

# TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



*august 2012*



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## Peugeot Car Club of Victoria Inc.

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Telephone 0427 203 206

information@pccv.org

www.pccv.org

### GENERAL MEETINGS

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

### MEMBERSHIP

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

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

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

## COMMITTEE

**President:** Murray Knight

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

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[theagrants@mcmmedia.com.au](mailto:theagrants@mcmmedia.com.au)

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

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## PCCV LIFE MEMBERS

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

## REGISTERS

**Worm Register:**

203: vacant

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

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

**1-2-304 Register:**

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

## TECHNICAL ADVISORS

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

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

• **Most models up to 1988**

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

• **203, 403, 404, 205 & 405**

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

• **406**

Lance Guttridge, Ph. 03 5622 2666 (H)

• **Electricals**

David Isherwood, Ph. 98733342 (H)

• **Diesel Models**

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

## PCCV REGIONAL CONTACTS

**Gippsland:** Lance Guttridge 5622 2666

**North Vic:** Milton Grant 5824 2324

**West Vic:** Graham Lewis 5244 2070

## TORQUE 0812 • AUGUST 2012 • Vol 53, No.7

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

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### TORQUE PRODUCTION DEADLINES

**Deadline** for the next issue is: **MONDAY 20 AUGUST.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 29 AUGUST** at the VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading (Melway 48 G10), from 8.00 pm. All members are welcome to attend and help out.

### DISCLAIMER

Readers are reminded that the opinions expressed in Torque are not necessarily those of the Editor, PCCV or its officers, and that technical articles are published in good faith and that no responsibility will be accepted.

### COPYING

French Car Club magazines can publish material from Torque provided that due recognition of the source is given.

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### This month's cover

Photo taken by Richard Abey at the Barwon Park mansion during the club visit in June.



## COMING EVENTS



Mike Jolley's 404 wagon on a Victory Club Rally.



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

Peugeot Car Club of Victoria

AUGUST 2012

## PCCV Calendar

\* = See event info in this issue

### AUGUST

Fri 3	Club Meeting and BYO Dinner.
Sun 5	Voyage Petite, Altona Men's Shed*
Sat 11	Milton's Meander*
Sat 11	205 Get Together, Shepparton*
Sun 12	PCCV @ DECA, Shepparton*
Mon 20	Torque 0912 deadline
Sun 26	Voyage Petite to the Marong Picnic*
Wed 29	Torque wrapping night, Nunawading

### SEPTEMBER

Fri 7	Club Meeting and BYO Dinner. Presentation: Weber Carburettors.
14 - 16	NSW 03 Weekend, Nowra*
Sun 16	Voyage Petite, Trentham / Macedon
Mon 17	Torque 1012 deadline
Thu 27	Torque wrapping night, Nunawading

### OCTOBER

Fri 5	Club Meeting and BYO Dinner
Sun 7	Euroa Show and Shine
14 to 19	Sunset Country Trip
18 to 22	French Car Festival Adelaide*

## Other events

Sun 5 Aug	VMC 6 motorkhana, Mt Gambier
Sun 1 Sep	VMC 7 motorkhana, Koonwarra
Sun 22 Sep	VMC 8 motorkhana, Huntly

### EVENTS CONTACTS

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

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

## August Club Meeting

This month's entertainment will be a selection of Peugeot Sport videos featuring the new Peugeot 208 R2 rally car, the 207 competing in the Intercontinental Rally Champs, the circuit racing RCZs and also the 908 in the Le Mans series.

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

**Friday 3 August**



## Voyage Petite - Altona

**Sunday 5 August**

Just for something different, we are going to visit the Altona Men's Shed, where new member Peter Gramsbergen has been working on one of two 404s that he bought recently. It's their Car Torque day and these guys like a bit of a chat.

The address is 280 Queen Street, Altona, opposite the Koorringal Gold Course Melway 54, D12.

The guys will be cooking up breakfast from about 10am, so if you haven't already eaten you can have an egg and bacon roll for \$4, and a cup of tea or coffee.

Apart from the car chat, there will be a chance to inspect Peter's HO model train layout.

At about 11am we will move on to the Altona Laverton Historical Society building, about 2km away, at 128 Queen Street and opposite Coles. Entry is free and there's some fascinating local historical stuff, housed in the first homestead built on the bay. Then we will adjourn to one of the many cafes in Pier Street (that's the one opposite the pier) for a relaxed lunch.

So come along and enjoy a pleasant Sunday drive, meet some new people and take in some fresh bayside air.

## DECA Weekend at Shepparton

### 205 get together

**Saturday 11 August**

This year's DECA weekend will also see an informal get together of 205s and their owners on the Saturday. We are expecting a good roll up of 205s from Victoria and NSW and maybe further afield.

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

We will meet up with the Milton's Meander crew for dinner at the Terminus Hotel on Saturday evening. Cheap accommodation is available at the Hotel.

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

I would like to know who intends to take part in the 205 drive and display on the Saturday in and around Shepparton. Please contact Graham Wallis, 0429 939619 or ewal7731@bigpond.net.au





## COMING EVENTS

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

### Milton's Meander

**Saturday 11 August**

This year's Meander will be more of a look and meander than just a drive. It will take in a community market, a 100-year-old family store and the new motor museum at Emerald Bank, Shepparton, which is where the Meander will finish. It is then only a short one and a half hour freeway drive back to Melbourne if you are not stopping the night. Also at Emerald Bank is a coffee shop, chocolate shop, plant nursery and pottery. We will be meeting at the Cooper St BP once again (Melways 181 D11) at 9.00am for 9.30 start. I have booked at the Terminus Hotel for tea Saturday night. So even if you can't stay for DECA on Sunday, think about a meal before you head home.

*Milton Grant*

### PCCV @ DECA

**Sunday 12 August**

Our DECA motorsport day at the Driver Education Centre of Australia's Wanganui Rd complex in Shepparton will comprise "Speed" and "Non-Speed" sections.

The "Speed" section consists of timed laps on the circuit and full-on driving tests on the skid pan. For this part you will need to be 14 years or older and have a CAMS level 2S licence or higher, a helmet and fire extinguisher.

The "Non-Speed" section includes motorkhana tests on the huge concrete skid pan and driving tests on the road network around the complex. For this, all you need is a CAMS level 2NS (non speed) or 2NSJ (12 to 18 years old) licence.

**On previous years we have only accepted entries for French production cars and Fiats, but this year the committee has decided to open the event to other car clubs. The field will be restricted to 40 cars for the speed circuit, so first in, best dressed, as they say. So if you want a fun day at DECA you had better get your entry in now. Download the Supp Regs from the website: [www.pccv.org](http://www.pccv.org)**

The entry fee is \$130 for the 2 sections (\$60 for juniors) or \$50 for the Non-Speed section (\$25 for juniors). There will be BBQ facilities to cook your own lunch.

As well as entries, we need members to assist as officials. If you can help, please contact Ray Garrad on 0415 060 813 or [raygarrad@westnet.com.au](mailto:raygarrad@westnet.com.au)



### Voyage Petite – Marong

**Sunday 26 August**

**A visit to the Marong Picnic and vehicle display.**

The Federation of Veteran, Vintage and Classic Vehicle Clubs is holding their Annual Picnic at Marong just west of Bendigo at the end of the new Bendigo bypass.

On display will be a wide range of veteran, vintage and classic cars, motorcycles and tractors.

As well a country style market and local food stalls will be present.

It is said that a greater range of vehicles would be hard to find.

Members will meet at the McDonalds/BP facility at Calder Park on the Calder Freeway at 8 am for an 8.30 departure so we arrive at Marong by 9 am to secure a Peugeot site.

While this is a bit early remember, the early bird gets the worm, in this case a Peugeot variety!

*Allan Horsley, 0419 634 043*



### Redex Rerun Update

The 2013 Redex 60th Anniversary Committee has discussed the event at length. Very shortly all interested people will be sent a newsletter in which the route, the activities and the entry fee will be announced. We will then be calling for entry nominations and deposits so the event organisation can proceed with more certainty.

If you wish to be on the mail out list please contact Graham Wallis on [ewal7731@bigpond.net.au](mailto:ewal7731@bigpond.net.au) or 0429 939 619.

The event is open to any Peugeot 203 or 403. Entries from later model Peugeots and other makes of car from the 1950s will be accepted subject to the approval of the organising committee.

The route will be around 9000 km. Like the 2003 Redex Rerun, it will go to Darwin, but the major cities and the run along the busy Bruce Highway up the coast to Townsville, will be bypassed in order to make it easier for the now up to 60-year-old cars.



**The NSW Club's**  
**Oh3 Weekend**  
**2012**  
**September**  
**14th-16th**



**203 & 403 Enthusiasts**

You are invited to take part in this weekend based in Nowra. Enjoy the South Coast with a spectacular sea-side experience. \$390 for 2 people including 2 nights (Friday and Saturday) accommodation at Pleasant Way Motel, with 2 hot breakfasts and 2 three course restaurant dinners. No booking fee.

Contact Sue and mention Peugeot Car Club NSW  
 Phone. 02 4421 5544 Email. [enquiries@pleasantway.com.au](mailto:enquiries@pleasantway.com.au)  
 Enquiries Jim Kearns  
 Phone. 9874 2100 (Mon-Sun) Mobile. 0400 494 561  
 Email. [jikearns@bigpond.net.au](mailto:jikearns@bigpond.net.au)



## COMING EVENTS

### Worm Weekend and SA French Car Day

October 20-21

Planning on coming to the Worm Weekend and South Australian French Car Day? It's time make some arrangements. It won't cost you a fortune, as we are planning a cheap and cheerful weekend.

Some of us are planning to leave Melbourne early on Friday October 19, staying the night at Mannum (790km from Melbourne). The caravan park there is being difficult and wants bookings for two nights, but I have had some rooms held at the Mannum Motel, phone 08 8569 1808, where prices are reasonable. The Mannum Visitor Information Centre might have alternatives, phone 08 8569 1303. Other possibilities are Hahndorf (Visitors Centre 1800 353 323) or Mount Lofty Visitors centre (08 8370 1054). Mount Barker is nearby but offers little in the way of accommodation.

On the morning of Saturday of October 20 we will drive to the National Motor Museum at Birdwood, where PCCV member Richard Sage is looking after us. We can spend the whole day there (from 10am-4pm) for just \$12 a car, and come and go as we please.

Richard will provide us with a guided tour of the museum, which features the chassis of one of the oldest Peugeots in Australia as well as lots of other interesting vehicles, info and memorabilia.

For lunch, there is a supermarket nearby, plus a bakery and a deli. If you want to cook a steak or a snag, Richard will have the barbecue going.

When we've seen all there is to see at Birdwood, it's on to Adelaide to book into our accommodation and prepare for the Saturday night presentation dinner.

I have reserved several rooms in my name at the Adelaide Granada Motor Inn, 493 Portrush Road, Glenunga, which is about 25 minutes from the French Car Day site at Modbury. The rooms are either



The 2011 SA French Car Day.

Executive (at \$120 a night) or Deluxe (at \$98 a night).

The rooms at Adelaide Granada Motor Inn will be held until August 1, and then it's a matter of pot luck. The motel has other rooms, some cheaper and some more expensive. You are free to book one of those if you prefer.

Bookings should be made with Thomas, phone 08 8338 3822 or email [granada@chariot.net.au](mailto:granada@chariot.net.au). Just remember to mention my name if you are booking one of the held rooms.

Adelaide is a big city with plenty of accommodation choices, so if you want something different, try the Visitor Information Centre on 1300 655 276, or log on to [www.accommodationadelaide.com.au](http://www.accommodationadelaide.com.au) but don't leave it too late.

The Saturday night presentation dinner will be held at the Duke of Leicester, 85 Leicester Street, Parkside, which is only 3km away from Glenunga.

The two-course presentation dinner in the pub's function room will cost \$40 per head. **This must be paid to me in advance**, as we have to have firm numbers by the start of October. You will be buying your own drinks.

There will be three choices for mains and three for dessert. If you have any special dietary requirements (vegetarian, gluten-free etc) you must tell me when you book for the dinner.

The Gordon Miller Award (for someone who has made an outstanding contribution to the worm-drive movement) will be presented at the dinner. In other words, **you must be at the dinner to be in the running for the award.**

Sunday October 21 will be devoted to the French Car Day, which is held in a park at Modbury North, opposite a big shopping centre, where there are plenty of choices for lunch supplies.

The French Car Day will give us a chance to meet some of the loyal members of the Peugeot Club of SA, who don't have their own magazine any more but receive Torque each month. South Australia is the home of many interesting older cars and you are sure to find plenty to look at.

Sunday night dinner will be something casual near the motel, possibly Mexican, then on Monday October 22 we will set off for home, taking as much time as the boss will allow. (Some of us will stay Monday night at Robe.)

This weekend is not restricted to worm-drive vehicles, although they will be made most welcome. Any Peugeot is acceptable and the owner of a vintage Pug is planning to bring that along.

We haven't done a Worm Weekend in South Australia before, so it will be fun to try new territory.

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

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





## Presidential torque

### G'Day...



Last month you may remember that I touched on the publicity, both good and bad, that the Peugeot Marque has been receiving over the past several years. In very recent times, Peugeot has had some very good reviews, which have continued over the past week or so. Readers of the Herald Sun Cars Guide will no doubt have seen and read the comparison between the 508 and the Volvo S60 which was very much in favour of the 508. Additionally, I am advised that The Age "Drive" section ran an article summarising all the current and about to be released models in the Peugeot range, again all with more than favourable comments. So here's hoping that the wheel may be turning in our favour.

With family affairs to attend to in Wodonga, we took the opportunity to do a bit of running around for next year's Easter Pageant which, as you know, will be centred in Wodonga. With all the rain that has been falling in the north east, the countryside is looking fantastic. All the major rivers, i.e. King, Ovens, Kiewa, Mitta and of course the mighty Murray are running bankers.

The details for the Pageant are starting to fall into place nicely, and Milton and Noelene Grant and I had a great time on Saturday doing early planning for the major Observation Run which will be run on Easter Sunday. Some of the country we travelled through in the Kiewa and Mitta Valleys, then along the southern shores of Lake Hume, was magnificent.

Now, who has heard of a 401 going to auction and selling for \$1.33m, a 403 selling for \$1.4m, a 405 selling for \$1.62m and a 407 for \$1.44m? No? Neither have I. But TV channel surfing the other night, I came across the show "The Block" which turned out to be the final night of the series. Apparently, there were 4 terrace houses with the street numbers 401, 403, 405 and 407 which all went to auction and realised the above prices. We should be so lucky!!.

*Murray*

## PCCV MERCHANDISE WINTER SALE 20% OFF



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



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



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



**SOLD OUT!**

cosy warm Peugeot beanie.  
**NOW \$8**

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

## August Torque – brought to you by these members

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

**Paul Watson, Allan Horsley, Murray Knight, Mark Besley, Milton Grant, Tim Farmilo, Peter Cusworth, Phil Torode, Ivan Washington, Ray Garrad, Russell Hall, Rob Cherry, Graham Wallis, Richard Abey and Peter Wilson.**



## WELCOME

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

Peter Gramsbergen '69 and '70 404

John Flynn '89 205 GTi

## Inappropriate plates



Spotted by Paul Watson.



## June bumping out all over

Peter Wilson

New car buyers pounced on the bargains in the end of the financial year sales in June and bumped up figures everywhere to make the month an Australian record.

It seemed that many Peugeot buyers had been holding out for the season of incentive pricing because Peugeot Automobiles Australia experienced its best monthly result in two years.

Peugeot scored 618 new registrations in June after five months of ups and downs, according to official industry figures.

While other makes also enjoyed good results in June, Peugeot was one unit ahead of Volvo (617), which had strong sales earlier in the year, Renault (540), which outsold Peugeot in May, Skoda (445), which has enjoyed steady growth this year, and Citroën (158), its second best 2012 result.

This was achieved while Peugeot was still two dealerships down in the east and south of the important Sydney market.

However, this lack of presence won't be for long. It is understood that Peugeot has lined up some enthusiastic new principals and that the corporate blue paint could be applied to some showroom boxes in the next month.

Australian dealers have been scrambling recently to get an Opel franchise – after 200 hats were thrown in the ring Opel Australia chose an initial 17 metropolitan outlets, including four in Sydney.

But an industry observer predicted Opel would take a while to make its presence felt.

Peugeot already had a strong and increasing footprint in Australia (we estimate that there are now over 87,000 Peugeots on the road here).

Peugeot had the advantage of being an attractive, long-established European brand with a big range of stylish cars that would fit nicely beside the biggest selling brands of a multi-franchise dealership, he said.

In addition, a principal's wife would much prefer the occasional trip to Paris to a visit to Japan, Korea or Opel's headquarters in Rüsselheim, Germany.

Peugeot's June result was a healthy surge in sales after the dip to 337 in May and was also ahead of the previous June's sales of 607 units.

The brand registered strong sales of 308s, 4007s and 508s.



The 308 was the top selling Peugeot in June with 195 sales

Peugeot's 1.8 per cent gain on June 2011 was less than the industry trend of 17.1 per cent, which included a 6.5 per cent rise in the number of diesel passenger cars.

Its first six months' result of 2,639 units was 757 units down on the same period last year.

June has traditionally been Peugeot's best month, with six Junes in the past 10 years returning over 700 units.

Peugeot is still in the process of refreshing its model line-up and has introduced the petrol-driven 4008 crossover in line with the demand for compact SUVs.

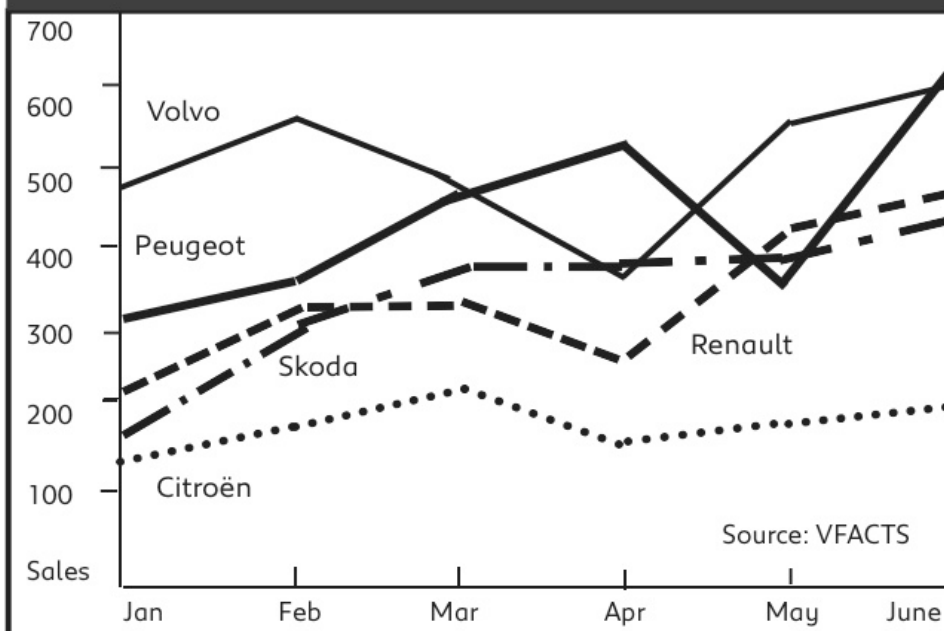
Compact SUV sales showed the extraordinary growth of 66.8 per cent since the previous June but the Federal Chamber of Automobile Industry noted the big recent action in SUVs is in diesels.

Utes are the other hot category – this year the Toyota Hi-Lux has been Australia's second top-selling model, trailing the Mazda3's 21,813 sales this year with 19,412 – but Peugeot has not brought any to Australia since the early 1970s; since ending production of the African 504 utes Paris has switched its hauler output to Eurovans.

### Peugeot Sales June 2012

Model	Jun
207	46
207CC	8
308	195
308CC	5
3008	21
RCZ	21
4007	138
4008	60
508	115
Partner	8
Expert	1
Month	618
2011	607

## EUROPEAN RIVALRY 2012





The French-hearted 4007 diesels were going gangbusters in June with 138 registrations compared with 37 the previous June, while new owners claimed 21 3008s (33 in June 2011).

Sixty 4008s found buyers and in some cases there were shortages of some variants until this month's shipment from Japan.

It's still early days for this model with the Good Weekend cover campaign and TV ads still to kick in but it is said to be fulfilling the aim of attracting a new type of buyer to Peugeot..

Australia (as well as New Zealand and South Africa) has received the 4008 ahead of Europe and Paris is watching the reaction to its reworking of the Mitsubishi ASX, which ranked sixth in the compact SUV category here last year.

Citroën also has a toe (or tyres) in the local water with its Aircrosser turning up.

The press has acknowledged the Pug has a premium appearance to its Mitsubishi sibling and has the extra fruit and a better ride to justify the difference in price.

Homebush did careful homework and came up with a target for 900 sales

this year. Its priority now is adjusting its orders so that it has supplies of the variants in keenest demand on the showroom floors.

In contrast to Peugeot achieving its strong growth in the past decade through its economical diesels, the company spruiked the economies of its latest petrol technology at a press conference in Melbourne last month.

At 195 units, the 308 was the top-selling Peugeot in June but it did considerably better with 331 the previous June. Cashed-up VW's Golf dominated interest in this European category and with an exceptional result 2,746 units outsold the Commodore in June.

However, at 115 units, the 508 was working its magic at last. It has been moving well this year.

The 207 slumped to 46 units (129) as small car buyers await its replacement. The 207CC won eight hearts while the 308CC won five.

Peugeot also sold 21 RCZs (41), one Expert (three) and eight Partners (17).

June's total of 112,566 new vehicle deliveries puts the nation on track for another year of a million-plus.

## Citroen under same roof

Peugeot distributor Sime Darby will take over the Citroën brand in Australia about the end of the year as part of the Peugeot group's move for efficiencies in its global operations.

Nothing was being said officially until an announcement from Paris headquarters.

Citroën distributor Ateco confirmed to GoAuto that it was losing the brand and its dealers had been informed.

Ateco has lost Fiat and Alfa Romeo, VW, Audi, Suzuki and Kia to factory operations but still has Ferrari, Maserati, Chery, Great Wall and Lotus.

Sime Darby, based in the former Ateco headquarters in Homebush, is likely to handle Citroën as a separate operation as it does with Korean SsangYong and retain existing dealerships.

*Peter Wilson*



# Peugeot Pageant

## WODONGA, VICTORIA

### Easter 2013



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

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

The Event Registrar is Tim Farmilo – email: [tfarmilo@optusnet.com.au](mailto:tfarmilo@optusnet.com.au) – Mob: 0411 240 818.



# Pininfarina dies

## He added Italian flair to Peugeots

The Italian godfather of car design, Sergio Pininfarina, renowned for crafting sleek Ferrari race cars and revolutionising everyday automobiles, died on July 3 after a long illness, aged 85.

It was a reminder that a wonderful fringe benefit of Peugeot ownership for half a century has been having a classic Pininfarina design without having to pay a Ferrari or Maserati price.

Sergio, with a degree in mechanical engineering, had been working for his father's respected independent design house in Turin for a year when Automobiles Peugeot in 1951 sought a distinctive and lasting look for its new 403 sedan.

The resulting new Peugeot that came out in 1955 was a bigger success than the family had dreamed of and more than a million units were produced, a company first.

Sergio was instrumental in forging a partnership that led to the Italians styling, designing and producing complete cars for Peugeot, well before inter-company collaboration became the European fashion.

They were niche cars, coupés and cabriolets. Pininfarina produced the bodies which were then sent to France where the mechanical parts were assembled.

A series of numbers and successes followed: the company designed the 404, 204, 305, 504, 505, 205, 405, 605, 306 and 406, though only some had the variations.

The 406 Coupé brought a new dimension to the alliance. For this, Pininfarina also had responsibility for its industrialisation



and production and realised numerous models and research prototypes on a Peugeot mechanic base.

It was a new car, sharing only the floor pan, mechanicals and range topping engine with the 406 sedan, and acclaimed for its kinship with the distinctive Ferrari look.

However, after that landmark model, Peugeot returned to its own designers.

Sergio never pretended to be a car designer even though his surname is the personification of Italian vehicle styling.

He did almost everything else in the 50 years he ran the family business he took



306



604



206 CC



403



404



505



504



406 Coupé



404 Coupé

## Pininfarina Peugeots



over from his father, Battista "Pinin" Farina. Sergio was an entrepreneur and engineer, as well as a politician who advocated a single Europe and worked to improve Italy's industrial competitiveness. And, of course, he was a design director. But Sergio never took credit for designing any single car, though some associates say the 1973 Lancia Beta coupe came straight from his pencil. He did have the final word on everything that came out of the Pininfarina studio after 1966. And his influence on the evolution of car design around the world may be unmatched. An important part of Sergio's legacy is the respect he brought to the design profession.

"When I came into this industry over half a century ago, designers counted for nothing," he said in October 2000. "They were just makeup artists whose job was to make the engineer's work look good."

Sergio always kept abreast of the latest technology, becoming an early advocate of the need to reduce car emissions and increase fuel economy. He was excited by the concept of hybrid vehicles and, in 1972, opened the first wind tunnel in Italy. The company now has a high focus on electric cars.

The Pininfarina studio has designed almost every production Ferrari since the early 1950s.

"Ferrari would have not been Ferrari without Sergio Pininfarina," said Sergio Marchionne, boss of Chrysler and Fiat, which owns Ferrari.

The young Sergio also sought to evolve the coachbuilding side of the family business. Under his guidance, it went

from turning out a few handmade units for wealthy buyers to higher volume, industrial production.

His idea was to "democratise design" by making the vehicles styled and built by Pininfarina more affordable. With the 1955 Alfa Romeo Giulietta Spider he achieved that goal.

In 1955, Pininfarina built just 934 units, all handcrafted. But moving to stamped panels, the company would produce 27,437 units of the Giulietta Spider over the next 11 years.

In the process, Sergio changed the firm from a coachbuilder to an industrial company that would manufacture 198,107 Fiat 124 Spiders between 1966 and 1985; 110,128 Alfa Spiders between 1966 and 1993; and 107,633 Peugeot 406 coupés from 1996 to 2004.

Boutique corporate work included Lavazza coffee machines and the torch for the 2006 winter Olympics in Turin.

Sergio was also a politician who fought for his dream of a strong united Europe long before the current European Union was formed in 1993. Between 1979 and 1988, he was a member of the European Parliament in Strasbourg, France, where he championed Italy's industrial interests.

In September 2005, Sergio was named a life senator of the Italian republic. Just five Italians at a time share the title, which is given to individuals for outstanding achievement in social, scientific and artistic fields.

Sergio's private life was blighted by the death of his son Andrea, Pininfarina's chairman and CEO, in a motor scooter accident in August 2008. Sergio's son

Paolo succeeded Andrea while Sergio's daughter Lorenzo handled public relations.

Sergio always recalled with emotion the first customer his father wanted him to work with personally. In 1951, when Sergio was just 25, Battista decided his son would deal personally with Ferrari.

"I was scared to death because Enzo Ferrari was already a legend in car racing and, notoriously, he was not an easy man to deal with," Sergio said. "At the same time, I was proud: My father gave me a great chance."

Ferrari chairman Luca Cordero di Montezemolo said: "First with Enzo and then with me, Sergio Pininfarina designed some of the most iconic [Ferrari] models, such as the Testarossa or the Enzo, just to name two. Also, there is the work we've done together for the Maserati Quattroporte, which remains one of the most beautiful cars ever built."

Sergio was especially proud of the 1965 Dino Berlinetta Speciale, a concept car that deeply influenced the design of rear-engine Ferraris for the next four decades. The concept was special to him because it was designed without the close supervision of Battista, who was seriously ill and had embarked on a long trip abroad.

Battista liked the Dino Berlinetta Speciale, calling it his first "daughter-in-law design." A year later he formally passed the company leadership to Sergio, who had been heading the day-to-day operations for many years.

**From Automotive News Europe, the London Daily Telegraph and The Pugilist**





## PCCV member profile

### Ivan Washington

Ivan Washington is one of the club's true experts and you will sometimes hear a member say proudly "Ivan built the engine in my car". Ivan cut his teeth on Peugeots, being apprenticed to his father at Elmore Motors, which sold and serviced Dodge and Peugeot cars. He was always keen to make his cars go better and once bought a 203 from racing driver Bob Holden. He finished his apprenticeship at Lanes Motors in South Melbourne in 1957 and later became service manager of Roberts Motors, the Chrysler Valiant dealer in Mount Alexander Road, Ascot Vale. In 1965 he left Roberts to join the Education Department and worked in various technical colleges, including RMIT, Colac and Horsham. He retired in 1991, at a time when he was having competition successes in the Bacchus Peugeot. He spent 10 years touring Australia and fixing Peugeots but in recent years he has limited himself to building sports cars – two clubmans, two Lotus 11 replicas and a Buchanan. He lives at Lara.

**Name:** Ivan Harry Washington.

**Where you were born:** Elmore.

**Age:** 76

**Suburb or town where you live:** Lara.

**Occupation:** Retired A grade auto engineer and TAFE teacher.

**Favourite movie:** Nothing in particular.

**Favourite song or piece of music:** Swing or jazz of the 1930s, '40s and 50s, early rock and roll.

**Favourite spectator sport:** Anything competitive. I have enjoyed watching a good squash or baseball game. I saw John Coleman play for Essendon 60 years ago. I also played in a tennis team with Bill Hutchinson's wife Nel.

**Types of motorsport you watch or compete in:** Have competed in historic sports car races at Sandown and Phillip Island, two Adelaide GP rallies, plus numerous club and HRA rallies starting in the 1960s. Won the William Harvey Trial three times with George Lewis as navigator.

**Favourite holiday destination:** Banana Bowl caravan park at Coffs Harbour in the 1970s. When we lived at



Probably Ivan's most well-known car, the much modified 203 "Lily", now owned by his cousin, Murray Knight. Photographed at Rob Roy Hillclimb in 1992.

Horsham we used to travel to Robe and spend a few weeks lazing and sailing my mate's "125" dinghy.

**Hobbies:** Building or restoring cars, jazz.

**The person you'd most like to meet:** Ron Tauranac (Jack Brabham's engineer).

**Something we don't know about you:** I was a pretty good dancer. That's what won both my wives. After Wendy (No. 1) died, I met Shirley at a ball and she told me later that after the first step "she knew" (I'm still not sure what she meant).

**When you joined the club:** May 4, 1959, when meetings were held in a room over the showrooms of Canada Cycle & Motor Co in Latrobe Street.

**Any committee positions held (past or present):** Joined the committee when Cliff Jacka was elected president in 1961 (I think). We didn't have official committee positions in those days (apart from president, secretary and treasurer) and we all did a bit. I ran some trials (Ivan's Folly for one) and economy runs, etc.

**Other car clubs you belong to:** MG Car Club Geelong, which has grown into a large, strong club over the past 12 years.

**Your all-time favourite Peugeot:** 505 GTI. A great driving car but terrible to work on. Could put up some great point-to-point times on country roads without trying before limits and radar arrived. It died in Horsham recently with



Ivan's Buchanan Jaguar special, completed in 2001



## MEMBER TORQUE

a broken gearbox with 450,000km, still running well.

**Your all-time favourite non-Peugeot car:** S series Valiant, for the impact it had in 1962 on the local motoring world. Strong, simple engine with no oil leaks, the best auto transmission by miles, and it forced Holden and Ford to raise their games. Our current (2001 and later) Magna is the most underrated car ever sold in Australia. Better built than any of the opposition, nothing goes wrong, no silly electrical problems. My mate who has been selling and servicing them for years has never seen the head off an engine and he does all types of repairs.

**Your thoughts on modern Peugeots versus older models:** I've driven the 508, 407, 307 but not any 306 GTI types, unfortunately. The performance of the latest HDI engines is terrific. The 1.6 HDI surprised me and the cop who recently stopped for a chat. The latest six-speed auto is very good, but the previous autos were very poor. Generally the cars seem to be a bit stiff in the suspension for average driving and the brakes over-boosted. I would worry about the reliability of the electronic gizmos.

**First car you drove:** 1924 sleeve-valve Willys Knight, when I was 12. But I taught myself to drive on a World War II Dodge weapon carrier Dad built as a tow truck. Interesting, it had a 4-speed 'crash' gearbox and I did lots of gear mashing. When I was 16 I used Dad's 1936 D2 Dodge to drive 50km to trade school at Bendigo each week. No licence, no muffler, no brakes. A typical mechanic's car.

**First car you owned:** 1949 Austin A40 ute (top speed 108kmh) which Dad



Ivan's Lotus 11 replica

had traded on a 203 to a farmer out at Hunter in 1952. He gave it to me when I reached 21, so I sold it and bought a 203.

**First Peugeot you drove:** 203.

**First Peugeot you owned:** 203.

**Other Peugeots (not including your current collection):** Ex-Bob Holden racing 203, new 1967 404, which I traded on an early two-litre 504, then 504TI, 505STI, 505 GTI

**Cars you currently own:**

1. 307 HDI Touring auto, done 90,000km and running well. Prefer my cars to be autos these days as my knees ache after 30 minutes of city driving.
2. 306 HDi sedan, manual. Now on the market. Despite what Noddy thinks,

the clutch is light and smooth to operate with a new actuating cable.

3. Lotus 11 replica (built in 2010) with Toyota 4AGE 20-valve engine. I have been slowly improving the handling with roll-centre height adjustment, 205 GTI wheels and Falken Azenis tyres and it's now very good. With 130HP and weighing 520kg, it also goes pretty well in a straight line. I don't know the top speed but it does 145kmh at 7500rpm in third gear. Fifth gear at 7500rpm would be 245, but I'm not going to try. I will have to sell the Lotus one day as I'm finding it difficult to enter and exit.



Left: Ivan with Murray Knight after the 1991 Dutton Grand Prix Rally. Above: In action at DECA during the rally.



# This Lion had many lives

Part 1



The Red Wagon (AKN 636) parked on the oval at Tooborac before the first stage of the Repco Reliability Trial in 1979.

This is the story of a remarkable vehicle owned by PCCV members for a couple of decades and some of the exploits it got up to.

This 404 wagon competed in the 1979 Repco Reliability Trial, then took part in many club rallies and motorkhanas with two owners, then had a quiet few years more as a family vehicle before hitting the competition scene again with the formation of the HRA, before moving on with a fresh makeover to competing in four Variety Club Bashes.

For purposes of this story, we will call this car the “Red Wagon”, and this story starts from the picture below, as it was being rebuilt from a rusty shell for the Repco event. This would have been the end of the road for most cars in this condition, but for this one, it was a fresh start in a remarkable journey. Undoubtedly there is a much longer history before this that I am not aware of.

Below are some excerpts from **Graham Wallis’** excellent account of the Repco Reliability Trial that appeared in the club’s 50th Anniversary book in 2004, followed by Peter Cusworth’s account of his 13 years with the Red Wagon.

## The Repco Journey

**T**HE Repco was definitely the toughest Round Australia of them all. Most of the event was competitive rally sections run at much higher speeds than the original events of the 1950s, but without the road closures and safety procedures used in today’s events.

The time to be taken for the lap of Australia was 2 weeks. From Melbourne to Darwin we only had two nights sleep, at Adelaide and Perth!

The Red Wagon was one of two cars entered from our club and was crewed by Graham Wallis, Dave Cochrane and Richard Davies. Our entry was very much constrained by a tight budget.

A 1964 shell was obtained for \$50 to which the engine from my 404 rally car was fitted, along with the diff and rear end from Richard’s written off ‘68 wagon.



Time spent repairing and preparing the 1964 body shell left little for testing the wagon before the Repco.



## A 404 WAGON TALE

These facts really sealed our fate. The vast amount of time needed to repair the rust in the shell and fit the hypoid rear end (this involved replacing half the floor pan, and even then it didn't fit properly) meant that the car was never tested properly and was delayed by a series of fairly minor problems and ran out of late time at Darwin.

I had thought the wagon would make a good long distance car, a bit cumbersome maybe, but should go great on the rough stuff. As things turned out the rough road ability was pretty ordinary, the twin coil spring rear end not being a favourite of my mine; later on, the 505 wagon had this aspect sorted. On the other hand the handling was great, especially at high speed!

The event started from the Melbourne Showgrounds and made its way to Tooborac on the Northern Highway. The first section was run in what is now part of the Puckapunyal army range. We set a good time and made up a few places before leaving for Bendigo, Ballarat and Heywood.

...After a break at Mt Gambier we tackled a series of sandy sections along the SA/Vic border. We passed many cars bogged as the live axle Peugeots are just about the best thing ever made for sand.

Unfortunately just north of Frances and heading for Bordertown we met our Waterloo in the form of a huge bog, which trapped most of the field. As I approached and saw all of the taillights I thought, "we could be stuck here" and stupidly drove on to just that result. Time and time again we got going to be balked by other cars or simply have the wheels jammed by the amount of mud caught in the wheel arches.

By daybreak we had managed, along with many others, to get a tow from a huge (two story) 4WD tractor.



We then drove into Bordertown for the biggest mess you have ever seen as people tried to clean their cars at the Service Station. By the time we got to Renmark the mud had dried into pillars of dirt in the rear coil springs, restricting travel to around 10mm! A hammer and screwdriver fixed this and this was the last mud we saw for the rest of the event.

The second leg took us from Adelaide to Perth with no rest breaks and via Broken Hill, Coober Pedy, Kingoonya, Maralinga, Eucla, tracks along the Trans Continental Railway Line, then to Narrogin and Perth.

After transporting to Burra we embarked on what was for us the only smooth part of the event, a great gravel road through some hills although this deteriorated somewhat into chopped up earthen station tracks toward the end of the section.

...Unfortunately we had not sorted out our exhaust system properly, particularly the clearance between it and the rear suspension and diff and we had to stop at Yunta on the Barrier Highway for

repairs. This meant we had to miss a couple of competitives and head straight for Broken Hill.

...From here we headed off on a competitive section which ran all the way to Blinman in the Flinders Ranges via Frome Downs. This included lot of dry creek crossings and required a lot of concentration as our drum brake linings had glazed and stopping wasn't easy. We put our spare linings on at Coolgardie and solved the problem, the brakes were excellent from then on and for some years afterwards.

...A transport to Kingoonya along the Stuart Highway was next up and the road condition was simply terrible, Dave drove and I slept, waking briefly to see the remains of a 203 abandoned during an earlier Round Australia.

...There was nothing but rocks across the Nullabor Plain to Nullabor Roadhouse on the Eyre Highway. This was very hard on the car and the front Konis punched out their foot valves leaving us with not much in the way of front suspension for the rest of the event. This is a problem with Koni inserts in Peugeot Struts and the shafts should always be shortened slightly if you are going to use them on rough roads. Also the front pillars started to crack and a crack in the windscreen starting making a diagonal zig zag across the screen.

...The next section along a length of the old North West Coastal highway was the start of our demise.

Because the weather was getting warmer, we had fitted a normal three bladed fan after doing the early part of the event with a two bladed affair. After hitting a rut this went through the radiator, a common enough early Peugeot fault but no problems until now because of the smaller fan we had been using.

Richard, Graham and Dave at the Melbourne Showgrounds start.





## A 404 WAGON TALE

The highway was still unsealed in those days and we hit another rut near Hall's Creek and destroyed the second radiator!

After fitting a Falcon radiator and having to destroy the bonnet to make it fit we continued to Kununurra where we started

to experience a bad misfire. By this stage we weren't thinking too clearly at all and kept going without trying to find the problem. A few km later the car stopped and we thought that the coil had burnt out. Then our service crew drove past without seeing us! After asking many passing service crews for a coil, nobody had one, one guy had a look and found it was just the points gap that had closed up!

...The distributor points episode was the last straw and we were out of late running time when we arrived in Darwin.

All in all, the event was a great disappointment for us, rushed preparation giving us little time for testing compounded by tiredness and lack of clear thought during the event had caused our retirement. We could have done a lot better with just a little bit more organisation.



The end of the road in Darwin. Graham, Dave and Richard, with their service crew, looking dusty and very tired. The wagon bonnet and front modified to fit a Falcon radiator.

## A Club and Family car

By Peter Cusworth

I bought the Red Wagon (AKN 636) in late 1979 after it was advertised in Torque. I had just competed in my first couple of club rallies in my 404 ute, which was not that suitable for rallying, so had thought the wagon would make a much better rally experience. I was also about to head overseas for about 9 months and selling the ute, which was in pretty good nick and buying the rather second hand wagon would also be a boost to our savings.

Before I agreed to buy the wagon, I navigated for Richard in a Combine 6 rally. The wagon seemed to go really well and certainly fast enough to get the best of my limited abilities. It had an 1800 engine, a single roll bar, driving lights, a hydraulic handbrake, perspex rear windows, large capacity fuel tank, a downdraught Weber carburettor, map lights, was rough and noisy and lots of fun to drive.

When I headed overseas, I left the car in the custody of my friend John Kenny. Driving the noisy old red wagon is where John first got into Peugeots. He was really impressed with how well it performed and went on to also join the club and own heaps of Peugeots over the years.

After I had been overseas for several months, my dad got a call from Graham.

Apparently the Weber carburettor was not part of the sales deal and Graham needed it back. So John dropped the wagon back at my parent's place and Graham came around and took the carburettor off. So the wagon sat out in the street for a few months until I returned from overseas.

Apart from many club rallies and motorkhanas the wagon also became a family car. When I first bought it there was two 504 tombstone seats in the front and a single 404 front seat mounted in the back. Next to that was 1 or 2 spare wheels wing-nutted to the floor. I removed these and put a standard wagon back seat in.

We made several long trips to the Gold Coast to visit family. It was usually during the summer holidays and was always a

hot trip. One time my then brother-in-law owned a spray paint shop, so I spent some of my holiday rubbing back the red wagon and getting a new paint job done for the cost of the paint. I changed it from red with a white roof to red all over with a yellow flash down the side. It was enamel paint and boy was it bright when first done. Not hard to lose in the car park.

When rubbed back it showed that every panel had come from a different coloured origin. For that matter, every mechanical part, the seats, trims, even the dash, steering wheel and column had come from different other cars. When people would ask me what year the car was, I would answer "which bit?"

In 1986 we had another extended trip overseas, so I decided to sell the wagon.



Happy with my purchase of the Red Wagon, fresh from the Repco with all of the stickers, wonky bonnet and missing grill.



## A 404 WAGON TALE

The wagon got a new paint scheme while on holiday in Queensland in 1984.



or bump but the whole car jumped sideways and we were travelling through grassy bush parraell to the track for a time before I managed to get it back on track. I was just waiting to hit a stump or something else in the grass, but fortunately we didn't.

The wagon lead a quieter life for a few years until Graham Wallis got the HRA up and going and I found I particularly

enjoyed the multi-day historic rallies they and PCCV ran. The wagon was looking really tatty by then so I lashed out on some more litres of enamel paint, borrowed an air-compressor, and painted it myself. I went back to the original colour scheme, red with a white roof.

The red wagon was great fun to use in these events, but the HRA started getting serious about vehicle regulations and permitted modifications, especially with the high number of 504-engined 404s competing. So I had the idea of getting a really different Peugeot for historic rallying – a 204.

So finally in 1993, I sold the red wagon to Mike Jolley and his Variety Club Bash mates Phil Vawdrey and Geoff Ryan who along with Steve Moneghetti were about to embark on several years of around, across and through Australia bash events.

**Next month:** Mike Jolley continues the remarkable story of this car as the Red Wagon turns to Gold, the Variety Club Bashes and its brushes with the famous, plus the final end of the road.

Phil Torode bought it from me and used it extensively in club events and for family use, not that his family was very impressed with it.

After we returned home and things returned to normal, I found I needed a second car and Phil was sick of the wagon by then. Guess what, I bought it back again. The thing that really sold me was that Phil had fitted 504 disc brakes to the front, which was a huge improvement to the braking department.

I'm not sure what Phil got up to in the car that year, but I think the car got some spectacular use at club events. What I couldn't understand, is why when I owned the car for a total of 12 years and Philter for 1, people always used to say to me, "is that Phil Torode's old car?".

I had about five different 504 motors in it over the years. 504 motors where so cheap to buy in those years that there was little point doing work on engines. If a noise developed or water started getting into the wrong areas, I'd just drop another motor in, either 1800, 2 litre carby or injection motors. The wagon really went well with an injected motor.

I had made many repairs and alterations over the years. Early on I had the windscreen pillars strengthened, as it had cracks there from the Repco. These repairs seemed to last well for the rest of its time. I fitted some recoed heavy duty struts (from Leslie's I think) which lasted the full time I owned the car and also the Bash events I believe. I found the tombstone seats most uncomfortable so fitted some rally seats. I had some 14 inch wide wheels made up as 15 inch tyres had become hard and expensive to find. Later on I had Peco Star make some custom white spokers. Not sure if they were ever able to take orders for other 404 wagons with 504 disc brakes.

Graham's earlier thoughts on the car's handling and the less than perfect modifications made to fit the hypoid diff rear end, certainly explained some not so good handling characterisits. I remember during one rally heading down a narrow track at high speed. We must have hit some sort of corrugation

On the drag strip during the first Otways Historic Rally in 1991. These events got the wagon out competing again, even if she was looking a bit rough.



Competing in the Alpine Historic Rally in 1992 after another paint job... back to the original colour scheme





## FROM THE EVEN NEWER FRONT SHED



Robert "Turbo" Cherry

I think I said last time that I would only be returning to Torque when I had interesting stuff to talk about and that there were some pretty interesting projects in the pipeline that should materialise over the next year or two. See below the 404 3 litre V6 EFI – it's a ripper. Also still to come in later months is the detail on the PRV 24V V6 EFI conversion to my 504. Sometime after I had secured my PRV 24V V6 motor, Leon Schulz has also managed to find one. These motors are not very common even in Europe and only two have made their way into RWD Peugeots in Australia that I am aware of. More about these later.

Laguna Boy suggests he has a 'partner in grime' now – it's Citroen Boy. Citroen Boy is someone who harvests Citroen XMs for their PRV bits, although not to the same prolific levels as Laguna Boy. Since I am Citroen Boy and also the author of this column, I will refrain from depicting myself in some dodgy outfit with a big "C" on it.

The finished installation of the 3 litre 404's engine bay, a little more technology than you normally find in a 404.



### 3 Litre V6 EFI 404

After my last article Laguna Boy, aka Bill Hamilton, was a little unimpressed with the level of blokiess of the Laguna Boy caped figure in the photo. Despite this setback L.B. has soldiered on and in a spare moment removed the 2850cc V6 oddfire with Bosch K-Injection and replaced it with one of his harvested Laguna EFI motors. For this installation Bill maintained the factory ECU and sensors and maintained the rearward orientation of the inlet manifold, however some significant changes are still required to make the motor fit.



Laguna Boy, aka Bill Hamilton



The more elaborate extractors that were on the 404 have been replaced with Bill's simpler header design.



Rear view of the Laguna motor, note the flexplate and chopper ring/trigger disk and inlet tube on the manifold.



Bill Hamilton's 505 twin turbo 3 litre V6 at full tilt on the Philip Island racetrack giving a fright to a Nissan Godzilla. I will never tire of talking about this car.

The sump, timing cover and right hand rocker cover needed to be changed to older oddfire bits from RWD Peugeots or Volvos and Bill fabricated an inlet tube to run between the inlet manifold and throttle body to make everything fit into the 404 engine bay. The chopper wheel or trigger disk that enables the ECU to know where the crankshaft is in its rotational cycle was removed from the Laguna flex plate and attached to the Peugeot 604 flexplate used in the 404. The crankshaft position sensor then had

to be grafted into the top of the ex 604 trimatic bell housing.

When you turn the key of the 404 there is a momentary whirl from the reduction gear type starter motor and the 404 bursts into life like any modern EFI car with an initial fast idle which comes back down to normal idle speed quite quickly. As you launch, the initial low-rev acceleration is perhaps slightly less than the older 2850cc oddfire motor, but as the revs rise power builds with the more refined hum of an evenfire and the linear power increase over the rev range becomes quite impressive at the top end.

### Peugeot 505 TTV6 Update

The Bill Hamilton 3 litre twin turbo 505 has reached a level of performance now which is simply mesmerising. In its most recent visit the Philip Island racetrack in June, it achieved a time of 1 minute 51.9 seconds with a top speed on the main straight of 232 kph. Anyone who has attempted a lap or two of Philip Island will be aware of what this lap time means. Bill's previous fastest lap in the 505 was 1.55.2.

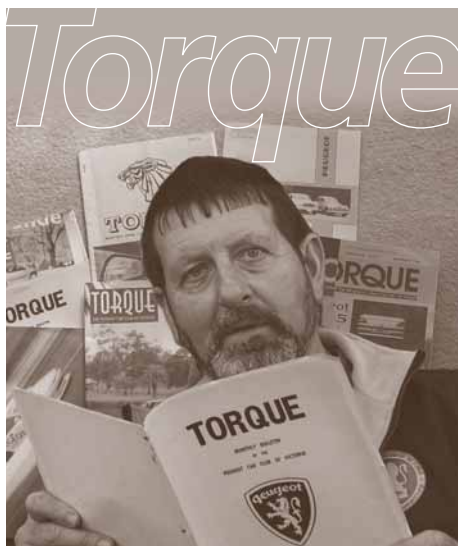
There has been more than enough power developed by this car for some time and Bill has more recently focused on handling. The 505 now has adjustable Koni's all round, front camber is around 3 degrees negative, it has a new 30mm front anti roll bar from Kmac and the rear ride height was increased by 10mm to minimise the impacts of rear end squat under acceleration.

This biggest change however was the new hubs and wheels. The car is now fitted with 'Rota Torque Drift' wheels 17x9 rear and 17x7.5 fronts with 245/40 and 225/45 Yokohama AO50 tyres. The combination of the new wheels and tyres and suspension mods means that the 505 now really exploits its prodigious power and can run with other serious machinery in the corners as well as the straights. As is often the case at these events someone, with a fast car, who has been left in the heat haze after a 1980s red coloured old French sedan blasts past them comes over to enquire about what is under the bonnet. These friendly chats normally only make the visitor more confused after they discover that the transmission is only a three speed auto!

In the two visits to Philip Island prior to the June event described here, the 505 had suffered from some hesitation under acceleration and the ECU data logger had error messages indicating too many pulses from the crankshaft and camshaft sensors. All of the Monday experts, including myself, suggested bad earthing. The fault turned out to be the nut on the starter motor that connects the main power lead, the main charging lead and the main power feed to the rest of the car, was loose.

Go to [contour.com](http://contour.com) or YouTube and search on "505 V6 tt Philip island 20120630", and watch the in car video as Bill does a few laps in the 505, this video is pretty good.





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

## TORQUE AUGUST 1972

At least 14 people had nominated for the 7 committee positions at the Annual Meeting held last month and all other office positions were contested with a larger than usual number of nominations.

Albert Johnson from Regan's would be Arbiter and Oracle of Technical Disputes at a Member's Forum to be held at the August Meeting.

The Committee had decided to resurrect the Club Championship with 13 nominated events with scoring to include members helping to run events.

The highest ranking point scoring lady would also be a PCCV Lady Champion.

A fun Motorkhana would be held at the Tally Ho boys village.

*FOR SALE: 2 Bridgestone Winter Radials 165x15 Plenty of good grip in 'em yet including two used tubes (Michelins) and very good condition \$10.00 the lot.*

*404 Zone toughened windscreen only slightly chipped \$10.*

*And from a Saturday "AGE", Rolls Royce Silver Cloud III, brand new March 1965, Filled airconditioning - power windows - V8 Automatic - Indistinguishable from new - only used as second car - Inspection welcome. (Hmmm)!*

## TORQUE AUGUST 1982

This issue of Torque basically introduced the committee for the next twelve months, the rallying program for the next 6 months, and several social events.

Technical Torque: Viv Baddeley had written a very comprehensive and detailed article on 504 injection fuel pumps. Bruce Tayler fixed that annoying leak from the oil pressure warning light switch and Geoff Miller told of his search for tyres for his 403.

The Bastille Day celebration at the Ferntree Gully Football Clubrooms had been a great success socially and financially.

*FOR SALE: Peugeot 403 (HHA.310). (Then followed a half page of all that had been done to it, spares available).*

*It was only for sale to make room for the 1946 1.1/2 Litre Riley restoration.*

*WANTED: 1 only XC5 piston size "B" weight 6. 2 only XC6 pistons size "B" weight 6 with small gudgeon.*

## TORQUE AUGUST 1992

Editor Jim Ryan had put together his last Torque after 4 years and to get the message across in his Editorial had managed to insert the same page twice in the Torque.

Ivan Washington had been out to Calder for the Sprint day where he flew the flag for the PCCV in Lilly the 203. Although giving away 19 seconds a lap to the "full race" RX3 rotary Mazdas, Ivan was able to outbrake everyone at the end of the straight at about 170KPH and 6,000 rpm.

The RAC of Western Australia put out a buyer's guide each week on its strengths and weaknesses. Under the heading of "Robust and reliable with a touch of class" was the write up for the 504.



Technical Torque had a discussion on the negative aspects of push starting a car in low gear, 504 Hand Brake adjustment, anti corrosion additives and more on 404 engine stalling.

Regan Motors had a '87 GTi wagon 5 speed man 8 seat sold new 74,000 km for \$29,000.

*WANTED: '50's style small caravan wanted to restore and suitable for towing behind a 203. 404 Sedan wanted for young persons 1st car.*

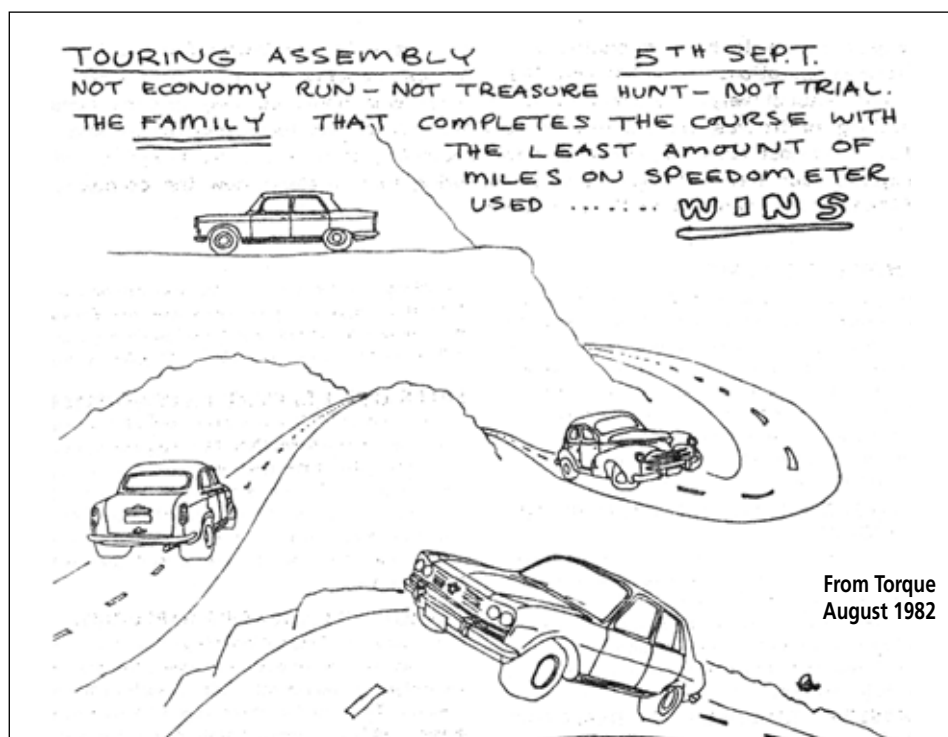
## TORQUE AUGUST 2002

Three events socially for August were the President's Breakfast Run, Coffee at Moonee Ponds and a run to look at the Maribyrnong River Bridges from the Yarra and Keilor.

Five members had won the Bastille Day Go Kart challenge against the Fiat, Renault and Citroen clubs with John Craddock PCCV being 1st outright. Later that evening 24 members had enjoyed a Bastille Day Dinner.

Leon Saliba discussed braking upgrades in his Torque Steer, while Bruce Tayler had tips for automatic transmissions.

*WANTED: 205Si body to transfer the good mechanicals from our damaged car.*



From Torque August 1982



## President colliding with Peugeot



François Hollande ... stuck with jobs pledge.

French President François Hollande says the Peugeot group's plan to close the Aulnay factory and slash 14,000 jobs won't be tolerated. History suggests otherwise.

In the last major clash between a sitting French president and a company over corporate downsizing, Hollande's predecessor, Nicolas Sarkozy, vowed in 2008 that an ArcelorMittal plant in northeastern France would never close and jobs would be saved.

A year later, the world's biggest steel company shut the factory.

Hollande, elected in May after pledging to block a "parade of firings," said on July 14 he would lean on the company to rework a plan intended to stem losses and trim production capacity.

The government was to report the findings of a review later in the month, as well as measures to prop up the French auto sector.

"The state has no means to put pressure on Peugeot," Paris analyst Florent Couvreur pointed out,

PSA doesn't have much wiggle room to amend its plan. Europe's second-largest carmaker is burning through €200 million euros (\$245 million) of cash each month, its investment rating is junk and its first-half operating loss is close to €700 million.

The stock fell 7.7 per cent to a new 23-year low that day on concern the government will try to dilute the plan and possibly end up taking a stake in company.

Peugeot group chief Philippe Varin has indicated that he's ready to "open the books" to the government to show that French labour costs are too high. And that another round of car-scrapping incentives isn't the answer.

The company's reliance on France and southern Europe for sales has made it more vulnerable to the economic slump than Renault, which has a partnership with Nissan, and Fiat, whose ownership of Chrysler Group in the United States has compensated for widening losses in Europe.

Company documents show closing the Aulnay plant in 2014 and cutbacks would reduce PSA's manufacturing costs by €200 to €250 per car.

Hollande is squeezed between the demands of his union supporters and plans by some of France's largest companies to reduce their work force to adjust to slower economic growth. Air France-KLM Group, Europe's largest airline, is eliminating more than 5,000 positions. Drugmaker Sanofi may reduce staff by more than 2,000.

"This is a case that goes far beyond Peugeot politically," said industrial economist Bernard Jullien.

The French economy probably shrank in the second quarter for the first time since 2009. France had 2.92 million people looking for work in May and the unemployment rate is 10 per cent.

Analysts say the government cannot fix long-term problems with short-term solutions.

*From Bloomberg*



Philippe Varin ... will open the books.

## Peugeots come back fighting

The usually very private Peugeot family has hit back at French government suggestions that it has favoured its own financial interests over the development of the automotive group that it controls.

Industry minister Arnaud Montebourg had said the family had decided the company should pay a dividend of €250 million while knowing it was getting into financial difficulties.

In a statement, the family said that it "has systematically rejected the payment of dividends when the economic health of the group required it." It has always chipped in when a financial operation was required to support the company's strategy and development.

The Peugeot family said the company hadn't paid a dividend in three of the past four years, and the dividend payment of €78 million in 2011 was outweighed by the family's contribution of €133 million to this year's capital increase of €1 billion coinciding with the alliance with General Motors.

Politics has cost Peugeot its half million a year car sales to Iran when its GM deal meant it had to respond to US trade sanctions.

Only a few Peugeots are employed by the firm that bears their name.

The rest of the family has opted for a reclusive lifestyle since one member was kidnapped in the 1960s.

Some of them still live near Valentigney. Chairman Thierry Peugeot, 55, returns from Paris to the family seat – nicknamed "chateau Peugeot" by locals – on most weekends, when he can be found shopping at the local do-it-yourself store.

*From Reuters*

## Company jet may go

THE Peugeot group is considering as a money-saving move the sale of its business jet, a Falcon 50 jet operated by Air Gefco, an offshoot of its logistics arm, Gefco.

The grey and white aircraft with the corporate logo painted on its tail was built in 1984 by Dassault Aviation.

Peugeot has raised €440 million from selling its Citer car-rental business and €245.5 million from the sale-and-lease of its Paris headquarters.

*From Les Echos*



## A History of Peugeot in Australia — PART 3

Russell Hall has been delving into the National Library Archives

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

Peugeot marketing in Australia was well established by 1924 and the car was increasing in popularity.

The make was often in the news.

- A racing Peugeot had gone over the bank at Brooklands at 110 mph in a fiery crash.
- Peugeot was mounting an African expedition to the Cape using tracked vehicles with Tartais engines.
- A Peugeot had left Adelaide to set a new speed record to Melbourne (via the Coorong) but had failed.
- C.H. Harris and Norman Mather had driven a Quad from Melbourne to Sydney at an average speed of 20 mph to return 73 mpg. It cost them 16 shillings, less than a second class rail fare.

**Peugeot Cars**

### The Long-Life Car

Peugeot are the oldest and one of the largest Motor Manufacturers in the world.

Peugeot has been for many years a standard for European Cars, and still remains so.

Peugeot Cars which have been on the road for 20 years are still giving good service.

Peugeot in their 13 great factories build a car for every purpose, from the "BABY," which does 70 miles to the gallon, and sells complete at £280, to the glorious SIXLUX, which does from 5 to 95 miles an hour on top gear.

Let us have the pleasure of giving you a trial run in any one of our Models.

**French Auto Co. Pty. Ltd.**  
400 Lonsdale Street, Melb. Tel. Cent. 3751.

**Peugeot Cars**  
TM. G. 3751.

Immediate Delivery.

20 Years' Racing Experience

**11.25 H.P. "DOC" MODEL**

Enables Us to Offer You the Safest

**DOUBLE-SEATER, £450**  
and Best Touring Car, and at the Lowest Cost Per Mile.

**SINGLE-SEATER, £440**

**French Auto. Coy.**  
400 Lonsdale Street.

**FRENCH AUTO COY.**  
SOLE AGENTS FOR  
VICTORIA & TASMANIA

The market was extremely competitive. In 1924, 108 makes were competing for Victorian sales of around 1500 cars a month. The top six makes accounted for about half all sales, so the remaining firms had a struggle for market share. Victorian sales of Peugeots improved from around 5 per month in 1922 to 9 to 15 a month in 1924. These were respectable sales figures and were in the middle of European makes.

In this sales environment it was necessary to actively promote a car and this was done very effectively by the French Auto Company. They entered teams in local economy and reliability trials and aggressively advertised in well thought out display advertisements. They emphasised the racing heritage, power, economy, durability and quality of the cars.

**Cabriolet Peugeot**

**£290 Complete**

**PEUGEOT CARRIOLET.**

**"A CAR FOR EVERY PURPOSE."**

In addition to the splendid new PEUGEOT CARRIOLET, illustrated, the latest model car for touring, shopping, and getting, with the most grand combination of cost and value 40 more get pleasure are offered choice of our other wonderful PEUGEOT models as follows—

TOURDOOL, 13 h.p., French body, £280	INTERSPORTS, 20 h.p. chassis, £310
DOC SPORTS, 24 h.p. chassis, £320	TOURDOOL, 24 h.p. chassis, £320
INTER-COLONIAL, 24 h.p. chassis, £320	SIXLUX, 24 h.p. chassis, £320

The assurance of over 30 years' manufacturing is embodied in every Peugeot Car. Peugeot means LONG LIFE, COMFORT, and ECONOMY. There are also PEUGEOT MOTORCYCLES, LAMPS, TRUCKS, and TRACTORS.

Write or call for catalogue and full particulars. Payments can be arranged to suit the convenience of purchasers.

See the PEUGEOT STAND, No. 42, INTERNATIONAL MOTOR SHOW.

**FRENCH AUTO. CO. PTY. LTD.**  
400 LONSDALE ST., MELBOURNE. Tel. Cent. 3751.

**"The Long Life Car"**

- All Peugeots were to have four wheel brakes as a safety feature (yes, people talked about safety even then).
- The French Auto Company had entered a team in the Alpine Trial.
- Auto Paris in Brisbane was advertising for country dealers and Plants in Horsham were advertising Peugeot every week. They were even being sold in Dubbo.
- Racing driver Tommy Milton returned to America taking two Baby Peugeots with him, saying "these tiny cars are the most interesting thing I have seen in Europe".
- To confirm the power and speed image of Peugeot, in 1925 Andre Boillot won the Targa Florio (for the second time) in an 18hp. The French Auto Co was advertising "the same car" for 850 pounds.

**The 5-passenger Peugeot**

**Peugeot**

The Peugeot "Tourdoc" (illustrated), though roomy enough to carry five passengers comfortably, shows remarkable economy in petrol consumption—30 to 35 miles per gallon. This combination of weight-carrying capacity and low cost of running is not attained by any other car. Imported French body, Balloon tyres, four Hartford shock absorbers, and other features usually charged as extras are included in the reduced price £450.

Arrange a demonstration with

**FRENCH AUTO. CO. PTY. LTD.**  
400 LONSDALE ST. MELBOURNE.  
PHONE: CENT. 3751.



## PEUGEOT HISTORY

They were not shy of making performance claims that some regard as unlikely. The SixLux would accelerate from 5 mph to 95 mph in top gear, the Doc Sport would achieve 35 mpg and 75 mph, while the Quad would return 65 mpg. Their advertising emphasis was on long life, comfort and economy. The car that always gets there, the long life car.

In 1925 they were offering seven models, from the 290 pound Quad cabriolet through the 450 pound Tourdoc and the 600 pound Inter Colonial to the top of the range Tourlux at 1250 pounds.

The big selling cars on the Australian market were locally assembled American cars like the Chevrolet which started at 200 pounds.

The Peugeot was presented as a high quality luxury car and sold to middle class people who wanted quality and something different. It is likely that

Australian sales were in the order of 120 -180 cars a year in 1924 and 1925.

In April 1925 the Australian concessionaire A.W.B. Mather took over the Sydney dealership and established the firm of Mather Bros. He had been on the wrong side of a Queensland Royal Commission into the sugar industry in 1923, when shady dealings were alleged including the offer of a Peugeot as a bribe.

Perhaps the first hint of trouble was when new Peugeots began to appear in auction houses in mid 1924. There were drastic price reductions in May – it was said to make way for new stock. A new SixLux chassis could now be bought for 695 pounds, down from 1000. In December there was a stock clearance sale of 6 Baby Peugeots in Brisbane at cost. In May 1925 Lesseys in Sydney were auctioning a number of new Peugeots just out of bond, on instructions from the importers.

All became clear in June 1925 when an action was taken in the NSW Supreme Court against Alfred Mather. It was revealed that he had been subject to an action in the Victorian Supreme Court in May 1924 for a debt of 2000 pounds, and that he had continued to trade whilst insolvent. The Sheriff had moved against his assets in October. We do not know Mather's version of events because he could not be found. Nor could the deposits dealers had placed on new cars for delivery. A.W.B. Mather and his family had done so much to promote Peugeot

in Australia, particularly in Victoria, so it is sad that his actions virtually took the dealer network down.

Peugeot moved swiftly to replace him. In August 1925 Henry B. Smith of 115 William St. Melbourne, the new sole Peugeot Concessionaire for Australia, was advertising for state dealers for Queensland, South Australia, Western Australia and Tasmania. The French Auto Company with its large new showroom and workshop continued on for a while but by 1926 the Melbourne agency had moved to Rhodes Motors. Apart from a Peugeot decal on their showroom window (which was still there after the war) they did nothing to promote sales of the make.

New dealers were found for Western Australia, NSW and South Australia. There were some attempts by the Adelaide dealer to promote the cars. But the peak of Peugeot sales in Australia had passed. There was to be one more pre-war attempt to establish Peugeot on the Australian market, and that was to come from France.

# PEUGEOT

## "DOC" SPORTS 1925 MODEL

### Your Bank Book

Does it allow you to buy a big car?  
Does it allow you to pay for heavy running costs?  
Does it allow you to pay big TAX?  
IF it does! WHY do it?

Why not allow us the pleasure of demonstrating the new "Doc" Sports Model Peugeot, the car that makes the hills look flat, and bad roads like a billiard table. Fitted with Hartford Shock Absorbers, front wheel brakes, wire wheels, and a beautiful streamlined body, and which gives you 35 miles to the gallon and does 5 to 70 miles on top gear.

**An Invaluable Business Asset**

*If you ride in one you will want one.*

## PRICE £525

**French Auto. Company**  
400 Lonsdale Street, MELBOURNE.  
TEL. CENT. 3751.

# PEUGEOT

## THE EVERLASTING CAR

PEUGEOT are the oldest Automobile Manufacturers in the world.

From their first production till present times their work has been a standard for European Cars, and still remains so.

Their ambition has been the best only, and from the Baby (which does 70 odd m.p.g. gallon) to the powerful SixLux, it has been proven again and again that their ambitions have been achieved.

**CALL AND INSPECT.**  
**A Run Tells Everything.**

Allow Us to Have the Extreme Pleasure of Posting You a Catalogue.

## French Auto Co.

400 Lonsdale Street, Melbourne.  
Tel. Central 3751.

# Peugeot

## Big New Shipments



### Baby Cabriolet, £290 complete

The latest model car for visiting, shopping, getting—always reliable, easily handled, quickly converted from entirely enclosed to open Tourer. The cheapest car to run in the world! Petrol consumption not less than 60 miles per gallon.

### First Shipment of the Beautiful New Peugeot Tourdoc £450 complete

12 H.P. 1800 C.C. 1925. FIVE SEAT.

PEUGEOT has been the recognized standard and leader in Continental Cars since the inception of Petrol Motors, and in the magnificent new Baby Cabriolet and Tourdoc the superiority of Peugeot is further emphasized. Thirteen great factories are devoted exclusively to Peugeot production. See their latest and best "PEUGEOT" in comparison with long life, comfort, and economy. You will be delighted with a trial run—no pleasure as well as yours.

**French Auto. Co.**  
400 LONSDALE STREET  
MELBOURNE.  
Phone Cent. 3751.

The experience of over 50 years makes Peugeot a name that is everywhere in every Peugeot Car.

"PEUGEOT"—THE LONG LIFE CAR—400 LONSDALE STREET MELBOURNE.

Five large buildings containing over 10,000 square feet, four acres of Peugeot equipment.

# Peugeot

## Models

Owing to the expected arrival of a large consignment of high-powered models, we are offering huge reductions on our present stock to make an immediate clearance.

**The 6-cylinder 33-h.p. Peugeot—an Ideal touring car.**  
Usual Chassis Price, £1000;  
**NOW £695**

**The Latest 18-h.p. (overhead valves) Sports Model.**  
Usual Chassis Price, £650;  
**NOW £575**

Arrange a Trial Run Without Delay.

**French Auto Co. Pty. Ltd.**  
400 Lonsdale St., Melbourne. 'Phone Cent. 3751.

## STAND NO 43

# International Motor Show

See the Delightful  
**PEUGEOT CABRIOLET**



PEUGEOT CABRIOLET.

The Ideal Car for Travellers or for Ladies, for Visiting, Shopping, &c.

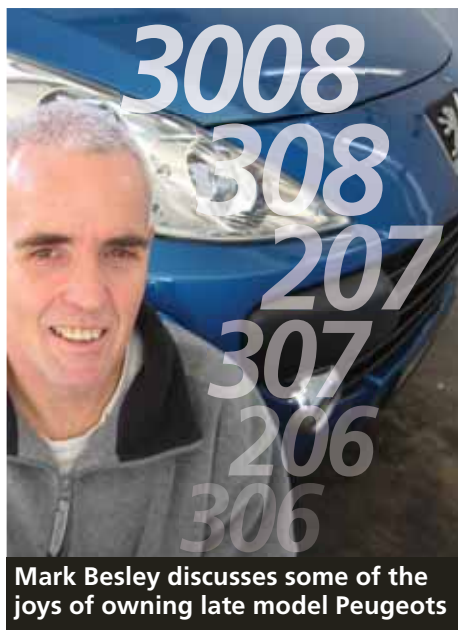
The Cheapest Car in the World to Run—Easily Handled—Always Reliable.

Quickly Converted from Entirely Enclosed Car to Open Tourer.

**Only £290 Complete**

**FRENCH AUTO. CO. PTY. LTD.**  
400 Lonsdale Street, Melbourne.

## "The Long Life Car"



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

## 4008 Promotion and Pricing

The 4008 is now with us and unless you have been sitting with your eyes closed for the last couple of months, you will have seen the significant amount of advertising that Peugeot Australia are putting into this model. Things like the whole front cover of the Age "Good Weekend" have been purchased as advertising space as well as television adverts.

It is also interesting to see Peugeot Australia pursuing less traditional means of promotion. For example, if you use Facebook and have "Liked" Peugeot Australia, you will have seen opportunities to win family passes to movies ("Ice Age 4: Continental Drift"). There was also a promotion running on Facebook to "take home the keys to the 4008 for the weekend (and take home a \$500 Caltex Fuel Card)" by following a Facebook link and asking, "Can I Borrow the 4008?".

When I wrote about the 4008 in the June issue of Torque, the prices had not been announced before the deadline for submitting my article. I had been wondering how much of a price premium Peugeot would be charging for the 4008 compared to Mitsubishi ASX. The good news is that (apart from the base 2WD model), the 4008 prices compare quite favourably.

Some comparisons (these are "on the road" prices as quoted from the respective company websites):

4008 "Active" 2WD, \$32,685 manual/\$35,263 CVT auto

ASX 2WD \$26,990 manual/\$32,635 CVT auto.



These are all petrol-engine models and it should also be noted that the \$26,990 price for the manual 2WD ASX is a special promotion running at the moment and the "regular" price indicates a similar (lesser) difference, more comparable to that for the auto model.

4008 "Active" 4WD, \$34,745 manual/\$37,323 CVT auto (both petrol) ASX 4WD CVT auto petrol and 6-speed manual diesel, both \$36,755.

This is not such a straightforward comparison because Mitsubishi don't sell a manual petrol version of the ASX and Peugeot don't sell a diesel version of the 4008. Nonetheless, the Peugeot/Mitsubishi price comparison on the auto petrol version (4008 \$37,323; ASX \$36,755) indicates little difference with the 4WD versions.

At the top end of the range, the 4008 "Allure" at \$42,473 compares favourably with the Mitsubishi "Aspire" at \$41,393 (both 4WD petrol CVT autos). These are "basic" comparisons that do not include a detailed examination of included/paid options at the various model levels.

I believe that Peugeot have done the right thing with pricing of the 4008. As Peter Wilson noted in his article last month, the 4008 "has a smaller price margin over its ASX cousin than the 4007 had over the Outlander". Hopefully this, coupled with the advertising efforts is turning into sales volume for this newly-released model.

## Allianz 3008

Speaking of advertising, have you seen the Allianz car insurance TV advertisement where the woman (who I think is meant to be a real estate agent) gets caught in a hailstorm and her car is severely hail-damaged despite her efforts

to protect it using the sign that she was taking to the property she was visiting? I've put a picture from the advertisement below. Despite their attempts to hide the brand of the car (note how the Peugeot Lion logo has been edited out of the picture), the car is unmistakably a 3008.

Apart from the windscreen damage obvious in this photo, the car doesn't look badly damaged. However in the TV advertisement the side of the car is shown with substantial hail dents, smashed side windows and a broken mirror, hanging by its electrical cable. It is interesting to consider how this damage was artificially inflicted on the car - perhaps they attacked it with hammers? It is also interesting to speculate what happened to the car after the making of the advertisement was finished. I wonder if it was fixed up and sold on the second hand market?

Given that the unfortunate owner of the 3008 was out in the "storm" and hit by the same massive hailstones that impacted her car, it is surprising to see her on the phone to her insurance company - I would have expected her to have been knocked to the ground and probably suffering serious skull fractures. It seems that she is tougher than the 3008!





## Peugeot Sales

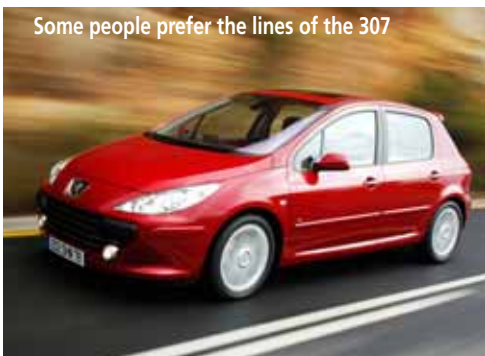
There were some interesting comments about the level of Peugeot sales in Australia in last month's Torque. Again referring to Peter Wilson's article, there was a large drop in sales in May. It is a shame that Peter is apparently no longer being supplied with sales figures broken down by model which was something that I always liked to read.

His comments about the 308 selling significantly less than the 307 are interesting. One thing I have heard said is that some people don't like the look of the 308 and prefer the lines of the 307. It is interesting to note that low-kilometre examples of the last of the 307 Touring are still being advertised at prices over \$20,000 which is not bad for cars that are five or six years old. It's nice to know that my 2006 307 Touring is still holding a reasonable value. The virtual unavailability of manual transmission in the current 308 range may also be a factor.

Despite Murray Knight's comments about motoring journalists, I still see what I regard as a lot of bad press for some Peugeot models. Murray said that the 3008 "had received generally good reviews", but I don't recall them being too enthusiastic. For example, Drive's (the Age) summary: "Pros – classy, well-equipped cabin, Cons – No 4WD option, suspension crashes over bumps, tight rear legroom, engine struggles around town". (The latter comment referred to the 1.6 litre petrol auto.) Hardly words that would make your average person rush out to buy one.

You have probably read that Peugeot sales are not good in Europe either. PSA is cutting 8000 jobs in its domestic operation and ceasing production at one of its sites near Paris. The European market had declined 23% over the last five years (not surprising due to the economic situation there) and is expected to shrink by another 8% this year. This has led PSA to make a loss for the first half of 2012. Hopefully there are no impacts of this on Australian deliveries of Peugeots.

Some people prefer the lines of the 307



## July Club Meeting

Club Members enjoyed an extensive presentation by well-known broadcaster and motoring commentator Don Kinsey.

Don told of his early experiences of being an apprentice turner and fitter and then being drawn into radio broadcasting through contact with the ever popular Eric Pearce. He spent 20 years at 3DB after which he moved to the Royal Children's Hospital as Public Affairs manager.

During these periods he developed a love for motorcars and owned many very special makes and models. He also told many tales of motor racing events and incidents over 40 years.

His tales were accompanied with a tremendous array of pictures concluding with a photo of Don driving the ex Stirling Moss 250F Maserati.

The evening was a very pleasant reflection of motoring over the past 60 years.

Sincere thanks to Don was expressed by President Murray Knight.

Allan Horsley



## July Voyage Petite

On a fine and sunny winter's day 36 members in 40 Peugeots experienced a tremendous day out and set a record for attendance as well.

We gathered at Lady Lavenders Farm, Bunyip for a mouth-watering feast of fresh and warm scones with jam and cream along with tea and coffee.

After a short burst of speed down the highway we turned off onto terrific country roads and wandered our way via the hamlet of Jindivick to Nerrim South and onto the Ada River Vinyard.

Here we enjoyed great Gippsland cool climate wines along with Gippsland Cheese. Some left with significant quantities of the local vino.

A short drive then took us to the Outpost Restaurant at Noojee.

While we were far from the only ones visiting we enjoyed a first class lunch again with local wines.

For those that were cold a huge log fire warmed the coldest bones.

A fantastic day was had by all and the drive home via Powelltown was equally enjoyable.

Great thanks to Lance and Elaine Guttridge for organising such a fantastic event as well as the great weather.

Allan Horsley

## Sacré Bleu – a grand daughter!

Our UK friends Alastair and Myra Inglis report that they have a new grand daughter. Their daughter Pippa gave birth to Amélie Fay on 18 July; 7 lbs 9 oz. Mum, daughter and dad Neil are doing fine. Grandparents fine too! Congratulations to all.

Members should remember that Pippa accompanied her dad, Alastair, in their 203 commercial, "Sacré Bleu", for the Redex Rerun in 2003. Since then Alastair and Myra have been coming back almost every year, for Aussie Peugeot adventures.

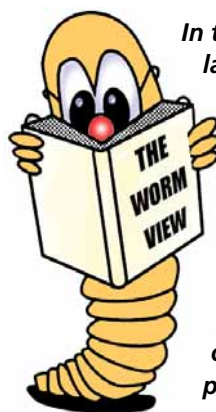
Phil Torode



Pippa is now a mum



Sacré Bleu in Oz



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

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

## Australia's first 404

Western Victorian 203 owner Russell Hall has been doing a great job of recounting the Peugeot history in Australia. His Torque articles have been picked up by other car clubs for use in their magazines.

Russell is moving towards the end of his research, which will end with the Continental and General era. But he has discovered that the first Australian-assembled 404 was chassis number 4262413, built in September 1962.

Does anyone still have it, or owned it in years gone by? Or does anyone know where it is?

It would be good to find the oldest 404 in Australia. Some were imported from Papua New Guinea before the model was sold here. Ivan Washington tells of being asked to service a 404 that had been brought from PNG. He believes it was the first 404 in Australia.



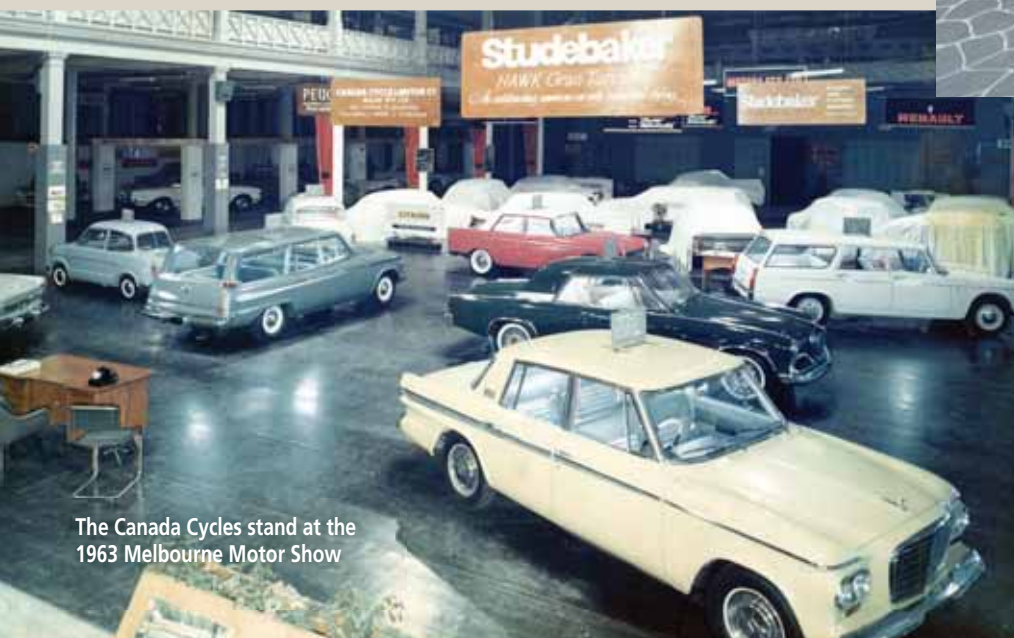
**Tour de France 203**

Most of us watched the Tour de France last month, even if only to see the Peugeots and the fantastic scenery. But on Sunday 8 July, the Tour passed through Sochaux and Peugeot announced on Facebook that it would be displaying its 1954 Tour de France 203 from L'Aventure Peugeot museum.

Unfortunately, the SBS coverage started about an hour after the start, at Belfort, and by that time the peloton had already passed through Sochaux. Just as well Peugeot provided this pic of the 203.

## Worms for sale

The East family at Kiama on the NSW south coast run caravan parks and have long been known for their Peugeot collection. There have even been newspaper articles about the many cars owned by various members of the family.



The Canada Cycles stand at the 1963 Melbourne Motor Show

Some of those cars are being sold on August 18.

The most interesting (and probably most valuable) is the burgundy 203 owned by the late Robert East, which we saw at the Batemans Bay 03 weekend and the 2002 Beechworth Pageant. The car has cream leather seats and when last seen was in beautiful condition.

Also on the wish list is a green 404 that Robert and his wife Judith took on the 2003 Redex Rerun. It is set up for rallying, with roof racks and spare tyres.

There are two other 203s, a panel van and a wagon, both of which are said to be in poor condition.



## WORM VIEW

A 404 in poor condition is also being offered, along with two 504s, a 505 and a Speedfight scooter with just 450km on the clock.

A PCCV member at Pambula is also selling a nice 203. See Sales Torque, this issue.

Speaking of cars being bought and sold, in the last issue of Torque there was an ad for a 203 wagon for sale in Queensland. The price was \$20,000, which was probably fairly optimistic. Almost as soon as the mag was printed, the seller dropped the price to \$12,500 and the vehicle was snapped up by a Victorian member. It came with a heap of spares, too. The wagon has since been delivered to its new home, where it is getting along well with the other 203s in the shed.

### We were wrong

In the last Worm View column, we mistakenly described one of the vehicles at the French 203-403 club's annual meeting as "L'Aventure J7 van".

Well, Guy Nolleau in Paris tells us that it's not a J7 (which was 404-powered) but a D4B (403-powered). What's more it doesn't belong to L'Aventure Museum but to the chap who organised the event. L'Aventure offered to repaint the van if they could put their name on the side.

Guy also points out that the cabriolet at the International Peugeot Meeting, described by Phil Torode on page 16 of the last mag as a 403/7 actually has an 8hp engine. The 403/7 was an economy model with a 203 engine and was never made as a cabrio.

Thanks to Guy for keeping us on our toes.

### 403 découvrable

A new member of the French 203-403 club has done an extraordinary thing and chopped the roof off his 403, fitting it with a folding roof, a la 203 découvrable. The result is a surprisingly attractive car, probably because the door frames keep the car's proper shape, whereas most chop-tops fail because the roof looks so saggy. And when you look at the prices being asked for 403 cabriolets, this is a reasonable alternative. Your thoughts are welcome.



### The Barbier Barquette

In the 1954 Monte Carlo Rally, Peugeot chose a famous French driver to drive a 203. The factory-prepared car was driven by Paul Barbier, who built a 203-based racer called the Barquette Barbier, a sweet little thing designed by Roger Tunesi. Barbier drove in several races, including the Grand Prix des 24 heures de Paris in 1955. In 1956



it was fitted with a 1500cc motor and competed in the Snow and Ice Rally. But Paul Barbier was killed in a car accident that year while delivering a car to a customer. One of his friends drove the Barquette in races for the rest of the year and the car was then sold. Francois Barbier, the son of Paul, found the car in poor condition in 1989 and, after two years of haggling with the owner, who did not want to sell, exchanged a 504 cabriolet for it. He has since restored the car to its former glory.

### Worm weekend

Elsewhere in this issue you will see details of the Worm Weekend in Adelaide in October.

The whole weekend is low-key but the visit to the Birdwood motor museum, the presentation dinner and the South Australian French Car Day will make it memorable.

So book early or you might miss out.

### 1934 Peugeot 301 roadster



This Peugeot promotional photograph was probably taken in the Bois de Boulogne in Paris. The 1934 8CV 301 roadster is missing its windscreen and running boards, probably to give it a youthful character. The "W1" on the number plate indicates a vehicle on test in the Paris arrondissement.



## July Club Meeting

Held at Chateau Peugeot on Friday 6 July. President Murray Knight welcomed members, visitors and the Guest Speaker Don Kinsey.

He also welcomed Peter Breedy and Bret in his RCZ.

Apologies: Todd Knight, Greg Park, Jan Fly, Mike Jolley, Zac Edwards, Craig Latta, Laurie Petschack.

Minutes of the previous meeting as published in Torque be recorded as true and accurate. Moved John Marriott, seconded Mike Farnworth, carried.

Secretary's report: A letter has been received from the VDC in response to the PCCV letter requesting an extension the Club Room lease. The letter indicates the VDC did not fully appreciate the thrust of the PCCV letter. A letter of clarification will be sent to the VDC encouraging them to commence negotiations as early as practical. New members, Peter Gramsbergen, '69 and '70 404. John Flynn '89 205GTI.

Treasurer's Report: Undeposited Funds \$1,990. General Account, \$1,852.40. Cash Reserve, \$5,552.89. Petty Cash \$100. Term deposit, unchanged.

Events Report: The Mid Week Run to Barwon Park was a great success. The Voyage Petite to West Gippsland was to take place on the following Sunday, the visit to Ian Tait has been deferred to a later date, a Voyage Petite will be held in conjunction with the Fiat Car Club Economy Run on 29 July. All Trans Car Audio, Visual and Security will present at the August, Meeting, Miltons Meander will take place on 11 August.

Competition Events: PCCV VMC at Pakenham was a great success with 51 entries. DECA will take place on August 12. A 205 get together will take place on August 11 and extend to the DECA day on August 12. Ivans Folly is in the planning stages.

Murray Knight introduced the guest Speaker Don Kinsey the well-known motoring commentator.

Don talked about his life time experiences commencing as an apprentice turner and fitter but gaining access to radio broadcasting through intense training and the support of Eric Pearce.

He spent 20 years with 3DB followed by 20 years as Public Affairs Manager with the Royal Children's Hospital. He also works with the Royal Agricultural Society as well as providing speech training.

Don told great tales of competitive motor sport in Australia from the '50's

as well as reflection on many milestones in the development of the motor car. He finished his presentation with commentary and photos of driving the ex Sterling Moss 250F Maserati.

Murray thanked Don for his most interesting presentation and presented him with a Peugeot watch.

AOMC/CAMS: no report.

Merchandise: Milton highlighted the Winter Sale of jackets.

Hock and Scrounge, many items were offered for sale and sought.

General business: Paul Watson reminded members of the planned visit to Adelaide for a French Car Festival in October.

The meeting closed at 10.15 pm.

## July Committee Meeting

Held Chateau Peugeot July 16, 2012.

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

Apologies: Ben Park

Business Arising: Pageant – a good outline has been prepared and we are just waiting on some meal costings. Once received the program will be finalised, published and sent round to other clubs.

Web Site – the existing web site continues to be updated by Peter Cusworth and is looking much better. Tim to follow up with Peter on developments with the new site.

VDC letter – a new letter to the VDC regarding the lease has been formulated to get clarity over the renewal of the lease. Allan to send the letter to the VDC.

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

Treasurer's Report: Undeposited Funds \$1,990.00, General Account \$1,852.40, Term Deposit Account \$204,842.16, Cash Reserve Account \$5,522.89, Petty Cash \$150.00. Accounts for payment: Mike Farnworth (postage) \$556.07; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing and Calendars) \$2,664.20; Telstra (Mobile phone bill) \$42.95; Norcal Café (July Pre-Meeting Meal supper) \$52.50; VDC (August Rent) \$523.03.

Accounts Presented: L.E. Graphics (Door Stickers – Outback) \$77.00; CAMS (Trophy Levy VMC) \$102.00; Day3 (Website Hosting) \$599.00; Paul Watson (Deposit Worm Weekend

Dinner) \$100.00; MYOB (Registration/Support) \$10.36; Telstra (White Pages listing) \$44.00; Denise Horsley (Tea/coffee) \$31.17. Some discussion over the cost of the White Pages listing. Paul to investigate if listing the Club Room address will reduce the costs.

Outstanding Invoices: Peugeotparts (Advertising) \$200.

VMC4 2012 – final figures not to hand, but looking like a good profit for the event.

Event Secretary's Report: A great meeting last month and a superb Voyage Petite last Sunday.

Upcoming Events: See events pages.

Ray Hoey Weekend: looking at possibly running this in November at a date to be determined.

Competition Secretary's Report: DECA sprint and motorkhana - 12 August 2012 at Shepparton. Volunteers are required (to officiate at either or both) - contact Ray if you can assist.

Slippery Dip date to be organised for later in the year.

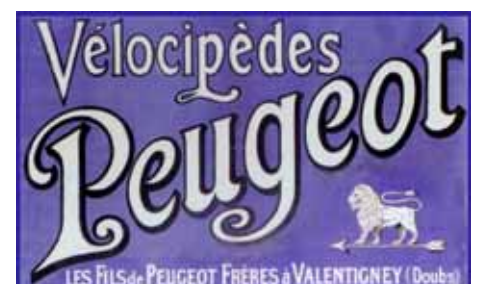
Merchandise General Business: A very successful sale night at the last Club meeting. There has been interest from WA for scarves, and from Queensland for jackets. The sale to be run again at the August meeting and the size of the ad increased in Torque.

General Business: Glen Vagg wants to extend his Peugeot History Museum and is looking for support from Peugeot Australia for the project. The Committee agreed that the Club would support the application.

Suggestion for a more relaxed Club meeting to enable the meeting to finish earlier so there can be some more social interaction following the meeting.

Suggestion for a small lamp/flood light for the speaker when using a power point presentation. Allan to look into this.

Next Committee Meeting is Monday August 13th.





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**CONTACT: ALAN BANKS**

**McPhees Road, Whittlesea 3757 Ph. 9716 2406 AH**

**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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## Cars for sale

**505 Wagon** 1985 SR Auto. Excellent general condition, paint down. Seats excellent, auto, aircon and central locking works well. Only rust is in my name..... 314,000kms. FCY088, registered till August 2012. \$1,500 as is, would pass RWC for club permit. Call Malcolm Rust 0407 050 275, email rusts@pobox.com

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

**403**, 1959, good body, has been stripped and primed. Runs well, brakes done. Interior needs work. Would make a good Redex Rerun car. Comes with three other 403s for parts. Must be sold as space is no longer available. Engine number 2292878. \$1500 ONO. Jeff Cox, phone 03 9376 1404

**505 GTi**, 1984, 200,000km. Silver, good condition, good tyres. NSW rego to May 2013. GTI905. Car is at Maitland. \$3800. Rod Farrell, 0402 063 052.

**203C**, 1955, Body good - Royal Blue, recently used as wedding car. Chrome redone. Headlights upgraded, with relay system installed. Interior good - Seats, carpets in good order, headlining like new. CD player, heater. Mechanically excellent - 403 block, 203 head = larger capacity, higher compression. Full synchro gearbox in good order. Clutch rebuilt; new friction plate, new thrust race, good, pressure plate machined. Worm drive diff in good order, spare STH 140 oil supplied. Brake cylinders recently refurbished. As new tyres. Fully serviced, all oils fresh and correct. 11 months full NSW registration, ABS50S. Workshop manual Spare parts catalogue. Contact: Chris Ralfs, 0431 205 756, 02 6495 6468, chris.merril@bigpond.com Photos available.

**405** 1989 Automatic. Reg: EWC567 265,000 Km, going and registered but sold without roadworthy. Paint is poor, body OK, interior a bit tatty, engine has oil leak. Has sunroof but it is pretty well seized up. Auto working well. Has been used as occasional daily driver recently. VF315BDF408546798. \$250. Garaged at Boolarra South Will help to deliver if needed. Call Trevor Hoare on 0419554539

## How to place 'Sales Torque' advertisements

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

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

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

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

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

**505 GR** 1982 To be dismantled. All parts cheap, eg short motor (VGC) \$200 or \$300 with near new clutch, near new front disc rotors, calipers and brake pads \$50 each, four wheels with tyres (tread 50%) \$20 each, radiator (reco) \$100, seats, back and front, recovered light brown quality fabric, \$50 each. All other parts v/cheap, except gearbox (U/S- leaks and is noisy) and cyl head (to be retained). Car still reg and running well, available for test drive during August. OCJ432, and the engine number, 1302004 Phone Howard 94343280.

**404 ute**, white with timber tray. Good clean vehicle. Has been fitted with 504 diff but comes with original diff as new, plus some spares. Would make a great restoration project. WSS823. Long rego. \$3000 ono. Neville Cann, Newhaven, 0418 563 208.

**505 SR** 5-speed manual, white with blue trim. Excellent original condition, ideal car for Hank's outback trips. Everything works. Towbar, mudflaps, rear window louvre. 292,000km. Club permit rego13052H until Feb 2013. RWC. \$3500. Call 5622 2666 or 0409 137 036.

**306 HDi** manual sedan. 2001. VG body and mechanical condition with RWC. 235,000 country kilometres. Cam belt changed at 200,000km. Near new Toyo Teo tyres, brake discs and pads. A great little car with high fuel efficiency and luggage capacity. Only on the market because city traffic and my old knees dictate a need for an auto transmission car. UYA 336. 12 months rego. \$5500 ONO. Ivan Washington, phone 5282 5511.

**405 SRDT diesel wagon**. 1996, manual, silver, series 2. High k's but has lower K replacement engine and is running really well. Good compression, starts very well. Body, paintwork and interior still in excellent condition. A very economical and handy sized wagon. Currently reg but selling without RWC - needs some bushes and links in front end, rear brake cylinders and an eng mount for RWC. Good tyres (2 new), alloy wheels, lenses all good. Reg HMU078. \$1000. Ph Peter Cusworth 03 9762 5667.

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

**505** manual, 1982, engine no X1340741x. Bought new as a retirement present by a 65yo and held until his age of 92 before entering a nursing home, northern Vic (no hills). I have added 10,000km for four years and kept up maintenance since. Requires a bottom clutch kit and the steering box is becoming tired. No rust as it was when i bought it. Silver duco is tired - interior/ interior lining, carpet and seats front and back is VGC, no evidence of a prang - very straight. Asking \$2000 - it is a good one and I am certainly open to offers--a respray and new tyres, if desired, will return this vehicle to where it belongs. Peter Lorenz 03 5443 1085.

## Parts for sale

**403/404 brake light switch**, new non-genuine, \$20. 403 front blinker lenses \$30 pair. 403 tail light/reflector sets \$30 pair. 403 rear blinker lenses (orange ones, as fitted to Australian 403s after 1960). \$30 a pair. 403 windscreen, non-laminated \$30. 203 brake reservoir nipple new \$30. 404 radiator hoses (top and bottom) NOS. \$15 each. Paul Watson 0427 203 206.

**203/403 C3 gearbox** and floor shift at John Needham's workshop, 9553 3203.

## Parts wanted

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

## Worm Drive Differential Oil

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

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	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 3211
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Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
<b>VICTORIA</b>					
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
Bayford of South Yarra	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	55 Garden Street	SOUTH YARRA	VIC 3141	03 8290 2888
Bendigo European	Service Centre	140-150 High Street	BENDIGO	VIC 3552	03 5443 1122
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Taylor Motors	Service Centre	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
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A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
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	Parts Unit				07 3253 1450
Motoco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4812	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSEKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
<b>SOUTH AUSTRALIA</b>					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
<b>TASMANIA</b>					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
<b>WESTERN AUSTRALIA</b>					
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DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
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# AFTERcare

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