

ROAR

Magazine of the Peugeot Association of Canberra

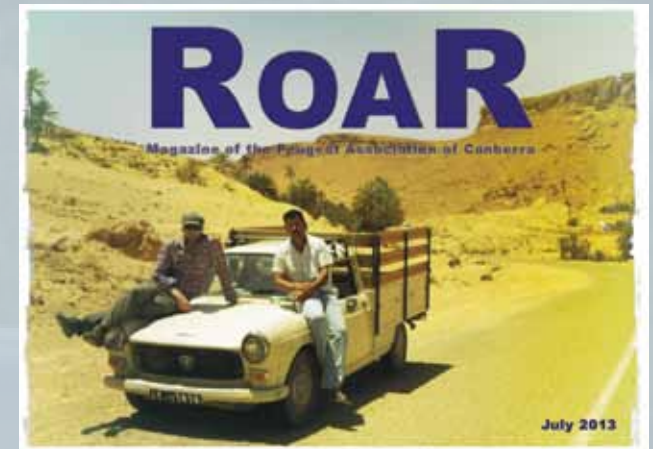


August 2013

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ON THE COVER

Taxis have a price fixing racket for tourists in Tunisia, so 2 friends negotiated a better deal with local Peugeot driver Bachir and his 404 ute to tour Tunisia recently.

RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(PAC)

PO Box 711, Ci Vic Square, ACT, 2608.

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,

One thing that definitely annoys me when driving at night is the number of vehicles that have their fog lights on. Even though fog lights are meant to point downwards, I find the extra glare can be quite significant and very distracting. It is also illegal to use them – unless fog is present, of course.

Recently, my wife, Sue, was pulled over by ACT police, who pointed out that she was driving with her fog lights on (when there was no fog). Sue confessed that she had no idea that her fog lights were on and even had to seek the assistance of the police-person to find the switch, in her 306, to turn them off. She was then unceremoniously issued with a \$99 fine – ouch!

Speaking of revenue raising – new point-to-point speed cameras were recently announced for a section of road in Tuggeranong. However, the section of road includes two roundabouts, which means that there are two exit/entry points, making it highly likely that a significant number of vehicles will only pass one camera. Not only that, but with two roundabouts to slow traffic down, it makes it somewhat of a challenge to exceed the average

point-to-point speed limit – Pug drivers excepted, of course!

Come to think of it, the point-to-point speed cameras on Hindmarsh Drive, east of Woden, also have an exit/entry point from/to Red Hill for traffic travelling east, which would seem to offer plenty of scope for a bit of hill-climb practice between the cameras.

Having lived in New Zealand from 1983 to 1993, I have retained my membership of the Peugeot Car Club in Wellington and still enjoy receiving their club newsletters and event notifications. In a recent email, I received an invitation to attend the launch of the 208 GTi at the local Peugeot dealer (Armstrong Peugeot in Lower Hutt) on Friday 16 August. Interestingly, within a few hours of receiving the kiwi invitation, I received an email from Peugeot Australia, inviting me to 'discover' the new Peugeot 208 GTi for myself, either online or at my local dealer. Having not heard anything locally, and certainly nothing about a launch, I checked with Melrose Peugeot. No local launch (as yet), but I'm happy to report that the 208 GTi is on the showroom floor.

When I had my 508 in for a service, recently, I was offered a Citroën DS3 DSport to drive for a few hours (see photo above). Quite a nippy little car and



could be a lot of fun to drive in the right situation. Not that I'm about to change marques, but I will be interested to see how the 208 GTi compares.

The next club meeting will be held at 8 pm on Tuesday 27 August, at the Weston Club, with dinner and drinks from 7 pm. Looking forward to seeing some of you there.

Keep on Pugging,

Brad Pillans

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CLASSIFIEDS

FOR SALE

206 GTI 180 MY04

206 GTI 180 MY04. Beautiful French Hot Hatch, and so much fun to drive. Only just serviced with a perfect history, this car is in excellent condition.

Low km at 107k, manual gearbox, Rego until October 2013; rare GTI 180 version, 180 HP; sports performance from hot 2.0 engine, matched with one of the best gearboxes in the business. Finely balanced, tactile handling and accurate



steering. Full of features such as: 17 inch alloys, super comfy Recaro seats, sports pedals, climate control air con, rain sensing wipers, 6 speaker stereo. All the safety like traction and stability control, ABS, EBD, Brake assist and lots of airbags. Gorgeous Euro styling, really stunning car! \$9,500. Pete Nichols HMAS Harman, 02 612 78333; mobile 0411 405 058; fax: 02 612 78219.

406 coupe

406 coupe, 2000 D9 manual. Cosmos grey, tan leather. 240,000km. Not pristine but very good condition and a beautiful, reliable car. V6, 8-speaker stereo, heated seats etc. Tow bar. ACT reg to November. \$7800. Contact David on 0408 285 390 or david@swet.com.au.

505 STI Auto

Free to good home: 1985 Peugeot 505 STI. Maroon. 2.2L fuel injected petrol 3 speed automatic. 284,902km. Runs well (needs new battery). Original alloys and near-new Michelin 185/80R14 95T XM1's. No rego/roadworthy. Last registered in ACT Sep 2010. Perfect project or parts car. Must be able to arrange collection in ACT. Owner moving overseas in August. If interested, contact Callum at musto.cd@gmail.com or call 0403 936 185.

CLASSIFIEDS

FOR SALE

505 Familiare

505 Familiare, 1991, white, auto, 270,300 km, \$2500, YYS-392 registered in ACT expiry Nov 2013, brand new Michelins just fitted all round, interior all original - velour seats, carpet, dash all in superb condition, exterior good, engine needs some TLC. An opportunity to own one of the best 7 seaters of all time! Photos available on request. Phone: 6281 2981 or email waugh@netspeed.com.au.

505 station wagon

505 station wagon, 1992, 309,600km, automatic. White, all original condition. Reliable and working order, though needs some work. Good tyres. Comes with spare full set of Peugeot alloy wheels and tyres if desired. Victoria registration until July 2013. Located in Canberra. \$1000 negotiable. Contact Carla - carlaalexandra@hotmail.com or 0439037292.

505 Executive

505 Executive 1984. \$2,300 negotiable. 2.2L fuel-injected petrol 3 speed automatic. 321,000km. Registered in Queensland 630-SGL expiry Jan 2014, but parked in Canberra. I've been the owner since 2001 when it had 242k. Since then it has spent half it's life sleeping in a garage because I have lived on and off outside of Australia. Has had about 5 road safety certificates in this period as it was always deregistered and registered again. Latest certificate was in July, 2012.

Very good condition inside and out. Silver paintwork no rust, blue velour interior, electric windows, classic alloy wheels, tow bar, 10 stacker CD stereo. Beautiful to drive, steering works a dream. Have spent about \$8,000 on it since owning it including services every 10K and replacing parts, full records available since 2001.

Last service Feb 2013. Some highlights are 4 brand new discs brakes (July 2012) 4 new brake calipers and pads, new front end steering rack and alignment. Excellent tread on two tyres, other two still plenty of life. It is on the leaky side, reason being that head gasket is worn, but it is not a serious issue as explained to me by my mechanic. Choices are either put up with it and put some cardboard on the ground where you park or take head off and replace gasket. Call or email me with questions. Test drive can be arranged in Canberra. Mark 0468 675 818 or krentons@gmail.com

CLASSIFIEDS

FOR SALE

405 Mi16

405 Mi16 – Just had timing belt and pulleys professionally replaced less than 100km ago. New highflow cat. Spare set of tyres and Mi16 mags. Needs speedo cable and a few other minor things. Approx. 220k on clock. Asking \$1,500. Enquiries by email to antipodeancolin@hotmail.com

406 HDi

HDi, 270k. Ex-John Nicholas car. Asking around \$4,000. Phone Graham Taylor, 99052 4068 SYD or 62396674 CBR.

306 XT

306 XT N5 1999, 1.8. auto. VG condition, green, \$6,500 ono. Chris Brown 0411 059 791, 02 6230 3970, Sutton, NSW.

404

404 1969. Fully restored, metallic green-gold paint. Two owners, I've had the car for 14 years. Superb condition inside and out. Carpeted floors and boot. Runs beautifully. Comes with original invoice, original registration papers, original reg plates KHA 983, spare radiator, 2 extra spare wheels and tyres, Peugeot radio, wheel trims, spare starter motor, spare (new) timing chain, numerous other bits and pieces, spare radiator hoses. 25 photo display of the restoration. Reg till end of May 2013. RWC Much admired car in Peugeot circles. Reluctant sale, but time to move on. Photos available on request. \$9,890. Doug Brockfield 03 5727 3740 0418 570 256.

CLUB EVENTS 2013

Calendar

27 August

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

24 September

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

22 October

Annual General Meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.

26 November

Club meeting, the Weston Club, with dinner from 7pm and the meeting at 8pm. The Weston Club is at 1 Liardet St, Weston.

French car drives in 2013

Here is the proposed schedule of events for this year:

October 27: Day trip to Southern Highlands and see Red Cow Farm Gardens in spring.

December 1: Evening BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com for further information and bookings.

Events

Peugeot Association of Canberra

Endorsed Club Activities for Members 2013

8 September 2013 | John Grannall Memorial Charity Day Car Show | ACT
15 September 2013 | ACTSMA Show'n'Shine | Eaglehawk Sutton NSW
19 October 2013 | Spin Cars Dance Music | Fyshwick ACT
19-20 October 2013 | National Trust Centenary of Canberra Rally | ACT
TBC October 2013 | Capital Jam | Kings Park Lake Burley Griffin ACT
TBC October 2013 | Benny's Custom Car Garage Show'n'Shine | Goulburn NSW
TBC November 2013 | Canberra French Car Day | Canberra ACT
3 November 2013 | Canberra Swap Meet | ACT
10 November 2013 | Marques in the Park | Belconnen ACT
23 November 2013 | Tuggeranong Festival | Tuggeranong Town Park ACT
23/24 November 2013 | Queanbeyan Swap Meet & American Car Nationals
1 December 2013 | Terribly British Day | Treasury Car Park Parkes ACT

Members with CRS Registered Vehicles do not have to obtain special permission from the Club Registrar to take their Vehicles to these events.



Calendar of Events – August 2013

Name of Event	Date	Location	Contact person	Contact details
ACT Holden Day	7 September 2013	Canberra	Colin Tierney	0428 299 626
John Grannall Charity day	8 September 2013	Grevillia Park Russell	TBA	Chev Bow Tie club
German Autofest	22 September 2013	Lawns of Old Parliament House	TBA	
GUNDAROO MUSIC FESTIVAL	12 October 2013	Gundaroo	TBA	info@gundaroomusicfestival.com
Museum of the Long Weekend – Vintage caravan display	18 – 20 October 13	Grevillea park Russell	TBA	http://www.longweekend.bighart.org/
Spin Saturday Cars / Dance / Music	19 October 2013	255 Canberra Avenue, Fyshwick	Bruce Perry, Canberra Region Morris Minor Club	0408 652 107 bruceperry@grapevine.com.au
Centenary of Canberra Rally -National Trust	19-20 October 2013	Jervis Bay to Canberra	Nick Arnott	www.nationaltrust.org.au/act/Rally
14 th National Capri & Classic small Ford Muster	25 -27 October 2013			
Canberra Swap Meet	3 November 2013	EPIC – Mitchell		
MARQUES in the Park 2013	10 November 2013	John Knight Park Belconnen	Nick Arnott	American Car Club – 0400 470 100
Canberra Ute Car & Truck Muster	16 – 17 Nov 2013	Hall polo cross grounds	Kelvin Fahey	0466 240 085 www.canberramuster.com
Queanbeyan Swap meet	23/24 November 13	Queanbeyan Show Ground	0427 267 927	www.qbnsnwap.net
Ford / GM day	23 November 2013	Queanbeyan Show Ground	0400 394 645	www.americancarnationals.com.au
American Car Nationals	24 November 2013	Queanbeyan Show Ground	0400 394 645	www.americancarnationals.com.au
Terribly British Day	1 December 2013	TBA	TBA	TBA

Oh3 Weekend '13 at Hill End 13th-15th September

Explore this historic gold mining town near Bathurst, that in the 1870s, had 5 banks, 8 churches and 28 pubs. Visit the old hospital with original surgical equipment, take a tour through the old mine, or even with ghosts!

Bring your camera and experience the magnificent colours of Hill End. Visit the houses that our recent artists used to capture it, including Geoffrey Smart, Margaret Olley, Brett Whitely and many more.

—
\$210 for 2 nights (\$105 per night)
for 2 people at Hill End Lodge Motel,
including 2 continental breakfasts.
\$20 per night per extra person.
\$10 per person for hot breakfasts.
\$39 per person for 3 course dinners.
Picnic lunch for Saturday.
—

Motel / John Carter
P. 02 6337 8200
E. hillendlodge@bigpond.com

Organiser / Jim Kearns
P. 0400 494 561
E. jkearns@bigpond.net.au



Please Note. Roads are Bitumen

NATIONAL TRUST OF AUSTRALIA ACTA 100
CENTENARY OF CANBERRA RALLY
19-20TH OCTOBER 2013
JERVIS BAY - TARAGO - CANBERRA
WWW.NATIONALTRUST.ORG.AU/ACT/RALLY

THE NATIONAL TRUST (ACT) & (NSW) CENTENARY OF CANBERRA RALLY 19TH & 20TH OCTOBER 2013

The Centenary of Canberra Rally is a premium fun, family friendly event for motoring enthusiasts to celebrate the birth of Australia's capital. The rally starts at Jervis Bay, Canberra's historic sea port, and winds its way through breathtaking scenery with celebrations at each of the heritage villages along the way. Various starting points are available to cater for the range and abilities of the range of vehicles taking part. The rally arrives in Canberra in time for a weekend of SPIN activities and includes a Grand Parade through the capital on Sunday morning, a family event on the lawns of Old Parliament House and dinner at EPIC. It has many activities and events to keep every age group entertained while enjoying a truly momentous celebration of motoring history.

Any vehicle can take part as long as they have relevant registration and are in roadworthy condition. Drivers/Riders need to be members of a motoring club or of the National Trust. The rally is being conducted by the National Trust of Australia (ACT) and (NSW) in conjunction with the Australian Federation of Historic Motor Vehicles under a Deed and grant from the ACT Government.

The National Trust is a not for profit organisation whose aim is to preserve our National Heritage. You can check us out at <http://www.nationaltrust.org.au/act>. The Rally is a national event and entries have entered from all States and Territories.

The Entry Form and information is available at: www.nationaltrust.org.au/act/rally. For enquiries please contact the NTACT office on 02 6230 0533 or the Event Manager, Chris Wain, on 0407 181 196.



National Trust of Australia (ACT)
PO Box 1144
Civic Square ACT 2608
Level 1, North Bld, Civic Square
ph 02 6230 0533
fax 02 6230 0544
email: info@nationaltrustact.org.au
ABN: 50 797 949 955



RALLY - Update

Early-bird registration closes end Aug

The early-bird registration date for entries in the National Trust Centenary of Canberra Rally will close off at the end of August.

Due to be run over the weekend of 19 and 20 October 2013, this "Once in 100 Years Event" will likely be the biggest Rally Australia has ever seen.

If you want to be a part of this historical occasion, don't delay registering at www.nationaltrustact.org.au/act/rally to confirm your place.

Rally steering committee chairman, Scott McAlister, said the August 30 deadline was the latest date for owners to confirm their place in to the rally. After this date entries are still welcome but the registration price goes up to \$150.

"Entrants would be aware that merchandise has to be ordered and final details for the rally have to be made with confirmed numbers."

"All the broad organisation has been put

into place including the route from the coast, the cruise down Northbourne Ave and the massed display on the lawns of Old Parliament House - now comes the detailed planning and confirmation of numbers. That is why it is so important to have entries in by 30 August," he said.

The rally will take entrants from the New South Wales coast at Jervis Bay through Nerriga, Tarago (where the bulk of the entrants will muster for the journey in to Canberra) via Bungendore and Queanbeyan.

A steam train from Canberra will meet the entrants at Tarago, where a festival fair is being organised by the Tarago community on the sports oval.

Mr McAlister said he encouraged all car club members to consider entering this once in a hundred years event, to celebrate the Centenary of Canberra and the place that the motor car has had in developing Australia.

Rally Patron ready with his "Postie" bike

Former Canberra ABC TV weatherman Mark Connolly has confirmed his attendance in the Centenary of Canberra Rally with his Honda "postie" bike.

"I have always had an interest in motoring particularly motor cycling and currently own a Kawasaki dual Sports and a Honda CT100 Postman's motor cycle", said Mark. Mark took off in May last year and crossed America solo from Los Angeles to New York on the postman's bike and then travelled from London to Istanbul.

"I am looking forward to playing my part in this exciting and challenging rally from Jervis Bay to Canberra," he said.

Focus on Bungendore

The rally vehicles will make a loop around the town of Bungendore (population around 2000) travelling along the main street of the town

(Kings Highway) and will be encouraged to stop and browse the shops and coffee shops. Bungendore traders, including the famous Bungendore Wood Works, pictured right) are preparing shop windows with motoring related posters.

Below right, Bungendore Road



LATEST NEWS 20 AUGUST

Numbers filling quickly

As of 20 August we have over 250 vehicles committed to the Centenary Rally. Visitors from as far away as Perth and Adelaide will be joining us in October.

Steam Engine Update

Steam locomotive 1230 has recently experienced mechanical difficulties so will not be available for the October weekend. However a replacement engine has been sourced, details of which will be available in the next Newsletter.

Looking for accommodation?

With 83 hotel rooms in Denison and 87 at Woodin, The Trusts Group is an ideal corporate partner for the Centenary of Canberra Rally. Centennians and accompanying persons can enjoy their Canberra stay in 4 star comfort at the Quality Hotels along with the convenience of enjoying a meal and beverage at The Tradies club without leaving the building. The proximity of the Denison centre to our Exhibition Fair headquarters places it at the forefront of accommodation options. With over 200 spaces below ground The Tradies and Quality Hotel offer free parking for hotel guests, situated across the road from Canberra's largest restaurant precinct and within a hundred metres of supermarkets, service stations, banks, newsagency, pharmacy etc.

We encourage you to check them out for yourself at www.thetrustsdenison.com.au but don't leave it until too late to secure a booking.

Slight change in route

Due to a perceived problem of rally vehicles having to turn right on to the Princes Highway the rally route master has decided to change the starting point to HMAS Albatross rather than HMAS Creswell. The change will make it easier for vehicles starting from Jervis Bay to enter the Princes Highway.

Contact Us: Enquiries or assistance please contact Chris Wain at the National Trust of Australia (ACT) on (02) 6230 0533. Email: chris.wain@nationaltrust.org.au Entrant details: www.nationaltrust.org.au/act/rally Facebook: www.facebook.com/canberra100rally

My Curbside Classic: 1974-1978 South African Peugeot 404 GL – the ultimate 404

The Peugeot 404 continued to be made in South Africa until 1978, and as a result of further development have same unique features, like a larger engine and floor-mounted shifter. Edmund Sishange from Johannesburg, South Africa writes about his fine 404, with photos.

I'm a 30 year old male who's been fascinated with the French classic, Peugeot 404 since I was 4 years old. I'll be taking you through the journey of the "South African 404" during this article.

In 1973 a change happened to the 404's original front end. Peugeot SA decided to re-design the front fenders in order to fit the smaller HELLA head-



lights (on right), as they were trying to save costs. It would cost them less than importing them from Europe as they always did. In order to fit the HELLA ones the front fender had to be bent slightly at the edges in order to house the smaller lights, giving the 404 a bit of different look especially when you are sitting inside the car, in the front seat, it's not too noticeable from the outside.

In fact it took me a while to make the distinction but when you sit inside the car, you realise that the fender is not as sharp all the way through. My greatest gripe with this invention is that we can't get the HELLA headlights that would fit our 404s anymore and guess what when we import the original headlights from Europe, they won't fit unless you have an older

404, pre-1973

Now let's get to the juicy part! When 1974 dawned, Peugeot executives created a thing of wonder. They took the 1800cc (XM7)



engine of the Peugeot 504L along with its gearbox and its swan-neck shaped gear stick and fitted it in the 404.

This new 404 was also fitted with re-



designed seats, the upholstery resembled those of the 504GL's and it had a specially designed console to house the gear lever.

The floor was graced with a beautiful brown velvety carpet, once again the same one used on 504s.

The radiator was also larger to provide effective cooling for this ambiguous 404 and they badged it the 404GL: 404



body styling with the heart of a 504.

This car was my dream for years and almost 5000 were produced between 1974 and 1978. The ordinary standard 1600 XC7 404s were also still in production and even-



rything stopped in 1978, 3 years after the last ones were made in France,

no wonder most of our "last year" 404s have the steering wheel of 504s, body parts were becoming scarce for the internationally discontinued 404.

On a final note, I bought myself two beautiful GL's on my 30th birthday last year, after a 4 year hunt! These are truly rare pugs with a great torque! Enjoy.



Top safety ratings for Peugeot 208 and Citroën DS5

13 August 2013

The Australasian New Car Assessment Program (ANCAP) has released safety ratings for four models available to the Australian and New Zealand markets - the Peugeot 208, Citroën DS5, Holden Trax and MG6.

The 208, DS5 and Trax all achieved top 5 star ANCAP safety ratings, performing well across each of the five physical ANCAP tests. 5 star safety ratings apply to all variants of the Trax and DS5. The 5 star safety rating for the 208 applies only to 5 door hatches with a 4 cylinder engine.

Falling short of the 5 star level in this latest round of testing was the MG6 which scored a 4 star ANCAP safety rating. The MG6 lacked sufficient overall points to earn the top rating. In the frontal offset test, protection from serious leg injury for the driver and front passenger was marginal.

Also, the driver's airbag did not prevent the head from making contact with the rim of the steering wheel. The MG6 has been available in New Zealand for several months and will soon go on sale in Aus-



tralia.

"The number of safer, 5 star rated cars available to consumers is increasing almost daily - a trend ANCAP obviously wants to see continue to ensure we can save as many lives and injuries as possible on our roads," said ANCAP Chairman, Mr Lauchlan McIntosh.

"Consumers now expect new cars to have a 5 star ANCAP safety rating, so the 4 star rating for the MG6 may be a deal breaker for some when it comes to making their purchasing decision," Mr McIntosh added.

The five physical tests ANCAP currently undertakes are:

1. Frontal offset test - simulates a partial head-on crash

with another car of similar size travelling at the same speed.

2. Side impact test - simulates two cars colliding at 90 degrees.

3. Pole test - simulates a car colliding sideways with a fixed object such as a tree or a pole (only conducted on vehicles which are fitted with head-protecting side airbags).

4. Pedestrian tests - simulate collisions between a car and pedestrians.

5. Whiplash test - assesses the performance of the seat and head restraint in protecting the occupant from neck and spinal injury when a car is struck from the rear.

Minimum scores are required in each of



these physical tests in order to be eligible for a 5 star ANCAP safety rating. From 2014, a sixth test will be introduced to measure roof strength. A strong roof reduces the risk of injury to occupants in a rollover crash.

ANCAP is supported by all Australian and New Zealand motoring clubs, the Australian Government, the New Zealand Government, Australian state and territory governments, the Victorian Transport Accident Commission, NRMA Insurance and the FIA Foundation.



GTi experience - competition review

Ben Green

I was extremely lucky to recently win a Peugeot competition named 'GTi Experience'. After submitting 25 words why I should be selected to win this opportunity, I received a voicemail last Friday indicating that I had won and would be flown to the Gold Coast on 9 August (yesterday), all costs covered and provided with a day on a track with the new Peugeot 208 GTi and two V8 Supercar drivers. I was excited and completely shocked as I never win anything!

Upon landing in Brisbane airport and locating the Peugeot sign for our transfer, I was greeted by approximately 20 other die hard Peugeot fanatics from all over the country. The bus ride to our accommodation at Palm Cove was excellent as I had never had the opportunity to talk to so many true Peugeot fanatics at once, with almost all of them having owned more than one Peugeot - Several well into the teens!

A brand new white 208 GTi was lit up with spotlights at the entrance to the accommodation. After breakfast in the morning, everyone was found standing around the new 208, admiring, comparing to previous models, testing seat comfort / driving posi-

tion and generally enjoying the opportunity they were sharing with fellow fanatics.

The transfer took the excited bunch to Norwell Testing Facility, which had cleverly been rebranded 'Peugeot' (even the large sign out the front of the facility) as the 208 GTi release and press activity had taken place earlier in the week. We were greeted by approximately 20 208 GTis lined up and waiting in the sun. Every colour in the range except blue was present. There was also a red 205 GTi which was a nice comparison to have in the metal.

The conference facility was very nicely set up with plenty of food / drinks and Peugeot branding. We sat down for a brief introduction to the day, and the 208 GTi. Before anyone spoke, we heard that familiar piano tune at the start of the famous Climb Dance video where Ari Vatanen raced a Peugeot 405 T-16 up Pikes Peak many years ago. The video was on full screen with great sound. As you can imagine, a room



full of Peugeot fanatics (who had probably watched the video several thousand times between them) were smiling. We were then provided with a presentation closely linking the new 208 GTi to the recent performance models and the iconic 205 GTi. I think everyone in the room had owned at least one of them, if not several.

We were provided with examples of Peugeot's motorsport exploits over the years, citing many previous examples and the recent

Pikes Peak effort by Loeb. Most people in the room already knew a lot about the brand, but it was interesting to hear some of the statistics from the 120 year old car brand.

Initial Impressions of the car

Exterior: The car looks much more purposeful in the metal than it does in pictures. There were styling cues linked to Peugeot's of old and I am glad they have finally abandoned the ridiculous gaping mouth of re-

cent years. The car looks quite small, 205 sized almost, if a little taller. It is not tough and menacing looking but is a good looking hot hatch in my opinion.

There was much discussion throughout the day of the best colour for the car, with many comparing to the colour of their 205 GTi. I ended up deciding on the metallic grey as my favourite.

Interior: The interior is nicely finished with plenty of red highlights carried over from the 205 GTi (not the red carpet thankfully). There

is lots of leather and red stitching which works nicely. The cabin feels solid and very well built. The seats are excellent and very supportive when cornering (which has always been a Peugeot strong point). Many UK journalists complained that the dials were too high and the steering wheel blocked their view. I don't know what shaped bodies they had, but it was near impossible to block



the dials with the amount of seat / steering wheel adjustment available. The majority of internal controls are performed by a large iPad like device on the centre console. It was very clear and seemed simple enough to use, but I guess I am old fashioned in that I would prefer a knob to adjust heater / fan / radio etc so you don't have to look away from the road. The steering wheel is tiny and an excellent wheel to hold.

For those that aren't aware, the car weighs approximately 1100kg and has a 1.6 litre turbo charged 4 cylinder with 147kw / 275NM (which recently won International Engine of the Year) mated to a 6 speed manual. The cost is \$29,990.

I thought I would provide a brief summary of the activities over the course of the day.

Brake Testing

We were divided into two groups, my group was taken by V8 Supercar driver Andrew Jones and told to jump into a 208 GTi and head to the other end of the circuit where witches hats had been set up to be used for ABS testing. The aim was to drive towards the witches hats at 80kph, brake heavily at the first marker and then swerve left or right through the witches hats under brakes. At the last minute, Andrew (who was standing on the track) would indicate which way you were to go. The car performed this exercise with amazing precision over and over again. The big 302mm brakes up front were more than

enough for 1100kg. It would also appear that ABS has come a long way in recent years with minimal pulsing through the pedal while performing the manoeuvre.

Skid Pan

The same group were taken across to the skid pan by V8 Supercar driver Jason Bright. The idea of this activity was to demonstrate the ESP system fitted to the car. We jumped into the car with Jason individually and were told to drive around the circular circuit painted onto the saturated concrete surface keeping the inside wheel as close to the white line as possible. The speed was gradually increased until the car started to wash out ever so slightly. I was absolutely amazed at the grip provided by the car on this surface, my guess at our speed would be 60-70kph. The car was completely controllable with the ESP off and realistically was not much slower at all. You could feel the rear braking loose and modulate the throttle and steering accordingly. I was extremely impressed how adjustable the car was on the limit.

Laps

We each jumped into a 208 GTi with a fellow competition winner as a passenger and followed Jason Bright in the lead 208 GTi for some laps of the circuit. The idea was

for us to get a feel for the car in 'road like' conditions.

This was our first opportunity to get a real



feel for the car.

- The feedback through small and shapely steering wheel is excellent. You can feel the wheel loading up nicely as you turn into each corner. This is something Peugeot's of late have been lacking in my opinion.
- The exhaust provides a very nice burble at low revs and at idle. Nicely tuned for a small 1.6 litre engine. There is no drone at higher revs.
- The engine feels very torquey and pulls nicely from anywhere in the rev range. I am no expert

on turbo engines, but the power delivery feels much more linear than others I have driven.

The gear change was nice and the gear knob shape fitted your hand nicely.

- There was minimal torque steer on track and the car felt very adjustable through each corner.
- I would imagine a beautiful winding mountain road would be perfect for this car. The ride felt very compliant (although there were not massive bumps on this particular track), but stayed extremely flat around bends. It reminded me of Peugeot's of old behind the wheel.

Unfortunately we weren't unleashed on the cars for balls out laps, but given the circuit, it was probably a smart move by Peugeot. There were not many run off areas and plenty of trees close enough to the circuit to cause enough damage to their new cars.

My only complaint behind the wheel was something that affected a couple of my previous Peugeots - Clutch shudder. I replaced the clutch at 60k on my 180 due to this and the new clutch was no different. I only noticed it in one of the cars on the day, and only very slightly, but thought it worth noting.

Timed Event

A smallish section of the track had been marked off for a timed event. We were each given a chance (against the stopwatch) to take the 208 GTi through this course for one

lap and park back in a garage (of witches hats). It was quite difficult in that none of us had driven this course, but we were all in the same boat. The two Canberrans in attendance managed 1st and 2nd with both of us being time penalised for taking out the back of the garage (witches hat)! It was great fun.

Hot Laps

Probably the highlight of the day and an amazing demonstration of what the little Pug is capable of, we were each given a passenger lap with a V8 Supercar driver behind the wheel. I can tell you, those guys really know how to drive and truly demonstrated how late you can actually brake for a corner! It was amazing feeling them adjusting the car through each corner and how much control they had as all four tyres were screaming in pain. I can only imagine how insane it must be in a field of V8 Supercars.

Summary

At the end of the day, we were each given a gift pack and a USB which contained some video footage of us throughout the day. Speaking to the super friendly and dedicated Peugeot team that were there on the day, it was clear that

this exercise was not intended to encourage us to buy cars, but more to impart our thoughts on the cars (as previous Peugeot owners) to others.

I still drive a Peugeot as a run about (actually the original 405 MI16 that I owned many years ago), but currently have a Lotus Elise and a Volvo C30 T5-R in the garage which are essentially our daily drives. I have been waiting for Peugeot to release a car that brought back the memories and driver involvement of old and I strongly believe they have done that with the 208 GTi.

This morning I re-read a letter that I wrote

to Peugeot about 3 years ago expressing my frustration at the lack of a genuine sporting model in their line-up, particularly considering the strong sporting history in the brand. I am sure my letter had absolutely no bearing on the 208 GTi, but it would appear that my questions have been answered!

I guess the final question would be: Would I buy one. Yes, in a heartbeat. Now to convince my wife.

The purpose of this post is not to try and sell you a 208 GTi, but thought you may be interested in this experience and an opinion

of the car from someone who is not a motoring journalist. If you are a Peugeot fanatic that has owned such cars as the 205 GTi, 306 GTi6, I can strongly recommend taking one for a test drive.

Unfortunately I only had my iPhone with me, so don't have any quality pics, but I have attached a couple that may be of interest.

Oh, and we were given a heads up on a one hour documentary of Loeb's recent Pikes Peak effort on 7 Mate at 11am on the 17th of August.



PSA wins EU approval for \$9.3 billion state guarantee

July 30, 2013

PSA/Peugeot-Citroen won European Union approval for the French government to guarantee 7 billion euros (\$9.28 billion) in bonds for its banking unit. The guarantee will help keep the General Motors partner afloat as it struggles to rein in losses.

In return for the EU approval, PSA agreed to curb its debt levels and faces restrictions on acquisitions.

EU Competition Commissioner Joaquin Almunia, said: "We have arrived at a formula which allows PSA to restructure in accordance with clear limits, reducing to a minimum the damaging effects for competitors who have not received support from public funding."

"This is a balanced result which offers the PSA group the chance to make a new start on a sound basis," he said.

PSA was forced to negotiate the state guarantee for its car loans arm, Banque PSA Finance, after a series of credit downgrades hit its borrowing costs.

The French government offered to guarantee the bonds for the automaker's bank to help the carmaker keep down borrowing costs, which is key to offering loans that are competitive with rivals such as

Volkswagen.

PSA said that it welcomed the European Commission's approval of the French government's guarantee to secure debt issued by Banque PSA Finance in the period from Jan. 1, 2013 to Dec. 31, 2016.

"This agreement has strengthened Banque PSA's financing and offers visibility and financing confirmed for more than three years," the company said in the statement.

Florent Couvreur, an analyst at CM-CIC Securitie, said the approval was good news for PSA. By helping out the automaker's bank, the French state "is effectively helping the whole company," he said, adding, "But the EU Commission considered this didn't constitute a distortion of competition."

The Commission checks whether government aid is in line with EU competition rules. Under the terms of the approval, PSA will have to refrain from major acquisitions and take "additional corrective action" if net debt approaches an unspecified threshold, the Commission said.

Faurecia restrictions

The restrictions will also prevent parts subsidiary Faurecia from making acquisitions worth more than 100 million euros without specific EU approval, the 57 percent-owned division said in a separate statement. The hurdle is "unlikely to have a material impact" on Faurecia's strategy prioritizing internal growth, it said.

The Commission said the price paid by PSA for the three-year guarantee must be raised if its lending arm significantly increases its busi-

ness among Peugeot and Citroen customers.

The restrictions add to conditions imposed by the French government in return for the aid, including limits on executive pay and job cuts and a government-appointed board director.

Besides the debt guarantee, Brussels approved a further 86 million in government funding for a PSA mild diesel hybrid program.

PSA is the carmaker worst hit by Europe's auto market slump. Its passenger car registrations in EU and EFTA countries fell 13 percent in the first half in a total market down 7 percent, according to industry association ACEA.

The company made a loss of 5 billion euros last year and is still burning through more than 100 million each month.

PSA and Banco Santander are discussing a finance venture that could replace the guarantee and bring the carmaker more freedom from state interference, Reuters reported last week.

The founding Peugeot family has also offered to give up control as part of a closer tie-up with 7 percent shareholder GM or another industrial partner, Reuters sources said.

Automotive News - Bloomberg and Reuters contributed to this report



Peugeot's hottest car

Mike Costello

Peugeot Australia will get its hands on twice as many RCZ Rs as expected, with 40 of the manic 200kW coupes now scheduled to touch down here in March 2014 from about \$75k (see photo on next page).

Earlier this year, the company said it would secure about 20 out of a global allocation of 500. The stroke of luck that has seen this allocation double may be a result of continued market decline in Europe, paired with Australia's voracious appetite for performance cars of almost any stripe.

The news comes as the French brand revealed the RCZ R's full specs ahead of its world premiere at this weekend's Goodwood Festival of Speed.

Headlining this new information is the fact that Peugeot's engineers have wrung a rather astonishing 199kW at 6000rpm and 330Nm between 1900-5000rpm from the car's familiar 1.6-litre turbo – a PSA engine used in a wide range of applications including the Mini Cooper.

The Euro 6 engine has an almost unprecedented specific output of around 128kW per litre. It is easy to envisage such a highly-strung engine having longevity issues, but Peugeot says it has taken steps.

First, the engine itself is reinforced

by a specific heat treatment prior to machining to improve durability. The twin-scroll turbo has been re-designed, as has the steel exhaust manifold.

New Mahle Motorsport pistons, compressed at 9.2:1, are constructed of Formula One-grade aluminium. Finally, the con rods were specified to withstand continued use at high engine speeds, and the bearings are covered with a polymer coating that can withstand the subsequent higher cylinder pressures.

"To get 270bhp and 330Nm of torque from a 1.6-litre engine and be resistant to sports use on the racetrack, it was necessary to introduce new high-performance, competitive solutions," said engine development manager Thierry Chauvet.

"Peugeot Sport has all the skills to do this. Research and development teams brought together their experiences and expertise to ensure the sustainability of the car and its industrial application."

Technical manager Cyrille Jourdan added: "downsizing is a logical approach, not just in production vehicles but is also happening at the forefront of Motor Sport, with the major disciplines soon to use a turbocharged 1.6-litre, and even Formula 1 is doing this in 2014!"

Peugeot also chopped 17kg out of the car's kerb weight compared to the regular petrol RCZ, trimming it to 1280kg. As such, the car is Peugeot's most powerful road car to date, and has a claimed zero to 100km/h time of 5.9 seconds compared to 7.5s on the regular car.

Underneath the stylised bodyshell with new boot-spoiler sits a wider track, bigger camber angle, wider rims and Goodyear Eagle F1 Asymmetric 235/40 R19 tyres.

The suspension has harder dampers, while Peugeot also adds stiffer springs and a stiffer anti-roll bar to help agility. The car also features a track-tested Torsen differential to put the power down through the front wheels.

A six-speed manual gearbox is expected to be standard fit. Peugeot has fitted four-piston calipers, which allow a significant gain in stiffness and therefore pedal stroke, with 380/32mm discs. The car can stop dead from 125km/h in 61 metres.

Opening the door reveals what Peugeot calls "a cockpit of purpose", with unique embossed sills, red stitching on the dashboard and leather steering wheel, and white on the gear-lever gaiter, door panels, armrests and seats.

The leather and suede sports seats are new, as are the chrome console highlights, shift-shift gear stick and the shrunken steering wheel. The regular RCZ retails here for \$58,990 plus on-road costs in either petrol or diesel guise, with the R expected to command a premium of about \$15,000.

from GoAuto





Peugeot joins the feast

Peter Wilson

Records tumbled as Australian new car buyers took advantage of low interest rates and chased end-of-financial-year bargains in numbers – and Peugeot was among the winners in the boom.

Automobiles Peugeot Australia sold 708 vehicles in June – more than in April and May together – and had its best month since 2009. Three industry records were set.

- Vehicle sales of 118,758 units were Australia's highest month, eclipsing the previous June's record by 5.5 per cent;
- Sales of 573,711 units for the first six months were up 5 per cent; and
- The 12-month tally of 1,137,889 was the best for any financial year or calendar year.

Peugeot rose in the charts to No 20 in June and, being more than 100 cars ahead of Renault's 605, reclaimed its role for the month as the leading French make.

It was good news, along with UK Peugeot sales being up 7 per cent, making the country the brand's third biggest market after France and China, in a period when the Peugeot global result for assembled

vehicles dived 10 per cent.

Headquarters at Homebush pointed out that its 708 total in June was almost 100 cars ahead of the 618 in June 2012 and a 14.6 per cent increase year-on-year.

The size of Peugeot's recovery after the fall in sales to 377 in April and 376 in May supports the theory that canny buyers were delaying decisions until the June deals.

Peugeot's year-to-date total of 2,832 was 102 ahead of the first six months of 2012 and held promise of an improved calendar year re-

sult on the past two years.

A statement from Peugeot attributed its bumper June result predominantly to record sales of both the 4008 SUV and 208 hatch. "For the 4008, it was the best month since its launch in May, 2012," the press release said. "With 185 units sold, the Peugeot 208 also saw its best month since launch in September last year and is the top seller in its class year to date."

"This is a fantastic result and comes off the back of a lot of hard work from the team



Best result for 208: Robots may fit the windscreens at the Poissy assembly line but there's nothing like blokes to make a good job of putting the doors on.

here at Peugeot Automobiles Australia,” general manager/director Bill Gillespie said.

“The market is incredibly competitive and June was a hard month but sharp pricing on 4008 and 4007 combined with the growing popularity of the 208 helped us exceed our target.”

Peugeot stepped up promotion for its sale. In contrast to a few years ago, when it spelled out its offers in print in the Herald Drive section, this year it went for radio audiences in both AM and FM bands and with carefully targeted 30-second television ads that even turned up on cable channels.

It also kept up its digital onslaught; as anyone who has googled Peugeot on their computer knows Peugeot arranged to slip in its reminders at the top of the results. Dealers welcomed the boost in interest that stemmed from the campaign, though it was noted that inquiries fell off when the radio season ended and they are waiting for the next round.

The Mitsubishi-based SUVs have helped give Peugeot a catch-up presence in the booming segment, but with their premium over the Japanese brand's price for their different equipment they did not realise the volumes expected.

Results for the 4007 improved when the price came down, but now stocks are

believed to be near their end. The 208 may lead the relatively small premium small car segment, but is effectively competing with the many lower priced and more widely known small cars.

It has also been competing since its introduction against the 207 in Peugeot showrooms. Stocks of the 207 are near final runout and the 208 will soon be on its own.

The 208, with 21,000 sales this year, has spearheaded the UK sales boom and it has been the top-selling diesel in its segment in Europe but the oiler is not available here.



The next big emphasis in Australia will be on the 208 GTi and it is inevitable that this will flow on to more awareness of the whole 208

range. Peugeot, looking to a lift in results from each new model it introduces, noted its all-new 5008 people mover recorded 29 sales in June and proved so popular – it is understood there was a big business order – that the allocation for July has already been sold.

An indication that its 2008 small SUV could do well in the fourth quarter was the big demand in June for that premium segment. The swing to high riders is gathering pace. Almost one car in three sold in Australia this year has been an SUV and a total of 170,539 have gained plates, according to VFACTS figures.

Australia's top-selling models in the six months were Toyota's Corolla (20,970) and HiLux (20,721), both ahead of the Mazda 3 (20,077). Of other French makes, Renault's 607 in June and its year-to-date of 2,873 (up 44 per cent on 2012) were records and while Citroëns price slashing improved its June result to 105 units, its six months was still down 34 per cent.

Several European brands did well in June, including Fiat (426, up 121 per cent), Alfa Romeo (188) and Porsche (140).

Not every make shared the boom. Volkswagen fell 19 per cent to 5,220 in a backlash over failure to respond to its problems with the DSG double clutch transmission, Volvo was down 9 per cent (586), and Skoda 8.1 per cent (397).

The Pugilist

Why not buy a 205?

Richard Marken

That's what Kay said to me on our way home from the Easter pageant in Victoria, it would be heaps easier in motorkhanas. And as luck or misfortune would have it, one came up for sale in our e-mails whilst en route to Queensland.

A quick trip back down the coast, a test drive and a little orange 205 joined the ever growing mass of Peugeots residing at our abode.

As with any car I acquire, there were things that had to change, rear drum brakes would have to go, a new timing belt, a new headlight and the seats could do with a re-trim and a bit of foam cushion. Quite a bit of plastic trim was far from perfect and I saw an ad in the Pugilist for another 205 Si at Lismore.



This car had new shocks front and rear and the interior looked a lot better than mine. \$500 and a day run to Lismore in the Ute with a hired car trailer seemed a bargain.

The empty trailer rattled and banged its way to Lismore, at least on the way home with a load, albeit a small one, it was a lot quieter. The only real issue we had was that the trailer plug extension cord was wired incorrectly and as soon as I switched on the Ute lights the right-hand taillight fuse blew, so I only had one taillight on the trip to deliver the trailer back to the service station.

This donor 205 has so far provided lots of useful bits but the good-looking interior plastic bits fell to pieces as I dismantled then.

My first thoughts on the subject of rear disc brakes was the 205 GTi, unfortunately only the last of the series had rear discs and even overseas they are not thick on the ground. After checking my parts listings I discovered a lot of commonality between 205, 206 and 306. A change of focus here, there are a lot of 206s in wrecking yards in Australia, and all the twin cam petrol models had rear discs. Now me being who I am, reasoned that if I was using 206 rear discs



and callipers I may as well upgrade the front brakes as well and use the 206 larger ventilated discs and callipers, made sense to me.

A quick call to a recommended parts recycler and for a few dollars I had all the bits I needed for the conversion along with new disc rotors. With a split driveshaft boot on one side and a fair rattle from the outer CV joint, a new pair of drive shafts were ordered, only \$165 each and readily available.

Of course suspension bushes and ball joints would also need replacing, the A/C compressor was cactus as were the associated hoses and drier, so all of that was ordered along with the condenser.

Since the cabin heater element had been bypassed I surmised that the core was probably leaking, and whilst getting the radiator re-cored the radiator shop sourced a new heating core for the 205. The left-hand front



mudguard has a bit of rust in it and I have removed it. The donor car has good mudguards and I have already removed them and, along with the rear hatch and possibly the bonnet, I will get them painted to match the orange before refitting them.

A big job on this small car will be trying to tidy up the myriad hoses and wires that snaked their way all over and around the engine bay.

The new solid-state battery will move to the boot, and a new custom-built radiator header tank will use up some of the old battery space, could also be a new induction system and air cleaner.

Of course all this working on another of Mr Peugeot's finest has led me to learn new skills and acquaint myself with the inner demons that reside in the hearts of small car designers.

Surely Mr Peugeot had purchased

the entire world supply of number 6 x 20 mm button head PK screws, why else would you use hundreds of them to hold the dashboard and console together? I kid you not, just when you think you have removed them all, there are not just one but several that have been inserted from the reverse side of any plastic piece in the dashboard assembly.

It may not have rattled when new, but it will have surely rattled a few minds of unsuspecting mechanics and owners as the pile of removed screws got higher and their patience grew thinner.

I have replaced the cam belt and as is recommended I also fitted new cam and crank seals, the water pump and the cam belt tensioner.

The plastic covers that cover the cam belt are a little worse for wear and today I have

checked out and removed the cam covers on the donor car, I also intend to liberate the front struts at the same time.

Oh! The cam cover is different, so I will order a new one from England and it should arrive just before we fly out to Mackay. (Didn't happen!)

Well, dismantling of the donor car has continued and the front seats have gone up to the trimmers for a re-cover and rebolster to the sagged foam bases, a lot of work here.

A new front engine cover has arrived from England and that will be the start-up job this morning. Later today I will pick up the recovered roof lining, removing this has added to the pile of self tapping screws and also the broken plastic trim bits pile, but at least I have



Luckily there is clearance under the mounting plate, so I drilled through the broken stud and fitted a new bolt from underneath, crisis averted and I did not have to dis-

assemble anything.

With the front end all but finished apart from a wheel alignment I bled the new front brakes, quite easy on the hoist. Luckily for me the 14 inch pepperpot wheels still fit over the bigger ventilated front brakes, I may fit 15 inch wheels later.

Did I say the 14 inch pepperpot wheels still fitted over the ventilated front brakes? Another mistake!

With the new pads in the callipers, the wheels just touch, I will need the 15" wheels sooner rather than later, in the meantime a couple of spacers will do the job so



I can move the car around. More to this tale next month!

Peugeotmania



a spare car and the latest "I'll need to replace that" items are in reasonable condition in the spares car.

I have some body welding to repair on one of the front tow points to complete before I refit the right-hand strut and brake assembly; I have been waiting for the aforementioned cam belt cover so all this right-hand side can be assembled in order, much easier to get at things and less skinned knuckles.

A bit of panel beating and a spot of welding and the tow point bracket is now back where it is supposed to be, and the new cam cover fitted easily.

All was going well with the front strut assembly until one of the three studs that hold the strut into the strut tower sheared off, bugger, don't you just hate it when all you have to do is tighten one bolt to finish a job and it breaks or strips.

My first thought was to extract a stud out of one of the spare struts, but as is usual in these cases, it seems that the stud is welded, not so easy to remove; plan B.

PAC Minutes of General Meeting

23 July 2013

Weston Club, Weston ACT

Persons Present

Brad Pillans	President
Ross Stephens	Secretary and CACT-MC Delegate
Glen Bryden	Treasurer
Neil Sperring	CACTMC Delegate
Neil Birch	
Bill McNamee	
Jim Taylor	

Apologies

John Bower
Greg Francis
Allan Lance

Introduction

1. The meeting was opened at 8:05pm by Brad Pillans.

Previous meeting

2. The minutes of the May 13 meeting were read as that was the last minuted meeting there being only four members present (Peter Ashley, Neil Birch, John Geremin and Ross Stephens) at the June meeting. Brad Pillans Proposed that the minutes be accepted; Seconded: Neil Sperring, Result: Carried

Matters Arising from the Previous Minutes

3. Nil.

Financial position

4. Glen Bryden reported a sound financial position.

Secretary's report

Inward correspondence

5.
 - a. Club magazines.
 - b. Letter from the Weston Club advising requirement to renew meeting room request at the EOFY.
 - c. Advice from the Temora Aviation Museum of Warbirds Down Under on 2 Nov 13 and special parking for Club vehicles
 - d. Advice from the French and Fantastic Auto Club based in North Perth WA 6906. Contact details: secretary@frenchandfantastic.com.au

Outward correspondence

6. Letter to Weston Club requesting meeting room and table at the Bistro..

Council of ACT Motor Clubs (CACTMC)

7. Neil Sperring presented the Delegate's Report of Main points of interest detailed by Neil Sperring:
 - a. Mercedes Club advised that they were organising the event for 2014 with assistance from PAC, this was news to those present.
 - b. Delegates advised to inform club registrars of the requirement to provide detailed information on Club CRS Registered vehicles to CATMC with the Affiliation Fees due by end Aug.

Motoring Heritage Day on 19 May 2013.

General business

8. Discussion on the merits of the CRS scheme and importance of Affiliation as a legal requirement for using CRS vehicles on public roads.

Close

9. The meeting closed at 8:40pm. The next meeting will be held on Tuesday 27 August 2013.