

# The LION

THE OFFICIAL MAGAZINE OF THE PEUGEOT CAR CLUB OF WESTERN AUSTRALIA INC FEBRUARY 2024





## Peugeot Car Club of Western Australia Inc. Committee

President	Neville Grimson
Vice President	Jaap den Hartog
Secretary	Tom Pitt
Treasurer	Mark Hort
Editor	Peter Casserly
Merchandise	Grant Revell
Event Organiser	Kerry Torpy
Librarian	Gordon Hort
CMC delegates	Salva Trolio and Neville Grimson
Concessional Registrar	Mark Hort

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## Meetings and Events

General meetings are held on the second Tuesday of the month, except in January, at Alliance Francaise, 75 Broadway, Nedlands. The start time is 7pm. The Events Calendar is on our website.

## Find us online

We have a [Facebook Page](#) and a [Facebook Group](#), which is our interactive space. And we're on the web! You might be on it right now, but here it is just in case: <https://peugeotcarclubwa.com>

## Contributing to The LION

History articles, drive stories, news, ownership stories, travelogues, snippets found on the web, and much more are all welcomed for inclusion in The LION. Please supply your articles and photos in digital format only and send them to [editor@peugeotcarclubwa.com](mailto:editor@peugeotcarclubwa.com) Here's what works:

- Microsoft Word documents.
- Email text.
- Big pictures in original size from your camera. 1200 x 900 equals a file size of 3.24mb. It's about right.
- Big pictures off the internet. Minimum size 1200 x 900 if as jpeg file.



## Editor's Edit

Where did our promised new-style newsletter get to? The Sin Bin!

You've lately been receiving our newsletter embedded in an email consisting of three or more different visual blocks. There is generally a header with our logo, then a welcome message containing a click box that encloses the newsletter in its customary pdf format and there was a Creativ.email footer.

Well, The LION was about to switch over to being created entirely out of these blocks, or sections. Just more of them. Some would contain Kerry's Lion Torque column, others could be turned into photo galleries, surveys, events or offers on club merchandise. And I would just keep

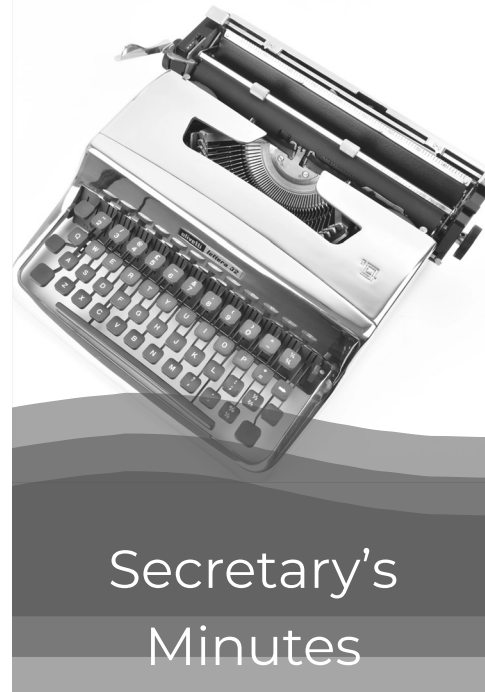
stacking them. There would be no need to embed a separate document of The LION, because you would actually be reading it.

It was just brilliant. I'd spent hours perfecting it, because I wanted to have something that good to hand over to a new Editor at this year's AGM. The feature is built into the back end of our website. It's the under bonnet area, if you like. One simply lifts the bonnet, reaches to the right to work on the website or reaches to the left to work on the newsletter. Everything talked to each other.

For December, I included a few more sections. But while the December mailout and my test February mailouts sent perfectly to me, it steadily became obvious this was not the case for others. Text blocks would shift sideways, photos would be squashed, and a raft of other problems surfaced.

My graphic designer mate at my bowls club is the editor there, and sends the club's newsletters using the similar Mailchimp program. His experience duplicated mine. He found the fix, but it's complicated.

We're therefore sticking with the trusted newsletter as we know it, but with a few little fun tweaks here and there.



Meeting opened - 7-05 PM,  
Chaired by Neville Grimson.

Members present- 18, as per attendance book.

Apologies- 3, as per attendance book.

Visitors- None.

Minutes of December meeting- Resolved by the meeting as being a correct record of the December meeting.

Business arising- There was no business arising from the minutes.

Correspondence In- 2 Magazines, one letter from Australia Post, one card from Austins Harvey.

Correspondence out- A letter of appreciation to Austins Harvey for their catering of our Christmas Function.

Emails in- None.

Emails out- None.

Treasurers Report- The opening balance was \$6,208.14, with income of \$225.11, and no debits, leaving a balance of \$6,434.25.

Current membership is 64.

Merchandise- Grant was an apology, but sent in a written report. Current merchandise orders are complete. Suppliers apologise for the delay due to some slight hiccups in available items. All correct monies have been received by the Treasurer and invoices paid. Correct items will be distributed at the February meeting. New order procedures will be discussed over the coming meetings to suit the next order in April.

Editors Report- Peter has tried a new format for the newsletter,

but wasn't happy with the result, so it will continue on in the current format for the time being.

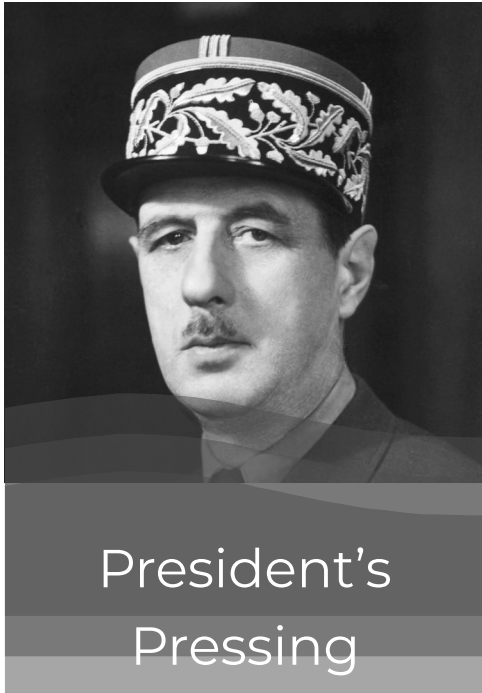
Social Report- In Kerry's report, he covered the proposed social calendar for the coming year, and it will be in the newsletter for the members to read in full. Some events may have to be altered slightly during the year, but it will closely follow the program as it is now. The first event will be the Dave Roberts Memorial, which will be held at Matilda Bay, on Sunday, 25th February, starting at 4-00 PM. BBQ's are available there.

General Business- The special order of 404 windscreens have arrived from Brisbane for those that ordered them through Kerry.

Mark gave a very interesting presentation on how to avoid internet fraud at the end of the meeting.

The meeting closed at 8-35 PM.

There was supper available at the end of the meeting.



Our first Club meeting for the year was attended by 18 members. A special welcome to Colin Redmond who was visiting from Adelaide.

The latest order of merchandise was distributed to those present. Thank you, Grant. Seven new members badges were also collected from the engraver and will be posted to recipients.

Kerry Torpy presented a draft social calendar for the year which was endorsed by the meeting. Well done, Kerry.

The first event of the year is the Dave Roberts Memorial gathering planned for Sunday 25th February at Matilda Bay for an evening bbq/picnic meal.

The evening concluded with an excellent presentation by Treasurer Mark Hort on the tactics and steps to mitigate risks of internet scammers. Thank you, Mark.

Magazine Editor Peter Casserly arranged a viewing of the new 408 hybrid sedan with local dealership Perth City Peugeot. Eight club members attended and 4 had the opportunity for a test drive. This was my first time behind the wheel of an electric vehicle, and if it was not for other traffic, it initially felt like I was in an animated not real scenario. I enjoyed it. Thanks to our host Frank who looked after us very well. Note Peter behind the steering wheel in the photo - he couldn't get into the car quick enough.

Hope to see you for a picnic/barbecue at Matilda Bay on the 25th.



*Jaap, Leanne, Editor Peter, President Neville, Registrar Mark, founding President Bruce all got to see the new 408 PHEV in a special preview night at Perth City Peugeot. What did we think? [You can head across to our website's blog page to find out.](#) All the photos are there, too.*



Peugeot News



## Stellantis' new STLA Large Platform

Last year's Peugeot Inception concept ran a prototype version of this new large Battery Electric Vehicle platform. A year down the track, it appears it's not for Peugeot. Stellantis Media writes the story:

AMSTERDAM, January 19, 2024. Stellantis today unveiled STLA Large, its all-new, highly flexible, BEV-native platform that is the foundation for a wide range of upcoming vehicles for global markets in the D and E segments. The platform enables several segment-leading capabilities including embedded energy, charging efficiency, high-performance vehicle dynamics and Trail Rated off-road driving. Full-size vehicles based on STLA Large are the core of customer demand in prime global markets and

will be used first in the North American market on Dodge and Jeep® brands, followed by other brands including Alfa Romeo, Chrysler and Maserati. There will be eight vehicles launched from 2024-2026.

The STLA Large platform is engineered with unparalleled technology flexibility that enables greater levels of vehicle diversity and top-rank quality and customer satisfaction from a base set of componentry, along with robust and cost-efficient manufacturing processes

that can be duplicated in multiple assembly plants. Upcoming products will cover a full spectrum of vehicle types, from cars to crossovers to SUVs, all of which will give customers the electric propulsion benefits of instant torque response combined with zero emissions. Brand-specific product announcements will begin this year.

"Our goals for our STLA platforms are ambitious but this is what our customers need from us today," Stellantis CEO Carlos Tavares said. "Creating a family of vehicles from a

well-engineered set of components that is flexible enough to cover multiple vehicle types and propulsions, overperforming any of our current products, will address each of our iconic brands' customers. The flexibility and agility of this platform is its hallmark and will be a driving force for our success in the shift to electrification in North America."

STLA Large is one of four global BEV platforms, outlined on EV Day 2021, that underpin the Company's future products and are key to achieving the bold targets of the Stellantis Dare Forward 2030 strategic plan. It is the second platform to be revealed following the release of best-in-class STLA Medium in July 2023. STLA Large will be installed in several plants in Europe and North America and available in multi-energy variants, including hybrid and internal combustion. The iconic brands of Stellantis will tailor STLA Large vehicles to best fit the needs and desires of their customers, ranging from family oriented to high performance to highly capable off-road 4x4 to luxury.

The platform's inherent flexibility enables engineers and designers to adjust the wheelbase, overall length,

overall width and height, and ground clearance. A variety of suspension modules and powertrain cradles can be employed to suit vehicle specific performance objectives that include ride, handling and comfort. Engineers can adjust key dimensions, such as the front spindle to the driver foot, the front and rear overhang, or the passenger compartment floor, to fine-tune vehicle capabilities and performance.

Employing advanced high-strength materials, the platform is optimized for weight and rigidity to enable best-in-class performance across the spectrum of vehicle types. Components within the platform are packaged to maximize usable interior space and storage. Key comfort and performance components, such as the cabin heating/cooling system, steering, braking assist and propulsion are designed to minimize energy consumption to enhance driving range.

The flexibility includes the unibody platform's propulsion systems. STLA Large is designed and engineered as a native BEV platform with the option of 400-volt and 800-volt electric architectures. Three-in-one electric drive modules (EDMs) that incorpo-

rate the motor, power inverter and gear reduction can be configured in front-wheel-drive, rear-wheel-drive and all-wheel-drive layouts. The power inverter employs silicon carbide semiconductor technology to minimize power losses. Propulsion system performance can be upgraded during the vehicle's lifespan via over-the-air software updates.

Based on specific vehicle objectives, STLA Large accepts drivetrain enhancements such as limited slip differentials or wheel end disconnects that can improve performance or reduce mechanical drag to improve efficiency and range. Overall, the STLA Large platform has the potential to carry extreme power that will outperform any of the existing Hellcat V-8s.

Embracing the importance of balancing driving range and cost, the platform initially includes battery pack options with energy ratings between 85 and 118 kilowatt hours (kWh). STLA Large targets an overall range of 800 km/500 miles for sedans and is engineered to easily accept future energy storage technologies when they reach production readiness.

The initial generation of propulsion components holds the potential to deliver acceleration of 0-100 km/h (62 mph) in the 2-second range. Fast charging will add up to 4.5 kWh per minute to the 800-volt battery pack.

STLA Large also supports hybrid and internal combustion propulsion systems without compromising key vehicle capabilities. The flexibility provides a bridge for customers around the world during the transition to electric propulsion and the development of a robust and widely available charging network. Design flexibility includes transverse and longitudinal engine mounting configurations, supporting FWD/RWD/AWD drivetrains.

Key STLA Large metrics:

- Overall length range: 187.6-201.8 inches (4,764-5,126 mm)
- Overall width range: 74.7-79.9 inches (1,897-2,030 mm)
- Wheelbase range: 113.0-121.1 inches (2,870-3,075 mm)
- Ground clearance range: 5.5-11.3 inches (140-288 mm)
- Maximum tire diameter: 32.6 inches (858 mm)

The four Stellantis global BEV platforms – Small, Medium, Large and Frame – are designed and engineered for extended lifecycles via the interchangeability of battery cell chemistry, EDMs, power inverters and software control. The STLA Large platform supports Stellantis' next-generation electrical and software-defined vehicle technologies – STLA Brain, STLA SmartCockpit and STLA AutoDrive.

Stellantis is investing more than €50 billion over the next decade in electrification to deliver on the targets of reaching a 100% passenger car BEV sales mix in Europe and 50% passenger car and light-duty truck BEV sales mix in the United States by 2030. To achieve these sales targets, the Company is securing approximately 400 GWh of battery capacity, including support from six battery manufacturing plants in North America and Europe. Stellantis plans to have 48 BEVs on the market by 2024 and is on track to become a carbon net zero corporation by 2038, all scopes included, with single-digit percentage compensation of remaining emissions.

## More new electric Peugeots for Australia

Two new all-electric Peugeots are heading our way. These will be the e-308 in hatchback-only form and the mid-size van, the e-Expert. The regular Expert is doing good business in Australia to those who don't want to wait for a brand-new Toyota Hi-Ace van. With the facelifted model's new interior, it looks like a smart and comfy place to spend your working day.

The e-308 will have a range of 414 kilometres and the e-Expert will have a range of 350 kilometres. These are due later this year, so neither has a price yet.

In other news, the new 3008 has won Bild Magazine's Connected Car Award 2024, for its brilliant interior design and connectivity. Lovely, but they're really hanging on the results of the World Car Of The Year. That won't be known until the Geneva Motor Show in March.

Peugeot sales are up 6% worldwide in 2023. Yippee! Crack open the Bollinger. But Australia struggles. If a little of the same energy and planning applied to the worldwide result was applied here, we might see the brand lift itself out of the doldrums.

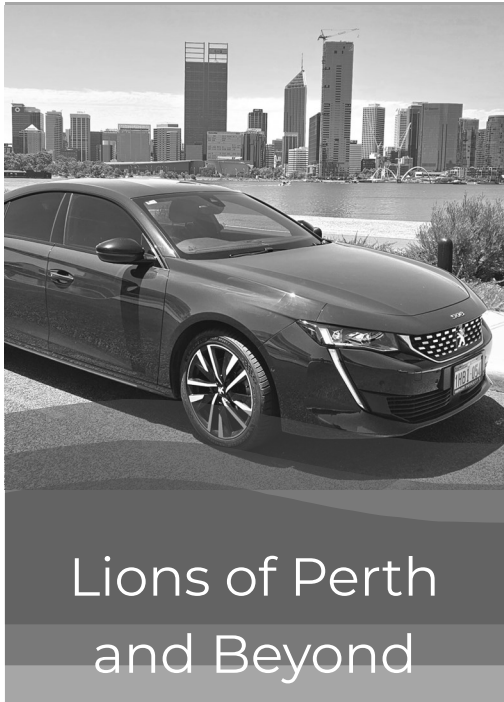




## New 408 touches down in Australia

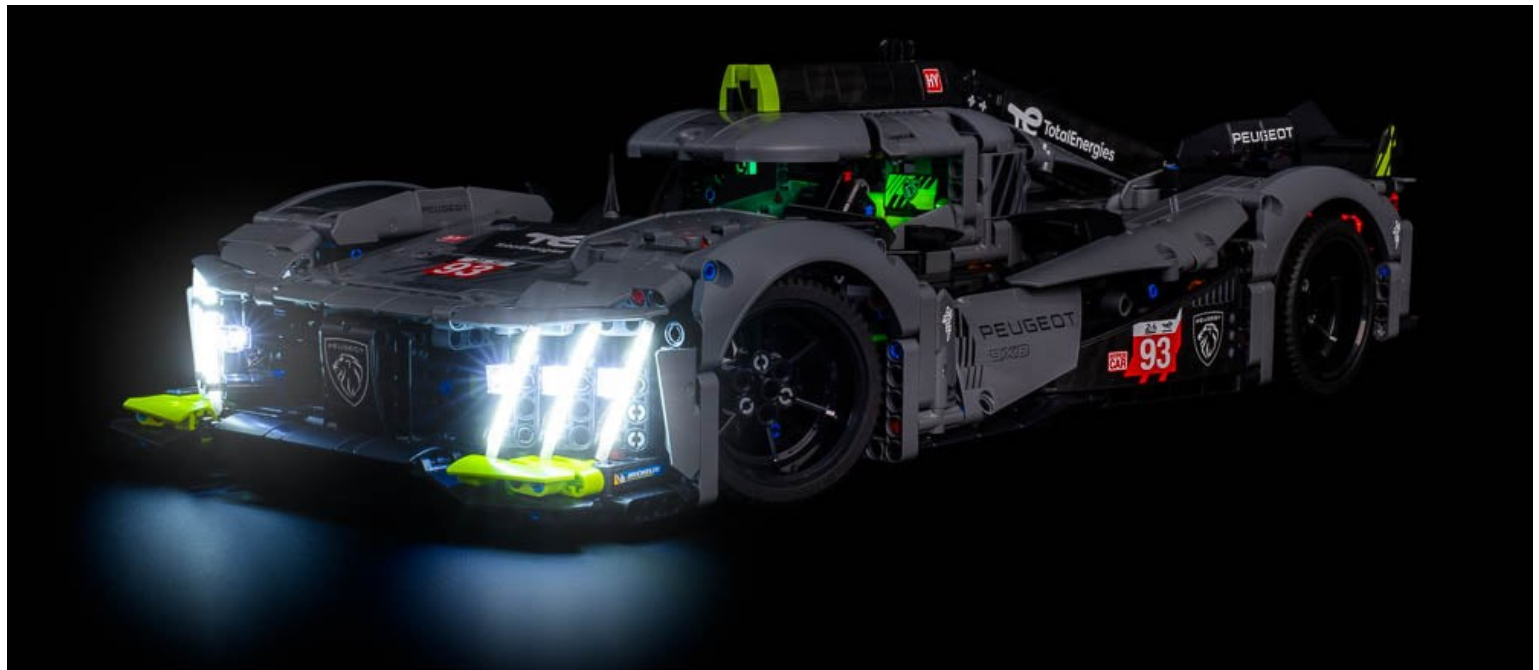
We've already detailed it on the club's website. [Click here to read the blog](#)





Do you fancy your car in the header image above? Just photograph your Peugeot some place that is identifiably Perth or Western Australia, and the job will be done. Oh, and please send the original image without digital compression.

Editor Peter was made very happy on two counts in December. The first was on Christmas Eve when the 508 arrived back from the panel beater. After a 5 month wait, the panel beater was up-beat, declaring the Pug did not break the record for a wait on parts. The record was 6 months for the same front fender



for a Mazda 6. Yay!

Luckily, the car was driveable during the 5 month wait. There was a big dent atop the front wheel arch on the driver's side. It was parked street-side at the bowling club on a Friday night. The culprit is not known, neither the cause. The lack of markings within the dent suggest it might have been a drunken angry knee, but it's also classic reversed-into damage. So, who knows?



The LEGO Technics Peugeot 9X8 was the Christmas joy. It is a 1,775 piece build that will take many late night sittings and will measure half a metre long once complete. With working headlights!

There's a 404 gadding about Busselton's café strip with sporty Four On The Floor. Owners Kerry and Trish are sporty too!

Facebook fan Toby Parish proudly shared some photos of his beautiful and rare 607. It was coincidental, given we'd wrapped up our 5 part series on Peugeot's big cruisers.

He's a FIFO guy, but he's keen to join the club and come on a drive with us.

New member Graeme Morton has just shipped his new 1995 205 GTI to Perth from Sydney. It looks fantastic,



just as many of us can remember them.

There's been a bit of a 203 resurgence this month.

A well-regarded example has just exchanged ownership down south. We'll see more of that one anon.

Then, two cars that featured prominently in the club's formative years came to light. One-time member Keith O'Brien had a burundy 203 with the private plates PUG203. It's still getting about and that restoration's holding up 4 times longer than the shelf life of a new car.

Wayne Grech is a name we should've known. He's been following us for a while on our Facebook group. Eventually, he popped his head up with an old photo of him standing next to his 203 and asked, "Hey, anyone remember me?" Gosh darn! Wayne, we sure do. He was 21 in that photo. His devotion to his 203 saw him awarded the club's inaugural Pride Of Lion award. Now, he's retired, enjoying life near Augusta and cruising about in a 308 convertible. He says he'll catch us in a meeting when the stars align on a Perth visit.



Here is a rendering with a touch of elegance. However, it is neither a project, nor a random sketch, but rather a kind of demonstrator or, more accurately, a preview.

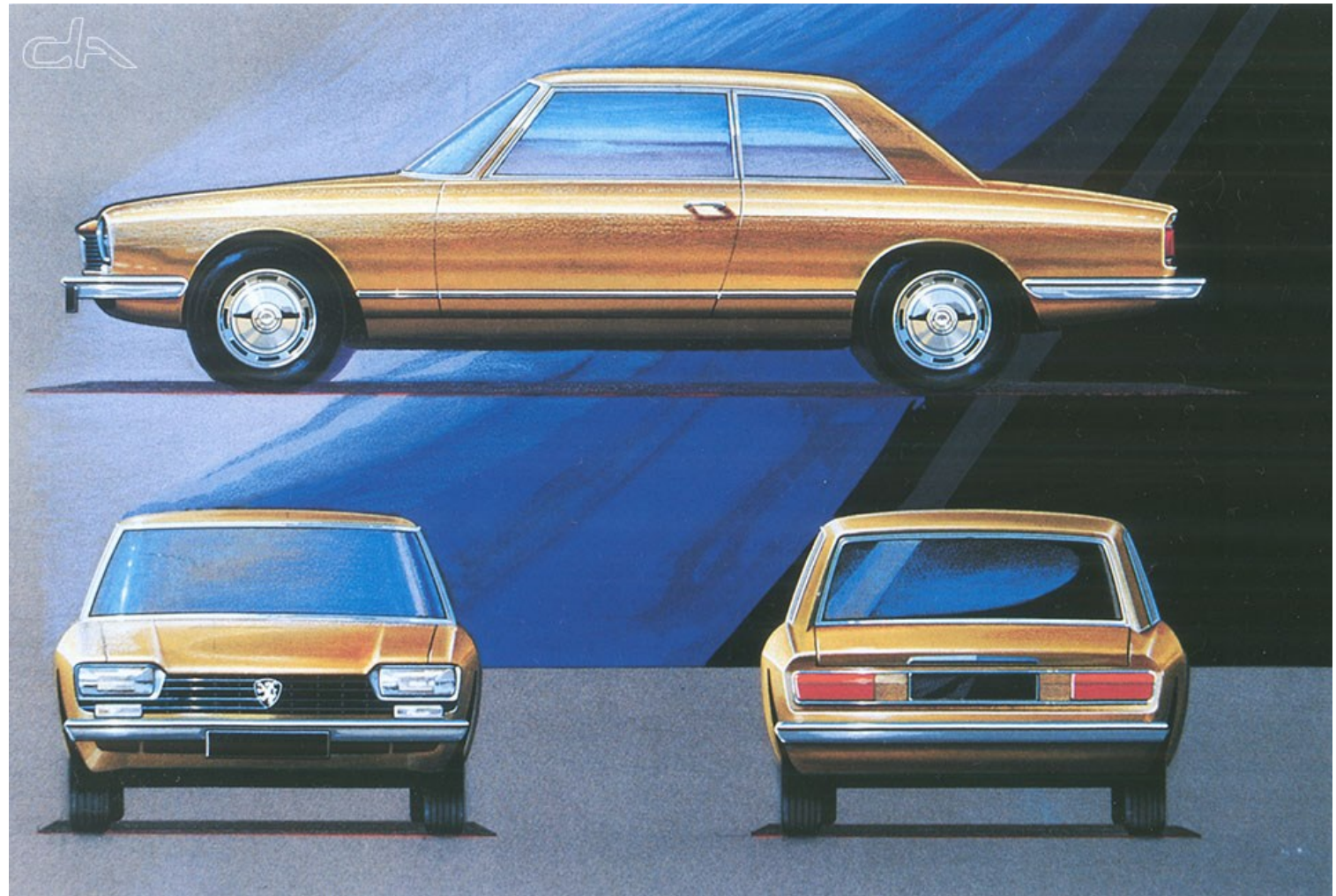
Shortly after Paul Bracq left Mercedes-Benz in 1966, he applied for a position with Brissonneau-et-Lotz located in Creil (Greater Paris). His friend Jean Bernardet, a noted automobile journalist, discreetly informed him that the French coachbuilder wanted to gain a bit of momentum. Thanks to the important contract signed with Opel to build and produce the GT, Yves Brissonneau now aimed to set up his own styling studio.

During his fascinating career, Bracq has always tried to restore the reputation of the French style. Also through this rendering, he submitted a vision and an ambition to Yves Brissonneau: to go head-to-head with Italian coachbuilders and why not dethrone Pininfarina at Peugeot? It was a stroke of genius, as Paul Bracq joined Jacques Cooper at B&L in 1967.

Ironically this sketch done in 1966, and in particular the rear part, is reminiscent of the Rolls-Royce Camargue. Paolo Martin started its design at Pininfarina three years later...

## 404 Coupe by Paul Bracq

Words and translation by Car Design Archives



## 1938 Peugeot 495cc Model 515 Motorcycle by Vintage Wonders

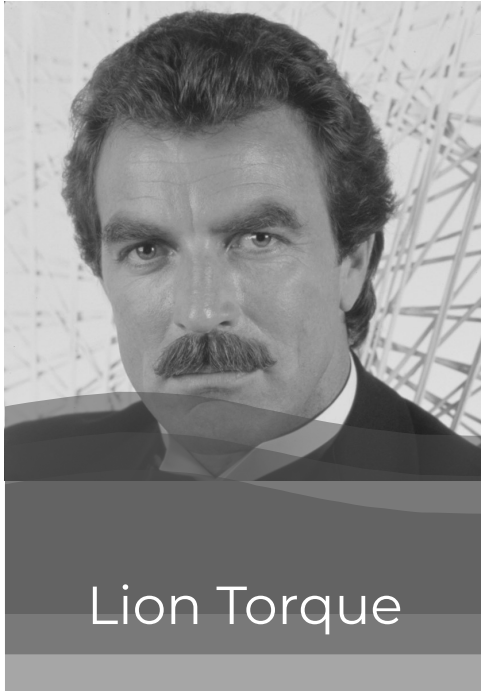
Peugeot displayed its first motor bicycle at the 1898 Paris Exhibition. It featured a De Dion-Bouton motor mounted perpendicularly on the rear wheel but it was never put into series manufacture.

That same year, De Dion-Bouton manufactured a motorised tricycle for Peugeot that was equipped with a 239.5cc engine. In 1900, the tricycles were replaced by Quadricycles that were produced until 1903. Peugeot's first real motorcycle was produced in 1901. It was essentially a bicycle frame equipped with a 1.5hp, 198cc Swiss ZL motor mounted under the front frame tube in front of the pedal crank. Final drive to the rear wheel was by belt.

Between 1901 and 1939, Peugeot presented a total of 61 motorcycle models ranging from 100cc to 745cc. The first Isle of Man TT in 1907 was one by a Norton powered by a Peugeot V-twin. Peugeot also built the first double overhead-camshaft, desmodromic, four-valve, parallel twin in 1914. In 1933, the company showed two single-cylinder, 495cc, four-stroke motorcycles typed 515 and 517. In 1934, a lightweight 515 broke nine world records including setting a new world 24-hour record and a new 3,000km record at Montlhéry at average speeds of 118.7kph (73.8mph) and 118.1kph (73.4mph), respectively.

The 515 features a unit construction motor with helical drive to the longitudinal camshaft and magneto. The oil pump is gear-driven while the dynamo, primary transmission and kick-starter are chain-driven. It has a hand-change gearbox, a rigid rear frame and leading-link girder front forks. The silencers are of a stylish Art Deco design made of cast aluminium.





Hi everyone, welcome to the club's new year of meetings and social events.

Over the Christmas and New year period I have been informed by our club Treasurer Mark Hort of several new members. We welcome our new members and hope to catch up with you all in the near future at a club meeting or at one of our social events throughout the coming year.

Welcome to Gary Paul (205 GTI), Graeme Norton (205 GTI), Aubrey Lourensz (504 sedan) and Claire

Norton (RCZ coupe).

I have been working on the club Social Events Calendar for 2024 over the past few weeks. A copy was handed out to members attending the February club meeting held on Tuesday 13th February. I hope you will be able to attend some of the social events planned.

With the club membership at an almost record high, I hope we see larger numbers of members able to join in social events. Organising events is time consuming but worthwhile if they are well attended.

Some events will be held on a Saturday and others a Sunday. At our December club meeting we discussed the preferred days members would like to attend social events. Either Saturday or Sunday. The result was almost 50/50.

I have left some of the dates open to be advised.

Our first social event for 2024 is the Dave Roberts Memorial to be held on Sunday 25th February. This year it will be held at our old meeting place the BBQ PICINC area at Matilda Bay Crawley from 4.30 pm. We have decided to have an evening event in-

stead of the usual morning time. This is because of the February Summer heat and availability of parking close by. Finding suitable venues close to the Swan River is difficult this time of the year. Having an evening event may be less congestion with access to parking less difficult, however there is parking available across the road in the UWA car park. This will be a BYO everything event. BBQs available. I am sure you will find us easily.

Our March Social event will be held in conjunction with the March club meeting on Tuesday 12th March. It will be a social night. Bring along nibbles. Supper will also be available. We are hoping to have a display of club photographs via the overhead projector and that should be interesting. We would like to have a good roll up of members and hopefully we get to welcome some new members along also.

During the year we intend inviting more guest speakers along to club meetings and have other interesting presentations. Our new meeting venue is brilliant, resulting in larger numbers attending. If you have not checked out the venue, try to get along soon.

For April, our club will be organising the All French Car Drive Day event. The date is Sunday 7th April. Keep this date free. This year we will assemble in Parliament Place West Perth from 9.00 am. We depart at 10.00 am for a scenic drive around the Swan River then along the coast up to the Hillarys Marina. Being a shorter distance, we hope to include some of the older French cars on the day. More about this event closer to the date.

May. Sunday 12th May is the planned date for our Fuel Economy Run. This year the Economy Run will be held in the hills beyond Perth. Approximately 100 kms event.

June, we are visiting the Aviation Heritage Museum in Bull Creek. This will be on Saturday 15th. We will meet in the carpark at Deep Water Point Mount Pleasant for morning tea at 10.00 am and from there we will depart in convoy to Bull Creek. We have been given a group discount entry fee into the museum. Normal cost is Adults \$15.00 each. Group cost is concession card holders \$5.00 ea. Others \$8.00 ea. Very reasonable. Closer to the date we will need to confirm numbers

attending.

The French Car Festival will be held on Sunday 6th October at Stirk Park in Kalamunda. The venue has been booked already. We are organising the festival with help from the other French Car Clubs and the SIVA Club. Keep this date in mind. At the French Car Festival held in November 2023 the number of Peugeots displayed was disappointing. We look forward to having a good display of our club cars this year.

The annual club Week End Away will be held in October also. The dates, Frid, Sat, Sun, October 18 - 20. We will be discussing a suitable area to visit again; however I have already had feedback from some members that we hold this event in the Busselton area.

These are just a few of the social events for the coming year. The social calendar will be printed in the March Lion magazine, when the dates have been discussed with the members and confirmed.

Not to be confused, the French Car Drive date is confirmed Sunday 7th April. See you there!!!!

Until next month

Drive safe and enjoy it

Kerry Torpy

Social organiser



## Shed Sleuth

It has been a bit quiet over the past few months. Too hot in the shed also. The Sleuth can report that the 1952 model 203 sedan that has been resting in one of John Brockman`s farm shed for many years has gone to a new home. That is great news as it is a very good rust free 203. It has been sold to a French Car enthusiast in Perth. I am sure the news is on the grape vine already. The new owner is well known to us and has carried out several excellent restorations on French classics in recent years. Speaking with the new owner re-

cently he told me he would like to possibly have the 203 finished in time for the French Car Festival in October. That would be great.

Progress on another 1951 model 203 sedan in Busselton is progressing slowly. This car should be finished towards the end of 2024.

Seen on the Perth Car Spotters Face book recently photos of a lovely restored 1951 203 sedan. This 203 was restored by a former club member back in the early days of our club. I have been hoping to contact the owner for some time as the 203 has been seen on the road around Perth. It would be great to have this car back in our club.

Jalbarragup club member Rob Taylor has been attending to many time-consuming jobs (fitting quarter vent weather seals, door weather seals, assembling doors) on the 403 that Rob is restoring. The light is at the end of the tunnel for Rob. Trish and I will be paying Rob and Lyn a visit soon to see the progress and get a few photo-

graphs to include in The Lion.

Barry Mouritz has been busy rebuilding the engine on the 403 pickup following the problems encountered on the South Coast drive in December. Number 2 conrod bearing failed, resulting in an engine rebuild. Barry has been rebuilding the front suspension bushings and having the transverse spring reset at a spring works in Perth in readiness for the planned African Adventure.

Bob Burchell has purchased a 405 MI16 from Adelaide. Bob had the misfortune to overheat the engine in his beautiful MI 16, when the heater hose at the rear of the engine fractured. With the help of the 'Peugeot Family' contacts in the other Peugeot Car Clubs in Australia one of our club members Colin Redmond, a resident of Adelaide, knew of a complete MI16 for sale. Bob contacted the owner. Colin inspected the MI 16. A deal was done, and the car shipped to Fremantle via ship. Much less expensive than road freight. Bob was pleased with the company he dealt with.

Very helpful to say the least. The M116 has arrived. Bob is in two minds now what to do, it is in too good a condition to remove the engine. May be this is a story for The Lion from Bob. The M116 was still road registered. Gordon Hort accompanied Bob to pick it up when it arrived and drove it home for Bob on a very warm day. It ran faultlessly.

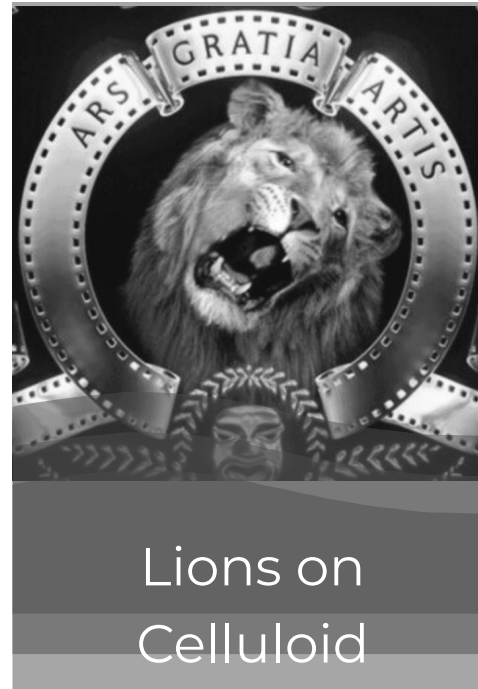
Bob is still progressing slowly on the restoration of his 1967 404 sedan with the help of the 404 guru Gordon Hort.

This year I would like to finish off our 1966 404 restoration meaning fit the 2.0 ltr engine that was intended to go in along with the 504 wagon floor mounted long gear shift. Having been driving the 404 for several months now I really enjoy the floor change set up. Trish has given it the thumbs up also and finds it much easier to operate than the complicated mechanical clutch column change pattern that was original fitment. I must agree with my old friend John Wilyman`s comment that the 404 would have been the perfect car had it

been fitted with a floor change set-up.

Time has come for us to think about parting with our 1969 model 404 wagon the Mini-bago. Time is running out for us two and with the three 404s. We do not get to use them as much as in the past. We are in no hurry to advertise it however if anyone is interested give us a call about it. The wagon is in excellent condition. We have full documentation of all the work that we have carried out on the wagon over the past five years. It is ready to be driven anywhere and is rust free. It is hard to find a 404 wagon in this condition today. You can contact us on 08 9754 3016.

Our club was well represented recently at the Busselton Branch of the Veteran and Classic Car Club Australia Day weekend Rally held in Busselton. Our members (some entered in the rally) displayed five Peugeots: Tom's and Tona's 504, Alex and Suzanne Stevenson's 504GLD , Barry and Tina Mouritzs' 403 wagon and our 404s.



The film 'Ferrari' is in Australian cinemas now. It has an audience score of 74% on Rotten Tomatoes, so there's a good chance you'll like it too. The [cinematic trailer](#) shows lots of fast action and racing close-ups.

I never knew he got about his day to day in a 403. It features heavily in the film.

