

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



september 2012



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Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

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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

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theagrants@mcmmedia.com.au

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Events Secretary: Allan Horsley

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Competition Secretary: Ray Garrad
0415 060 813, raygarrad@westnet.com.au

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laellea@mira.net

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tnknight@tpg.com.au

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Glad Fish – Ph. 5944 3821 (H)
glad@netspace.net.au

Webmaster:

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

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

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Worm Register:

203: vacant

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

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

1-2-304 Register:

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

TECHNICAL ADVISORS

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

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

• Most models up to 1988

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

• 203, 403, 404, 205 & 405

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

• 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

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

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Email: pcusworth@bigpond.com
Ph: 9762 5667 or Mob. 0409 797 023

TORQUE PRODUCTION DEADLINES

Deadline for the next issue is: **MONDAY 17 SEPTEMBER.**

Torque will be **wrapped and sorted** for mailing on **THURSDAY 27 SEPTEMBER** at the VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading (Melway 48 G10), from 8.00 pm. All members are welcome to attend and help out.

DISCLAIMER

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

COPYING

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

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This month's cover

A special 203 now owned by Peugeot Afrique du Sud President, Dawid Botha.
Read all about this car on page 9.



COMING EVENTS



Ray Vothauer's 202 ute. Photo: Richard Abey.



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Peugeot Car Club of Victoria

SEPTEMBER 2012

PCCV Calendar

* = See event info in this issue

SEPTEMBER

- Fri 7 Club Meeting and BYO Dinner.
Presentation: Weber Carburettors.
- 14 - 16 NSW 03 Weekend, Nowra*
- Sat 15 Ivan's Folly Rally*
- Sun 16 Voyage Petite, Trentham / Macedon*
- Mon 17 Torque 1012 deadline
- Thu 27 Torque wrapping night, Nunawading

OCTOBER

- Fri 5 Club Meeting and Auction*
- Sun 7 Euroa Show and Shine
- 13 to 17 Murray Sunset Trip*
- 18 to 22 French Car Festival Adelaide*



Other events

- Sun 1 Sep VMC 7 motorkhana, Leongatha
- Sat 8 Sept South West Classic Rally, HRA
- Sun 22 Sep VMC 8 motorkhana, Huntly
- Sun 22 Sep Autocross, Maffra, CCRMIT

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

September Club Meeting

Friday 7 September

Mr Daniel van Stokrom from Weber Performance Carburettors will provide a comprehensive overview of the Weber Carburettor range and how the selection of an appropriate carburettor for a specific Peugeot engine can be made.

Daniel will bring with him examples of Weber Carburettors that will suit 1.5, 2.0 and 2.2 litre four cylinder and 3.0 litre V6 Peugeot engines.

He will also discuss the maintenance and servicing of a Weber to achieve best performance.

Members are encouraged to BYO dinner before the meeting and enjoy the fellowship of other members. Conventional and microwave ovens are available.

Ivan's Folly Rally

Saturday 15 September



Ivan's Folly is running on the Saturday night of 15 September in the usual location in the Heathcote Forest. A short rally, open to road cars, with everything based at a central location.

Until the 5 September enquiries should be directed to Graham Wallis, ewal7731@bigpond.net.au or 0429 939 619. People wishing to help out should speak to Glad Fish on 5944 3821 or at the PCCV September meeting. After the 5th Matt DeVaus is the person to speak to. He can be reached on 0407 501 383.

Voyage Petite to

Macedon Ranges & Trentham Sunday 16 September

Doug and Margaret Burke have planned an exciting drive across the plains and horse stud area west of Keilor and through the Macedon Ranges to the Trentham Hotel for a country pub lunch.

Members will assemble at the McDonalds/BP facility adjacent to Calder Park on the Calder Highway at 9 am for a 9.30 am departure. We will travel via Toolern Vale and Gisborne to Mt Macedon for Morning Tea and then via Woodend, (good shopping) and Tylden arriving at the Trentham Hotel for lunch.

For the energetic, the Trentham Falls are only a short distance away and offer a magnificent spectacle following the recent heavy rain and strong stream flows.

For information call Allan Horsley, Mob 0419 634 043.

October Club Meeting - "Early Warning"

Friday 5 October

The Annual Club Auction will be held at the Club Meeting on Friday 5 October.

Members should review their collection of bits and bring along to the Auction all that is surplus to requirements. Spend the next few weeks cleaning up your valuable assets and bring them along to earn some much needed cash. The evening presents a great opportunity to pick up some great treasures at reasonable prices.

For those members in need of particular parts a WANTED AD email to Paul Watson can result in a member finding a much needed part amongst the long forgotten collections of other members as well as encouraging a greater range of offerings at the Auction.





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.



Murray Sunset National Park Club Trip

From Ouyen – 13-17 October

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

ACCOMMODATION

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

ELIGIBLE VEHICLES

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

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

There will be no entry fee for this trip.

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



Redex Rerun

September Update

The Redex Rerun is coming along well. It will be a tour with some very low key competition, around a similar route to the 1953 Redex Trial, won by a Peugeot 203.

A draft schedule has been sent to prospective entrants who have been invited to supply expressions of interest to enter. This has been going well with a steady stream of replies, 203s and 403s in the main.

Entries may be accepted from other Peugeots or other makes of the 1950s upon the discretion of the organisers.

In the coming months the details of each day will be developed. We are sure it will be a great event as it was in 2003.

Enquiries to: Graham Wallis
ewal7731@bigpond.net.au
or 0429 939 619.



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
Enquiries Jim Kearns
Phone. 9874 2100 (Mon-Sun) Mobile. 0400 494 561
Email. jkearns@bigpond.net.au



Ray Hoey Run 2012

23, 24 & 25 November

The 2012 Ray Hoey Run will cover sights and attractions in West, Central and South Gippsland.

The itinerary includes Friday afternoon to Sunday morning. Either join in the full tour or at selected times to suit your own plans. So make sure that the dates are in your diary.

More detailed information will be available in October Torque. For registration of your participation and further details, contact Brian Ward on (03) 5195 5416 or email b_mward@yahoo.com.au or Lance Guttridge on (03) 5622 2666.

Presidential torque

G'Day...

Looking back over the past 2 or 3 issues of Torque the other day, it occurred to me that whilst we are bound by the common thread of Peugeot vehicles, the activities of the club are many and varied.

On the motor sport front, we have had our round of the Victorian Motorkhana Series, sprints at Phillip Island, a couple of autocrosses, throw in the odd hill climb and economy run, a couple of rallies and of course, coming up this weekend we have DECA which combines a motorkhana and lap dashes.

For the adventurous, we have had two more great outback trips, courtesy of Hank Verwoert with another smaller one planned for later in the year.

Socially, Voyage Petite is proving popular with visits to different areas outside the metro area and last Sunday, something totally different – a visit to a Men's Shed at Altona which I believe was once an EPA testing site.

On club meeting nights, our Guest Speakers list, put together by Allan, has been exceptional covering a whole range of topics.

So if there has not been something in the list of club activities that has not interested you, then all I can say is that you're a hard person to please!

The club year is starting to draw to a close, so give some thought to your choice of Clubman and Clubwoman.

Nomination forms will be issued in due course.

Murray



I'm sitting writing this in an unairconditioned room in the university at Veszprem, Hungary. Carolyn and I are here as team managers for the Australian team for the 2012 World Mountain Bike Orienteering Championships. All of this week during the championships we have had temperatures in the high 30s and very few Hungarian buildings have airconditioning. Quite the opposite in fact. Their buildings are designed to retain heat during winter and they seem to do that very well in the summer as well.

Last week we were on a training camp on the edge of Budapest where the weather was a much nicer mid 20s and our escape from the Melbourne winter was joyous. Now I'm not so sure.

There are also Master classes for us older folk, so I have been belting around the Hungarian forests on my bike as well. Quite a different experience to our events in Victoria.

For those that don't know what Mountain Bike Orienteering (MTBO) is, a simple description for you is that it is like a navigation car rally, except by mountain bike. Navigating your way through a course with a variety of tracks and roads, and in Hungary, across country, something we are not permitted to do in Victoria. We have had several events on secret military land where Hungarian and NATO forces practice with their tanks. Interestingly this land has previously been used for military training for the Austro Hungarian armies as well as Soviet forces. Naturally we were banned from taking cameras out on the course and were told to NEVER return to the map area after the race as they will not bring you flowers or visit you in hospital.

Anyway, I have also been doing a fair bit of Peugeot spotting in Hungary but most of the Pugs they have are the same as what we have in Aus. The exception being 206 and 306 wagons. I have included a few samples here as well as a couple of average inappropriate plates. Couldn't quite find any that worked that well, except for the numbers.

The champs have finished today, Saturday 25 August, so we start our holiday properly tomorrow. We will spend time in Czech Republic, France and England, so I will continue my Pug spotting from there. Back in time for October Torque.

Peter

The Editor's Desktop



A 306 wagon photographed in Budapest



A Hungarian 206 wagon with an inappropriate plate



Altona Men's Shed

More than 20 PCCV members in about 15 cars attended the Altona Men's Shed Torque day on August 5. Locals Bill Pepper and Hans Vandermost were there, as were members from Bendigo, Lara, Healesville, Torquay and Cowes. To the surprise of members, there were scores of other cars there as well, including hot rods, muscle cars and classic sports cars. Visitors were given a guided tour of the shed, where members make toys, teach computing skills, engage in woodworking activities and run model train layouts. Projects that attracted particular attention were Peter Gramsbergen's 404 resto and a wooden boat that is being restored to working condition. As the site got really crowded club members moved on to a café in Altona for brunch. The planned visit to the local historical centre was thwarted for most because the beautiful building did not open until 2pm.



Members inspect some of the projects underway at the Altona Men's Shed



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.

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.

Call Allan Horsley, 0419 634 043 for your supply or purchase them at the next club meeting.

September 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, Hank Verwoert, Peter Cusworth, Kevin Hall, Mike Jolley, Damien Jenkins, Phil Torode, Russell Hall, Dawid Botha and Peter Wilson.

**DECA 2012**

Phil Torode

Bill Hamilton on the "streets" at DECA



This year another success, not sure yet about finances, but DECA motor sport was enjoyed by all. From 30 entrants only four non Peugeots competed this year, two Renaults, Megane Sport 225 & Clio RS, a Toyota MRS and a Mitsubishi Evo7. Zac Edwards might have liked to drive his Mitsubishi but was encouraged to bring a 403, promptly destroying its diff in the hands of father, son and brother in law Liam Murphy. They moved into Mel's 505 auto to finish the tests, not quite so quickly as the 403 might have been. Only one 203 this year (Murray Knight), several

505s and a 504, all highly modified. No 404s, a couple of 205s and 405s and one 206 and 306.

Around the track most of the 21 drivers completed three runs, some posting remarkably quick times. Bill Hamilton 505 V6, fastest over the Renaults, EVO7, and Leon Schultz in his V6 504. Many front drive Peugeots followed, placing quite credible times.

John Austin was the only Peugeot driver to come close to Bill's track times. John trailered his modified 405 Mi16 to DECA and performed very well on all courses

set, particularly the 'streets'. Concerns about finding his way around the various skidpan tests were unfounded however, with four fastest times to win the non-speed event.

Ten tests were managed on the skid pan with no layout changes required with only two setups. Unfortunately many people failed to do all tests, maybe confused at seeing what looked like the same test, or having to travel between the track and skid pan to keep up with proceeding, simply had enough.

'Streets' again proved most popular for spectators and drivers alike with its suburban racer feeling. On the reasonably safe street track with plenty of tight corners and narrow paths all fully arrowed to show the way, Julian O'Loughlin in a 205 GTI finally put in a great run here after his dismal wrong way runs on the skid pan.

Thanks to all the helpers for standing around all day holding timing watches and thanks entrants for coming along to our most famous event each year.

A fuller report from Rob Cherry, plus results and a heap of photos will appear in October Torque.



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 – Mob: 0411 240 818.



Peugeot 203 Wagener Spéciale!



Just watch me go at the traffic lights

South African club president **Dawid Botha** has tracked down the history of his racing 203 from letters and interviews with its original owner. He won't race it, but might give it a burst on special occasions.

A very special car that has for over 30 years been nestling in the forests of the Tsitsikamma National Park in the sleepy holiday resort of Nature's Valley, about 550 km from Cape Town, recently made a return appearance on the Killarney Racetrack after competing there 50 years ago.

Most racing cars have a short life and are discarded and forgotten when the drivers

move on to something faster and better, but luckily not this one!

Philip Wagener started the project that would become a lifetime adventure when he bought an unroadworthy 1951 Peugeot 203 sedan for £75 from a friend early in 1962.

Soon after he had revamped the car, he and his wife Rika and young son Robert

were involved in an accident when a ute went straight into the side of the car. Nobody was injured, but the car was a write-off.

Another body, originating from the gravel roads of Namibia, which had no serious accident damage, but lots of rust, was bought. The new body was stripped and built up from scratch, and the already modified engine and other mechanical components from the first car were transplanted. Voila! They had a Peugeot again.

The distributor had already been shifted to the front of the engine and the radiator moved forward to accommodate the inlet manifold and carburettor arrangement. The inlet ports had been enlarged and separated and two Solex carburetors were fitted to a custom-made inlet manifold. The exhaust manifold had four 900mm equal length pipes. (Very much the same as tuning expert Nardi had done on the European 203s.) There were stiffer valve springs and stronger spring retaining collars were machined from high tensile steel. Compression was raised from the standard 6.8:1.

Still during 1962 (I suspect he had a lot of fun playing around) Philip made aluminium inlet manifold for two SU carbs (1 1/2 inch). With this state of tune he participated in the Camps Bay Hillclimb and came second!

Not long after this, he fitted a later C2 gearbox and designed and made a floor-mounted and very precise short-throw floor gearshift. A rev counter was made from a discarded speedometer and the cable connected to the former drive. Philip hand-painted the dial of the "rev counter" himself and you have to look twice to see that it is hand done. An



The historic races at the well-known Cape Town Killarney race track!



PEUGEOT TORQUE

SU electrical fuel pump and seat belts followed.

I think that little engine was getting thirsty and fast ...

Early in 1963 Philip started practicing at the Killarney racetrack near Cape Town and he realised that he could not stay upright in the standard seats around corners, especially when changing gears. Two real bucket seats from a 1935 Riley Kestrel were fitted. The front passenger seat could hinge forward and a 12-volt battery was housed underneath.

For racing (more playing around in the workshop) four SU carbs, a racing camshaft and a front anti-roll bar were fitted. All this proved worthwhile as Philip came third in all three races in which he participated. That was against racing aces like Koos Swanepoel in his Anglia and Emmot Barwell in his Alfa. Only three gears were used, reaching 7 000 rpm at the end of the longest straight. (Can someone who knows all the ratios please work out the speed?)

Although this was the end of the Peugeot 203 and Philip's short racing career, it was by no means the end of the development of the car. In fact, it seems as if it had only started, even if the car was now more used as a sport sedan for daily transport.



The 203's home for many years was at Nature's Valley.

Straight after the racing at Killarney the two SU carbs were refitted as well as a camshaft that was more suited to road use. The 15 x 400 rims were changed for 15 x 380 rims – better acceleration in top gear?

During 1964 a new exhaust manifold was made: four 18-inch pipes going into two 24-inch pipes going into one pipe all the way to the single silencer right at the back. (Getting those pipes around the right-hand drive steering column was no mean feat and there was a little cutting made in the monocoque body structure...). When racing the pipe was straight through without a silencer and it came out just in front of the rear right wheel!

In 1965 extensive modifications were made to the then standard 1,290cc block. The 203 block was bored out with a specially made

hand-cranked tool. The block was not bored out to fit the wet sleeves of the next engine size, the 1,468cc 403, but to that of the now quite popular 1,618 cc 404. This must have given a lot of extra power.

In the beginning of 1966 Philip changed jobs and had more time and equipment at his disposal. During the next three years he widened the rims from 4 1/2 inches to 6 inches. (Yes, he raced with standard rims and tyres!) The 203 cylinder head was modified to take bigger 404 inlet valves and bigger Leyland truck outlet valves – not everything is Peugeot.

In September 1968 Philip took over the workshop and could buy his own machinery and tools, and in his own words: "Then I could enjoy myself when I had the time". A camshaft with a Meissner (local tuning hero) no. 7 profile (suited to road and track) was cut and

Under the bonnet showing the final Weber-carbied engine and custom exhaust manifold.



Philip Wagener racing at the Kilarney race track near Cape Town in 1963 coming third behind an Anglia and an Alfa.





The short stubby floor mounted gear lever, the black interior colour and the bucket seats with white piping are a real giveaway that this is a modified interior.



This was now a substantially modified car and quite fast for its day. Philip, who was a humble and gentle man with a great sense of humour, told me the top speed was about 180 km/h and it rushed to 100km/h in 10 seconds! His wife Rika recalls with great amusement how she once beat a big noise V8 at a traffic light in Knysna.

But this little discreet hotrod had to stop! The huge standard Peugeot drum brakes at the front were changed for Ford Zephyr Six disc brakes and a brake booster working on the front wheels only were fitted.

At the rear a flat oval home-made stainless steel silencer tried to keep the sound down, but that was only up to about 2,000 rpm. Beyond that chaos breaks loose! (The car now runs with an additional small stainless steel silencer just in front of the rear axle. One has to consider the neighbours and your own ears.)

At this stage Philip considered the development complete. Apart from stripping the paint to the bare metal (second time in 20 years) and respraying the car, the only later modification that was Lumination electronic ignition.

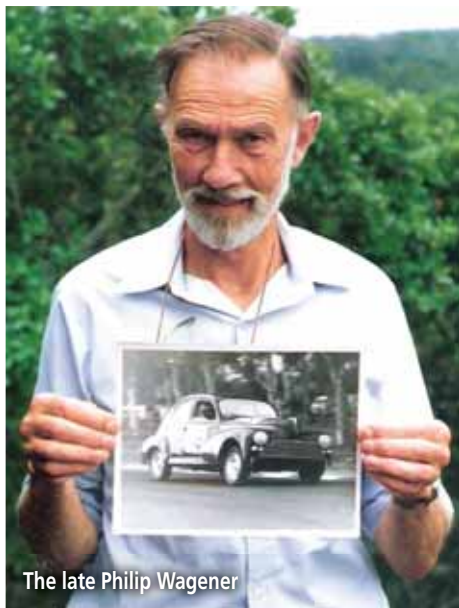
For most people it looks like an original 1950s Peugeot, and it does give that impression, because everything that has been done to the bodywork and interior has been done so discreetly. For those who know these cars well, there are some serious changes!

First, the colour! It is a beautiful deep red, instead of the mostly boring Peugeot dove grey. Some guys were lucky to get a drab olive green and the really special ones were black. Here and there

two Weber 40DCOE carburettors fitted. The bigger ports were matched to four short tubes for the Webers. (The 203/403 engine is highly suited for this kind of adaption as you only have to remove a plate on the side of engine and fit the inlet manifold of your dreams, unlike the 404 engine where you only have one small inlet port – a source of huge frustration!)

Soon after this a 403B bell housing, 404 gearbox, shortened 404 driveshaft and torque tube, the later 404 differential and 404 half shafts followed. The engine got a new 403 (still three main bearing) crankshaft and by this time the compression ratio was 10:1. A special intake was made for the air cleaner to take air from just behind the grille (unmodified!).



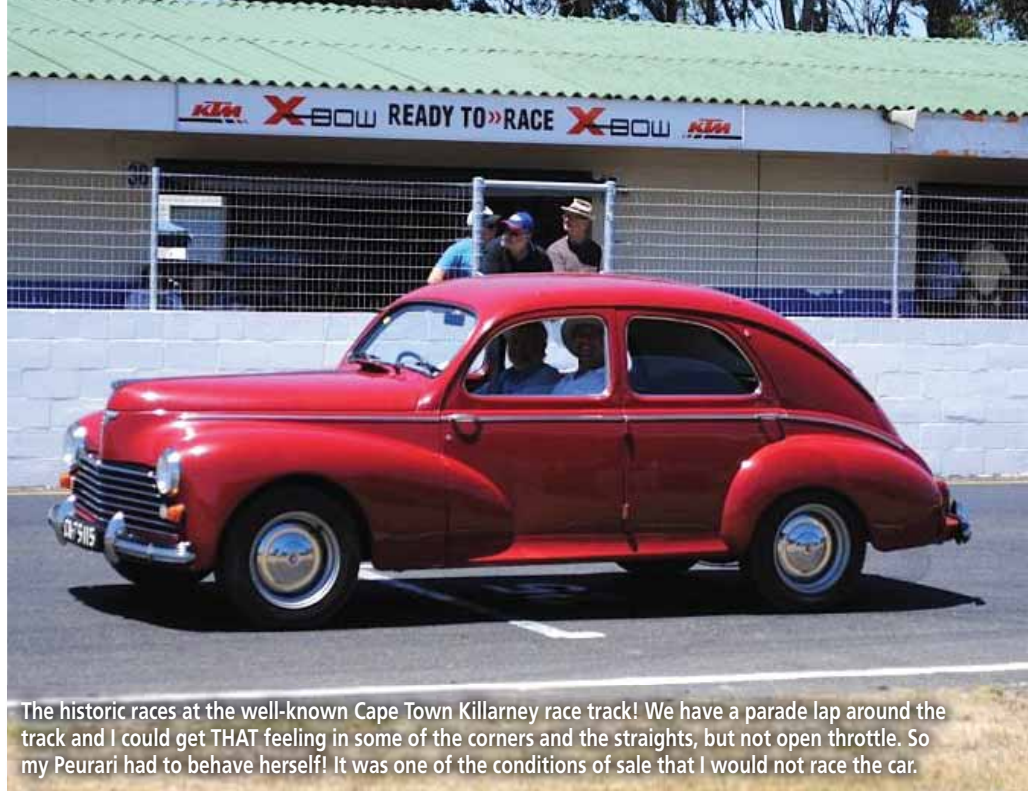


The late Philip Wagener

some buyers got a beige or cream one. In Europe there was a beautiful deep maroon. I remember my grandfather had a charcoal one with a sun roof and the early small rear window.

On the Wagener Spéciale the small rear window was changed to the later more panoramic version. The bumpers and grille are painted glossy black (instead of body colour), but one must admit, it does look good. The widened wheels (with standard 165x15x8 tyres) take quite stance! The headlamps with halogen globes are not standard but only the purists will see that. The simple little stainless steel number plate lamp holder at the rear is another of Philip's own creations.

The basic interior colour is black (totally non-original) and the Riley Kestrel bucket seats with some white piping are a real giveaway that this is a modified interior. There is a very short stubby gear lever in the central carpet covered gearbox housing instead of the standard steering column shift. The central square speedo



The historic races at the well-known Cape Town Killarney race track! We have a parade lap around the track and I could get THAT feeling in some of the corners and the straights, but not open throttle. So my Peurari had to behave herself! It was one of the conditions of sale that I would not race the car.

with little square gauges and the second glove box in front of the driver have gone. In the centre is a big round Smiths speedometer and four round dials for fuel, temperature, oil pressure and water temperature to the left and right of the central big dial. Right in front of the driver, through the polished flat aluminium spokes of the custom made wood-rimmed steering wheel is the cable-operated rev counter.

The original plastic controls knobs have long disintegrated into powder and Philip turned a set of beautiful yellowwood knobs, one being for a windscreen washer! And there is also a hand throttle – too boring to use on this car.

On the left of all this is a funny little black handle. That you must pull with two fingers to engage the starter!

How did I get to know of the car? If I remember correctly, another 203 enthusiast, Johan Fourie of Witbank, told me about it and one year in the late nineties, while holidaying nearby, we made a pilgrimage. Our two families

immediately bonded and we became friends.

On that first visit I was granted the rare privilege of driving the car and going up the pass and giving it a go as soon as we reached level ground. I got the impression that this little car was faster than my 1985 2.2-litre ohc fuel-injected Peugeot 505GTi. We are still going to see to that in practice!

And so the friendship grew, with me drawing as much information out of Philip as I could during each visit. The fascination with the car stayed, but I never even had a wild dream that I would one day own the car.

In August 2011 Rika phoned me and said that Philip had died at 81 and that he would have preferred that I buy the car. We settled on a price and on 13 October 2011, I took delivery – with quite a weight of spares, including a gearbox and differential.

The return journey of about 500km went with out a hitch. I just scared some people up some steep hills.

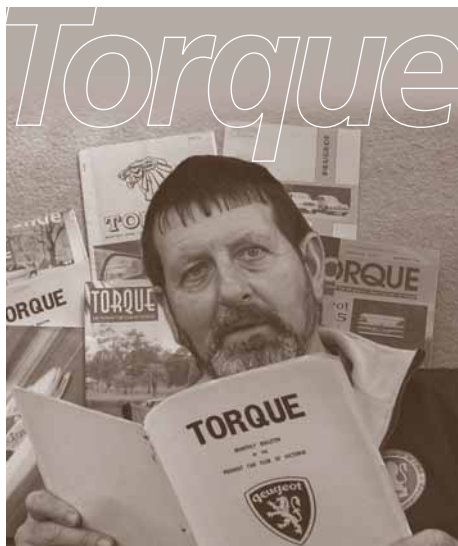
This year Johan Loubser, vice chairman of our Peugeot club, and I took it around the Killarney track during the lunch time parade at the South Easter Historic races during the weekend of 4 and 5 February. It was a great feeling.

No, I am not going to race the car! I have never raced; it costs too much money, and if anything breaks, this car actually exists in the mind of Philip Wagener, who is no longer with us! So I am going to enjoy it, nurturing it for many years to come!

But beware some of these little ones at the traffic lights. Especially the ones nearby before a four lane road goes up a steep pass.



Dawid with Rika Wagener, the widow of the late Philip Wagener, creator of the car.



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

TORQUE SEPTEMBER 1972

A novel approach to membership was to be tried. If an existing member introduced 5 new members to the club then the introducing member would receive a year's free membership.

A great day had been had at the social motorkhanna at Tally Ho with the best events being trying to get up to the paddock to where the real events were to be run.

Event 1: There were some very interesting approach angles as well as "second attempt" angles and "lets all give 'er a push angles".

Event 2: The Director's car did a solo running backwards down the hill, sans driver. Wade Leach in hot pursuit saw it cause several cows to hothoof it out of the way, and then after several specatacular bounces it did a magnificent U turn all by itself and stopped with only a small dent in the sill panel where it rested against a log.

Event 3: Spectator involvement getting the above car back up the hill with much brute strength and a 404 ute with chains. After this the 3 events for the day where rather an anticlimax.

George Woods, Ian McInness, Tony Ahearne, Kelvin White and Graham Wallis were going to contest the Winton 6 Hour race next month.

Socially the club was off to see "The Godfather" at the Burnley Theatre for \$3 a head with supper.

FOR SALE: Andy Keogh has all 403 bits available. Joe Wilson can sell you any bits Andy mightn't have. (Perhaps next month he'll remember to give me a list).

TORQUE SEPTEMBER 1982

Everyone who was at the last meeting was glued to the seat for 2 1/2 hours as Evan Green spoke of his early Peugeot experiences with his memories of people, places, their background, make-up and dates was incredible. So much so that Evan has been invited to return at a later date.

The Club had released the long awaited book. "The History of the first Twenty-Five Years of the PEUGEOT CAR CLUB OF VICTORIA".

An Economy run had been planned around the city (Great idea).

Technical Torque: Paul Segal wrote about "How to.....Almost cure a notchy 404 gearchange".

WANTED: '75 onwards 504, priced around \$5,400. Set of Alloy Wheels to suit 504.

TORQUE SEPTEMBER 1992

This was the first Torque edited by our still current Editor, Peter Cusworth, who said in his Editorial that there was an ulterior motive for taking on the role as it would force him to use his recently acquired Macintosh computer and learn the QuarkXpress program that was becoming more widespread in Graphics.

Matt de Vaus as a junior had beaten 23 other entries at the Slippery Dip at Jeff Gill's Millgrove property. Matt was 1st outright beating home Dennis Edwards and Phil Torode.

The 1992 Ivan's Folly had taken place in the forest around Graytown with Alan Upton and Mark Laidley 1st O/R in a 404

from Jean Christian Mutschler and Dave Alexander in a 504Ti.

Technical Torque included: A correction from Bruce Tayler on his "Anti Corrosion Additives" from the August Torque; handbrake cable maintenance 203 to 404; the use of genuine engine mounts and vibration; and converting a 504 to LP Gas.

HOCK and SCROUNGE. 604 Sedan 1979 Bronze, good tyres, rust free, RWC. \$5,000 or near offer. 2 Sills for 404 sedan, brand new \$100.

TORQUE SEPTEMBER 2002

The September meeting would have filmmakers Roger Clarke and Keith Webb, who will show their film "Last Mail From Birdsville", the film of Tom Kruse as he relived the historic Birdsville mail run in his 1936 Leyland Badger mail truck.

On the 27th there was to be a visit to Penrite Oil factory.

John and Helen Taylor had set a new world record of 2,348.3 Kilometres on a tank of fuel in a 406 ST HDi from Melbourne to Rockhampton (they actually had 2.31 litres left in the 70 litre tank). Cost \$52.13 for the full tank.

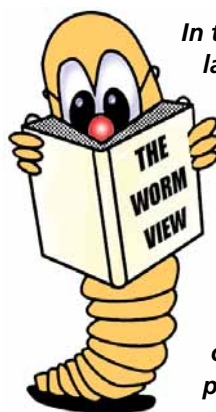
Technical Torque: When to change Sti and GTi head gaskets before disaster strikes with oil in the water, and unhindered vision for a 404.

While in *Torque Steer*, Leon Salba wrote about brake upgrdes.

FOR SALE: Number Plate *THE PUG*. 404 1969, good int, reg serviced, some rust and minor things to do, \$1000.

The promo for the club's Economy Run, Torque September 1982.





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).

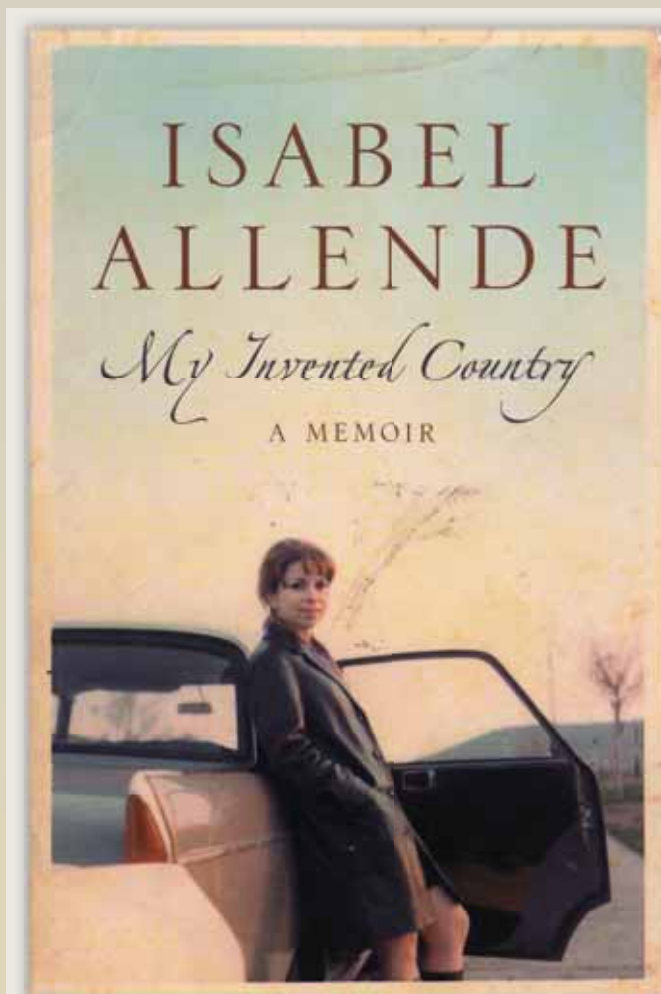
Hotting up your 203 or 403

In February 1981, Torque reprinted an undated article from *Hot-up Guide*, *Transforming the Peugeots*. From its tone and the prices quoted, this article was probably published in the early 1960s. It explains how a 203 engine can be converted to 403 specifications by using larger pistons and liners and 403 camshaft weights, among other changes. It then goes on the talk about the cost of hotting up the engine. (The prices are in pounds, shillings and pence. So £49/10/- means 49 pounds, 10 shillings, no pence. About the time of publication the basic wage was £15 a week.)

For those too young to remember: Oxenford Conversions was a successful after-market speed equipment supplier, while Cooke and Saville Motors in the western Sydney suburb of Homebush was run by Billy Cooke and Norm Saville, who were well known for their exploits in racing Peugeots and rallying various makes. Bob Holden needs no introduction as a racing driver, but also ran Killara Motor Garage in Sydney's north.

This is what Hot Up Guide had to say:

We determined typical charges for the operations from Sydney firms who specialise in this type of work and the costs would be representative for most of Australia. Oxenford Conversions claim the bhp of the 203 is increased from 45 to 57, while the 403's power is upped from 65 to 80. The conversions, in both cases, involve the compression being raised to 7.7:1, chamber and port grinding and polishing. This, combined with aligning the ports and modifying the carburettor, costs £49/10/- plus £7/10/- for fitting and tuning.



Isabel Allende is famous for her magic-realism books, including *Eva Luna* and *The Infinite Plan*. She is also the niece of a president of Chile, the late Salvador Allende. Club member and 403 wagon owner Paul Kretschmer noticed that his wife was reading Allende's memoir, *My Invented Country*. The cover has a picture of the author leaning against a 404. And it looks like it's surf tan, the rarest 404 colour of all!

Bob Holden offers two stages of hotting-up for road cars. The first includes cleaning out the port and combustion chambers, fitting a 24mm choke tube in the carburettor (23mm standard) and larger jets, and installing a thin head gasket. A heavy-duty clutch pressure plate is also part of Stage 1 and is supplied unless the owner specifies otherwise. Stage 2 has a modified camshaft fitted in addition to the changes already outlined, and this stage is approximately £38 – £8 more than Stage 1.

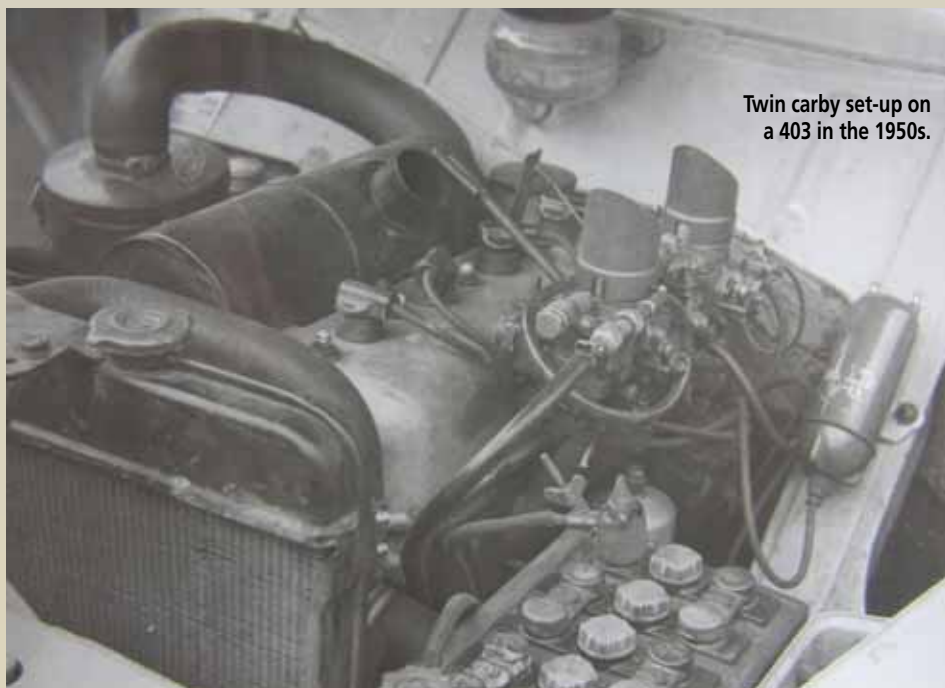
Cooke and Saville Motors supply conversion heads in any one of 3 stages –starting at £20 for Stage 1, £32/10/- for Stage 2, and £42 for Stage 3. On the 203 the inlet passage enters the head on one side and passes through it to a trough on the other side. The four inlet ports are taken directly from this trough while the outer face of the cylinder head is blanked off with a plate. The 403's arrangement is much the same, apart from the inlet passage entering the head vertically through the rocker cover before reaching the trough.

To fit two or more carburettors the main passage is sealed off with a suitable plate – on the far side of the head for the 203, and on the top of the head for the 403. The plate that covers the trough is removed and the manifold bolted on. The only catch is that the manifold must be upswept from the head to provide clearance for the distributor, but this doesn't present any real problem.

Cooke and Saville produces a manifold that accepts two Solex carburettors of the type originally specified, for £9/10/-. Speco has a similar manifold for £15 while Bob Holden supplies a manifold end extra carburettor for about £25. Monaro's kit for the 403 consists of



The stock exhaust manifold is not too restrictive for hot engines, assuming the ports have been carefully aligned. An improvement can be made, naturally, by fitting a non-restrictive manifold such as the fabricated bunch-of-bananas type sold by Cooke and Saville. This item costs £15. A larger diameter tailpipe and sports muffler costs another £8. Lukey sports rear mufflers for the 203 and 403 are £4/10/- and £5/10/- respectively. A front muffler for the 403 is £2/10/-, but can be replaced by a length of pipe (costing 14 shillings) if less back pressure and more noise is wanted.



Original valve timing is acceptable for even well hotted-up engines, but the lobe shape tends to make the valve mechanism unpleasantly noisy over 4500 rpm. In a successful effort to reduce this restraining characteristic, Bob Holden has developed a special cam which gives the valve timing overlap a mild boost allowing appreciably quieter operation up to 6000 rpm. This shaft is £8 on an exchange basis. Most cam grinding firms can supply various camshafts in a range from mild through to super-hot.

The modifications outlined will aid acceleration through the gears noticeably and add several mph to the maximum speed. More important, the car will have increased tractability and willingness in overdrive top and fewer downshifts need be made.

SOLEX

CAHIER N° 747L
AVRIL 1981

TABLEAUX DE RÉGLAGE

TYPE	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	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503
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TORQUE **0912** | 15



This Lion had many lives Part 2

Mike Jolley remembers some of the great days competing in the Variety Bash in a 404 wagon.

To many, the Variety Club Bash sounds too much like 'Smash-em-up' stock car racing. On the contrary, most if not all of the vehicles have been lovingly restored and are driven accordingly. 'The Bash', so named by its first organizer Dick Smith, is more of a touring celebration of life, a bit of a party and a fun way of raising much needed funds for disadvantaged (by distance or disability) children. It wasn't a race but a competition to see who could raise the most funds for the Charity.

Almost 20 years ago I had a phone call from Geoff Ryan, then an officer with the Ballarat City Council, who proposed that we, sponsored by the Council and other major Ballarat enterprises, should enter a car in the 1993 Variety Club Bash. We'd be joined by an extremely competent mechanic, Phil Vawdrey, and Alison Cummins with whom I had taught locally. The coup was to get Steve Moneghetti, champion marathon runner, to join us; great company and high profile whilst also improving our chances of attracting 'good' sponsorship. Good meant lots!

It worked. Steve was chuffed to be included and as a result we had agreements of sponsorship from the Council, Sovereign Hill and Mars



Steve Moneghetti and Geoff Ryan pose with the then "Red Wagon".



After being rescued as a rusting shell, this 404 wagon went on to compete in the Repco Reliability Trial in 1979, countless club and historic rallies and motorkhanas through the 80s and early 90s and then four Variety Club Bash Rallies covering Australia many times in the mid 90s.

Confectionery and others...big, known, cashed-up sponsors. With this sponsorship and some bribery and/or extortion along the way we could even win!

Ah, what about the car? We'd need a wagon; reliable, robust, repairable, and able to accommodate four or more plus luggage over some of the worst roads in the country. For us it came down to one vehicle, a 404 wagon.

Coincidentally, Peter Cusworth's red painted ex-Repco Rally wagon was being advertised as in good condition but in need of some work. Peter brought it to Ballarat and went home without it. So began that famous wagon's next incarnation- a Variety Club entrant.

While Geoff set about garnering the necessary sponsorships and a back-up vehicle, a 405 wagon on loan courtesy of Gardon Motors, Phil and I began the mammoth task of stripping the car completely. He had the knowledge and

the contacts to strengthen and rebuild the body in readiness for new paint. It was decided that, just as Ballarat had a golden history, so this Ballarat-backed entrant would also be gold. We didn't touch the motor other than for peripherals.

Major sponsors were on board and the gleaming GOLD 00 (rego) was plastered (artistically!) with decals. On the bonnet, backed by Sovereign Hill, was painted a gold fossicker with his gold laden pan embedded in it. On the roof racks was a massive Mars Bar in which we were able to carry some of our luggage. Mars was our most generous sponsor. They already sponsored Steve and now that he was with us representing Ballarat, they couldn't have done more for us, both in cash and kind. They even arranged 'drops' of Mars products, which we could distribute all along the projected route from Ballarat to Bondi to Ballina and back.

The "Red" wagon gets transformed into "GOLD"





A 404 WAGON TALE

Meeting the Prime Minister

The 1993 event was great fun. It began on a high with our feted departure from Ballarat to Bondi Beach via Canberra, where, arranged by local MP Michael Ronaldson, we were 'entertained' by the Prime Minister, Paul Keating. Over a cup of tea in the PM's suite he displayed his extensive knowledge of things French, clocks both gilded and ormolu, and Peugeots. Outside again he was particularly taken with the painted bonnet and the gold pan. So much so that when offered a 'Texta' and asked to sign it he wrote: "Always panning for gold myself, political gold, that is", then signed it.

I then said to him "Mr. Prime Minister, you might be interested in the Australian suspension." "Australian suspension on a French car?" he answered. "Yes", I replied, "it's fitted with 'Spalding Pneumatic Suspension'. Would you care to look at it?" With that he snapped his fingers to his aide-de-camp who took a pristine, white ironed handkerchief from his breast pocket and gave it to the PM. He flicked the hanky onto the pavers, and slightly raising the trouser leg of his crisp, dark, expensive Italian suit, knelt on one knee and peered under the rear of the wagon to see nine Spalding tennis balls stuffed into each of the four coil springs. He let out a great guffaw, turned his head and said, "Jeez, what a bloody ripper! I must get those fitted to the limo."

He was very generous with his time, extremely hospitable and had a discernible twinkle in the eye.

Bondi was buzzing with excitement with throngs of people and scores of brightly coloured and adorned cars. The 404 in its gleaming gold livery caught plenty



The wagon's bonnet featured this mural of a gold fossicker and an actual pan embedded in it. The bonnet also shows the signature and comments from then Prime Minister, Paul Keating.

of attention. Or was it that we were standing in front of it handing out Mars Bars like they were going out of fashion? We were very popular!

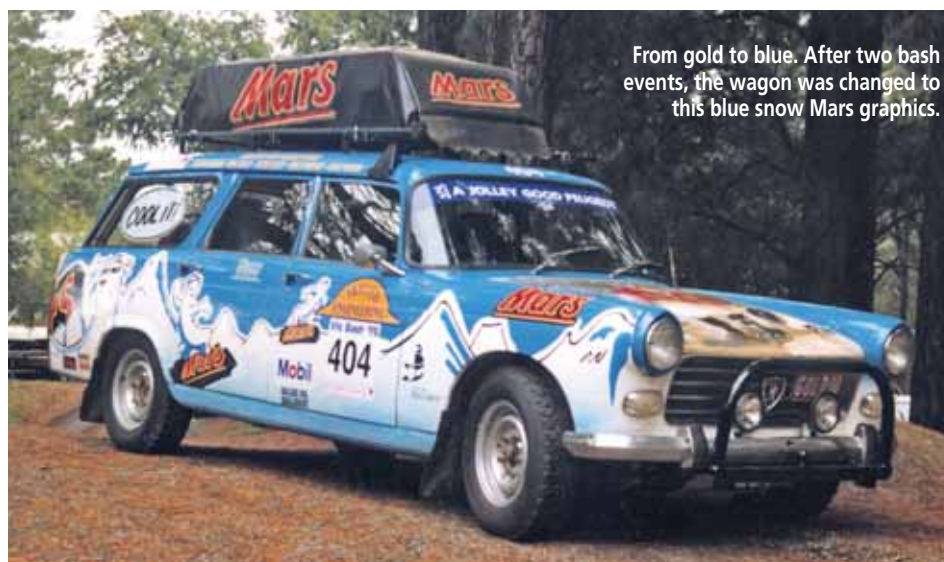
The mighty 404 did two outback bashes in gold and then Mars Confectionery decided that, given it was promoting refrigerated Mars Bars as the new taste sensation, the wagon should be painted in their blue and white livery with the 'polar bear on ice' logo. It then went on to participate in two more events in 1995 and 1996.

1995 saw us driving from Melbourne to Cairns and the next year from Melbourne to Darwin. Susie Maroney replaced Steve as the 'celebrity' team member in 1995 owing to Steve's commitments. Susie could be with us only as far as Birdsville due to her preparations to swim from Cuba to Florida! And we were driving

all the way to Cairns! My brother Peter, recovering from recent brain tumor surgery, replaced Susie to complete the Bash. We had a wonderful time together. Being a businessman he had never done anything zany like that before and together we treasured the opportunity. Sadly, he died within 18 months of that trip.

Some of the other highlights of those four Bashes were:

- witnessing the delight on the faces of children who were receiving vital equipment handovers from the Variety Club. Mobility equipment, e.g. an electric wheelchair to a severely disabled youngster in an extremely remote location; a playground to a remote community or a hearing device for a profoundly deaf child from a disadvantaged background, etc., were presented by the assembled 'Bashers' and made possible by funds raised from entrants' fees, 'fines' or extorting other teams.
- striking appalling weather near Brewarrina, situated in the 'black soil country' which led one of the support 4X4s rolling as it tried to plough through the mud to get to higher ground. Every other vehicle was hopelessly bogged after having slid sideways off the road. Which car cranked its way past all these stranded vehicles and almost made it out alone? Yes, the 404 was amazingly sure-footed until we could go no further due to black mud jammed so thickly under the wheel arches that the front wheels would not rotate or steer. The driving wheels were 'snow ploughing'



From gold to blue. After two bash events, the wagon was changed to this blue snow Mars graphics.



A 404 WAGON TALE



the rest of the vehicle. We did our best to gouge it out then travelled another 15 metres only to have to repeat the operation. Finally, a friendly farmer took us in tow behind his Massey Ferguson and freed us from what was certain to be a very long, cold night. We drove into Bourke around midnight. Dozens more spent that long, cold night out in the 'Bree Black Mud'.

- an hour out of Birdsville and already nine o'clock and pitch black we missed a vital bend in the road and became airborne and cannoned into a dam. Up to our doorsills for 45 minutes, we were rescued by a team, also running late fortunately, driving a pink Ford Customline. Our snatch strap was unrolled yet again!
- almost getting to the top of 'Big Red', just out of Birdsville. Yes, out came the snatch strap once more.
- travelling in convoy with another 404 wagon, that of John Colman and Ken Wall from Torquay. When in Burketown, Ken was almost spirited away from the pub by a most insistent local 'lady' who stretched her very thin arm through the window grille and, with a flash of white teeth in the dark and a shrill squeal, groped for Ken's loose clothing. He was flattered but stayed on for another round or two. John escorted him back to the camping ground and the safety of their tent.

- dust intensity in some of the remote outback locations was unbelievable. Cars travelled at relatively high speed with dust lights at the rear but sometimes the lights didn't cover all bases. An early model Mercedes Benz was overtaking another participant in thick red dust through a private property. Maybe they didn't see the dust light? Little did they know that they were approaching a narrow grid. As the first car passed through the narrow opening the Benz slammed into the concrete posts of the grid, rendering it twisted metal and almost taking lives with it. The occupants were badly shaken with minor injuries and stranded hundreds of kilometres from anywhere. We were among the first on scene and able to assist the walking wounded.
- being bailed up by a seriously angry farmer armed with a double-barrel shotgun, upset because we had used his property as a shortcut and distressed his sheep. He demanded \$50.00 per car from each driver or we had to return to the road, some 20 kms back and take the 145 kms round route to our destination. It was getting late and we were all tired so we paid up as did all the other drivers. A kilometre up the road and around a corner was another team splitting their sides with

laughter. They had just raised close to \$2000 for the Variety Club!

- impromptu cricket matches in the middle of the desert with batsmen (like me!!) facing a ferocious Merv Hughes and Geoff 'Henry' Lawson. As 'celebrity bashers' they were great sports and a lot of fun. Suffice to say as batsmen, we didn't stay at the crease for too long.
- visiting Camp 29 just east of Burketown, Burke and Wills northernmost point on their ill-fated expedition. Owing to the mangroves encountered north of there they were unable to get to the Gulf and were forced to turn back. And the rest is history....
- up around Mt. Isa the 404 developed a suspicious clatter emanating from under the bonnet. At Urandangi, an Aboriginal settlement 200 kms south west of 'The Isa' it expired. We sent two of our crew ahead with other crews and Paul Milne and I were towed to Camooweal where we were able to gain access to a hoist. I drained and removed the sump to find large alien shards of metal where they shouldn't have been. The head came off and pistons withdrawn from under and liners from above. One liner was cracked through its whole length whilst the skirts of two pistons had separated. I rang Lew Partridge in Brisbane and



A 404 WAGON TALE

had him dispatch a replacement set of pistons and liners. They were to be sent by Greyhound bus and would arrive in two days! Fortunately Camooweal had a watering hole, albeit with a segregated bar. It was my first experience of Aussie apartheid and I thought it monstrous and inhumane. The next day we took boxes of Mars Bars around to the local indigenous school. They loved us.

We asked the garage owner if we could use the facility to rebuild the motor. He went puce, became abusive and unceremoniously kicked us out saying he didn't trust travellers, especially from the south and that we were all thieves. Crestfallen and cursing, we pushed the 404 out onto the Barkly Highway and west as far away as possible from Mr. Freckleton's garage and sat on the gutter with our heads in our hands. Over lunch we were relating our tale of woe to a storekeeper and our conversation was overheard by an interstate truckie who, sympathetically, offered to transport the 404 to his trucking yard in Mt. Isa where we could use the facility to rebuild. He, Steve, arranged a forklift truck from the storekeeper and lifted GOLD 00 onto the tray and away we went. The parts were to be intercepted in Mt. Isa rather than Camooweal. We were on a roll. At the depot Steve offloaded the 404 onto four 44 gallon (lots of 4's!) drums to give us elevation and provided a ladder from which we could work from the top. The parts arrived at 3.00 pm and by 2.00am next morning I fired her up. We had lift off! We caught three hours' sleep in the back of a prime mover and left at 5.00am to catch the bunch, already three days ahead of us.

Paul and I drove in shifts for 17 hours until finally meeting up with the other crews at Springvale Homestead, west of Katherine. The mighty 404 didn't miss a beat. We went on with the group to Darwin, enjoyed a rest day then headed south for home.

Many other great memories linger, especially those of the friendship and fun of our various crews over the four years. We visited places I'd only ever dreamt of and took that fantastic 404 on roads, tracks and along dry riverbeds that would strike fear into even a seasoned 4X4 driver...all thanks to a well prepared, reliable, ruggedly functional, stout-hearted 404 wagon.

Oh, and by the way, Peter Cusworth reckoned there was another life in her to be lived and bought the car back again. What a Lion!

The (Red) Wagon returns for the final time

Peter Cusworth

Yes, I must admit it, I bought this wagon back again for a third time! I needed a car for the 2003 Redex Rerun and thought the old wagon, with its history, would be a perfect fit for this event. When Mike advertised it in Torque in early 2001, he wasn't inundated with offers for this rather tired old car... but I bought it!

Below is part of my Editorial from Torque in May 2001.

I picked up the ex Repco Round Aust/ Ex multiple Variety Club Bash/ ex Cusworth Rally car come family car/ ex Torode motorkhana car... 404 wagon from Ballarat a couple of weekends ago.

We used to, and still do, call it the "Red Wagon", but as it's not red anymore, it seems somewhat strange... calling it "red" that is.

Mike Jolley managed to get it running, as it has been parked since it arrived back from the last bash about 5 years ago, so with an unregistered permit, I was able to drive it home.

Some things seemed remarkably familiar inside the car on the way back to Melbourne, and other things quite strange. Like the floor shift that is now fitted. It has an unusual H pattern for a BA7 gearbox in that 1st is towards you, 2nd straight away, 3rd back to you and springs over, and 4th away again. Must have linkages to a 404 rear housing I guess, rather than just putting a 504 rear housing and gearshift in.

The other odd thing is that the column lever is still there but not connected. Old habits and all that, but several times I grabbed the wrong gear lever as the lights changed to green.

I will definitely put a conventional column shift back in as I really love a good BA7 404 gear change. I will weld up the big hole in the tunnel too, as I suspect it can do with all the remaining strength possible there.

I could see all the holes in the dash where I had fitted various map lights and Haldas over the years. The rather ragged slot where all sorts of radios and cassette decks had been fitted, not many of which I could hear when at highway speed.

The polystyrene panels that the Repco crew had glued to the ceiling in place of the original lining, seems to have been replaced with a furry lining. Looks cosy, but I'm not sure on that one.

After about 15 years, the fibreglass repairs I made to the front floors look like they might need some replacement with real metal.

Eventually I will paint it red again so that people will know what I mean when I refer to the "Red Wagon".

Despite my initial aspirations to get the old girl back running and registered for another round Australia trip, reality set in after I had a really good look at the condition of the car. Sitting around for 5 or so years had not improved the rust situation. I remember lying under the car trying to work out where the surface rust ended and how far the deep rusty bits extended to. The handcrafted and welded buttress panels would need replacement, but finding solid metal to weld to would be a problem.

As is usual with my projects, the car sat there for some time while I decided what to do. Eventually my head took over from the nostalgia and I decided to abandon the old girl and purchase a much better condition wagon for the Rerun.

I had even gone to the bother of purchasing the original AKN 636 numbers plates that the Red Wagon wore in its pre Variety Bash days. I'd also bought litres of red and white enamel for the repaint. Still have those cans in the back shed actually. Anyone after some free red and white paint?

With the assistance of Hank Vermoert, we completely dismantled the car and the body shell went off for recycling.

Thus the sun finally set on this remarkable vehicle. At least I can't buy it back again now!



Photo by Richard Davies taken in 1979 during the Repco Trial



PCCV member profile

Damien Jenkins

Damien Jenkins grew up with Peugeots and has loved them ever since. He was a founding member of the Peugeot Car Club of NSW, when he owned a 203, and has since built up quite a collection of desirable Pugs as well as other makes. Damien is an accountant but has moved into investment and company management. He lives on a property at Murwillumbah near the NSW-Queensland border, where he has room to play with his toys.

Name: Damien Jenkins.

Where you were born: Sydney.

Age: sixties.

Suburb or town where you live: Murwillumbah, NSW.

Occupation: Finance director.

Favourite movie: Any Steven Segal movie.

Favourite song or piece of music: Summer of 69 (Bryan Adams)

Favourite spectator sport: Moto GP / World Rally / cycling.

Types of motorsport you watch or compete in: Historic rallies / club-level hillclimbs and sprints.

Favourite holiday destination: Our cattle property at Tenterfield.

Hobbies: Turning mechanical fantasies into reality, with the help of my sons.

The person you'd most like to meet: Barry Ferguson (I have now met him).

Something we don't know about you: I would have liked to have learned to play a musical instrument.

When you joined the club: July 1995.

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

Other car clubs you belong to: PCCNSW (since 1973).

Your all-time favourite Peugeot: 1969 404 V6 (a pop's car that smokes the back wheels).

Your all-time favourite non-Peugeot car: Toss-up between a Renault Clio RS200 and a Nissan R33 GTS.

Your thoughts on modern Peugeots versus older models: Modern Peugeots are devoid of soul.

First car you drove: 203.



Damien and his wife Ronda with their newly acquired 404 V6 at the 2012 French Car Festival.

First car you owned: 403.

First Peugeot you drove: 203.

First Peugeot you owned: 403.

Other Peugeots (not including your current collection): Several 203s and a 404 ute.

Cars currently own:

1. 203 sedan, Mazda rotary engine, 5-speed gearbox, four-wheel discs, etc – 100RWHP
2. 203 station wagon (403 engine)
3. 203 C sedan (my first) supercharged rotary engine, 504 independent rear suspension, four-wheel discs, 5-speed gearbox – 203 RWHP
4. 203 tray back ute – 1618cc engine.
5. 203 Styleside ute (403 engine) participant in 2003 Redex Rerun

6. 404 1969 sedan purchased new by my father, now running Bill Hamilton V6 engine – 140RWHP
7. 404 sedan – historic rally car – second outright in 2006 Ampol Rerun – 100 RWHP
8. 404 ute – camping body – soon to be V6 powered
9. 505 6R V6 (Bill Hamilton engine) – sports suspension – Mazda 4-piston callipers, GTI fuel tank, etc
10. 505 GTI Series 2 V6 twin turbo, ex-Rob Cherry
11. 604, ex-Richard Marken
12. 504 coupe – 2850cc V6 evenfire (Bill Hamilton engine)
13. 504 coupe 2664 oddfire
14. 504 coupe – rolling shell
15. 505 SRDT auto sedan



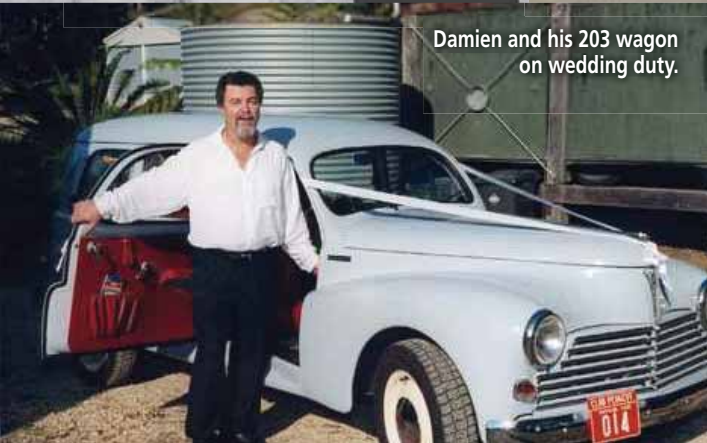
One of the Jenkins' 504 coupes.



Damien presents Gordon Miller with a bottle of French champagne to mark his 72nd birthday, which coincided with the 2003 Worm Drive weekend at Young.



Damien and Ronda head off on the 2003 Redex Rerun in their 203 Styleside ute.



Damien and his 203 wagon on wedding duty.



Damien with his 404 and a strange sign on Thunderbolt's Way, NSW.



Damien in his highly modified 404 ute on the Worm Wander in December 2004.



A long wait for a manual transmission bell housing for his 504 V6 coupe was enough to bring Damien to tears.

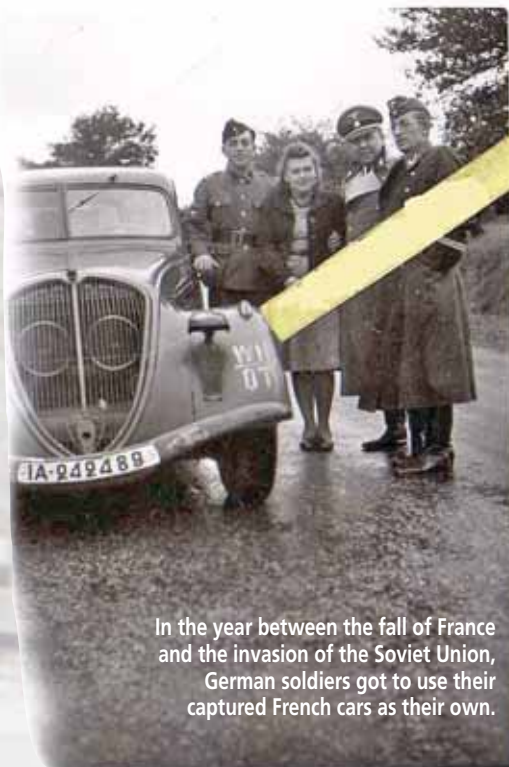


Peugeot during WW2

by Russell Hall

The story of Peugeot during the Second World War is an interesting one and deals with a difficult period in French history.

In 1939 France was the most highly motorized nation in Europe with two million cars. The occupation of France was of great value to the German army. German second rank divisions were often poorly equipped and away from the newsreel cameras, horses were widely used for transport of men and supplies. The German artillery was mostly horse drawn. Large numbers of French cars were confiscated for use by the occupying authorities. Owners were issued with effectively worthless certificates in compensation. The French manufacturing plants were put into the service of the Reich. The Germans were able to equip their army with French vehicles for the coming invasion of the Soviet Union. In all 88 infantry divisions, 3 motorized infantry divisions and 1 panzer division were equipped with French vehicles. French cars and trucks became a common sight on the roads of Russia and earned a poor reputation among their German drivers as they were not made to cope with the mud, dust and freezing conditions they faced.



In the year between the fall of France and the invasion of the Soviet Union, German soldiers got to use their captured French cars as their own.

At the outbreak of war the French government proposed moving the Peugeot plant at Sochaux further away from the German border but in practice little was done. The fate of Peugeot was sealed in June 1940 when the fortress of Belfort surrendered after a siege of only 12 hours. The Peugeot factory was put under the control of Volkswagen and was directed by Ferdinand Porsche. He visited Sochaux a number of times and after the war was accused of war crimes by the French Government. The Peugeot family did not support the

fascism of the Vichy government and was known to be sympathetic to the Resistance. The factory management and workforce attempted to do as little as possible but non-co-operation would lead to deportation to the Reich to work under the supervision of the SS. Attempts to build a Focke-Wulf aircraft at the plant were thwarted. Between June 1940 and 1944 Peugeot produced light trucks and cars for the Germans. There were two trucks – the DK5 which was usually a Luton Peak two tonne truck with a 402 front end and motor and the DMAH, a smaller truck also produced after the war. Both 202 and 402 cars were also produced. In all Peugeot produced 28,000 DMAH and DK5 trucks and 22,000 202 and 402 cars for the Germans. They also produced a few VLV electric cars for government service.

In July 1943 after the Renault plant had been destroyed by the RAF, Britain decided to put the Peugeot plant out of action. On the evening of July 15 at the end of the BBC news, the message was read that Jean-Pierre's chimneys had grown too tall. This was code to the Resistance that a flight of Halifax bombers was already in the air on their way to Sochaux. Unfortunately due to an error the pathfinder dropped his flares on the town not the factory. Although the official communiqué the next day said the



402 cabriolet plus dog.



These 402s seem to have larger Michelin tyres and an increased ground clearance.





Harry Ree



Peugeots were often used as command vehicles.

weather was clear and the bombing effective, in fact 110 civilians were killed in the town and the damage to the works minimal.

In 1943 Captain Harry Ree, code name Cesar, of the Special Operations Executive, was parachuted into eastern France to co-ordinate Resistance activities. A school teacher and former conscientious objector, Ree was, like Nancy Wake, one of the larger than life characters of the SOE. He believed that the bombing of French factories was turning the French population away from the Allied cause, and that industrial production could be stopped by organized sabotage. He moved to Belfort and the Stockbroker resistance network which took in the Peugeot plant. Through the Resistance he met the Peugeot personnel manager who arranged a secret meeting with head of the Peugeot family, Jean-Pierre Peugeot. At the meeting Peugeot gave permission for the plant to be sabotaged. He gave

Ree a plan of the factory and nominated two foremen who would place the charges. The explosives were smuggled into the plant and stored under the noses of the Germans. As a diversion, Ree organized a Resistance attack on the plants transformers at the time the charges went off. It was highly successful. Most spectacular was a 25 tonne machine flying perhaps 30 feet into the air. Production was permanently disrupted and in 1944 the Germans largely stripped the plant of its equipment.

Harry Ree was ambushed by a German field patrol and shot four times. He escaped by fleeing across a field, swimming a river and running through a forest. He crossed into Switzerland and got back to England where he went on to a distinguished career in education. Jean Pierre Peugeot had to flee to Switzerland in October 1944. Of course he had the rebuilding of the plant and the 203 ahead of him.

Of the tens of thousands of Peugeots in German service, most lay scattered from Stalingrad to Normandy. Few survived.



DK5 retreating in the Russian snow.



A light 402 in the Russian snow.



402 destroyed by air attack in Normandy





WAR TORQUE

A Peugeot DMA destroyed in Russia.

The DMA was a light truck built by Peugeot between 1941 and 1949. It was the first commercial vehicle from Peugeot to employ a forward control cab, whereby the driver sat right at the front of the vehicle.



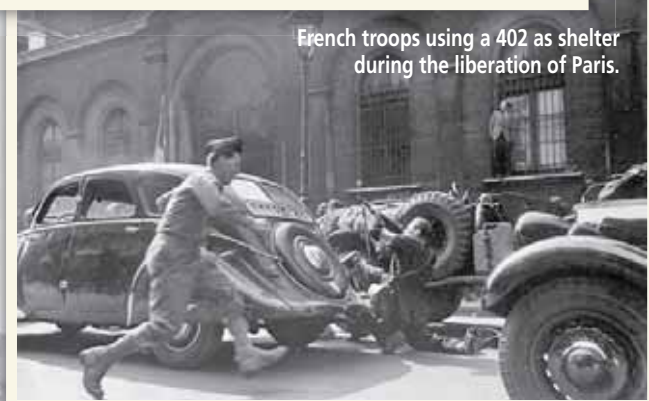
Peugeot DMAH in Russian mud.



The surrender of the fortress of Belfort in June 1940 sealed the fate of the Peugeot factory.



Raising the French flag over Belfort, April 1945.



French troops using a 402 as shelter during the liberation of Paris.



Jean- Pierre Peugeot after the war.



A Peugeot D3 van photographed by Kevin Hall in Momy, France.

Peugeot D3 and D4

Manufacturer:

Chenard-Walcker
1946 – 1951
Peugeot
1950 – 1965

Production:

approx 76,000
produced

Layout:

Front engine,
front-wheel-drive

Engine:

4 cylinders in line,
petrol

1290 cm³ (D3)

1468 cm³ (D4)

diesel 1816 cm³

Length:

4430 mm

Width:

1840 mm

Height:

2110 mm

Successor:

Peugeot J7

The Peugeot D3 and its successor, the Peugeot D4 were forward control panel vans sold by Peugeot from October 1950 till 1965. The van originated as a front wheel drive light van produced by Chenard-Walcker, whose business Peugeot had acquired by 1950.

The van, based on a wartime design, was relaunched, soon after the Liberation, in June 1946 as the Chenard-Walcker CPV. In this form it was powered by a two-cylinder water-cooled two-stroke engine of just 1021 cm³. Power output of 26 hp was claimed. Accepting that even by the standards of the time, this level of power was insufficient, in 1947 the manufacturers switched to using the 1,133 cm³ engine of the Peugeot 202, and claimed power increased to 30 hp.

The original two-cylinder engine had the merit of being very compact, and in order to accommodate the four-cylinder unit from Peugeot the nose of the van had to be extended, which compromised the clean frontal design of the original van and gave rise to frequent use of the « Nez de cochon » ("pig nose") soubriquet.

Providing the van's engine to Chenard-Walcker at a time when the business was short of cash left Peugeot as a major creditor, and therefore at the front of the line of any potential purchasers of the business as it became apparent

that Chenard-Walcker could not survive independently. Peugeot's acquisition of the business led to the van's rebranding as a Peugeot, although it was January 1951 before the Chenard et Walcker CP3 (as their CPV had by now become) was formally discontinued.

Power was also increased late in 1950 when the engine from the (by now no longer produced) Peugeot 202 was replaced by the 1,290 cm³ engine of the recently introduced Peugeot 203. The D3 was redesignated as the D3A. Already the engine change enabled Peugeot to advertise the van's power output as 32 hp, and during the next few years the vehicle benefited from further enhancements as the engine was developed both for the van and for what was at the time the company's only passenger car. Power was increased to 40 hp in 1952, marked by the renaming of the van as the D3B. In February 1953, for drivers who did not like to work alone, a passenger seat was fitted.

In 1955 Peugeot added a second model to their passenger car range, and the van acquired the 1,468 cm³ engine of the newly launched Peugeot 403 which even in the detuned state used for the commercial vehicle application provided 45 hp of power. Thus enhanced, in August 1955 the Peugeot D3 was replaced by the Peugeot D4. The new

van was virtually indistinguishable from the old one from the outside, unless the customer had paid extra for the side-door which could now be specified for the load area. Also new on the D4 were two "baguette-style" over-riders on the front bumper which enabled keen eyed observers to differentiate the two versions (until 1960, when the over-riders disappeared).

In October 1959 the D4 (like the 403) became available with a diesel engine, which was a major innovation at the time. In 1960 the power from the petrol engine was increased to 55 hp and the van was redesignated D4B. 1960 also saw a rearrangement of the exterior lights with the fitting of flashing direction indicators front and back. Further changes during the final five years were minor in nature, one of the more noteworthy being a small reduction, in 1963, of the number of bars on the front grill.

A range of body types existed including those of a basic panel van, a minibus, and ambulance and horse-box. Customers for the little minibus version included the French post office which used the vans for transporting postmen and various French police forces.

The D4B was withdrawn in 1965 to be replaced by the Peugeot J7.



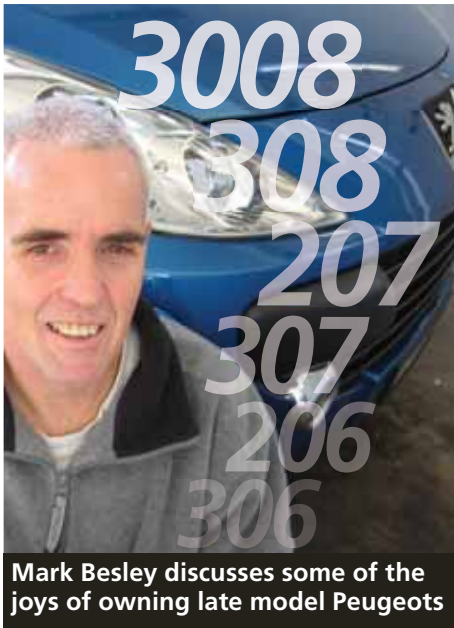
A French Graveyard

In 2009, club member Kevin Hall came across this 'graveyard' of Peugeots and Citroens behind a farm while walking in France. Kevin said, "It was out of the way and would have not been visible except on the rough dirt path I was walking on."



A 301 Peugeot encased in blackberries.





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

Rear Hatch Lock

This month, I am writing about a problem with the rear hatch lock on a 2002 307 XSE owned by PCCV member Jan Fly. I would like to thank Jan for showing me the problem and documenting her experience in getting it fixed.

Jan's problem was that the rear hatch would not lock or stay closed, meaning that it was bouncing open on every bump as she drove along the road, and also meaning that the car doors could be closed but not locked.

Firstly, a little insight into the way that the locking systems work on a 307 and other recent Peugeots. Unlike earlier models where unlocking the tailgate or boot was a mechanical action involving pushing a button or similar, later model Peugeots accomplish this task electronically. When you reach under the exterior handle to unlock the tailgate, you press on a plastic bar which presses on a small microswitch which then actuates the mechanism and releases the tailgate.



Tailgate release on a 307 Touring.

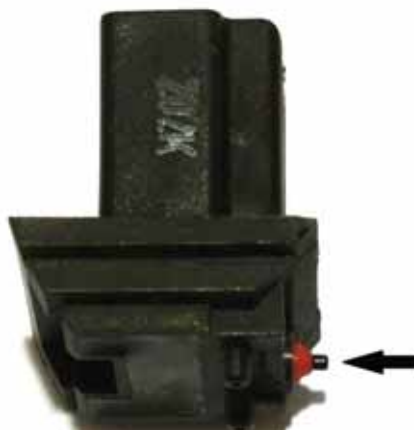
There are only a couple of millimetres of movement and people unfamiliar with these vehicles sometimes find the action a little disconcerting initially. However you soon get used to it and tend not to think about it until something like this goes wrong.

We should also speculate why Peugeot went to such a system. Although there is the added complexity of a switch and an electrically operated lock, there are benefits in a simplified central locking system. When the car is locked, power is simply disconnected from the tailgate, so pushing the switch from the outside does nothing and the tailgate stays closed. This makes it easy to implement the central locking system.

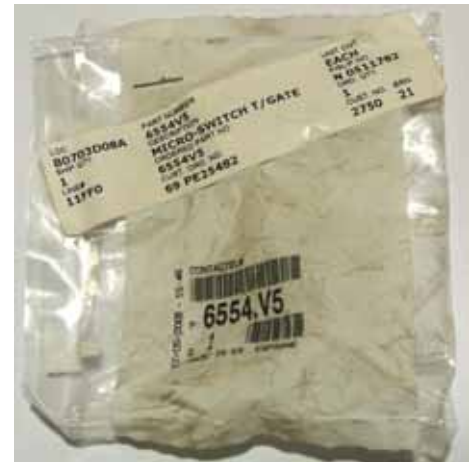
Note that late model Peugeots have no interior locking buttons on the doors and no key slot on the hatch/tailgate. Also the central locking system detects whether any door or the tailgate is open and the car cannot be locked in this situation. Of course this compounded Jan's difficulties as her car could not be locked while the system detected that the rear hatch was not closed.

We had a look at the fault at a General Meeting a few months ago and determined that the problem lay in the tailgate lock mechanism. Following this, Jan attempted to procure a replacement part from a wrecker. However the wreckers would only sell the entire mechanism at an asking price around \$600.

Jan's further investigations revealed that the switch could be purchased separately as a Peugeot spare part which fortunately meant that she didn't have to buy the whole lock mechanism. Further to this, Jan was advised by Peugeot that this is a "common item requiring replacement in older models". As we are aware, Peugeot's definition of an "older model" is something around ten years of age. This is in marked contrast to the views of many of us in the PCCV who regard 203s and 403s as "older models", 404s and 504s as perhaps middle-aged and anything with front wheel drive as fairly new.



Microswitch from a 307 Tailgate Release. The arrow indicates the tiny button that is depressed when you press the release from the outside. To get an idea of size, the whole part pictured is about 30mm long.



This is the part you need to fix this problem on a 307.

The repair (including labour) cost Jan less than \$150. If you wanted to do this yourself, you would only be up for the cost of the switch itself. According to the Haynes 307 Manual, removal of the tailgate trim is straightforward, then it is simply a matter of undoing a couple of nuts to remove the lock mechanism.

I also thought about why these microswitches may fail, and it may be that they are insufficiently isolated from the outside world, meaning that dust and perhaps water ingress lead to failure of these items. Interestingly when I examined my 3008 tailgate, I noticed that the section you press to open it is made of rubber which is sealed around the edges and would do a far better job of keeping dust and moisture out.



3008 Tailgate release and lock



August Club Meeting

Held at Chateau Peugeot on Friday 3 August

President Murray Knight welcomed members to the August Meeting.

Apologies: Ray Vorhauer, Mike Farnworth, David Isherwood, David Jenkins. Les Jennings, Mitch Garrad.

Minutes of the previous meeting as published in Torque be recorded as true and accurate with the addition of an apology from Neil Beddoe. Moved Hank Verwoert, seconded Paul Watson, Carried.

Secretary's Report: A further letter has been sent to the VDC to progress renewal of the Club Rooms lease. New member, Michael Green, '56 203C and '67 404. Condolence card sent to Brian Ward on the passing of his mother.

Treasurer's Report: General Cheque Account \$6,379.57, Cash Reserve, \$2,232.89, Petty Cash, \$150.00, Term Deposit reinvested for a period of 12 months.

Events Report: Participation in the Fiat car club Economy Run was a success with five entries and John Marriott/Denis Edwards in a 403 taking out third prize with a consumption of 4L per 100 km.

Upcoming events include; the DECA weekend, 11-12 Aug with Miltons Meander and the 205 meet on Saturday followed by the DECA track day on Sunday, the Voyage Petite to Marong on Sun 26 with a start time of 7.30 am and not 8.30 am as published, the September Club meeting on Fri 7 with Weber Performance Carburettors, the Voyage Petite on Sun 16 via Macedon with lunch at Trentham and the Annual Auction at the Club meeting on Fri 5 October.

Competition Events: Motorkhanas, Mt Gambier, Sun 5; Koonwarra, Sun 1 Sept; Huntley, Sun Sept 22; Upcoming, Hill Climb Boisdale, Ivan's Folly.

CAMS/AOMC: Maintenance/Restoration Seminar Sat Aug 4.

Torque: Peter Cusworth requested early lodging of material for the Sept Torque.

Merchandise: Milton reported good sales.

General Business: Lael Lea donated two CB's.

Hock and Scrounge: Les Jennings is seeking 203 sills, Laurie Jones has a 604 distributor and Laurie Petschack is looking for a tunnel mounted 504 hand brake. Milton has for sale a Peugeot Bike donated by Salman, Rob Trembath has a 205Si for sale, \$1,500.

Presentation: Hank Verwoert gave a terrific presentation, aided by pictures of

the recent 4 States Desert Trip. This was followed by the showing of a selection of Peugeot Sport videos.

The meeting closed at 9.30 pm.

August Committee Meeting

Held Chateau Peugeot August 13, 2012.

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

Apologies: Ben Park, David Jenkins, Ray Garrad,

Business Arising:

- Defibrillator purchase deferred indefinitely
- Still looking for some sponsor items for the Pageant. Suggestion to get RACV bags as Duncan's can't assist.
- Have received some meal costings – still waiting for another one. Murray will be in Wodonga this weekend and will follow up. Still waiting for information from the Pony Club.
- VDC – still waiting for a response from the VDC regarding the lease renewal.

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

Treasurer's Report: General Account \$6,379.57, Term Deposit Account \$204,842.16, Cash Reserve Account \$2,322.89, Petty Cash \$150.00. Accounts for payment: Mike Farnworth (postage) \$539.30; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing) \$1,192.40; Telstra (Mobile phone bill) \$44.73; Telstra White Pages listing \$22.00; MYOB (Registration/Support) \$35.00; Norcal Café (August supper) \$52.50; VDC (September Rent) \$546.57.

Accounts Presented: Pakenham Auto Club (Catering at VMC4) \$92.00; Nick Wright (UHF Radios, stationary) \$137.50; Pakenham Trophy Supplies (VMC4 Trophies) \$186.00; Paul Watson (Presentation Watches) \$72.94; CAMS (Licences purchases by members on 12/08/12) \$72.00.

Term Deposit matured and the capital reinvested at 4.70% for 12 months. The interest of \$5,555.99 was paid into our Cash Reserve Account which is currently earning 3.5%.

Draft 2011-2012 P&L including a comparison with the 2010-2011 year circulated by email.

Club Assets – tools have been listed and valued at \$1,604.00.

Event Secretary's Report: Altona Men's Shed – good number of cars attended.

Last month's meeting was a bit of a let down with the speaker pulling out.

Upcoming Events:

Voyage Petite

August 26: Marong picnic organized by the Federation of Veteran, Vintage and Classic Vehicle Club.

September 7: Club meeting with Weber Carburettors

September 16: Doug Burke is organising a run from Calder Park McDonalds to Trentham.

October meeting: Auction night

October 7: Euroa Show and Shine

October 14 – 19: Sunset Country Trip

October 18 – 22 Worm Weekend: French Car Festival Adelaide

Ray Hoey Weekend: looking at possibly running this in November – possibly the third or fourth weekend.

Competition Secretary's Report:

DECA sprint and motorkhana – we will make approximately \$1,000 loss on the event.

Slippery Dip date confirmed as November 11.

CAMS/AOMC: AOMC day – Allan gave a report on this event which was a very successful day. We have also received some RACV books/manuals related to Peugeot from AOMC.

Merchandise General Business: We are moving a good number of items and reducing our stock levels.

General Business:

- Discussion on the 2011/2012 figures. Nick asked to write some explanatory comments on the items which need explanation for the annual meeting. These notes to be brought to the next Committee Meeting.

• Discussion also on the best way of attracting new members and how we can possibly reduce some of our regular costs. Also included in this was discussion on DECA and what we can do to improve the event and make it more profitable.

- Stop watches need replacing. Meeting concluded at 10.15pm.

Next Committee Meeting is Monday September 17th.



Cars for sale

206GTi, 2001 model, diablo red. Almost 90,000km, reasonable tyres, needs some work, registered to October. SNA690. \$4000 ONO. 0409 411 884. Photos available.

504, 1977 five-speed manual (reverse needs attention). Good general condition. Good motor with thermo fan system and electronic ignition. Mag wheels with good tyres. Silver-grey paint, upgraded beige interior. Dash top is good. Needs a wiper motor. SOS755. \$4000 ONO. Peter Blum, 0428 146 030.

407 HDi 2 litre. 2005 ST Executive. Sports automatic. 159,000km. Silver. Country car, well cared for. UEE380 registered to April. \$12,750 for quick sale. Can be viewed on www.drive.com.au Contact Peter Groves, 03 5233 4519, 0418 599 925.

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

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 \$23,000. 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 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, \$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. OCJ432, engine number, 1302004 Phone Howard 03 9434 3280.

How to place 'Sales Torque' advertisements

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

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

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

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

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

404 one-tonne ute, 1972, unregistered. Engine number 7138784X. Goulburn Valley area. \$2500. Glennys Watson, 03 5862 3110.

205 SI 1993 Five speed manual 3 door hatchback, red, grey interior. Registration no. TUC 832, engine no.25102873 VIN VF320CBD225102873 Reg. Expiry 22.11.2012. 214,000 km, very reliable car serviced annually and barely driven for last five years, factory sunroof, price \$1000. Contact Tracey 0415 953 330.

404 sedan, 1970, 1600 eng, runs well, complete car very reliable NSW club rego 40410H. \$1750 ONO. And

404 sedan, 1970 body very straight, no rust. Has been bare metalled, nearly ready for paint. Has excellent Ti engine. Vin# 5566186 \$1500 ONO. And

504 sedan, 1976 white. Vin# 504A132642392. Complete car less engine. Rust in LHR door. \$550. Most vehicles in Wagga. Could be brought to Melbourne. Contact Allan Parker in Wagga Ph 02 6922 8869 or mob. 0457 002 594 or Hank Verwoert in Melb. 03 9783 2718.

Parts for sale

Hank's Parts: 504 Ti engine (Eng# 866026) Excellent condition, hear running \$550 ONO. 505 Diesel engine 2.3 non turbo recently recoed, (Eng # EM000889) plus 5 speed BA7/5 gearbox, hear running. \$1000 ONO. Suzuki Vitara wheels X8. Four with very good tyres – will suit a 404 Wagon. \$375 ONO. Rear axle complete includes shockers & torque tube to suit 404 wagon. Has 604 ratio. \$175 ONO. 404 wagon complete taillight assemblies – almost new \$95 each. 404 sedan 6x15 rims with 205 70 15 tyres \$150. Many other 404 parts available. Contact Allan Parker in Wagga Ph 02 6922 8869 or mob. 0457 002 594 or Hank Verwoert in Melb. 03 9783 2718.

Number plates, 404C. Limited series white background with green numbers, Victoria 150 logo. These plates were only available in 1984. They are in used condition and the price is \$150 as is, or \$250 if you want them restored to as new condition. Contact Basil Van Dongen, 5633 1699/0418 533 490.

Number plates, LEM116 (Le Mi16)

White characters on black. 1 slimline & 1 regular size. Both in VGC. Included are perspex covers for both. Contact Jeff at jrowles@alphalink.com.au or 03 9898 6430

Basil's parts: 504 diesel starter motor P/R D11E 156 \$100; 505 GTi starter motor P/R D10E 88 \$100; 405 petrol starter motor D7R8-19A4-5156 \$75; 405 1.9 alternators (two in stock) \$50; 504 flywheel \$50; 604 drive plate \$50; 306 drive plate \$50; 205 flywheel \$50; 505GTi/STi airflow meters (two in stock) \$150; 505 heater assy with controls, clock and lighter \$50; 203 rear L/H lower alloy stone guard P/N 248D \$25; 505 GTi reco computer \$200; 505 GTi computer \$100. Basil Van Dongen, 5633 1699/0418 533 490.

504 Haynes Workshop manual used but in very good condition, \$25 plus postage. Neil Boyle, 03 6423 5608.

Paul's parts: 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.

207 3 door wind deflectors/visors.

Slim design, easy to fit, brand new, still in the box. Genuine Peugeot accessory P/N 96221H0. Normal retail price is \$181.80. Our price \$79 including postage to Victoria. Phone Bruce 02 6584 1800.

Parts wanted

Two hubcaps for 1982 505 GR. Also brown and white fabric for repairing front seats (a complete rear seat in the same colour would provide enough material). Phone Howard 03 9434 3280.

Left and right external rear view mirrors and wide rims for 1969 model 404 plus a sump to suit a 505 OHC motor. Call 0449 298 195 and please leave msg or you can text me. Peter Gramsbergen.



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BOOKS

PCCV 1954-1979 Events in the Clubs first 25 years.

PEUGEOT IN AUSTRALIA By John Wright.

PEUGEOT IN AUSTRALIA by Alan Jones.

ARMAND PEUGEOT A history by Piero Casucci.

THE PEUGEOT ADVENTURE By Jean-Paul Caracalla

PEUGEOT 605 By Jan Norbye

PEUGEOT 205 - The story of a challenge, By Jean Todt.

PEUGEOT 205GTI THE ENTHUSIASTS' COMPANION.

PEUGEOT 205 By Marcello Pirovano

PEUGEOT 205 IMPROVE & MODIFY by L. Porter & D. Pollard

HOT HATCHBACKS by W Kimberley.

203 PEUGEOT 1948-1960 By Fabian Sabates (French)

LA 203 PEUGEOT By Daniel Puiboube (French)

ALBUM 203 By Dominique Pagneux

PEUGEOT, 60 YEARS OF CABRIOLETS (Italian)

GUIDE PEUGEOT By Daniel Puiboube (French)

LA 404 PEUGEOT by Dominique Pagneux

USA ROAD & TRACK ON PEUGEOT 1955 - 1986.

PEUGEOT TOUTE L'HISTOIRE by Pierre Dumont (French)

HISTORY OF PEUGEOT From Torque magazine.

PEUGEOT SOUS LE SIGNE DU LION by Pierre Dumont. (French)

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Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	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
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Service & Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom	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
VICTORIA					
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
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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
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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
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	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
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