (Junior) continues: Part of the article in relation to Dad's 203 and his exploits in the bush stated:

"The 203 was particularly handy for rabbiting as it was very able to negotiate the paddocks in all conditions with a trailer in tow and it provided him with a comfortable bed.

During school holidays I would quite often go with him because he would have me drive through the gates while he opened them and let me drive around the paddocks.

This was an improvement on the system, particularly on downhill gates, when Dad was on his own he would get out of the car while it was moving, open the gate, let the car roll through the gate, close the gate then chase the car.

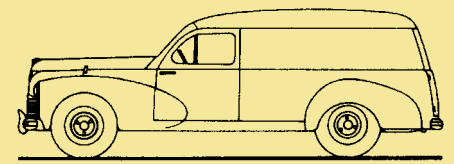
The family uncovered the system when the car arrived home with dents around the front guards and Dad was given the third degree.

When we slept in the car I always got the steering wheel side which was okay until I had to sleep with my feet around or through the wheel and operated the horn switch while turning over.

So it was in this vehicle that I learned to drive at some 12 years of age".

The trailer by the way was of heavy steel, angle iron and plate, construction with 2' walls so the rabbits could hang unimpeded and at least half of the time fully loaded with rabbits, traps and firewood.

Another reference to a 203 in the article was in relation to the number of times Dad had to drive me somewhere:-



"This must have got Dad thinking as one of the rare times I made it home for the weekend he had purchased a 203 panelvan for when I did eventually get my licence.

What a vehicle for a young bloke, I was rapt.

The panelvan ran like a charm and was so flexible in the gears especially as it was unloaded but the next time I was home the panelvan had disappeared.

Dad's excuse for selling it was that it had rust in floor that he hadn't seen when he bought it. I was devastated."

The article went on to mention we had just celebrated Dad's 93rd birthday.

Well we managed to celebrate his 96th birthday before he died and going through his possessions I came across a handwritten note about his 203 experiences (see below).

The note has been edited slightly but I have tried to keep the essence of Dad's writing and have attached along with two photos of the 203 he refers to plus one of the 203 panelvan.

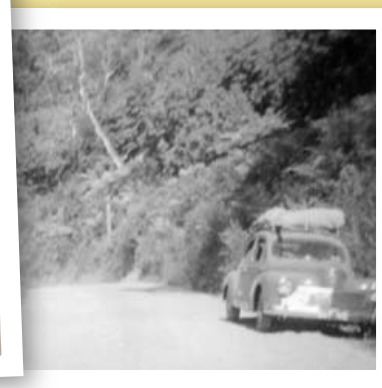
Ron D Goldsmith



This photo on the Sydney Harbour Bridge in 1958 was taken with a Brownie Box camera resting on the 203's steering wheel.



RFG with 403 & 203 Panel Van in 1964.



A photo taken on the Princes Highway somewhere near the NSW/Victorian border.

Some Facts about the Peugeot 203

Written By Owner/Driver R Goldsmith

One day going to work at Mount Misery, I opened a gate, drove through, got out, left car in neutral near a lake then went to close gate. Next thing I heard a bubbling, looked round, the car and trailer were in the lake and the noise was the muffler under water, so I had to wade in nearly up to my knees to get to driving seat to put car in reverse, it couldn't move with trailer on so I had to take trailer off and try again, would you believe it, it backed out as though it were on dry ground. Those days I considered myself a good driver with a car that I have not seen better. Will give another demo, not far from the above water one. I had loaded up the car as well as the trailer and had to get up a steep incline. This was virgin country not even tracks with rocks and ferns

either side I had to go straight up no zigzag. I had to go about 60 yards and that little car grunted and groaned but give in no way. I am willing to show anyone the exact spot. There were other occasions where time and time again the car took me over this climb. I was about 35 miles out of Ballarat and as usual had car and trailer loaded up. On the way a few miles noticed radiator steaming pulled up lifted bonnet found the fan belt was gone I thought what the hell am I going to do. Luckily it was early in the morning although summertime. Being a steady driver, I thought if I speed up a bit the air might keep temperature down. So got off, sure enough it worked. In those days there were lots of right angle corners. Every time I had to slow down up went the temp but it got back to Ballarat. Another day I drove it 801 miles in 24 hours and got out as fresh as a daisy it was so comfy.

I took my father to Canberra one day in it and he told people it was just like sitting in

a lounge chair. I could go all day singing its praises, but I must say it had the best of any car I had driven.

The best lights and had a phenomenal petrol mileage after 65,000 miles the oil in the sump used to be still clear after 5 years when I sold it.

In all I have 13 Peugeots, 3 secondhand, all the others new and could not fault any of them. My son and his family have also had great runs from their many Peugeots.

I bought my daughter a Peugeot for a wedding present and she and her husband are still driving Peugeots. They currently have a 406 Diesel sedan. As I am in my twilight years I do not drive now and rarely get a seat in one. Even the new Fords and Holdens are not in the same class. 50 years ago even the 203 had more room.

Yours Sincerely

Ron F Goldsmith



The Three Tracks Trip

Birdsville, Oodnadatta and Strzelecki Tracks



Line up outside the Birdsville pub

Day 6 Birdsville to Mungerannie

Contrary to the opinion that I am a hazard to Peugeot safety (I should emphasize my own safety and only in Broken Hill) we are delighted to report that the only mishaps encountered are mechanical not physical – so far!!!!

The day started with a photo session of all the cars in front of the famous Birdsville Pub. On the road conditions were more than a little rough and dusty. We followed the contours of a sand dune for many kilometers. The road surface then became hard clay and sand and we were able to skip along at a much faster pace.

Morning tea beside the Birdsville Track and then a welcome lunch stop at Mitta Mitra Bore under several shady trees.

Forty kilometers later we arrived at Mungerannie with beautiful bush camp sites beside a delightful billabong with all the wonders of nature.

Val Gibson and Murray Knight.

Day 7, Mungerannie to Andamooka

The Police had attended overnight. This time on the Inglis' 203 white and blue tape abounded. Had the car been used in an incident? Were the drivers illegal immigrants? Had the owner been up to no good? This set the scene for the day for the 203 which also lost a petrol cap and ran out of fuel again, probably due to the earlier difficulties with the float in the carburetor.

The run to Maree was on a dusty road surface, initially over and between the sand hills and then on light gibber cover. This became very rough and stony as we all negotiated Coopers Creek, currently dry but swelling to five km wide and up to 10m deep in a big wet. On the southern side rests the official northernmost shipwreck of South Australia, the "MV Tom Brennan", a 5m steel punt, once used to cross the flood waters.

From Maree (site of the 203 Panel Van outback) we undertook the initial parts of the Oodnadatta Track to Bopechee, passing a fascinating Korri "sculpture park" featuring two aircraft mounted

on their tails, a "hover bus" and a tank "dog". From Bopechee we proceeded past Olympic Dam to Roxby Downs, a very large town by the standards of the past week, contesting road space with many a mine crew vehicle. This was an alternate route to that initially planned due to advice received informing that the sand hills on the more direct route to Andamooka were impassable. Some took the 60 km round trip from Roxby never the less. We were grateful for the considerably improved facilities at Roxby Downs once all the conflicting directions had been interpreted.

Penny Manning

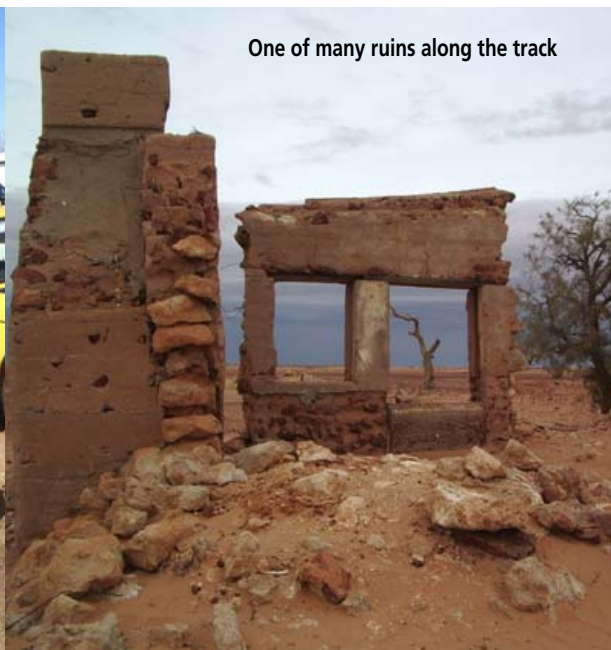
Travelling along the tracks

The trip has been running so smoothly, apart from the track we had traversed down (Birdsville), made famous by Tom Cruise (the real one!) the renowned "Birdsville-Maree mailman of many decades ago.

We camped at the Mungerannie Roadhouse positioned by a billabong, even equipped with



Robbo and the Twisted Sisters at Marree



One of many ruins along the track



There's a Redback on the Dunny seat!



Idyllic camp site at Mungerannie

its own soothing hotwater springs in which one could luxuriate away the fatigues and jarring journey of the day. Late afternoon temp. 39 degrees. Early am, just 2 degrees. Beautiful.

This stop is about halfway to Marree. The road pretty good, windy, sandy with some great, ups and downs and ups and downs and up.

At Maree, Rod Payne was required to use one of the original "deep hole" facilities. Phil had also availed himself of the same facility and exclaimed "Strewth – red-backs here" just after Rod had exited this historic facility. Unperturbed Rod retorted, "No worries Phil, it's all safe now, nothing could have survived that!"

At the Marree Roadhouse – \$2.05 a litre for fuel – to date the most I've ever paid for fuel.

Paul & (by implication), Trev.

Day 9, Coober Pedy to Kulgera

Very very early Sunday morning in Coober Pedy saw Alastair and Myra's UHF spring to life disturbing all the happy campers nearby.

We travelled to the scenic Breakaways, a real Australian treasure of vastly varied colors, then on to Marla for lunch. The phantom frogger was out again but this time with pink frogs.

Further up the road we came across a rhinoceros crossing the road to climb a pole. Robbo and the Twisted Sisters had spent the night underground in Coober Pedy and did not join us till very late after an extremely tardy start.

John Watt and Greg Stewart.

Day 10, Kulgera to Dalhousie Springs

We set off for "The centre of Australia" which is about 20km before Finke and about 10km up a sandy track, marked "4WD only" which is always irresistible to any Peugeot owner.

As we turned off for the Centre, the "Wagga Express" 404 took a shortcut through a water drain, demolished a tree and still had enough momentum to end up on the correct road. No so for Paul's red 505 which he bogged in the sand. We had a great group photo shoot at the Lambert Memorial marker for the Geographical

Centre of Australia, before heading to Mt Dare on the edge of the Simpson Desert for lunch.

On arrival we realised that everyone was there except Hank & Jo. Calls on the radio received no reply so the Land Cruiser (PUG 404!) was despatched to search.

Just after Finke there is a large green sign announcing that Mt Dare turns off to the right. About 200m past that sign is the turnoff, BUT directly opposite the first sign is a minor road leaving to the right and we suspected that Hank may have take that road. We were right, but Hank and Jo had stopped near a dam for a quiet lunch and were perplexed that NO ONE ELSE had joined them. He had eventually worked out that perhaps his navigation was amiss and retraced his tracks.

Hank explained that he and Jo needed some "quiet time" together.

The convoy then left for Dalhousie Springs for 70km of bone shuddering corrugations and rocky road surfaces. Someone unkindly mentioned that we may need a squirrel to run



The Breakaways



Brian and Merrill on the way in to the Geographical Centre



At Lamberts Geographical Centre of Australia

behind us and pick up all the nuts! Alistair knocked the bottom off a rear Koni Shocko in the 203, Greg and John arrived in a sports model 403 with the muffler in the boot and many cars were jacked up for checking and modifications. All in all, it was a testing but rewarding day, which concluded with Hank reminding us all that if anyone intended deviating from the designated route in future, they should advise the trip leader!

Chris Hall/Phil Thomas/Roman Salamony

Day 11, Dalhousie to Oodnadatta

The howling of dingoes was our wake up call at Dalhousie Springs. We emerged to find Hank and Jo's van wrapped in crime scene tape. Hank pleaded not guilty to unjust charges of loitering, having a lack of direction and causing unnecessary anguish after yesterday's exploits.

Two days of pounding on very rough tracks where taking their toll. The first stop was Dalhousie homestead ruins, a true oasis with date palms around a natural spring. On the road again, we came across a Peugeot horn in the

middle of the road which, we found out later belonged to Laurie's 404. The next stop, for morning tea, was at Pedirka ruins on the old Ghan railway. We heard that Alistair and Myra were having a tough time in the 203 with no shockers on the back and thought that our spare Konis might fit. Although a bit long, they did fit and provided a more comfortable ride.

The road improved dramatically from Hamilton. Fogartys Claypan was a real hoot.

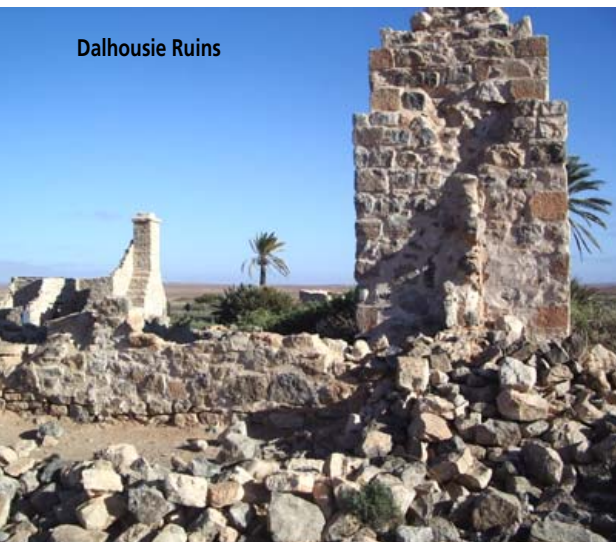
Down the track, we came across Murray and Val. The towbar had broken off the 504 wagon just over a cattle grid dumping the camper onto the road. Les was able to tow the camper into Oodnadatta.

The camp ground at Oodnadatta looked like a major rally service centre. There were cars jacked up everywhere and bonnets open. Hank and Allan worked on their exhaust systems. The local mechanic produced a portable welder to fix the 203 shockers, exhausts and the broken towbar. The bottom strut ball joint had come apart on Paul and Trevor's 505 about 35kms out of town. The strut and wheel folded under the car and

broke the insert shaft. Oodnadatta is not a place that immediately comes to mind when looking for Peugeot spare parts, but the one and only Pink Roadhouse had 3 strut inserts to suit 505s. Expert bush mechanics, Neville, Colin, Robbo and others had the strut back together with the replacement insert and without the help of spring compressors. Neville and Colin returned to the stricken 505, installed the replacement strut and both cars arrived back at Oodnadatta just after dark.

It was a relatively short drive for the day, about 180km, but it was packed with ever changing landscapes and track conditions and graphic demonstrations of Peugeot enthusiasts assisting others when in need. You would not find a better bunch of people to travel with.

Brian & Merrilyn Ward



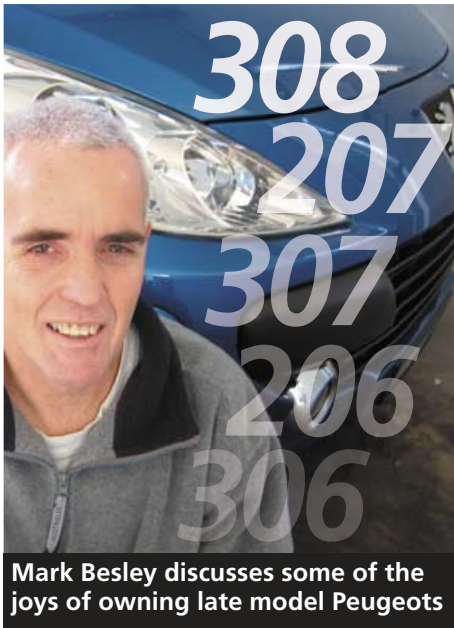
Dalhousie Ruins



Laurie Jones' 404 on the "road" between Dalhousie and Pedirk



Running repairs on Robbo's 504



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

407 Facelift

THE 407, introduced in 2004, has reached "mid-life" and I understand that a minor facelift is on the way to help the model through its "mid-life crisis".

The refreshed 407 Sedan and Touring will have some more chrome details, like the vertical bars in the grille, and other 'subtle visual improvements' like the taillights. Some interior improvements are also being offered.

Changes happen under the bonnet as well with an upgraded 2.0-litre HDi engine which now produces 103 kW / 140 bhp (3 kW improvement), requires 5.6 litres of diesel per 100 km, emits 150 g/km of CO2 and meets Euro 5 emissions standards. Hopefully we'll see this improved engine in the 308 as well.

What is it with 3 kW? I recall that the 2 litre petrol engine in the 307 was boosted from 100 to 103 kW towards the end. Is this meant to impress buyers? "That extra 3% power will really push me back into the seat as I accelerate."? I understand that improving the emission standard from Euro 4 to Euro 5 is important, but I really wonder if the 3kW is just some marketing ploy. Perhaps market research has found that 3kW is the minimum increase that will make buyers believe that a car is "more powerful".

Peugeot also added a new engine to its range, the 2.0-litre Bioflex engine which runs on ethanol fuel will be available where governments apply biofuel tax incentives. I guess that doesn't apply to Australia where the tax incentives for ethanol fuel go to the fuel producers rather than the motorists.

On a bit of a sour note, I see that the 407 ST petrol with manual transmission seems to have quietly disappeared from the range available here, meaning that there is

now no petrol-engined 407 available with manual transmission.

Windscreen Replacements and Automatic Headlights

Many recent Peugeots are fitted with an "athermic" or heat-reflective windscreen. This included all 307s sold here but I note that this feature is not fitted to the base model 308XS. It is fitted on the 308 XSE and XTE models. The glass in these windscreens has a metallic oxide layer, which Peugeot quote as reducing the transmission of the sun's heat by up to 25%. It seems to work well on these later models with very large windscreens. On the negative side, it can affect reception on some GPS units.

As the 307s become older, more of them are needing windscreen replacements. Unfortunately, the athermic windscreen is an expensive item, and some owners are looking to save money by fitting after-market windscreens. Some of these windscreens are available for a fraction of the cost of the genuine item. Part of this cost saving comes from the fact that these windscreens are not "athermic" and are made from normal laminated windscreen glass. I've heard suggestions that some of these windscreens may originate from China where the 307 sedan is made.



Automatic light and wiper sensor on a 307XSE

Apart from the heat transmission issue, there is a serious downside to fitting one of these windscreens. On a 307XSE, the sensor for the automatic headlights and wipers is attached to the windscreen below the rear vision mirror. I have now heard several reports that the automatic headlights will not function correctly if the sensor is attached to a windscreen made from normal glass. I find the automatic headlights to be one of the more useful features on my 307 and would be upset if they stopped working.

So if you own a Peugeot with an athermic windscreen and automatic lights/wipers, be wary of this if you need a windscreen replacement. I expect that this problem may get worse in future with the 308, as a windscreen could be a "genuine" part from a 308XS, but may cause problems if fitted to a 308XSE or XTE.

203 vs 207

In keeping with the "203" issue of Torque, I tried hard to think of a way to bring a mention of the 203 into this column. It's



difficult given that this is essentially a column about new and recent models. Fortunately Peter came to my aid and suggested a comparison between a 203 and the current "20.." model, the 207. So very briefly (I'm running late with the column this month!) I have pulled together a few figures for comparison.

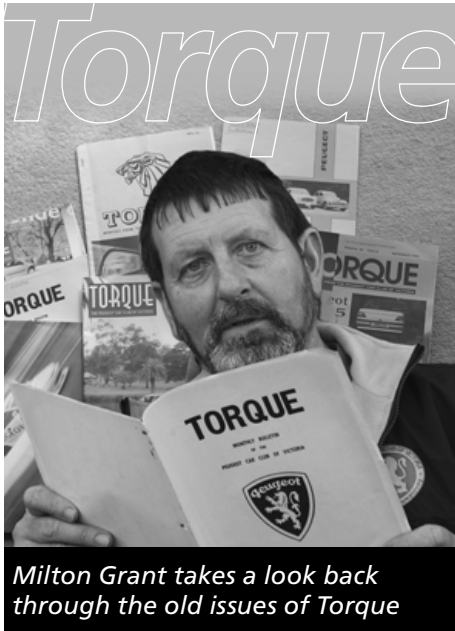
I have chosen an "early" 203, and the basic 4-door 1.4 litre 207 for this comparison. Size-wise, the 203 is longer and narrower than the 207, but probably it is reasonable to compare them as fitting in the same place in the overall size range.

So what have six decades of automotive technology given us? Approximately double the power and a big torque increase from roughly the same engine capacity, giving a proportional increase in performance. Of course, the "creature comforts" have improved enormously.

However, a 203 is still fun to drive. How would a 207 go on the Red Centre to Gold Coast Trial? The 203 certainly has more ground clearance. And you can probably carry most tools needed to fix a 203 with you in the boot. I wonder if people will be driving sixty-year-old 207s in 2068?

The other interesting comparison is the cost of the cars. Although in straight dollar terms, the 207 costs approximately ten times what the 203 did, inflation and wage rates need to be taken into account. Based on a quick check of the minimum wage rates, wages appear to have increased by a factor of approximately 32 since 1950. If we use this to put the 203 price into the perspective of today's wages, it would cost over \$68,000. This makes the 207 look like a bargain. Perhaps I should have compared the 203 to the similarly priced 607.

	203	207
Overall length	4350 mm	4030 mm
Width	1607 mm	1748 mm
Height	1562 mm	1470 mm
Weight	930 kg	1224 kg
Engine capacity	1290 cc	1360 cc
Power	31 kW	65 kW
Torque	80 Nm	133 Nm
Top speed	115 km/h	180 km/h
Price	\$2138	\$21,490



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

TORQUE OCTOBER 1968

Brian Nicholas had taken up position as Editor for Torque. In Brian's first Editorial he made it clear that all articles big or small from members would be most welcome and that he was not going to be writing the whole of Torque.

Guest speaker at the next meeting would be Jim Hawker telling the club how he built his V8 (see Troque 908).

The Club had entered a team in the Winton 6 hour race with Brian Amey, Bruce Small, George Woods and Peter Jones driving and being managed by Peter Revill. Phil Roussac would be running his special in league with a couple of Formula Vees in a team managed by Dale Shaw who managed the winning team last year. They would be mixing it with about 20 other cars on the circuit including Austin 7s, Vanguards, light 15 Citroens, every variety of MG and lots of Sprites and Minis thrown in for good measure.

WANTED: 203C in good condition, top price paid - or will swap 1960 403 as part or full payment.

TORQUE OCTOBER 1978

The Club had started looking into ways and means of limiting liabilities of both members and the Club in the event of some unforeseen circumstance.

Peter Brock had been booked as guest speaker at the next meeting.

Socially the club was off to see the film "Hooper" (did that star Bert Reynolds?).

John Uphill had won the recent Economy Run with an impressive 63.47 MPG in a 504 with Frank Myring first 404 with 58.99. Steve Odell managed 38.57 in a 504 wagon with Emission control.

Bruce Tayler gave an insight on how to go about removing and replacing suspension and steering bushes.

FOR SALE: 404 doors complete with trim LH Front slight damage \$20. Reluctant sale. 1957 203C wagon, 50,000 miles, very little rust, complete range of spares including new door sills. Complete with original handbook, tools, even original Registration Certificate. Price around \$800.

TORQUE OCTOBER 1988

This Torque really had the look of a professional printer with well laid out pages but still with a number of different type styles through-out.

With it being the 40th birthday of the 203 a birthday party for 203s would be held before the next meeting.

Graham Wallis had been pinged by the local Heathcote Constabulary coming home from a round of the VMC held at Deni. Graham asked for a demonstration of how the Radar gun worked and as the gun was aimed at the car coming over the hill it nailed another competitor this time from the Honda CC. As the Honda member said later, "talk about being in the wrong place at the wrong time!" Thanks Graham.

The Pakenham Auto Club has invited the PCCV members to a Wine and Cheese Weekend.

Under a Motto of "Many hands make light work and much wine makes light heads".

Procedure: First we taste the wine, then bottle some, then taste again, then cork, then there is further tasting prior to labelling. Then the hard part drinking what's left over.

BYO sleeping bag and BBQ or Casserole, the activities will continue on Sunday!

Bruce Tayler had sketches to show how to service late 504 and 505 Steering racks.

Trevor Armstrong had followed up on last month's article from Jim Taylor on how to go about replacing an auto with a manual gearbox by giving his experiences of fitting a 5-speed manual in place of a 4-speed box.

The Library had at long last received a 504 factory Workshop Manual.

WANTED: 505 STI or GTI. Must be manual will travel from SA to inspect.

TORQUE OCTOBER 1998

50 year celebration of the 203.

The 03 weekend would be held at Batemans Bay on the 24 and 25th.

Don't forget to sing "Happy Birthday" to your 203 on the 14th of October.

Articles celebrating the 203 included Bob Holden's racing 203s, Robert Cherry's dad's 203, Greg Luke's ride in a black 203 in Paris.

There was a four page spread of 203 photos celebrating events on both sides of the globe.

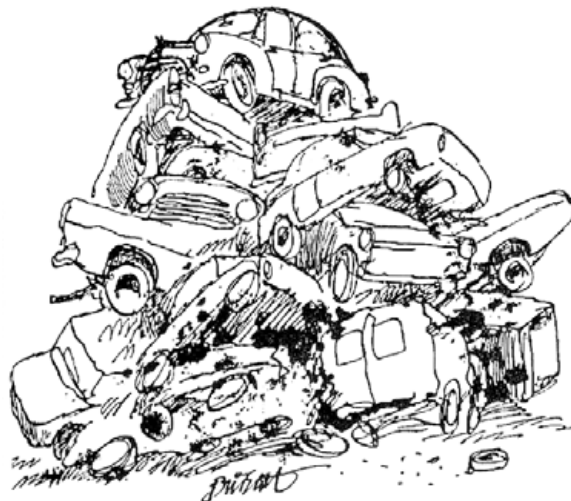
Gordon Miller and Geoff Webber had just been to the South Australian All French Day.

Dennis and Cheryl Edwards had been to the Queensland All French Day in July and the Victorian All French Day was to be held in November.

The 30th anniversary of the 504 had taken Shannon Odell and "Frog" a 1975 Avocado Green 504 to Wagga Wagga for a great weekend of celebrations.

Warwick Jolly continued with his Mi16 engine transplant in his the 205.

WANTED: 604 protective strips, centre caps for Dunlop mag wheels to suit 604. Pirelli P5 185 x 14 tyres with at least 1/2 thread, even better if on 504 rims.



from Torque, October 1988



"Interior light for a 56 203? Sure, help yourself."



September Club meeting

at VDC Clubrooms, Friday September 5

President Paul Watson welcomed all members to their new home, and gave a particular welcome to Mathew McAuley from PAA, life member Roger Chirnside and Alastair and Myra Inglis from England.

Apologies: Allan Horsley, Neil Beddoe; Ray Vorhauer, Mike Jolley, Graham Wallis; Richard Davies, Phil Torode, Ray Vorhauer, Lael Lea, Graham Ray, Dennis Edwards.

Minutes of previous meeting. Motion: That the minutes of the previous general meeting be recorded as true and accurate. Moved Mike Farnworth, seconded John Marriott. Carried.

Business arising: VDC clubrooms: PW said the club now had the opportunity to take advantage of the new rooms much more often than just meetings. Under the lease, PCCV has exclusive use of the rooms on the first Friday of each month (for monthly meetings), the Monday after the second Friday of the month (for committee meetings), the Wednesday before the fourth Friday of the month and weekends early in February, April, July, October and December. The club needs to make the most of these opportunities for club-related activities. PW said the complex must be kept clean, and food and drink should not be taken into the auditorium. Security is a big issue, and we have a responsibility to ensure that the building is kept secure. The roller door must be left open when the building is in use. He asked for assistance from members with fitout of the PCCV office, which will be used for storage of books, magazines and archives. There will also be an opportunity to decorate the PCCV room. The October auction will be held in the hall, not the auditorium.

George Woods: PW said Laurie Petschack was still working on reviewing the finances of past events, with help from Glad Fish and Kathryn Wallis.

Treasurer's report: General account: \$27,308.94; events account \$13,506.96; term deposit unchanged. The first month's rent and a \$1,000 deposit have been paid to the VDC.

Motion: That the above figures be accepted as a true and accurate record of the club's finances.

Moved Kathryn Wallis, seconded Mark Besley. Carried.

Event secretary's report: See event pages.

The French Car Festival next year will have a new format and will be held at Docklands. PCCV has been asked to supply sponsors for the event.

Next year's AOMC Classic Showcase at Flemington will feature the 403.

Competition secretary's report: The Slippery Dip will be held on October 26.

Merchandise report: All merchandise is now available at the clubrooms.

General business: Bill Fisher from Mt Waverley has died and Mrs Fisher has sold the car but has some parts to donate to the club. Bill Washington to contact her.

PW asked for help with PCCV email and website.

Wedding cars wanted for a wedding next year at Neerim South. 505s preferred.

PW will be in Tasmania on the Worm Wander and will miss the next meeting.

The latest CAMS magazine has a profile on the PCCV.

Raffle: First prize (\$100 dinner at the Garage Café) David Jenkins; second (Darrell Lea Dad's Bag donated by Lael Lea) Robert Cherry; third (port) Colin Hague; fourth (Peugeot towel donated by Gordon Miller) John Pettiford.

Guest speaker: Mathew McAuley.

September committee meeting

Held at VDC clubrooms, September 15

Apologies: Allan Horsley, Graham Wallis, Greg Park, John Marriott

Motion: That the minutes of the previous meeting be accepted as true and correct.

Moved Peter Kerr, seconded David Isherwood. Carried.

Business arising: George Woods Introductory Trial finances: The committee again discussed a claim by Glad Fish for about \$3,000 in out-of-pocket expenses for past events. This claim was not accompanied by evidence of payments and would normally not be considered. However, in recognition of GF's enormous contribution to the club over many years the committee discussed offering a partial payment, to be drawn from the club's events account. Paul Watson will write to GF to explain this and to suggest that if she is not satisfied with the offer, the Disputes and Mediation procedure outlined in Section 8 of the club's Rules for Incorporation should come into play. Under those rules, a meeting should be held between GF and the committee to try to resolve the dispute. If no resolution is achieved, the matter should go to the Department of Justice's Dispute Settlement Centre. The committee has also received a report from Laurie Petschack, who has studied the available figures from 2004 to 2007 and has reported that some made a profit and some made a loss, but overall they more or less broke even. He and GF have prepared a budget for the 2009 event, which was discussed. PW will discuss this budget in his letter to GF, as well as reminding her of the need to run future events at a profit. If this offer is rejected, the club will suggest mediation by the Dispute Settlement Centre of Victoria.

Motion: That in recognition of her contribution to the club over many years and in acknowledgement of her financial contribution to the running of the George Woods Introductory Trial, the club should, as a gesture of goodwill, offer to make an ex gratia payment of \$1,000 (from the events account) to Glad Fish for out-of-pocket expenses. In doing so, the committee reminds all members that organisers are expected to keep accurate accounts for PCCV events; further, PCCV events are expected to run at a profit and should not be held if there is no prospect of a profit being made.

Moved Paul Watson, seconded Peter Kerr. Carried.

Rendezvous 2007: PW reported that two more outstanding fees have been promised. A final balance will be settled at the October committee meeting.

VDC clubrooms lease: PW and David Isherwood reported that the lease was agreed to everybody's satisfaction and signed in August. The extra days of use will be a bonus, but we will need to think of clever ways to use it. DI holds the lease document.

203 edition of Torque: Contributions wanted now.

203 Calendar: Cheque received from Les Amoureux 203 et 403.

French Car Festival 2009: PW has written to potential sponsors, Peugeot Automobiles Australia, Darrell Lea Eastland, C.I.T.S. Hamilton and Toll IPEC, asking them to be sponsors.

Secretary's report. Correspondence in: Letter from Laurie Petschack re the George Woods finances.

Usual magazines, renewals, three membership applications. Correspondence out: Letter to John Reagan re donation. Letters to PAA, IPEC, Darrell Lea and C.I.T.S. re sponsorship for FCF 2009

Treasurer's report: General account: \$26,166.91; events account \$15,749.96; term deposit \$174,082.07.

Motion: That the above figures be accepted as a true and accurate record of the club's finances.

Moved Kathryn Wallis, seconded Lael Lea. Carried.

Events secretary's report: See event pages.

David Jenkins reported that he arrived late at the Doncaster Municipal Gardens breakfast barbecue on September 14, just as Ian and Heather De Vries were leaving.

Competition secretary's report: PCCV members are performing well in the Red Centre to Gold Coast Trial. Slippery dip to be held on October 26.

Merchandise: Problems with multi-coloured golf shirts. PW to investigate alternative suppliers.

General business: PW reported that a generous cheque had been received from John Reagan, to go towards the production of Torque.

Property insurance: PW reported on the high cost of insurance. Quotes being sought.

Public liability insurance: DI to investigate possible alternative insurers.

Auction meeting in October. Vinyl mats to be used to protect the floor. Auction forms to be provided to sellers.

PW will be in Tasmania for October meeting.

Trophies to be returned for engraving and presentation at the AGM in November.

Committee nominations for 2009 were discussed.

Clubman and clubwoman trophies were discussed.

Life members: After some discussion, it was decided not to nominate any life members this year.

Club patron: PW suggested that the committee should move to institute a new club position of patron. A nomination would be made at the AGM.

Motion: That a special general meeting to be called for November 7, at which a resolution will be moved that the Rules for Incorporation be amended to include a new club position of patron. The candidate would be nominated by the committee and elected by a vote of members.

Moved PW, seconded DJ. Carried.

Guest speakers: Call for ideas for guest speakers at future club meetings. DI to chase up possible speakers.

New members: James Tiller (Plenty) 404 504; Cathie Fitzpatrick (Ballarat) 306; John Swan and Barry Swan (New Gisborne) 205 GTI.

Motion: That the above-named people be accepted as suitable members of the club.

Moved PW, seconded DI. Carried.



Cars for sale

504 Manual 1973 Sedan. Scarlet Red. Reg.No; NIS742. Complete and on the road, but no road worthy certificate. Rego until July 2009. \$1,300.00 O.N.O. Contact Roger Nicholls. Heidelberg 9458 4124 Mobile 0417 105 575

404 Sedan 1969, manual, rebuilt engine, derusted years ago, Sat out in the weather last 4 years, rust reappearing. Car was driving great. engine no. 5525159 Contact David on 0411 227 681 \$333 OBO

505 SLI Station Wagon, 1991. 8 seater. 289,125 kms.Midnight Blue with Deep Grey interior. 3 speed auto. Registered in Victoria until July 2009. No Road Worthy Certificate. VIN NO: 3551F8903216607. Engine Number 3216607. Gorgeous Classic Peugeot, reliable, minor mechanical and bodywork needed, clean interior, central locking, fuel injection, power steering, power windows, original instruction books. Air Conditioner needs recharging. Haynes Repair Manual. Price: \$1100. Contact: Beverley Mills 0412 517 785 Email: jalmills@optusnet.com.au

405 Mi16 1993, 2 Litre from a Peugeot loving family and ex Club Member. Reg FHV 548 Eng No. 3902526 Vin VF34BRFY271115999 240,000 mainly country/freeway K's Second owner. Sorrento Green with factory leather. Interior EC. Roof has some paint fade Cruise control 10 stacker CD in boot 5 Yokohamas ES100 195/55R15 with one pair 40,000 the other 20,000K's wear. Spare is new. In last 60,000 has had new clutch, control arm and suspension bushes, radiator, coils, lower engine mounts Sold and serviced from new by City Peugeot and then Spencer St Automobiles. Serviced regularly. Rego to October 2008. Sold with RWC \$7,200. Robert Pearse, 5423 4108 or 0412 263 595

505 GTI, Series II, 1987, Silver. Pretty car in need of some minor body work restoration – (drivers seat recover and LHS, rear door panel work.) High standard repaint job 3 years ago. Rego April 2009 – QCZ 072. Mechanically good, but some things needed – nothing major to our knowledge. Sold for minor restoration. \$2,500. 9859 1507.

504 GL, 1979, Light Yellow. One owner driver for 14 years. Good condition – always well maintained and well treated. Oil leak from transmission, otherwise mechanically seems OK. Interior perfect, exterior excellent apart from small dent on RHS front guard. Rego July 09, ANN 145. \$2,500 without RWC. 9859 1507

504 sedan 1981 A very tidy and attractive example. Cream with unmarked Velour interior. The car has been professionally prepared for club and touring events, and is a pleasure to drive. Uprated and sorted suspension, Weber carb (factory kit especially for the 504), uprated alternator, 505GTi Alloys & Bridgestones, Cibie lights, Saas Steering Wheel, Tacho instrument panel. Currently on CH plates,

To place 'Sales Torque' advertisements

Forward your ad to JOHN KENNY 11 Lucerne St., Ashburton 3147 Vic

Phone: 9885 6442 or Email: pccvads@hotmail.com

NO LATER than the Wednesday after Torque closing (see pg 2). Ads are FREE.

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.

Vin 504A113357062P \$6,500. Options also available fitted, but will not be sold separately, Halda Twinmaster (Aluminium body) \$1500, Halda Speedpilot (very rare item) \$1000. PRRRGO plates and 12 months reg. \$1500. Pictures will be available soon if not now at <http://users.ncable.net.au/~ibrain/>. Contact Ian Brain 0418 518088 or ibrain@ncable.net.au

505 SRDT 1984 - \$1500 or offer. All the options of the model are working except aircon. Interior very good, paintwork likewise (no rust – been garaged most of its life), straight body, good tyres and battery. Motor - rings and bearings reconditioned last year, along with the injectors. 460k country kms, runs very well, although some problems with economy – may be the injector pump. Car in Mount Gambier (just over the border in south east SA so SA registered - WVJ 548. Can deliver. Phil Baker 08 8725 0008 or 0409 382 821

405 Mi16 1991 – Black, car has been economically written off after RH rear accident. Could be fixed or used for spare parts. Front half of car in excellent condition. Engine No. 984173. Sell for \$1,100 ono. Contact Nigel 0409 700 635

407 Hdi Touring 2005 silver wagon. 68k. Luxury wagon with great fuel economy (7.2 / 100 km around town) Custom grill, reluctant sale due to work circumstances. TSE 620. 12 months reg. \$32,500. Nigel 0409 700 635.

504 sedan, 1971, LAW352. Body needs work but the mechanicals are very good. Registration due so needs to go. \$500 – Contact 9775 2406

406 HDI Diesel, 5 speed manual. One owner with full history. White with grey in original condition. 5 new Michelins. First Reg 12/2000 RWC QLC-858. \$15,990 Contact Graham on 5198 2254 or Lance on 0409 137 036

Wanted

405 MI16 Drive Belt Tensioner. New or second hand drive belt tensioner (drives the alternator and power steering) wanted for a 1993 Peugeot 405 MI16 1905 cc model. Please contact Peter Butler on 0411 157 300.

Parts For Sale

EAI Car Club Specials - Air Filter-P206 - \$15.50; Front Brake Hose-P306 - \$26.50; Contact Points-Common Ducellier - \$3.90; Oxygen Sensor-P306 5/95> Single Plug Bosch - \$109; Distributor Leads-P306 1.8 Single Cam - \$44.50; Contact Stephen at European Auto Imports on 03 9899 6683

403 Wagon - Rear door, differential, prop shaft and torque tube. Door has minor

surface rust but should clean up well. Can be inspected at Glen Iris. \$400 Please contact David Jenkins 0418 971 892

Peugparts Specials: 403 New waterpump \$300. 505 SLI new waterpump \$75. 203/403 Top radiator hose new \$45. 403 Lower radiator hose new \$45. 404 Waterpump new \$75. 405 SW s/h towbar \$250. S/h handbooks 404/504/505. \$15. S/H radio/cassette players with speakers \$55. Many more new and s/h parts in stock. Ring Basil 03 5943 2426 0418 533 490 email peugpart@satlink.com.au

Parts for sale: 505 windscreen trim, new still in Peugeot wrapper. 505 mag wheel hub cap, Chrome plastic, 2 available. 203 early differential with axle tubes. 203C differential 90,000 miles only. 203 C2 gearbox, Very low mileage. 203 engine heads, several. 203 pair front brake drums, new. 203 Klaxon semaphore trafficators, several. 203C body trim, full set. 203C radiator trim full set. 203C stone guard strip panel between rear bumper and body, new. 203 Bumper bar, poor condition. 203 Pulley, for wide fan belt, rare for large (15?) mm diameter pump shaft. Prices negotiable. Some parts free to take away. Gordon Miller 03 9807 3586 grmiller76@ultramode.net

Neville Discovers Peugeots continued from page 21

In 1958 I too lost my marbles and traded the 203 in on a new Simca Aronde. It was the worst car I have had the misfortune to own. Not bad to drive and it sounded nice, but that was all.

To replace the Simca I found a 203 at Bega in need of a coat of paint but in very good order. A low-mileage 1952 model. I also bought back my original 203 with six months' rego for 100 pounds. It was very handy, as I could use it while I painted my second 203.

Back in my original 203 it still felt as good as the first day that I bought it, but it was starting to look a little shabby; it needed a coat of paint. Six months later that first 203 was sold again, to a panel beater. I then had my second 203 painted in a Torch Red. It looked quite nice.

I was looking for a bit more performance so I mucked around with the motor. Twin carbies, half-race cam and 90 thou shaved from the head. It didn't improve it much uphill but it went like a rocket down the other side.

PEUGEOT AUTHORISED DEALER NETWORK

ACT

Melrose Peugeot
118-120 Melrose Dr
PHILLIP ACT 2606
PH: 02 6282 2311
FAX: 02 6282 2241

NSW

Alec Mildren Peugeot
555 Pacific Highway
ARTARMON NSW 2064
PH: 02 9413 3355
FAX: 02 9413 9133
SERVICE/PARTS:
22 Cleg Street
ARTARMON NSW 2064
PH: 02 9906 1388 Service
PH: 02 9906 7614 Parts
FAX: 02 9906 1296

Autosports Sutherland
668-670 Old Princes Highway
SUTHERLAND NSW 2232
PH: 02 8536 2888
FAX: 02 9545 5100

SERVICE/PARTS:
Unit 1/7 Marshall Road
KIRRAWEE NSW 2232
PH: 02 8536 2777
FAX: 02 9521 4155

Northside European
53 Pacific Highway
WAITARA NSW 2077
PH: 02 9487 4344
FAX: 02 9489 9137

SERVICE: As above
PARTS: 64-72 Pacific Hwy
WAITARA NSW 2077
PH: 02 9372 3000
FAX: 02 9847 2244

Peninsula Euro Cars
164 Condamine Street
BALGOWLAH NSW 2093
PH: 02 9949 1999
FAX: 02 9949 7237

Peter Warren Automotive
13 Hume Highway
WARWICK FARM NSW 2170
PH: 02 9828 8040
FAX: 02 9828 8041

Trivett City & Eastern Suburbs
75-85 O'Riordan Street
ALEXANDRIA NSW 2015
PH: 02 8338 3999
FAX: 02 9383 9378

SERVICE:
75-85 O'Riordan Street
ALEXANDRIA NSW 2015
PH: 02 8338 3961
FAX: 02 8338 3936
PARTS: Unit 3/1 River Rd West
PARRAMATTA NSW 2141
PH: 02 9841 8833
FAX: 02 9383 8855

Trivett Parramatta
42-64 Church Street
PARRAMATTA NSW 2150
PH: 02 9841 8800
FAX: 02 9841 8922
SERVICE: Unit 2 Cnr Arthur St
& Tramway Avenue
PARRAMATTA NSW 2150
PH: 02 9841 8979
FAX: 02 9841 4020
PARTS: Unit 3/1 River Rd West
PARRAMATTA NSW 2141
PH: 02 9841 8833
FAX: 02 9383 8855

Allan Mackay Autos
239 Argyle Street
MOSS VALE NSW 2577
PH: 02 4869 1100
FAX: 02 4869 1200
SERVICE/PARTS:
31 Garratt Street
Moss Vale NSW 2577
PH: 02 4868 1011
FAX: 02 4869 4500 Service
FAX: 02 4869 4955 Parts

Baker Motors
478-486 Olive St
ALBURY NSW 2640
PH: 02 6041 8400
FAX: 02 6041 2401

Coles Car Sales
109 Woodlark Street
LISMORE NSW 2480
PH: 02 6621 2728
FAX: 02 6621 2922

Jason Prestige
46 Dobney Avenue
WAGGA WAGGA NSW 2650
PH: 02 6925 3211
FAX: 02 6925 3500

SERVICE/PARTS:
1 Pearson Street
WAGGA WAGGA NSW 2650
PH: 02 6925 6825
FAX: 02 6925 6872

John Patrick Prestige Cars
169 Hastings River Drive
PORT MACQUARIE
NSW 2444
PH: 02 6584 1800
FAX: 02 6584 1813

Orange Motor Group
8 Gateway Crescent
ORANGE NSW 2800
PH: 02 6362 8100
FAX: 02 6361 4369

Sainsbury Automotive
1-5 Bourke Street
DUBBO NSW 2830
PH: 02 6884 6444
FAX: 02 6882 0460

Tamworth City Prestige
11-15 East Street
TAMWORTH NSW 2340
PH: 02 6766 5008
FAX: 02 6766 8243
SERVICE/PARTS:
311-315 Marius Street
TAMWORTH NSW 2340
PH: 02 6766 5008
FAX: 02 6766 8563

Central Coast Eurocars
325 Mann Street
GOSFORD NSW 2250
PH: 02 4324 2405
FAX: 02 4324 2187

Corban Automotive Group
46-48 Flinders St
WOLLONGONG NSW 2500
PH: 02 4229 9111
FAX: 02 4229 9644
Service FAX: 02 4229 9711

Regal Motors Newcastle
Cnr Hunter & Railway Sts
NEWCASTLE NSW 2302
PH: 02 4908 5555
FAX: 02 4908 5501
PARTS: 15 Nelson Rd
CARDIFF NSW 2285
PH: 02 4957 9100
FAX: 02 4957 9090

NT

Honeycombes Prestige
544 Stuart Highway
WINNELLIE NT 0820
PH: 08 8947 3888
FAX: 08 8947 3988

QLD

City Peugeot Brisbane
5 James St
FORTITUDE VALLEY QLD 4006
PH: 07 3000 5999
FAX: 07 3000 5900
PARTS: Shed 1, 29 Violet St
EAGLE FARM QLD 4009
PH: 07 3252 0161
FAX: 07 3252 3524

Zupps Prestige European (Mt Gravatt)
1320-1332 Logan Road
MT GRAVATT QLD 4122
PH: 07 3243 8777
FAX: 07 3243 8799

All Wheel Drive Centre
Cnr Vernon & Louise Sts
ATHERTON QLD 4883
PH: 07 4091 1555
FAX: 07 4091 3061
Service & Parts only dealer

Pickerings European
609-633 Sturt St
TOWNSVILLE QLD 4810
PH: 07 4726 5555
FAX: 07 4726 5444

Toowoomba Classic Autos
161 James Street
TOOWOOMBA QLD 4350
PH: 07 4638 3233
FAX: 07 4632 2002

Trinity Prestige
41 McLeod Street
CAIRNS QLD 4870
PH: 07 4050 5000
FAX: 07 4031 2041
SERVICE/PARTS:
94 McLeod Street
CAIRNS QLD 4870
PH: 07 4050 5000
FAX: 07 4031 2041

West Car Sales
45 Walker Street
BUNDABERG QLD 4670
PH: 07 4152 7355
FAX: 07 4152 7355

A. Cullen & Son
Old Bruce Highway
NAMBOUR QLD 4560
PH: 07 5441 9000
FAX: 07 5441 1380

Zupps Prestige European
65-67 Ferry Road
SOUTHPORT QLD 4215
PH: 07 5561 6166 Service
FAX: 07 5561 6179
SERVICE/PARTS:
Case Street
SOUTHPORT QLD 4215
PH: 07 5561 6177 Service
PH: 07 5561 6149 Parts
FAX: 07 5561 6147

SA

Eurocars (SA)
10 Goodwood Road
WAYVILLE SA 5034
PH: 08 8269 9500
FAX: 08 8344 5373

TAS

Launceston Peugeot
145 Invermay Road
LAUNCESTON TAS 7248
PH: 03 6331 6337
FAX: 03 6331 3243

SERVICE:
151-155 Invermay Road
LAUNCESTON TAS 7248
PH: 03 6323 0240
FAX: 03 6334 0288

Euro Central

118 Argyle Street
HOBART TAS 7001
PH: 03 6234 0200
FAX: 03 6234 0290

SERVICE: As above
PARTS: 35-43 Brisbane St
HOBART TAS 7001
PH: 03 6234 0200
FAX: 03 6234 0290

VIC

Booran Euro
37 Lonsdale Street
DANDENONG VIC 3175
PH: 03 9794 6544
FAX: 03 9792 9505

Preston Motors Brighton European
855-859 Nepean Hwy
BRIGHTON VIC 3186
PH: 03 9557 4488
FAX: 03 9557 4333

City Peugeot Melbourne
690 Elizabeth St
MELBOURNE VIC 3000
PH: 03 9341 4444
FAX: 03 9341 4455

SERVICE/PARTS:
562 Swanston St
CARLTON VIC 3053
PH: 03 9341 4466 Service
FAX: 03 9341 4413 Service
PH: 03 9341 4477 Parts
FAX: 03 9341 4484 Parts

Regan Motors
295 Whitehorse Road
BALWYN VIC 3103
PH: 03 9830 5322
FAX: 03 9888 5290
SERVICE/PARTS:
77 Auburn Road
HAWTHORN VIC 3122
PH: 03 9882 1388
FAX: 03 9882 9852

Bayford of South Yarra
435 Malvern Road
SOUTH YARRA VIC 3141
PH: 03 8290 2888
FAX: 03 8290 2899

SERVICE: 55 Garden Street
SOUTH YARRA VIC 3141
PH: 03 8290 2888
FAX: 03 8290 2899
PARTS: 562 Swanston St
CARLTON VIC 3053
PH: 03 8290 2888
FAX: 03 8290 2899

Ballarat City European
1039-1045 Howitt St
WENDOUREE VIC 3355
PH: 03 5338 1335
FAX: 03 5339 3263

Hamilton City Motors
112 French Street
HAMILTON VIC 3300
PH: 03 5572 1342
FAX: 03 5572 4510

McPherson Motors
7979-7985 Goulburn Valley Hwy
SHEPPARTON VIC 3631
PH: 03 5823 2100
FAX: 03 5823 2924

Simply Prestige
Princes Highway
TRARALGON WEST VIC 3844
PH: 03 5172 1100
FAX: 03 5173 7222
SERVICE/PARTS: As above

Rex Gorell Geelong
212-224 Latrobe Terrace
GEELONG VIC 3218
PH: 03 5244 6244
FAX: 03 5229 7423

WA

Allpike Peugeot
274 Scarborough Beach Road
OSBORNE PARK WA 6017
PH: 08 9202 2999
FAX: 08 9202 2956

DVG Prestige Melville
170 Leach Highway
MELVILLE WA 6156
PH: 08 9317 2525
FAX: 08 9317 2699
SERVICE/PARTS:
80 Norma Road
MYAREE WA 6156
PH: 08 9317 2422 Service
FAX: 08 9330 1519 Service
PH: 08 9317 2466 Parts
FAX: 08 9330 6273 Parts

Russell Hall's Bunbury Auto Group
99 Forest Avenue
BUNBURY WA 6230
PH: 08 9780 9000
FAX: 08 9721 8620

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*Peugeot Authorised Dealer Network as at 31st May 2008

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