



The LION

MONTHLY MAGAZINE OF THE PEUGEOT CAR CLUB
OF WESTERN AUSTRALIA (INC)

www.pccwa.org.au

NOVEMBER 2018

PCCWA at FCF Subiaco 2018



NOVEMBER EVENT
SATURDAY 24th & SUNDAY 25th
WEEKEND AWAY (details on page 6)

NEXT CLUB MEETING
TUESDAY 11th DECEMBER 2018

DECEMBER EVENT
TUESDAY 11th
WIND UP and AWARDS (detail in minutes)

PRESIDENTS PRESSINGS

Hello all,

The French Car Clubs FCF celebration on the 13th October was well attended and an enjoyable day in spite of a few showers of rain. There were about 50 cars and one speed boat in total.

The Peugeot Car Club was represented by about 15 cars including 3 from the late Bob Pilkington collection brought along by his daughter Justine.

The past weekend saw an outstanding Bonjour French Festival at the same park in Subiaco. There were thousands of visitors each day. Kerry and Gordon attended on the Saturday - Kerry with his Peugeot bicycle collection and Gordon's with his 504 ute. There was less club interest in displaying cars at this event as vehicles had to remain there all day due to crowd management issues.

It was noticeable how active the local Renault dealers were at each event promoting their brand. The Perth Peugeot dealer was conspicuous by their absence. I have informed Peugeot Australia of the level of dissatisfaction by Club members and received an immediate response. If specific details are required I will pass on your contact details subject to your permission.

Kerry advises that 21 members have indicated that they will be traveling to Busselton for the weekend away in November.

The Christmas Party details have now been finalized and the annual PCCWA Wind up and Awards is to be combined into our regular Tuesday night meeting. (see below).

Safe motoring

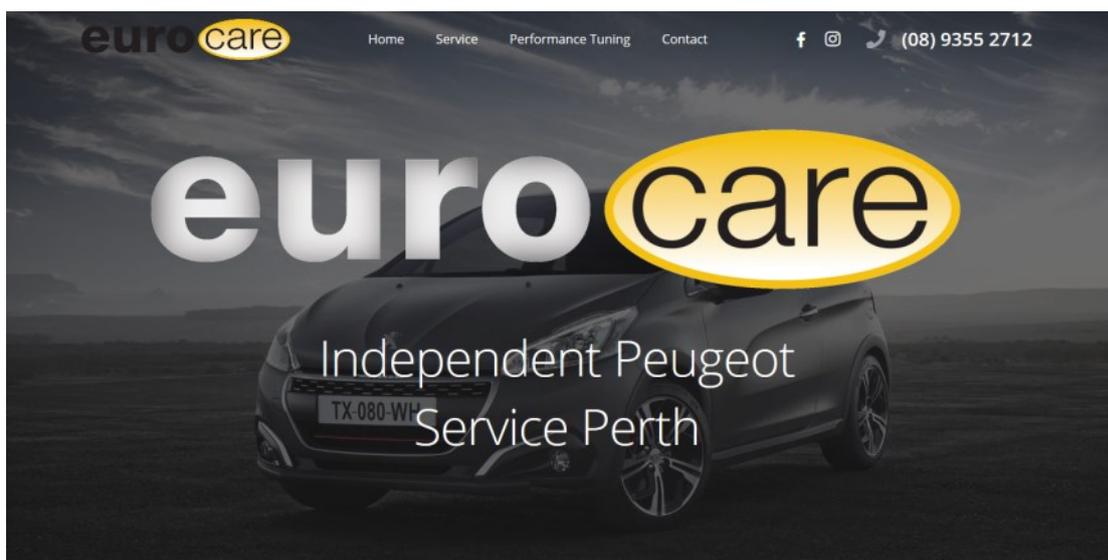
Neville

Editors note; The Perth Peugeot dealer was approached and offered their apologies noting that the FCF was held on a Saturday and the dealer did not have sufficient resources to participate in the FCF.

Located in Burswood, eurocare are convenient to the inner city and surrounding areas, providing high quality Peugeot service & repairs for Perth.

Here are some of the services provided to keep your Peugeot in tip-top shape:

- Conduct log book services according to manufacturer's specifications to ensure your warranty is validated and preserved.
- Provide complete vehicle scan and issue diagnostic reports.
- Offer engine tuning and inspection to give you peace of mind on the road.
- Service and repair of brakes and clutch.
- Provide transmission service repair and replacement.
- Check the battery and provide replacement if needed.
- Service the air conditioning and provide necessary repairs.
- Offer auto electrical services.
- Expert Peugeot advice and service
- Peugeot spare parts



**MINUTES OF MEETING
THE PEUGEOT CAR CLUB OF WA INC.**

MINUTES OF THE MEETING 13th November 2018

Meeting opened: 8.01pm President welcomed back Anne Chester.

Members present: As per attendance book.

Apologies: Kerry & Trish Torpy, Cathy Judkins & Colin Redmond.

Visitors: Nil

Minutes of previous meeting: Acc: Brian Eyre Seconded: Peter Olsen

Business arising: New Banner was displayed. Non performance by Perth Peugeot Discussed.

Correspondence in: 1 magazines, Flyer from Pitstop.

Correspondence out: Nil

Emails: CMC Minutes. Letter from President re Perth Peugeot agents failings. CMC concessional licence doc handed to Brian Eyre. From president confirming Secretary's email.

Treasurers report: Current Balance \$5104.24. 45 members.

Merchandise: No Sales

Editors report: Flyer will be sent out.

Social: November weekend away 24th & 25 November at Busselton. 21 members attending.

Xmas Wind up and Awards to be held in conjunction with meeting on 11th December. 7pm start.

Co-ordinators Sandra 94184 429 or Shirley 9450 3724

General Business: Considerable discussion about lack of support from local Peugeot agents.

Meeting closed at 8.25pm.

***PCCWA WIND UP and AWARDS
Tuesday 11th December beginning at 07.00pm.***

Following on from the success of our Sausage Sizzle nights, the Annual PCCWA Wind up and Awards is to be combined into the Tuesday club meeting. Catering is to be "Bring and Share"

So far we have commitments for chicken and salad, hot curry and rice and a pavlova for sweets, plates and utensils are to be provided by the committee.

If you want to contribute, talk to our Co ordinators Sandra 9418 4429 or Shirley 9450 3724

Hi Everyone,

Wow what a great weekend Trish & I had starting with the French Car Festival on Saturday 13th October. The weather forecast leading up to the day didn't sound too promising and I hope the 13th wasn't an unlucky date for the event because it rained. We intended to bring the 404 sedan up to display (as mentioned in my October "Lion Torque" notes), however this did not happen. The 404 had not been driven for several months of the winter. The week prior to the FCF I set about servicing it & giving it a thorough polish. I decided to take it for a run on the Wednesday afternoon & as I started reversing out of the garage the rear brakes locked on. I have experienced this problem on other 404's I have owned if they had not been driven for a period of time. I removed all the brake drums & cleaned up the linings & brake drums. Residue from the brake linings mixed with moisture in the garage over the cooler months causes the linings to bind up when reversing or driving forward. After reassembling & adjusting the brakes, I attempted to reverse out again but still the same result. Although none of the wheel cylinders were leaking fluid the pistons may have been slightly seized up. I decided then that I would take a spare set of wheel cylinders & a master cylinder up to a brake specialist in Perth for overhaul & testing. I will replace the three brake hoses when I replace the units & hope the problem is solved.

On the Friday morning we packed the old 404 wagon up & left for Perth, encountering a few showers of rain on the way. In a way we were pleased that the 404 sedan wasn't going to be out in the rain over the weekend. We try to look after it better now days as it is in semi-retirement.

What a shame it was for all the work & effort put in by the organizers of the French Car Festival when down came the rain the morning of the festival. Showers were intermittent during the day & because of the weather in a large number of cars did not attend. The owners choosing not to bring them out. However about fifty vehicles were on display including two beautiful veteran's. One being a 1925 Delage SS & the other a 1903 Renault.

It was very disappointing in that the local Peugeot dealer did not attend this event. However the Renault Dealers did, displaying the range of new Renault vehicles. Richards Tyre Power, the Michelin agents also had a great display supporting the festival once again as in past years.

Other club members from Busselton Bart & Wilma Edwards displayed their 308 touring wagon. Barry & Tina Mouritz were going to display "Mollie" the 403 wagon but decided not to drive up on the Saturday morning as by then the weather had set in making for driving up to Perth unpleasant. Full credit to our club members in supporting the festival with our best display of club cars for many years. Gordon Hort's 504 pick up gained a lot of attention during the day. Comments heard during the day "why didn't Peugeot sell these in Australia". It was great to have several of the late Bob Pinkerton's cars on display this year. I would like to thank "Pinko's" daughter Justine, for her efforts bringing Bob's race car, the beautiful 504 sedan & the 508 sedan to display. I am hoping that in time Justine will join the club.



It was decided after the 2017 French Car Festival that a steering committee comprising representatives from all the French Car Clubs be formed to organize the French Car Festival for 2018. The general feeling from most club members after the last festival was that we should run the day as it was in past years (before we became part of Bonjour Perth), a more relaxed event. From feedback I have received & speaking to many others during the day, I believe that it was a very successful day. Next year should be as good or better. We know now what has to be organized without making too much work for just a few people.



Back end of Peugeot line up at FCF 2018

The steering committee post French Car Festival meeting was held early in November & our club was represented at the meeting.

Members expressed their anger and disappointment at the October club meeting when told that the local Peugeot Dealer would not be attending the French Car Festival. I for one wonder what the future holds for Peugeot in Western Australia with only one dealership servicing the state. We have many club members that have been very loyal customers to Peugeot in Western Australia for generations.

On the Sunday morning after the French Car Festival Trish & I attended the Classic Cars & Coffee morning held in the car park at the University of Western Australia in Crawley. This was the first time we have been able to attend this event. It was most enjoyable. Although the weather was most unkind being a very cold, wet & windy morning there was a very large turnout of spectacular cars on display.

Several Renault, Peugeot & Citroen's vehicles were included in the display. We were joined by Granville Nicholson, & John & Shirley Hall from our club. The event concluded about 10.30am & we headed off home. As we drove over the Narrows Bridge the rain came down & high winds buffeted the wagon. It rained almost the entire journey home to Busselton. For over 100 kms along the Forrest Hwy the rain was torrential. Not too good, the 404's single speed wipers competing with all the spray from passing vehicles. The traffic was very heavy as it always is on weekends. We arrived home safely early in the afternoon, with no water leaks from the windscreen (a well known fault to 404 owners).

I have been calling in on Barry Mouritz several times a week as I pass his house when I am on my daily bike rides. It is interesting to see the progress Barry is making on the replica 403 Cabriolet project. The turret (or roof) has now been removed & the 403 was taken to Perth on Monday 30th October to the engineering company for final strength testing of the body, now in cabriolet form. Some of our club members were present to witness the process. If all goes well then the vehicle can be registered when it is completed. "STOP PRESS" the 403 passed the stress test with flying colours !!

A lot has been happening at John Brockman`s farm recently with a tidy up of many of the spare parts that John holds for 203, 403, 404, 504 & 505. As there is a general lack of interest in the need for many of the parts a "thinning out" has taken place. If you are looking for any parts maybe you should contact John. I mentioned to John that when all the parts are sorted we should have a "pick a part" day when club members can visit as a group. Maybe this will happen in the early part of 2019.

Trish & I attended the Bonjour Perth weekend on the Saturday of October the 10th to display seven of our Vintage Peugeot bicycles in the French bicycle display. Gordon Hort displayed his 504 pick up & Barry Mouritz his 403 wagon "Mollie". Peter Jones intended displaying his beautiful 407 coupe but had to go into hospital for a small operation only days prior to the event & needed a few days at home to recover which prevented Peter attending. We wish Peter a speedy recovery.

Good news in that Granville Nicholson is well on the way to recovery after a hip replacement. Granville is enjoying attending club social events & club meetings once again.

Our next social event will be the Weekend Away in Busselton planned for the weekend of November 24/25th. I am sure those attending will enjoy the weekend. If you would like to attend you can let me know, you will be most welcome. Details about the weekend can be found on our club website or in the October newsletter or just give me a call on ph 97543016 or mobile 0431 301 784. We have 21 confirmed as attending the weekend. I am pleased in that Kevin & Pat Jones, our Wyalkatchem members will be attending the weekend.

Until Next Month
Drive Safe & Enjoy It.
Kerry Torpy

WEEKEND AWAY DETAILS **24th and 25th November.**

All to assemble at 10.30am in the car park in front of the Veteran Car Club rooms at the corner of Queen St & Marine Tce Busselton. Queen St is the main St of Busselton so head along Queen St North towards the ocean. Marine Tce is at the last roundabout at the top end of Queen St. Turn right in to Marine Tce then turn left into the Veteran Car Club rooms car park.

From there a short walk to the new beach front playground area that has just been completed & have our group photo taken with "Cpt Baudin". For the young ones amongst us you can have a ring of the brass bell on the sailing ship in the playground.

Depart the club rooms for a drive to Annie Brook Farm Caf   & Flower Emporium. This is a very interesting place. We will have a "light lunch" here. Home cooked food at very reasonable prices. We will then continue on to other places of interest including a couple of wineries. Then if you feel like it we can call into "Simmos" for an ice-cream on the way home to Busselton.

We will also be calling into Barry & Tina`s for a quick look at the progress on the 403 Cabriolet project. We are sure you will be surprized at the progress Barry has made in such a short time.

We will arrive back in Busselton well in time to have a rest before getting out for Saturday evening BBQ. (BYO meat and drinks).

MEMBER NEWS

50 YEARS OF THE 504 PEUGEOT

The 50 year anniversary of the Peugeot 504 has almost ended. During this past year I have read many interesting articles and stories from 504 owners that have been published in club magazines throughout Australia. It has been most enjoyable reading, especially the joy & lasting memories this wonderful car has given to so many owners. I thought I should also contribute a few words of memories of the three 504's we have owned.

Way back in 1972 or around that time, (it is so long ago now), I was still living in Kalgoorlie. On my way home from work I often called into the local Peugeot Dealership, a Golden Fleece Service Station run by Jim Forrest. John Wilyman was employed by Jim as the mechanic. The business was a sub-dealer appointed by Eurocars of South Perth, to sell new Renault & Peugeot's & to carry out servicing & warranty work. I owned a 1965 404 Peugeot wagon at the time & a Triumph TR4A sports car.

On one of my visits John had just completed a service on a customer's new 504 sedan. It was white with olive green trim with the head rests that reclined in to the top of the seat. Trapezoidal headlights finished it off. Very European I thought at the time. The 504 was fitted with the ZF "Automatique" transmission. The 504 was serviced regularly over the next few years & to the owners credit the 504 always looked amazing & was kept in as new condition. In 1973 I decided that I would purchase a new 504. I had called into Eurocars on one of my trips to Perth to have a look at a new 504. I saw one on the showroom that I liked, it was the last of the Trapezoidal headlights model fitted with the 2 ltr engine. Colour was Yellow Maze with dark olive green trim with the head rests that reclined into the top of the seats. The first of the four headlight model was also on display.

After returning to Kalgoorlie I decided to place an order with Jim Forrest for the older 504 that I had seen at Eurocars on the weekend before. Unfortunately for me it had been sold to a customer in Albany. I decided to wait a while until I decided on another colour. A few months passed before I visited Eurocars again where I met Salesman Lindsay Taylor. John Wilyman had purchased his new 1968 404 from Lindsay when he worked at Maison Motors the Peugeot dealers in Adelaide Terrace Perth, prior to Eurocars becoming the main dealer in 1971.

After deciding on a colour, Alpine White with the fawn colour trim & the four headlights, I placed an order with Jim. The 504 would be delivered on the 25th July 1973, to be picked up from Lindsay at Eurocars. I was a little sad to part with the Triumph TR4A it was a lovely car. It was sold to a sports car dealer in Mt Lawley for a top price at the time \$1990.00. The cost of the new 504 delivered cash price was \$4498.00.

The 504 would be my young wife's daily driver. It suited her much better than the TR4A. The 504 was a pleasure to drive on our long trips Kalgoorlie to Perth & return, a distance of 1200kms return & most visits were over the weekend. It was very comfortable & so quiet on the road. The 504 never gave us any problems at all. We moved to live in Perth in 1975 & became customers at Eurocars. Rod Slater & his staff looked after us very well. We decided to go on a working holiday to London in 1977 & decided to sell the 504 because we did not know how long we may stay there. Because the price of new 504's had increased considerably during the time we had owned it we sold it for almost the price we had purchased it for.

On our return home from London, Prices of a new 504 was out of our reach, so we purchased a nice second hand Track Yellow Renault R12 from Lindsay at Eurocars.

Some time later when we had settled back into living in Perth I saw an advertisement in the Sunday Times readers mart for a 1972 Peugeot 504 with the 1800cc engine. I decided to have a look at the 504. It was in need of some TLC with a few patches of rust showing. I liked it though as it was white in colour & it had the olive green trim with the reclining head rests & the trapezoidal lights. I paid a deposit & picked the 504 up on the Monday evening. I spent some time having the rust repaired & the paint touched up. It looked very smart when completed. I decided to rebuild the engine as I intended to keep the 504.

MEMBER NEWS

John Wilyman had moved back to live in Perth in 1974 so John & I rebuilt the engine in my garage at my home in Mount Pleasant. Kevin Reilly spare parts manager at Eurocars supplying me with all the parts needed, including a new Piston & Liner kit. I really enjoyed that 504. Of all the fourteen road registered (there are many others) Peugeot's I have owned this would be my pick. A close second would be the 1973 1800cc 404 that I purchased in 1980. The 1800 cc engine seemed to me to be the ideal engine in both the 504 & the 404. Maybe the 504 being a heavier car needed the larger 2ltr engine for better performance, however performance didn't bother me, reliability did.

When I was looking at new 504's at Eurocars prior to purchasing the new one in 1973, Lindsay Taylor took me for a test drive in a new 504Ti. It performed well, however I decided I didn't need it. The carby model would be less complicated especially when living in the country. I did like the cosmic mag wheels on the Ti & at the time I thought that they would look good on the new white 504.

Sadly things don't always work out as planned. My marriage ended in early 1980, so everything had to be sorted out & possessions sold. The 504 being one. It sold to the first person to come & look at it, one lucky punter.

Back to visit Lindsay at Eurocars as I needed another car. Soon I was driving a nice 1974 model Renault R12. I purchased a little run down house in St James East Victoria Park & set about restoring it. This would be my home for the next thirty two years, the place where many full restorations of our older Peugeots took place, but that is another story. The Renault served me well for some time until I saw an advertisement in the Sunday Times Readers Mart for a 1973 Peugeot 404 with an 1800cc engine. I purchased the 404 & gave the R12 to my sister as she had helped me greatly in garaging my Peugeot 203C (fortunate to be able to keep after the break up) in her garage until I could afford to start to restore it. The 404 was a plum of a car. The 1800cc engine suited it well.

By now I had become friends with Trish. At the time Trish owned a new Datsun Stanza, & although she liked driving my Renault R12 I was unsure what she thought of this French Blue rather dated looking 404 Peugeot when I picked her up to take her out in it for the first time. It didn't take long before she was behind the wheel & doing most of the driving on our visits to her Cousin's farm at Nannup, & many other country trips. It was the big comfortable seats that she liked in the 404.

We were married in 1984. John Wilyman had been living in the UK for some years & had returned to live in Perth. John was looking for another car. I had seen a very tidy looking 1973 504 in a car yard in Welshpool Road. Colour was Saige Grey. I purchased the 504 & John took over 'Old Blu'. Although the 504 looked good, & the body work was in exceptional condition it wasn't without niggling problems. The most frustrating one being hard starting when hot. The problem was finally traced to a radio suppressor that was mounted on the coil. Once this was removed the problem disappeared. In 1985 we intended to drive the 504 to Melbourne & put it on the ferry across to Tasmania. I thought it would be a good idea to remove the cylinder head to make sure it was okay. Lucky I did as the cylinder head was in poor condition & very corroded. I gave the 504 to my friend Colin Burns to rebuild the engine as I had little knowledge at the time on the open liner 2 ltr engine as used in this 504. I had known Colin for many years when he worked as a mechanic at Eurocars South Perth. He always serviced our new 504 for us when we took it to Eurocars. Colin rebuilt the engine, & in hindsight we should have purchased a new cylinder head as it was very costly to repair. Colin had it repaired by a brilliant aluminium welder, Colin Tillbrook in Subiaco & it never gave any trouble after the engine rebuild. The problem with corrosion in the head was due to the incorrect inhibitor or the lack of inhibitor in the cooling system. Colin advised me to use a locally made inhibitor called Flo - Kleen as he had done extensive research into the testing done on many brands of coolants or inhibitor & the corrosion effects they had on Alloy cylinder heads. We fitted a pressurised expansion tank to recover the coolant from the radiator over flow. When the engine cooled down the system sucked the coolant back into the radiator keeping it filled to the top of the radiator filler where I used a non pressurised sealed cap. I have fitted this system to all our older model Peugeot's 203, 403, 404 & the 504 using the Flo - Kleen product (since 1984). From my own experience I can highly recommend this product.

MEMBER NEWS

Trish took over driving the 504 "The Prime Mover" as she referred it to be. The 504 was to become a much loved car. Trish claimed it was by far the safest & most comfortable car she had ever driven.

The 504 became the perfect car when we decided to fit an electronic ignition system to it. 504 owners may well agree with my comment in that the ignition system needed improving. Fitting the electronic system had transformed the performance. No more missing under load. The 504 model did not have many faults. It did however suffer from an annoying front wheel balance problem & the ratchet mechanism on the rear brake caliper. I am sure many 504 owners would know of this problem. If maintained well the 504 gave wonderful reliable service.

It is an understatement when I say I was in in deep S... ! when I decided that we would purchase a very low kms 1987 505 Series 11 Turbo Diesel. I had fears that my decision to part with the 504 would be the cause of the end of our marriage. I not only copped it from Trish, but also from my Mother & to a lesser degree from Trish's Mother. All three loved the 504 having driven thousands of Miles in it over many years.

Although the 505 diesel was another lovely car I was constantly reminded by "The Minister For The Interior" that the seats in this car are not as good as the ones in the 504.

Some years ago we purchased a beautiful as new 2001 306 XSi 2Ltr manual with leather seats. I liked it very much, however I was again reminded that these seats are not as good as my 504 seats!!!

We now own a very late model Toyota Camry. It is a wonderful reliably vehicle however, I am constantly reminded by the Minister "if only this car had 504 or 404 seats".

Next year we will have owned our 1966 model 404 for 30 years. It has always been Trish's car & she used it as her daily driver in Perth for 15 years. The seats are almost as comfortable as in the 504. Our 404 wagon seats are just as comfortable & ready for our trip to North Qld in 2019. I had better think long & hard before I decide to part with any of these cars. What could be worse than at my age, having to start looking for another wife.

Kerry Torpy



PCCWA 504s (around 1980?)