

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



February 2017

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PCCV CLUB TOOLS FOR HIRE

A collection of club tools and equipment is available for hire
on production of your current membership card.

Please contact: **BILL WASHINGTON**
3 Witt Court, Box Hill Ph. (H) 9849 0693



Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

PO Box 403, Nunawading 3131

Telephone 0427 203 206

information@pccv.org

www.pccv.org

GENERAL MEETINGS

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

MEMBERSHIP

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

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

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

COMMITTEE

President: Neil Beddoe – Ph. 5952 1575, 0411 491 286 nbeddoe@waterfront.net.au

Vice President:

Allan Horsley Ph. 9499 5861, 0419 634 043
allan.horsley@bigpond.com

Secretary & Club Permit Scheme:

Tim Farmilo Ph. 8711 4050 (H), 0411 240 818
tfarmilo@optusnet.com.au

Treasurer:

Neil Griffin
205gti@iinet.net.au

Social Events Secretary:

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vsgmjk@bigpond.com

Competition Events Secretary:

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gladfish@netspace.net.au

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petekerr@optusnet.com.au

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Paul Watson – Ph. 0427 203 206
paulandnola@iinet.net.au

Colin Harris –

Greg Park – gbetow@bigpond.com

Phil Torode – phil@bidwriter.com.au

Kathryn Tolo – kathryn.tolo@icloud.com

NON COMMITTEE POSITIONS

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mikefar@ozemail.com.au

Merchandise:

Murray Knight – Ph. 9728 3096
vsgmjk@bigpond.com

Library:

Alan Banks – Ph. 0408 162 406

Editor & Webmaster: Peter Cusworth
Ph. 0409 797 023, pcusworth53@gmail.com

PCCV REGIONAL CONTACTS

Gippsland: Lance Guttridge 0408 790 414

North Vic: Milton Grant 5824 2324

West Vic: Graham Lewis 5244 2070

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, Frank Myring, Brian Nicholas, Laurie Petschack, John Regan, Phil Torode, Hank Verwoert, Ray Vorhauer, Graham Wallis, Ivan Washington, Paul Watson, Nick Wright

REGISTERS

Worm Register:

203: vacant

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

404: Hank Verwoert, Ph. 03 9783 2718
verwoert1@bigpond.com

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

• 607

Lance Guttridge, Ph 0408 790 414

• 605

Salman Chaudhry, Ph 0410 040 505

• Electricals

David Isherwood, Ph. 9873 3342 (H)

• Diesel models

Hans Vandermost,
Ph. 0428 676 858 (AFTER HOURS ONLY)

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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:

The Editor, Peter Cusworth,
21 Rendcomb St, Kilsyth South 3137
Email: pcusworth53@gmail.com
Ph: 9762 5667 or Mob. 0409 797 023

TORQUE PRODUCTION DEADLINES

Deadline for the next issue is: **MONDAY 13 FEBRUARY.**

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 22 FEBRUARY** 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

Greg Park and Brian Ward competing
in the Southern Cross Gold Anniversary
Rally last November.
Photo: Peter Gailey



Club Calendar

Bold = PCCV events

FEBRUARY

Fri 3 Club Meeting. Graham Wallis is the speaker talking about the Southern Cross Rally.

Sun 12 Torquay Motor Show
Details Paul Watson 0427 203 206

Wed 15 Midweek Run – Tooradin to Noojee

Sun 19 RACV Classic Showcase, Flemington

MARCH

Fri 3 Club Meeting

Sun 5 PCCV Economy Run*

Sun 19 Voyage Petite by the Bay

APRIL

Sat 1 George Woods Novice Rally*

Fri 7 Club Meeting

21-24 Peugeot Pageant, Merimbula NSW*

PEUGEOT PAGEANT MERIMBULA



PCCV is hosting the 2017 Pageant at Merimbula on the NSW South Coast the weekend after Easter – 21-24 April.

The Peugeot Pageant is an ideal get-together to catch up with fellow Pug Nuts from all around Australia that you don't get to see very often, socialise, tyre kick and whatever else takes your fancy in a beautiful, scenic location.

We have designed a program which should please everyone. It provides social activities and some fun driving opportunities. There will be a motorkhana and driving skills tests at a property close to Merimbula. There will be retail therapy for those not interested in motor sport, as well as some fine food on the plate at night.

More info: Val Gibson 9728 3096 or email vsgmjk@bigpond.com

February Club Meeting

Friday 3 February

Our guest speaker will be **Graham Wallis** who will talk about the Southern Cross Rally. Graham was the organiser as well as director, and will give a great insight into what goes into organising such an event. Phil Torode and Greg Park were also on the rally and will share their experiences as well.

Where: VDC Clubrooms, Unit 8, 41-49 Norcal Road, Nunawading (Melway 48 G10).

When: BBQ from 6.30pm. Meeting commences at 8.00pm.

RACV Classic Showcase

Sunday 19 February

The 2017 RACV Classic Showcase will be held at the fabulous Flemington Racecourse on Sunday 19 February commencing at 9am.

The Peugeot Car Club of Victoria will hold the first of its two concours events for 2017 at this Showcase.

Judging will be conducted and prizes presented for each Peugeot model displayed as well as the ultimate presentation for the "Best Peugeot".

As well as participating in the Peugeot Club Concours, members will be automatically entered in the judging for several "Whole of Show" categories.

For those members with exceptional cars, they will be able to participate in the "Best Car of the Show" competition.

Members are encouraged to polish up their pride and joy and bring it along.

RACV *Classic Showcase*

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Incorporating
The MG Club (Vic) - Annual Concours
The Mercedes Benz Club - Annual State Concours

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Display Cars \$20
(passengers included)
Spectators - Adult \$5
Children free
Spectator parking \$20

Sunday 19th February 2017
Flemington Racecourse - Nursery Car Park

Childrens Entertainment, Music, Trophies, Club Displays & Vendors
Gates Open for Display Cars at 9.00am & Spectators at 10.00am
Club displays encouraged. For more details and site plans visit www.aomc.asn.au or [fb.com/infoaomc](https://www.facebook.com/infoaomc)



Midweek Run to Noojee

Wednesday 15 February

Meeting place: 10:00 am at Sawtellis in Tooradin for coffee – 129 South Gippsland Hwy.

Travel via: Kooweerup, Bayles, Tynong, Garfield, Bunyip, Longwarry, Jindivick, Neerim South, Noojee.

Noojee Pub for lunch: 12:00 – 12:30 arrival.

For those on the northern or western side of Melbourne, possibly home via Yarra Junction and Lilydale.

For those in the south east perhaps a run through Trafalgar or Warragul and a coffee on the way home.

People living in Gippsland may like to come straight to Noojee to meet us for lunch.

Please contact

Hank 0417 364 442 or verwoert1@bigpond.com if you would like to participate so bookings can be made.



Voyage Petite by the Bay

Sunday 19 March



On Sunday March 19 for our first Voyage Petite for 2017, Club Member Peter Myring has offered to take club members on a cruise from Williamstown on his yacht (which is where it is berthed) to Beacon Cove, Port Melbourne for lunch and then head on back to Williamstown.

For those taking the cruise, we will meet at Gem Pier in Williamstown at 10.30a.m.

For those who participated in the Voyage Petite at Williamstown in August last year, a number of members availed themselves of the opportunity to sail around Hobson's Bay in Peter's yacht. In spite of the inclement weather at the time, everyone enjoyed themselves immensely.

The yacht can accommodate 14 people at the maximum so bookings will be absolutely essential. If you would like to take up Peter's offer, you need to let me know as soon as possible.

For those who can't do the yacht trip, we will be having lunch at Mr. Hobson, 9 Waterfront Place, Port Melbourne at 1pm, so you could meet us there for a relaxed Sunday lunch and catch up with other PCCV members.

Again bookings will be essential so I can make the necessary arrangements with both Peter and the restaurant.

Please email Val Gibson at vsgmjk@bigpond.com or call 9728 3096 by no later Friday 24th February.

Murray River Trip

29 April to 11 May

Suitable for RWD Peugeots, AWD and 4WD vehicles. There will be gravel roads, bush tracks and some bush camping.

Meet in Lakes Entrance on Sunday 30 April.

Day 1: Mon 1 May. Lakes Entrance, Buchan, Willis, Jindabyne – 200 km.

Day 2: Tue 2 May. Jindabyne, Tom Groggin, Khancoban, Colac Colac – 190 km.

Day 3: Wed 3 May. Colac Colac, Walwa, Granya, Hume Weir – 200 km.

Day 4: Thu 4 May. Hume Weir, Wadonga, Rutherglen, Mulwala – 130 km.

Day 5: Fri 5 May. Mulwala, Cobram, Bearii, Picnic Pt, Barmah, Echuca – 150 km

Day 6: Sat 6 May. Echuca, Barham, Swan Hill – 160 km.

Day 7: Sun 7 May. Swan Hill, Piangil, Robinvale, Gol Gol Forest Bush Camp – 190 km.

Day 8: Mon 8 May. Gol Gol, Mildura, Wentworth – 150 km.

Day 9: Tue 9 May. Wentworth, Renmark – 200 km.

Day 10: Wed 10 May. Renmark, Waikerie, Blanchetown, Swan Reach – 200km.

Day 11: Thu 11 May. Swan Reach, Mannum, Tailem Bend, Wellington, Goolwa – 220 km.

Home via Robe, Mt Gambier, Great Ocean Road, for those interested.

Some distances may not be very accurate when we are following bush tracks beside the Murray. There are no days of long distance driving.

ACCOMMODATION

Day 1: Jindabyne Discovery Park. 6532 Kosciuszko Rd Jindabyne. Ph 02 6456 2099.

Day 2: Colac Colac C.Park. 1994 Murray Valley Hwy Colac Colac. Ph 02 6076 1520.

Day 3: Lake Hume Tourist Park. 37 Murray St. Lake Hume Village. Ph 02 6049 8100.

Day 4: Mulwala State Forest Bush Camp. 8 km west of Mulwala.

Day 5: Christies Beach Bush Camp. Approx 10 km east of Echuca.

Day 6: Big4 Riverside Swan Hill. 1 Monash Drive Swan Hill. Ph 03 5032 1494.

Day 7: Gol Gol Forest Bush Camp.

Day 8: Willow Bend Caravan Park. Darling St Wentworth. Ph 03 5027 3213.

Day 9: Big4 Riverfront Holiday Park. 1 Patey Dv. Renmark. Ph 08 8586 5200.

Day 10: Tedbury Hunter Reserve Bush Camp.
Day 11: Goolwa Caravan Park. 39/40 Noble Av. Goolwa. Ph 08 8555 2737.

Contact Hank 0417 364 442 or verwoert1@bigpond.com



Competition Calendar

* = event counts toward club champs

Bold = PCCV events

For motorkhana event details go to:
www.motorkhanavic.com.au

FEBRUARY

Sun 12 G5 Motorkhana*, Werribee

Sat 18 Junior Driver Training, Pakenham

Sun 19 Motorkhana VMC1*, Pakenham

Sun 25 Khanacross*, Parwan

MARCH

Sat 4 Cerberus Rally Sprint

Sun 5 PCCV Economy Run*

Sat 11 Test & Tune day

Sun 12 Khanacross*

Sat 25 Motorkhana VMC2*

Sun 26 Australian Grand Prix

APRIL

Sat 1 George Woods Novice Rally*

21-24 Peugeot Pageant, Merimbula NSW*

Competition Report – by Glad Fish

PCCV & Motorsport

I have been elected on to the PCCV Committee for 2017 and my role is to provide the members with information about Motorsport events for club members. I know there are quite a few members who will already know the facts that I am about to present to you. However, I would like to enlighten newer members who do not know these facts. I am only going to tell you about events that each and every club member could participate in, or be involved with, as an official or just support for a friend who does want to compete. Of course, a Peugeot is the ideal car for motorsport. Did any of you watch the Dakar Rally that has just finished in South America? The Peugeots were most impressive.

I will start with the grass-roots of motorsport.

What is a Motorkhana? Motorkhanas are motor sport events designed to test the acceleration, braking and handling of cars and the skill and judgment of drivers. Most importantly, motorkhanas provide fun and enjoyment whilst practising and learning car control. Oversteer and understeer will be found in abundance, but at safe speeds under controlled conditions. The word Motorkhana seems unique to Australia and New Zealand, but similar events are known as Autotest in the UK, Autocross or Solo in the US. and may be known as Autokhana or Gymkhana elsewhere.

Have I got you inspired? Just watch the calendar or for further information contact gladfish@netspace.net.au



Coming Competition Events

G5 Motorkhana*

– Sunday 12 February

This is the first motorkhana on the 2017 calendar. It will be a Group 5 event, run by HSCCV on a dirt surface at Werribee. Regulations available on www.motorkhanavic.com.au

G5 Presentation

– Wednesday 15 February

The presentation is a very informal evening held at Sofia's 857 Burke Rd Camberwell. Every one welcome. Presentations at 8pm. Come early for a meal and a chat.

Junior Driver Training

– Saturday 18 February

The first session for 2017. These training days will be run every second month, they are especially for 12 to 17 year olds and designed as a once off, then the participants are ready to compete in motorkhanas or follow through for a civil drivers' licence. Only \$10, everything supplied. Bookings essential, contact junior_development@pakenhamautoclub.org.au. Book now, don't let your kids miss out.

Motorkhana VMC1*

– Sunday 19 February

First round of the 2017 Victorian Motorkhana Championship held

at the Pakenham Auto Club facility in McGregor Road Pakenham, just south of the Pakenham by-pass road. Just like any other motorkhana and there is a special class for Novices as well as for Juniors. Supplementary Regulations on www.pakenhamautoclub.org.au. On-line entries welcome.

Khanacross*

– Saturday 25 February

This is the first round of the newly formed Victorian Khanacross Championship. The event will be run by the Victorian Mini Club at their new ground at Parwan near Bacchus Marsh. If you have done a couple of motorkhanas, get out and have a go at a khanacross, it is a bit more spread out, so you can go a bit faster. Otherwise same rules as a motorkhana. Also, suitable for most Peugeots.



Cerberus Rally Sprint

– Saturday 4 March

Put the date on your calendar to compete or officiate or just go and spectate. More information next month.

PCCV Economy Run & Touring Assembly – Sunday 5 March

The Fiat Car Club invite PCCV to their Economy Run every year, and a few PCCV members accept the challenge. So, this year PCCV are going to run an Economy Run and invite the Fiat club members to join us. It is several years since PCCV ran an Economy Run, other than at Easter Pageants. The aim of this is event is to have an entertaining social drive with a little challenge attached. We will have a set meeting place where participants will be given a copy of the intended route. Everyone is responsible for filling their fuel tanks at a Service Station close to the start. Then you must follow the prescribed route, there will be a few questions to answer along the way, just to prove you went the correct route. At the finish, there will be another Service Station where you will be supervised filling your fuel tank. The finish will probably be at an eating place where we can relax over lunch while the organisers work out who has driven most economically. For further details contact gladfish@netspace.net.au.



George Woods Novice Rally – Saturday 1st April

Another very important date for your calendar. This event is being run by Historic Rally Association, although it is actually being run mostly by PCCV members, as it has done for over 30 years. It is an excellent beginners event, but I will tell you more about that next month. Right now, we are putting the directing team together. Val Gibson is in charge of officials. So, if you want to be involved ring Val for more information. She will be delighted to hear from you. No charge for officiating and no previous experience needed.

Past Events

Pakenham Junior Driving Day

Sixteen young people aged from 12 to 17 years, participated in the Pakenham Auto Club Junior Driving day in December. After several hours, all were confidently driving, forward and reverse, in manual cars. Sixteen very happy kids and some very proud parents and grandparents. The Horsleys represented PCCV, with Allan instructing a group of older boys, while Ellen joined two younger girls to get some motorkhana driving experience from one of PAC's top motorkhana competitors, Rob Sanders. We expect to see some good results from Ellen in motorkhanas this year.

11th December Novelty motorkhana Pakenham*

This FUNKHANA had some very different tests that would have even impressed Phil Torode. The field included

a range of ages spanning over 65 years. What a sport this is, that allows three or four generations to compete on a level playing field. Director, Nick Wright, had planned some quite challenging tests, including being timed while parallel parking. Then at the end of a timed run, parking as close as possible to a post, without hitting it, penalty points were given for the number of centimetres away from the post. Finally placing buckets on pegs while driving past them. The field of seventeen consisted of seven juniors, two who learnt to drive the day before. Outright winner was Ray Garrad driving a Peugeot 405 Mi16. Second place was Ian Williams driving a Peugeot 306, closely followed by Junior driver Mitch Garrad, also driving the Peugeot 405. The only lady, Glad Fish, who, despite many years of road driving, proved to be hopeless with parallel parking.

Club Merchandise

Club Umbrellas – only 2 left	\$20
203/403 Oil filters.....	\$18
Club Windcheaters.....	\$30
Club Polo Shirts.....	\$25
<i>both in S, M, L, XL & 2XL sizes</i>	
Shoulder bags	\$10
404 repro brochure	\$20
203/403/404 diff seals	\$25

SALE ITEMS

Bucket hats	\$10
Peugeot pens	\$1
Number plate frames (pair).....	\$5
Dome badges	\$5
Cloth badges	\$1
Assorted stickers	\$1



To purchase any of these items, see Murray Knight at the next meeting.



A Little Night Music

An unexpected occurrence for the Island (or at least me) happened one Tuesday morning in late November during "Schoolies" time on the Island.

At around 2.30 am a slight rumbling was heard along the drive and I shot awake and aware of the sound, that of an MI departing. Shock, horror. Action, leap from bed, grab some footwear and head up the back to confirm suspicion. Sure enough roller door open, blank space where MI had been. Grab phone and in a call to "000" (after someone else in the panic), pass on details and yes it happened within the last five minutes. Hang up and start pacing. On going outside again I could hear the distinct note roaring around the streets (and some cheering) from the area towards the township. Quite a good sound (music in the night) apart from the circumstances.

I had been surprised when the car was on the hoist getting new shoes fitted to note that MI's have from each of the exhaust valves in the 16 valve head, ie eight, short individual header pipes off the head, hence the distinct note.

After about ten minutes the sound of a subdued car (Mi) was heard coming up the street (I was half way up the drive and saw it go past) and then off down Ventnor Road toward the Nobbies. Report this via another "000" call and wait. Within twenty minutes a welcome call from the Police, they had the car and the culprit. It seems that due to schoolies extra patrols were in place and from the first call note was being taken along the main street, the second call gave a direction and apparently with quick action the vehicle was spotted returning along Ventnor Road, easily identified and apprehended.

All good with the Mi returned by the Police, statement taken and back in the shed within the hour. I had been out earlier to get milk and although locking the rollers, had not gone back and locked the access door. Different story now. No damage thank heavens and very grateful. We all need to take care of the treasures within our stewardship.

Neil Beddoe





How to put your vehicle on the Club Permit Scheme

The steps you need to follow to get your car onto the Club Permit Scheme (CPS).

- 1. Your membership of the PCCV needs to be current and needs to remain current while you have a vehicle on the CPS.**
- 2. Get a Roadworthy Certificate for your vehicle.**
- 3. Take photographs of your vehicle to be kept by the Club for our records. Photos must include the following:**
 - a. A view of the front of the vehicle
 - b. A view of the rear of the vehicle
 - c. A view of the driver's side of the vehicle
 - d. A view of the driving position (side on with the driver's door open)
 - e. Photos of any identifiers such as chassis number and engine number

Electronic photos are preferred, but hard copy prints are also acceptable.

- 4. Fill out the Club Permit Application Form **AND** a Vehicle Eligibility and Standards Declaration Form:**

These forms can be picked up from your nearest VicRoads office or downloaded from their website.

- 5. Send the following items to the Club for signing:**
 - a. Roadworthy Certificate
 - b. Club Permit Application Form
 - c. Vehicle Eligibility and Standards Declaration Form
 - d. Photos of your vehicle
 - e. \$20 to cover the administrative costs associated with your application

Forms can be sent to the Club address (PO Box 403, Nunawading, 3131) or to Tim Farmilo (13 Coven Avenue, Heathmont, 3135). Please include a stamp self addressed envelope with your application.

If you have any further enquiries, please contact Tim Farmilo on 0411 240 818.

\$20 fee Club Permit Fee

A reminder that you must include the \$20 fee with all Club Permit Scheme renewals or new applications.

Presidential torque

I trust you all had a pleasant festive season and that those who ventured to Phillip Island for the December BBQ enjoyed the day. We look forward to a successful 2017 with club meetings commencing in February on the 3rd at Chateau Peugeot. We will open with provision of the BBQ for those wishing to take advantage of daylight saving preceding the meeting and Graham Wallis (with perhaps others) providing comment on the recent Southern Cross Rally that commenced in Melbourne and finished at the start of the Australian Round of the WRC at Coff's Harbour.

By the time you read this the Committee will have met for their Planning Day which aims at setting the scene for the remainder of the year regards meetings, guest speakers, events both regular eg. Le Chat and Voyage Petite, and specific like the Pageant and the French Car Festival for which we are hosts this year. As you will have already noticed planning for the two latter items is in place and progressing as would be expected and as is necessary. Peter Kerr is well along the way with the FCF despite checking himself into hospital over the festive period and is now in recovery after suffering a, thankfully, minor stroke. Val Gibson is likewise well on the Pageant case as will be noted from Torque.

Last AGM the Constitution dictated a change in Committee specifically the position of Treasurer. The Constitution (rule 44) lists the requirement for "a President, a Vice President, a Secretary, a Treasurer, an Events Secretary, a Competition Secretary, a CAMS Delegate, an AOMC Delegate, a Vic Roads Permit Officer and Ordinary members elected under rule 53. The nominated positions limited by the Constitution to a maximum three years are President, Secretary and Treasurer, so members need to exercise their minds as to a new President as of the November AGM. For some members this may all seem a little laborious however the Registrar through the Department of Justice can cause some embarrassment should the club be considered not to comply. Therefore consider either formally with a nomination or informally by offering to assist with an event or project to the betterment of PCCV so we can proceed into the future in the service of you the members. For those who might be interested, a guide has been prepared as the "duties" of each of the above positions and include those for a "House Committee" (please assist where possible) and "Delegation".

Whilst on the matter of the Constitution a couple of members have made comments recently. When PCCV was created in 1954 a "Statement of Purposes" was developed with some detailed business practices that resembled a Constitution. The Government found it necessary to prepare an overall framework for such volunteer clubs and this was done under the "Associations Incorporation Act". In the Appendices to the Act was a set/format for "Model Rules". If a Club was to be covered under these provisions the Model Rule had to be adopted or "tailored" to suit the club but include the general provisions of the Model Rules. If they did not, then the provision of the "Model" was inserted. PCCV determined to prepare a "tailored" Constitution specifically directed at our activities. The benefit for adopting such an approach was that the Committee and the members were limited in liability, as individuals, in the case of some mishap. If there were "criminal" actions taken, then this was a different matter. All clubs under this provision must report to the Registrar within the Department of Justice, on an annual basis. The limited liability and the Model Rules are the principal reasons for and adoption of the Constitution as it is.

Enjoy the Motion and Emotion that is the marque, Peugeot.



Neil





WELCOME

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

Ian Sinclair	407 Coupé
Steve Stewart	205 GTi
Geoff Croke	203

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 \$20 per litre.

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

Digital Torque

Members have the opportunity to receive their personal copy of Torque each month IN FULL COLOUR by email. The email will arrive on Friday, one week before the Club Meeting, and with the current Aus Post delivery times, several days before you'd receive it in the post.

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

If you would like to join the digital age, please send your email address to mikefar@ozemail.com.au



February 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, Neil Beddoe, Milton Grant, Val Gibson, Peter Cusworth, Glad Fish, Phil Torode, Tim Farmilo, Alastair Inglis, Brian Ward, Hank Verwoert, Russell Hall, Peter Kerr, Jeff Rowles and Peter Wilson.

Vale Dorothy Vagg

Dorothy Vagg, who died on 10 January this year, was a beloved member of the club.

Despite being in the family that is famous for its long association with Peugeots, Dot didn't drive. Dot's regular mode of transport was the local bus service for her weekly shopping outing into town, so much so the bus stop was moved to accommodate Dot. She then instigated a campaign for a shelter to be built at that bus stop. The drive home was always in a taxi with the groceries, and she was fondly thought of by the group of taxi drivers who brought her home.

And although she took a keen interest in who was driving what when she was away on a car club run, she was more interested in the people than the cars.

Dot was one of 12 children in a family that lived in a tiny cottage in Creswick. It is still there, although how they fitted such a large a family is hard to understand.

Dorothy married John Vagg in 1966 and they had two children, Glenn and Joanne. Most club members got to know Dot through the club days at the Vagg compound at Mount Rowan, Ballarat. These date back to the late 1990s, when Gordon Miller was the instigator. In recent years she played the hostess at lunchtime barbecues on the Ballarat weekends.

Although naturally shy, Dot would make a point of seeking out and welcoming newcomers, making them feel comfortable. She liked a chat and was interested in where people were from and what they did.

She was particularly good with children and doted on her two grand-daughters, Hannah and Abbey.

Dot loved going on club events with John and spent many a happy hour in his 203.

She ran a tight ship at home and anyone who saw her tidy kitchen cupboards would know where Glenn gets his fastidious workshop practice from.

Dot had been in care for more than a year, suffering from the effects of Parkinson's and associated dementia. But she had many loyal visitors, and daily visits from John, Glenn, Paula and her close sister Ruth, as well as other family members. She died peacefully, which is the way she lived.

Twenty members attended her funeral on 17 January and many more will miss her impish smile.

Paul Watson



Three handsome 404s at the December meeting.



Hall of Famer
Congratulations to Graham Wallis who was recently inducted into the Victorian Rallying Hall of Fame. Stewart Lister presented Graham with a trophy at the December HRA meeting.

What happens to your treasures?

Alastair Inglis

The UK club recently had an approach from the family of a deceased member seeking advice on how to dispose of his classic Peugeot. We were pleased to be able offer appropriate advice.

This prompted the question what will my family do with my cars and collection of spares, catalogues, books and memorabilia when I go?

Well, now they know, as we've discussed it and I have left a note with my Will. My two children will have a car of their choice (fortunately they don't want the same one) and the club will be advised that the third is to be sold at auction.

The spares will either go with the cars or be advertised through the club (registrars can be very useful here) and other specific websites together with the memorabilia. Books, magazines and photographs can be treated the same way, or via a specialist motoring book or photograph dealer.

We have heard of families that had no idea what to do and items being given to unappreciative people, sold at well below their value or, worse, thrown out ...

The old adage "one man's junk is another man's treasure" is very true, even if it seems hardly credible when you look at the contents of some of the boxes and old tins we collect.

Members are encouraged to make appropriate arrangements.

From The Peugeotist

2016 Club Trophy Presentations

At the December meeting President Neil Beddoe, with the assistance of Glad Fish, presented the annual sporting trophies to the year's winners.

Brian Ward won the Clubman and Rally Navigator trophies but was absent, as was Joan Hoey winner of the Clubwoman trophy.



Mitch Garrad winner of the Club Champion and Junior trophies.



Ladies Trophy: Glad Fish



Ray Garrad: Gentleman's & Motorkhana Trophies



Rally Driver Champion: Graham Wallis presented by Brian Amey



Tas Smith Trophy: Phil Torode and Ros King.



Concourse Trophy: Malcolm Muir.

Gerry a Tassie stalwart

Gerry Mullock, dubbed southern Tasmania's favourite Peugeot mechanic and a founding member of the state's Peugeot club, died on December 4, 2016 after a long illness. He was 68.

A retired consulting engineer, Gerry was a prominent Hobart-based Peugeot collector, restorer, repairer and wrecker, and had owned over 60 Pugs, usually several at a time; his last count after he sold a 504 was three 406s, two 306s and a 505GTi Executive.

Gerry was a leading light of the club, playing an active role in its development, and in organising and running many of its activities. As president, when the club was without a magazine, he arranged for the NSW magazine to be supplied with a special Tassie news page.

He was instrumental in forming the French Car Club of Tasmania, and in 2005 he was made a life member in recognition of his service.

Gerry was known through the Peugeot movement in Australia.



Peter Wilson



'Little SUV that can' tackles a rough road

Peter Wilson

La Belle Peugeot: Iris Mittenaere, alias Miss France 2016, was among the first to take delivery of a restyled Peugeot 2008 1.2 PureTech. As *Paris Match* put it, "Our beauty queen gave in to the sirens of the SUVs."

Reviewing the new models of 2017, a motoring writer described Peugeot's 2008 recently as "off-beat and underrated" and "the little SUV that can".

It was a reminder that when the 2008 arrived in October 2013, the press pack was pretty impressed when Peugeot Automobiles Australia, sent them driving the high-riding baby over a wild course through South Coast bushland.

The urban crossover was cheaper and cuter than Holden's new Trax and priced much the same as Nissan's Juke, plus a year in Australia before Renault's Captur, but all the favourable reviews did not translate into sales.

Competition is intense in the small SUV segment of 33 models and it booms as the market shifts towards more recreational vehicles and grew 2 per cent to 110,413 deliveries last year.

The 2008 sales have been modest – 92 in 2013, a peak of 488 in 2014, 315 in 2015 and 359 last year.

Once Automobiles Peugeot did the research and cracked on to what SUV buyers really wanted, the 2008 was updated and reequipped, and last year the model got a 4 per cent rise in deliveries to 65,986 to be France's No. 5 bestseller.

Peugeot Australia is backing the revamped 2008 along with the new 3008 and, it seems, the new 5008 to

help clear the marque's rough sales patch in the second half of 2016.

Earlier, Automobiles Peugeot had underestimated the SUV trend and to catch up brought in the Mitsubishi-based 4007 and 4008. The French were snuffy about them and they didn't take off – the 4008 sold about 2,000 in France last year compared with rivals in the tens of thousands.

However, they took off in China and in Australia, which was further into SUVs than Europe. Many 3008 buyers were new to Peugeot.

The 4008 looked like an SUV. Its figures were respectable, with 486 in 2012, 971 in 2013, 1,290 in 2014 when it actually outsold the usual front-runner, the 308, but disappointed with 825 in 2015 and 601 last year, and the model was added to the clearance of back stock at the end of the year.

Peugeot's 308-based crossover, the 3008, did better in France than it has here, with the best Australian results in its first two years – 425 in 2010, 511 in 2011, then down to 287 in 2012, 180 in 2013, 113 in 2014, 149 in 2015 and 108 in 2016.

The more competitive new generation 3008 was launched in France in September and the CCFA reported 13,698 deliveries for the year, with a surge in the last two months.

In national sales, Australian buyers made 2016 another record year for vehicle deliveries, and the Federal Chamber of Automotive Industries reported a 2 per

cent year-on-year increase to a total of 1,178,133.

"We are observing a significant and dynamic transition in consumer preferences," FCAO chief Tony Weber said. "While buyer demand for traditional passenger cars remains healthy, it's clear consumers are gradually transitioning into other segments."

That is, SUVs and dual cab utes are gaining in popularity.

These shifting buyer patterns saw the Toyota Hilux – with a major facelift – as the first ute to top the charts with a 3 per cent lift to 42,104, relegating the usually leading Toyota Corolla to No 2, down 4 per cent to 40,330.

It wasn't the year that SUV sales topped passenger car sales, except in the luxury car segments. SUVs rose to 37.4 per cent share of the market, light commercials grew to 18.5 per cent, while passenger cars fell from 46 per cent share to 41 per cent.

Business buyers were more active, up 13 per cent, while private sales declined 5.8 per cent.

Toyota led the market with a record 209,610 deliveries and a share boosted to 17.8 per cent, followed by Mazda, Hyundai, Holden and Ford, which had a Ranger and Mustang led recovery as its Falcon ended local manufacture.

Of the French brands, Renault stayed at No. 19, but deliveries were down 3.6 per cent to 11,109.



Peugeot was a major sponsor at the Brisbane and Sydney International tennis tournaments.

Peugeot slumped to a long-time low of 11 units in November, but picked up a little to 161 in December through its back plate sale with eight-year warranties. The sale was extended to January and some dealers have reported the response has improved.

Peugeot went from No 26 to No 28 with a total of 3,129 deliveries for the year, 21.5 per cent down on the 4,000 of 2015 and the lowest since Sime Darby took over the concession.

Sales were slow from June.

Citroën also slumped – down 12 per cent to 965 units – but at No 35 was halfway on the sales list and still ahead of Alfa Romeo (711) and Chrysler (462).

The most popular Peugeots were the 308 (1,237 compared with 1,515 in 2015) and the 208 (610).

Peugeot served its first ace for 2017 when it became a tennis sponsor and hit a sweet demographic.

Kia put up the big bucks as principal sponsor, but TV viewers saw a lot of great tennis in front of the prominent Lion and marque name.

Peugeot brand manager Aaron Thomas said the reaction to the cars at Brisbane and Sydney was very favourable and drew a lot of potential leads, including 100 bookings for test drives and many email addresses for brochures.

He hoped this would add to sales during the year.

Dashcams as standard

Cars launched by the Peugeot and Citroën brands in the future are set to include an in-built HD dashcam as a standard feature.

The Peugeot group has tied up with the American technology company Garmin.

The new Citroën C3 supermini already includes a dashcam called ConnectedCAM as standard, but future Citroëns and Peugeots will get a Garmin Intelligent Driving Video Recorder (IDVR).

Garmin's IDVR is installed directly behind the rear-view mirror where it can film footage in high detail and incorporate advance safety systems such as lane departure and forward collision warnings.

The new Peugeot 3008 SUV has an IDVR dashcam.

The IDVR stores recorded footage with details including date, time and speed on a microSD card. The device can save footage automatically if an impact is detected by a particular signal on the unit.

The ConnectedCAM device on the latest Citroen C3 already allows drivers to upload the dashcam footage via an app and share on social media and similar abilities will in all likelihood come with the IDVR device in future Peugeots and Citroëns.

From Car Keys

Peugeot opts out of show

Peugeot has declined to attend the Frankfurt Motor Show this year and will step up spending on its digital platforms, marketing director Guillaume Couzy said.

The automotive industry is moving into the digital era and international auto shows are no longer seen as attractive for promoting new vehicles and technology.

Aston Martin, Bentley, Ford, Lamborghini, Rolls-Royce and Volvo opted not to attend the 2016 Paris Auto Show.

Porsche is dropping out of the 1017 Detroit Auto Show to concentrate on the New York and Los Angeles events.

Peugeot has not made any decision on the 2018 Paris Auto Show where it has been a regular participant since July 1898.

From Car Scoops



The new look 2008 SUV range launches in Australia late February



Peugeot in Pre-War Melbourne

Russell Hall

After a lot of searching I have found the Peugeot agent in Melbourne during the 1930s. He was P. Vanderben who had a garage at 434 Malvern Road, Prahran. He traded as Peugeot Service. The site today is occupied by an exhaust service in an old building that looks like it may be little changed. He was described as a motor engineer rather than a car dealer. Rhodes Motors, who did nothing to promote the make in Melbourne, probably gave up the agency in 1929. The Great Depression collapsed Peugeot sales in Australia and the local dealer network with it. The only dealer I can find at the start of 1930 was Norman Agate in Sydney. Peugeot made a real effort to re-establish its Australian business. They sent as their factory representative the energetic Auguste Menard who had worked in the Australian operation during the 1920s. He had two aims – to appoint new dealers in Melbourne, Adelaide and Perth and to promote the new 201 of which he had brought out two examples. When he showed it at the Sydney Motor Show the stand was booked in his own name, illustrating the lack of an Australian importer.



Auguste Menard



The 1930 Sydney Motor Show.

Peugeots of the time had all the virtues of strength and reliability that we appreciated in the post-war rear drive cars. Peugeot had just completed a cross – Sahara reliability run from Dakar to Algiers with several of its models including the 201. In 1935 a daring French adventuress did a solo trip along the same route in a 201 roadster. The model was small, only 11cwt and 1.1 litre, but was modern and well designed with a quality build. It was very popular in France. The larger 301 was to win the



Photos of the 1930 Trans Sahara expedition.

Monte Carlo Rally in 1932. So these were exceptional small cars. The Melbourne press liked the 201. The Australasian noted its strength and good riding on rough roads. It would have earned a following in Australia but the problem was getting the price down to sell in a depressed market. Peugeot persisted and were still setting up an Australian office in Sydney in 1931 with continuing talk of local assembly. It was not to be and the Ottawa Conference of 1932 put extra tariffs on imports of continental cars within the British Empire until 1938. The 201 was listed in Australia in 1932 but that was the last year for imports. There were very few sales. It is possible the Peugeot dealer network operated until 1934 when one or two 201's were sold, no doubt old stock. In NSW Norman Agate was advertising as a Peugeot agent and selling second hand Peugeots in 1934 but not 1935. There is a mention in the Weekly Times in 1944 that Vanderben was the source of Peugeot parts.



At the best of times, if parts were not in stock it took six months to get them from France. Major parts like gear boxes were not held in Australia. Correspondence was often carried on in English through the British Peugeot office in Fulham. We can assume that parts became more difficult to obtain with time, and impossible for new stock after 1940 when contact with France was lost. It is not known if Vanderben re-established contact with Peugeot after the war. Hotchkiss appointed a new parts dealer in Melbourne for Amilcar in 1951 even though it had left the Australian market at the same time as Peugeot in 1932. Was Peugeot as considerate of their Australian owners?



Peugeot wins 2017 Dakar Rally

Peugeot has captured the top three spots in the 2017 edition of the grueling Dakar Rally. The win is Peugeot's sixth.

Frenchman Stephane Peterhansel again showed why he has earned the nickname Mr. Dakar after claiming his 13th Dakar


victory. He finished the race a little over five minutes ahead of teammate and former World Rally Championship (WRC) champion Sebastien Loeb. Third place went to Cyril Depres, who crossed the finish line about 33 minutes behind Peterhansel. A fourth car driven by Carlos

Sainz was forced to abandon the race after rolling several times during the fourth stage.

Behind, Nani Roma and Giniel De Villiers were fourth and fifth for Toyota, while Orlando Terranova rounded out the top six.

Photos: Peugeot media





Peugeot didn't issue team orders. The four drivers were given identical 3008 DKRs and instructed to bring home the win one way or another.

"It was never easy because Sebastien is a proven champion and extremely fast, and he has plenty of experience of managing from in front, so it was never straightforward for us, as can be seen by the small gap that separated us at

the finish," explained Peterhansel in a statement.

The Dakar Rally hasn't been held in Africa since 2007 due to safety concerns. This year's edition of the event kicked off in Asuncion, the capital of Paraguay, and took competitors on a 8700-km, two week-long trek across South America. It ended in Buenos Aires, Argentina. The event was marred by bad weather;

the ninth stage was canceled due to an enormous land slide.

The victory is Peugeot's sixth in the Dakar Rally. 51-year old Peterhansel, who has successfully raced both motorcycles and cars, earned his 13th win, a record for the event.

A short video of the Dakar triumph will be shown at the February meeting.





A Peugeot tale

Paul Watson

In late November Nola and I were having coffee in Torquay when the club phone rang.

I didn't catch the caller's name but he said he had come out from England to clean up his parents' house, where his father had left two 504s, one very rusty and the other an unknown quantity.

I said I was happy to advertise the cars (or parts thereof if necessary) and I asked him to find the engine numbers, take some photos and send them to me by email.

When the email arrived I saw it was from a Peter Smales, the founding partner and managing director of a business jet / helicopter sales and business aviation consultancy called Indigo Lyon, which has a rampant lion as its symbol, like ours.

As if a fog had been lifted from my eyes I realised that Peter must be the son of Gus Smales, with whom I worked for 12 years at BRW.

Gus was famous among Australian journalists. In his younger days he spent 25+ years in Papua New Guinea, covering the news for the Herald and the ABC. People called him the doyen of journos in PNG because he was the only one who really knew what was going on in that country before and after it gained independence in 1975. He also had a reputation for decency and fairness, which is unusual in our business, and was publicly recognised by PNG's Prime Minister and the Crown for his unbiased and factual reporting when awarded the Independence Medal and an MBE for his service to PNG and journalism.

He was a polymath: interested in all sorts of transport, computers, communication devices, music, literature, and just about everything else, including owls.

I had known Gus for some years before I moved to BRW in 1994, but it was only when we started working together that I realised he had a fantastic Peugeot history.

In the 1960s Peugeots were very popular in Papua and New Guinea, which were two separate territories then. I have read that when the Peugeot sales of both territories were combined, Peugeot outsold all other makes.

So it is not surprising that Gus and his wife Betty had a series of 404s, one of which was written off by Betty when it left the road and overturned on a dusty, badly maintained highway on the outskirts of Port Moresby. But Betty and their kids were safe. Gus was so impressed with the strength and safety of the car that he replaced it with another 404.

Back in Australia in the 1980s Gus had bought a 504 that had the distinction of being the only Peugeot I have ever seen with a vinyl roof. Unfortunately the car suffered a catastrophe and water had entered the cylinders. Gus still had the car in his Olivers Hill (South Frankston) garage when we worked together and I tried to encourage him to have the engine rebuilt, but something held him back.

After a while Sam Mechkaroff was selling a rusty 504 for \$200. The engine was good and it had mag wheels, which I wanted for my 504. I bought it, swapped the wheels with those on my car and then thought about how I was going to rid myself of the rusty 504.

I was discussing this with Gus one day and he expressed interest. I warned him that the battery was dodgy but he was



keen to come to Burwood the next Saturday and pick it up. He arrived about 10 with a new battery in hand. He had travelled by train from Frankston, which must have taken hours.

We fitted the battery and as he drove home it started to rain. That's when he discovered that the wipers didn't work. So he drove with his head out the driver's window and somehow made it home alive.

This was the "very rusty" car that Peter mentioned. It had been sitting in the yard of the South Frankston house for at least 15 years because Gus had run out of energy to do the engine change. Also, as his son Peter explained, for the latter part of those years no-one realised that Gus was starting to struggle with the early effects of a then undiagnosed Alzheimer's disease.

Gus was a careful person and a hard worker. He had enormous energy levels and at meal times on Tuesday nights when we did a double shift he would often walk briskly to and from a restaurant while the rest of us drove.

During the long and arduous job of compiling and editing the annual BRW Rich 200 each year, Gus was the first to arrive at work and the last to leave. We used to speculate that by the time he got home to Frankston it would have been time to turn around and drive back to work.

One year his spectacles broke but he wouldn't take time off to go and get a new pair. He stuck the broken ones together with stickytape.

In about 2000 I rashly bought a less-than-perfect 404 and Gus gave me an immaculate 404 factory workshop manual that he had brought from Papua New Guinea. Inside the cover he had pasted an advertisement run by the Port Moresby dealer, Kriewaldts, in 1970. They were offering the 204, 304, 404 and 504. A 1968 colour brochure for the 404 was held on the ring binders in a plastic cover.

Inside the manual, the fastidious Gus had made notations, such as one on the page covering the removal of the water pump: "OIL, do not grease!" There were also notes about relevant numbers for various brands of spark plugs and so on.

Peter Smales told me that his mother had died a year ago and Gus had since been placed in care in Mt Eliza to address his advancing Alzheimer's, although physically he remains in good health. This was very distressing news because he had been such a bright, busy and knowledgeable person. What's more, he loved Peugeots.



Southern Cross Gold Anniversary Rally

Car 18 – The Navigators View

8-19 November 2016

Words: Brian Ward

Photos: Pete Gailey

Greg and Brian powering around the Eungai Khanacross.

The original Southern Cross International Rallies were run between 1966 and 1980 usually in the Sydney and Port Macquarie areas but sometimes extending to Melbourne and north to Surfers Paradise. The Southern Cross was a truly international event attracting stars such as Paddy Hopkirk, Rauno Aaltonen, Andrew Cowan, Bjorn Waldegard, Stig Blomquist, Roger Clark, Timo Makinen, Hannu Mikkola, Shekhar Mehta and Ari Vatanen.

This Anniversary Rally celebrated the 50th anniversary of the 1966 Rally and covered many of the roads used in the original events starting at Albury, through Gippsland, the Snowy Mountains and Southern Highlands to Sydney, then north via Taree to the traditional Southern Cross stages around Port Macquarie. The event finished in Coffs Harbour to coincide with Rally Australia and the final round of the World Rally Championship.

Event Director was Bob Watson, a competitor in 12 of the 15 original Southern Cross Rallies and 3rd placed in the 1977 event. Clerk of Course / Road Director was rerun guru and latest inductee to the HRA Rally Hall of Fame, Graham Wallis. Graham did an extraordinary job researching the Southern Cross events, finding many of

the original roads, organising the sub-events and preparing the two road books with route instructions. His knowledge and memories of historic rallies is encyclopaedic. The Rally was promoted by the Historic Rally Association as a Touring Road Event with a series of closed road gravel and bitumen stages, khanacross, hillclimbs and two night navigational trials.

There were 38 entries including Ross Dunkerton, winning driver in the last Southern Cross in 1980 and second in 1979. Dave Johnson, winning navigator in three Southern Cross Rallies, also competed in the Anniversary Rally.

Six crews competed in Peugeots. I navigated for Greg Park in Greg's 504Ti, Bill Hamilton / John Prins 504 V6 coupe, David Hodge / Tom Seymour 505 V6, Peter Glover / Suzi Wiseman 404, Alan Cummine / Geoffrey Boyd 504 2.2 Douvrin and Rod and Karen Piggott 404. Since the State Bank Rally Rerun in 2015, Greg has done some welding to further strengthen the 504 body shell, fitted a limited slip diff and rally tyres all round. Otherwise the 504 is a very standard spec Ti.

The Rally started after an early breakfast at the Bethanga pub. WIN TV conducted interviews and recorded the start. After a tour of sections of the 1966 stages, we completed our first closed road stage (CRS) of 5kms. This stage was rocky in parts and Greg searched for the grip limits of the rally tyres. There was not much for me to do as there were only 2 calls. We achieved a very respectable

14th fastest time. Bill and John were equal 4th fastest in the 504 coupe. We stopped at Wodonga for a coffee when Bill phoned to say that he had punctured one of his new rally tyres after that first CRS. We toured on through Beechworth to Carboor for the first khanacross sub-events.

As we know, Greg can lose his way around flags and witches hats. He was going well in the first run until he did a superfluous donut on the slippery grass surface and lost time. The second run in the reverse direction was more of an issue with a wrong direction recorded. We pushed for navigators to be allowed in the cars for khanacross sub-events. However this would depend on the policies of the host car clubs.

The next khanacross was at Whitlands, near Tolmie, on a very well defined track and Greg achieved an excellent 11th fastest time. This was followed by a CRS in which we achieved a very good equal 8th quickest time. The end of the first day was at Mansfield and we finished in 22nd place on points. Bill and John were in an impressive 4th place.

The following morning we learnt that John Prins was unable to continue in the rally due to illness and Bill started making phone calls to find a replacement navigator. He followed Greg and I on the 213 km tour to Pakenham. But a large tree had recently fallen across the road in the Rubicon Forest and a detour through Marysville was required. Consequently we were late arriving at the Pakenham Car Club facility and the two planned



David Hodge / Tom Seymour 505 V6



Alan Cummine / Geoffrey Boyd 504 2.2 Douvrin



Peter Glover / Suzi Wiseman 404



Rod and Karen Piggott 404

khanacross sub-events were cancelled. However, we enjoyed a nice 'Burger and Bits' prepared by Ray, Glenda, Mitch and Glad before moving onto the Bryant Park Hillclimb track near Moe. Greg, being a hoon from way back, feels particularly comfortable on bitumen tracks and was becoming accustomed to the grip provided by the rally tyres. He achieved an excellent 10th fastest time on his first run and equal 9th on his second. I could hear the Ti screaming from ½ km away. Bill was impressive again with two equal fastest times. But he was running out of time finding a navigator.

The next sub-event was the 43.49 kms night navigational trial in the Mullundung State Forest south of Sale. The trial involved a mix of map plotting and route charts. Cars started at 3 minute intervals instead of the normal 2 minute gaps due to heavy dust. Like most crews we overshot the turn left onto the second route chart because the actual distance to that point was about 800 metres and not the 1.06 kms as indicated on the supplied map. The remainder of the trial was a clean quick run for us getting all the passage controls from the right direction and all the observation boards. Greg had the rally tyres working well. We were pleasantly surprised to find that we were equal 4th fastest only 4 minutes behind Dunkerton who was quickest. Unfortunately, Bill could not find a replacement navigator and decided to pull out of the rally. He planned to meet us in Coffs Harbour for the presentation dinner and to watch the WRC cars. At the end of day 2 we were 8th in the

points tally for the day and had climbed to 18th place overall.

Day 3 started with coffee at the Maffra Car Museum then to the Boisdale hillclimb track for the first competitive stage of the day. There had been some light rain but not enough to make the track too slippery. It was going to be a busy run for both of us because there were 20 calls over the 2.23 km stage. So we took the opportunity to examine some parts of the track on foot including the 'Turn Hard Left' around a steel tower. We had a good run but lost some time at the 'Turn Hard Left' and finished up equal 11th fastest. The Stockdale CRS was next and we were equal 15th fastest. The remainder of the day was a 248 km tour to Jindabyne via the Barry Way. We were still in 18th place.

Day 4 included a short tour to the Cooma Car Club for breakfast and inspection of their car collection. We were equal 15th fastest on the Jones Plain CRS. There were two CRS in the Kowen Pine Forest just outside Canberra. Both Greg and I enjoyed these stages on firm, quick roads. At one 'Turn Right' a previous car had knocked a small log out onto the road. Greg managed to steer around it, but Peter Glover in the 404 behind us collected it and bent his steering. We were equal 10th and 11th fastest in those two stages and retained our 18th placing overall.

The first control on Day 5 was open at 6:30 about 23kms from where we were staying. We were up at 5:30 and found that thunderstorms and heavy rain

overnight had forced the cancellation of the tour via Stromlo Forest Park and the 1966 stages. Instead, we were directed to Gundaroo for two khanacross sub-events. It was an interesting little course that was wet and slippery in places. We achieved 16th on the first run and 20th on the second after sliding through the finish garage. The Marulan track was next for two autocross sub-events and lunch. Due to the rain, the dirt infield sections were deleted and the sub-events became bitumen sprints. Navigators were allowed in the cars and Greg was in his element. He wrung the neck of the poor old Ti. Second gear all way. He had the rally tyres gripping and sliding, all under control. The value of the lsd became obvious in preventing the inside rear wheel lifting and spinning in fresh air. They were two fantastic runs and I enjoyed every second. Equal 6th and equal 5th fastest illustrates Greg's prowess on bitumen and all against some much more powerful cars. We were now in 17th place overall.

At the halfway presentation dinner at Penrith Panthers in Sydney, the highlight of the evening was an internet interview with Andrew Cowan, from his home in Scotland, projected onto a large screen for us all to see. Andrew was the winning driver in an amazing 6 Southern Cross Rallies.

A busy CRS on gravel at the Eastern Creek motorsport complex started day 6 and we finished 11th quickest. The Awaba CRS was 151kms further north. This 3km track had lots of turns and Greg was very busy with the steering wheel.



Greg and Brian enjoying a drink after a hard day's rallying.



Full Stop at Eungai Khanacross.



He made a mental note about the need for a quicker steering rack. We were 14th fastest. Next was the Ringwood Park hillclimb track that had some steep sections. We watched a few cars and decided that significant horsepower would be a distinct advantage. Greg was not confident, but he achieved very good 15th and 16th fastest times on his two runs. The Khanacross was a doozy. A very tight and dusty gravel track marked out by car tyres. We were 14th fastest.

The Wang Wauk touring section was over 150kms, including a 1976 special stage, to our overnight stop at Taree. Along the way on a gravel bush road we approached a right hand bend at a sensible speed and suddenly a bloke driving a 4wd ute appeared from the other direction. We think he got a fright at seeing us, reefed left on the steering and he went into a slide on the bend. By this time we had stopped well back to firstly avoid and then watch this slow accident happen. We were about to take bets as to whether he would roll the ute or spear off into the bush. But he stopped just short of doing both. Then in a blink he drove up onto the bank and kept going. As he went past we could hear him yell "you frightened the sh.t out of me". We looked at each other, laughed, and kept going. At the end of the day we had climbed into 16th place overall.

Unfortunately the Nabitac autocross and rallysprint on Day 7 were washed out and we were redirected to Nabitac township for lunch at the Greenhouse Cafe. Along the way we toured part of one of the

1976 stages and the route chart specified "2.77 Ford". As we approached that distance, we passed a burnt out EA/EB Ford Falcon on the side of the road then a short distance further we went through what could be called a ford through a dry creek as we were expecting. We never did find out which 'Ford' the instruction referred to. The Burrawan CRS was a quick stage and we recorded 14th fastest time. Port Macquarie was our overnight stop and we were now in 15th place overall.

Day 8 was busy with two CRS first up. We were 8th and 17th fastest. Next was a Khanacross, 11th fastest. I then got a phone call from the cabin park where we stayed at Port Macquarie to say that we had left a pair of high heels and a skimpy floral dress behind. This news really tossed me for a moment because I had to retrace what Greg might have been up to the night before. But then I remembered that we both had a quiet night and suggested that they call the people who stayed in the cabin next to ours. I could not stop laughing.

The Mt Cooperabung hillclimb is another horsepower track with a long straight section then an uphill left then right to the finish line. Greg managed a very respectable 13th and equal 11th on his two runs. Next up was the Tambar Night Navigation Trial out of Kempsey that required plotting and scaling to 8 vias over a distance of 30.61kms. It was a busy time for both of us. We overshot a 'turn left' and almost missed an observation board. In the end we got all

vias, observations and passage controls finishing in equal 7th place.

I sometimes relax the concentration on navigation on transport or touring sections after a special stage and on the way back to our motel I directed Greg to turn right before we needed to and found ourselves in a residential court. I may have been momentarily confused as to where we were until Greg pointed out the moon through the windscreen. Then I knew I was confused because we were not pointing in the direction I thought we were. Looking at the moon I even asked Greg "Who put that there?" After re-engaging my brain and having a good belly laugh, we found our motel without any further problems. We finished the day in 14th place overall.

Day 9 started with two CRS and equal 12th fastest on each. The Eungai Khanacross was next and 18th fastest. Then onto the famous Pub With No Beer at Taylor's Arm for lunch. After lunch, we travelled the suggested alternative route through the bush on some of the 1970's stages instead of the motorway. Along the way we came across a tree over the road. Greg prepared to turn the car around to head back to the motorway. But after I rearranged some of the smaller branches, he eased the 504 over and we continued on. We wondered how many other crews made it over that tree. Near Bellengen we inspected the infamous Gordonville Ford that featured prominently in some of the early Southern Cross rallies. We finished the day at our cabin in Coffs Harbour and still in 14th place overall.



Ready to start the Mt Cooperabung Hillclimb.

Day 10 consisted of two runs at the nearby Raleigh Raceway Rallycross track. This track was to be used by the World Rally Championship and Australian Rally Championship cars a couple of days later and for both them and us would be a mixture of gravel and bitumen. We watched a few cars and noted that there were at least two spots that would require handbrake turns to do any good. We started well on our first run, into a right then left hand flick on the bitumen, around a long left sweeper onto the gravel and line the car up for the first handbrake turn back onto the bitumen only just missing the tyre bundle on the apex. Both of us were expecting a thump into the tyres but Greg judged it perfectly and I was developing a big grin and hanging onto the door window sill for extra support. The second handbrake turn from the bitumen onto gravel was just as perfect, around the far end of the track then back to the right – left flick on the bitumen only this time faster. Greg had the 504 at the limits. It was screaming in second gear. The LSD was doing its job. The rally tyres were fantastic on the bitumen with very progressive slides. However we were thinking that there would not be much tread left. My grin was getting bigger and more permanent as was my grip on the window sill and Greg was sweating and still muttering about a quicker rack. 'Woo Hoo' that was a fantastic drive, lets do it again. And we did. Except the second run was 4 seconds faster than the first and more on the edge. At the end of it all, Greg was still sweating, we could

not wipe the grins off our faces and the adrenalin was pumping. I did not care what our times were, it was all worth it for the exhilaration. We finished 10th and 11th fastest and remained in 14th place overall.

After lunch we went along to the Rally Show which was a display of the WRC and ARC cars in one the main streets of Coffs Harbour. About 10 of our Southern Cross cars were selected to be shown as well. The 504 was not selected and hence we did not bother to wash and clean it up. We parked it a block or so away from the Rally Show and went for a look. We noticed a few spare spaces and Bob Watson suggested to Greg that he bring the 504 into the Show. Which he did, unwashed. There was a big crowd and it was very interesting to watch people wander among all the spotless and shiny rally cars with bland expressions until they saw the 504. Their faces lit up exclaiming that is how a real rally car should look with mud and dirt all over it.

That night Bill Hamilton turned up in his latest project, a little bit modified BMW M3. Now having had a ride in this car I reckon BMW M3 means 'Bill's Manic Weapon Mach 3'. My insides were re-arranged a few times. I will let him tell you about it sometime.

Day 11 was our last day of competition with two runs of the Lower Bucca CRS north of Coffs Harbour. We were 14th and 11th fastest and finished the event in 14th place overall. We were more than happy with this result. We had achieved

our primary objectives to finish the event in one piece and to have some fun along the way and to finish in 14th place was a huge bonus.

In the afternoon we watched the spectacular WRC and ARC cars compete in the Coffs Harbour Super Special Stage. That evening was the final presentation dinner and another internet interview this time with Monty Suffern from New Zealand. Monty was the winning navigator with George Fury in the 1978 and 1979 Southern Cross Rallies. The winners of our Anniversary Rally were Ross and Lisa Dunkerton in their Datsun 1600, Steve Marron and his 15 year old son Ben were a very popular second in their Mitsubishi GTO Galant and Darryn Snooks and Matt de Vaus were third in Darryn's Datsun Violet 160j SSS. First Peugeot in 8th place was David Hodge and Tom Seymour in the 505 V6.

The following morning we watched more of the WRC and ARC cars at the Raleigh Raceway, then kicked back with a long lunch and coffee at the Big Banana. The next day we left Coffs Harbour early and drove back to Melbourne. The GPS clocked 5,001.8 kms when we pulled into Greg's place, door to door.

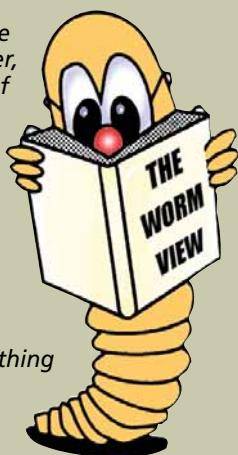
It was great event, or more accurately an adventure, thanks to Graham Wallis, Bob Watson and all the officials and helpers who made it happen. Finally, another big thanks to Greg for having me sit beside him.



Worm Review

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 to provide a chatroom on paper, if you like.

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



The 203 Styleside mystery

Paul Watson

The article in November Torque about Steve Odell's 1989 tribute to his Styleside ute has prompted some discussion.

You might remember that Steve contended that the Styleside was built on roofless panel van chassis.

Well it seems that some might have been, but others definitely were not.

PCCV member Alastair Inglis writes from England: "The 203 Styleside was a low-volume, up-market version of the standard French pick-up, produced with tub sides the same as a panel van, hence the name. It's not known whether the design originated in France or Australia although they were two distinct versions.

"The French version was built in the Sochaux factory using the standard French camionnette bâchée vertical-back to the cab with semaphore indicators and twin rear windows (the plateau cabine did not have the built-in semaphores).



A pick-up tôlé at the Sochaux factory (from Album 203).



The Canada Cycles workshop in 1957.

"It is suggested by Dominique Pagneux in Album 203 that the original was produced as a prototype and subsequently used as a factory runabout. Jean-Claude Gratio, in his book *Pour Tout Savoir sur Toutes les 203 Peugeot* states 51 were built from panel vans but has no information about what became of them all.

"He surmises they could have gone to Australia, where the design was commercialised. A photo taken inside the Sochaux factory of a batch of five, possibly six, under construction appears in Album 203. All have twin rear windows and semaphores. Could the one in the photo taken inside the Canada Cycle premises in 1957 be one of these?

"I have photographs of two survivors in France with only a single rear window, of quite different sizes, and built-in semaphores. One of these is claimed to have been used as a run-about around the Sochaux factory compound but differs from those shown in French books mentioned above by having a single rear window.

"The Australian version appears to be a cut-down panel van with the

nicely rounded back of the cab being formed from several pieces over a well-constructed Tasmanian oak frame. All the survivors have a single rear window and do not have semaphore indicators. It's not known for certain how many were produced. The late Tony Howman thought about 25 were made in two batches, with the work being carried out by Holden. Peter Wilson has seen a reference to 16 and Russell Hall believes it was 14."

Alastair says Tony Howman maintained that Stylesides were produced in two batches. "The vehicle identification numbers and instrument panels of the survivors corroborate this, although it may have been two shipments from France rather than two batches of conversions. I also think Tony's belief that they were converted by Holden to be more likely, given the quality of the oak frame inside the cabs and the overall quality of the workmanship.

"I have VINs of four second series (C5) vehicles, although one of them, Tony Howman's, has a plate indicating it's a U6, the predecessor of the C5. If his is a first series ute, then the three referred to by Steve Odell could be these three. These would have been a second shipment of which Steve's ute was one (the first shipment would have been around 1952-53). The VINs all indicate a manufacturing date in France of 1954. A 13 to 24-month gap between manufacture and arrival in Australia is probably not unrealistic, given the length of time communications and decisions would have taken back then.

"There are too many imponderables to be certain. The intriguing claim is that they were shipped out half-made. In the



**A French Styleside prototype
(from Album 203).**

about eight years ago. In 1956, Canada Cycle, who were the importers of Peugeot, brought over three examples of the 203 U6, to be fitted out as Spare Parts Utes. Originally they appear to have been of Panel Van type. However, they arrived in unfinished form, in that the roof finished at the join mark, found just above your head in the front. Canada Cycle completed the roof, fitted a rear window [badly] and trimmed the interior, with the head-lining being of similar material to the door trims. The rear tail gate, which originally swung outwards, was changed to

From the Steve Odell article in Torque, 1989.

caption for the photo of the half-dozen in Album 203 it's stated that this model did not figure in the 203 range, which may confirm this. I shall have to see if I can get more info out of the Peugeot Museum.

"Interestingly, a photograph of the interior of the Canada Cycle workshop, taken in 1957, shows two Stylesides: one is the Australian version and the other the same as the French version with a vertical back and semaphores. Could this have been one of the experimental versions built at Sochaux?

"It would be interesting to know if any old employees of Canada Cycle or Holden from the 1950s are still around who might remember these."

I decided to follow up on Alastair's suggestion and in the past few months I have spoken to several people who worked at Canada Cycle in the 1950s. None had a definitive answer, but they were all happy to chat about their Canada Cycle days.

Jim Quigley, who was a guest speaker at a PCCV meeting before we moved to

Nunawading, told me he thought the Styleside conversion was done in North Melbourne but he didn't know the name of the operation.

Ron Washington (brother of Ivan) has identified himself as the person who drove the most prominent work ute in the 1957 photo. He told me the ute is parked in front of his work bay. It was used to carry spare parts and make deliveries.

Other than that all he could tell me was that local assembly (brought about by high tariffs on imports) was done at Tottenham. Ron said a chap named Ernie Nankervel made the wooden jigs for the assembly plant.

After the Redex success, local assembly was augmented with fully imported cars, which had much better interior trim, door pockets etc.

Rino Dozzi and his brother Enzo both did their apprenticeships at Canada Cycle. They later moved to Heidelberg when the company became Continental & General. Rino worked with Alan Jones in the after-sales department while Enzo road tested new cars as they came off the line.

Another Canada Cycle apprentice, Ian Amsung, worked for Continental & General too, in charge of and dealing with dealer problems.

Eventually Rino left to work for Regans and then he and Ian Amsung went into business together as Amsung and Dozzi. Rino now lives at Marlo.

It's a worm world



John Vagg's 203 was called up for duty in the filming of The Dr Blake Mysteries in December.



This rustbucket 403 located in Papua New Guinea was offered to the club as a restoration proposition.



A 403 ute awaiting restoration in the Hunter Valley of NSW. PCCV member Peter Dobe says it's not as bad as it looks.



These ambulances were built in Argentina in 1970. Note the 404 wheels and hubcaps.



Christmas BBQ at Phillip Island

Photos: Peter Kerr



Brabham BT21 owned by Graham Noonan



Brian Amey



Jenni Farmilo

Denise Horsley

Laurel Benier



Maria Wisniewski



Lael Lea



Tom Burchell

Merrilyn Ward



Jenafer Hyde, Janet Butler



Hugh Guthrie

Bannockburn run

20 November

Eight cars took part in the run from Avalon though the ranges to lunch at Bannockburn on a fine spring day. We gathered at the BP Service Station at Avalon to enjoy morning refreshments and Peugeot conversations. When the time came to leave in our pristine Peugeots were seriously upstaged by a gaggle of Super Cars including Ferrari, Audi R8, Lambo, BMW, Lotus, in multiples and all in go fast mode. They were closest to the exit lane so we just stopped and watched each one light up its tyres as they left, no speed cameras or police on the exit lane.

Ivan Washington, who organised the event, was able to include an exciting extra loop including a sharp climb and a long, curly descent to Anakie. He decided to blow the cobwebs from his toy, a 405MI16 and set an interesting pace.

Brian Amey took the opportunity to practise his navigation skills, letting the convoy go ahead and then following the route Ivan had charted on a map.

Joan Hoey said she particularly enjoyed some "fair dinkum driving" and Neil Beddoe found the route a great place to give his 205 CTi a run.

The only downside was that Allan and Denise Horsley's 404 cabriolet suffered gear-linkage problems; a nut fell off the end of the gear change shaft near Anakie and so without gears the car had to be sent home on the back of a tow truck courtesy of RACV Total Care which provided fabulous service.

This cost them lunch, however Glenn and Paula Vagg joined the group at the Bannockburn Pub.

Allan Horsley



Neil Beddoe's 205 CTi



Moonlight Meander Rally – 26 November 2016

This rally was the final round of the 2016 Victorian Club Rally Series (VCRS) run in the Wombat Forest to the north of Ballan. The event was organised by the Melton Motorsport Club and incorporated the Wombat Wander Introductory Rally run over the first half of the event. Four stages were to be repeated, 8 stages in total, using a variety of navigation styles.

It was a high class field with 46 entries including 33 in the Moonlight Meander and 13 in the Wombat Wander. Three crews in Peugeots competed. I navigated for Todd Knight in his 306 and Doug Norman / John Welford (504) entered the Moonlight Meander and, in his first rally as a driver, Mitch Garrad and Nick Wright (405 Mi16) entered the Wombat Wander.

We figured that it could be a late night because the rally was 276 kms total length, including 172 kms of competitive stages, we started in 23rd position and the start was delayed due to radio communication problems. Our start time was well after 9pm.

The first stage, over 29.9 kms, involved map plotting to 4 vias. I had noted a 'care' at the first via during plotting because the instruction was 'South West most point of Mapped Road Junction' and then turn left. When we got there the junction was actually very open and it would be very easy to turn left too soon. I stressed to Todd that we needed to keep going to the South West most point. We did, right up to the bunting, turned left and found the information board. We found out later that many crews took the short cut, missed the board and incurred expensive 30 minute penalties. The second via was similar and I had also noted a 'care' on the map. But when we arrived, there seemed to be no options and no information boards so we pushed on wondering for the rest of the stage if we had reached the required point. The results showed that we had not incurred any penalty. The remainder of the stage was straight forward.

The second stage was plotted onto the supplied map from a stick chart. However some of the marked up map distances were different to the tripmeter distances and that caused some issues with a few calls. The second bridge crossing was on a right hander on a loose and slippery surface. I thought for a moment that Todd was going to try a sideways crossing but he stopped just before the bridge to straighten up the 306.

Stage 3 was a straight forward route chart with 20 calls over the 12.68 kms. It was necessary to keep on the cleaned racing line because it was loose and slippery off line. We were informed at the finish control that stage 4 and consequently stage 8 had been cancelled. So we transported back to the service park to prepare for the second half of the rally and somewhat thankful that the night would not be as late as it might have been.

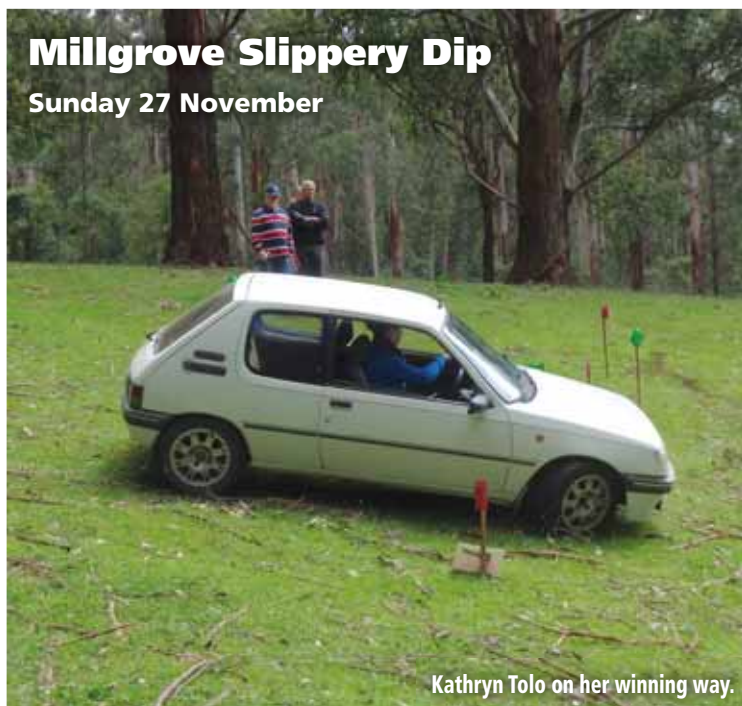
Stages 5, 6 and 7 were all route charted, we had quick trouble free runs, including a more cautious approach to that second bridge, and did not incur any navigational penalties. The good condition of the rally roads suited Todd's driving style and the 306 and I was impressed with how he drove. We were back in the service park at the end of the rally just after 3am. If stages 4 and 8 had been included, we would have finished the rally around 5am.

The results show that we finished a fantastic 9th outright. Even more significantly, we finished in 2nd place, by one point, in the 2016 VCRS Grade E pointscore despite missing one round. This means that we will both be reclassified to Grade D. Doug Norman/John Welford finished in a very good 12th position and Mitch Garrad/Nick Wright finished in an impressive 4th place in the Wombat Wander, only 3 minutes behind the Wander winners.

Thanks to Todd for the ride and thanks to the organisers and the officials for an enjoyable rally.

Millgrove Slippery Dip

Sunday 27 November



Kathryn Tolo on her winning way.



Dennis Edwards in the Mi16.

Jeff and Sue Gill provided great weather for our annual slippery dip on their remarkably beautiful property in Millgrove. Several PCCV members let air out of their tyres (some more than others) to try climbing slippery slopes. We managed 10 tests and even had time for a relaxing barbecue lunch among the huge mountain gums in the hills near Warburton.

Only one woman competed, Kathryn Tolo. Driving her dad Graham's 205 she showed the rest of us, eight blokes, how to scale slippery grass surfaces into first place.

Graham Wallis erred in the first test with a zero and then spent the rest of the day catching up, eventually recovering to take third place. In second place Dennis Edwards drove well with almost no pressure in the tyres of his 405 Mi16 while coaching his grandson, Ethan Aldridge, into fourth place. The rest of us -- Paul Watson, Bill Washington, Ray Potts (who I talked into bringing his 2CV



Ray Potts leans heavily in the 2CV.

Citroen) and I -- failed miserably on the slopes. Lack of good tyres didn't help.

A CAMS "come and try" licence on the day, allowed Callum O'Callaghan to enter without the need to have a full licence.

He drove quite competitively in his 406, but his fourth place can't stand due to CAMS rules. Come and try licences are available only for occasional events and are not allowed to be scored. I have found that giving drivers a score results in better driving as they learn, rather than simply blundering around not knowing how they went.

After the fun we all enjoyed a magnificent afternoon tea with Sue's cake, home brew coffee, wine and cheese while talking over our trials driving on the hills. Thanks so much Sue and Jeff for opening up the hills to us.

Next year I'd like to bring in vehicles of some other makes to follow our tracks -- if they can?

Phil Torode

Slippery Dip Results

Place	Name	Car	Test 1	2	3	4	5	6	7	8	9	10	TOTAL
1	Kathryn Tolo	Peugeot 205	9	10	8	10	6	7	10	10	10	6	86
2	Dennis Edwards	Peugeot 405	9	9	8	10	6	7	9	10	10	5	83
3	Graham Wallis	Peugeot 205	0	10	10	10	6	6	10	10	10	7	79
4	Ethan Aldridge (Jnr)	Peugeot 405	8	1	8	8	5	2	8	8	10	6	64
5	Paul Watson	Peugeot 306	9	7	5	8	6	6	4	7	7	5	64
6	Bill Washington	Peugeot 505	8	7	5	9	4	6	5	8	6	6	64
7	Ray Potts	Citroen 2CV	8	5	1	5	7	5	2	10	8	6	57
8	Phil Torode	Peugeot 306	9	5	5	8	6	6	2	3	7	5	56
Come&Try	Callum O'Callaghan	Peugeot 406	9	7	2	8	6	7	7	5	10	6	67



AROCA Phillip Island Sprints – 11 Dec 2016

Jeff Rowles



It seemed that the Mi16 was destined to spend all of 2016 away from the track. Pleased after my last outing in December 2015 where I'd lapped nearly 3 seconds quicker getting into the 1:56s, I'd decided to lighten it even further.

The heater box had to go since it was only retained to hold up the dash. A couple of brackets solved that then the angle grinder was brought into service where I gutted the door internals including removing the intrusion bars as the car has a full roll cage anyway. I also moulded perspex side windows in a temporary brick oven using my hot air gun to soften the perspex and shape them to the original glass.

Rear windows are now fixed whereas the fronts are still electric. Also replaced the rear screen in polycarbonate.

I came across a company in France who could supply lightweight panels for the 405, so a bonnet and bootlid were ordered. The bonnet was only 6 kgs compared to 26 for the steel original, the bootlid 4kgs, a 6kg saving. Through a lead from one of the overseas Pug forums I was able to bid and win a genuine BTCC rear wing off eBay.

Then it was time for a full chassis rewire, retaining only the essentials. I farmed that out to my long time engine tuner and electrician, Paul at Chasers Motorworks in West Melbourne who also fitted a Motec track data logging dash with GPS lap timing along with a PDM (power distribution module) which handles all the various electrical functions and loads without the need for fuses or relays – a box of smarts in effect.

All up a further 60kg weight saving.

Late November an invite to Phillip Island landed in my inbox from the Alfa Club, their last event for the year. Still working on a front splitter and undertray, I thought no way would it be ready but got on the phone to Colin Hague with a description of what was needed. A text message with the specs was sent at midday and

remarkably Colin arrived not long after dark that evening with all 11 special fixings I required!

In normal circumstances if time permitted, I would have taken the car to Winton for a 'test & tune' Friday shakedown but not possible this time so decided to take the plunge and enter anyway. I used the morning sessions for that just in case of any unforeseen issues.

Satisfied all was good, I gave it the full beans in the afternoon and came away with a 1:53.8 eclipsing my previous best my nearly 3 seconds.

Even though they had me in the over 2 litre class, I came in 5th fastest ahead of some expensive Euros, Jap turbos and a local V8, and 4th in under 2 litre missing a 3rd by 0.2 secs.

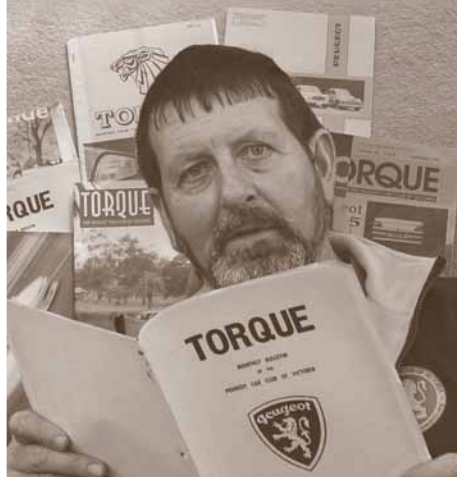
Thanks as always to the Alfa Club and the volunteer marshals who kept the day running smooth and on time.



Jeff had managed to shave 60kg from the 405 since its last run at Phillip Island.



Back Torque



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

TORQUE FEBRUARY 1967

Cliff Jacka in his President's Letter made comment that the membership was not increasing at a corresponding rate as to the number of new Peugeots on the road.

His comment, "time was when an enthusiastic member would intercept a foreign Peugeot and harangue the poor driver to such a degree he was only to happy to join the Club and to be on his way".

A recent TV show filmed in Paris had the hero and villain chasing each other around the houses in 403s. At one stage the 'femme fatale' was modelling a creation on the Champs d'Elysees when a 203 wagon flashed past.

TORQUE FEBRUARY 1976

The club's first woman committee member, Judy Code, along with

husband Leigh, were leaving Melbourne and moving to Rutherglen. Judy also won the 1st Ladies Championship for competition and also served as the first woman Editor of Torque. President Peter deVaus wished them well in their new location.

An invite had been received from the Datsun Car Club to join them for a Hillclimb at Lakeland Circuit (near Lilydale).

A "Scenic Rally" would take place on the 27th from Chadstone Shopping Centre to Sorrento back beach with a bit of a treasure hunt thrown in as well.

FOR SALE: Solex Twin Throat Carburettor including 403 rocker cover to suit carby \$60.

Wanted Urgently: 203C torque tube and tail shaft. If necessary will exchange for early transmission parts in good order.

TORQUE FEBRUARY 1987

The club is in an excellent financial situation with the savings program running ahead of schedule due to healthy fundraising activities held last year.

A car load of members comprising of 2 Phils (Torode & Nicholas) along with Mark Besley and Annette Moody would be heading across to the Peugeot Pageant in WA.

6 car clubs including the PCCV would be competing in a Autocross Series called Super-cross Series this year with 4 classes graded to driver ability and a starting grade for first event or two.

Bruce Tayler had a handy tip on how to lubricate a "life sealed" tie rod end.

The club had managed to buy a original 404 factory workshop manual covering models up to 1968. It also had the BA7 supplement and the wagon hypoid diff supplement. The only part missing was

the section on electrical installation. It was picked up by an ad in the Trading Post by the then Editor Ross Keith.

FOR SALE: '67 404. Unreg. Not running but only because the ignition wires are cut. New clutch. \$250 ono.

TORQUE FEBRUARY 1997

Peter Kerr welcomed us all back from the holiday break and fully re-invigorated for 1997.

CAMS was mentioned several times in his President's letter, once in noting that CAMS was to look at administration and club responsibilities with rallies, and the other was on CAMS charges and how the club should respond.

Peugeot sales for 1996 were only two thirds of 1995 but for many months the 306 was the only model available. In Britain, the Peugeot 306 was the no 8 best selling car with some 58,916 sales. A year's sales of Peugeots in Australia & New Zealand now only represented one day's production in the UK factory.

Technical Torque – Pete Newman had been playing with his 504 GL engine and was quite happy with the results.

A central locking problem with a 205GTi that was going to cost \$200 for a new Peugeot solenoid but was solved by a \$19.95 one from Jaycar that only required slight wiring modification (the mounting holes were identical).

FOR SALE: 403 Sedans x3, 1 driveable, plus endless spare parts. Cairns QLD.

404 S/W Diesel, reco motor, no rust, reco suspension. Needs respray (partly done) all straight guards, needs work.

TORQUE FEBRUARY 2007

Discussions were still continuing with the Vintage Drivers Club and the committee was hopeful of an on site meeting at their clubrooms soon.

A car boot sale would be held before the February meeting.

With the death of Bruce Tayler in January, the money raised from the raffle on the meeting night would be forwarded to the Cancer Council as a donation in support of Bruce Tayler's request.

There were a total of 604 members in the club.

DECA had been postponed due to possible 40 degree days at Shepparton.

Parts for sale: 403 Ute 1960 engine plus gearbox, front end, diff/driveshaft, wheels, seats etc. In fact all parts except body. Any offers considered.



Lakeland hillclimb



December Club Meeting

Held at Chateau Peugeot at 8 pm on Friday 2 December 2016.

Apologies: Tim Farmilo, Jan Fly, Colin Harris, Mike Jolley, Doug Brockfield, Chris Powell, David Jenkins, David Isherwood and Jacob and Alex, Denis Edwards, Bill Hamilton.

Minutes of the previous meeting. Motion that the minutes be recorded as true and accurate, moved Paul Watson, seconded Peter Gramsbergen, passed.

Business Arising: The Presidents AGM report is contained within December Torque.

CAMS Report: no quorum for the meeting.

AOMC Report: An interesting presentation was made on 4WD allowable modifications, overloading and extras, a possibility for a PCCV Meeting.

Events: Val reported that 12 cars entered the Slippery Dip.

The 2017 Pageant has 64 entries.

Planning for next year's events would take place at the January Planning day.

Competition Events: PCCV Economy Run March 2017

Merchandise: Normal collection available. Paul has Diff seals and 03/04 oil filters.

Hock and Scrounge: 206 gear box wanted.

Raffle held.

Trophies for 2016 were presented by Glad Fish.

Gentleman's Trophy: Ray Garrad.

Ladies Trophy: Glad Fish.

Junior Trophy: Mitch Garrad.

Motorkhana Champion: Ray Garrad.

Rally Driver Champion: Graham Wallis.

Rally Navigator Champion: Brian Ward.

Tas Smith Trophy: Phil Torode and Ros King.

Club Champion: Mitch Garrad.

Clubwoman: Joan Hoey.

Clubman: Brian Ward.

Concourse Trophy: Malcolm Muir.

The meeting closed at 9pm.

January Committee Meeting

Held at the home of Allan and Denise Horsley on January 22, 2017

Present: Neil Beddoe, Allan Horsley, Peter Kerr, Paul Watson, Kathryn Tolo, Val Gibson, Greg Park, Neil Griffin, Colin Harris and Tim Farmilo

Apologies: Glad Fish, Phil Torode

Finances: At beginning of the next financial year, the Club will organise for a review of the finances by someone outside of the committee.

Invoices for advertising in Torque are in hand.

Quotes and examples of a production of Torque from another printer were presented and discussed. Some discussions need to still happen with PAA regarding the sponsorship they provide for the printing of the covers. Still waiting for additional quotes prior to making further decisions.

It was noted that significant savings can be made by sourcing a new printer.

Neil to contact Phil Torode regarding the recent contact he has made with PAA and Neil will also make direct contact with PAA regarding an appointment to meet with their CEO.

French Car Festival: Due to a conflict with another event, the earlier agreed date in April for the French Car Festival will be moved to a date in October. The exact date is yet to be confirmed. A flier for the event will be prepared and circulated to other clubs.

Peugeot Pageant – Merimbula: 74 registrations have been received for the Pageant and a program of events has been prepared. It was agreed that one bag of promotional information and other items will be prepared for each car. Sponsorship from Shannons could be a possibility.

Meetings/Events:

February – Graham Wallis – Southern Cross Rally

March – possibly Bill Hamilton

Other possibilities for speakers include VicRoads on driving for older drivers; VGM; Nulon; Mark Pedder. Other possibilities for speakers are being investigated.

The RACV Classic Showcase at Flemington on February 19 will include trophies for each model as well as best Peugeot. We need to promote this event heavily to get a big roll up on the day.

Other Show and Shine events are likely to include Torquay and Euroa.

Weekends away could include Otways National Park, Wye River. A location for the Cup Weekend away still to be determined.

Some discussion ensued around DECA. There is still considerable interest in having an event at DECA. To make it a success, we need to get interest from other car clubs. Greg will talk to David Cavanagh asking him to get expression of interest from Renault to attend the event. Kathryn Tolo will also put something

up on the Facebook page to gauge interest. No date for the event has been determined at this stage.

Val will put together the calendar of events based on ideas generated at the meeting. The first social event will be an outing on Peter Myring's yacht on March 19.

Scoring for championship

events: Events will be nominated which will qualify for people to gain Club championship points. Neil is still working with Glad to determine the scoring system.

CPS: Majority of members with vehicles on CPS are sending their \$20 administration fee with their renewals. When contacted about it, all are very willing to pay the fee. Not too many new applications recently.

Succession Planning: We need to exercise our minds on succession planning for the future.

Other Business: Neil Griffin raised the possibility of using Google Calendars for uploading our events so that we can keep the calendar regularly up to date. It was agreed that this would be good and further discussion will be held in the near future.

Neil thanked Denise and Allan for their hospitality.

PCCV CLUB LIBRARY

Some of the items available to club members for \$1 per month. Enquire about the rest.

Contact: Alan Banks Ph. 0408 162 406

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). TOUTES LES PEUGEOT by René Bellu.

PLUS LOTS MORE

**CARS FOR SALE**

103 moped, 1987. Beautiful red and black moped with all original decals has covered 3852km since being sold new in France. Came to Australia in 2012. ADR approved and registered in Queensland until November 2017, 966LW, very good condition, unique in Australia. Located in Brisbane. Photos available on request. \$4000. Richard 07 3286 3465 or 0409 264 523.

203 panel van. Needs restoration. Engine number 1609384. \$2000 ONO. Philip Barrett, Maroopna, 0437 092 233.

205 Si, 1992, red with black interior. Very good condition but has a fuel pump problem. Two owners. Close to RWC. No rust, tyres good. Speedo showing 36,420. Car is in Nagambie. VIN VF32OCBD224946300. \$1500. Rex 0418 315 352 or Cathy 0412 211 115

205 Si manual, 1993. GTi pepperpot wheels. New Maxiis tyres, recent head gasket and cam belt. Goes well. Fair condition throughout. Everything works. Great motorkhana/slippy dip car. Not much needed for RWC. Engine number 25047414. Rego WZY213. Price reduced to \$990 ONO for quick sale. Can bring to February club meeting. Paul Watson, Torquay. 0427 203 206.

206 GTi, silver with unmarked leather upholstery. Motor turns over but won't start (possibly coil pack). 200,000-plus km. Car is in Peacedale. Free to good home. Call Tony Sweeney, 0421 845 728.

306XT 1996 1.8L petrol automatic white 5 door hatchback One owner 217,000 km mainly highway driven. Serviced and new rear tyres at 215,000km. RWC. Rego OIWW 093. \$2750 ONO. Phone 0409 700 675.

504 A11, 1978, Ghost Gum white with vinyl roof. Serial number 2567141 engine number 2567141X, garaged since the mid 1980s. NSW registration (LVR-690) expired 20 July 1988. 41,218km. Engine has had water in the cylinders. Car comes with miscellaneous parts including 2 front doors (with windows). Body and interior both in reasonable condition, although a couple of panels show signs of rust "spotting". Looks superficial. Interior still smells like a Peugeot and the upholstery looks OK. Original maintenance log, but last entry 10 January 1980 at 25,199km. Asking \$500 as is where is Frankston South (Oliver's Hill). Contact: Peter Smales 0451 945 388.

504 GL, 1979, 5-speed 505 gearbox. Rust-free, beautiful condition, chocolate colour, registered to December 2017, working A/C, always garaged, immaculate velour seats, responsive petrol engine. 298,000km. NSW rego BJ99FK. Photos available. \$5300 ONO. Located at Jervis Bay. Phone Ian 0417 482 372.

505 Turbo diesel (1985) 450,000 km. Still being driven but will be selling it unregistered. Engine No: P147DT105971 was \$1800, now \$1250. Huntly and Dawn Vroland, Shepparton. 5831 1630,

How to place 'Sales Torque' ads

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

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

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

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

All car **advertisements MUST INCLUDE the CASH PRICE and the REGO NUMBER**, or if unregistered, the engine number (if no engine then chassis number). If these are not included, the ad **WILL NOT** be placed. **ADS MUST NOT BE MORE THAN 60 WORDS.**

Please note: if you want to repeat your ad, you must submit it again next month.

505 Turbo diesel previously owned by Bruce Tayler and maintained by his nephew, Mathew Ross, who will attest to its condition (9817 2931). Mechanically sound. Five-speed, white. 315,000km. Rego XBL229 to 18 May. Engine number P147DT10400. \$2000 ONO. Joanne Lawton, 0431 776 470, joannelawton64@gmail.com.

605 V6, two owners, first registered 1996, Sorrento green with light tan leather interior, about 300,000km. A nice straight car with some wear and tear on bumpers etc, would be great to keep on road with some work required. \$1200 ONO. Car is registered NST305, VIN VF36BUFZ491003656, engine number 0048669. Contact Jeremy, 9751 1175 or 0421 461 102.

206 GTi 2003 5-spd manual, 3 door hatch. Black with black/grey interior. 106,000 km, major service completed at 100,000km (timing belt kit, all fluids and filters replaced also). Registered until May 2017, STD-674. Will be sold with RWC. Located in Bonbeach. \$6000 negotiable, open to offers must sell. Phone Alex 0431 371 887.

PARTS FOR SALE

505 2 litre engine \$200. 505 series 1 tail light, good condition, \$30. Plus 404 hoses, filters, rack boot etc. Philip Barrett, Maroopna, 0437 092 233.

Blue-on-white Victorian plate

PUG 1 for sale to best offer. Contact Bruce Turner, Ballarat, 0417 330 808 or iguana351@gmail.com.

Free for the taking: 305 series II with running gear and good glass, XU5S engine and auto gearbox. Plus Mi16 XU9J4S engine (needs attention), 5 speed gearbox and engine management system plus 406ST 5 speed gearbox. All in Portland. Call Nick Tucker 0438 572 119.

205 Si parts: Headlights \$35 each, tail light units \$25 each, brand new oil dipstick \$35, rear mudflaps \$20 the pair, red grille \$25, water expansion bottle \$10. Paul Watson, Torquay. 0427 203 206.

Haynes Manuals: Peugeot 504 diesel VGC \$20; Peugeot 504 petrol reasonable condition \$10; Peugeot 505 Diesel GC \$15. 2 dash mats for 505 Series One, both VGC - \$20 each. Graeme Robinson 0413 715 573.

Repro early 404 sales brochure in beautiful colour printed on quality stock. Limited availability, \$20, Diff seals for 203, 403 and 404, genuine Peugeot parts. \$25 each. Oil filters to suit 203, 403 and early 404, new stock from France. \$18 each or \$50 for three at club meeting.

WANTED

5 hole "hubcap" for 406 D9 mag wheel. Small silver thingy. Doug Brockfield 0418 570 256.

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PEUGEOT AUTHORISED DEALER NETWORK

Dealership	Sales Showroom/Service & Parts	Address	Suburb	State P/code	Telephone
AUSTRALIAN CAPITAL TERRITORY					
Peugeot of Canberra	Sales Showroom, Service & Parts	8 Albany Street	FYSHWICK	ACT 2605	02 6282 2377
NEW SOUTH WALES					
Baker Motors	Sales Showroom, Service & Parts	490 Young Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4349 8800
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Gateway Peugeot	Sales Showroom	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
	Service & Parts	44 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Riverina European	Sales Showroom, Service & Parts	41 Hammond Avenue	WAGGA WAGGA	NSW 2650	02 6923 1100
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
North Shore Peugeot (formerly 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
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Pacific Euro Sales	Sales Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Sinclair Peugeot	Sales Showroom	121 Great Western Highway	KINGSWOOD	NSW 2747	02 4749 1330
	Service & Parts	117-121 Great Western Highway	KINGSWOOD	NSW 2747	02 4721 9100
	Service Unit	Unit 1/11 Sovereign Place	WINDSOR	NSW 2756	02 4587 7111
Sydney City Peugeot	Sales Showroom, Service and Parts	811 Elizabeth Street	ZETLAND	NSW 2017	02 9315 9688
Tamworth City Prestige	Sales Showroom & Service	1-5 Jewry Street	TAMWORTH	NSW 2340	02 6767 3777
	Service Unit	91 Markham Street	ARMIDALE	NSW 2350	02 6774 9777
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
West Orange Motors	Service and Spares Unit	32 Forbes Road	ORANGE	NSW 2800	02 6361 1000
VICTORIA					
Bayford City Peugeot	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3153	03 9341 4497
Bayside European	Sales Showroom	1285 Nepean Highway	CHELTENHAM	VIC 3192	03 9239 6888
	Service Unit	1234 Glenhuntly Road	GLEN HUNTLY	VIC 3163	03 9571 6909
Bedggoods Motor Group	Sales Showroom, Service & Parts	1001 Howitt Street	WENDOUREE	VIC 3355	03 5339 3111
Booran Euro	Sales Showroom, Service	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
	Parts	11 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
Richmond Peugeot	Sales Showroom, Service & Parts	198 Burnley Street	RICHMOND	VIC 3121	03 9429 0429
Gippsland Motor Group	Sales Showroom, Service & Parts	18 Saskia Way	MORWELL	VIC 3840	03 51721100
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
	Service & Parts	481 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service	77 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
	Parts	92 Auburn Road	HAWTHORN	VIC 3122	03 9815 0082
Taylor Motors	Service Unit	50 Lonsdale Street	HAMILTON	VIC 3300	03 5572 4244
Werribee Peugeot	Sales Showroom, Service & Parts	22 Morris Road	HOPPERS CROSSING	VIC 3029	03 9974 3799
QUEENSLAND					
City Peugeot Brisbane	Sales Showroom, Service & Parts	26 Burrows Road	BOWEN HILLS	QLD 4006	07 3253 1400
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
Auto Centre Townsville	Sales Showroom, Service & Parts	56-58 Charters Towers Road	TOWNSVILLE	QLD 4810	07 4724 2424
Rockhampton Prestige	Service & Parts	112-118 Musgrave Street	BERSERKER	QLD 4701	07 4922 1000
West-Star Motors	Sales Showroom, Service & Parts	151-155 James & Hume Street	TOOWOOMBA	QLD 4350	07 4639 0111
Motoco Group	Sales Showroom, Service & Parts	199 Lyons Street	CAIRNS	QLD 4870	07 4046 6333
Von Bibra Prestige Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6182
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Performance Automobiles	Sales Showroom	281-301 Argyle Street	HOBART	TAS 7000	03 6210 7000
	Service & Parts	6 Patrick Street	HOBART	TAS 7000	03 6210 7000
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
WESTERN AUSTRALIA					
Allpike Peugeot	Sales Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9330 0777
	Service	7 Thurso Road	MYAREE	WA 6154	08 9317 2422
	Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2466



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