



MARCH 2019

# The LION

MONTHLY MAGAZINE OF THE PEUGEOT CAR CLUB OF WESTERN AUSTRALIA (INC) [www.pccwa.org.au](http://www.pccwa.org.au)



Peugeot 504 from 1968 to 1983

Next Club Meeting	Next Club Event
Tues 12th March Club meeting	Sat 23rd March Supper by the sea
Tues 09th April Club meeting	NO EVENT
Tues 14th May Club meeting	Sun 19th May Wine / Economy run

## PRESIDENTS PRESSINGS

Pam Jones reports that Peter has progressed well in the past few days - he has returned to Osborne Park Hospital for rehabilitation services and is now able to feed himself and his speech is improving.

Pam suggests that visits are still kept brief and are very much appreciated. Our thoughts are with Peter and Pam during this difficult time.

The Classic Car Show Sunday 24th March has 6 places reserved for members of the Club so I hope we can take advantage of the opportunity to show our cars.

Safe driving

Neville Grimson  
President

MARCH social event.

### **SUPPER BY THE SEA**

Saturday 23rd March 2019

Meet at western end of the Esplanade Fremantle (Bathers Beach Cafe)

Park in Marine tce Fremantle

From 06.30pm onwards

Bring your own drinks and picnic blanket!

Ciccerehos, Kailis, Joes fish shop (fish and chips)  
(or other as available)

## THE PEUGEOT CAR CLUB OF WA (INC) MINUTES OF THE MEETING 12<sup>th</sup> MARCH 2019

Meeting opened: 8.01pm.

Members present: As per attendance book.

Apologies: As per attendance book.

Visitors: Nil

Minutes of previous meeting: Acc: Brian Eyre Sec: Peter Olsen.

Business arising: Nil

Correspondence in: 2 magazines. Invoice for room hire.

Correspondence out: Nil

Emails: Re 505 workshop manual for sale

Treasurers report: Current Balance \$5422.09 \$13.45 petty cash 40 members.  
As at today. 9 members paid in Feb

Merchandise: Nil

Editors report: Newsletter will be sent out. Brian Eyre to be editor.

Social: Supper by the sea 23/03/2019  
Meet at bathers beach Fremantle from 06.30pm.  
Weekend away probably York. Aug or Sept

General Business: Peter Jones is now in Osborne Park Hospital. Can see  
visitors morning or afternoon. Check with Pam first.

Tickets for Ascot handed out

Meeting closed at 8.25pm for coffee and cake.

*Thanks to Shirley for the cake (editor)*

## LION TORQUE

Hi Members,

Not much to report this past month. Summer is out of the way & it is raining down here in Busselton as I write my notes.

I have been busy doing small jobs on the 404 wagon such as replacing instrument panel globes, rear axle tube oil slingers, brake cables & new rear shock absorbers.

I have been held up with the engine rebuild as the engine block is at the local engine rebuilder that I use, he is setting up the liner heights for the new liners as required & fitting the new gudgeon pin bushes to the con rods.

As soon as I get the block home it will be full speed ahead to finish the engine rebuild as everything is in readiness, all parts cleaned, metal parts, sump, timing cover, sump painted.

Trish & I took a drive out to Jalbarragup near Nannup recently to visit Robert Taylor & Lyn, to inspect the work Robert is doing on his 1956 403 sedan. Robert has stripped the 403 & is in the process of painting it. We had not seen this car before, however we have known Robert for many years & he had told us that he intended restoring it when he had the time.

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The 403 sedan is in remarkable sound condition without any visible rust any where in the body shell. The interior trim, the steering wheel, dash & plastic fittings are also in excellent condition. When the 403 is completed it will be a very nice car, & well worth the effort Robert is putting into the project. I have mentioned previously that the 403 is on full road registration.

Barry & Tina Mouritz departed Busselton on Saturday 23<sup>rd</sup> Feb in ‘Mollie’ driving across to Melbourne then across to Tasmania via ferry. I have spoken to Barry several times to see how they were going as they had to contend with a heat wave all the way across the Nullarbor with temperatures into the 40's deg. Mollie coped extremely well with the heat much better than Barry & Tina did. When I spoke to Barry on Thursday 7th March they were in the town of Oatlands ,Tasmania where the temperature was 14 deg & snow falling nearby.

Barry & Tina were heading to the Huon Valley area for a car show the next weekend. Here they will be joining members of the Peugeot Car Club of Tasmania. I am sure Barry will scribe an article for us on their return home more about ‘The adventures of Mollie’ a very remarkable car.

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*“Mollie” in North America 2017*

Pam Jones has advised us that Peter has now been transferred to the Osborne Park Hospital where he is undergoing rehabilitation. It will be a long process in hoping that Peter will make a positive recovery. Pam is extremely grateful to our members in contacting her thinking of Peter, Pam & the family. Pam would like to thank Peter's friends able to visit him in hospital. Our best wishes to Peter for a speedy recovery.

The new owner of the 1969 404 advertised on Gum Tree recently, has paid us a visit & purchased a pair of new buttress panels to fit. This will not be a problem as he is a retired panel beater, spray painter. He also purchased several other parts for the 404. The 404 is a very good original condition & was owned previously by two different club members. I am hoping the new owner may like to become a club member also.

Our next social event will be held on Saturday 23rd March More details of the time & location in this Magazine. We have decided to attend this event & also the Classic Car Show at Ascot Racecourse on the Sunday the 24th March. So we will not be able to attend the club meeting for March.

Hoping that the weather for our social event will be much kinder to us than the it was for the Dave Roberts "breakfast" in January & that we see a good number able to attend.

Just spent several days out at John & Trish Brockman's farm playing about with Peugeot 404's of course. Still plenty of good spare parts available (after a recent good clean out of a lot of parts).

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If you are in need of a part for older model Peugeot's including the 505 model contact John. Ph 0408 085 453 he may be able to help out. If there is enough interest from club members we can plan a "pick a part" day later in the year when we can visit the parts shed as a group. The parts will not be there for ever & parts for the older models are becoming difficult to source.

Until Next Month  
Drive Safe & enjoy It  
Kerry Torpy

End



Working 404s omewhere in Africa (sent to Kerry Torpy)

## PEUGEOT Early history (from wikipedia)

The Peugeot family of Valentigney, Montbéliard, Franche-Comté, France, began in the manufacturing business in the 19th century. In 1842, they added production of coffee, pepper, and salt grinders.

The company's entry into the vehicle market was by means of crinoline dresses, which used steel rods, leading to umbrella frames, saw blades, chisels, wire wheels, and bicycles. Armand Peugeot introduced his "*Le Grand Bi*" penny-farthing in 1882, along with a range of other bicycles.

The company's logo, initially a lion walking on an arrow, symbolized the speed, strength and flexibility of the Peugeot saw blades. The car company and bike company parted ways in 1926 but Peugeot bicycles continued to be built until very recently.

Armand Peugeot became interested in the automobile early on and, after meeting with Gottlieb Daimler and others, was convinced of its viability. The first Peugeot automobile, a three-wheeled, steam-powered car designed by Léon Serpollet, was produced in 1889; only four examples were made. Steam power was heavy and bulky and required lengthy warmup times.

In 1890, after meeting Daimler and Émile Levassor, steam was abandoned in favour of a four-wheeled car with a petrol-fuelled internal combustion engine built by Panhard under Daimler licence. The car was more sophisticated than many of its contemporaries, with a three-point suspension and a sliding-gear transmission. An example was sold to the young Alberto Santos-Dumont, who exported it to Brazil.

More cars followed, 29 being built in 1892, 40 in 1894, 72 in 1895, 156 in 1898, and 300 in 1899. These early models were given "type" numbers. Peugeot became the first manufacturer to fit rubber tyres (solid, rather than pneumatic) to a petrol-powered car.

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Peugeot was also an early pioneer in motor racing, with Albert Lemaître winning the world's first motor race, the Paris–Rouen, in a 3hp Peugeot. Five Peugeots qualified for the main event, and all finished. Lemaître finished 3 min 30 sec behind the Comte de Dion whose steam-powered car was ineligible for the official competition.

Three Peugeots were entered in the Paris–Bordeaux–Paris, where they were beaten by Panhard's car (despite an average speed of 20.8km/h (12.9mph) and taking the 31,500 franc prize. This also marked the debut of Michelin pneumatic tyres in racing, also on a Peugeot; they proved insufficiently durable. Nevertheless, the vehicles were still very much horseless carriages in appearance and were steered by a tiller.

In 1896, the first Peugeot engines were built; no longer were they reliant on Daimler. Designed by Rigoulot, the first engine was an 8hp (6.0kW) horizontal twin fitted to the back of the Type 15. It also served as the basis of a nearly exact copy produced by Rochet-Schneider.

Further improvements followed: the engine moved to the front on the Type 48 and was soon under a bonnet at the front of the car, instead of hidden underneath; the steering wheel was adopted on the Type 36; and they began to look more like the modern car.

Also in 1896, Armand Peugeot broke away from Les Fils de Peugeot Frères to form his own company, Société Anonyme des Automobiles Peugeot, building a new factory at Audincourt to focus entirely on cars.

In 1899, sales hit 300; total car sales for all of France that year were 1,200.

At the 1901 Paris Salon, Peugeot debuted a tiny shaft-driven 652cc (40cu in) 5hp (3.7kW) one-cylinder vehicle, dubbed "*Bébé*" ("baby"), and shed its conservative image, becoming a style leader.

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After placing 19th in the 1902 Paris-Vienna Rally with a 50hp (37.3kW) 11,322cc (691cu in) racer, and failing to finish with two similar cars, Peugeot quit racing.

In 1898, Peugeot Motorcycles presents at the Paris Motorshow the first motorcycle equipped with a Dion-Bouton motor. Peugeot Motorcycles remains the oldest motorcycle manufacturer in the world.

Peugeot added motorcycles to its range in 1901, and they have been built under the Peugeot name ever since. By 1903, Peugeot produced half of the cars built in France, and they offered the 5hp (4kW) *Bébé*, a 6.5hp (4.8kW) four-seater, and an 8hp (6.0kW) and 12hp (8.9kW) resembling contemporary Mercedes models.



1905 PEUGEOT Bébé Type 69

The 1907 salon showed Peugeot's first six-cylinder, and marked Tony Huber joining as engine builder. By 1910, Peugeot's product line included a 1,149cc (70cu in) two-cylinder and six four-cylinders, of between two and six liters. In addition, a new factory opened the same year at Sochaux, which became the main plant in 1928.

A more famous name, Ettore Bugatti, designed the new 850cc (52cu in) four-cylinder *Bébé* of 1912.

During the First World War, Peugeot turned largely to arms production, becoming a major manufacturer of arms and military vehicles, from armoured cars and bicycles to shells.

End:

#### An open letter from Pam Jones.

As you are probably aware of by now PCCWA club member Peter Jones has suffered a few strokes recently and after a stressful time of uncertainty, he is currently in good hands at Osborne Park Hospital for rehabilitation.

The medical staff has advised me that recovery will take time and patience should be practiced.

To assist Peter in his road to recovery, I kindly ask you to write a (typed ☐) letter to Peter reminiscing how you met, shared memories - sad, happy, funny - any memory that you like to share with Peter.

If you could please send your letters to 12a Raymond Street, Mt Pleasant WA 6133, I will take them to hospital and read them (and re-read them) to Peter in one of many attempts to trigger his memory, which is currently not too good but retrievable. Your letters will be most appreciated.

Another thing I would like to ask you is that, if you plan a visit to see Peter, could you please let us know beforehand? Peter has difficulties to cope with more than two people visiting him at the same time, especially if there is no direct connection between the visitors.

It is therefore better for both him and for the visitors if we have no more than two visitors at the same time.

For that reason our friends Lianna & Barrie have offered to make a roster for visitors. Knowing that they look after that is taking a lot of extra pressure off me. It goes without saying that I love to hear from you for updates after your visit and for a chat in general.

Please don't hesitate to contact Lianna or Barrie on:  
0437 629 635 or 0417 918 359

Barrie & Lianna will explain the details of visiting hours.

Your visits to Peter in hospital are warmly appreciated but please remember that Peter has good days and bad days; memory, recognition and ability to communicate can change from day to day or even during a day. Every visit to him though can trigger a bit of memory.

If you don't feel like visiting Peter, that is fine too, however, please write a letter to him for me to read to him - I will enjoy your memories as much as Peter will.



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