

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



july 2011

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Peugeot Car Club of Victoria Inc.

Incorporation No. A1246. ABN 85 961 321 518

PO Box 403, Nunawading 3131

Telephone 0427 203 206

information@pccv.org

www.pccv.org

GENERAL MEETINGS

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

MEMBERSHIP

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

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

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

COMMITTEE

President: Murray Knight

Ph. 9728 3096 (H), vsgmjk@bigpond.com

Vice President & Merchandise:

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the grants@mcmmedia.com.au

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Lael Lea – Ph. 0416 147 003, laellea@mira.net

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Library:

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Scorer:

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, David Isherwood, Les Jennings,
Laurie Jones, Peter Kerr, Murray Knight,
Gordon Miller, Frank Myring, Brian Nicholas,
Laurie Petschack, John Regan, Phil Torode,
Hank Verwoert, Ray Vorhauer, Graham Wallis,
Ivan Washington, Nick Wright

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verwoert@netspace.net.au

1-2-304 Register:

104, 204, 304 & 305 models:

Nick Wright Ph. 5944 3821
nwright@netspace.net.au

TECHNICAL ADVISORS

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

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

• **Most models up to 1988**

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

• **203, 403, 404, 205 & 405**

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

• **605**

Doug Brockfield Ph. 5727 3740 (H)

• **406**

Lance Guttridge, Ph 03 5622 2666 (H)

• **Electricals**

David Isherwood, Ph. 98733342 (H)

• **Diesel Models**

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

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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 18 JULY.

Torque will be **wrapped and sorted** for mailing on **WEDNESDAY 27 JULY** 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.



This month's cover

One of Brian Ward's photos from the Pugalong 2011 trip showing some of the good range of Peugeot models on the trip. Here the convoy is pictured on the Black Mountain Road.

See page 18 for the full story.

CONTENTS

- 4 COMING EVENTS
- 6 CLUB TORQUE
- 9 PEUGEOT NEWS
- 12 LE MANS
- 14 DECA 2011
- 18 PUGALONG 2011
- 20 BACK TORQUE
- 21 NZ 404 UTE RESTO
- 24 FELINE FOCUS
- 26 WORM VIEW
- 29 COMMITTEE TORQUE
- 30 SALES TORQUE



COMING EVENTS



Peugeot 205, Ivan Washington, Rob Roy Hills, 1995.

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

Peugeot Car Club of Victoria JULY 2011

Club Events Calendar

* = See event info in this issue

JULY

- Fri 1 Club Meeting. Guest - Craig Williams from Lumley Special Vehicles*
- Sun 17 Fiat Economy Run and Le Chat*

AUGUST

- Fri 5 Club Meeting. Guest - Victoria Police (to follow on from the 'washed out' presentation last year)
- Sun 21 Le Chat. The Studley Park Boathouse, Picnic area, Kew

SEPTEMBER

- Fri 2 Club Meeting. Breast Cancer Presentation, Dinner and Supper

'Looking Forward'

Sep 17-18, 'Kakadu of the South', the Gunbower Waterways*

Oct 2, Euroa Show and Shine

Oct 8-9, All French Car Day Adelaide

Oct 15-16, Ray Hoey Weekend, Gippsland

Nov 19-20, Worm Weekend, Mansfield area

Competition events

- 3/7 Gp5 Motorkhana, Pakenham
- 30/7 Rich River Revisited*
- 7/8 Long course autocross, Bendigo
- 27/8 PCCV Ivan's Folly*
- 7/9 AROCA Sprint, Winton
- 25/9 VCAS Autocross, Kyneton
- 23/10 PCCV event, Millgrove TBC
- 27/11 HAC Interclub Motorkhana, Lardner Park (Warragul)

July Club Meeting

Friday 1 July

Craig Williams from Lumley Special Vehicle Insurance will brief members on the special arrangements Lumley offer to Club Members who have Classic, Vintage or Veteran vehicles as well as their normal daily road cars.

This presentation assumes greater importance as many members are moving cars of 30 years or more to the new VicRoads Club Permit Log Book Scheme and will be eligible for very competitive premiums.

SPECIAL NOTICE

A FINGER FOOD Dinner with hot and cold specialities will be provided for club members from 7 pm at a cost of \$10 per head.

The food will be provided by Olga Besley from Norcal Café who supplied the very well accepted supper at the June club meeting. BYO drinks.

BOI Performance

Economy Run

Sunday 17 July

Promoted by The Fiat Car Club of Victoria

Meeting Point: Subway Brandon Park in Shell forecourt (Melways 71-C8)

Breakfast available from 7:30am

Event registration from 8:00am to 9:00am

Invitations available from www.fiatclubvic.org

15 Classes on offer for various engine capacities and fuel types

Departure time: Vintage and pre 1965 vehicles from 9:00am. Remainder of the field departing from 9:30am.

Course distance less than 150km all on sealed roads referenced and plotted from Melways.

\$5 Entry per vehicle.

Finish in Pakenham at La Porchetta around midday. **A great family morning out!**

Further enquiries contact Bill on 0412 814 855.



July Le Chat

Sunday 17 July

To be held in conjunction with the Fiat Eco Run (see details above).

You can meet for breakfast with the Eco crews at Brandon Park, and/or meet at La Porchetta, Pakenham at midday for lunch.



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.

Rich River Rally Revisited 2011

Sat 30 & Sun 31 July

This is a HRA event with a different format to usual, brought about by the postponement of both the originally scheduled Rich River Revisited and ReadyPlan Rerun events due to problems caused by the flooding over the summer.

The event will be based around Echuca and will consist of untimed navigation sections through both open country and forests, interspersed with timed sub events for the drivers. These sub events will consist of Autocross, Khanacross, Motorkhana and Closed Road Rally Sections, all on private property.

You will require at least a level 2S Licence to drive in the event and will not require anything special regarding vehicle preparation, just the basic safety equipment. Navigators will require at least a level 2NS Licence.

Both drivers and navigators (in the appropriate events) will require helmets, except for the Motorkhana at Rotary Park.

The event will start with a Motorkhana and breakfast at Rotary park, Echuca and proceed via navigational touring to Deniliquin for an Autocross on the DSCC's fabulous track.

The afternoon will see crews return to Echuca via further touring sections through river forests and two more sub events just north of Moama.

The day will finish with a public control point at the Echuca Wharf followed by a social evening at the Moama Bowling Club.

On Sunday morning the event will restart with a closed road section on private property right in Echuca before more navigation, along the Goulburn River this time, to another closed road section.

A transport section to Rochester will then be followed by more navigation in the Kamarooka area and then the finale at the BCC's Bagshot comp.

For more info, contact Graham Wallis – 0429 939 619 or ewal7731@bigpond.net.au

EVENTS CONTACTS

Event Secretary: Allan Horsley

Ph. 9499 5861, 0419 634 043

allan.horsley@bigpond.com

Competition events: Todd Knight

Ph. 0458 901 005, tnknight@tpg.com.au

Kakadu of the South *the Gunbower Waterways*

When: 17th and 18th September 2011

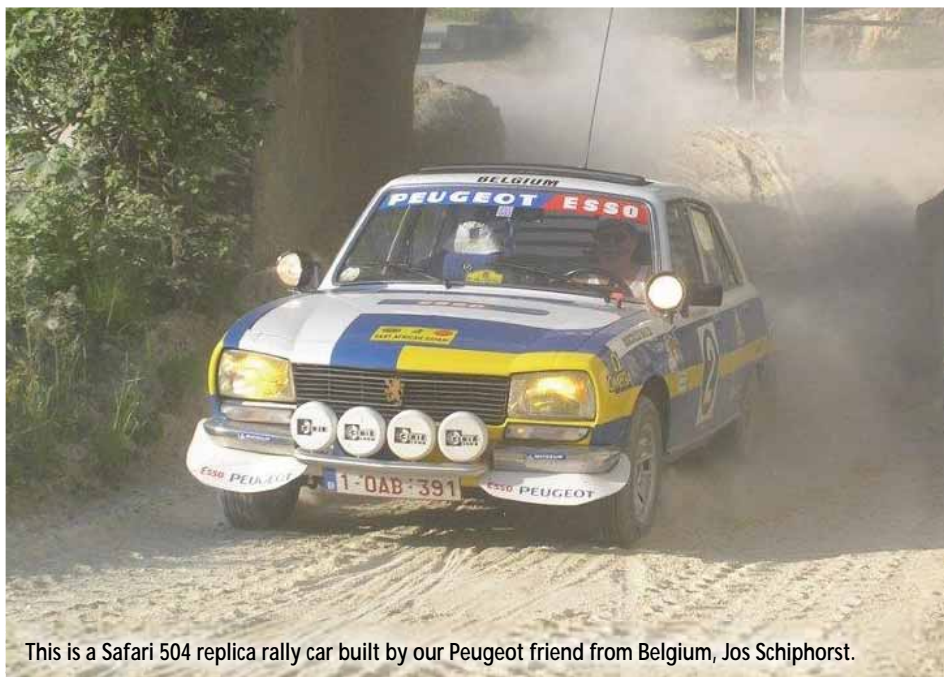
What: Come and explore some of the waterways around the Gunbower Creek and Murray River

The Plan: We will meet at Elmore and travel along Island Road ending at Koondrook for Saturday night. The "Long Paddock" for tea.

Two farm visits have been arranged to see some very modern farming practices.

More details next month.

Enquiries: Glenn Hall, 5456 3100, Hall.glenn@yahoo.com.au



This is a Safari 504 replica rally car built by our Peugeot friend from Belgium, Jos Schiphorst.

Ivan's Folly rally

Saturday 27 August

PCCV's "Ivan's Folly" rally is down to run in late August, so we need both competitors and helpers. This is a Saturday evening forest event, held, as is now traditional, in the forest near Graytown. More details in the next magazine.

Graham Wallis – Ph. 0429 939 619 or ewal7731@bigpond.net.au

Ray Hoey Run 2011

29 & 30 of October

The Ray Hoey Run will be held in Gippsland on the weekend of the 29th and 30th of October. Add these dates to your diary. More details will be published in Torque closer to the date. For further information contact Brian Ward on 5195 5416.

L'Aventure Peugeot 2011

**A South to North
Crossing**

*Wilsons Prom
to Cape York*

3 July to 11 August

Email verwoert@netspace.net.au
for further details

Eligibility - RWD or AWD Peugeots





Presidential torque

G'Day,
Once again we

had an excellent address at the last General meeting, this time from St. John's Ambulance Service with husband and wife team of Allan and Robyn Stevens, giving both visual and practical demonstrations.

Unlike the previous monthly meeting when a pin could be heard to drop on the carpet, unfortunately there was the undercurrent hum of 2 or 3 voices in competition to our guest speakers. Now I know that not every Guest Speaker is going to hold the interest of every attendee in the room – but if this is the case, then rather than spoil it for others who are interested in the subject, either shut up or leave the room. Apart from anything else, it is also the height of rudeness to our Guest Speaker(s) who has given up much of their own free time to address us.

On a more positive note, DECA has again been run very successfully at Shepparton and once again, we must applaud the efforts of Graham Wallis and Phil Torode for directing yet another great day. Thanks also to the other officials who helped on the day i.e.: Allan Horsley, Greg park, Todd Knight, Rose Hamilton, the Watson's, Milton Grant and anyone else I might have forgotten.

As this issue of Torque goes to press, some of us are in the final stages of readiness for the latest of "Hank's Adventures" i.e.: Tidal River to Cape York. The real adventure starts after Cairns with creek and river crossings, and the chance of encounters with LARGE amphibious lizards – i.e. 4 to 5 metre crocodiles! Hopefully, we meet none of these and the big wet of the past season has subsided sufficiently so we won't have any trouble fording the streams. Roll on Old Pugs!!

Hopefully see you all in 6 weeks time!

Murray



Preview for the September Club Meeting

By Sue Calder

Breast Cancer, we hear so much about it, but why is this so? The answer is quite simple really, because 35 women a day are being diagnosed with invasive breast cancer. The realistic truth to these statistics is that these diagnoses are increasing each year!

Breast cancer is one of the most dominate leading diseases in Australia which is affecting not just women but also **men too!**

I will be the guest speaker alongside my sister at the September meeting. I am one of the many supporting wife's of this club. To hear more about breast cancer prevention and to show your support, please bring your partners along to this meeting.

Dinner will be supplied by the club at 7pm.

Due to my passion and drive for breast cancer awareness I am also organizing a breast cancer event in the name of "Melbourne Breast Cancer Bra Walk."

This event will be held on Sunday 30th October 2011

At: Federation Square at 9:30am

The walk will begin at Federation Square, travel along Birrarung Marr, cross Swan Street Bridge and travel back along the bank of the Yarra River finishing at Federation Square. The walk is approximately 2.5km and is wheelchair and pram friendly.

What to wear:

We encourage participants to find creative ways to wear a bra. As this is a family event minimal skin or no exposure is preferred!

Families or teams can choose to dress in pink/blue themes. Prizes to the best dressed family, team and individuals will be awarded on the day.

This event is a unique fundraiser because of its courage and spirit. It is driven from breast cancer survival and the passion, dreams and reality of my sisters and I and those that will participate in the walk. The chance for family and friends to walk in honor of the loved ones they have lost to this disease for who are currently fighting it. Anyone in the community can show their support by participating in the walk.

To help raise funds I will have some Global Ballooning tickets to auction off on the night.

Tickets for this event are available at www.brawalk.gofundraise.com.au or if you would like to support this event or require further details, please contact me on 0408 516 563.



WELCOME

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

Angus Lithgow, Abbotsford	'04 206 GTi
Philip McCumisky, Rochester (former member)	'70 404
Des Callahan, Maryborough (former member)	'85 505 GTi Exec
Colin Harris, Camberwell	'07 407 Wagon
Charles Rofe, Chiltern	403
David Eager, Braidwood	'61 403
John Cooper, Boogarra	'07 307 Touring
Darryl & Maree Anesbury, Forest Hill	205 Si
Richard Gentle, Wahroonga	203
Julian Bradstreet, Hawthorn	'73 504 Cabriolet
Michael Fennessy, Koroit	'06 406 Coupe

July 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, Mark Besley, Milton Grant, Murray Knight, Tim Farmilo, Phil Torode, Glad Fish, Mitch Garrad, Brian Ward, Peter Cusworth, Tony Haycock, Daniel Martin, Denis Tolo, Daniel Groszek, Alastair Inglis, Graham Wallis and Peter Wilson from *The Puglist*.



Melbourne Motor Show tickets

Peugeot Australia have kindly provided the club with 25 tickets to the Melbourne Motor Show which is running from 1 to 10 July.

Tickets will be allocated to interested members by ballot at the July club meeting.



CH registration alert

People who are about to convert their gratis logbook registration into a fully paid logbook should be aware that they need to notify VicRoads as soon as possible if they want to opt for a 45-day logbook.

The renewal form has 90 days as the default renewal period.

I went along with my renewal all signed by Tim Farmilo and asked for a 45-day logbook. But this would have meant getting a new form and having it signed by Tim, which would have taken weeks.

As my rego was due a couple of days later, I had to accept the 90-day logbook.

Paul Watson

Club Permit Scheme applications and renewals

NEW PERMIT APPLICATIONS

A new permit application requires the following documentation:

- VicRoads Permit Application form (can be downloaded from the VicRoads website) indicating if you want a 45 day or 90 day permit
- Roadworthy Certificate
- The VicRoads Permit Application needs to be sent to the Club for signature prior to the submitting to VicRoads for processing. Also include a Stamp addressed envelope (if applying by post)
- Completed PCCV Vehicle Data Form needs to be sent to the Club when registration details are received

PERMIT RENEWALS

Applications for permit renewals need to include the following documentation:

- VicRoads renewal application form indicating if you want a 45 day or 90 day permit
- Completed PCCV Vehicle Data Form
- Stamp addressed envelope (if applying by post)

The applicant's financial membership will be confirmed along with the vehicle eligibility before the paperwork is signed and approved by the Club.

Club Eligible Vehicle Roadworthy Testers

Below are contact details for VicRoads Accredited Licensed Vehicle Testers who are able and willing to undertake safety inspections on Veteran, Vintage and Classic cars.

The Committee provides this information as a service to PCCV members without endorsements or liability. The responsibility for choice in engaging the services of these testers lies solely with members.

J.A.T.T. AUTOMOTIVE

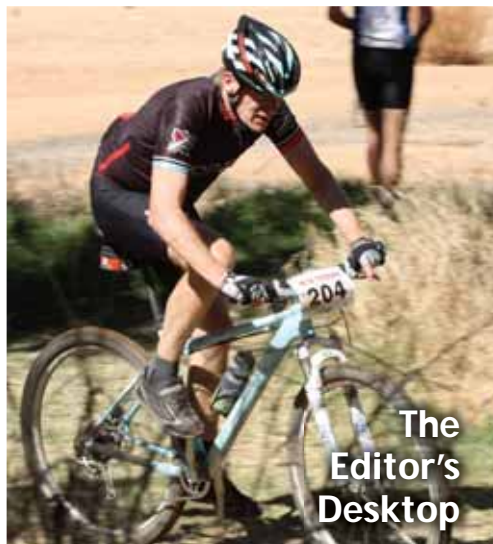
711-713 Whitehorse Rd, Mont Albert 3127
Ph: 9890 4692, Mob: 0425 790 197

THE ROADWORTHY SHOP

(Bryan and Gavin Sala)
26C Commercial Dr, Dandenong 3175
Ph: 9768 3318 Mob: 0413 619 354
Also open Saturday morning

EVAN'S CLASSIC CAR GARAGE

(Evan Martin – see classified pages)
Factory 3/68 Lexton Road
Box Hill, 3128 (pick up service available)
Ph: 9897 1956 Mob: 0407 852 409



The Editor's Desktop

Appropriate Plates?

I was up in Alice Springs recently for a mountain bike race. The organisers didn't realise the appropriateness of them giving me the "204" race number plate, but I and fellow club member Ian Reddoch (who took this photo) did. Ian was up in Alice to follow family members also competing. The plate is now on display at home in my garage, next to my still to be put back together Peugeot 204.

After the race, we did a 3 day camping tour to Uluru, Kata Tjuta and Kings Canyon, which was terrific. On the way back along Lasseters Highway we spotted a convoy of six Peugeot 4007s. I have since discovered it was a Peugeot Sales Managers promotion. The cars looked a little dusty so I guess they had been having a bit of fun out there. Later on they passed us again in our bus as we neared Alice Springs.

Peter





Worm Drive Oil

The SHELL Worm Drive Differential Oil, Omala S4 WE 150, as recommended by the Shell Technical Specialist at our April Meeting is now available from the Club in 1 litre containers at a price of \$22 per litre.

This is an advanced fully synthetic industrial gear oil which has a high resistance to micro pitting.

It is necessary to carefully flush a differential under NO LOAD with the Omala S4 WE 150 oil before using the car on the road.

To do this it is recommended that the car be put on axle stands with the front wheels chocked front and back, at least 1 litre of Omala oil put into the differential and then run for one or two hours.

The oil should then be drained warm and the differential filled with the Omala S4 WE 150 oil.

Care should be taken when handling the oil so as to minimise contact with skin.

The oil will be available at the July Club meeting.

Please advise Allan Horsley of your needs on 0419 634 043 or by email to allan.horsley@bigpond.com so adequate supplies are available. If required, you can pick up the oil from Allan at a mutually convenient time.

June Club Meeting St John First Aid

Caring effectively for family and friends in an emergency situation was the theme of the evening.

Husband and wife team Allan and Robin Stevens from St John presented to Club Members a step by step approach for the care of a person who has collapsed and is in need of emergency treatment. (details below)

Allan thoroughly explained to members how to examine a collapsed person and then perform CPR while awaiting the arrival of an Ambulance.

His presentation was well supported by a graphic video presentation of the benefits of the effective administration of CPR compared with no CPR, the patient survived compared with dying.

Allan and Robin then demonstrated CPR to members using mannequins

and assisted Club members in using the complex models as well as the simple pillow versions.

Perhaps the most dramatic part of the presentation was the use of a defibrillator on one of the mannequins.

This device connects to the patient with two pads, one just below the right shoulder and one below the left breast, it first looks for and analyses the patient's heart beat, (if there is one), and if none is present asks/allows the operator to administer the electric pulse to restart the heart.

The clarity of the presentation and the hands on opportunity offered to Club members made the evening a most memorable one.

Sincere thanks to Allan and Robin for a first class and informative presentation.

Allan Horsley

HOW TO SAVE A LIFE

- D** Check for danger, to self and others
- R** Check for response from the patient
- S** Seek help, Call 000 (triple zero)
- A** Airways, check they are clear
- B** Breathing, look, listen, feel for breathing, if breathing, place in recovery position, no breathing, check that 000 has been called
- C** No sign of life commence CPR, 30 chest compressions followed by 2 breaths
- D** Defibrillation, apply, following the voice prompts



Phil Torode presented awards for the Napoleons motorkhana earlier in the year – above to Mitch Garrad for best Junior, and below, Zac Edwards for fastest RWD.



Club members try out their CPR skills



Guest speakers Allan and Robin Stevens from St John Ambulance Australia.





Peugeot serves Pippa at tennis

Sitting centre stage in the best seats at the French Open on Monday, she appeared to be having a ball. And no wonder, the Daily Mail reported.

For Pippa Middleton was enjoying what those in the business like to call a "freebie", courtesy of leading car firm Peugeot, which sponsors the Paris tennis tournament.

Indeed so excited was the company at its coup that news of the younger Middleton sister's arrival in the Roland Garros VIP enclosure was plastered over the competition's official programme yesterday with the headline: 'Pippa à Roland! Sensation!'

Her host Xavier Peugeot, who is the great, great grandson of one of the original founders of the firm, Armand, ensured the moment was captured for posterity.

Mr Peugeot presented Pippa – who normally drives a BMW Z4 – with a lavishly bound book charting the 200-year history of the brand.

Pippa's outing and Peugeot were headlined in the next day's London papers.



Peugeot's been courting Pippa.

Peugeot probe

A Nigerian federal probe is demanding the former speaker of the House of Representatives, Dimeji Bankole, explain his approval of the purchase of 380 Peugeot 407 cars for parliamentary committees after alleged discrepancies between the originally approved prices for ST Sports models and those finally paid for Conforts with lower specification.

He faces 16 counts of corruption in the High Court three years after the controversial purchase of 400 television sets.

From Nigeria Next

Factory safe for a while

French industry minister Eric Besson has hosed down union concerns about the possible closure of the Peugeot group factory at Aulnay-Sous-Bois, on the outskirts of Paris.

He said PSA Peugeot-Citroën chief Philippe Varin had given him assurances for the plants' medium-term future. It produces the best-seller of the Citroën range, the C3, with sales of 310,000 vehicles in 2010, and would be produced until the end of 2014.

French labour union CGT released an internal document that it said showed the automaker planned to shut Aulnay, the Sevenord plant in northern France and a plant in Madrid.

But a Peugeot spokesman described the document as "preliminary" – one that had been prepared during the financial crisis nearly a year ago. The managing board had never discussed the topic.

The company said it produces 85 per cent of its engines in France and almost two times more vehicles than it sells there.

Sevenord, with 2,800 workers, produces the Partner and Expert vans, including clones for Fiat in a deal that will be wound up. Madrid has a staff of 2,500 and produces 207CCs, their roof assemblies and C3s.

Three new Blue Boxes

The blue paint is out again with a major Sydney dealership changing its sales location and two new dealerships being added to Peugeot's Australian network.

Trivett has moved its City and East Peugeot showroom from the multi-million dollar, multi-dealer building on the busy O'Riordan Street, Alexandria to the former Subaru site on the triangle between Link Road, Roseberry and where the Eastern Distributor meets Southern Cross Drive, to the south of the gawdy Audi glasshouse.

The Peugeot range has been moved to an outdoors forecourt to make way for Rolls-Royces and Bentleys in what has been a Blue Box.

Servicing will continue at O'Riordan Street.

In Newcastle, the family owned Pacific Holden has set up its Peugeot sales and service centre at Gateshead under the name of Pacific Euro.

This is in addition to the city's long-time Regal Motors.

A gap has been plugged in Townsville since Pickerings Euro dropped out, with Motorco Euro now selling and servicing Peugeots at Mundingburra.

Locations and telephones are in the inside back page directory.

That great desert air

Arizona is famed for its Grand Canyon and for its huge desert graveyards for military and civilian aircraft.

There is a collection of more than 4,000 military aircraft parked at the Aerospace Maintenance and Regeneration Centre in the Sonoma Desert near Tuscon.

Some are just parked, including World War II and Korean War aircraft, because it would be an expense to strip and junk them, while others are cannibalised for parts, such as the F-111s that kept the RAAF fleet flying beyond its original use-by date.

Airlines park their planes in similar holding areas and in the 2009 downturn in traffic volumes Qantas flew in its fleet of 747-300s to wait for buyers or to recall if things improved.

The air is nice and dry, and, as the rescuers of the Super Constellation at Wollongong found, the only risk is a build-up of birdshit from unwanted intruders.

The New York Times ran a piece on the surge of real estate development in desert areas and illustrated it with a shot of a billboard at Kingman, near an airport, that shows the preservative qualities of the neighbourhood can also benefit aging Peugeots.





Peugeot 508 on sale in Australia in July



Peugeot Automobiles Australia confirmed the public launch of the 508 will coincide with the opening of the Australian International Motor Show in Melbourne on Friday 1st July 2011, with the on sale date a fortnight later on Friday 15th July.

The European sales launch of the 508 earlier this year, has seen the 508 enjoying significant success with 5,000 cars registered in Q1 2011. Over 4,000 orders were taken in March and more than 8,000 orders since the beginning of April. A total of 80% of sales were of the high-performance, top of the line 'GT'.

The Peugeot 508 picked up the 2010 Auto Trophy in Germany, where readers of the respected Auto Zeitung magazine gave the 508 first prize in its category ahead of eighteen of its rivals. Jean-Marc Gales, a member of the PSA Peugeot Citroën Managing Board and Executive Vice-President Brands accepted the prize at the Auto Trophy awards evening on 23 November in Dusseldorf, and declared: "The Peugeot 508 marks the return of Peugeot in the large touring car segment".

The 508 variants that will be made available in Australia include: Sedan, Touring wagon and GT sedan. They will be available with a range of turbo petrol and HDi diesel engines.

The eagerly awaited 508 1.6ltr turbo diesel fitted with e-HDi is expected to arrive later in the year with an estimated on sale date of September and will be the first model in the range to feature Peugeot's innovative new STOP / START technology mated with intelligent electronic gear box control. The appeal of this combination will be the ability to achieve fuel consumption and CO2 emission figures respectively in the region of 4.4 litres per 100km and 114 grams per kilometre, the likes of which have never been seen in this segment.



Peugeot Sport App Available Now

Peugeot Sport has launched its free official app for iPhone and Android.

This application was developed to keep you informed anywhere and anytime on all of the disciplines relating to Peugeot Sport (endurance and rally). Its downloads allow you to have free access to media content for each event including videos, photos and podcasts as well as the corresponding press releases.

With free registration to "My Peugeot Sport" (more than 4000 members), you can post comments from your smartphone for each news.

You can also share this information with friends via email or on Facebook.

iPhone APP : Download free Peugeot Sport's official iPhone application.

<http://itunes.apple.com/au/app/peugeot-sport/id376361456?mt=8>

Compatibility: iPhone, Edge, 3G, 3GS and 4, iPod Touch: all (version mini OS3.0 and more) iPad: Yes with iPhone compatibility mode.

ANDROID APP: Download free Peugeot Sport's official application.

<https://market.android.com/details?id=com.peugeot.sport.android.ViewActivities>

Compatibility: Android 2.1 and higher.

Visit Peugeot Sport: <http://www.peugeot-sport.com>





Milton's Meander

Saturday 5 June

Once again Milton's backroads tour of the north-east was a revelation to many.

Starting from Cooper Street a dozen cars set off for the McMansions of Mt Ridley Road, then ran parallel to the old Hume Highway for most of the way to Donnybrook.

Then it was back onto the freeway, but only as far as Beveridge, where we headed east before turning north through Wandong and Kilmore. Then it was on to Broadford for morning tea and Seymour for lunch.

Here we were met by the Calders and the Bendigo delegation, consisting of four Burkes in two 306s and two Wrights. (Two Wrights don't make a wrong.)

After lunch was what Milton called the good bit. We left Seymour via the railway station car park then on a great road to Highlands (where a tray truck did its best to reduce our number) and then to Caveat. Some of us got lost near Terip Terip but magically found our way back onto the correct road down from the plateau, past Gobur and onto the Maroondah Highway.

Staying on the Maroondah only long enough to pass a radar trap, we turned off at Merton for what Milton described as the second good bit, which took us to Strathbogrie, where Milton was able to collect the key to the public toilet from the general store. Only in the bush!

Here some people said goodbye and headed home, but the rest took some great little roads west and north, passing a Mum and Dad shifting cattle between paddocks and ending up at Violet Town for afternoon tea.

As we did a U-turn in Violet Town after coffee the blokes near the pub did a bit of a double-take as the four Pugs (Grants, Watsons, Burkes and other Burkes) headed out to Toolamba and an easy drive to our destination for dinner with the DECA crew at Shepparton's Terminus Hotel.

There were almost 60 people in our group, which must be a record.

Thanks again to Milton and Noeline for another great Meander. It made the DECA weekend even better.

PS: Milton says he already planning next year's events.

Words & pics: Paul Watson





LE MANS 2011

Peugeot gave their all

Never before has the world greatest endurance race witnessed such a sustained level of intensity. Team Peugeot Total and its nine drivers fought right to the bitter end, finishing the final sprint to the line just thirteen seconds adrift of the winning Audi. Second-placed driver team Pagnaud-Bourdais-Lamy finished ahead of Minassian-Montagny-Sarrazin (Peugeot no.8) and Davidson-Gené-Wurz (no.7). The Peugeot 908 HDi FAP Oreca finished as the leading privately-sponsored car.



Photos: Peugeot Sport

The Race:

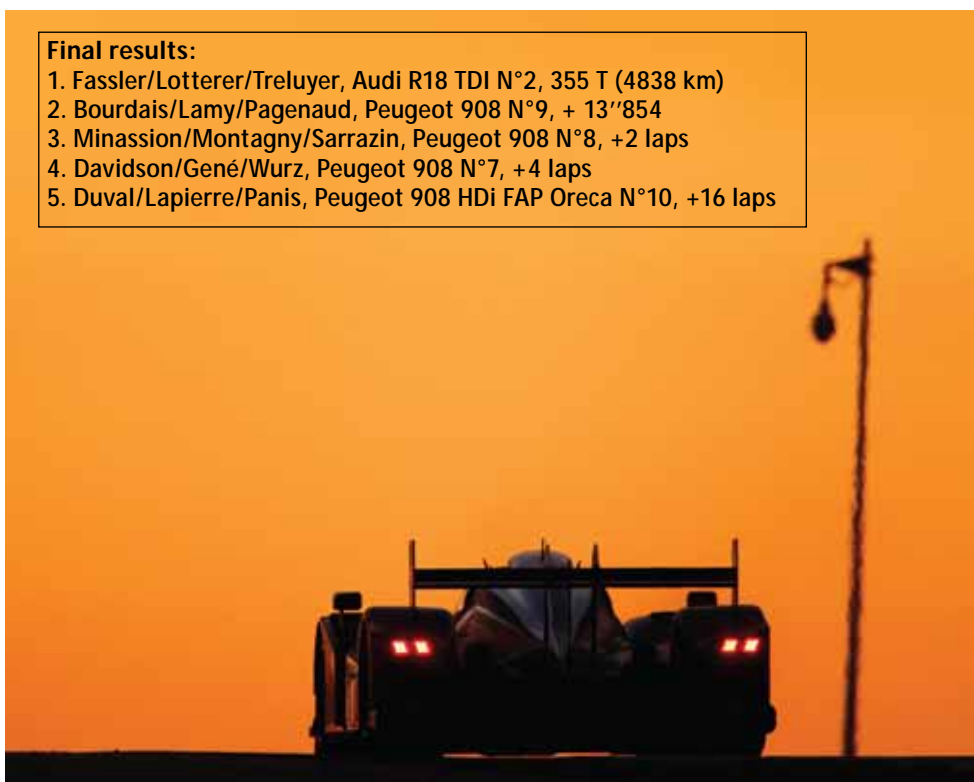
As the end of the draws race near, the rain becomes heavier at 12:20. The Peugeot no.8 team makes the bold step of fitting intermediate tyres whilst all the other cars are still on slick tyres. Simon Pagnaud stays out on slick tyres in the no.9, continuing to take plenty of risks, helping him to make up ground on the leader, Lotterer (Audi no.2). As the showers become heavier, Simon Pagnaud seems to be the one coping best with the difficult grip conditions. In the space of a few laps, the Peugeot no.9 driver managed to make up almost a minute on the leading Audi. The lap times of the two frontrunners then become more or less the same as the track dries out. With 1.5 hours to go, the two drivers are separated by only 15 seconds. The tension is palpable with an hour of the race left. It was all going to come down to the last pit stop. The Audi stop at 14:06, Lotterer having to come into the pits whilst Simon Pagnaud continues to rack up lap times of around 3'28". The Audi no.2 and the Peugeot no.9 then come in for their final stop at the same time, but the leading Audi heads back out on

track with new tyres. Only eight seconds separate the two men with 30 minutes to go in this edition of the 24 Hours of Le Mans. Simon Pagnaud goes all out for

glory, but he misses out on the win by just 13 seconds, which goes to the Audi no.2. The first two cars were on the same lap for the entire 24 Hours.

Final results:

1. Fassler/Lotterer/Treluyer, Audi R18 TDI N°2, 355 T (4838 km)
2. Bourdais/Lamy/Pagnaud, Peugeot 908 N°9, + 13''854
3. Minassian/Montagny/Sarrazin, Peugeot 908 N°8, +2 laps
4. Davidson/Gené/Wurz, Peugeot 908 N°7, +4 laps
5. Duval/Lapierre/Panis, Peugeot 908 HDi FAP Oreca N°10, +16 laps







DECA 2011

Dashing 'round at DECA



Callum Oates and Chris Cavanagh shared this 405 Mi16.

DECA 2011

Sunday 6 June

Another DECA event has been run, very successfully again. With help from Renault and Fiat we managed quite a large turnout of competitors in a range of Peugeots, Renaults, Fiats and a Golf. Peugeots outnumbered the rest by three to one, 15 Pugs, 7 Renaults, 2 Fiats and the solitary VW Golf. Some of the previous competitors changed Peugeot's to Renault & Golf. We still welcomed them along for some fine competition, even in non Pugs. The Renaults really dominated the day with fast times.

Competition cars lined up side by side on the same motorkhana test to start the day's proceedings. It was a fast, smooth test to rev them up before moving to the track. Motorkhana events were run on the skid pan and track simultaneously. This kept everyone alert, as drivers judged best time to move about the complex and keep up with the program. Even adjacent to the track entrance a couple of tests were set up on an access road. So by lunch break we had completed 5 motorkhana tests, had 2 runs around the track and winners were starting to emerge, along with miss fortunes for some.

Bill Hamilton was easily fastest on the track with six cylinders of turbo charged

muscle, while the little Renaults, Clio and Megane, out manoeuvred us in motorkhana tests. Brian Ward's competent driving skills shows up many of the smaller cars in a few tests, along with Zac Edwards, Brendan Calder and Robert Cherry. Unfortunately the later three succumbed to temptation of over enthusiasm, all making horribly costly mistakes, which was a shame as their track times were quite respectable. Daniel Groszek in a Clio was unlucky when he rounded a cone on the wrong side, throwing away an almost certain outright win.

'Streets away', after lunch, a motorkhana on the tight twisty tracks, with a stop point midway 'was a delight to most, along with the non counting, due to rain, third run on the track, something we hardly have time for most years.

Thanks must go to the efficient officials who kept events running smoothly and well all day. This event should continue next year, but only if we can support it with more competitors. It's now up to you to advertise it.

Phil Torode



Troy Pollius's 306 cabrio under heavy braking at the end of the straight.



DECA WEEKEND

A number of speedy Renaults joined us at DECA. Right: Mikee Elliot in a Meganne on the skidpan. Below a couple of Clios wait with the Meganne for their turn on the circuit. Below right: Rhys Edgar's Clio was quickest through the Non Speed tests and second on the circuit.



All of the photos on these two pages are from Daniel Groszek, one of the Renault Clio drivers. Thanks Daniel. Have a look at the rest of his DECA pics at <http://danielgphoto.com/cliodeca/> Or go to <http://danielgphoto.com>



Murray Knight's 203 heads down the straight at speed.



Callum Odell in his 404 Police car. Photo: Denis Tolo



Leon Shulz. Photo: Denis Tolo



Murray Knight on the slalom. Photo: Denis Tolo



Greg Park. Photo: Daniel Martin



Bill Hamilton collecting the finish post. Photo: Daniel Martin



Photo: Daniel Martin



Kathryn Wallis on the circuit. Photo: Denis Tolo



Zac Edwards getting a bit sideways on the skid pan. Photo: Daniel Martin



DECA WEEKEND

DECA 2011 Results for Speed runs plus Overall

No	Driver	Car	Track 1	Track 2	Total	Total Non Speed	Overall total	Place	Track 3*
20	Bill Hamilton	505 V6 Turbo	94.78	91.97	186.75	366.31	553.06	1	92.84
10	Rhys Edgar	Clio	98.16	96.38	194.54	358.56	553.10	2	109.1
15	Mikee Elliot	Megane	100.91	97.65	198.56	364.07	562.63	3	97.34
12	Max Carmody	Clio	101.12	100.25	201.37	362.56	563.93	4	
28	William Murphy	Clio	98.31	95.82	194.13	375.04	569.17	5	97.31
1	Daniel Groszek	Clio	97.75	95.44	193.19	379.69	572.88	6	95
9	Brian Ward	405 Mi16	102.62	102.06	204.68	379.85	584.53	7	
26	Callum Oates	405 Mi16	105.54	102.25	207.79	388.17	595.96	8	100.24
24	Chris Cavanagh	405 Mi16	102.19	101.22	203.41	396.02	599.43	9	100.41
22	Troy Prollius	306	114.28	111.07	225.35	379.38	604.73	10	113.93
13	Anthony Sokolowski	205 Gti	104.47	102.57	207.04	399.41	606.45	11	102.31
32	Dennis Edwards	505 V6	104.09	123.07	227.16	382.73	609.89	12	
30	Zac Edwards	505 V6	99.57	97.19	196.76	432.67	629.43	13	97.22
34	Leon Shulz	505 V6	102	99.06	201.06	429.56	630.62	14	100.22
33	Murray Knight	203	118.07	115.25	233.32	397.55	630.87	15	117.25
11	Nigel Beddoe	504	115.09	123.75	238.84	394.53	633.37	16	114.25
27	Brendan Calder	505 Turbo 2.2	101.72	99.34	201.06	432.93	633.99	17	99.06
14	Amanda Elliot	Clio	113.75	115.25	229.00	409.92	638.92	18	115.91
8	Callum Odell	404	118.16	117.25	235.41	407.17	642.58	19	
17	Robert Cherry	504	102.12	100.94	203.06	457.81	660.87	20	
16	Kathryn Wallis	306 Gti6	120.66	119.97	240.63	421.06	661.69	21	126.15
3	Geoff Rassmussen	Megane	126.21	119.97	246.18	439.99	686.17	22	114.78
31	Robert Judd	Fiat	118.16	117.27	235.43	456.53	691.96	23	117.31
7	Michael Ellis	Golf	109.97	104.68	214.65	509.59	724.24	24	105.53
29	Stephen Judd	Fiat	138.32	134.84	273.16	499.99	773.15	25	133.09

* Note: Track 3 not included in overall results due to rain for later runners.

DECA 2011 Results for Non Speed Tests

No	Driver	Car	Circles	D Slalom	S 2 S	Beaker	Sq Slal	ABC	F de L	Capt H	Str Aw	St Slal	S Bent	Total	Place
10	Rhys Edgar	Clio	30.22	22.29	37.97	34.5	23.44	34.35	22.16	48.02	58.26	25.98	21.37	358.56	1
12	Max Carmody	Clio	24.57	22.56	40.97	34.94	27.56	34.66	26.5	47.75	49.87	30.34	21.84	361.56	2
15	Mikee Elliot	Megane	25.13	23.78	43.84	34.16	28.53	36.97	24.12	49.19	50.6	27.28	20.47	364.07	3
20	Bill Hamilton	505 V6 T	24.81	21.91	40.56	35.69	25.09	35.69	30.17	49.66	50.25	25.54	26.94	366.31	4
28	William Murphy	Clio	25.09	23.16	40.72	37.25	26.87	41.72	24.85	48.91	50.1	31.09	25.28	375.04	5
22	Troy Prollius	306	26.09	24.32	44.81	36.94	26.09	35.16	23.84	55.03	50.75	29.31	27.04	379.38	6
1	Daniel Groszek	Clio	24.13	21.78	38.78	61.97	23.88	35.09	20.81	47.22	47.87	36.94	21.22	379.69	7
9	Brian Ward	405 Mi16	25.62	23.03	40.63	38.81	26	39.78	26.16	59.97	49.35	27.31	23.19	379.85	8
32	Dennis Edwards	505 V6	30.43	23.94	46.44	36.47	25.31	44.69	25.03	50.38	52.41	24.63	23	382.73	9
26	Callum Oates	405 Mi16	29.47	26.06	42	41.57	30.56	37.57	27.9	50.88	52.5	28.03	21.63	388.17	10
2	Nick Wright	205 Si	26.34	23.63	41.35	44.06	27.31	40.5	27.57	57	53.37	26.62	21.53	389.28	11
11	Nigel Beddoe	504	26.84	24.97	44	40.75	28.07	39.88	25.85	55.69	52.6	31.69	24.19	394.53	12
24	Chris Cavanagh	405 Mi16	26.47	24.06	41	41.84	25.29	43.63	27.03	69.38	50.5	25.47	21.35	396.02	13
33	Murray Knight	203	28.15	24.16	42.87	39.44	28.19	40.16	26.46	55.31	57.53	29.37	25.91	397.55	14
13	Anthony Sokolowski	205 Gti	25.97	45.13	42.16	39.22	25.37	37.06	24.06	54.91	51.06	27.25	27.22	399.41	15
8	Callum Odell	404	28.31	25.18	43.93	42.38	28.65	41.69	26.9	58.73	56.66	28.46	26.28	407.17	16
14	Amanada Elliot	Clio	27.35	26.13	42.54	39.91	28.78	39.59	25.31	62.07	57.56	31.81	28.87	409.92	17
21	Chris Snell	206 Gti	27.25	26.5	41.38	38.65	27.09	53.43	26.81	56.38	54.13	32.78	29.94	414.34	18
16	Kathryn Wallis	306 Gti6	32.38	24.38	43.91	45	29.94	45.91	27.91	57.53	56.25	31.22	26.63	421.06	19
34	Leon Shulz	505 V6	29.72	22.03	39.69	61.97	25.5	35.44	54.59	47.97	56.87	30.16	25.62	429.56	20
35	Greg Park	504	27.28	26.18	42.97	50.88	28.22	48.43	49.59	49.94	56.18	28.13	23.75	431.55	21
30	Zac Edwards	505 V6	28.81	22.85	60.03	39.71	31.18	41.63	35.31	48.31	57.25	44.34	23.25	432.67	22
27	Brendan Calder	505 Turbo	26.36	22.93	41.66	51.97	25.81	43.91	54.59	48.41	49.26	44.34	23.69	432.93	23
23	Noah Snell	205 Gti	32.34	27.41	43.65	41.35	30.65	53.43	26.59	57.28	54	38.91	29.72	435.33	24
3	Geoff Rassmussen	Megane	28.31	29.16	46.35	41	30.56	42.93	29.31	61.41	64.53	34.28	32.15	439.99	25
37	Ben Park	504	28.71	26.44	49.5	61.97	37.94	42.41	32.78	54.91	56.28	27.72	26.91	445.57	26
31	Robert Judd	Fiat	27.47	26.97	42.1	61.97	27.28	39.16	54.59	60.13	57.91	33.5	25.35	456.43	27
17	Robert Cherry	504	27	25.16	39.56	61.97	28.88	35.78	35.38	58.53	75.63	26.55	43.37	457.81	28
6	Glad Fish	205 Si	27.91	26.22	65.03	44.38	27.91	53.43	28.06	59.46	65.48	30.53	31.85	460.26	29
25	Tom Cazelet	206 Gti	30	28.63	50.44	61.97	31.41	53.43	27.75	57.81	57.16	33.28	31.09	462.97	30
4	Mitch Garrad	205 Si	36.9	32.5	45.78	49.59	30.78	46.41	27.31	75	59.72	34.31	32.57	470.87	31
19	Patrick Adrien	306 Gti6	33.6	32.63	52.94	38.09	31.72	43	54.59	63.25	70.63	31.97	41.62	494.04	32
36	Brian Parris	504	29.44	27.28	46.69	61.97	30.03	41.94	54.59	69.38	75.63	30.09	28.65	495.69	33
29	Stephen Judd	Fiat	31.63	30.31	48.13	61.97	31.44	43.54	54.59	64.35	64.57	39.34	30.12	499.99	34
7	Michael Ellis	Golf	26.28	24.13	65.03	61.97	48.5	53.43	54.59	53.25	51.16	27.88	43.37	509.59	35
39	Jack Norton	504	46.09	40.13	51.1	61.97	43.5	45.62	54.59	69.38	75.63	44.6	34.16	521.15	36
38	Evan Parris	504	38.36	45.13	52.94	61.97	36.63	48.18	54.59	69.38	75.63	39.44	38.37	560.62	37



TOURING TORQUE

Pug-Along 2011

Lake Tantangara

Presented by "Pugger Buggers"

Words and photos: Brian Ward



On May 8th, seventeen participants in 10 Peugeots, including two 403s, one 204, one 404, three 504s, two 505s and one 405, started the seven day Pug-Along 2011. This event was reminiscent of Hank's Outback trip a few weeks earlier in that we were apparently up to Plan F already with road closures caused by recent heavy rains and flooding. Marilyn was not able to come along due to work commitments so I was accompanied by close friend Steve Tulloch. Steve and his wife, Jenny, fought the Black Saturday bushfires with us and helped us save our house.

We were met at Cooma by PCCNSW tour leader Neville Summerill and tour organisers Ted de Lissa and Brian Jubb. After Neville's briefing, we headed off along back roads to Nimmitabel, Brown Mountain, Candello to Bega Cheese Factory for lunch. The Bega River had obviously had an enormous flood recently. Along the way, we saw a beautiful Diamond Python, a native snake to the area, attempting to cross the road. It was about 1.5 metres long and due to the cool weather, was very sluggish. After lunch we travelled forest roads to Bermagui then along the highway to our overnight stop at Moruya Heads. There was quite a bit of tech talk on this first day and both Nigel Nash and Rob Payne had trouble opening their car doors due to jammed seat belts.

From Moruya, on the second day, we followed the Deua River to Araluen where the Peugeot flag was raised. Lunch was at Captains Flat. The temperature was only 8 degrees. Neville announced that he was up to plan H, alternative B to

get to our overnight stop at Adaminaby. Along the way at Bredbo, we met up with Ross Berghofer and Con Engel in their 505s and had a coffee in the bus shelter to escape the cold breeze.

Lakes Eucumbene and Tantangara are at very low levels despite the recent rainfall. Providence Portal connects these two lakes and the water flow was only a trickle. Brian Jubb had a flat tyre in his 403 wagon at the historic Currango homestead. Numerous brumbies were seen on the high plains on our way to Yarrangobilly. Some of our group braved a dip in the thermal pool. The higher peaks were covered in a light dusting of

snow and ice. The smell of hot Peugeot brakes was a dominant feature of our run down to Tumut power station and onto Tumbarumba.

On Wednesday morning we visited the Paddy River Falls, Southern Cloud memorial and the spectacular Bluff waterfalls in the Burrowa Pine Mountain National Park in northeast Victoria. After lunch at Cudgewa, we started off down the Nariel road towards Omeo only to be confronted by a neon sign stating that the road was closed between 8am and 5pm because of bridge repairs. Neville decided that we should spend some time looking around Corryong before taking



Carpark at the historic Captains Flat copper mine.



Historic Captains Flat copper mine.



Sassafrass Gap along the Nariel Road

our chances on the road being open. However when we reached the bridge at 4:20 there was no sign of workers and the bridge was open. Around Sassafrass Gap, there was about 50 mm of snow on the road and the scenery was very picturesque. Unfortunately a red neck wallaby darted out in front of Nigel's 404. The wallaby was killed and the 404 sustained only minor damage with a broken driving light and a bent number plate. We arrived at Omeo about 5:30.

From Omeo, we travelled back to Benambra along the scenic Hinnomunjie Loop Road and then onto the Back Mountain Road toward Wulgulmerang. Lunch was in the snow at Limestone Creek. After lunch, on a steeper section of the road, some cars lost traction in the snow and ice. A helping push was all that was required to get most through. However the tyres on my 504 were definitely not suitable for mud and snow conditions and I had to resort to fitting the wheel chains. Steve and I then scouted on ahead with the chains fitted

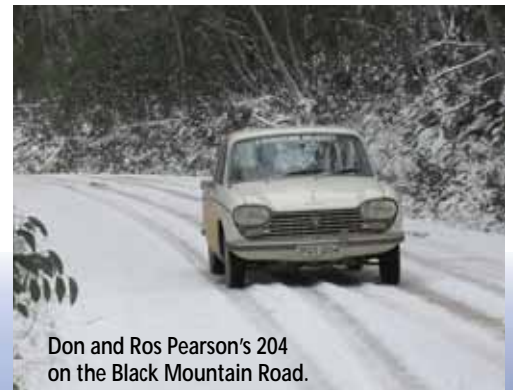
to check the road conditions for the other cars. Fortunately the road improved after a few kms and we removed the chains. The highest altitude we reached was a little over 1,400 metres. The run on the twisty bitumen road from Wulgulmerang to Buchan was very enjoyable. A 1950s Chrysler Royale joined the convoy along the way and although it overtook a few Peugeots, it could not keep up on the twisty sections. We stayed at Orbost that night.

The following morning, we inspected the Curlip replica paddle steamer at Marlo, the mouth of the Snowy River and had a very pleasant morning tea at Cape Conran. We had a spirited drive along the Old Coast Road with Nigel not far behind. At Bemm River we spent some time assessing the leaking radiator in Con's diesel 505. The conclusion was to loosen the cap and keep an eye on coolant levels at frequent intervals. It was a long way to the nearest radiator repairer. We had another spirited drive along Poddys Creek Road to our lunch

spot at the McKenzie River rainforest reserve.

After lunch, Steve and I left for home and the rest of the group continued on to their overnight stop at Bondi Forest Lodge near Bombala.

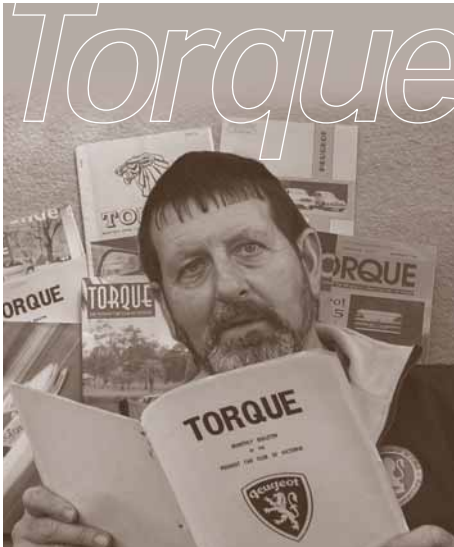
This trip was a real contrast to our recent outback trips but no less enjoyable. We travelled many new roads and tracks and saw some new areas. Thanks to Neville, Ted and Brian for providing the opportunity and their hard work in planning the route and leading the way.



Don and Ros Pearson's 204 on the Black Mountain Road.



High point on the Hinnomunjie Loop Road.



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

TORQUE JULY 1971

The membership of the Peugeot Car club of Victoria had broken through the 200 barrier!

This in turn was putting quite a strain on the Kerr St meeting venue, to the point where serious discussion would be had at the next meeting whether to stay at Kerr St (the owners of the building – Victorian Sporting Car Club – had indicated that they are intending to extend out the back) or try and find another meeting venue.

Orm Stewart was still getting around Europe on his Vespa. This time travelling from Avignon to Cannes, on to Genoa where he took the Vespa to the Piaggio offices where he had a number of problems fixed with no cost for parts and only a day's labour. Orm said it would have taken several weeks to do the same in England. Orm's next stop was to be Florence.

Inserted in this Magazine was the Constitution of the club including amendments up to 30 July 1971.

It consisted of three A4 pages stapled in half making a 6 page booklet with the constitution taking up 8 sides. It stated the club was founded on the 27th of May 1954 at its Inaugural meeting. This constitution was unanimously excepted on Friday 22nd April 1955. The first amendments were added and verified by the committee on the 14th October 1969.

FOR SALE: '60 403 been rolled. All mechanicals, interior inc seats, diff, front end, wheels, bonnet, one door, plus assorted goodies - leaving for Perth end of month.

TORQUE JULY 1981

The British Leyland take-over of Peugeot production had been greeted with a lack of enthusiasm, however after a somewhat more detailed explanation, a feeling of cautious optimism had emerged.

Once again the PCCV was to take on the RCCV at football with the comment players should try to wear PCCV T-shirts. Attendances at the meetings for the year July 1980 to June 1981 had varied from 53 to 81 as per the roll book.

Bruce Tayler took a look at the finer points of transmission maintenance.

A large quantity of Peugeot parts had been purchased from Bilgowan Motors Perth and these had been catalogued and would be offered for sale at an open day along with the usual club merchandise. There was a two page list of some incredible parts and the rider stated "plus 1000 and 1 others".

Caveat Emptor! Fairdale motors: 1974 504 Auto Wagon \$6995 – was in John Ould motors 3 weeks ago for \$4995. Same car.

TORQUE JULY 1991

The motoring journalist Chris De Fraga was to be the guest speaker at the meeting.

Bastille Day was to be celebrated at the Kellybrook Winery.

A treasure hunt had been organised by Steve Odell centring around Healesville with a comment bring your sense of humour!

Technical Torque continued on from last month with high energy ignition systems explained by Ivan Washington.

WANTED: 403 2 x headlight rims, drivers side door (no rust), sill panels to swap or buy.

TORQUE JULY 2001

Advanced notice had been given that there would be a Car Care Day for ladies to be held in August at Justin Fisher's workshop and would consist of a 90 minute course on basic maintenance on FWD models on in the morning and RWD in the afternoon.

Jeff Rowles (306 GTi6) and Brian Ward (Mi16) had been to the Phillip Island Sprints where they had both set personal best times in the sprints. This saw them starting near the rear in the reverse grid shoot out with a number of Holdens ahead of them. After 5 laps they had run down all but 2 V8s and a MkII Jag.

Bastille day was to be held at Mount De Lancy at Wandin.

Technical Torque centred on 505 remote locking, how to install if you don't have one and how to maintain yours if you do.

For Sale: 205GTi '89 model. Maintained in EC condition by enthusiast. complete service history. 15' wheels TWS alloys CODE remote cent lock alarm KONI sports adj susp, strut brace, ceramic button clutch, stainless exhaust. very reluctant sale going overseas \$12,500.



Bastille Day at Mont de Lancy winery in 2001

To restore, or not to restore

... *this is the question*



At the last PCC (Canterbury) committee meeting, Elizabeth Smith (our editor), when hearing of progress on my 404 ute commented that it would be a shame to see it lose its character. I had to explain that if it had been left for much longer it would have been all character and no ute!

The whole exercise came about the week before last year's *50 Years of 404 Rally*. I knew the front crossmember was not in a happy state, but the crunch came when I was jacking it up to change a front wheel. The jack went up, and the jacking point went up, but the rest of the vehicle stayed put. A cosmetic repair to the now very misshapen crossmember was needed to get through a W.O.F. (the six monthly safety inspection which is compulsory for all cars on NZ roads). It is amazing what can be done with some cardboard, bog and underseal. I even remembered to rub dirt onto the then fresh underseal so it didn't look like it had just been put there to hide something.

During the rally, my father agreed that it was time to, at the very least, make use of the new crossmember Sven Slager from New Plymouth had brought in from Europe for me, and perhaps tidy the rest of the ute up a bit. Having restored his own 404 diesel ute, there was still a good supply of 404 ute parts in the family spares department, so it was decided that

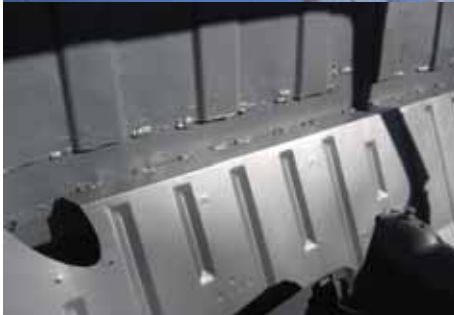
at the first opportunity the vehicle would be sent to Bulls for attention. Less than a month later the chance came as a friend from the Vintage Car Club was heading that way to collect his Alvis 12/50 which was stored at my parents place between events. Instead of getting a ride up there, he found himself piloting the 404.

Once it was in the shed in Bulls it was time to take a look and decide where to go next. We decided that we really needed to see exactly what state the entire truck was in before making any decisions. The engine, gearbox and diff. were removed, then the front suspension, followed by the mudguards, doors, interior, deck floor, and basically everything else which could be unbolted. The bare shell was then picked up on the front end loader and waterblasted. At this stage it looked pretty good, but we wanted to be sure, so off it went to be sandblasted. What came back was a pleasant surprise.

I was concerned that after the sandblaster had been at it, there would be nothing left. Instead what we had was a basic structure in far better shape than dad's ute had been. As we had known, the front crossmember was in a very bad way, but that was the worst of the rust. The floors were thin, and had gone through in a few places where water had collected from the leaking windscreen.

Thinking back to the 404 rally, with Eoin Young going for the passenger's brake pedal on a few occasions there was a risk he could have pushed his foot right through it! The only other problem area in the structure was the crossmember at the back of the deck, which also had the towbar attached and it was only its reputation which was holding it together. Decision time now. Do we just fix the rusty bits and put it back together, trying to keep the "slightly down at heel" look, use mismatched matt paint and keep all the dings and imperfections in it, or do we go the whole hog, and make it like new again. My brother (who will be doing the paint) was of the let's make it look tatty again school of thought, but having seen all of the goodies we had for it, inside and out, I decided that while we had such a good base to work from, let's make use of the parts and panels we have to make it as good as new. This is where some people seem to get a bit confused, and try to make it better than new, which seems to defeat the entire object of the exercise.

Even this posed a few issues. At some time earlier in its life some rust repairs had been done to the deck floor and the back of the cab, where practicality had been placed in ahead of aesthetics. Both of these would need to be attended to if the project was going to have the desired



end result. The deck floors were not too much of an issue. Drill out the spot welds and the sheet metal can be removed. Getting new steel sections folded was a pretty straight-forward exercise. At this stage we left the cab repairs alone as it was thought we could repair the earlier repair without making too much extra work.

It was at this stage that dad was offered a 404 sedan for a giveaway price. He wasn't really keen, but took a look, and wonder of wonders, it was almost completely rust free. There is the solution to the rust in the floors, as sedan front floors are the same as the ute. Soon there was another 404 meeting its demise behind the hayshed in Bulls. Why behind the hayshed? My mother is very accommodating when it comes to the purchase and dismembering of cars at home, but under one very strict proviso which is not open to debate. They must not be visible from either the house, or the road. Hence the deconstruction process takes place out of sight.

On getting the donor car home, the wisdom of the purchase was immediately apparent. Not only was there no rust in the floor, the front crossmember was also perfect, and when the bonnet was opened, sitting in pride of place was a new radiator. As the one in the ute was getting pretty tired, this was a very welcome bonus. The floors and transmission tunnel were cut out, the front section including the jacking points and crossmember were removed in one piece, and are now in the spare parts department for future use maybe.

After making the necessary repairs to the front, which had prompted the entire process to begin with, the carcass of the ute then went on the trailer for a trip to Hunterville for the panel beater up there, a fan of working on older vehicles, to graft in the floorpans from the donor car and make a few more repairs to the underside while it was there.

When I next saw it, the floor repair has been done, and it looks almost too good to cover up with carpet! As we were looking at what the next steps would be

in the process, the usual 404 rust at the base of the windscreen was starting to make its presence felt. What we do not want to do is find that a couple of years from completion things are starting to deteriorate. Back to the donor sedan we go, and again it proved it's worth. No rust under the 'screen at all. Out comes the cutting disc on the grinder again, and spot welds drilled out on the ute. We won't need to worry about that bit rusting in my lifetime.

Uppermost in my mind is that this is a commercial vehicle, and that is how I want it to stay. The original doors were pretty rough and dad was wanting to put on a pair we had from a car. Cars have stainless steel trim on the doors and front mudguards. Utes do not, and unlike every other "restored" ute I have seen, all of which have been tarted up to levels way beyond their station, I want mine to look exactly as it did when it left the factory – no exterior trim, painted headlight rims and front bumper. I had a good door for one side from the ex-Richard Smith ute, and a search through the parts in Bulls came up with a brand new ute door for the other side. My left-hand mudguard was in good shape, thanks to the insurance company who had to fix it when the front wheel fell off when my brother in law was driving it home from work a few years ago. I still cannot understand how, but all five wheel nuts had come off. Dad had put new mudguards on his ute (car ones, with offending stainless trim) and his original ones were still hanging up in the shed. The right-hand one was perfect, so that is another problem sorted. Not only that, but it still has the holes in it for the load data plate, which all French commercial vehicles have. Two weeks ago I got a new plate off e-bay for the grand sum of EUR3.00. Things are coming together nicely!

Back in Bulls two weeks ago we are looking at the last of the bodywork jobs to be considered. The easy one was the bonnet. Many years ago the ute had been in an accident, resulting in it wearing a car grille. Not an issue – there



was a ute one among the selection of parts in the shed. Then the bonnet. Our best ones were from cars, in perfect order, but with more of that damned trim. There were a couple of ute bonnets but the both needed work. After some debate it was decided that filling the holes down the centre for the trim is going to be a bigger job to get right than fixing a ute one.

That just left the small matter of the elephant in the room which we had all been ignoring for the last 12 months. The matter of what we could do about the bottom 30cm of the cab. One thing was clear – after going through the exercise with dad's ute, there was no way we were repeating the exercise of replacing the entire back panel. Equally, after all of the work which my father and brother had put into it so far, we couldn't just ignore it and leave it as is. The box section which runs horizontally under the back windows was also starting to show signs that it was rusting from the inside. Again, the grinder came into use, and the section of cab from there to the base of the deck is now gone. This was the best decision we could have made, as there was some serious rust starting in some of the double skinned sections, and we now have the opportunity to make sure this never happens again.

So that was it when I left two weeks ago. Once the cab is repaired the shell will tipped onto its side to be painted underneath, then but back up the right way to paint the rest. The front suspension has been stripped and rebuilt, and is ready to go back in, as soon as I have been back to polish the aluminium steering rack. The same needs to be done to the diff, and repaint the springs. Then varnish and refit the wooden strips which complete the deck. Today's mail delivered a pair of the blinds which appear in the back windows of 404 utes in the brochures, parts books and handbook, but do not seem to have been fitted to the NZ assembled examples

The dashboard has already been repainted in the correct satin black (not the crinkle finish as seen on cars),

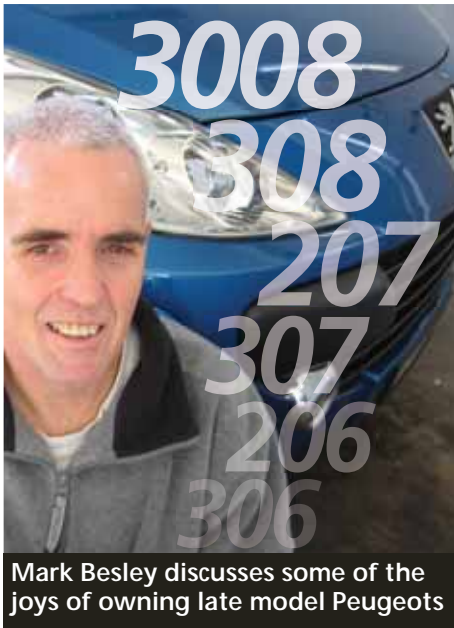
the instrument panel has had the full treatment, and the speedo returned to zero, which I do to every car I have restored. New door cards have been made, and there is a perfect ute hood lining waiting to go in, and an undamaged crash pad, which is no easy thing to find, waiting to go on the bottom of the dash. The seat will be re-covered in red vinyl, and we have a good pattern to use for getting carpets made (in black).

The engine was fine when it was removed but... I want more power. My first thought was to put a 504 motor in, but the carb. and aircleaner are totally different to 404, and I have to be able to open the bonnet and see everything looking like a 1971 404U10. The solution is an 1800cc 404. I have just located a complete 1800cc 404 engine so if you know anyone who wants to buy my new 1600cc piston and liner set, we may be able to do business. I have a new set of bearings, and new timing chains are available for next to nothing, so by the time it is finished, the engine will be ready for action.

I was going to fit a 5 speed gearbox from a 505, and I do have one, and dad has fitted one to his ute but... I am a bit funny about things looking "right" and I have to retain the original column shift. It appears that it could be done with the 5 speed but is quite an exercise. Dad will put the 'box in, but with the floor shift. For some reason he doesn't seem to be too interested in making a new gearshift mechanism, and I won't be having a floor gearshift in my ute, so four gears it is...

To be continued... in about six months time!





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

Peugeot Spotting on my Travels

I had meant to mention last month that I would be overseas during May/June and therefore a July "Feline Focus" was unlikely to appear. However, a review of last month's article reveals that I forgot to include this, and as I do not want to disappoint my readers, I will give a brief recollection of some Peugeot-spotting highlights.

This year my travels have taken me from the Peugeot-deprived continent of North America to Slovenia and then briefly to Singapore and Malaysia. I'm currently in Kuala Lumpur which seems to be full of Protons and I'm not talking about subatomic particles.

After the US and Canada, I flew to Ljubljana, Slovenia. In addition to the charm of an old European city, there was a proliferation of Peugeots on the road, so I quickly took a liking to the place.

Peugeot appears to be a major brand there and is heavily promoted - here's an advertising billboard that I found just around the corner from my hotel. If I understand correctly, "Peugeot Music" is a promotion which includes free music downloads when you purchase a new Peugeot. Presumably all these Peugeots come with MP3 facilities.

Pricing seems to be somewhat lower than Australia (another reason to like the place). Note that the Slovenian 207 is advertised from 9330 Euro, OK that's for a basic 3-door model, but compare that to the current price of \$19,990 for the 1.4 litre under the current promotion here. Multiply Euro by approximately 1.4 to get Australian Dollars.

Out of curiosity, I thought I would compare 3008 prices. The base model 3008 in Slovenia starts at 16,750 Euro although one optioned more like the Australian models appears to be around 25,000. I decided to double-check Australian 3008 prices on the Peugeot Australia website as a comparison and found the following: 3008 XSE 1.6 turbo automatic Max. Recommended Driveaway Price \$39,624. I noted that there was a "Special Offer" with the End of Financial Year Sale, so I clicked it to find that I could buy the same 3008 for \$39,990 under the offer. That's one special offer that I'd be staying away from.

In Slovenia, automatic transmission was not available as an option on any of the Peugeots that I looked at. Looking at cars there, it seems that auto transmission is quite rare - yet another reason to like the place. Maybe I should move there; I'm sure that Peugeot Australia would be glad to see the back of me. Another interesting statistic - I was informed by

our local contact there that approximately 80% of passenger cars currently sold in Slovenia are diesel.

My next stop was Singapore, and in contrast to Slovenia, I nearly fell over when I saw the car prices. I happened to arrive on a Friday night, so the local morning paper (the "Straits Times") delivered to my hotel was the Saturday edition with the classifieds. Here are a few examples of late model "quality pre-owned" Peugeots for sale (1 Singapore Dollar = about 80c Australian):

March 2008 207 1.6 Auto Sport. Grey/Black, 58,000 km, 1 owner. S\$57,800.

January 2007 307XL 1.6 Auto. Grey/Black, 50,000 km, 1 owner. S\$44,800.

December 2005 407 2.0 Auto. Black/Black, 82,000 km, 1 owner. S\$42,800.

I was also surprised to note the liking for dark coloured cars in a hot tropical country.

In the same newspaper, there happened to be a review of the manual version of the RCZ which has just been released in Singapore. You can become the proud owner of one for only S\$181,900. They seemed to be pretty impressed by the performance of the manual version compared to the automatic that they had tested previously. To quote from the article:

The sexiest Pug alive was available only as a fairly feeble automatic...Here is a car with the body of a Playboy bunny, but the heart and legs of Hugh Hefner. Five months later and Peugeot unleashed the manual version. And what a difference it makes.

Diesel Peugeots do not appear to be sold in Singapore. I didn't see many Peugeots on the road there, just a couple of 308s.





PCCV Rally in Tasmania

Words: Glad Fish.

Photos: Mitch Garrad

The Ken Roddam Memorial Trial is a navigational event run annually in the North East forests of Tasmania. Of the 9 Victorian crews who competed this year, 3 were from PCCV, Graham Wallis and Phil Nicholas in a Peugeot 203, Alan Upton and Mark Laidlay in a Datsun 1600 and Nick Wright navigating for Michael Ward in a Toyota Corolla. These crews had to take their cars by ferry on Friday night, arriving in Devonport at 6 am Saturday to temperatures below zero. Then drive to Launceston in time for a sociable lunch at Archers Manor on the outskirts of Launceston, where competitors and officials were staying. The first car started the event at 3pm on a bright sunny afternoon. The rest of the field followed at 2 minute intervals. Crews had several refuel stops and two short meal breaks before reaching the finish after 2 am Sunday morning.

The PCCV service crew, Glad Fish and Mitch Garrad joined the crews for lunch then waved them off before their one and a half hour drive to the first service/refuel area. They were carrying petrol for three crews so had to service the three before heading off to their next point in time for crew number one. The journey back to Launceston along the only approved route for service vehicles was a considerable distance, not helped by the heavy fog that accompanied the frost that was forming on the roads in the minus 3 temperature. Consequently the competitors were at the finish ahead of the service vehicle. It was a late night, or rather an early morning.



Derek White and Dave Smith in a 504

The event was run over mostly very good gravel roads with some quite challenging navigation. During the night the temperature dropped and ice formed on the roads. This caught out several Victorian teams. Graham Wallis slipped off the road but fortunately was able to drive back on with a small time loss. Alan

Alan Upton and Mark Laidlay in a Datsun 1600



Nick Wright navigating for Michael Ward in a Toyota Corolla

Graham Wallis and Phil Nicholas in a 203

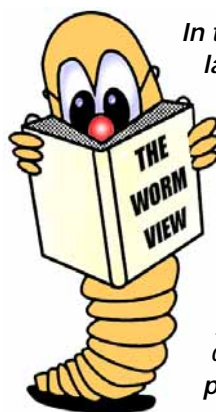


Upton was not as lucky; he slipped off and needed a quick tow from another competitor to get back into the action—losing many minutes and a potential first place. Nick Wright's driver kept their car on the road but unfortunately a broken throttle cable proved their undoing. While the driver made running repairs, Nick plotted an alternative route to keep them in the event, but unfortunately had to

miss several control points which dropped them right down the field from the third place they held at the halfway break.

Crews spent Sunday relaxing in tourist friendly northern Tasmania (cheese factory and chocolate factory) before catching the evening ferry back to Melbourne.

Victorian crews took out the top 4 places. 1st outright was the 504 of non-PCCV members Derek White and Dave Smith. Alan and Mark were =2nd with Kim Harper and Stuart Snooks from HRA, Graham and Phil 4th, and Nick, despite the mechanical problems, finished 13th. Well done PCCV.



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).

L'Aventure in Italy

Our Paris correspondent, Guy Nolleau, has sent a report from the 2011 L'Aventure Peugeot gathering in Salsomaggiore Terme in Parma, northern Italy.

There were over 160 Pugs from 11 countries and 370 people, but no Australians.

Each car had a picture taken with Miss Italy 2010, Francesca Testasecca, who is also Miss Peugeot. The first picture shows her with Guy's 203 coupe. The second pic shows that wherever you find nice Peugeots, you will always find a few greybeards standing in front of them to spoil the picture. And the third pic shows a pretty 202 cabrio in typically northern Italian countryside.

There are more than 500 photos of the Italian gathering to be seen on: <http://riap.peugeot.it> – the site of the Italian club.

Click on Gallery 2011 and you will see different sets of photos posted by different participants. It can take some time to load. Click on first photo and there is a small arrow on the right side to



see the next one, or on the left for the previous one.

The final pic shows two 403 cabriolets at the annual meeting of Les Amoureux 203-403, held at Monflanquin near Agen in the south of France in June.

This picture (and about 400 more) were taken by Pascale Guéneau, a Peugeot fanatic, and can be viewed through a website. But the IP address is too long to reproduce here, so email me if you want to have a look and I will send you the address.

*Paul Watson,
paulandnola@iinet.net.au*

Improving 03s

Richard Wiseman, who is looking for a sound 203, has suggested that this column should run a series of articles on improving 203s and 403s to make them more capable in today's traffic conditions.

"With a wealth of knowledge with people such as Ivan Washington, Dennis Edwards, Graham Wallis etc, has anyone put together helpful notes on improving the day-to-day driveability of 03's, such as fitting 404 disc brakes, better diff ratios for utes and wagons, fitting brake boosters, etc? I'm sure articles have been written in the distant past, and no doubt an update would be extremely beneficial to new and prospective 03 owners."

I went looking in Technical Torque on CD (the one containing PDFs collected by Con Engel), but there is no article on the disc brake conversion there. Can anyone advise where to find one?

While looking through Technical Torque on CD I found a humorous article by the late, great Bruce Tayler. It appears below.

Paul Watson

That 3 cylinder Peugeot 203

How many of us have been enjoying a pleasant Sunday drive, fine day, sunshine roof open, when suddenly our reveries





are shattered. From under the hood (as the Yanks say), came a pop; something hit the underside of the bonnet with the motor sounding like a steam pump, with shattered underpants.

Inspection reveals the advent of the three cylinder motor, having only as many spark plugs. A casual stroll retracing one's Michelins locates the plug, connector and spring and bakelite top on the road but run over by that nasty FJ Holden that was following close behind.

Despair! Wait, rolling around under the spare I recalled that old KLG and spring that I picked up at the wrecker's yard last year. By removing the washer, there are 1.2 threads holding, but a little matter of spark conductivity remains to be concluded. I have it! Two or three thicknesses of the Sporting Globe in tubular formation should suffice as an insulator and with the plug lead poked into the top of the spring – then off we go again – carefully.

With that pioneering feeling of “the mail must get through” we prepare to start off, turn the key and pull the starter knob very gently. The motor runs, thanks to the wrecker's yard and Bert Brown's fancies for Caulfield yesterday. Easy does it into first, sock pressure on the accelerator, into second sock x 2 and then third, dare we try overdrive?

The decision is made, overdrive is attempted and mastered until that steep part of Burke Road is negotiated – pop, the same process is repeated, even to the FJ Holden.

But the mail must get through so we drive home on three, maintaining an air of “what noise, I don't hear anything, why are all those people laughing”.

Nursing our pride and joy into the garage, transferring the bottles from the boot back into the 'fridge, we exchange our reefer and cravat for the bib and brace overalls.

Much head scratching, a cup of tea, aha, the motor mower spark plug might do; blast! 18mm! What we need is a long reach; let us see, Austin A40 or Standard Vanguard should do; Bert next door should have one, yes let's try it. No, there isn't any thread left in the head at all. Who invented these blasted motors with plug between valves, hemi combustion chambers, all covered up with the rocker cover and plus hole situated in the bowels of the motor.

Aha, again. We wrap a piece of shim brass around the thread, and it tightens. A second-hand plug tube is found, a little charred on its fibre, but any port in a storm. Dare we try it again? Yes, but don't stand near the open bonnet. Well

it worked, revs up, but there is a funny hissing noise with each stroke.

Well it worked, I think twice around the block or was it three, and then to the telephone. “Oh, I forgot, Regans don't open on Sunday afternoons”, let's open the 'fridge.

Bruce Tayler, date unknown

Astons and worm drive

I was leafing through some old copies of Torque (looking for inspiration for The Peugeotist) and saw the piece in Torque 0910 about the Aston Martin worm drive (complete with typo confirming how one-eyed and prejudiced you are!).

I was reminded of a couple of photos I took of an AM worm drive and drawings displayed at an exhibition. The drawings are dated 1927, so maybe David Brown copied Peugeot, although on the London-Peking there was a 1925 Lanchester with worm-drive and the owner was adamant that Peugeot copied them. Does anyone know who came first?

The following extract from The Vintage Motor Car by Cecil Clutton and John Stanford is interesting:

“In 1895 when he (F.W.Lanchester) was working as a designer of gas engines in Birmingham, he built an experimental motor-car, which was almost certainly the first four-wheeled petrol vehicle to be made in this country ... The production version had a perfectly balanced, opposed twin-cylinder engine with forced lubrication, an epicyclic gearbox, full cantilever suspension, and silent worm drive. The engine was centrally mounted and air cooled. This model soon became one of the best known and most popular of all British cars on account of its reliability and relatively effortless performance.”

I can't find any reference to the first use of the worm drive by Peugeot. Maybe Peugeot did copy Lanchester! Both families were original thinkers. I bet Gordon would have known.

Alastair Inglis, England



Worms on the silver screen

There have been several attempts to bring the French detective Maigret to TV, but one of the best was made in the 1990s and stars Michael Gambon (as in the last corner on the Top Gear test track).

Although the series is set in France (naturally) the filming was done in Hungary, presumably because 1990s Budapest looked more like 1950s Paris than Paris did.

Some interesting cars grace the screen, including early Simcas and Panhards, most of them black. Maigret's mode of transport is a black Light 15, and there are some cute black-and-white Renault 750 (4CV) police cars as well as a lone black 203 with blue light on the roof.

You can probably borrow the DVDs of the series from your local library.

403 makes it a million

Club member David Cavanagh of French Connection went to DECA in June to act as an official and watch son Christopher excel in his 405 Mi16. But David motored to Shepparton more sedately, in a slightly tired 1962 403 which he says has done a million miles.

The car spent most of its life in western Victoria and far north Queensland. At one stage the previous owner was stranded for several days beside a flooded tropical river he had just crossed, tearing off the exhaust in the process. He spent the time repairing the exhaust with the aid of a butane lighter.

David says the car still drives well, despite looking a little tatty.



Oh 3 and Worm Weekends

The NSW club's Oh 3 weekend will be at Bundanoon on September 23-25.

And the PCCV Worm Weekend will be in the Mansfield area on November 18-21.



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USA ROAD & TRACK ON PEUGEOT 1955 - 1986.
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May Committee Meeting

held at Chateau Peugeot May 16, 2011.

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

Apologies: Leon Schulz

Business Arising: Murray spoke to Wally Best regarding dates for the SA French Car Day.

Treasurer's Report: General Account \$3,053.37, Events Account \$2,803.02, Term Deposit Account unchanged, Cash Reserve Account \$20,671.09. Still waiting for some sponsor/advertiser payments to come in. Nick moved the accounts be accepted, Seconded Lael Lea. Carried.

Events Secretary: as per events pages.

Competition: Slippery Dip in October. Ivan's Folley in late August.

Merchandise – Number plate frames. Still looking at shirts. Allan to look at a scarf similar to the one from the Pageant.

General Business: French Car Festival – a very successful event but the concours judging in decades for PCCV wasn't as successful as in the past when it has been done in model. National Heritage Day went well with some wonderful cars there. 3 PCCV members attended.

Website – still having trouble getting items up on the website; still behind in getting the magazines up. Suggestion that Peter Cusworth sends Kathryn page 4 & 5 and two other articles along with Torque Lite. Nick to follow up with Peter. Any article relating to an event should have the phone and email address of the person organising the event.

Need to ensure that we keep forward dates listed to avoid clashes.

Allan to get Shell diff oil and decant it into smaller containers for re-sale to club members.

Light meal before the meeting. Allan has spoken to Mark Besley's wife Olga who runs the café down from the club rooms. She can supply finger food at a price. Agreed to get an expression of interest at the June meeting with a view to having the meal in July. Also agreed that Olga provide will supply supper for club meetings.

Also looking at a commemorative badge for the 60th anniversary for PCCV.

Murray made some suggestions on a location for the 2013 Pageant. He will follow up with the caravan park in Wodonga.

David asked if we wanted to do anything for Bastille Day.

June General Meeting

Held at Chateau Peugeot Clubrooms Friday June 3, 2011. Murray Knight welcomed members. A special welcome was extended to our speakers for the evening, Allan and Robyn Stevens from St Johns.

Apologies: Jan Fly, David Jenkins, Doug Brockfield, Chris Powell, Mike Jolley, Hank and Jo Verwoert, Colin Hague, Basil van Dongen

New members: Leon Murphy was welcomed as a new member.

Minutes of previous meeting. Motion: Minutes of the previous meeting be recorded as true and accurate. Moved Allan Horsley, seconded John Marriott. Carried. No matters arising.

Secretary's report: New membership applications received from David Eager, '61 403; John Cooper, '07 307 Touring; Daryl and Maree Anesbury, 205 Si; Richard Gentle, 203; Julian Bradstreet, '73 504 Cabriolet; Michael Fennessy 406 Coupe. Correspondence in from AOMC – details about an information seminar on July 30; requesting information about committee to update their database; request to clubs to assist with the organization of AOMC events.

Treasurer's report: General Account \$3,204.75; Events Account \$911.62; Cash Reserve \$20,859.99; Term Deposit remains unchanged. Nick Wright moved that the accounts be accepted, seconded Allan Horsley. Carried.

Social Secretary's report: as per events pages; July meeting will have Craig Williams from Lumley Special Vehicles; Fiat Car Club Economy Run on July 17; August meeting will be Victoria Police; September meeting will be the Breast Cancer evening with Sue Calder; Ray Hoey weekend October 29/30; Worm Weekend November 19/20.

Allan indicated he had spoken with Olga Besley to provide dinner before the meeting with a selection of hot finger food for around \$8 - \$10. The meeting overwhelmingly endorsed the idea. The first dinner will be at the July meeting.

Allan also indicated that worm drive diff oil will be available at the next meeting at \$22 per litre.

Competition Secretary: as per events pages.

Merchandise: PCCV number plate surrounds available; a 504 shirt is coming; also getting scarves and polo fleece jackets.

General Business: Murray indicated that he is trying to get tickets for the Motor Show.

Hock and Scrounge: For sale: Basil van Dongen has a 504/505 engine stand for \$200 and a 405 engine stand for \$125; Peter Kerr has a 306 engine to give away; Keith Millott is looking for a sports steering boss for a 504.

Phil Torode presented prizes from the Napoleons event earlier in the year: 1st Junior – Mitch Garrad; 1st 505 Zac Edwards; 2nd outright Ray Garrad; 1st outright Phil Torode.

Raffle winners were: Dinner – Keith Millott; Model Car – Alan Upton; Wine – Peter Cusworth; Wine – Bill Hamilton; Wine – Mike Farnworth; Peugeot bag – Ray Garred; Number plate surrounds – Ian Reddoch; Peugeot place mats – Ian Bennier

A very interesting, informative and practical talk and demonstration was given by Allan Stevens from St Johns.

June Committee Meeting

held at Chateau Peugeot June 13, 2011.

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

Apologies: Leon Schulz, Allan Horsley, Lael Lea,

Business Arising: 2013 Pageant accommodation. Murray has some information from Stagecoach Motel. Still waiting for some other details.

Secretary's Report: New Member Raymond Horsley. Correspondence in: Calder Park re Auto Fair; AOMC re information seminar in July; At the AOMC meeting it was raised that Box Hill TAFE is running a course for club officers to run roadworthy checks. Peter Kerr is assessing the course information and will report to the committee in due course.

Treasurer's Report: General Account \$3,204.75, Events Account \$911.62, Term Deposit Account unchanged, Cash Reserve Account \$20,859.99. Accounts for payment: Mike Farnworth (postage) \$472.54; Peter Cusworth (Torque) \$630.00; LS Gill (Torque Printing) \$2,509.20; Telstra (Mobile phone bill) \$72.54; Paul Watson (CD's and wallets) \$72.54; CAMS (DECA Permit Fee) \$295.00; CAMS (Affiliation Fee) \$1,035.00; St Johns (Speaker Fee) \$50.00; St Johns (DECA Ambulance) \$320.00; Geoff Rasmussen (DECA Entry Refund) \$120.00; Still haven't received invoice from VDC for Clubroom Rent. Nick moved the accounts be accepted, Seconded Greg Park. Carried. Still some advertising and French Car Festival sponsorship outstanding. Net profit from FCF \$394.45.

Events Secretary: St John at the last meeting and Milton's Meander/DECA were a great success. Looking forward the following events are coming up: June 23/24, Winter Wander; July 1, Club Meeting, Craig Williams, Lumley Special Vehicle Insurance; July 17, Le Chat/Economy Run, Fiat Car Club. People can drive to the lunch spot for Le Chat if they do not wish to participate in the Economy Run. August 5, Club Meeting, Victoria Police, to continue from the interrupted presentation last year; August 21, Le Chat, location yet to be selected, suggestions welcome - maybe the Yark General Store on the Melba Highway (1.5 to 2 hrs drive) or Rickets Point Cafe or Studley Park Boat House, (take away cafe and/or barbecue), tables and chairs, toilets. (probably the latter in winter); September 2 Club Meeting Breast Cancer Presentation by Sue Calder. Finger Food tea beforehand and supper after, all with a pink theme. September 17/18, 'Kakadu of the South', the Gunbower

Continued next page



Cars For Sale

306 XT 5-speed manual 5-door hatch 1997. Economical 1.8L engine. This car is in excellent condition throughout, it should be seen to be appreciated. Fitted with factory alloys, CD player, airbag, air conditioning, power steering, power windows, service history. Comes with RWC. Registration OIW097. \$4950. Call 0407 303 908 or 9887 0187. Photos available.

405 1994 SRI sedan, 2 litre engine, automatic transmission, immaculate condition throughout, white with grey velour interior, one owner, full service history, 228,000 kms, registered until March 2012, RWC. Rego: FKW 793 Price: \$3,000.00 ONO Phone Peter 0412 195 986 (Ballarat)

405 SRDT (diesel) 1994 white manual sedan, one owner since new, 280,000 country kms, mainly from trips down the Hume - Wodonga to Melbourne. Extras - cruise control, tow bar, Rola roof bars. Regularly serviced and in excellent going condition. Full service history. No modifications except a cd/radio to replace original tape/radio. Timing belt last replaced at 242,000. Michelin tyres. Reg expires 19 Oct. 2011 NAU 905. \$3,700 with RWC - Phone 0417 144 417.

505 SL Wagon. 258,900 km. Reg SAS 655. RWC. 1986. Auto. Silver. Roof rack. Serious 8 seater family car bought in 2003 (2 of us, 4 kids, grandparents etc - if you don't know their load-carrying capacity, piece de resistance was picking up a family of 4 from the airport, with 4 of us, and getting all of the bodies and all their luggage in without using the roof-rack). Fully repaired and maintained since we got it by Peugeot specialist (Justin Fisher on Whitehorse Road). Replaced bits done recently and not so recently

The new way 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.

include - battery, brake master cylinder, fuel pump, heater fan, gearbox - full paperwork history. A/c and heater work. 4 new tyres. Good motor. Family car, safe and sound. Body work is poor. Rego until the end of the year. \$4,000. Adam - adam@aduki.com.au or 0394973493 or 0419287176.

Parts for sale

4 x 205/50 R15 86V Firenza tyres.

Near new, no wear, on Mi16 Series 2 rims. Good condition. \$700 the lot. 504 diesel radiator G/C \$50. 504 diesel starter motor G/C \$50. Phone Alan on 0408 162 406.

Air filters, oil filters, fuel filters, pollen filters, brake pads, spark plugs, timing belts, water pumps, thermostats, front suspension parts, limited stock for limited models, genuine Peugeot parts, prices starting from \$10, Phone Bruce 02 65 84 18 00.

Wanted

404 cabriolet parts: hood bows & mechanism, Taillight lens, Chrome strip under door. Colin 02 62488 442 or 0414 484 398.

Workshop manual for 406 V6. Ivan Washington, phone 03 5282 5511.

Gordon Miller's Spares

The Peugeot spares in Gordon's garage have been dug out and sorted.

The following are some of the more interesting parts and for the convenience of all will be brought along to the upcoming Club Meetings, too much for just one meeting.

If you are interested in any of the listed parts please let me know so I can ensure they are at the Meeting.

Windscreens, 203, 403, 404.

Rear windows, 203, 404.

203 front door, wind up window glass.

203/403 Marchall Headlights, new.

203/403 Marchall Headlight Lens, new.

404 front side/flasher lights, French, new.

404 side lights, (mudguard) new.

404 Hub Caps, new.

404 Water Pump, new.

203/403 Wiper Arms, new

404 Wiper Arms, new.

203 Motor, short motor, head and rocker gear. (to be picked up)

403 front end complete including cross member. (to be picked up)

Allan Horsley, Mob, 0419 634 043 or allan.horsley@bigpond.com

Committee Torque

continued from page 29

Waterways. October 2, Euroa Show and Shine; October 7, Club Meeting, Auction; October 8/9 SA All French Day; October 16, Le Chat, no location yet; October 29/30. Ray Hoey Weekend Gippsland, Brian Ward organiser; November 4, Annual Meeting and Nulon as a speaker - Greg Park has made initial contact with a Nulon rep; November 18/19/20 Worm Weekend Mansfield, Milton is organizer; December 2 Club Meeting, no speaker organised yet; December 4 Christmas Party.

The July meeting will be preceded by a hot/cold finger food tea, BYO drinks. \$10 per head. If the food idea is warmly received by members we will continue the practice at future meetings.

Competition Secretary's Report: DECA was well attended but still a few short of what we wanted. Fiat CC will be promoting it more aggressively next year. PCCV VMC round on June 24; DECA is worth running again, perhaps put the entry up to \$130. Todd suggested that we look at recruiting officials a lot earlier so that we are well covered and not rely on the 'faithfuls' who do it every time. There were 6-7 Juniors at DECA. Greg suggested that there should be an award made to them in the form of a trophy or a certificate.

Merchandise General Business: 504 t-shirt - new artwork has been sent through and quotes being received; scarf and polo fleece jackets are being sourced.

General Business: John and Allan went to Pam Miller's to look through Gordon's things. Still trying to work out the best

way to dispose of the items. Suggestion that some of the more valuable items be brought along to the next few meetings and auctioned with realistic reserves. Items to be listed in Torque with reserve details. Allan has also raised the possibility of purchasing a defibrillator and also a satellite phone. Tim to send a letter to VDC and Daimler clubs to see if they will go thirds with PCCV to buy a defibrillator. Decided to look at the cost of buying verses renting a satellite phone. Murray to follow up.

CAMS affiliation fees - Some discussion ensued as to whether we continue with CAMS or should we look at using AASA for our permits. First step to is to get Brendan to find out how many club members have a CAMS licence.



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Melrose Peugeot	Sales Showroom, Service & Parts	118-120 Melrose Drive	PHILLIP	ACT 2606	02 6282 2311
NEW SOUTH WALES					
Alec Mildren Peugeot	Sales Showroom	555 Pacific Highway	ARTARMON	NSW 2064	02 9413 3355
	Service & Parts	22 Cleg Street	ARTARMON	NSW 2064	02 9906 1388
Allan Mackay Autos	Sales Showroom	241-245 Argyle Street	MOSSVALE	NSW 2577	02 4869 1100
	Service & Parts	31 Garrett Street	MOSSVALE	NSW 2577	02 4868 1011
Autosports Sutherland	Sales Showroom	668-670 Old Princes Highway	SUTHERLAND	NSW 2232	02 8536 2888
	Service & Parts Unit	2/7 Marshall Rd	KIRRAWEE	NSW 2232	02 8536 2777
Baker Motors	Sales Showroom, Service & Parts	478-486 Olive Street	ALBURY	NSW 2640	02 6041 8400
Central Coast Eurocars	Sales Showroom, Service & Parts	325 Mann Street	GOSFORD	NSW 2250	02 4324 2405
Coles Car Sales	Sales Showroom, Service & Parts	109 Woodlark Street	LISMORE	NSW 2480	02 6621 2728
Corban Automotive Group	Sales Showroom, Service & Parts	46 - 48 Flinders Street	WOLLONGONG	NSW 2500	02 4229 9111
Jason Prestige	Sales Showroom	46 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 3211
	Service & Parts	42 - 52 Dobney Avenue	WAGGA WAGGA	NSW 2650	02 6925 6825
John Patrick Prestige Cars	Sales Showroom, Service & Parts	169 Hastings River Drive	PORT MACQUARIE	NSW 2444	02 6584 1800
Orange Motor Group	Sales Showroom, Service & Parts	8 Gateway Crescent	ORANGE	NSW 2800	02 6362 8100
Pacific Euro Sales	Showroom, Service and Parts	39 Pacific Highway	GATESHEAD	NSW 2290	02 4920 8000
Peter Warren Automotive	Sales Showroom, Service & Parts	13 Hume Highway	WARWICK FARM	NSW 2170	02 9828 8040
Regal Motors Newcastle	Sales Showroom & Service	Cnr Hunter & Railway Streets	NEWCASTLE	NSW 2302	02 4908 5555
	Parts Unit	342 Maitland Road	HEXHAM	NSW 2322	02 4957 9100
Sainsbury Automotive	Service & Parts	1-5 Bourke Street	DUBBO	NSW 2830	02 6884 6444
Tamworth City Prestige	Sales Showroom & Service	11-15 East Street	TAMWORTH	NSW 2340	02 6766 5008
Trivett City & Eastern Suburbs	Sales Showroom	1 Link Road	ROSEBERRY	NSW 1445	02 8338 2624
	Service and Parts	75-85 O'Riordan Street	ALEXANDRIA	NSW 2015	02 8338 3961
Trivett Parramatta	Sales Showroom	42-64 Church Street	PARRAMATTA	NSW 2150	02 9841 8800
	Service Unit	2 Cnr Arthur St & Tramway Ave	PARRAMATTA	NSW 2150	02 9841 8979
	Parts Unit	11 Cumberland Green	RYDALMERE	NSW 2116	02 8832 8832
QUEENSLAND					
A. Cullen & Son	Sales Showroom & Service	Old Bruce Highway	NAMBOUR	QLD 4560	07 5441 9000
City Peugeot Brisbane	Sales Showroom & Service	5 James St	FORTITUDE VALLEY	QLD 4006	07 3000 5999
Motorco Euro	Sales Showroom, Service & Parts	15-17 Bowen Road	MUNDINGBURRA	QLD 4810	07 4729 5299
Rockhampton Prestige	Sales Showroom, Service & Parts	112-118 Musgrave Street	BERSEKER	QLD 4701	07 4922 1000
Toowoomba Classic Autos	Sales Showroom, Service & Parts	161 James Street	TOOWOOMBA	QLD 4350	07 4638 3233
Trinity Prestige	Sales Showroom	41 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
	Service & Parts	94 McLeod Street	CAIRNS	QLD 4870	07 4050 5000
West Car Sales	Sales Showroom, Service & Parts	45 Walker Street	BUNDABERG	QLD 4670	07 4152 7355
Zupps Prestige European Gold Coast	Sales Showroom	65-67 Ferry Road	SOUTHPORT	QLD 4215	07 5561 6166
	Service & Parts	Case Street	SOUTHPORT	QLD 4215	07 5561 6177
Zupps Prestige European Mt Gravatt	Sales Showroom, Service & Parts	1320-1332 Logan Road	MT GRAVATT	QLD 4122	07 3243 8777
VICTORIA					
Bayford of South Yarra	Sales Showroom	435 Malvern Road	SOUTH YARRA	VIC 3141	03 8290 2888
	Service Unit	55 Garden Street	SOUTH YARRA	VIC 3141	03 8290 2888
Booran Euro	Sales Showroom, Service & Parts	37 Lonsdale Street	DANDENONG	VIC 3175	03 9794 6544
City Peugeot Melbourne	Sales Showroom	406 Victoria Street	NORTH MELBOURNE	VIC 3051	03 9341 4444
	Service & Parts	562 Swanston Street	CARLTON	VIC 3053	03 9341 4466
Gippsland Motor Group	Sales Showroom, Service & Parts	Lot 4, Princes Highway	TRARALGON WEST	VIC 3844	03 5172 1100
Hamilton City Motors	Sales Showroom, Service & Parts	112 French Street	HAMILTON	VIC 3300	03 5572 1342
McPherson Motors	Sales Showroom, Service & Parts	7979-7985 Goulburn Valley Highway	SHEPPARTON	VIC 3631	03 5823 2100
Preston Motors Brighton European	Sales Showroom, Service & Parts	855-859 Nepean Highway	BRIGHTON	VIC 3186	03 9557 4488
Regan Motors	Sales Showroom	295 Whitehorse Road	BALWYN	VIC 3103	03 9830 5322
	Service & Parts	77 Auburn Road	HAWTHORN	VIC 3122	03 9882 1388
Rex Gorell Geelong	Sales Showroom, Service & Parts	212-224 Latrobe Terrace	GEELONG	VIC 3218	03 5244 6244
Ballarat City European	Sales Showroom	101 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
	Service & Parts	109 Creswick Road	BALLARAT	VIC 3350	03 5331 5000
SOUTH AUSTRALIA					
Australian Motors	Sales Showroom, Service & Parts	10 Goodwood Road	WAYVILLE	SA 5034	08 8269 9500
TASMANIA					
Euro Central	Sales Showroom	118 Argyle Street	HOBART	TAS 7001	03 6234 0200
	Service & Parts	35-43 Brisbane Street	HOBART	TAS 7001	03 6234 0200
Launceston Peugeot	Sales Showroom	145 Invermay Road	LAUNCESTON	TAS 7248	03 6331 6337
	Service Unit	151-155 Invermay Road	LAUNCESTON	TAS 7248	03 6323 0240
WESTERN AUSTRALIA					
Allpike Peugeot Sales	Showroom, Service & Parts	274 Scarborough Beach Road	OSBORNE PARK	WA 6017	08 9202 2999
DVG Prestige Melville	Sales Showroom	170 Leach Highway	MELVILLE	WA 6156	08 9317 2525
	Service & Parts	80 Norma Road	MYAREE	WA 6154	08 9317 2422
NORTHERN TERRITORY					
Sapphire Motors Pty Ltd	Service Unit	2 Duke Street	STUART PARK	NT 0820	08 8941 6511

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