

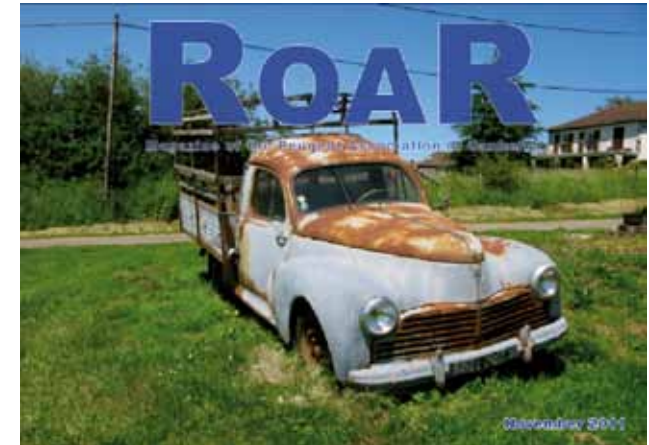
ROAR

Magazine of the Peugeot Association of Canberra



November 2011

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ON THE COVER

A 203 ute in reasonable nick parked near a farm on the road between Beaulieu sur Dordogne and Collonges la Rouge in the Correze part of the Limousin. Photo by Mick Garrett.

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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,

Greetings all,

French Car Day was held at Telopea Park School fete on the afternoon of Saturday 5th November. It was lovely warm, sunny, spring day, with an excellent line-up of Citroëns, Renaults and Pugs.

Sue and I took our two black cars which are 62 years apart in age (1949 203 and 2011 508). For the third year running the 203 was voted best Peugeot, though the 508 drew many admiring looks, too.

Yet again, I did not win a trip for two to Paris in the raffle, or any of the other prizes, despite having what I thought would be a very lucky ticket – the last ticket sold before the raffle was drawn.

C'est la vie.....

Alan Johnson had his 403 Cabriolet there, as well. It's a cut-and-shut conversion of a sedan, but with a bit of sprucing up it would be quite a looker. On the other hand, Lieutenant Colombo was always happy to knock about in a tatty 403 cab in the famous TV detective series..... Anyway, Al's car is for sale for anyone interested in owning a very unusual vehicle.

An interesting feature of the fete was the Air Force Balloon right next to the Pugs line-up – in fact, right next to my 508. Well, not a balloon as such (it was a bit too breezy to inflate the balloon), but a basket and burners which attracted a steady stream of children (and big kids), eager to climb in and turn on the burners. The noise and the heat were somewhat unwelcome at close quarters on an already warm afternoon, but it was clearly a big hit with fete-goers.

The Air Force balloons are based in Canberra with No. 28 Squadron and are in big demand for events such as school fetes, charity events and the like. The good news is that there is no hire fee – the Air Force considers such events to be good publicity. The bad news is that they are heavily booked months in advance.

Just before the Telopea fete, I took the 508 through a car wash but was disappointed when a prominent spot of bird poo remained cemented to the bonnet. When I got home I gave the spot another wash but there was still a prominent mark. So, I pulled out an old bottle of Selley's tar and bug remover and gave the spot a rub.

However, the result was rather shocking – a very scratched patch on my shiny new car. When I nipped into Melrose Peugeot for advice the next day, dealer principal, Domenic Alvaro, directed me to Morris Car Detailing in the old Phillip bus sheds, where I had a quick chat with a helpful bloke called Craig. I was in a bit of a hurry, so he told me to come back the next morning (Saturday).

On my return, Craig got to work and the bonnet scratches disappeared. He then gave the whole bonnet a polish and I was soon on my way – no charge. There is still a slight blemish from the bird poo, but it's barely

noticeable. The moral of the story is don't let bird droppings stay on your car – they etch the paint. Craig recommends washing your car once a week with a good quality product (Turtle Wax or Merguiar's, for example) as well as a twice-yearly polish.

It was a pleasure dealing with Craig at Morris Car Detailing, so I'm giving a free plug for the business. Their address is Grenville Court, Phillip and their phone numbers are 6232 4099 or 0412 099205.

Sadly, I will miss our next club meeting – Sue and I are taking a holiday in South America. However, the meeting will still be held at 8pm on Tuesday 22 November at the Irish Club in Western Creek, with dinner from 7pm. As usual, there will be good company and plenty to talk about, so I encourage your attendance. The audited Treasurer's report, held over from last month's AGM will also be presented.

The final event of the year will year will be a club Christmas BBQ in Lennox Gardens on Wednesday 14 December. In keeping with tradition, the club will provide meat, salad and bread and participants can bring drinks and Christmas goodies to suit. Please email me if you wish to come (brad.pillans@anu.edu.au), so I can do the catering according to numbers.

Keep on Pugging,

Brad Pillans

2012 COMMITTEE

President and Club Registrar

Brad Pillans
3/35 Lansell Circuit
Wanniassa ACT 2903
6231 7357, 0427 662112
brad.pillans@anu.edu.au

Vice President

John Bower
1 Kay Close
Dunlop ACT 2615
02 6258 0027, 0423 118 419
jbbower@bigpond.com

Secretary

Ross Stephens

Treasurer

Glen Bryden
99 Miller St
O'Connor 2602
6249 6835
gbryden@velocitynet.com.au

Technical Officer

Bill McNamee
15 Finlayson Pl
Gilmore 2905
6291 6495, 0419 279 811
fax 6291 4914
mcnamee@pcug.org.au

Roar Editor

Peter Rees
PO Box 125
Red Hill 2603
6232 6062, 0409 440 789
peterrees@netspeed.com.au

Production Editor

Allan Lance
GPO Box 2677
Canberra ACT 2601
6162 0210, 0418 856 504
hca@netspeed.com.au

Social Secretary

Colin Handley
4 Bains Pl
Lyneham 2602
62488442
alpinesigns@ozemail.com.au

General Committee

Daniel Fowler

Neil Sperring
13 Hazel Smith Crescent
Oxley ACT 2903
62964005, 0411 155 731

Public Officer

Geraldine Butler

CLASSIFIEDS

FOR SALE

Peugeot 405 Mi16, 1992

I'm selling my Peugeot 405Mi16 after 7 years of great service. It's still a fantastic car to drive. With a sports exhaust that sounds amazing, sports steering to help you lean into the curves and a fuel tank that will get up to 800kms in a single tank, this car has everything to suit someone looking specifically for a Peugeot of this vintage, or someone who is looking for an enjoyable, cost effective and good value car to drive.

Has all the mod cons including power steering, power windows and power mirrors, electric sunroof, immobiliser, leather seats, this car also includes little touches that make it unique.

There's one of a kind Peugeot door trim, the foot well lights in the front seat and the set up for under car neon lights. The sunroof is after market but flawless, you wouldn't realise.

At this price, you won't find a more enjoyable car to drive. I replaced the clutch in 2004 and its done less than 80,000kms in 7 years.

I've upgraded so regretful but genuine sale. Make me an offer and you can enjoy this car as much as I have!

Contact Andrew Marshall on 0410 402 712 or email andrew@pcapeople.com. I'm looking for \$3,000 or closest offer for the car.

Bill McNamee has looked after the car for the entire 7 years I've had it, as well as for the previous owner and it has had regular services in that period which Bill can confirm.



CLASSIFIEDS

FOR SALE

505 SRD diesel

The car was owned by Josef Nedomlel of Mawson. Joe has now passed and we would like to find a good home for the vehicle. Car is immaculate, one owner diesel auto. Pictures above exhibit condition. Currently registered in Canberra and has done 300,000 kms. Will need a new windscreen.

Bill McNamee knows the car.

VIN NO: VF3551A4401401318

ENG NO: 147HB000086

BUILD: 8/92

PRICE: Would look at offers.

Garry Allen
0423251268



CLUB EVENTS 2011

22 November

Club meeting, 8 pm at the Irish Club in Weston Creek. As usual, dinner will be from 7 pm.

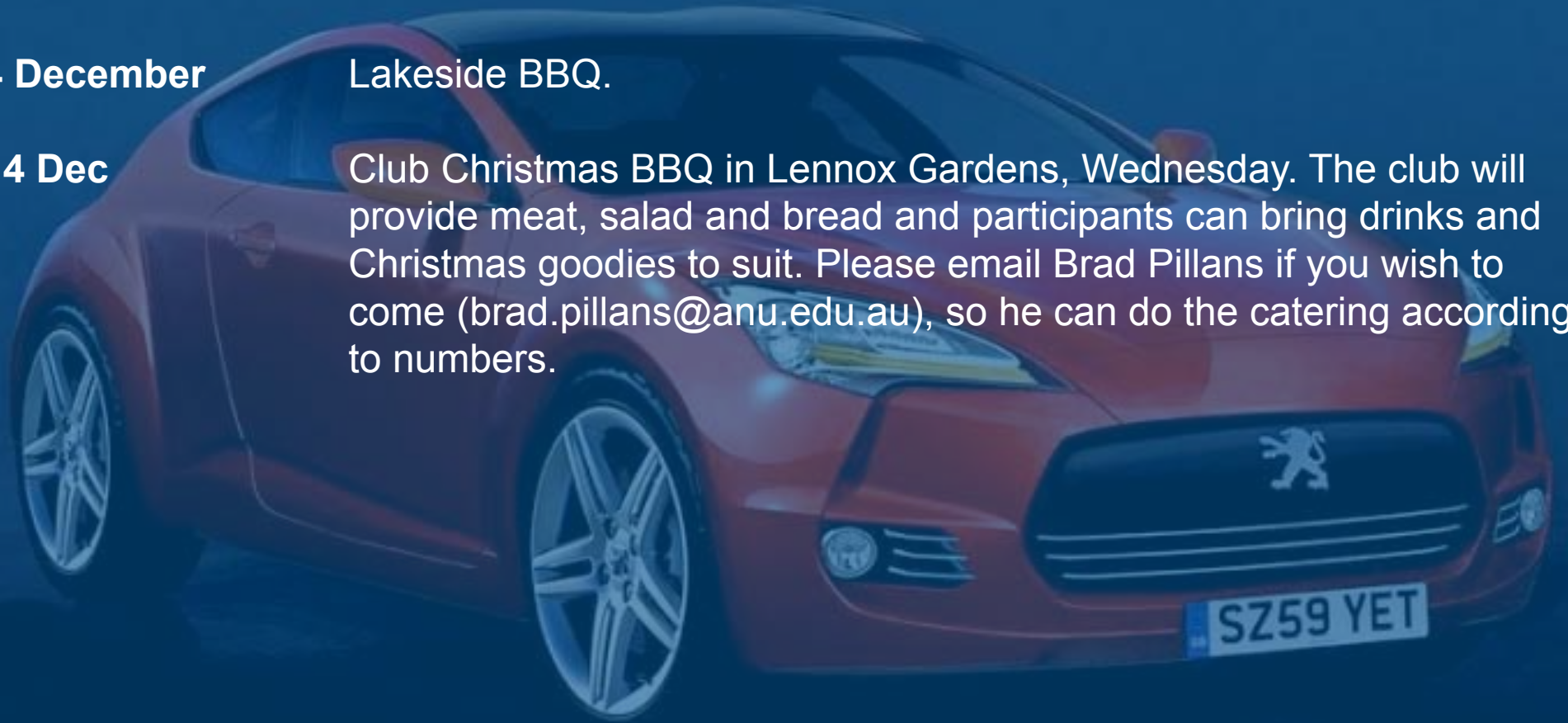
4 December

Lakeside BBQ.

14 Dec

Club Christmas BBQ in Lennox Gardens, Wednesday. The club will provide meat, salad and bread and participants can bring drinks and Christmas goodies to suit. Please email Brad Pillans if you wish to come (brad.pillans@anu.edu.au), so he can do the catering according to numbers.

Calendar



Peugeot Easter Pageant 2012 at Young

The New South Wales club is hosting the 2012 Easter pageant at Young and you are invited to participate in this fantastic weekend.

Arrangements are being made and finalised for events during the weekend, but costings are yet to be determined. These will be published as early as possible, being dependent of service provider's quotations.

However, accommodation is your responsibility and the club recommends either of two venues.

The Cherry Blossom Motel – a clean but older style motel that will be the headquarters for the pageant and venue for breakfast. A discounted rate is offered for this motel and booking may be made by phoning 02 6382 1699. Make sure you mention the Peugeot Car Club to obtain your discount. The whole of this motel has been booked for us.

Others who want something a bit classier may chose the Colonial Motel which is diagonally opposite. It has 15 rooms and eight apartments, with covered parking. The phone number is 02 6382 2822 or visit www.colonialmotelyoung.com.au When booking, mention the Peugeot Car Club.

The choice is yours. The owners of both motels are expecting bookings for the weekend.

There are other venues in the town and they can be found by visiting the Young tourist information website at www.visityoung.com.au.

You may want to arrive at Young earlier and stay longer. There is

a lot to see and do in the area, and one suggestion I have for you is to visit the nearby town of Wombat and pat the wombat's nose for good luck.

Another suggestion is to make your booking now get in early to take advantage of the arrangements that have been made for your benefit.

A registration form will be published in the next month or so for Easter 2012. In the meantime, if you have any question, ring me, Ross Berghofer on 0409 504 551 or Anne Cosier on 02 9456 1697.

So, see ya in Young, 2012. — Ross Berghofer, president of the Peugeot Car Club of New South Wales.



Lions rule: Peugeots have almost taken over the main street of the country town of Young at a club gathering in 2003.

French Car Day 2011

Pictorial



Brad Pillans' new 508, alongside his 203, and Alan Johnson's 403 Cabriolet at French Car Day, held in conjunction with the fete at Telopea Park School on 5 November.



Colin Handley's 403 and Chris Read's 1954 Citroën Traction Avant.



More of the Peugeots at the fete.



Andrew Collier's muscular Renault 5 Turbo.



Lisa Molvig's Peugeot bike was also on display, along with her Renault 12 wagon.

French Car Day 2011



Colin Handley also brought along a rare Peugeot shifting spanner he recently acquired from France.

Outback Trips for 2012

Outback 2012 – Vic, SA and NSW
– Tuesday 24 April to Wednesday 2 May.

The 4 States Desert Trip – Tuesday 26 June to Tuesday 17 July.
Will include Flinders Ranges, Oodnadatta Track, Coober Pedy, Chambers Pillar, Alice Springs, Sandover Hwy, Mt Isa and Birdsville.

Exploring Murray Sunset, Hattah Kulkyne & Little Desert National Parks – Sunday 14 to October to Friday 19 October. We will be based in Ouyen Caravan Park for the 5 days.

All trips are suitable for Peugeot rear-wheel-drive vehicles only.

Contact Hank Verwoert: verwoert@netspace.net.au for further details.



New Peugeot 208 revealed

Jack Rix

Despite of Peugeot's rich history in the small car market, the 208 is the company's most radical reinvention of the supermini ever.

The new car is smaller, lighter, cleaner and more stylish than the 207, bringing improvements in every possible way. And we have the first official pictures and all the details that matter.

Since the SR1 concept debuted at the 2010 Geneva Motor Show, Peugeot has set about pursuing a new design direction, improving quality and reintroducing the sporty driving experience of old back into its products. And the clean sheet approach to the 208 is the culmination of that process.

From launch, the car will be offered as a three and five-door, and it has been styled to stand out from its competitors. Both versions are more sophisticated than the Fiesta and more distinctive than the VW Polo, and are packed with intricate details.

For example, there's an indent scored into the bonnet which is continued with a small protrusion at the top of the windscreen and finishes with an unmistakable dip in the roof spoiler at the rear.

Although the three and five-door are based on the same mechanicals, they have been designed from the outset as separate entities. In profile, the scallop taken from the side of the three-door begins at the tail-lights and curves down along the side of the car.

The five-door uses a less dramatic feature line that runs along the sill and turns upwards behind the front wheel.

Other differences include bars in the three-door's grille – the five-door gets mesh – and a continuation of the chrome window trim into the C-pillar, which is a nod to the 205.

Both cars get the floating grille treatment already seen on the 508, as well as foglamps set flush into the front bumper and boomerang rear lights complete with claw-like graphics.

Inside, the revolution continues. A large central touch-screen dominates the interior on all but the entry-level 208. This controls the entertainment and navigation functions, plus the

vehicle dynamics. Owners wanting to personalise their car can get the screen trimmed in different 'skins'.

According to Peugeot boss Vincent Rambaud, the 208 is the "values of the brand incarnate in a modern look". He added: "Retro is not at all what we want to do."

So it's no surprise that the layout and materials bear no resemblance to the past, with a glossy finish on the console and soft-touch materials throughout. The steering wheel has shrunk, too, and you view the instrument cluster over the top of it, instead of through it, which Peugeot says helps drivers



focus on the road.

It's not only the steering wheel that's smaller, either – the whole car is. It's 7cm shorter and 1cm lower, but the wheelbase is the same as the 207's. Incredibly, the cabin is more spacious, with 5cm extra legroom, plus the boot is 15 litres bigger, at 285 litres – that's still 10 litres less than in a Fiesta.

The more compact dimensions mean dramatic weight savings. On average, the 208 is 110kg lighter than the 207, with the base car weighing only 975kg. Plus, the shape, optimised in the wind tunnel, is more aerodynamic than ever – and fuel economy will be impressive as a result.

Full engine details have yet to be released, but CO2 emissions have fallen by 34g/km on average compared to the 207. And none of the five diesels, which range from 89bhp to 108bhp, emits more than 99g/km.

The most efficient HDi has 87g/km emissions – on a par with the new Fiesta ECONetic. The petrol line-up includes a new family of three-cylinder engines, the most efficient of which claims 99g/km of CO2.

The three and five-door 208 go on sale in the UK next June. There's no word on pric-

es yet, but expect them to be similar to the Fiesta and Polo – so the range could start at around £10,000.

AutoExpress



French Car Day 2011

Pictorial



A trio of Citröens.

French Car Day 2011

Pictorial



Alan Johnson's 403 Cabriolet.

How “radical haircuts” created two Peugeot cabriolets

Alan Johnson

The sleek lines of the 203 Cabriolet and the prospect of wind in the hair inspired an uncontrollable passion to convert a 4-door 203 sedan into a soft top roadster.



With blind enthusiasm, I knew it was do-able. [The Vietnamese were masters at this craft.]

The old slogan repeats itself – a little knowledge is dangerous. It was with me, certainly. I was a self-taught hack with guidance from the late Lou Edwards and Jack Geary, two stalwarts of enterprise.

Confidence mounted after welding a new floor into a 203 ute buried under a woodheap at Lou Stoken's place. With a new motor, brakes and paint it became a fast-food van [for a matter of days] and then transformed into the legendary Gypsy wagon.

Blindly, I thought I was job-ready for the ultimate challenge – a 203 conversion. The first attempt was a short-wheel-base effort [less 400 ml] in the back-room at my caravan park abode. It went to the crusher as a forlorn shell with awful welding [see photo].

Un-



daunted, the real deal was started with Flash Flanagan's white 203 sedan with a lovely rebuilt motor – a promising start. So began the tedious task, stiffening the box channel (100 X 50) on each side with plating, and plating-up the firewall.

The front door was lengthened 200ml with a 200ml section from the back door.

The area behind the back seat needed to be totally reshaped (flattened), as also did



the boot which miraculously flattened to the right shape after removing the ribbing around it and standing on it!

Over a period of five years I tried different roofs, including a fibreglass one (see

photo). After many roofs, I eventually settled on a fold-down canvas roof. My memory is vague on this. Everything certainly needed improving, as Peter Withington, who now owns the car, will testify.

I learnt to be good at the hack-work where angels would fear to tread and leave the polishing up to others who care more about detail.

With revitalised confidence, a 403

sedan became "a victim of the Alan Johnson radical haircut". A new Cabriolet was born. It got the same stiffening treatment and door extension, with seating for four people.

It has a canvas roof made from 20mm steel tubing and is easily lifted off. This style of roof enables an uncompromising design with unlimited glass and depth, all unavailable in a fold-down roof. The goal was aesthetics, shape and visibility.

The 403 Cabriolet, as pictured, is for sale to a good home. It needs tidying up. It is mechanically sound, rust free underneath and drives well. It has full ACT rego and new Michelin ZX tyres. The asking price is around \$7,000. Enquiries are welcome on 02 6295 3295.



Pugger Buggers Trip 2012

Neville Summerill

Starting at Turlee Station where Hank's Outback 2012 trip finishes on Wed 2 May, the 2012 Pugger Buggers trip will take you all the way to Cameron Corner, in the far north west of the State.

We'll start the trip here as it is very close to where we were going to start, and I thought it would save time and unnecessary travelling to go this way.

As we will be camping, it will not be necessary to book accommodation, as we may do some bush camps at some places.

The route may change due to road conditions. I hope I can go as it will be close to my scheduled knee replacements, however we will work something out if that occurs. For more information, contact me on 02 6458 7208

Day Route

Day 1 Turlee Station, Top Hut, Pooncarie, Willaba, Menindee

Day 2 Menindee, Copi Hollow, Balacka, Culpaulin, Wilcannia, Wilga, Budda, Tilpa, Kallarra Station

Day 3 Kallarra Station, Tilpa, Polocara, Norma Downs, Tongo, Perry, White Cliffs

Day 4 White Cliffs, Williams Peak, Cobham, Milparinka, Tibooburra

Day 5 Tibooburra, Mount Wood, Gorge Loop Rd, Olive Downs, Fort Grey, Cameron Corner

Day 6 Cameron Corner, back track to Fort Grey, Waka, Tibooburra

Day 7 Tibooburra, back track to Milparinka, Thelddarpa, Winnathee, Smithville House, Pine View

Day 8 Pine View, Lynray, Kantappa, Silverton, Broken Hill

Day 9 Broken Hill, Menindee, Big Amp, Hazel Dell, Lochnager, Ivanhoe

Day 10 Ivanhoe, Clare, Hatfield, Penarie, Oxley, Maude, Hay – Finish.

No, it's not a Morris! A bunch of happy Puggers pose at Pooncarie on Hank's 2003 Three Tracks Trip.



PSA says 3,500 jobs to go in 2012

Graeme Roberts
26 October 2011

PSA Peugeot Citroën now says that 3,500 jobs could be axed in Europe during 2012 as part of plans to reduce costs by €800m.

It issued a statement after executive management convened a special meeting of the European Works Council to present the “improvement plans aimed at restoring the automotive division’s competitiveness and profitability”.

PSA plans to streamline the group’s organisational structures or to adjust project budgets, particularly in sales, marketing, information technology and research and development and will also “leverage the benefits of the relationships forged with its strategic suppliers”.

“These organisational measures could result in the reduction of 2,500 jobs in Europe in 2012,” PSA said.

“The group will deploy support programs in each country, in line with the retraining, transfer and outplacement provisions of the human resources planning and development agreement signed with employee representatives in March 2010.

“In particular, internal posts lost through natural attrition will not be replaced

and the group will terminate outsourcing contracts with external companies, whose positions could be in part filled by group employees.

“In the manufacturing operations, the productivity and organisational measures will result in the reduction of an estimated 1,000 jobs in 2012.”

Preliminary studies will be conducted for a

plan to restructure the scooter manufacturing base, PSA said.

In each country, employee representative bodies will be informed and consulted about the proposed measures.

just-auto.com



107CC

Peugeots to benefit from stop/start technology

There's a great twist in Peugeot's stop/start fuel saving technology; you get to see exactly what it's saving you.

The dash display includes a timer that keeps track of how long the engine is stopped on each journey.

The results can be truly surprising. It makes you want to achieve better and better results each drive. For example, on her 70-minute peak-hour commute between the office at Homebush and her home on Sydney's northern beaches, Peugeot's own Kirin Tipping regularly records about 15 minutes with the engine stopped.

"That's more than 20 per cent of journey time, a full quarter hour that the car is stationary and doing nothing," she said.

"In a regular car the engine would be idling uselessly, using fuel and creating emissions for no result. With this technology it's stopped and emission-free.

"Frankly, I was astounded by the quarter hour total. I guess like most commuters I don't think of just how long I spend stopped in traffic.

The Peugeot's display brings it home. It's a fantastic idea." Peugeot-

ot's stop/start technology, known as e-HDi, will be available (on sale) 21st October 2011 with 508 and 308 Series II models powered by the 1.6-litre diesel engine, and will become available across more models as updating occurs.

It is available with Peugeot's robotised manual (clutchless) gearbox. Depending on a number of factors programmed into the computer, as the car rolls to stop in traffic or at lights the engine switches off. All other functions, including the air conditioning, keep operating as normal.

With the release of the brake the engine automatically re-starts in just 400 milliseconds and the timer suspends counting until the next

stop. "It's not just a money saver, owners will be driving up to 15 per cent cleaner and reducing CO2 emissions by around five grams per kilometre," Peugeot's general manager, Ken Thomas said. "They're aware of their contribution to greener motoring every time they see the display."

"And if they get sick of it they can always turn it off. But who gets sick of saving fuel and doing the right thing by the planet?"

Picture & Story: Peugeot Australia



Swedes trump us in 404 stakes

Peter Wilson

France has by far the most Peugeot 404s still registered and on the road, while the land of Volvos and Saabs has come in at a surprising second.

New figures from Mike Tippet's Peugeot 404 registry show that not only are the most cabriolets and coupes still in France, but also the most sedans, wagons and utilities.

You might not be lucky to see any on

a visit to France as a tourist because the numbers are small in relation to the car population and there might not be many still in everyday service.

But their owners have decided they are worth keeping, preserving and treasuring, and they have been survived the temptations of cash-for-clunkers schemes.

And their owners are proud enough to list their Pug's VIN, some other details and more recently car photos on the international Peugeot 404 registry website.

The registry began as a 50th anniversary project to list 404Cs and most overseas clubs have embraced the idea.

A mid-November total was 1,578 404Cs scattered around the globe, the survivors of the

17,223 cars produced in the Franco-Italian partnership.

Of these, some 1,096 are in France, with six in Australia and eight in New Zealand.

Van-couver Island-based Mike Tippet extended the register with a

separate listing for the other 404 models.

With 1.8 million 404s produced in France and another 2.8 million under licence in other countries, the sedans, wagons and utes don't have the same prestige, collectability, rarity or value as the 404Cs, but their owners enjoy them.

So far, 1,359 other models have been listed, though by the time the magazine has been printed Mike could have been told of another dozen.

As mentioned, France has the most, with 821 "other models" listed.

Sweden has the second highest number of 404 sedans, wagons and utes.

Australia had been ahead previously with 57, just ahead of New Zealand's 53, until the Swedish club's webmaster, Janne Mellqvist, sent in a list of another 17 Swedish 404Cs and 170 other 404 models.

That would bring Sweden's other models to 175.

Can Australia beat that? It depends on whether there are enough local owners who can submit sufficient additional VINs to outnumber the Swedes.

Or should we just settle for the highest number of RHD 404 sedans, wagons and utes in the world?

An Anzac effort with present figures would bring the tally to 110.

There could be more cars out there. The last published NSW club membership list noted about 45 404s and the Victorian club another 50 or so. Throw in the dozens from



the other states and Canberra, not to mention the odd non-clubbers, and the position improves.

It still might not be enough.

Meanwhile, 404 owners who have not listed can find the self-loading VIN page at: <http://smrtash.ca/proj/c404/addinfo-en.html>

Mike has begun a register thread on aussiefrogs and also makes regular updates in English with VIN and photos at:

<http://www.peugeotforum.nl/phpBB/viewtopic.php?f=7&t=12532&sid=080f483d16c58f65ac1ca3af6522b9fd&start=275> (Coupé and Cabriolet only)

<http://www.peugeotforum.nl/phpBB/viewtopic.php?f=7&t=16840&start=75> (sedan, wagon and pick-up only).



Peugeot Association of Canberra Minutes of Annual General Meeting (AGM) 8.30pm 25 October 2011 Canberra Irish Club Wes- ton ACT

Persons Present

Brad Pillans (Chair)
Ross Stevens
Mick Garrett
Bill McNamee
Neil Sperring
Glen Bryden
Ian Brock
Daniel Fowler
Colin Handley
Neil Birch
Rick Phillips (Minutes)

Apologies

Peter Rees
John Bower
Allan Lance

Introduction

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

Minutes of previous AGM

The minutes of the previous AGM held on 26 October 2010 were read out by the President. Brad moved that the minutes of the previous AGM be accepted as a true and accurate record of the meeting. Seconded: Neil Sperring. Carried.

Treasurer's report

Glen advised that the Auditor was still auditing the financial records. Two receipts were outstanding. There is \$10,706.18 in the bank with no outstanding debts.

Last year there was \$7,646.75 in the bank but about \$2,500 was pre-paid for the Easter Pageant. Therefore, overall, the situation is similar to last year.

Glen expects to table the audited financial report at the next meeting in November 2011.

Payment for insurance has been accepted and the PAC is fully insured.

It was proposed Glen, seconded Brad that the financial report be accepted. Carried.

Election of office bearers

The President declared all positions vacant. Brad stood down as President for the election of office bearers and Rick (who was not standing for re-election as Secretary), took over as Chair. The results of the elections are outlined in the table on the next page.

Brad thanked the outgoing Committee for their efforts, including the Easter Pageant sub-committee.

Brad congratulated the incoming Commit-

tee and thanked Rick Phillips who stood down as Secretary as he is moving to the coast. Rick's services as the long standing Secretary were much appreciated.

Inwards correspondence

Glen reported on the following inwards correspondence:

- Flyer from Auto Vogue offering group buying discounts.
- Classic Driver subscription offer.
- Illawarra Air Show flyer – Sun 6 May 12. Car clubs are invited to show their cars.

General business

Neil reported on the last meeting of the Council of ACT Motor Clubs:

- Not all Committee positions have been filled.
- The 2012-14 Draft Strategic Plan has been released for comment.
- For future events refer to the PAC web site.
- Drip trays are strongly encouraged when parking cars for events on ACT land (compulsory for National Land – eg. In front of Old Parliament House).
- French Car day is Sat 5 November 11.

The meeting closed at 9.30pm.

Election of Office Bearers 2012

Position	Person Nominated	Nominated by	Seconded by	Result
President	Brad Pillans	Neil Sperring	Daniel Fowler	Elected unopposed
Vice President	John Bower (not present but agreed to be nominated)	Neil Sperring	Brad Pillans	Elected unopposed
Secretary	Ross Stephens	Neil Sperring	Daniel Fowler	Elected unopposed
Treasurer	Glen Bryden	Brad Pillans	Colin Handley	Elected unopposed
Technical Officer	Bill McNamee	Colin Handley	Ian Brock	Elected unopposed
Assistant Technical Officer	Left vacant - Bill to advise if anyone becomes available			
Roar Editor	Peter Rees (not present but agreed to be nominated)	Brad Pillans	Mike Garrett	Elected unopposed
Production Editor	Allan Lance (not present but agreed to be nominated)	Brad Pillans	Colin Handley	Elected unopposed
Social Secretaries	Colin Handley	Bill McNamee	Ross Stephens	Elected Unopposed
	No one nominated for second position			Held open as vacant until the next meeting.
General Committee	Daniel Fowler	Brad Pillans	Neil Birch	Elected unopposed
	Neil Sperring	Ian Brock	Ross Stephens	Elected unopposed
	No one nominated for the third position			
Public Officer	Geraldine Butler	Bill McNamee	Colin Handley	Appointed