

ROAR

Magazine of the Peugeot Association of Canberra



July 2011

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ON THE COVER

A 4007 in the village of Igé, Burgundy, France.
(Photo: Sue Langford).

RoAR is the official journal of the
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(PAC)

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The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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Greetings all,

A small group of club members celebrated Bastille Day a few days early with lunch at Le Très Bon restaurant in Bungendore on Sunday 10 July. Rob Turner had intended to come down from Bowral, but with fierce winds forecast, he chose not to risk it. Rob will doubtless be envious to know that the food was excellent and being truffle season, there was a separate truffle menu from which some of us chose special treats. Maybe next year, Rob?

The real Bastille Day (14 July) was actually celebrated at Melrose Automobiles, with drinks and nibbles to launch the 508 in Canberra. A white sedan and a black touring wagon were on display to tempt potential buyers such as yours truly.

Indeed, having also test-driven the sedan,

I am very impressed with the look and feel of the car, to the point that I will almost certainly buy one.

Some things that I like about the 508 sedan:

1. The interior finish is very stylish and the leather seats are fantastically comfortable. In fact you can only have leather seats, and only in black as far as I can tell.

2. It's almost effortless to drive, very quiet and handles well for a big car. The steering is particularly precise.

3. The car "looks good" from every angle—very understated body styling with no humps or bumps like some of the smaller Pugs in recent years.

4. The 508 has better ground clearance at the front than the 407 – I am forever nudging the kerb when I park my 407 front-in.

5 Great fuel economy for a big car – its bigger, but lighter and quicker than the 407, and gets a claimed 5.7 litres/100km (combined cycle) compared with the 6.3 litres/100km I am achieving in my 407.

Some minor quibbles:

1. Despite a plethora of electronic gadgetry,



including front and rear parking sensors, rain-sensing wipers, auto-sensing rear view mirror etc, there are no tyre-pressure sensors. My 407 has tyre-pressure sensors, and although the computer doesn't tell me which tyre(s) is (are) low on pressure, I have found it to be a helpful reminder.

2. Head room in the back seat of the sedan is about the same as the 407 and for tall blokes like me, it's not quite enough. However, the touring wagon has much better headroom. Needless to say, I will be in the drivers' seat if I buy a 508.

3. Not really a quibble, but I could probably do without the paddles (for changing gears) on the steering wheel. Call me old fashioned, but if I'm going to drive the 6 speed auto in manual mode, I'd prefer to use the gear stick. Then again, I might get used to paddles.....

I'm writing this column in Switzerland and two weeks ago I was in Indonesia. Talk about contrasting countries and cars! Fuel is about \$2/litre and Peugeots are very common in one, whereas fuel is about 45 cents/litre (see picture) and Pugs were not sighted in the other. Guess which is which?

Sadly, my Swiss trip means that I will miss this month's club meeting, which will be held at the Irish Club in Weston, at 8pm Tuesday 26 July, with dinner from 7pm. However, that's no excuse for others not to attend – please do, and I will catch up with everyone at the August club meeting, perhaps with a new car!

Keep on Pugging,

Brad Pillans

P.S. In last months magazine I advertised my 407 for sale @ \$16,900. My apology, but that should have read \$15,900.

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CLASSIFIEDS

FOR SALE

407 HDi Sedan

407 HDi sedan 2005. Well cared for presidential limo (see photo on right). End of lease sale. Great touring car that has been a pleasure to own. Nice colour – White Gold. 100,000 km, 4 speed auto, long rego, two new Pirelli P7's on rear, new battery, new front brake pads Maintained by Allan Mackay Autos and Bill McNamee. Very economical for a bigish car – 6.2 litres/100 km over the last 3,000 km of mixed town and country driving. Will include professional detailing and 100k service in the price. Asking \$15,900. Brad Pillans 0427 662112 brad.pillans@anu.edu.au

407 SV HDi Twin Turbo Diesel Auto Sedan

407 SV HDi Twin Turbo Diesel Auto Sedan, Nov 2006. 86,000 km – end of lease sale. \$26,985 very neg. Replacement vehicle has been bought so must sell. This vehicle was first registered on the 15th May 2007, is one owner has never been in an accident and has excellent tyres. At the time of purchase it had a Protech Duco and Paint Protection (Gold Paint) system applied which comes with a lifetime transferable warranty - which means no more waxing or polishing! Protech's leather treatment system was also applied to keep the leather interior in pristine condition. The vehicle has always been garaged in Canberra and driven by a lady owner, but no not to Church on Sundays...please call Wendy on 02 6231 5485, Wanniasa ACT.



CLASSIFIEDS

FOR SALE

406 ST 2 litre

406 ST 2 litre, 1996. White, manual. VGC, 235,000 kms. Tim Langford, \$3,500 ono. 0400 344 394. Email: Tim.Langford@npg.gov.au

403B 1961

403B 1961, green Ampol 2006 re-run car, nothing to spend, ready to go anywhere, on historic registration - not transferrable, \$4,700ono, Neville Summerill, Bombala, 6458 7208

203 ute

203 ute, blue, timber sides, 19,000 miles completely 203, \$15,000, on historic registration - not transferrable, Neville Summerill, Bombala, 6458 7208

203 sedan

203 sedan, 1950, blue, brown leather interior, 403 motor, unreg, \$10,000, Neville Summerill, Bombala, 6458 7208

504 GL

504 GL, 1979, green, 4 speed, good condition, on historic registration - not transferrable, \$5,500ono
Neville Summerill, Bombala, 6458 7208

505 GTi Executive

505 GTi Executive, 1984, auto, black, leather seats, good well cared for car, \$1,500 unreg, Neville Summerill, Bombala, 6458 7208

505 SR Wagon

505 SR wagon, 1984, auto, faded red, paint, bur straight, very clean interior, \$1,200 unreg, Neville Summerill, Bombala, 6458 7208

Citroen Dispatch

Citroen Dispatch, 2008. 40,000 km only, turbo diesel, nearly immaculate, fully serviced, 12 months rego, cruise, air etc. Valued at \$25,000 with 100,000km, asking \$24,000ono only. Rob Howell rob@jeircreekwines.com.au

Parts

202 Peugeot Bearings. Big End Bearings 2 sets (Conversion 0.8 mm), 202 Peugeot Bearings. Main Bearings 1 set (0.8 mm), \$500 ono for the lot. J. Molvig, Near Cessnock NSW, 02 4998 6152

CLASSIFIEDS

403 Ute

There is an old Pug 403 Ute on a Farm at Belmont Forest – (Between Gundaroo and Gunning) that is up for grabs.

The owner of the property is selling and this ute – which has been sitting amongst a clump of trees on his property since he bought it 10-20 years ago is available for someone who would like it.

Obviously a trailer/flatbed would be needed to move it. The owner will drag it out from the clump of trees if someone wants it.

I took some photos of it – see attached.

If you or some Pug person is interested give me a call and I will pass on the relevant details.

Neil

0411 155 731



CLUB EVENTS 2011

July 26

Club Meeting. **Canberra Irish Club**, 6 Parkinson Street, Weston.
As usual, dinner will be from 7pm with the meeting starting at 8pm.

September 24-25

Oh 3 weekend, Southern Highlands.

October 29

Marulan Track Day, MDTC

Calendar



Canberra Irish Club

Membership is \$7 per year or \$15 for 3 years. Membership Application Form can be downloaded from Website (see below). They are able to print M'ship cards on the spot.

One quotes one's M'ship No when ordering drinkies and you get a discount – don't know what it is but it's a discount off the normal prices.

Link: <http://www.irishclub.com.au/Member-Info.aspx>

Address is: 6 Parkinson Street, Weston ACT 2611. Only a short distance from Cooleman Court Shopping Centre.



Oh3 Weekend 2011 September 23rd-25th



203 & 403 Enthusiasts

You are invited to take part in this weekend based in Bundanoon. Enjoy a Southern Highlands Spectacle through beautiful back roads you and your vehicle will love.

\$360 for 2 people including 2 nights (Friday and Saturday) accommodation at Bundanoon Hotel, with 2 hot breakfasts and 2 three course dinners. All 21 rooms booked. Shared bathroom less expensive. No booking fee.

*Contact Sue or Debbie and mention Peugeot Car Club NSW
Phone. 4883 6005 Email. info@bundanoonhotel.com.au*

*Enquiries Jim Kearns
Phone. 9874 2100 (Mon-Sun) Mobile. 0400 494 561 Email. jkearns@bigpond.net.au*

MARULAN TRACK DAY IN OCTOBER

Yes, it's that time of the year again, our Third annual training and track day at the Marulan Driver Training Centre on Saturday 29 October 2011.

The third annual training and track day at the Marulan Driver Training Centre will be on Saturday 29 October 2011. Cost will be \$110 per driver. The event will start at 8:15 am to check or finish documentation, complete registration and hire \$20 helmets if required.

But if you do not intend to drive on the track, come anyway and make a social day of it. Come and watch the action, bring a picnic lunch or dine at the cafe. Bring the family with you for a spectacular day out.

At registration, drivers can nominate or be guided to the grouping that best suits their experience and comfort level. We try to arrange an average of six or seven cars per group and will make changes if drivers find they are in the wrong group.

The usual groups are:-

1. Beginner – no experience on track
2. Junior – under 17 but without a full road license
3. Intermediate 1 – little experience on track
4. Intermediate 2 – some track experience and training
5. Female – restricted to women if sufficient entries
6. Advanced – club competition level and above

At 8:45 am a short briefing is given about track conditions, driving standards and any questions can be asked.

Next, there will be a familiarisation walk around the 1.1km track to point out recommended driving lines and gear selections for the corners. Starting with group 1 straight after the track walk, groups begin their runs which last about 12 minutes (10 laps) and keep cycling continuously through each successive group during the day. The day finishes at about 4pm.

The same car can be driven by another driver when entered in a different group. The cost is \$110 per driver. For a \$50 charge, MDTC will register non-drivers to passenger with instructors or experienced track drivers.

There will be two MDTC track driving instructors to give in car training. The three participating clubs will each have at least one experienced track driver available for guidance where requested.

MARULAN TRACK DAY IN OCTOBER

MDTC is user friendly having a trackside café with indoor and outdoor areas, good toilet facilities and accessible, up close spectating positions. We aim to limit track capacity for the day to 42 drivers.

Initial allocations are Peugeot club 16, HSRCA 16 and Renault club 10. To ensure a reservation, send your \$30 deposit per driver together with your contact details to Helen Loran at Peugeot Car Club of NSW, PO Box 404, Gladesville, NSW, 1675. The entry deposits are needed so that the Peugeot club can pay for the MDTC track reservation charge.

Clothing required is neck to wrist to ankle and enclosed shoes, but if you have track gear, wear it.

Any of the club allocations not filled by 1 August will be offered on a 'first in best dressed' basis. Final payments for reserved club allocations of \$80 will be due by 1 October 2011.

All club members, and by association their extended families, are invited. Women and particularly young people with at least provisional road licences are encouraged and welcome to attend.

Although MDTC excludes open wheeler racers, all other cars are suitable, provided they meet your club representative's safety check on the day and do not exceed 85dBA noise level which is measured and monitored at the track.

MDTC is owned and run by Garry and Natalie Wilmington and is about 175 km from Sydney and 120 km from Canberra. For an 8:15 am start on the Saturday, it is convenient to stay near the track.

Accommodation is available on the Friday and/or Saturday night ten minutes away from MDTC at the new Ali's Motel just off the highway at Marulan. The motel is six months old, has 21 rooms (with a range of room types) and a licensed restaurant tavern. The website is www.alismotel.com.au

Mick, the owner, is prepared to make a package deal if our track day group takes five or more rooms and a better package for more than ten rooms. Open parking for about seven cars with attached trailers can be arranged. The package rates are being negotiated. The nearest option for Sydney-siders, the Bundanoon Hotel, is booked out that weekend. The alternative, Goulburn, is 25km south of Marulan.

If you want further details about the track day or accommodation, contact Peter Lubrano, mob 0405 991 336, fax 9974 2123 or your club liaison representative:

MARULAN TRACK DAY IN OCTOBER

Peugeot Helen Louran 9718 0321 (or) 0413594792 helenandneale1@optusnet.com.au

HSRCA Ed Holly 9522 6845 edholly@optusnet.com.au

Renault Andrew Collier 0414 287 779 andrew.collier@panavision.asia

MDTC will accept Wakefield or CAMS licences at level 2S (cost is \$103) or above or will issue MDTC licences on the day at a cost of \$30 for 12 months that are valid for use only at Wakefield Park.

As previously mentioned we want to make it a Family Day so parent supervised juniors from 15yrs are welcome & pay \$20.00 for a day license, as well as the \$110.00.

As previously mentioned, \$30.00 deposits are being taken, & there are four methods of payment.

(1) Cash @ General Meetings, I will bring my “Pink” Receipt Book with me to the meetings,

(2) Cheque made out to & send to
Peugeot Car Club of N.S.W.
PO Box 404
Gladesville
N.S.W. 1675

N.B. Most Important : Please put your name on the back of the cheque
& stating “ Marulan Track Day Deposit etc.: “

(3) Pay thru yourBank,
OR

(4) Internet Transfer

Now for (3) & (4) Methods of payment, the clubs bank account details are :

MARULAN TRACK DAY IN OCTOBER

Name : Peugeot Car Club of N.S.W.
Bank : NAB (Manly Branch)
BSB : 082 352
A/C # : 035838284

For both of these payment methods, please leave a reference, with your name, & again stating
“Marulan Track Day “ Deposit . If you don’t leave your name, neither I or the Club will have the foggiest idea it was
you who paid !!!

Also, may I please ask that all of you send an Email saying that you just paid deposit etc. via whatever means, &,
it’s a FUN idea to state the car that you’ll be driving, as I send / email the list, to all of you, once it’s all finalised,
so that you all can see what other (vroom vrooms) are going .
As I did this for you all last year, listed in their... “ Club Groups!!! “ (Remember???)

So email to : sporting@peugeotclub.asn.au

Just a reminder about Requirements...

Helmet : That complies with the Australian Standard, if you don’t have one no drama, can be hired for the day
@ \$20.00 plus a \$50.00 Depost which Boomerangs back to you, upon return of helmet.

Attire : Non flammable clothes, & closed shoes (e.g) Cotton long sleeved tops, & jeans, (Racesuits) “Purrrrrfect”
& lace up shoes, (Joggers) are fine, but need to be flat soled for driving comfort & safety!!!

Petrol : Make sure you have some, (it helps) as there’s NO Petrol Station there !!!.
Oooh & check your... Tyre Pressure !!!

Peugeot aims for 70% growth by 2014

19 July 2011
Byron Mathioudakis

Beginning this month, Peugeot Automobiles Australia is preparing an all-out assault on fleet as well as private buyers with at least 10 new models in the pipeline by the end of 2013.

Bolstered by a fixed-price servicing plan aimed at dispelling the notion of European cars being expensive to own, the French company is targeting a 70 per cent sales lift between 2010 and 2013, taking Peugeot beyond 10,000 annual sales for the first time in Australia.

Last year the total was just over 5600 sales for a 0.5 per cent market share, while the forecasts for 2011 and 2012 are 6,500 (0.6 per cent) and 8,500 (0.8 per cent) respectively.

Kicking off the volume drive this month is the just-released replacement for the slow-selling 407, the mid-size 508 sedan and wagon range, which places an emphasis on elegant design, improved quality, better packaging, low emissions and dynamic performance.

The 508 also introduces Peugeot's 'Assured Service' campaign, which in this

case brings a fixed annual service price of \$330 over a three-year/60,000km period (the warranty remains at 100,000km over the same timeframe). Designed to help lure novated lease (user-chooser) buyers away from models like the Ford Mondeo, Honda Accord Euro and

Holden Commodore, Peugeot says it represents a saving of about \$1000 and covers the cost of labour, parts and consumables.

Speaking at the 508 launch in Melbourne last week, Peugeot Automobiles Australia general manager Ken Thomas said



the 508 provided the company with a better opportunity to chase fleet sales more aggressively. Private buyers currently account for 70 per cent of Peugeot's total Australian sales.

"Fleet sales represent a sizeable percentage of the medium and large car segment, and salary sacrificing has become quite popular over the last five years or so," he said.

"There are businesses out there that specialise in helping user-choosers to buy cars more effectively, so we recognise that it is another form of car buying.

"A couple of fleet managers have told us that this is a growing market and as a consequence it is not your traditional fleet buyer but a type of retail buyer in another form.

"But their criteria isn't just about the car; it's also about the whole-of-life costs. It is now a critical part of the buying equation... and when you are talking about cars in the over-\$35,000 bracket, you are starting to talk to a very different type of customer.

"We were always aware that service is a big question mark – not just with our brand but other European marques as well. I think there is always a perception (of high costs)... so we came up with a plan that removes that doubt. There was a perception there could be a big cost come service time - we have now removed that.

"It will be one of Peugeot's unique selling propositions moving forward."

From August the facelifted 308 hatch and Touring wagon range arrives, and it too is offered with fixed-price servicing.

Known as the Series II and brandishing a smoother and more contemporary nose to connect the 308 with the 508, Peugeot's long-time best-seller spreads its wings with a new entry-

level version known as the Access in 1.4-litre hatch and 1.6-litre wagon variants to better compete with the high-flying Volkswagen Golf and Mazda3. Low-emissions motoring Peugeot-style will arrive in the form of the 308 (and 508) eHDi models with 'Stop-and-Start' idle cut-off technology in October, along with the



308 CC Series II coupe-convertible.

December will bring a petrol-powered entry-level version of the 508, using a THP 115kW 1.6-litre turbo-petrol engine co-developed with BMW. Still staying with the green theme, Peugeot will also furrow fresh ground with the long-awaited diesel-electric Hybrid4 eco versions of the 508 and 3008 crossover.

Designed to appeal to a completely different set of customers, the 3008 Hybrid4 crossover wagon will arrive in the second quarter of 2012, followed by the high-riding 508 RXH Hybrid4 wagon, which was pre-viewed last week ahead of its world debut at the Frankfurt motor show in September, in the third quarter of next year.

Due on sale by mid-2012, however, is Peugeot's first sub-\$30,000 compact SUV, which should give the historic French brand a healthy sales jump.

Based on the existing Mitsubishi ASX and dubbed the 4008, the Japanese-built front- and four-wheel drive five-seater wagon will bring unique interior and exterior styling and, possibly, both petrol and diesel engines.

The hive of activity for 2012 doesn't end there, thanks to a further pair of important newcomers that should make waves in the Australian market.

Peugeot hopes that Australia will see the mid-sized 408 sedan imported from Malaysia before the year is out. A bootied and stretched version of the existing 308

hatch, it will slot between the small hatch and the new 508 sedan, which has grown so much over its 407 predecessor that it will be classed as a large car by official industry sales statistician VFACTS.

Before the 408 sedan arrives in late 2012, however, the ageing 207 light-car will make way for its 208 replacement here in the third quarter of next year.

Expect a concept version of Peugeot's all-new supermini hatch, which some Peugeot insiders claim will recapture the stylistic elegance of the famous 205, to appear at Frankfurt in September, before the real thing bursts onto the scene at the Geneva show next March.

Better still, Mr Thomas said a GTI hot-hatch variant is almost guaranteed to be part of next year's 208 launch range.

"The company has realised it is missing the heritage of GTI," he admitted. "There are plenty of other companies out there that are doing very well with GTI-based products in Europe – VW is a good example with Polo and Golf GTI and so is Renault. "I think there is a lot of sentiment that goes back to the years of 205 GTI that would be promoting the idea of Peugeot producing another GTI.

"I suggest some sensitive announcements might be made at Frankfurt... and if not certainly by Geneva next year. But I don't know what the car would be exactly. I do know there is a body style that accommodates the GTI, but I have no idea what is under the bonnet. "It could be the 147kW 1.6-litre turbo we run in the RCZ and 308, but I have no idea if that is engineer-able

for the 208. Maybe they're developing a new engine – Peugeot are doing a lot of work with BMW in petrol turbo engines, so you might find a 1.4-litre turbo engine producing enormous kilowatts."

Finally, the replacement for Peugeot's smallest model, Europe's 107 city-hatch, is in the pipeline for 2013. There is no guarantee the sub-B-segment supermini will be released here, but the Australian Peugeot distributor has long been keen on the 107's successor and has confirmed it will seek to homologate the all-new 108 for the Australian Design Rules next year.

Like the 107, the sub-208 108 will once again share its foundations with Citroen's C1 and Toyota's Aygo, and if sold here would give the French car-maker a stronger presence in Australia's burgeoning baby-car class.

What's coming from Peugeot:

508 HDI sedan and Touring - July 2011
 308 II hatch and Touring - August 2011
 308CC II - October 2011
 508 eHDI - October 2011
 508 THP - December 2011
 4008 compact SUV - Q2 2012
 3008 Hybrid4 - Q2 2012
 508 Hybrid4 RXH - Q3 2012
 208 hatch including GTI - Q3 2012
 108 sub-light car – 2013.

Source: GoAuto

Peugeot 508 1.6 THP 156

David Wilkins
16 July 2011

Price: £20,050
Top speed: 126mph 0-62mph: 8.6 seconds
Consumption: 44.1mpg
CO2 emissions: 149g/km
Best for: Returning former Peugeot fans

With the arguable exception of Mercedes, Peugeot has the oldest and simplest system of model designations in the motor industry.

This is how it has worked for more than 80 years. The first of three digits gives a rough indication of the size of a car – a one or a two at the beginning means a small car, five or six means a big one – while the final digit indicates model generation changes; the 305 was the direct replacement for the 304, for example.

The middle digit is always a zero, or at least it was until a system of double zeroes was introduced for people carriers, such as the 3008, and 4x4s.

Not all of the number combinations get used. There was no 501, 502 or 503, for example, but Peugeot more than made up for that with the wonderful 504, introduced in 1968 and produced in the millions

in saloon, estate, pick-up, coupé and convertible forms. Its unusual trapezoidal headlamps gave it a distinctive face that influenced the Peugeot look for the next 30 years. The 505 enjoyed similar popularity.

But Peugeot never made a 506 or a 507 to follow up on that success. Now the company has put that right with the introduction of the new 508 – the five tells us it's a big car, while the eight tells us it's a member of Peugeot's latest generation of models. But things have changed since Peugeot's Famous Fives ruled the roads,

so despite its size, the 508 is offered mainly with small engines.

Don't worry, though, they're up to the job; the 1.6-litre THP petrol engine, for example, turns out 156 horsepower, which is only a little less than the most powerful 505, fitted with a 2.9-litre V6, had in the Nineties.

The 508's space, comfort and dynamic qualities live up to the high standard set by its illustrious predecessors, and it's a handsome machine as well.

Little touches suggest that Peugeot has



reconnected with some of the things that made it great in the past. Some, such as the tail-lights recalling those of the 504 Coupé, are superficial, while others are more fundamental; the fastest 2.2-litre diesel version has a different front suspension system to other 508s, an echo of the four different rear suspension layouts used in various versions of the 504, when Peugeot's near-legendary reputation for ride and handling was at its height.

Five, zero and eight may add up to unlucky 13 – but, for Peugeot, I think they spell success.

The Independent (London)

Handsome machine:
The 508's space, comfort and dynamic qualities live up to the high standard set by its illustrious predecessors



Peugeot 508 RXH diesel-electric hybrid revealed

Peugeot has unveiled the new 508 RXH, an all-wheel drive hybrid model featuring the automaker's HYbrid4 drive technology.

Similar conceptually to the Audi A4 Allroad Quattro, the 508 RXH is an off-road variant of the 508 SW wagon, raised and widened in order to perform its dirt-track duties. Also distinguishing the RXH are the 3 vertical LED strips on each side of the grill which reference a "lion's claws".

The all-wheel drive unit features a 2.0 liter HDi diesel engine coupled with an

electric motor mounted on the rear axle for a total output of 200 PS (147 kW) and 450 Nm of torque (332 lb-ft). The technology was first introduced in the 3008 Hybrid4 and will be used in the future by other models in the Peugeot range.

The automaker, which likes to position its cars as stylish and efficient yet cheaper alternatives to the likes of brands like VW, is the first to offer this kind of hybrid technology in the marketplace.

The 508 RXH is good for a very environmentally friendly fuel-economy rating of 4.2 l/100 km (70.6 mpg) and a CO₂ quotient of 109 g/km. The car can also be driven in 'Zero Emissions' electric mode over a limited distance.

The car will make its public debut at the

Frankfurt motor show in September and goes on sale next spring (2012).

Source: Peugeot



Sub-\$23K 308 takes it to Golf

Byron Mathioudakis

19 July 2011

Peugeot's volume-selling 308 small car arrives in Australia next month with a prettier nose, upgraded interior, more standard equipment, fixed-price servicing and a broader spread of models under a new naming regime designed to take on the wildly successful Volkswagen Golf and Mazda3.

But the big news is the upgraded French small car's lower base price of \$22,990 for the new entry-level Access variant.

Giving Peugeot a consistent global naming policy that translates in French as well as English, 'Access' replaces XR or XS as the base specification; 'Active' steps in for the mid-range XSE and 'Allure' bumps out the XTE flagship in the outgoing

308 model range.

Unlike the XS 1.6 it usurps, the Access 1.4 is powered by a Euro 5 emissions-compliant 1.4-litre naturally aspirated four-cylinder petrol engine co-developed with BMW. Driving the front wheels via a five-speed manual gearbox, it produces 72kW of power and about 140Nm of torque.

As we've reported, the 308 Series II line-up is distinguished by a neater front-end with a 'floating' grille, redesigned headlights and boomerang-shaped LED daytime running lights combining to present a sportier, more masculine look.



Inside, there are higher-quality soft-touch materials and a new dashboard that is now available with leather trim, while all 308 Series II models gain increased standard equipment levels including dual-zone climate-control with active charcoal filter, an upgraded audio system with Bluetooth and USB connectivity and the availability of satellite-navigation.

All 308s continue to come with six airbags, electronic stability control, ABS brakes, remote central locking, power windows and foglights, but Peugeot's top-seller now also comes with the brand's new fixed-price (\$330-per-annum) Assured Service plan,

which is designed to give the 308 a bigger foothold in the growing user-chooser fleet segment.

The 308 Access was always an option for Peugeot Automobiles Australia, said director Ken Thomas, but the time was not right for its arrival until now, thanks to arch-rival Volkswagen.

"The 1.4-litre base car was always available," Mr Thomas said. "But there was an era where the idea of such a

small-capacity engine in a small car for Australia was seen as risky...

"But things have changed since smaller engines now have higher outputs and lower emissions while still servicing the need for economy.

"The car that has recently proved that point is the new Golf 1.2-litre turbo... so it was natural for us to re-evaluate the 1.4-litre for Australia."

Adjusted for price, the specification boost puts the Peugeot in a strong position against the \$21,990 Golf 77TSI with its 77kW/175Nm 1.2-litre direct-injection turbo-petrol engine.

However, the 1.4-litre French car does not currently offer an automatic alternative to the popular Golf 77TSI DSG dual-clutch auto – for that buyers must stump up another \$4000 (\$500 more than the old XS) for the Access 1.6, which produces 88kW/160Nm and costs \$26,990. Apart from a 115kW/240Nm turbo-petrol engine, the 308 Active 1.6 THP (\$29,490) adds niceties like LED lighting, an auto-dimming rear-view mirror and power-folding door mirrors to the old XSE's specification, but is \$200 cheaper.

Meantime, the Allure 1.6 THP six-speed auto brings half-leather seats and aluminium-

faceted pedals and side sills to the old XTE's armoury – although it will also cost \$500 extra at \$34,490. The same applies to the \$37,990 2.0-litre HDi diesel six-speed auto equivalent.

The seven-seat 308 Touring wagon reappears in new Active 1.6 THP guise at an unchanged price of \$34,490, and losing the third row of seats and glass sunroof sees the 80kW/240Nm 1.6 e-HDi turbo-diesel (with EGC automated manual gearbox and fuel-saving idle-stop and regenerative braking technologies) now cost \$1000 less. Finally, the Series II 308 CC due in October now jumps a whopping \$3500 but adds leather upholstery, the Airwave hot-air 'scarf', memory seats and mirrors, and Blue-

tooth/USB.

Two new 16 and 17-inch alloy wheel designs and 10 exterior paint colours – two of which are new - complete the 308 Series II makeover.

Sales of the existing 308 have fallen off a cliff this year, with hatch/wagon and CC variants registering 43.3 and 55 per cent year-on-year tumbles respectively.

In contrast the sub-\$40,000 small car segment is down just 4.5 per cent, while the Golf is up by 11 per cent.

Source: GoAuto



PSA mulls Indian plant sites

PSA Peugeot-Citroen appears to be finalising plans to set up manufacturing base in India.

A high-level delegation met the chief minister of Tamil Nadu (a coastal state in Southern part of India), Ms J Jayalalithaa, in Chennai, to present a proposal to set up an integrated automobile plant in Sriperumbudur, 45km west of the capital Chennai regarded as a key automobile hub in India.

The delegation was headed by Gregoire Olivier, head of Asian operations.

Nonetheless, PSA has issued a “clarification about Peugeot’s project in India”.

“The decision related to the location of a future plant in India is not taken at this stage,” the automaker insisted.

“Gregoire Olivier, member of the managing board and executive senior vice president for Asia, met this week with high-ranking authorities of Tamil Nadu and Gujarat to discuss the matter. [Siting the] plant in Andhra Pradesh [state] also remains an option.”

It should be noted that this is the second time the French automaker has tried to enter the Indian market. Earlier, it had an operation in Kalyan near Mumbai. In March the Hindustan Times reported the automaker had a partnership with the Premier family

resulting in a joint venture called Peugeot PAL India, from which it pulled out in 2001.

The new project – if it goes ahead - would likely provide direct employment to 5,000 people and indirect work for 15,000 people.

The Peugeot delegation also met the chief minister of the western state of Gujarat on Thursday. The state also offered attractive investment options. Tata Motors relocated its plant to Sanand in 2008, after it had to close down its 95% complete Nano plant in Singur, West Bengal after local farmers began violent protests over land seizures.

The Peugeot officials also visited special investment regions like Sanand and Dholera in Gujarat. Nothing concrete has emerged from the discussions as Peugeot seeks comparable concessions to that won by Tata Motors.

A final decision on plant location will lead to a number of French auto component makers setting up base around the proposed plant.

PSA’s Indian plan envisages investment

of around US\$889m in a wholly owned subsidiary which would manufacture 300,000 cars annually to supply both Indian and export markets.

Though the land has yet to be allocated, it would likely be around 400 acres. The key southern automobile hub would be set to grow to 1.5m units of annual capacity as the region is already home to Renault, Hyundai and Ford.

Peugeot’s potential return is part of the automaker’s strategy to go global, to look beyond Europe for growth. India emerged as part of Peugeot’s global vision, though it lagged behind China, Russia and Brazil. The French automaker is targeting 50% market share outside Europe compared to the current 39%.



Peugeot reviews van strategy with Fiat

Peugeot and Fiat will end in 2017 a joint venture arrangement that produces the mid-size Fiat Scudo, Peugeot Expert and Citroën Jumpy vans in France “due to diverging product strategies”.

However, the two European giants – which also share a compact van – have extended to 2019 their agreement to produce a common large commercial vehicle in Italy, meaning the next-generation Fiat Ducato, Peugeot Boxer and Citroën Jumper vans

will again be mechanically identical.

PSA and Fiat revealed jointly on May 12 the decision to renew the large van joint-venture at the SevelSud plant in Val Di Sangro while ending the mid-size van deal in six years.

“Following detailed analysis, it has been jointly agreed by PSA Peugeot Citroën and Fiat Group Automobiles that their SevelNord joint-venture, based in Valenciennes, France, will not be renewed at its expiry in 2017 due to changes in each partner’s future product strategies,” said Fiat.

“The product strategies of Fiat and PSA Peugeot Citroën in the segment served by the Peugeot Expert, Citroën Jumpy and Fiat Scudo being divergent, their joint-venture at SevelNord

will not be renewed,” said PSA.

At the same time, PSA announced a major three-year €355 million (\$A474m) capital expenditure program to produce a turbo-charged three-cylinder petrol engine and new dual clutch transmission.

PSA said it would invest €220 million between now and 2014 in its Valenciennes automatic transmission plant to build a new seven speed twin-clutch automated manual gearbox that will offer “outstanding performance in fuel efficiency and driving experience”.

Europe’s second-largest car-maker said it would create 400 new jobs by installing capacity to produce 400,000 DCT transmissions annually.



In a move that also aims to “enhance the group’s expertise in the strategic area of the automatic transmissions”, the number of engineers at PSA’s auto transmission R&D centre in the northern France plant will grow from about 50 to 110 by 2013.

Meanwhile, a separate €135 million spend will produce a new triple-cylinder turbo-petrol engine from 2013 at PSA’s Française de Mécanique plant at Douvrin, in the Nord Pas de Calais region.

Douvrin will have the capacity to produce 320,000 units annually while the naturally aspirated version will go into production next year at PSA’s Metz-Trémery plant, which will produce up to 640,000

engines per annum.

PSA said the engine and transmission programs underline its commitment to be a leading manufacturer in France. However, it is yet to reveal plans for replacements for either the Expert or Jumpy models, or the Valenciennes factory that currently produces them.

“These investment programs at Douvrin and Valenciennes, as well as the expansion of the automatic gearbox centre of expertise, demonstrate the growing importance of the group’s powertrains production operations in the Nord Pas de Calais region,” said Dennis Martin, a member of the PSA board and head of industrial operations.

“This region is asserting its role as a

source of excellence in addressing the challenges faced by the automotive industry. “Regarding the end of our partnership with Fiat at the SevelNord plant, the 2017 deadline is far away enough for us to work on preparing the evolution of the plant’s operations. Up to this date, this work will be conducted by the group in close liaison with the public authorities and Nord Pas de Calais region.”

from GoAuto news



A rare Canberra van

The 403 Van was made in 1957 and was originally brought into Australia by the French Embassy before 1960.

When a vehicle was imported into Australia by an embassy the requirement was that it be re-exported or destroyed and could not be sold on.



When Lew and Carolyn and family bought the Total service station in Queanbeyan in the late '60s they also acquired the wrecking yard "across" the road and guess what they found down the back in among all the 203's and 403's?

At the time one of the businesses the family ran was the first bulk wine shop in Canberra's industrial area (Fyshwick) so the

van was fixed up and was put into service running back and forward between Canberra and Griffith NSW carrying and towing, in the biggest 'box' trailer legally allowed, barrels and boxes of wine, more often than not loaded with so much that you could not see in out or around it and literally dragging its bum along the road.

When it was not carrying wine it was used to transport football teams, take loads of kids up into the Brindabellas to go abseiling and other duties of burden often inflicted on a van.

The van was retired from wine carting when it got a little bit tired and it was replaced with a 403 wagon fitted with a 404

bore engine and the van was then used by Lew as his going to work vehicle.

In 1983/84 Lew decided to give the van a freshen-up. He replaced the rusty bits, just like a 203 van it rusted at the back lower corners, rebuilt the engine, gearbox and diff (from a 403 wagon to improve the gearing and take a bit of load of the engine), replaced the wiring loom, took out the back seat, had the body all panel



beaten and painted and new windows made and fitted to the doors and front screen.

Carolyn then got stuck into the interior and fitted a head lining using the bows and finger bits for "grabbing" onto the head lining above the doors and along the sides from a wagon and cutting and stitching a complete headlining using an old one from a 403 wagon as a pattern, remoulded the upper and lower dash panel, door cards and relined the seats in the front.

Lew cut out a 5 ply timber floor for the cargo area in the back and Carolyn then fabricated the side panels and finished it all off with body deadening and carpet all the way through to the front. When the van and Carolyn's 203 were finished they were featured in one of the (paint) trade magazines.





When Carolyn and I got married in 1998 my mate, Dougie, who paints show cars for a living decided, as a special present to celebrate our wedding, to paint the van and Carolyn's 203. Once more the van was taken back to bare metal, all the bog removed and it was lead-wiped and painted in the blue you now see it in.

When Carolyn and I moved to Queensland eight years ago this Easter Carolyn decided to give the van to her two boys, Bob and John, as it had been their father's pride and joy and would ultimately end up as theirs anyway.

Bob noticed one day that it was not going all that well and discovered it had lifted the top of one of the pistons so he (and John) decided to rebuild the engine

and detail the van again.

The engine was rebuilt using as many new parts as could be found; it has a new exhaust, new brakes, a new windscreen and the condition it is now in is due in no small part to all their work and effort and is a tribute to them both.

Flash

Photos on these pages show Bertha's original restoration by Lew and Carolyn, the newer photos were of the most recent restoration by Bob and John and were taken in 2011. The blue is the same blue as Harriet, Carolyn's 203.



French Car Drives 2011

Provisional calendar for 2011

August 28 Lerida Estate Winery/ Cafe

October 23 Harden/ Murrumburrah, lunch at Light Horse and Military Museum

December 4 Lakeside BBQ

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>

Events

Graham's 207 GTi gripe

Graham Taylor

A few months ago the turbo on my 207 GTi blew and began to leak oil.

Look as I might I could not find any source for the leak and did not notice that the turbo had blown, just that the car ran like a bus.

At the next due service for which I use Alec Mildren at Artarmon, they picked up the problem after a full day working on the car.

David, the Peugeot service manager there, told me it would be about \$6000 to fix it. I of course hit the roof, as this is a bit much for a 4 year old car.

He suggested we try Peugeot Australia to get a new turbo free of charge and they in turn referred the matter to Paris.

HQ questioned Mildren's diagnosis and wanted full details and real time connection to the car's computer.

After a week or so, Peugeot France agreed to provide parts free and Mildren to share labour costs.

The end result is a great little car again at a cost to me of only \$1,500.

I think Peugeot values its long term customers more than I suspect any other company does and Mildren's are the best dealer service I have used in over 40 years of Pug driving.

Bravo Peugeot and Alec Mildren.



The line circled above can leak and prevent oil feed to the turbo. It's often modified with a heat shield after events like this.

How to fit disc brakes to a 403

Richard Marken

One of the good things about early Peugeots is the interchangeability of parts. This is a big help when you are updating components.

I have been running my 403B for 18 years now with 4 wheel disc brakes and a BA7 5 speed gearbox. The engine is also slightly warmed up, producing 97 BHP at the rear wheels. This makes for a car that drives as well as most modern vehicles with a whole lot more style.

I originally fitted up front discs on the 403 more than 25 years ago. I had then intended to fit a set of 404 front hubs, rotors and calipers. I acquired a pair of late 404 hubs with rotors which were worn out and, as I was having trouble sourcing new rotors and a pair of 404 calipers, I elected to fit 504 calipers and rotors.

This is a fairly easy conversion; the 404 hubs are a straight swap for the 403 hubs, same bearings and bolt patterns for the wheels. I also fitted 404 sedan wheels at this time; they're half an inch wider and allowed a better selection of tyres.

I used 504 front rotors and re-machined the back of the 404 hubs to accept 504 rotors and attachment bolts (4 instead of 3). The mounting position of the caliper



is a tricky bit of work, as you do not want it to foul any of the suspension or steering bits as you turn and also as the suspension works, this dictates a trailing caliper.

The caliper mounting bracket is actually quite simple. As a template you can use a caliper mount from an early 504, these are a bolt on unit. From this you can determine the thickness and attachment bolt positions to fit the caliper in the correct position on the disc rotor. Once again you will find that the attachment bolts for the early 504 caliper bracket and the 403 brake backing plate are the same size so you know that the bolts you use on the new bracket are up to the job.

The steel to be used for the caliper mounts has to be of higher grade than mild steel, a 1045

or a bisalloy 80 is ideal as it is easily machined and cut and will not stretch or crack under severe loads.

To finish off the front disc brake conversion I made up braided stainless steel brake hoses to suit and removed the check valve from the brake master cylinder. If you fail to do this the calipers won't release properly from the discs, not a good thing.

I also fitted a remote brake booster, a 'PBR' VH44 unit, these were easily obtainable 25 years ago, I have replaced one since.

While the actual braking power was not a lot better than the drum brakes, the improvement in repetitive stopping as on mountain ranges and being able to stop in a straight line i.e no pulling to one side, and not having to overhaul the brakes after every wet season made these conversions worthwhile.

Not long after fitting the front discs and moving to Brisbane, I was in the throes of rebuilding the front shocks and the steering rack. Having purchased a spare rack and some new parts from Graham Wallace in Victoria, I spent a bit of time looking at how the steering system worked and its short-comings, in particular its inability to self-centre. This is because of the load from the rubber rack end bushes as you turn from lock to lock, this load is transferred to the rack and causes it to not only bind but also causes excessive wear in the housing.



calipers and 504 front disc rotors. The front ones were used because they have a greater offset from the rotor to the hub mounting face; this was required so as to have the caliper mounting bracket positioned in line with the original brake backing plate position. This means that the braking forces are still acting in the same plane as with the original drums. With this type of modification you do not want to introduce any additional twisting loads or moments if you can avoid it.

The caliper mount is sandwiched in the bearing carrier

as per the backing plate was and machined to be a slide fit over the axle housing, this helps transfer the brake loads to the housing.

I still use the original hand-brake, having had a pair of custom made cables manufactured by flex-tool, a company that specializes in flexible drive systems and cables.

The 504 front rotors are bolted to the inside of the rear axle flanges, these I machined a mounting surface into and drilled and tapped to suit the STD disc mounting bolts. The rotors were machined down in thickness to suit the rear

calipers.

I still use the 403 master cylinder, however if I were doing the conversion today I may be required to fit a tandem master cylinder.

One thing I did have to change at the master cylinder was the pressure switch for the brake lights; pedal pressure was reduced to the point where only real heavy braking would make the brake lights come on. I fitted a mechanical switch from a 504 on the brake pedal to solve that issue.

In the photos you will notice that I have 4 stud axles and hubs, this was a change that I made about five years ago so I could fit the performance mag wheels to the car.

With about 80000 miles on the wid-

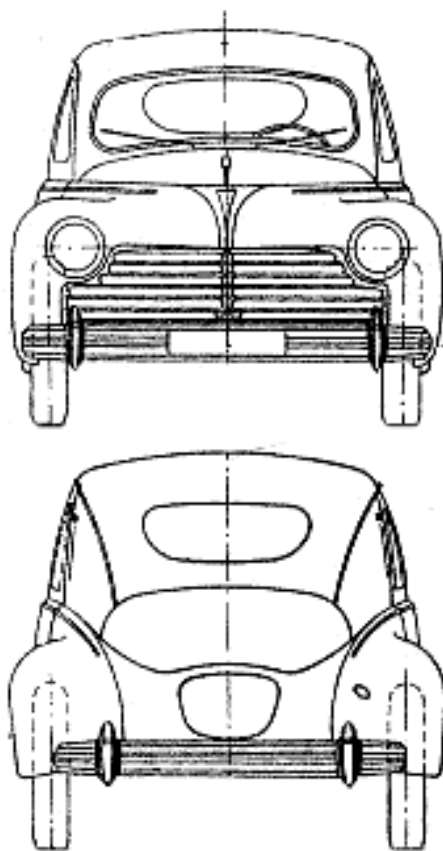
To correct this I went to ball joints similar to the 505 tie rods, which unfortunately don't suit the 403 rack but Toyota Camry ones do, you still have to shorten them but you end up with a much lighter steering system that self-centres and the adjustment is at each tie rod end, much simpler and a better feel at the steering wheel.

In 1991 I took the 403 off the road for a total resto. As I was reassembling it in 1993 I noticed brake fluid leaking onto my nice new 15 X 6" widened rims. It was at this point that I decided that I had had enough of drum brakes and set about fitting rear disc brakes.

To achieve this end I used 504 rear



ened steel wheels fitted in 1993 I was having trouble with wheel wobble or shimmer through the steering wheel, and after having the wheels straightened and remachined and being no better, I traced the problem to the fact that the 404 and 504 steel wheels centre on the mounting stud and once the stud hole in the wheel has enough wear in it, it is game over as far as balance goes.



The performance minilight replica wheels are a 504/505 6" X 15 with a custom offset to suit the 403.

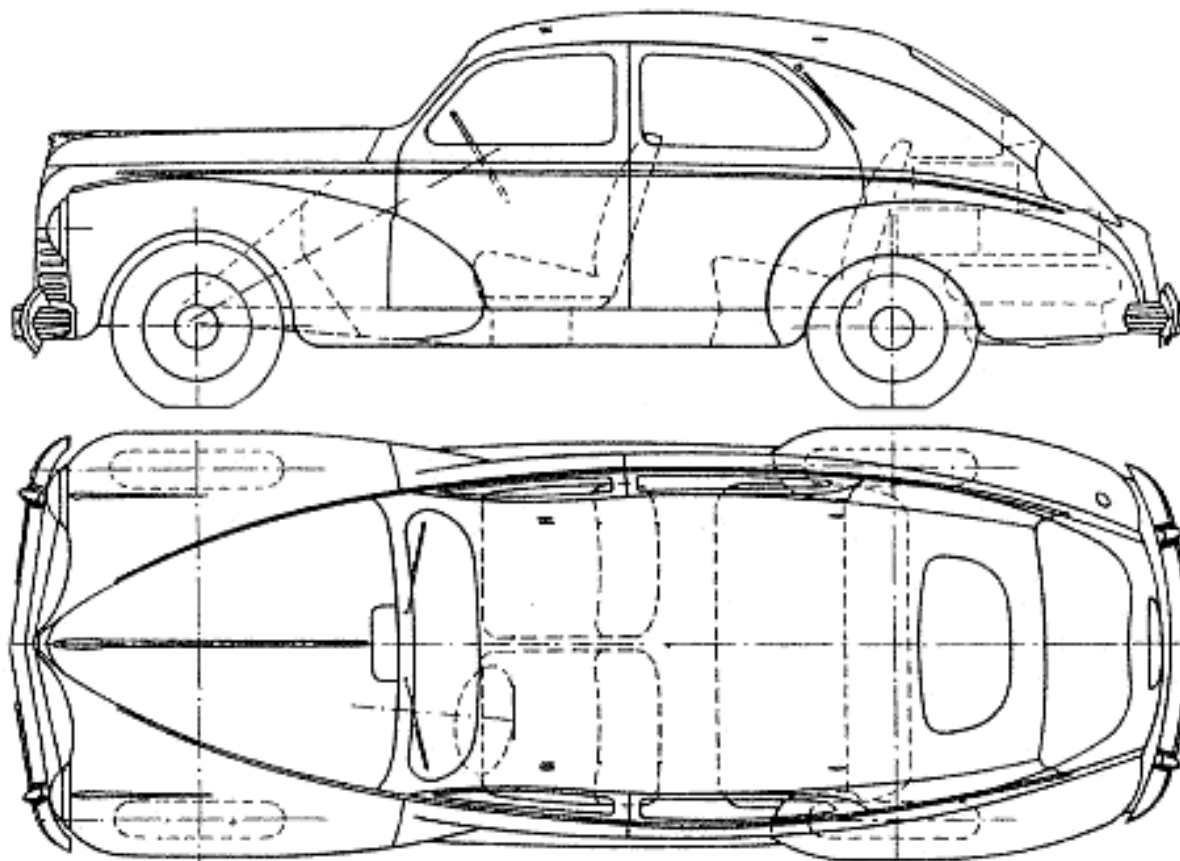
The front hubs were a straight changeover; early 504 have the same bearing as 403/404.

The rear axles require a lot of machine work, but with a pair of 504 rear flanges and a lathe anything can be achieved.

In the 18 years and 100 000 miles since I

restored and modified the 403 the only brake problems I have had has been a sticky hand brake a couple of times. I just last month rebuilt both back calipers for the first time since 1993, I have only replaced the front pads once.

Happy stopping, Richard Marken Through Peugeotmania



Peugeot Association of Canberra **Minutes of General Meeting** **8pm 23 March 2011** **Canberra Services Club** **Manuka ACT**

Persons Present

Rick Phillips (Chair and Minutes)
Neil Sperring
Neil Birch
Ross Stephens
Bill McNamee
Colin Handley
Ian Brock
Daniel Fowler
Derek Flannery

Apologies

Brad Pillans

The meeting was preceded by dinner at the club commencing at 7pm.

Brad was away with work and so Rick Phillips chaired the meeting.

Minutes of last meeting

Colin moved that the minutes of the last

meeting held on 22 February 2011 be accepted. Seconded Ross. Carried.

Treasurer's report

As the Treasurer was away, there was no financial report.

Easter Pageant Subcommittee

Colin reported that everything was on track.

The Sub-committee met last Friday and at that stage there were 62 people attending with about 31 cars. There are not many locals attending at this stage.

Action: Neil to provide text of a message for Bill to send out reminding Canberra people to register for events.

Council of ACT Motor Clubs

Ross and Neil reported on the outcomes of the last meeting.

- Clubs will be held to account if they haven't paid their registration fees – and hence the CRS Registration will not be valid for the members of those clubs.
- Some clubs are approaching Road User Services direct rather than the correct channel through the Council.
- The use of the Pie Cart audio-visual was being investigated for Wheels.
- The constitution is under review.
- A NSW RTA liaison officer will present an information session on the NSW Concessional Registration Scheme at the meeting on 5 Apr 11.

- The Council is calling for nominations for the position of Vice President.

Close

The meeting closed at 8.45pm.

Peugeot Association of Canberra Minutes of General Meeting 8pm 24 May 2011 Canberra Irish Club Weston ACT

Persons Present

Brad Pillans (Chair)
Neil Sperring
Glen Bryden
Neil Birch
Ross Stephens
Bill McNamee
Colin Handley
Ian Brock
Daniel Fowler
Derek Flannery
Rick Phillips (Minutes)

Apologies

Allan Lance

Introduction

The meeting was preceded by dinner at the club commencing at 7pm.

(Secretarial Note: The meeting was held at the Irish Club for the first time following the

destruction by fire of the Canberra Services Club which had previously been the normal venue.)

Minutes of last meeting

Rick moved that the minutes of the last meeting held on 23 March 2011 be accepted. Seconded Bill. Carried.

Financial position

Glen reported that, although the accounts from the Pageant have not been fully reconciled, it is expected that a small profit has been made from the Easter Pageant. Overall, the financial position of the PAC remains sound.

Easter Pageant

Brad reported that the Pageant went well. Bill gave a vote of thanks for the organising committee as he believed the event had been a great success. Next year the Pageant will be at Young.

Inwards correspondence

Nothing of significance.

Council of ACT Motor Clubs

Neil reported on the outcomes of the last meeting.

- The first Snowy Mountains Auto Spectacular is to be held on 29 May 11. This is a fundraiser for Southcare.
- The Chevy Club Day is to be held on 29 May 11.
- We are currently renewing our member-

ship of the Council.

- By 31 July 2011, normal 91 RON petrol will be phased out. Alternatives will be ethanol based fuel or 95 RON petrol.
- The Public Relations and Vice President positions of the Council are currently vacant.
- Discussions on the Special Interest Vehicles (SIV) and Concessional Registration Scheme (CRS) are ongoing.
- The Pie Cart has been used three times in the last month.
- Phillip Battery World is happy to give a presentation to the PAC. Neil will approach them. Please forward any questions or experiences about batteries to Neil so they can be covered in the presentation.

General business

Brad suggested that the PAC continue to meet at the Irish Club for the foreseeable future but is open to suggestions on an alternative venue.

Ian tendered his apologies for the next three to four meetings while he is away.

Neil has acquired mugs with the PAC logo and has them available to members for \$8 each.

Close

The meeting closed at 8.50pm.

**Peugeot Association of
Canberra
Minutes of General Meeting
8pm 28 June 2011
Canberra Irish Club
Weston ACT**

Persons Present

Neil Sperring (Chair)
Glen Bryden
Ross Stephens
Daniel Fowler
Ian Goodacre
Derek Flannery
Rick Phillips (Minutes)

Apologies

Brad Pillans

Introduction

The meeting was preceded by dinner at the club commencing at 7pm.

Financial position

Glen reported that the PAC has \$10,835.66 in the bank. This represents the situation after the Easter Pageant has been taken into account. The \$750 grant from Shannons enabled costs of the pageant to

be covered.

Inwards correspondence

Nothing of significance.

Council of ACT Motor Clubs

Neil attended the last meeting of the Council of ACT Motor Clubs. He reported that log books are not being printed until the log book requirements of the Special Interest Vehicle Scheme are finalised. Note that log books will also be used for the concessional registration scheme for historic vehicles.

Presentation on batteries

Mark Roberts of Battery World Phillip gave an interesting presentation on the features of various batteries for all applications including care of car batteries, battery recycling and using solar cells to keep car batteries charged.

Close

The meeting closed at 9.15pm.