

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



february 2012

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Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

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Telephone 0427 203 206

information@pccv.org

www.pccv.org

GENERAL MEETINGS

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

MEMBERSHIP

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

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

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

COMMITTEE

President: Murray Knight

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Ben Park – pugv8_505@hotmail.com

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Library:

Alan Banks – Ph. 9716 2406 (H)

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Jarrod Smith – Ph. 9738 2418 (H)
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PCCV LIFE MEMBERS

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

REGISTERS

Worm Register:

203: vacant

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

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1-2-304 Register:

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

TECHNICAL ADVISORS

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

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

• Most models up to 1988

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

• 203, 403, 404, 205 & 405

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

• 406

Lance Guttridge, Ph 03 5622 2666 (H)

• Electricals

David Isherwood, Ph. 98733342 (H)

• Diesel Models

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

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TORQUE 0212 • FEBRUARY 2012 • Vol 53, No.1

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

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TORQUE PRODUCTION

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

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

CONTENTS

- 4 COMING EVENTS
- 6 COMPETITION CALENDAR
- 7 CLUB TORQUE
- 8 PAGEANT ENTRY FORM
- 10 PEUGEOT NEWS
- 12 WORM WEEKEND REPORT
- 14 403 CAB ON EBAY
- 15 MEMBERSHIP LIST
- 19 EVENT REPORTS
- 20 WORM VIEW
- 22 PREPARING FOR THE OUTBACK
- 24 404 V6 RALLY UTE
- 25 BACK TORQUE
- 26 FELINE FOCUS
- 27 COMMITTEE TORQUE
- 30 SALES TORQUE



This month's cover

Craig Latta's 203 photographed on the beach at Torquay by Paul Watson.



COMING EVENTS



Peugeot 505 V6 turbo, Bill Hamilton, Phillip Island Sprint, 2010.

PEUGEOT SPORT



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

Peugeot Car Club of Victoria

FEBRUARY 2012

Club Events Calendar

* = See event info in this issue

FEBRUARY

- Fri 3 Club Meeting & barbecue. Royal Flying Doctor Service presentation*
- 4 & 5 Ballarat visit and Napoleons motorkhana*
- Sun 12 Torquay Car Show*

MARCH

- Fri 2 Club Meeting and barbecue. Nulon lubricants presentation
- Sun 12 Voyage Petite, Drive via Warburton to Narbethong for lunch
- Thur 15 Mid Week Run
- Sun 25 French Car Festival and PCCV Club Concours, North Balwyn
- Fri 30 Club Meeting, barbecue and RACV presentation. (The April Club Meeting early to avoid Easter)

APRIL

- 6 to 9 Easter Pageant, Young NSW*
- Sun 15 Voyage Petite, Mornington Peninsula
- Tue 24 to Wed May 2, Outback 2012*
- Sun 29 RACV Classic Car Day, Flemington Racecourse

SPECIAL NOTICE

Easter Holidays in 2012 include the first Friday of April as Good Friday.

The monthly Club Meeting for April will instead be held on Friday 30 March.

Please mark this change in your diary.

The RACV's Brian Negus will be the speaker and the topic will be 'RACV - a Growing and Diverse Business'.

February Meeting & Barbecue

Friday 2 February

The meeting will commence with a BYO Barbecue at 7 pm.

Our guest speaker for the first meeting of the New Year is Annette Allison, Public Affairs Manager of the Royal Flying Doctor Service.

Annette will share with us a range of stories and experiences about the RFDS, describing the ways in which it services outback Australia, particularly the grey nomads travelling across our vast land.



Royal Flying Doctor Service
The furthest corner. The finest care.

Competition Report

Hello and welcome to the first TORQUE of the year. I hope you all had a wonderful Christmas and happy new year, now we can concentrate on the year ahead as we have a very busy calendar of both competition and non-competition events coming up. On page 6 in this Torque we have printed a full calendar of competition events that members can compete in this year.

The club also needs more members to get their CAMS officials licences so we can run our events and not leave it up to the same people.

I would also like to bring back the George Woods Novice Trial early in 2013 as there is only one event on the Rally calendar for novices to get out into the forest and learn what to do, if you would be able to help out for this event, I will be handing around a form to fill in at the club meeting or you can send me an e-mail.

I have put together a list of events for the year in which the club has shown interest. I will update these as the year progresses. Don't forget about our first event for the year which consists of a social day around Ballarat on the Saturday. On the Sunday, the motorkhana at Ian and Sue Seymour's farm at 395 Sobey's Road, Napoleons starting at 9.30am. For Sunday lunch we will order in chicken packs from a local takeaway (for around \$10) or you can bring your own.

Supp regs are available on the club website or phone or email me – 0415 060 813, raygarrad@westnet.com.au or you can enter on the day.

Ray Garrad



Ballarat visit and Napoleons motorkhana

Saturday 4 February and Sunday 5 February



The club's first weekend event of the new year will include a drive in the Ballarat area on the Saturday afternoon, dinner at a pizza-pasta restaurant on Saturday evening, and a Sunday motorkhana at Napoleons, with a special invitation to people who've never done a motorkhana before.

There will be a barbecue available at Vaggs' at 747 Midland Highway, Mount Rowan from noon on Saturday for lunch. BYO food and drink.

From Melbourne, follow the Western Highway to the third Ballarat exit (Midland Highway is A300.)



COMING EVENTS

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

Watch for the sign to Creswick. When you have left the Western Highway, turn right for Mount Rowan and drive about 2km until you see the Peugeot flags on the left. Glenn could be persuaded to unlock his Peugeot History Shed. About 2pm we will head off on a drive of some of the area's better roads, with a guarantee of a coffee shop at the end.

Dinner will be at the Eureka BYO (wine and beer) pizza and pasta restaurant in Sturt Street, at 6.30pm.

Pizzas and pastas start at about \$9, focaccias from about \$11. They also do parmigianas and schnitzels from about \$16. Steaks start from \$26.

If you want to stay overnight, try the Mid-City Motor Inn, 19 Doveton Street North. Phone 5327 7588, or the Welcome Stranger caravan park, 5332 7722. The Goldfields Holiday Park has a range of cabins. Phone 1800 632 237.

On the Sunday morning we will drive to Ian and Sue Seymour's farm at 395 Sobeyes Road, Napoleons for a closed-to-club motorkhana, starting at 9.30am. There will be a Peugeot Sport flag on the gate.

This is a perfect opportunity to try out this economical, low-impact form of motorsport and younger members will be particularly welcome. You will need to get a CAMS 2NS licence if you don't already have one or you will be able to get a come-and-try licence on the day.

For lunch, we will be ordering in chicken packs from a local take-away (about \$10) for a quarter chicken with spuds and salad, but if you would prefer to bring a picnic or barbecue, that's fine.

If it looks like the motorkhana might be rained out, call me on 0427 203 206 after 8am on the Sunday for more information.

Paul Watson

Torquay Motor Show

Sunday 12 February



After two November washouts in 2010 and 2011, the beleaguered organisers of the Torquay Motor Show are trying February in the hope of scoring some decent weather.

Several Torquay locals are planning to go, and we hope to be joined by a Ballarat contingent.

Starting time is 9am, and we will be forming a convoy outside Mike Jolley's house at 52 Fischer Street.

To get there take the Surfcoast Highway from Geelong and turn left at the first traffic lights after you enter Torquay's 60 zone. Then turn right at the first roundabout. Mike's house is on the left.

The convoy will leave at 8.45am sharp and we should be placed together in the one spot.

Come later if you need to sleep in on Sunday mornings, but we can't guarantee a place near the main group.

There will be food and drinks available, and the \$10 entry fee goes to local charities.

Paul Watson

Outback 2012

VIC, SA & NSW (PLAN A)

Tue 24 April – Wed 2 May

The trip we could not do last year because of the floods in the area.

ARRIVE IN NHILL ON THE AFTERNOON OR EVENING OF MONDAY APRIL 23rd

Day 1 Tue 24 April..... 250km*
Nhill, Yanac, Murrayville, Manya, Berrook, Shearers Quarters near Sunset Crater – Bush camp

Day 2 Wed 25 April..... 160km*
Shearers Quarters, Settlement Rd, Meridian Rd, Wentworth – Caravan Park

Day 3 Thu 26 April 200km**
(very approx)
Wentworth, Nelwood, Hyperna, Canopus, Morgan Vale (ruin) – Bush Camp

Day 4 Fri 27 April 190km*
Morgan Vale, Pine Valley, Canegrass, Balah, Redcliffe, Chalk Cliffs, Burra – Caravan Park

Day 5 Sat 28 April Rest Day
Burra – Caravan Park

Day 6 Sun 29 April 200km
Burra, Chalk Cliffs, Fords Lagoon, Sturt Vale, Quondong Vale, Oakvale – Bush Camp

Day 7 Mon 30 April..... 230km
Oakvale, Loch Lilly, Coombah, Popio, Cuthero, Whurlie, Grrenvale, Pooncarie – Camping Area or Hotel/Motel

Day 8 Tue 1 May 85km
Pooncarie, Top Hat, Mungo National Park – Camping Area

Day 9 Wed 2 May 30km
Mungo National Park, Turlee – Farmstay

* = approximate km

This trip may be extended for 3 or 4 days to Cameron's Corner area if sufficient interest shown.

Hank Verwoert – Ph: (03) 9783 2718
Email: verwoert@netSPACE.net.au



EVENTS CONTACTS

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allan.horsley@bigpond.com

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raygarrad@westnet.com.au



PCCV Competition Events 2012

Date	Club	Event	Location
Feb 5	PCCV	Club Motorkhana	Napoleons
TBA	PCCV	Club Khanacross	Millgrove
TBA	PCCV	Slippery Dip	Millgrove
Jun 17	PCCV	VMC Motorkhana	Shepparton
Sep 22	PCCV	Ivans Folly Trial	Heathcote

Victorian Club Autocross Series

Date	Club	Event	Location
Feb 4	DSCC	VCAS Round 1 (Twilight)	Deniliquin
Feb 26	CCC	VCAS Round 2	Broadford (Melton as backup)
Mar 25	KCC	VCAS Round 3	Kyneton (To Be Confirmed)
Apr 22	BCC	VCAS Round 4	Bendigo
May 13	MMSC	VCAS Round 5	Melton
Jun 9	SHSCC	VCAS Round 6 (Twilight)	Swan Hill
Jun 23	PAC	VCAS Round 7 (Twilight)	Maffra
Jul 21	MADCC	VCAS Round 8 (Twilight)	Maffra
Aug 25	CCC	VCAS Round 9	Broadford
Sep 22	CCRMIT	VCAS Round 10 (Twilight)	Maffra
Oct 21	RSM	VCAS Round 11	Mafeking Rover Park, Caveat
Nov 11		VCAS Round 12 – Spare date	TBC- Possibly Bendigo
Dec 2	NCCA/SDCC	VCAS Round 13 – Part of CAMS Carnival	Echuca

Motorkhanas

Date	Club	Event	Location	Surface
Jan 29	FFCC/TCCA	Practice event	Werribee	Dirt
Feb 12	PAC	VMC Round 1	Pakenham	Dirt
Apr 15	DSCC	VMC Round 2	Deniliquin	Dirt
May	VMIC	VMC Round 3	Avalon	Dirt – TBC
Jun 17	PCCV	VMC Round 4	Shepparton	Concrete
Jul 15	HSCCV	VMC Round 5	Dandenong	Concrete – TBC
Aug 5	SEAC	VMC Round 6	Mount Gambier Saleyards	Bitumen
Sep 2	HAC/FFCC	VMC Round 7	Dandenong	Concrete – TBC
Sep 22	BCC	VMC Round 8	Huntly Saleyards	Bitumen
Oct 13/14		Australian Motorkhana Champs,	Brisbane	Bitumen
Nov 17/18	TCCA	VMC Round 9	Werribee	Dirt
Nov 25	HAC	HAC Interclub,	Lardner Park, Warragul	Dirt
Dec 1/2	CAMS	CAMS Carnival	Echuca	

Rallies and Touring Road Events

Date	Club	Event	Location	Event Type
Feb 25	SEAC	Graham & Kathleen Memorial	Heywood	Multi Club
Mar 24	HRA	Gil Davis Memorial Trail	Powelltown	VCRS-2
Apr 28	HRA	Trailblazer	Heathcote	TRE
May 12	HRA	Ready Plan Re-run	Koondrook	TRE
Jun 2	HRA	Moomappa Mountain Rally	Mt Moomappa	Rally
Jul 21	HRA	Experts	Heathcote	TRE
Aug 4	Rover Scout	RSM Baden Powell Intro Trial	Murrindindi	Novice Rally
Aug 25	BLCC	Winter Classic Trial/Tour	Midlands	TRE
Sep 8	HRA	South West Classic	Far South West	TRE
Sep 22	PCCV	Ivans Folly	Heathcote	TRE
Oct 12	HRA	Bagshot Rally Sprint	Bagshot, Bendigo	Rallysprint

Sprints and Hillclimbs

Date	Club	Event	Location
Jan 28		Victorian Hillclimb Championship (Twilight)	Bryant Park
Feb 12		Victorian Super Sprint Championship	Phillip Island
Feb 12		Interclub Challenge	Rob Roy
Feb 18	M&DCC	Hillclimb (Short Track)	Boisdale
Feb 25		Victorian Hillclimb Championship (Twilight)	Broadford
Mar 24		Victorian Hillclimb Championship (Short Track)	Mt Leura
Mar 25		Victorian Hillclimb Championship (Long Track)	Mt Leura
Apr 1	GCC	Multiclub Hillclimb	Bryant Park
Apr 1	M&DCC	Hillclimb (Short Track)	Boisdale
Apr 15		Victorian Super Sprint Championship	Sandown
May 6		Victorian Hillclimb Championship	Rob Roy
May 6	M&DCC	Hillclimb (Long Track)	Boisdale
May 6	PIARC	Phillip Island Sprint	Phillip Island
May 27	GCC	Multiclub Hillclimb	Bryant Park
Jun 10		Victorian Super Sprint Championship	Sandown
Jun 17	PIARC	Phillip Island Sprint	Phillip Island
Jun 23	M&DCC	Hillclimb (Twilight)	Boisdale
Jun 24	GCC	Multiclub Hillclimb	Bryant Park
Jul 15		Interclub Challenge	Rob Roy
Jul 21	M&DCC	Hillclimb (Twilight)	Boisdale
Jul 22	GCC	Multiclub Hillclimb	Bryant Park
Jul 29		Victorian Hillclimb Championship	DECA
Aug 19	M&DCC	Hillclimb (Long Track)	Boisdale
Sep 2	GCC	Multiclub Hillclimb	Bryant Park
Sep 2	PIARC	Phillip Island Sprint	Phillip Island
Sep 30	GCC	Multiclub Hillclimb	Bryant Park
Oct 7		Interclub Challenge	Rob Roy
Oct 20	M&DCC	Hillclimb (Twilight)	Boisdale
Nov 11	PIARC	Phillip Island Sprint	Phillip Island
Nov 18	M&DCC	Hillclimb (Short Track)	Boisdale
Dec 8	GCC	Multiclub Hillclimb (Twilight)	Bryant Park



Dial PCCV



An occasional column about the calls that come to the club phone.

Recently a non-member called the club phone and introduced himself by name as a doctor. He said his 607 had a problem with a window winder motor. The motor had been removed but not replaced. A new one was going to cost \$1000, which he thought was a bit dear. He was prepared to go to an auto electrician to have the motor repaired but needed to get it back first.

Which dealer had removed the motor, I asked. "You guys," he replied.

"But we're the Peugeot Car Club of Victoria," I said. "We don't do servicing, we're just a car club."

He then revealed that he had got our number through Telstra's 1234 directory assistance service and asked to be connected to the dealer at Camberwell. The operator (perhaps it was Sock, who appears on the TV ads) had seen the PCCV listing, which still has us at 590 Burke Road Camberwell (where out PO box used to be) and had taken that to be a dealer's number.

I gave the good doctor the number of Jobson's at Carlton and suggested that he should take his window motor there, once he tracked down the place he had taken it to.

Another non-member rang in a state of great agitation just after new year. His daughter had damaged a rim on her 206CC and as she had no spare of any kind she needed another one. But she was in Adelaide and no one was open that week. I tried Aussie Frogs and a couple of Adelaide contacts without much success and then had a bright idea: eBay.

I did a search and sure enough a wrecker in Adelaide was selling off 206CC parts. I told the agitated father about this and he said he would chase it up. I never heard back from him, so I assume his daughter's 206CC is now back on the road.

A 203 owner from a regional town rang to say that he couldn't find round fuses for his car, which was about to go back on the road. I scrounged a couple from my parts bin and sent them off, asking for a few dollars to cover postage etc. He now plans to join the club, which makes sense.

Paul Watson

Presidential torque

G'Day one and all. I trust you all had a great Christmas and New Year!

Hopefully, Father Christmas did the right thing by you and that you are all sticking to the New Year's resolutions you made.

Father Christmas was good to me and I have no problems keeping New Year resolutions – I don't make any!

On a more serious note, Val and I travelled to Wodonga and back twice, either side of Christmas and on the days we had to travel, I was not looking forward to either trip. With all the good rains, Eildon, Lake Nillahcootie and the Hume Weir are all either full or over 90% capacity. All are very popular camping and boating destinations and I was dreading all the vans and boats that would be on the road.

I needn't have worried as the traffic flowed beautifully with virtually no hold-ups at any stage and no drivers showing any sign of impatience.

Consequently, we saw no signs of accidents which made us think that maybe the road safety messages were starting to get through to the motoring community.

Unfortunately, this would now appear to be wrong. Over the past two weeks, we have had at least four single car accidents where the passenger has been killed and the driver survived with minimal injury after they have lost control of the car. When will these mainly young people learn?

Over the break, your committee has been formulating the coming year's activities with very few free weekends and of



course, quality guest speakers at our general meetings.

February is no exception with our guest speaker coming from the Royal Flying Doctor Service. Now this is an organisation which means a great deal to Val and myself because of personal experience. In 2006 on the Darling River Pugtrek, Val had the misfortune to badly break an ankle when we were 400 km upstream on the Darling River from Broken Hill at an outpost called Tilpa which has a population of 6. We were repatriated out by the Flying Doctor at 10pm, arriving at Broken Hill Hospital before midnight, with Val being X-rayed and placed into a plaster cast on arrival. As a result, we are both regular contributors to the RFDS.

Hopefully, no one will need the RFDS services but, with Hank's trips becoming more popular, you just never know. Let's have a big turn out for the RFDS at our February meeting. They are an organisation who does incredibly important work for the people of Outback Australia and they need, as well as deserve, our support. You just never know when you will need them.

Murray

Problem solved

At the December meeting there was the usual array of past Torque issues of up the front. I picked up September 2010 due to the articles on the 3008 Redex Rerun and 203s. Of course the copy is on the shelf but I reread the magazine and came across Ray Horsley's article on refitting of rear view mirrors on 406 coupes.

Very timely as the one on my D8 had fallen off whilst cleaning of the screen and the first non-informed effort at reinstallation had failed. The advice from the article gave the clue to look further at the button affixed to the screen and sure enough it separated from the body with considerable effort.

Another clean off, affixing kit and voila all fixed.

Thanks to Ray, Torque and the valuable advice contained within those pages. A little luck also regarding picking up the right back issue.

Neil Beddoe

Copped copying manuals

A Coventry magistrate and his son ran a business at home making DVD copies of Peugeot, Mercedes and other brand factory workshop manuals for nearly two years until police raided his home.

They had sold on ebay for £7.50 about 3,500 copies of the counterfeit discs that cost dealer workshops £3,800.

The 38-year-old company director son was jailed for a year for copyright infringement.

The magistrate, who had stepped down from the bench when his illegal activity was discovered, was ordered to pay £12,000 within six months or he would be jailed for eight months.

From the Coventry Observer



Book now for the Peugeot clubs' Easter Pageant at Young



The New South Wales Peugeot car club will host the 2012 Peugeot Easter Pageant at Young. This town is the cherry capital of Australia, but will not be in season when we are there. But there are shops where cherry products can be purchased, in particular Poppa's Fudge Factory.

Some attendees have already booked their accommodation and others have registered for the weekend.

The program for the weekend will be like this:

Friday arrive and dinner at a venue of your choice, but we recommend the local Young Services Club where a space for Pageanters has been reserved.

On Saturday morning the pageant commences. After breakfast at the Cherry Blossom Motel, a lion-up at the visitor centre will display our cars and a the mayor of Young Shire Council has been requested to judge our cars, based on persona appeal of the cars. Lunch will be provided at the visitor centre.

On Saturday afternoon, there will be leisurely seven kilometre drive to the Young Turf Club located at Burrangong on the road to Temora. Here we will have some driving skills tests and a motorkhana or similar. The toilet facilities at the club will be available.

And after all that fun, you deserve a nice evening meal. This has been arranged at the Empire Hotel, which is located opposite the Visitor Centre. The hotel is within walking distance of the motels where most, if not all, people will be staying.

On Sunday morning, after breakfast, you will enjoy a leisurely drive in the district. This will be the sign post chase during which you will get confoundedly and delightfully



REGISTRATION

Easter pageant 2012 at Young
Friday 6 to Monday 9 April

PAYMENT OF \$185 PER PERSON IS DUE BY 1 MARCH 2012 FOR EARLY BIRD DISCOUNT, OTHERWISE PAYMENT OF \$195 PER PERSON WILL APPLY.

Name(s) _____
 _____ Your signature _____
 Postal address _____
 _____ State _____ Postcode _____
 Email address _____
 Teles: Home () _____ mobile _____
 I will represent the _____ car club at the pageant.
 I expect to be driving a _____ with registration number _____
 I am interested in participating in the motorkhana: yes or no (circle which one applies)
 List any dietary requirements: _____
 No accommodation is included in this registration. I booked my accommodation at () Cherry Blossom motel; the () Colonial motel; or other _____

REGISTRATION, FEES and PAYMENT (i.e. things you need to know and to do)

Registration is \$185 per person. On 1 March the fee rises to \$195 per person. Children under 5 years of age are free. Contact us for prices for young adults aged from 5 to 11 years. Registration includes all meals on Saturday and Sunday, a farewell breakfast at the Chinese Tribute Gardens, band cloth badges and other goodies, not to mention unlimited fun and camaraderie. The pageant's activities include a lion-up, motorkhana, driving skills, sign post drive and talking Peugeot. Young has lots to see and enjoy: from shopping arcades to award winning wineries. There is something for everyone.

- (1) **Payment** may be made by either:
 - (a) cheque to Peugeot Car Club of NSW Inc, or
 - (b) direct deposit at National Australia Bank to Peugeot Car Club, BSB 082 352, account number 0358 3828 4
Please identify the transaction with your name and the words "pageant 2012".
- (2) **Indicate** here how you paid: cheque enclosed or direct deposit .
- (3) **Post** this form after you completed it (with your cheque if you are paying by cheque) to Ross Berghofer, PO Box 45, Enfield South, NSW, 2133
- (4) Please **send an email message** to pageant@peugeotclub.asn.au to let us know that you have registered. You will then be eligible to receive updates on news and events for the pageant.
- (5) **Final numbers** are required by 20 March 2012 for catering purposes.

Cancellation: If you cancel after 20 March a charge of \$100 per registration will apply to recover costs incurred.

The fine print: At the Peugeot Easter pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent due care is to be applied by all participants. No responsibility is implied nor accepted by the organisers.

Questions - contact: Ross Berghofer 0409 504 551; Graeme Cosier 0409 246 278; Anne Cosier 02 9456 1697 or 0418 203 195; Wal Glading 02 4883 6927; or pageant@peugeotclub.asn.au





confused but the reward will be a nice lunch at a beautiful destination.

After returning to Young, there is plenty of tourist sites to visit or do some shopping for souvenirs of the town.

Sunday evening is the presentation dinner that will be held at the nicest restaurant in town, within walking distance of the motels.

Monday morning: Young will witness a convoy of Peugeots head out to the Chinese Tribute Gardens for a farewell breakfast. This is a delightful spot with lovely gardens and a sheltered area. The gardens commemorate the Lambing Flat atrocities during the gold rush. The dam there was used to store water for the steam trains which have long since ceased to run on the line.

The cost of this is a reasonable \$185 per person covering meals, a goodies bag (restricted this year to essentials), and enormous amounts of fun.

Accommodation is your responsibility and the club recommends either of two venues.

The Cherry Blossom Motel. A clean but older style motel that will be pageant head-quarters and venue for breakfast. The whole motel has been booked for us. Book by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your booking and the discount rate.

The Colonial Motel. This is diagonally opposite if you want something a bit classier. It has 15 rooms and eight apartments, with covered parking. Phone 02 6382 2822 or visit www.colonialmotel-young.com.au Please mention the Peugeot Car Club when booking to identify the arrangement with the motel owner.

Other venues can be found at www.visityoung.com.au

I suggest you book now to take advantage of the arrangements that have been made for the weekend. Meanwhile, if you have any questions, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697. Or email us at pageant@peugeotclub.asn.au So, see ya in Young, 2012.

La 404 de papa

During a chance look at eBay recently I came across a book with 3 minutes left to run on the auction. The book 'La 404 de papa' took my interest as I own a 404. The description convinced me that I should buy it. The book describes how a father buys a 404 for his family. There are a couple of pages describing various parts of the 404. The book is part of a collection of books on a number of other vehicles – a Citroen 2CV, a Renault R4, a Citroen DS, a Renault 16, a Simca 1000, a Fiat 500 and a Volkswagen.

The story is related by the daughter of the family whose name happens to be Stefanie. I guess what clinched the purchase for me is that I have a daughter named Stefanie too!

Tim Farmilo



Inappropriate number plates



Paul Watson spotted this inappropriate plate in Camberwell.

February Torque – brought to you by these members

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

- Paul Watson, Allan Horsley, Murray Knight, Mark Besley, Milton Grant, Tim Farmilo, Peter Cusworth, Ray Garrad, Neil Beddoe, Richard Marken, Stan Boyle and Peter Wilson.

New Peugeot Dealer in Bendigo

Peugeot have announced the appointment of a new dealer for regional Victoria.

Bendigo European: 140-150 High St, Bendigo, VIC (03) 5443 1122



Peugeot in front and behind

Peter Wilson

In spite of a shocking result for December, Peugeot finished 2011 as the leading French automotive brand in Australia, behind its 2010 total, but with hopes of new models achieving a big year this year.

Official scores showed the national vehicle market topped a million new registrations, but was down 2.6 per cent in volume on the previous year.

The Federal Chamber of Automotive Industries attributed this fall to "challenging market conditions and significant supply problems" as well as the natural disasters at home.

Peugeot had its share of Japanese earthquake problems and factory downtimes affecting its deliveries as well as a resurgent French rival and other strong European competition.

By October, its 463 new registrations had topped the 409 of October 2010 and November's 453 topped the 402 of November 2010.

But Peugeot's December figure slumped to 252 units, less than half the 557 the previous December. Despite the end-of-year inducements, it was the worst December result for the marque since 2000.

Sales fell for every model except the 508 and the 75 deliveries of the top-of-the-range sedan were the best since its release. The expected volume models, the 207 and 308, were down to 41 and 75 respectively.

For the first time since its return to the Australian market, in December Renault overtook Peugeot, almost doubling its sales to 397 on the 221 the previous December and finishing the year on a high of 3,622, almost double its 1,907 in 2010.

Renault had the advantages of fresher models, South Korean costs for some and five-year warranties.

Peugeot finished the year with a total of 5,220, 7.6 per cent – 429 units – down on the 2010 sales of 5,649. It was a 10-year low, but still 1,668 ahead of what had been a record result of 3,552 in 2001.

Citroën had a below average 92 in December to finish the year with 1,415 sales, 188 less than its 1,603 in 2010.

An indication of the intensity of European competition was Volvo's 546 sales in December that gave it 5,272 for the year,



The model to watch: Will the Peugeot 208 be chic, cute and catch on?

edging ahead of Peugeot. Sightings of Opels driving about Sydney remind that some models successfully marketed as Holdens will be sold this year under that General Motors badge.

Automobiles Peugeot, long a tight-margin volume producer, has been too dependent on European sales, hit hard since the end of subsidies and financial crises, so it is trying to built more higher margin upmarket models and increase its markets outside Europe.

A total of 2,114,000 Peugeots were sold globally, a little down on 2010, but an improvement to 48 per cent outside Europe. Most export markets were up – Russia, Asia, Latin America and New Zealand – so Australia was an odd one out.

The big success was the 308-based RCZ coupé, which has beaten the Audi TT globally with sales of over 19,000 units. It has also done well in Australia, with 152 sales in 2010 and 304 in 2011, but Audi is

strong here, with plenty of factory cash, and TT sales again topped 400.

The launch of the 508 was deemed an international success with 121,000 sales. However, with Australia starved of this model it failed to have the immediate impact here of the 407, which sold in triple figures in its first three months to a market hungry for diesels.

The 75 deliveries of 508s in December – including back orders – were the best since its launch and the year-end tally was just 285.

Peugeot has indicated there does not appear to be any constraint on Australian 508 supply now so this year will indicate if it ticks all the boxes for prospective buyers.

Some of our 307-owning members have traded up to the 308, an improved model, but the market does not appear to have shown the same loyalty and its volumes have been consistently lower despite the reduction in warranty

Peugeot Sales 2011

Model	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
207	116	110	148	107	94	129	123	132	91	79	98	41	1268
207CC	21	48	21	23	18	25	10	14	30	28	21	5	264
308	76	113	160	141	164	331	131	101	124	179	142	75	1737
308CC	16	17	14	18	7	9	6	12	28	14	28	9	178
3008	38	84	65	60	96	33	46	21	16	22	17	13	511
RCZ	20	38	27	32	30	41	22	18	20	27	20	9	304
407	39	1	0	0	0	0	0	0	0	0	0	0	40
4007	7	36	95	60	37	6	1	25	31	76	73	13	460
508					15	9	45	54	20	26	41	75	285
Partner	7	3	8	8	17	20	14	20	7	10	13	11	138
Expert	2	0	7	5	3	4	3	5	3	2	0	1	35
Month	342	450	545	454	481	607	401	402	370	463	453	252	5220
2010	422	400	483	483	524	691	449	420	409	409	402	557	5649



issues. This might be a hangover from quality problems with the 307, which Automobiles Peugeot acknowledged at the highest level.

In 2011, the 1,737 sales of 308s were 38.6 per cent down on the previous year's 2,827 units. Things improved when the facelift model appeared – a lift in registrations to 179 in October, 142 in November and 75, the lowest month of the year, in December.

Thanks to the Sportium package, the 207 made a sales comeback and its 1,268 in 2011 trumped the 943 in 2010 and the 853 in 2009. But sales started to slow in September and bottomed at 41 in December.

An observer suggested the market might not be ready to accept small eco-friendly engines, fearing they work too hard and might wear too soon, when bigger ones are about. However, Volkswagen has been doing well with small engines, though dismayed owners of oil-gulping Golf diesels might be reluctant to buy another.

Another put-off is the four-speed auto, which is old hat when six-speed boxes are about.

Pluses that are hardly known are Peugeot's great safety record – shown in accident statistics – and the new short-term fixed-price servicing charges for new models.

Peugeot promoted heavily last month its 2011-model sale. Perhaps it is hoping to emulate previous years, particularly 2006 and 2007, when a bumper January result has followed a down December.

PSA names new head of brands

PSA/Peugeot-Citroen announced that chief financial officer Frederic Saint-Geours will succeed head of brands Jean-Marc Gales, who is leaving the company to become CEO of the European automotive suppliers association, CLEPA.

Saint-Geours was CEO of the Peugeot brand from 1998 until 2007, the Automotive News Europe report noted.

Gales, 49, has been a member of the Managing Board of PSA since April 2009 and serves as its marques director.

Gales served as president of Citroën UK Limited and Peugeot Suisse S.A.

He was recruited from Mercedes Benz, where he had been global sales director from 2006.

Peugeot exit from Le Mans racing

Peugeot dropped a bomb on the car racing world when it announced in January that it will shut down its 24 Hours of Le Mans program.

The shock news came on the deadline day for entries into the new FIA World Endurance Championship, which includes the French endurance classic at Le Mans.

The decision brings the curtain down on the French manufacturer's five-year sports-car program, which saw it run two versions of its 908 turbodiesel LMP1 coupe. Its successes included victory at Le Mans in 2009 and the manufacturers' title in both years of the Intercontinental Le Mans Cup, which becomes the WEC for this season.

According to a Peugeot spokesperson, the decision to quit was made at the French company's highest level.

"This decision has been taken against the backdrop of the challenging economic environment in Europe coupled with a particularly busy year for the brand in terms of new vehicle launches," Peugeot said in a statement.

"In this context, Peugeot prefers to concentrate its 2012 resources on its commercial performance and, in particular, ensuring the successful launches of the 208, 3008 HYbrid4, 508 RXH, 508 HYbrid4 and 4008, which will take forward the brand's strategy of moving upmarket and extending its global presence."

Peugeot in 2012 had been expected to run a hybrid version of last year's second-generation 908.

The end of the Peugeot program means that Audi will be the only manufacturer contesting a full season of WEC events in LMP1. Toyota will contest only selected events and Le Mans with its new petrol-electric LMP1 hybrid.

Gary Watkins, from Autoweek

• René Fagnan of Auto123.com spoke to a veteran of the Peugeot Sport race team, who said: "No one saw that one coming. Not at all. Yesterday, we got a message to gather all together at 4 p.m. And we were told the bad news."

An hour later, the official press release was posted on the web.

"This decision is quite hard to understand," the contact said. "Just after Christmas we restarted the manufacturing of parts process and we had just received the 2012 tubs. The test team was down in Sebring, Florida to do some testing when they got the news. Now, they're getting prepared to fly back here in Velizy."

"This week, we were deciding if we were going to enter three or four 908s at Le Mans, and how many of these cars would be hybrids. The news was a shock – a major blow on our heads."

"We will offered redeployment solutions within the company and internal mobility, but the worst part is that we will lose more than one hundred of very qualified and highly skilled persons. The situation is really dramatic for our younger mechanics and technicians."

"We're going to lose everything. If Peugeot ever wants to go back racing, they will have to build everything from scratch."

Peugeot does not want to see the 908s being entered and raced by privateers, he confirmed.

"No. Peugeot does not want to see a single 908 leave the factory," he said. "One private team has already offered Peugeot to race our cars, but it got a definite no as an answer. It's all over. Period." he said.



The team gets the bad news



Worm-Drive Weekend, Mansfield November 18-20

Once again, Milton Grant showed that he is the master of Worm Weekend organisation. The drives, the meals, the accommodation and the esprit de corps were all first-rate. And although the Saturday was wet, we managed to survive and enjoy a beautiful mountain Sunday. Three people have contributed their accounts of the three-day event.

Friday evening

After a frustrating afternoon we had just enough time at the end of the day to make it to 504s for a meet and greet with the early weekenders.

Thanks to the local council, Milton and Noelene Grant had laid on drinks and nibbles for all of us and as an added bonus had purloined the services of Bill, a local Peugeot owner and bush poet who entertained us with a selection of great bush verses.



Storyteller Bill at 504s

From the holiday park most of us then walked down the road to one of the local hotels, where a couple of tables had been booked for us in the courtyard and, as is the norm with Peugeot gatherings, we dined and talked our way through the evening. In fact we cut short our evening as there were reports of a large storm heading our way. It actually held off until the early hours of Saturday morning.

Richard Marken

Saturday

The day started with a line-up at the information centre car park. With the arrival of Tony Nott and Annie Brown in their farm workhorse 404 ute our numbers were complete for the weekend. Our convoy of some 15 vehicles headed through the main street and out on to the Jamieson road.



Saturday morning line-up.

The hills in front of us were shrouded in cloud and rain and by the time we reached the Goughs Bay turn off our wipers were starting to work.

Our first stop was at the Bimbi Museum just before Jamieson. What a great place, we drove down a dirt road into a driveway that wandered through tall trees and found a real treasure, Steve and Carol have an amazing collection of cars and yesteryear pieces. The morning tea that was supplied set the tone of the food for the rest of the weekend and



Fatso and friend at Bimbi Museum.

they do it all for the cost of a gold coin donation to local charities.

Leaving Bimbi it was only a short distance to the Courthouse Hotel at Jamieson where once again we enjoyed local hospitality that left a whole platter of sandwiches untouched (well till they went on to the bar later).

The afternoon's drive was from Jamieson to Eildon over the recently completed sealed section of some 18km in the middle of the 61km drive. With the tea trees weeping on to the road and the gum's dripping from above and leaves and bark strewn all over the road it was a magnificent drive through the hills, the cloud had descended as well so we missed out on the mountain range views.

Arriving at the Eildon Weir wall with still a drizzle, the view of a full Eildon was a sight to behold.

Next stop Alexandra for coffee before heading back to Mansfield for 504s and some cherries provided to us by pickers working at a local orchard. Carol Hall had joined us as well by now, having driven from Cohuna.

Dinner saw 32 of us turn up at the Delatite Hotel, where we sat down to a three-course meal that I think satisfied us all (still drooling over the bread and butter pud that was the chef's grandmother's recipe).



404 line-up at Alexandra.



Paul Watson (left) presents the Gordon Miller Award to Allan Horsley



Milton with 404, 203 and 403 winners

The judge's awards for the cars of this Worm Weekend all went to shades of red cars except one.

Allan Horsley picked up the 203 prize, with Glenn Hall being quite pleased to receive the 403 award and Tim Famillo coming out on top with his 404.

Tony Nott was thrilled to receive the people's award for the sage grey 404 ute. A great example of an older Pug soldiering on doing what it was designed for.

The Gordon Miller Award for his contribution to the worm-drive movement went to Allan Horsley.

After a great night I went to organise the bill and when I returned most folk had left and I just had a few quiet ones with the staff. Just love Worm Weekends.

Milton Grant

Sunday

We arose to a dull, overcast but calm day with no rain, a real contrast to Saturday's run

After an early-morning inspection of the Gardens Oval to ensure that the surface

was dry enough to take the vehicles Milton decided that the photoshoot would take place as planned. Our presence in the Town was publicised in the local paper, another reason for staying with the original plan.

Some 13 worm-drive Peugeots lined up for photos and public viewing -- a sight to behold under a clearing sky with the sun sneaking through.

The group departed at 11.45 for our lunch time stop at The Garage Door, Barjarg. The run of approximately 37 km was an indirect route through a picturesque undulating valley.

The Garage Door certainly lived up to Milton's résumé, with many of us reading old paper cuttings and viewing old photographs from the 1950s and the '60s outlining Barjarg as a motor racing centre preceding the development of the current Winton Circuit.

The quality and quantity of the food was superb and we were visited by a journalist from another local paper, who interviewed Milton and photographed some of the participants with their cars.

After lunch farewells were said to approximately half the group as they departed for home.

The afternoon run of approximately 92km was very interesting over the Strathbogie Range to Strathbogie for our mid-afternoon break.

It took us through avenues of beautiful gum trees, some of which bore "name plates" such as River Red Gum, Yellow Box, Red Box, to name a few.

This was again a lush rural area home to fat cattle and sheep.

One of the highlights of our meanderings was to see the abundance feed and full dams and of course fat healthy animals. The down side of course is with lush growth comes a greatly increased fire risk.

All reached our afternoon stop safely at the Strathbogie Store, where we enjoyed icecreams, coffee etc.



Milton meets the press

The thoughtful storekeeper provided the key to the local hall (over the road) to allow us to use the facilities. After a half-hour break we said farewell to a number of members who were heading home. Thanks were extended to Milton and Noelene for their efforts in organising the Worm Weekend and the leadership of the group over the weekend.

Paul Watson took over as convoy leader and promptly missed the right-hand turn into Polly McQuinn's Road. Three of us followed him dutifully down a windy, dusty but smooth road which brought us out a few km east of Merton. I must admit the road surface was a pleasure to drive on - not a corrugation to be found -- it was difficult to resist the temptation to hang the back end out on the beautifully cambered corners.

All arrived back in Mansfield safely after a cherry stop on the way.

I am pleased to report that the 504s Ritual was observed as normal in true PCCV style on Sunday evening, the finality to a successful Worm Weekend.

Stan Boyle



Noelene provided lion biscuits for all.



403 cab on ebay disappears – So many wanted it!



If you fancy having a Peugeot like Lieutenant Colombo, you'll have to work on the case quickly because there are others who share that dream. Our dedicated Peugeot sleuths detected a rare low mileage 403 cabriolet on ebay.com before Christmas. Its starting price: a mere US\$1,000.

This white 1958 model with a blue leather interior was the real McCoy, not a home-built chop-top. With 1,647 miles on the clock, it had been barely used since leaving the showroom.

"The car is most recognised as the car Colombo drove in the TV detective series Colombo," European car restorer Ray Ayer said in his ebay description. "This car is actually in about the same condition!"

Maybe not the same condition because the car was fresh from a junkyard and, despite having been cleaned, it showed rust blotches on its exterior and inside its doors, while its soft top was completely stuffed.

The auction caused considerable excitement in the international Peugeot community and the link was spread and discussed on several forums.

Mike Tippett, the international 404 registrar from Vancouver Island, Canada estimated a 403 cabriolet was worth US\$45,000 in top condition. "It's worth restoring for sure, especially for someone who loves the cars," he said.

A Dutchman said he knew someone in the Netherlands who had restored a 403 convertible that he bought in Guadalupe – "spent a fortune on it and indeed it's worth a lot of money", he said, suggesting €50,000).

As the talk was warming up and more people were inspecting the photos on the auction site, the cabriolet was suddenly withdrawn from sale.

Someone in France had made a killer offer to live the Colombo dream.



Reiner Plass in Germany solved the mystery of its disappearance a few days later: "The car was sold directly. I got the info from our 203/403 forum that it is already on its way to Europe to be restored there," he emailed.

As principal of Ayer European Auto, Ray had run his eye very carefully over the dilapidated French restoration prospect, recognising it as "a stunningly beautiful automobile".

His firm is in Gardiner, Maine, a historic valley city where the first workable US steam automobile was made. He specialises in restoring European collector cars and converting high line imports to US regulation standards.

Ray has restored Peugeot 504s and 505s, and he thought working on the 403

would be fun, but it was riskier and the return might not be as good as those from the Porsches and early Mercedes he usually revived.

After some research on the cabriolets, which were built on the sedan platform, and discovering there were possibly only three examples surviving in the US, including the TV car, he decided to sell his.

Ray noted on ebay that the car was complete in all aspects but conceded it had been exposed to the weather for many years.

All of these cars were outfitted with complete leather interiors and four speed on the column shifters, he said.

"The rockers are rusty but floors are solid. Every part is here, including the tool roll, engine manual crank, spare tyre etc. We have not tried to start the engine but it turns over easily."

Then the phone started ringing.

"You could almost say it went viral," he told us from Maine. "It got a lot of interest. People from all over the world called. I got calls from the US, a lot from France, Switzerland, Canada ..."

He knew the cabriolet was unusual, but he did not expect the response he got.

"There was this fellow in France who had close contact with the Peugeot factory and he asked if I would take it off ebay and sell it to him," he said.

Sebastien Wait from Beaune made an exceptional offer that Ray accepted.

A contact already in Maine visited Gardiner the next day and paid for the car. A weekend later, the Peugeot was in a container and beginning its journey to France for restoration and appreciation.

"You should have seen it when I got it," Ray said of the 403.

The cabriolet was recovered from Wickedville Road – what a marvellous name! – in Bar Harbor, from the yard of an alcoholic junkman who had no idea what it was and could not remember where it had come from.

Ray called in friends in the state police to check its provenance. They reported that it was last registered in 1978, but found no other information.

He said it could have spent years in a garage at one of the many summer homes along the coast before the junkman got it.

To discover more, it would have needed an LAPD inspector with one good eye, a shabby raincoat, a cabriolet and considerable persistence.

Peter Wilson



December meeting and guest speaker

Friday December 2

The December meeting had one of the biggest attendances for some years. More than 100 people came along for the various attractions on offer.

First there was a sunset barbecue before the meeting, which gave many people the opportunity to get to Chateau Peugeot earlier than they normally would, and to have a good chat with friends.

Among those taking advantage of the pre-meeting dinner were guest speaker Andrew Chapman and his wife Josie.

Andrew, who was a member of the club about 20 years ago, took the opportunity to catch up with many of his friends from those days, or even earlier, including Merrick Hilton and Kim Corbell.

When the formal part of the meeting was over, Andrew spoke about his life as a documentary photographer. He showed some of his early work, including cityscapes, demonstrations and protests.

Then we saw some of the photos he has taken from hot-air balloons, which give a remarkable outlook on the earth below.

Finally, Andrew showed pictures from his two recent books, *The Shearers* and *Woolsheds*.

Woolsheds is a particularly interesting book, as Andrew fell ill when it was only partly complete and he had to direct its completion and production from his hospital bed. See <http://www.abc.net.au/landline/content/2010/s3325321.htm> for more details.

Woolsheds has been a smash success and is now into its third printing. At least a dozen members took advantage of the situation and bought copies of the book, which Andrew signed for them.

He was also seen discussing the possible purchase of an early 504 with Zac Edwards, so we might be seeing more of Andrew.

After the meeting, the club provided finger food and drinks, which was a good way to mark the end of the formal part of the year.



Murray thanks Andrew Chapman for his presentation.



Lots of 504s and 505s

Christmas barbecue

Sunday December 4

Almost 20 cars gathered at Caldermeade Farm near Tooradin for morning tea on the way to the Christmas party at Phillip Island.

We rather overwhelmed the staff and some people had to wait more than 20 minutes for a cup of coffee, but everyone was served eventually and we had a good chance to catch up with others.

Among those present were Andrew and Alison Orum, from Frankston South, in a 504 diesel. Andrew has been a member since March but they were attending their first event.

When everyone had been fed and watered we headed for Neil Beddoe's delightful property at Cowes.

By the time we got there we had gathered several more newcomers,

including James (Blue) and Denise Wilson (306 cabriolet) and Warwick Etheridge (406 coupe). The 504s were there in numbers, along with a 403, a few 505s, a 604 and lots of more modern cars, including a 3008 and a 607.

The weather was warm without being too hot, so it was a perfect day for a picnic and a good chat.

Most people inspected Neil's collection, which now contains 14 cars, all displayed for best effect.

One thing missing was the traditional Calder-Hamilton footy match, which has been a highlight of past picnics.

After we had all feasted, Penny Manning came around dispensing mince pies, which was a great way to finish a most enjoyable day.

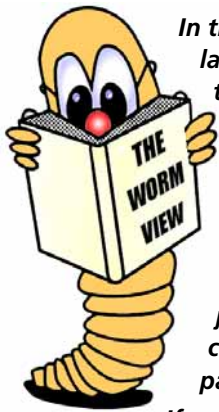
As always, thanks to Neil and Penny for their warm hospitality.



Neil's red cabrios



406 coupes flank Neil's 203



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

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

The 203 découvrable

When I was 18 I was sent to Port Moresby as punishment for failing my exam for trainee teachers. I was only there for four months but it was enough time to get the flavour of the place, from the Wolseley 24/80 taxis to the "boy trucks" that would take you anywhere for a dollar.

One thing that was good about Moresby was that there were plenty of Peugeots. In fact, Peugeot was the best-selling car in what was then the Territory of Papua and New Guinea.

All the 403s had their dash padding toasted by the blazing sun, but this is where I saw my first sunburst 404, which knocked me out. The fact that it had black upholstery was apparently no drawback for the lucky owner.

Moresby was also the place I saw my first 203 découvrable (four-door convertible). It was called the Yellow Submarine and was permanently parked outside the Commonwealth Bank staff flats. It had no roof, so it endured a good drenching in the wet season. But the chrome-yellow colour was attention-grabbing and I often stopped to look the car over.



Pugs among the Holdens

Holden had the lion's share of the Australian vehicle market in the early 1960s, when this photo from the NSW Roads and Traffic Authority archives was taken. Holden sedans and wagons dominate the traffic shown using the old Gladesville Bridge across the Lane Cove River in Sydney. The presence of FB Holdens indicates that the picture was taken in or after 1960.

While Holdens were trumps, it's obvious they were not the only cards in the motoring deck. There are two Peugeots – a 203, registered UL-959, and a 403 – as well as cars of other makes, including a Volkswagen, a Morris Minor, a Rover, a Ford Consul and a Jaguar. The double-decker bus was coming into its own as Sydneysiders had their trams removed.

New car registration figures from a few years earlier show Holden's leading position and give a context to the presence of the Peugeots, which were both locally assembled. A total of 65 marques accounted for the 49,272 cars sold here in 1954, a year that we have figures for.

Holden led in 1954 with 13,461 units, followed by Ford 9018, Austin 5092, Standard 4229, Morris 3926, Vauxhall 2830 and Hillman 2078.

Next came some American cars, Plymouth 993, Dodge 876 and Chevrolet 773, then Renault 719, Wolseley 698 and Peugeot 691 at No. 13, ahead of Volkswagen 576, MG 479, Fiat 291, De Soto 251 and Jaguar 249.

The smaller fry, selling fewer than 100 cars each, included Armstrong Siddeley, Citroën, Jowett, Packard, Simca and Triumph.

Of course Holden's market share continued to grow in the second half of the 1950s, reaching 50 per cent before Ford got serious and introduced the Falcon in 1960.

In February 1956 Peugeot had the marketing advantage of the Redex victories, even if the 203 cost £1097, £104 more than a £993 Holden standard saloon. However, the 403 had the disadvantage of premium pricing at £1247/10 and did not sell as well until its price was reduced. A Renault 750 cost £781 at the time.

Thanks to PCCNSW for the picture and much of the story. Graeme Cosier supplied the photo and Paul Playoust came up with the sales figures.



Jump forward to 2001 or so. I had a call from the widow of club member Ken Crook, who wanted to donate some material to the club. She showed me a picture of Ken's blue découvrable at an MG Car Club concours, which it had won. It turns out the découvrable was previously owned by Graeme Nicol and a university friend. Graeme remembers: "I had shares in it for only a short, while probably 1966 and drove it in a few Melbourne Uni Car Club events, one of which I ran it off the road somewhere out the back of Melton in the old soldier settlement area, causing a trip the following day to retrieve the poor thing. The roof at the time certainly didn't



fold back, it had an aluminium strip each side secured with brass screws."

So how many découvrables made it to Australia? Russell Hall wrote this on AussieFrogs a while back: "There was one shipment to Australia (from memory about 15 cars) in 1952 that were hard to sell. Canada Car & Cycle ended up cannibalising one for spares."

Another AussieFrogs contributor remembers Ken Crook's découvrable on display at the PCCV 40th anniversary dinner in May 1994.

Guy Nolleau in Paris reports that Peugeot built more than 11,500 découvrables, starting with 66 in 1949 and the biggest production years being 1951 (with 3561 units) and 1952 (3398). Production finished in March 1954.

Paul Watson

Worms drive on

There is good news about several worm-drive Peugeots getting back on the road to recovery.

The first is Craig Latta's pretty blue 203, which was displayed at the December club meeting.

Our spies saw the car on the Geelong freeway and it was humming along nicely at 98kmh.

It's on the cover of Torque this month.

Craig has owned the 1955 car for two years. After looking all over the state, he found what he wanted at Aireys Inlet, just 30km away from his home at Torquay. The paint and chrome had already been attended to, but the car needed finishing off.

It has the usual 403 engine, with 405Mi16 front seats and a small steering wheel.



Craig Latta's 203

Next is a 404 that Glenn Vagg has been lavishing attention on for several months. The car was sound but in need of a little TLC and Glenn has brought it up to as-new condition for its new owner, Graeme Lean. We hope to see it at the Ballarat weekend in February.

Finally, Worm View's spies were despatched to Camperdown after a white 1970 404 was spotted in the showroom of Manifold Motors. It turns out the car is not for sale but is being restored for a local owner.



2012 Worm Weekend

Plans are under way to combine the 2012 Worm Weekend with a visit to Adelaide for the South Australian French Car Day, which is on October 21.

Nothing is set in stone yet, but the idea is to drive over on the Friday (or Thursday and Friday for the leisurely types) and stay at or near Birdwood, in the Adelaide Hills.

On the Saturday we are planning a guided tour of the National Motor Museum, with a barbecue lunch, probably followed by a drive around the hills.

On the Sunday we would descend on Adelaide en masse, providing a big Victorian contingent for the SA French Car Day at Civic Park, North East Road, Modbury.

Then on the Monday we would make our way home, via an interesting route.

Put the date in your diary, as this promises to be a great weekend.



The Lean 404

The car, which is basically sound, had suffered from being left under trees at South Yarra for some time but is on its way to a new life in the country. The upholstery has already been renewed by a local craftsman and the body and engine will be done next.

Take a closer look

Most people will have seen ads from US magazines of the early 1960s in which Peugeot is described as one of the seven best-made cars in the world.

They feature prominently on eBay. In fact, if you search for 403 or 404 on eBay you will see dozens of these ads, usually as single pages removed from magazines.

One that caught Worm View's eye recently was from 1964. It had the headline "Take a closer look at one of the 7 best-made cars in the world" and showed a price sticker on the driver's side rear window of a 403.

It gave the price and these no-charge extras: sliding sunroof, Michelin X or whitewall tyres, 4-speed synchromesh transmission, heater-demister, padded dashboard, dual padded sun visors, leatherette upholstery, reclining seats, electric clock, windscreen washers, trip mileage counter, outside rear-view mirror,

stainless steel bumpers, wheel covers and trim, chrome tailpipe extension, locks on all four doors, rear-door safety locks (for children), door-to-door carpeting front and back, dual-tone horns, pull-down centre arm rest, luggage rack mounting brackets, bumper guards, permanent oil filter and oil-bath air filter, front-door courtesy lights.

This list shows the paucity of equipment of US (and, incidentally, Australian) cars of the era.

For those who are interested, the tag "one of the seven best-made cars in the world" came from John Bond, publisher of Road & Track. His other nominees were Rolls-Royce, Mercedes-Benz, Porsche, Lancia, Lincoln Continental and Rover.

One more thing about ads for Peugeot in US magazines: for some years they carried the line "Pronounced Pooj-oh". Which means that all those French people (including members of the Peugeot family) must have been using the wrong pronunciation.

403 grommet

403 owners looking for grommets for the front door lock knobs or the fresh-air vent should try Romak black wiring grommets from Bunnings. The perfect size is 3/8" x 9/16".



Preparing a Peugeot for outback travel

Hank Verwoert



John Brumby crossing Eyre Creek near Birdsville.

Having travelled much of the Outback for the past 35 years in initially 4WDs and then Peugeots, this article may help you if you have considered doing one of the PCCV Outback trips. Some of the modifications you would only do if the relevant components on your vehicle needed replacing. Please remember that these recommendations are only my opinions based on my own experiences.

Knowing the history of Peugeots in such events as the East Africa Safaris and the Round Australia trials of the fifties and sixties, the Peugeots of that era and the two subsequent decades, are ideal candidates for travelling the outback areas of Australia, usually only the domain of the modern 4WDs. The looks of astonishment on the faces of the owners of these 4WDs when they saw us on the Tanami Track, Gibb River Road, Cape York Track etc is very common now on our travels, but they are all very interested, wanting to know where we have come from, where we are going and wanting to know about our vehicles. The only negative comment I have received was when we had camped at Dalhousie Springs on the edge of the Simpson Desert after coming in from Mt.Dare on an extremely rough track. As I was walking to the "facilities," I was walking past a group of well set up 4WDs when I was approached by one of the drivers, looking a picture of sartorial splendor in his footy shorts, checked fleecy linked shirt, work boots with no socks and never washed baseball cap. "Waddy reckon you're doin here?" he said in an unfriendly voice. "Same as you mate, having a lot of fun," I replied. He just mumbled under his breath and walked off.

The types of rigs people use to travel our vast country are many and varied. Recently on the Cape York trip we were camped at the old Moreton Telegraph Station, when a new 200 series Landcruiser with all the accessories pulled in with a huge completely equipped off road van attached. We estimated the complete cost at \$200,000+. Allan Parker had arrived at the same place in his \$2000 404 and was having just as much fun. We all got in to some magnificent scenic areas on side tracks, such as Eliot Falls, which the Landcruiser would only have had access to if he had dropped off his van, it being too long, too wide, too high and too heavy to negotiate these narrow tight tracks.



Morrie Barrett's 505 on a steep descent.

SELECTION OF VEHICLE

I have excluded front wheel drive Peugeots from my trips because of low ground clearance, hence the vulnerability of sumps etc and mechanical complexity making them almost impossible to repair when you are miles from anywhere. A club member recently smashed the sump of his 307 in a reasonably shallow culvert and the things that had to be taken off the car to replace it was totally unbelievable. The new AWD Peugeots would probably be OK, but in the case of a breakdown, once again chances of being able to diagnose the problem, more less fix it would be minimal.

This basically leaves us with the rear wheel drive models - 203, 403, 404, 504 and 505 models. All are capable of doing these trips with few modifications but some do it a little easier and more comfortably than others. Generally the wagons are a little more capable as they have more interior room and load carrying ability and if set up correctly can be slept in.



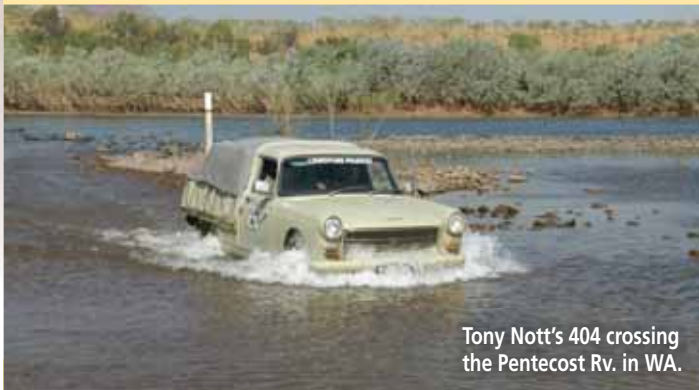
Neville Summerill's \$100 505.

505 – cheap to buy (Neville Summerill's 505 SR sedan has completed many of our outback trips and was purchased for \$100) 5 speed manual, power steering (SR and STi/GTi models,) air conditioning, the safest and strongest of the RWD Peugeots. The 2 litre SR and GR models are the pick of the bunch due to their simplicity, commonality of parts with the 504 and to a lesser extent the 404. Aftermarket rear heavy duty springs are available from KMac and King Springs, and front 505 diesel springs are suitable for the petrol front struts. The STi and GTi models have been reliable, but some repairs are a lot more difficult in the outback – eg having to change a starter motor. Diesel 505s are also a very good alternative. Standard strut inserts and shock absorbers (where applicable) If in good condition, do the job very well on all the cars from 203s to 505s. Heavy duty rally gas shocks are definitely not suitable, having caused many headaches on previous trips.



Robbo's well loaded 504 in Marree

504 – Also simple, strong, reliable, capable and easy to modify in the suspension department to do the job. A petrol 504 needs only 604 rear springs and 504 diesel front springs to be fitted, providing the rest of the suspension is in good condition. 505 SR/GR radiators are easily fitted and greatly increase cooling capacity. New parts are cheap and readily available. Becoming hard to find good examples, particularly station wagons, as many have been shipped to the Middle East and those remaining have escalated in price over the last few years.



Tony Nott's 404 crossing the Pentecost Rv. in WA.

404 – East Africa Safari success, in virtually off the showroom floor condition, proved the toughness of these great little cars. Many of the 404s that travel with us are fitted with 504/505 2 litre engines and 505 radiators. 404 sedans can be raised slightly and have load carrying ability increased by fitting 505 SR/GR front springs and 505 GTi rear springs. 404 utes have only about 45 litres fuel capacity and this needs to be supplemented. I have fitted the Breadvan with a second tank out of an early 505 wagon. Utes have limited cabin room for taller drivers. Tony Nott gave himself made more room by having the backrest of his bench seat made thinner allowing him to sit a few inches further back.



Glenn Vagg's 203 in the Flinders with the bulldust flying.

203/403 – Quite capable as shown by "Mollie", the 403 wagon of Barry and Tina Mouritz. These cars can be helped by a few engine mods to increase the moderate power output. Interiors of sedans not huge. An advantage if you can increase ground clearance. Standard carbies can be troublesome over badly corrugated roads.



Rob Trembath's 504 using a tarp on the way to Cape York.

VEHICLE PREPARATION BEFORE A MAJOR TRIP

The success of a trip is all in the preparation. The lighter the load carried, the better the car will perform and the less the chance of a break down. If it is your first trip, pack your car before the trip and take it for an extended run preferably over some dirt roads.

One of the most important mods is to fit light truck tyres. 185x14R are probably the best size for 504 and 505 models. 195x14R have been tried but will scrape at full articulation. Use a known brand eg. Michelin, Dunlop, Yokohama etc. We have had failures with cheap little known brands. Equivalent 15 inch light truck tyres can be sourced for 203, 403 and 404 models. Rally tyres with 65 series profiles should be avoided as they decrease ground clearance, ride harsher because of less sidewall flex and do not have the same load carrying ability.

All vehicles should be fitted with strong front and rear towing points; a towbar will do for the rear.

If your exhaust is in poor condition and needs to be replaced a 2 inch system works well on the 2 litre and 1600cc engines. Install a hot dog rather than a muffler just behind the gearbox as they do not have a leading edge that can get caught on objects on the tracks, and are also smaller in diameter. The muffler can then be put up behind the diff out of harms way. Have the whole system tucked up as high as possible. Check all mounting points before each trip.

Give the car a complete service.

Do a compression test, tension head, adjust tappets or remove head and replace head gasket if it has been sitting for a long period.

Change the gearbox oil, diff oil, and brake fluid if they have not been done for a while.

Have radiator flushed, tested and coolant replaced.

Replace plugs, points, leads etc. Keep the old ones as spares. Check fanbelts. Check water pump bearings and alternator bearings.

Check all steering and suspension bushes and boots including steering flector.

Repack and adjust wheel bearings.

Remove the prop shaft from the torque tube and check splines if this has not been done for some time. We have had 2 failures on recent trips.

How old is the battery? Cheaper to replace at home than in the outback. How long since you checked the spare wheel.

Removal of the back seat opens up a lot more storage space. Everything in this area should be tied down.

Vehicles should carry a shovel, fire extinguisher, a first aid kit, a tyre gauge, and a tyre pump. Tyre pressures need to be dropped at times particularly in loose sandy conditions. A 300mm base plate made of aluminium or solid wood will allow you to jack up the vehicle safely in sand or mud.

A UHF CB radio is recommended for safety reasons as well as general conversation.

A GPS fitted with outback maps and/or a spiral bound Hema Easy Read Road and 4WD Atlas are very handy.

A 6x4 tarp should be carried – lie on the ground to work under the car or put over the front of the car for river crossings.



404 V6 Rally Ute

French rally team *Castan Competition* built this mid-engined V6 404 Rally Ute a few years ago. They have moved on to other projects now, but this one has an attraction for fans of older Peugeots.

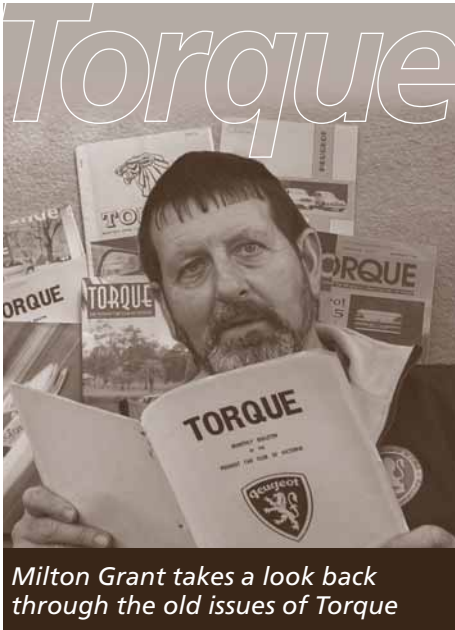
Built for French rallying, it's got a mid mounted PRV V6 (a later model evenfire), 4-wheel-drive, full chassis, loads of trick Ohlins suspension – the works!

See the ute in action in these two youtube clips:

www.youtube.com/watch?v=t0qPEHXoAdE

www.youtube.com/watch?v=E7-ll961KeI





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

TORQUE FEBRUARY 1972

The first general meeting to be held at the Camberwell Civic Centre Theatre was to take place on Friday the 4th.

The Summer Safari would be held around Heathcote and district with a trial of some 300 miles with about 80 miles as a rally stage.

Ansett Airlines had organized package tours for four heats of the Tasman Series, Surfers Paradise, Sydney, Melbourne and Adelaide. Accommodation at a Travelodge Motel with transfers from the airport to the motel and to and from the track both days. At Warwick Farm and Sandown there was reserved seating along with paddock passes to all venues. Prices ranged from \$19.50 for Adelaide to \$28.50 in Sydney plus your return airfare.



TORQUE FEBRUARY 1982

The Childrens' Christmas Party at the Yarra Junction Deer Farm had been a huge success with some 39 children in attendance.

No indication of where the Summer Safari was to be held this year but buried in the social page an invite to all to join the officials at a midday BBQ at Lake Nillacoote as they wend their way home on the Sunday.

Some 25 members had enjoyed water skiing at Lake Eppalock, where the observation was Graham Wallis drives a boat like he drives a car, flat out or stopped.

Nick Wright was organising our motorkhana to be held at Knox City on the 28th.

A family social day was being organised to visit Werribee Park.

The September 1981 meeting had a very informative talk on Peugeot diesels by Albert Johnson and was reprinted in this month's Torque. It traced the history of the diesel engine and the Lille plant where they were manufactured.

For Sale: 404 sedan, 1969, disc brakes, registered till October, white with excellent red interior, motor, gearbox, clutch and differential all good. Has towbar, Peugeot radio, sunvisor, Michelin tyres. Very little required for RWC. A lot of miles left in this one yet. Any test welcome. \$1150.

TORQUE FEBRUARY 1992

Two 404s had come home 1st and 2nd in the Otways "Historic Rally". Bruce Wilson and Bill Dewez 1st outright with Michael Barber and Mathew Jones 2nd.

The rally consisted of 6 sub events, three were "speed" where car and driver would predominate and three "team" where the skills of a co-driver/navigator would be needed.

A team of three "works prepared" Mi16s would contest the Easter James Hardy 12 hour race at Bathurst with Peter Brock as one of the signed drivers.

Murray Knight had a report on the Dutton Grand Prix Rally in which Murray joined Ivan Washington in Ivan's 203 "Lilly" along with Max Tilbrook and his son Martin also in a 203 and rubbed shoulders with some of Australia well known racing identities.

Technical Torque: 504 wagon rear suspension and smokey 504 diesels that need injector pump recalibration.

A member had written a request inquiring whether any one had any information on fitting two speed wipers to a 404.

For Sale: By Tender, In accordance with the terms of the will of the late Mr R.C. Croft, a Peugeot 404 [68 sedan, reg no JYZ 072] is to be offered to PCCV members for sale "by tender". Anybody interestered is asked to contact the ANZ trustees office.

TORQUE FEBRUARY 2002

The meeting entertainment would be in the form of a lengthened Hock and Scrounge where members could also share their successes, discoveries and dramas from working on their treasures since last meeting.

As part of the run to Yarra Burn winery this month, a Show and Shine will take place.

Brain Ward had had the fastest time of 2.08.25 of the 6 members who went to Phillip Island for the AROCA Sprints.

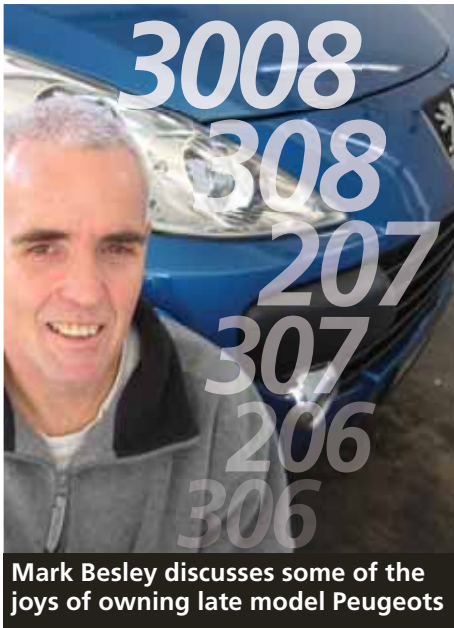
Planning was nearly complete for the Easter Pageant to be held at Beechworth in late March with an entry form in this month's Torque.

Alex Sloane from Savernake had written of his life experiences with Peugeots and was now getting ready to take a 203 on the Redex Rerun in 2003.

Philta in his Back Shed column made comment to the fact that he was now on permanent shifts driving for National Bus Co but still couldn't get away from Peugeot numbers – the Mercedes Benz bus is a model 405 with a fleet number 505 and he drives route 203.

Technical Torque: Induction modifications for the modern EFI engines and a flat spot in acceleration with an Mi16, the cause and cure.

For Sale: 505 John Ould Ltd Edition #33 BPT 259. This auto sedan is finished in dark green over light metallic green. No rust, factory sunroof, A/C. Faultless motor/trans, new rear brakes, Michelin tyres etc. Looks and drives like new. Extensive service history the car is sold with RWC at \$2950.



The 3008 near Lake Menindee in outback NSW

Pooncarie and Beyond

During the first week of January, Olga and I had the opportunity to do some touring in the 3008. You probably remember how hot it was that week in Melbourne. It therefore seemed logical for us to go to Broken Hill where it was ... even hotter! Rather than take the Silver City Highway directly north from Mildura, several people had advised me to follow the Darling River northeast from Wentworth and travel to Broken Hill via Pooncarie and Menindee.

Due to the rains in Queensland, there is significant water flowing down the Darling and plenty of water in Lake Menindee. I would recommend seeing it if you get the opportunity, although you might choose to go after the end of summer.

The first section of the trip took us from Wentworth to Pooncarie on a good sealed road following close to the Darling River, with good river views at some points. I realise that the "203 ute on a pole" has appeared in Torque several



On the road south of Pooncarie

times in the past but I couldn't resist stopping and getting a photo with the 3008. There's actually a track running down from the road to get you closer to what is obviously one of Pooncarie's major tourist attractions (at least for Peugeotophiles).

There wasn't much open in Pooncarie (it was a public holiday) but we did find a nice little café just beside the Darling near where the wharf had existed in the past. After some lunch we continued north and past the end of the bitumen. Apart from a 10km section in the middle of nowhere that is mysteriously sealed, the road from Pooncarie to Menindee is a typical outback unsealed road. I found that the quality varied significantly with some parts wide and smooth, but other areas badly corrugated.

The 3008 handled quite well and we got to Menindee without any dramas. There does appear to be some road work going on and this road will no doubt improve as time goes by. The 3008 air conditioning was working hard but kept us comfortable in temperatures which were in the low to mid 40s during this part of the trip. Excursions outside the car to take photos were kept very brief!

We then headed into Broken Hill and stayed there for a few days to see the sights, including a drive along some of the "Mad Max 2" roads past Silverton. After that, we headed to Clare in South Australia. The adjustable shelf in the back of the 3008 came in handy - boxes of wine pack neatly underneath when the shelf is set in the "higher" position and there was still plenty of room on top for bags etc.

Fuel economy for the trip was quite good. Worst sections were the trip up to

Menindee where the average was above 6 litres/100 km due to rough roads and heavy air conditioning use in the very high temperatures. The last section of the trip from Tailem Bend across through Lameroo – Ouyen – Tooleybuc then back to Melbourne in cooler temperatures saw an average of 5.4 litres/100 km. All in all the car performed very well with no problems encountered.

307 Cam Belt Replacement

My 307 is nearing its sixth birthday and has now done nearly 120,000 km. For a 2 litre HDi engine, this means cam belt replacement time. Although the cam belt itself is not a particularly expensive item (genuine part is well under \$200), the labour involved in dismantling and getting access to the belt is significant.

In the good old days, the water pump was on the front of the motor and was driven by the fan belt, meaning that water pump replacement was a relatively simple process. In modern Peugeots, as well as driving the camshaft, the cam belt drives the water pump, meaning that water pump replacement involves a significant amount of labour in dismantling and reassembly.

It is therefore prudent to give the water pump a very close inspection at the time that the cam belt is changed. Trying to save the cost of a water pump in the hope that it will last another 120,000 km is likely to be a false economy. In my case, inspection showed that there was no question about replacing the water pump. There were clear signs of coolant seepage and no way that I was going to get away with leaving the old water pump in place. Additionally the belt roller and tensioner were showing clear signs of wear.



307 HDi water pump showing signs of coolant seepage.

This all added up to several hundred dollars' worth of parts on top of the cam belt itself. However I can now feel confident that this part of the motor will not need to be touched for another 120,000 km. If your Peugeot is due for a cam belt replacement, make sure that all these other components are checked carefully while this area is dismantled and plan to replace anything that is suspect.

It's Hailing Again

Unfortunately Melbourne was again hit with a severe hailstorm on Christmas Day. I know of at least one Club member whose car was severely damaged (although hopefully not written off). The storm occurred at a time when a lot of us were out in our cars, so I expect that there will be some tales of woe in the coming weeks. On a positive note, according to what I read in the Age recently, it seems that the Government have directed VicRoads to take a more reasonable line with "repairable write-offs", so we may ultimately see more cars repaired this time.

At the time the storm hit, I had just arrived outside the house of some friends for a Christmas evening drink. Seeing the start of the storm, I thought perhaps I should park under one of the large trees in their street, hoping that might shelter the 3008 from the hail. However, I then recalled that another of those trees had broken in half and fallen on my friends' car about a year ago, causing severe damage. So I decided to take my chances with the storm; fortunately I was in a part of Melbourne that was not hit with the very large hailstones, so no damage was sustained in my case.

December Club Meeting

Held at Chateau Peugeot, Dec 2, 2011.

Murray Knight welcomed members and guests Andrew and Josie Chapman to the meeting.

Apologies: Tim Farmilo, John Walker, Doug Brockfield, Chris Powell, Milton and Noelene Grant, Brian and Merrilyn Ward, Joan Hoey, Glenda Garrad.

New members, Denise and Bluey Wilson, Glen Dawson and Geoff and Terae Cox were also extended a warm welcome.

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

Matters Arising. It is necessary to appoint auditors for the upcoming year. It was moved that IB Accounting of James St Pakenham be appointed, Moved Nick Wright, Seconded Neil Beddoe, Carried.

A vote of thanks was proposed recording the Club's thanks to Laurie Petschack for performing the role of Public officer for many years and a letter of thanks will be sent to Laurie.

Glad Fish reported finding seven of the Clubs annual trophies which have not been awarded in recent years.

Life Member. President Murray Knight announced the appointment of Allan Horsley as a Life Member and thanked him for his many years of service to PCCV.

Secretary's Report: New members as noted above, correspondence, news letters and magazines from other clubs, no substantive correspondence.

Treasurers Report: General Account, \$3,318.41. Events Account, \$11.87. Cash reserve \$16,299.09. Petty Cash, \$150.00. Term Deposit, Unchanged.

Event Secretary's Report. Allan Horsley reported that the Worm Weekend at Mansfield was a great success and thanked Milton and Noelene Grant for the organising a very pleasant weekend.

The Christmas Party at Neil Beddoe's was to take place on the following Sunday.

Allan announced that planning for the events program for 2012 was well under way.

A new feature would be the 'Petite Voyage' a Sunday outing commencing with morning tea/coffee on the edge of the metro area and then an interesting drive to a lunch destination for food and a chat.

Competition Events Report. Ray Garrad reminded members of the VMC at Avalon on Sunday 4 Dec and the PCCV VMC on Sunday 11 Dec at the Pakenham Auto Club grounds and members were asked to attend as both competitors and officials.

For 1012 the first event is a Club Motorkhana at Napoleons at Ballarat.

Ray also noted that PCCV provided 10 entries for the HAC motorkhana in November and won the day by one point over the HAC.

Trophies for the DECA event held earlier in the year were presented.

CAMS/AOMC. Peter Kerr reported that some inappropriate use of Club Plates for commercial purposes has been noted and reminded members that Club Plates must only be used for domestic purposes.

Merchandise. In Milton's absence members were reminded that Jackets, Scarves and the new 504 Tee Shirts were available.

Presentation: Murray Knight introduced renowned photographer and Peugeot devotee Andrew Chapman who delivered a tremendous presentation of his experiences as a professional photographer. His presentation is reported on in a separate article in the Feb issue of Torque.

General Business. The Club was informed that Geoffrey Edlestone is proposing to make a movie of the Redex Trial.

It was reported that Wayne Whittle of Ballarat is in a position to carry out Roadworthy checks on Peugeot vehicles. The Raffle was held and prizes awarded.

The President closed the meeting at 10.05pm inviting members to supper and wishing all members a happy and safe festive season.

January Committee Meeting

Held at Murray Knight's January 15, 2012.

Present: Murray Knight, Nick Wright, Allan Horsley, Peter Kerr, Lael Lea, John Marriott, Ray Garrad, David Jenkins, Todd Knight, Milton Grant and Tim Farmilo.

Apologies: Paul Watson, Greg Park, Ben Park,

Secretary's Report: Training calendar from CAMS; promotional material from a couple of places we may consider using for future events.

Treasurer's Report: General Account \$3,007.71, Events Account now closed, Term Deposit Account \$192,526.09, Cash Reserve Account \$13,350.07,



Undeposited Funds \$2,940 , Petty Cash \$150 . Accounts for payment: Mike Farnworth (postage) \$604.37; Peter Cusworth (Torque) \$630; LS Gill (Torque Printing) \$1,192.40; Telstra (Mobile phone bill) \$100.92; Norcal Café (December meeting and supper) \$152.50; VDC (January Rent) \$523.03, VDC (February Rent) \$523.03.

Accounts presented: Worm Weekend meals - Jameson Central \$465; Delatite Hotel \$1,184; The Garage Door \$448 . Worm Weekend Awards - Paul Watson \$81; Milton Grant \$71; DECA Trophies \$92; Postage \$12; Jarrod Smith – Annual Awards \$141.25; Designer Paintworks for 504 Tee Shirts \$1,750; VMC 4 Entry Refund \$60; CAMS Permit Napoleons 2012 \$85; CAMS VMC Trophy Levy \$82 .

The French Car Club event accounts have been finalised showing a \$394.45 profit.

Ivan's Folly event accounts finalised showing a \$994.17 profit. Other event accounts are still being finalised.

Moved by Nick and seconded Allan. Carried.

Club assets list continues to be prepared. Nick to send out the draft list to see what can be added to it.

Competition Secretary's Report: Calendar of events has been sent to Peter Cusworth for publication – February, March and April to be published. Still needing to contact Jeff Gill re date for the Slippery Dip. Milton to contact DECA to see when we can run an event. Looking to have our VMC on the same day.

Jarrod Smith no longer wants to do the scoring. Glad Fish and Mitch Garrad have offered to take this on.

CAMS: No report. Peter will write a report for Torque on the new roll bar regulations.

Merchandise: 504 tee shirts selling well. 2013 Redex Rerun postcards are available for 50 cents. Other items are being looked at – drink bottles, 403 shirt, ladies polo with either new lion or PCCV badge. A letter to be sent to the Presidents of other Peugeot clubs to see what merchandise items we can share. Allan to draft a letter.

General Business:

Agenda item for future committee meeting - discussion of putting other make vehicles on CH Plates through the Club.

Club Rooms – a carpet sweeper has been donated for clean-up; Milton to get some wine glasses; Allan and Tim to tidy up the Club office next week.

Monthly Meetings and Speakers

- The Flying Doctor Service for February, Nulon for March and RACV for April (30 March). Meguiar's and a Peugeot Service manager have been suggested - other ideas would be appreciated. Possible film night with finger food watching the Ayrton Senna story.

Hock and Scrouge – the sessions seem a bit flat and could be promoted. Perhaps we could add an advice segment where a member asks for some hints or a member tells a short story of a recent achievement.

Supper from Olga is being well received. We have the opportunity to use the Club Rooms on extra days - Christmas in July lunch to be promoted.

Voyage Petite - The new format for the Club monthly Sunday outing has yet to be tested but will take the form of coffee at a venue on the edge of the metro area at around 10 am and a 60 to 90 minute drive via interesting back roads to a lunch spot, maybe a good pub or rustic café or picnic.

Suggestions to date include, Meet at Lilydale and drive to Narbethong/Black Spur via Warburton.

Meet at Calder Park and drive to Daylesford via Macedon, Woodend, Tylden and Trentham.

Meet at Mickleham and drive to Redesdale via Lancefield.

Meet at Frankston and drive to a Mornington Peninsula Winery.

Meet at Werribee and drive to a Bellarine Peninsula Winery.

Meet at Pakenham and drive to the Noojee Tool Shed.

Meet at Bundoora and drive to Tahbilk. Marong Festival.

Cruise on the Maribyrnong River.

Camping weekend

Lake Goldsmith near Skipton

Other contributions are welcome.

Mid Week Runs - Hank has offered to run the first one on Thursday March 15. In the past year or two these have had limited success, so we could use this event to retest the event. Barwon Park, Camperdown has also been suggested as a mid week run. Other location suggestions are welcome.

Major Events - Torquay Car Show, 12 February; All French Car Day, 25 March including the annual Club Concours with trophies for best of each model as well as outright; Peugeot Easter Pageant, 6 to 9 April, Young, NSW; RACV Classic Car Day, 29 April; Outback 2012, 24 April to 2 May; 4 states Trip, 26 June to 17 July;

Sunset Country Trip, 14 to 19 October; French Car Festival, Adelaide, 20/21 October.

Torque - Torque seems to continue on successfully, however we could do with some more articles about Club Member experiences in maintenance and restoration and draw out the wealth of knowledge and experience the remains hidden. Member profiles were written a few times in 2011 and this concept should be promoted. Articles written about key points in the history of the Club by some of the longer term members highlighting how young people entered the Club and contributed to its development may be well received.

Web Site - The PCCV Web Site needs rejuvenation. A new front page with a current Victorian car would be good. The 'Past Issues' section is way behind. Committee/Office Bearers needs updating.

The 'Events Pages' needs uploading each month to make simple the task of publishing our activities.

Club Permit information form that was in Torque should be added so members can keep their records up to date with John Marriott.

Should we think about an .au home page address - pccv.com.au - we can't use pccv.org.au as it is already taken.

Membership Database - The Club membership database system, Carman is old and probably not capable of enhancement and has limited capability to increase the information that can be held about each member. Other options are being considered for a system that will hold more comprehensive data and provide ease of gathering the data.

Raffle – We have a good first prize, but rely on other members for donations. Perhaps approach Peugeot Australia for some merchandise.

House Committee – David Jenkins and Lael Lea have offered to form a House Committee with other co-opted members to look after setting up and cleaning up at Club Meetings.

Pageant 2013 - PCCV has the task of organising the 2013 Easter Pageant. We are looking at holding the 2013 Pageant around the Wodonga area. A Committee will be formed and the outline of the event defined by March 2012 so an announcement can be made at the 2012 event in Young NSW. The 2013 Pageant will also be the 40th anniversary of the event and will need to be celebrated.



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- 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
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- PEUGEOT 205 - The story of a challenge, By Jean Todt.
- PEUGEOT 205GTI THE ENTHUSIASTS' COMPANION.
- PEUGEOT 205 By Marcello Pirovano
- PEUGEOT 205 IMPROVE & MODIFY by L. Porter & D. Pollard
- HOT HATCHBACKS by W Kimberley.
- 203 PEUGEOT 1948-1960 By Fabian Sabates (French)
- LA 203 PEUGEOT By Daniel Puiouboube (French)
- ALBUM 203 By Dominique Pagneux
- PEUGEOT, 60 YEARS OF CABRIOLETS (Italian)
- GUIDE PEUGEOT By Daniel Puiouboube (French)
- LA 404 PEUGEOT by Dominique Pagneux
- USA ROAD & TRACK ON PEUGEOT 1955 - 1986.
- PEUGEOT TOUTE L'HISTOIRE by Pierre Dumont (French)
- HISTORY OF PEUGEOT From Torque magazine.
- PEUGEOT SOUS LE SIGNE DU LION by Pierre Dumont. (French)

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504 V6 Pininfarina coupe – a rare Peugeot. It was first sold in 1974 and imported to Australia about 15 years ago. The coupe version was available with 4 cylinder 504 engine and a few were produced with the sensational 2.7 litre V6 engine. The V6 504 coupe was a very successful rally car, and this model won the East Africa Safari Rally in 1978. This example is fitted with a 5 speed manual transmission, air conditioning, factory alloy wheels, power steering, leather seats, new tyres. It is left-hand-drive. This is a very rare car. The Peugeot 504 coupe has fabulous lines from every angle - has there ever been a better looking Peugeot? Silver in colour, rego CH plates 01265H, engine number 0022686, chassis number AA670P, Vin No. B0173. Asking \$35,000 ono. Phone 03 5338 1754 (ah) 0419 896 646 (m).

206 GTi Hatchback 2dr Man 5 sp, 2.0l. First Reg June 2001, Reg to June 2012. Very good condition. AU\$7,500, ONO. 111,733km. Interior and exterior very well well looked after. Total service and roadworthy in November 2011, will have current RWC. 4 new tyres, brakes and discs. Original alloys. All original standard features. Contact Anecke Chapman Svensen 0417 138 000. Karl Reed 0423 680 795

306 S16 1995. Registered 306 GTI. One lady owner since new all country driving. Black leather trim interior, sunroof, regularly serviced full history cherry red 250,000 Km, very good condition. Always been garaged. Registered to March 2012. Engine 16 valve OHC 2.0 litre full service history. Vin: VF37CRFT230549368. \$4,900. Pictures available. Phone Janine 0439 102 371. maplewoods@live.com.au

505 SR 5-speed manual, white with blue trim. Excellent original condition, ideal car for Hank's outback trips. Everything works. Towbar, mudflaps, rear window louvre. 292,000km. PCW-557. \$4000. Call 5622 2666.

505 GTi auto. 1985 Dark blue. New battery, good tyres, no dents. No longer required. Engine number 1882355. \$500. Kevin Leek, Morwell, 5122 1504.

403 station wagon, 1960. Due to ongoing ill-health, the restoration of a one owner 1960 403 Station Wagon is unfinished. The 'Old Girl' has been stripped back and repainted some time ago and then, sadly, sat in the yard awaiting attention. The vehicle is an unfinished project but, with some Pug knowledge and a little TLC, would be an outstanding new year's resolution.

How to place 'Sales Torque' advertisements

The best way to place your ad in Torque is to EMAIL it to paulandnola@inet.net.au Or you can lodge your ad by PHONE or TEXT on 0427 203 206 9am-8pm. If you prefer snail MAIL, forward your ad to PAUL WATSON, PO Box 876, Torquay Vic 3228.

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

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

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

She's unregistered but running and is located just outside of Launceston, Tasmania. Transport to vehicle ferry may be arranged 'to the right home'. Engine number is 2578426X, chassis number is 2858720. \$2500. Contact Ron on 0417 261 225 (after 8 pm, please) to discuss.

505 GTi Familiare. 1989 Topaz Blue, around 300,000 km, currently registered, running order. ECW 580. \$2000. Ph. 9489 4171, Greg 0488 068 785, Juliette 0400 814 990.

505 GTi auto. 1985 Dark blue. New battery, good tyres, no dents. No longer required. Engine number 1882355. \$500. Kevin Leek, Morwell, 5122 1504.

Wanted

505 Station wagon 2 litre carby or 2 litre SLi injected. Prefer in very good condition. Contact Hank Verwoert Ph (03) 9783 2718 or email verwoert@netspace.net.au

404 in going condition for use as a farm car. RWC not required. Contact John Vagg. 0419 896 646.

504 wanted for 2014 Sydney-London rally. Manual or Auto ok but MUST HAVE MINIMAL RUST. Contact Greg Luke 0418 397 071.

Diff 3.4 or 3.5 for GTI series 1. Lael Lea 0416 147 003 or laellea@mira.net.

Beechworth 2002 Pageant movie for loan only. Paul Watson 0427 203 206.

Parts For Sale

403 rear blinker lenses (orange ones, as fitted to Australian 403s after 1960). \$30 a pair. 403 Purflux oil filter cartridge, new \$15, 403 windscreen, non-laminated \$30. 203 brake reservoir nipple new \$30. 404 radiator hoses (top and bottom) NOS. \$15 each. Paul Watson 0427 203 206.

307 2006 Kar Bra. Protect your car from stones and insects on long trips. Never used. \$199. Karl Reed Eltham ph. 03-9431-2079 mobile 04-2368-0795.

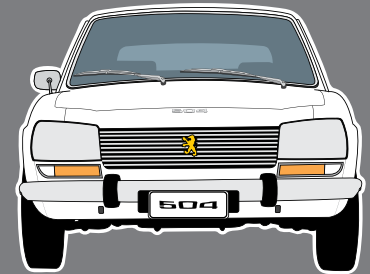
504 T shirts

The new 504 T shirts featuring this design will be available at the club meeting.

Cost is \$28 each.

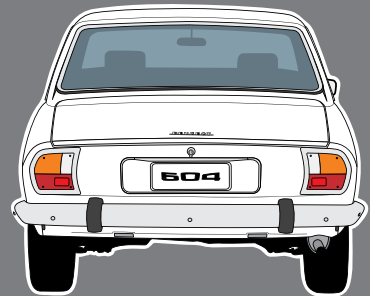
See Milton at the meeting.

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504

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Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
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