

# ROAR

Magazine of the Peugeot Association of Canberra



June 2015



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### ON THE COVER

A view of the assembled French artillery at the Battle of Waterloo held last weekend on the shores of Lake Burley Griffin (cover photo and pictorial images Neil Sperring).

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

PO Box 711, Civic 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,

On Sunday 21st June, the annual Battle of Waterloo was held in Canberra, with French and British car clubs striving for victory (by weight of vehicle numbers) on the shores of Lake Burley Griffin. Sadly, in this the 200th anniversary of the original battle, history repeated itself and the British were victorious by a wide margin of 73 British cars to 38 French cars, plus a half a dozen bicycles on each side and a vintage Peugeot motorbike (on which Napoleon could have made a hasty retreat).

Despite the heavy French defeat, the day was a great success, with picture-perfect sunny weather and only a hint of a breeze – on the shortest day of the year, aka the Winter Solstice.

On such days, the Rond Terraces, at the south end of Anzac Parade (right on the edge of the lake, and adjacent to the main around-the-lake

pathway), are a great venue, allowing enthusiasts and passers-by to enjoy what was a very fine display of cars. And not a Druid in sight!

The day before the battle, I made a quick visit to “Just Clowning Around”, a party hire shop in Mawson, and rented a suitably Napoleonic looking outfit, complete with bicorn(e) hat. Alas, it was not enough to rally the French forces to victory, though I hasten to add that we were victorious last year and the year before, without Napoleon.

Shannons again sponsored the event, and there were lucky draw prizes of “Arrogant Frog” wine, one of which I claimed, in full Napoleonic regalia. My thanks to Barry McAdie and Lisa Molvig, from the Renault club, for organising the event, and to Kyran Lamb (ably assisted by his son, Ashton), for running the BBQ. Thanks also to Sean Patterson, from Melrose Peugeot, who brought along a great looking RCZ, which certainly added to the quality of the French firepower.



The next event on the club calendar is the annual Bastille Day celebration which, this year, will be dinner at Les Bistronomies French Restaurant, on the corner of Elouera and Mort Streets, Braddon. We have reserved a table for 7 pm on Saturday 18 July.

Les Bistronomies is licenced, so no BYO, please. Those wishing to attend should contact Greg Francis on 0411 281 388 (between 9.30 am and 7.30 pm), as we will need to know numbers asap. Greg tells me that he has dined there before and that we “won’t be disappointed” in the quality of the food and wine.

Also on Saturday 18 July, there is a truffle festival in Braidwood, which will be held at Braidwood Central School from 9 am to 3 pm. Club members are invited to display their cars in the school grounds and enjoy a truffle-themed day in the country – a nice entrée to our Bastille dinner in the evening.

Normally, I conclude my column with a reminder for the next club meeting – and I will do so here. Please note, however, that owing to an unavoidable delay, this issue of Roar has missed the June meeting. So, allow me to invite you to our next club meeting, which will be held at the Raiders Weston Club on Tuesday 28 July, at 8 pm, with dinner and drinks from 7 pm. Another reminder will be given in the July issue of Roar.

Keep on Pugging.

*Brad Pillans*

Brad Pillans

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Mike Garrett  
  
Neil Sperring

### Public Officer

Geraldine Butler



# CLASSIFIEDS

## FOR SALE

### 505 Peugeot STI 1984

505 Peugeot STI 1984. Same owner since 1993. 288,000kms. Well maintained. Log book. \$4,000 ono. PEU 505. Ray 02 6352 5826.



### 504 Peugeot 1974

504 Peugeot 1974, auto sedan, Trak Orange, square port head, good tyres. No rego, best offer. Colin 0414 484 398.

### Peugeot 405 1994

Peugeot 405, 1994, red, manual. Near new tyres in great condition, and good battery. Useful for parts. Some mechanical and bodywork issues. Best offer accepted. Please contact me for further information - Elliot, 0416 828 931, Canberra.

### 407 Peugeot, 2010

407 Peugeot, 2010, 2 litre turbo diesel. White gold; 6 speed auto sedan; full black leather interior with heated front seats; sun roof; retractable side mirrors; front weather shields; 5 alloy wheels; tow bar; tinted windows. One owner, full service record. Excellent condition, 122,000 kms. Just serviced by Bill Macnamee. 5 months rego. \$16,450 ono. Call Peter on 0417 662 870

### 604 Peugeot

A complete 604, don't know year etc, a bloke left it with me in at Griffith, NSW, about 4 years ago, intending to do a restoration and now says he doesn't want it. Complete but needs rebuilding. Has spare motor and bits in boot. I need the space in my yard ASAP, but I respect cars and don't want it to go to the dump! Just come and take it away for free ASAP or it will be another Peugeot lost to the metal recyclers!

Russell Rowley, ph 02 6962 7552

# CLASSIFIEDS

## FOR SALE

### Peugeot 403

Rare car with original 75, 566 miles. Original interior in great condition. Bare metal respray by BMW expert painters prior to purchase in 1996, and paint still in excellent condition. Owned since 1996. On historical NSW club plates 27133H. Always garaged. Has original sales receipt and warranty from Canada Cycle and Motor Co in 1960. Drive away today, great mechanical condition. Offers over \$8,500. Plus Peugeot 403B for sale, suitable for restoration or parts. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.



## PARTS

### 203, 403, 404, 504 parts

Peugeot parts for 203, 403, 404 and 504. Too many to list, call to see what is available. Phone Jon and Bev Molvig 02 49986152, located near Cessnock NSW.

### 404 head

404 head (5 bearing, 1970), carefully wrapped up and stored. Reconditioned around the mid-1980s, it has stayed wrapped and cared for 25-30 years. I am after a fair and reasonable price for it. I have an idea what that might be, but I am open to reasonable offers? The freight is at the buyer's expense. Philip, 0418 93 25 26. I am not throwing or giving it away.

### 404 hubcap

404 hubcap (1 only) for sale for \$25, at Cooma. Contact Noel Carter [noelcarter@exemail.com.au](mailto:noelcarter@exemail.com.au)

# CLASSIFIEDS

## FOR SALE

### 203 Peugeot 1949



203 Peugeot 1949. Fully restored to original condition, some years ago, and still looks good (see photo at right). Six volt battery system. Factory sun-roof. Windscreen sun-visor and roof-rack (both as new). Old tyres could do with replacing, but otherwise a very nice car and always popular at car displays. Currently on NSW historic plates. \$7,500 ono. Brad Pillans 0427 662 112.

### 205 Peugeot CTi



205 Peugeot CTi (see photo at right). 1.9L engine, 5 speed manual BE1 gearbox, no P/S, no A/C. Original interior in good nick. Electric front windows. Manual folding roof. (Needs new roof liner.) Paint is OK overall but RHS is faded and showing signs of age. Has now been registered for 4 years. Looks and drives very well. Located in Western Australia. \$5500 ono. Contact Luca 0403 638 658.





# CLASSIFIEDS

## FOR SALE

### 504 Peugeot Coupé

504 Peugeot Coupé. 1979, 2 litre Ti, 4 speed manual, LHD with 125,000 genuine km. Always dry. Unleaded petrol, @ 28.5mpg. VIN 3131468. The car is located in Seymour Victoria and whilst sold without a roadworthy, is in 9/10 excellent condition. \$25,500 ONO. Photos available. Rodney Provan, email [rod777@icloud.com](mailto:rod777@icloud.com) ph : 03 5792-1375 or +852 9272-9166.





# CLASSIFIEDS

## FOR SALE

### 504 Peugeot Ti



504 Peugeot Ti, manufactured 2/1975, 2 litres, sedan, white, 4 sp manual. Historical ACT (club) registration. Electric windows. Alloy wheels. Tow bar. New battery. New ignition/lock. Side trim replaced (see photo below). Always garaged. Always serviced by Bill McNamee. Drive away today, in great mechanical condition. Best offer accepted. Please contact me for further information - Robert, 0410 939 149, Canberra.

## FOR SALE

### 306 Peugeot



1997 Peugeot 306. 165,000km. Manual. No registration. Make an offer. Call Stephanie on 0413 232 953 or email to [Stephanie.quantrill@education.gov.au](mailto:Stephanie.quantrill@education.gov.au).

If you require further information please let me know.



# CLUB EVENTS 2015

**18 July 2015**

Truffle festival, Braidwood Central School from 9 am to 3 pm. Club members are invited to display their cars in the school grounds.

**18 July 2015**

Annual Bastille Day PAC dinner, Les Bistronomes, Braddon. Those wishing to attend should contact Greg Francis on 0411-281388 (between 9.30 am and 7.30 pm).

**28 July 2015**

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



# FRENCH CAR DRIVES 2015

**Sunday August 23**

Crisp Gallery, Gap Range Bowling and afternoon tea at Rollonin Cafe in Bowling. [www.petercrisp.com.au](http://www.petercrisp.com.au)

**Sunday October 25**

Braidwood Historic Town walking tour, self guided.  
<http://www.visitbraidwood.com.au/expbwd>

**Sunday December 6**

Christmas BBQ at Lake Ginninderra

Please contact Lisa on [reno1338@hotmail.com](mailto:reno1338@hotmail.com).

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia

# PCC NSW Invites enthusiasts to the Oh 3 Weekend 2015 Mudgee 4th-6th September 2015

We will arrive Friday and explore Mudgee town at leisure.

Dinner is available at the Mudgee Club next door.

Saturday morning breakfast at the motel or in town, then visit the markets and shops.

A nice drive on roads 203's love to a mountain picnic for cuppa.

Lunch at winery with BBQ with an outstanding motor bike museum next door.

Afternoon visit other wineries at your leisure.

Dinner at the Brewery Restaurant where you can enjoy a Mudgee Mud beforehand.

Sunday drive to Lue where we visit a multi award olive grove and enjoy a guided tour learning about and sampling extra virgin olive oil.

Short drive to romantic Rylstone for lunch before heading home.

**Motel Cost is \$243 for 2 nights for 2 people (excluding breakfast)**

Contact: Jim Kearns  
(Organiser for details & Brochures etc)  
Phone: 0400 494 561  
Email: jkearns@bigpond.net.au

Soldiers motel-Ask for Robyn  
Phone: 02 6372 4399  
Email: soldierm@bigpond.net.au

## **Pugger Buggers to Cameron Corner, Mark III, 2015.**

Neville Summerill of the New South Wales club is organising another trip to Cameron Corner – the junction of the New South Wales, Queensland and South Australian borders.

The trip is suitable for two wheel drive vehicles with reasonable ground clearance. This year we will commence in Dubbo.

The plan is to meet there on Friday 7 August and depart the following morning. An itinerary of about 14 days is being developed that will include Tibourra, Cameron Corner and north-west New South Wales.

Please let Ross Berghofer (0409 504 551) or Neville Summerill (02 6458 7208) know if you are thinking of joining the tour. An itinerary is being prepared – watch this space.



# BATTLE OF WATERLOO 2015



Photos Neil Sperring

# BATTLE OF WATERLOO 2015



Photos Neil Sperring



# BATTLE OF WATERLOO 2015



Photos Neil Sperring

## 60th Anniversary of the 403 at Sochaux, in the heart of Peugeot country

Mike Garrett

On the weekend of 14 to 17 May this year we were fortunate to be guests at the celebration of the 60th anniversary of the 403 at Sochaux in the grounds of the Peugeot Museum.

The weekend was organised by several French clubs including; Club Peugeot 403-203 Franc-Comtoises, Le 403, Club Peugeot 403 Cabriolet and several others. These clubs came together and with the assistance of the Peugeot Museum ran a wonderful 3 day event.

The story for us started two years ago when I met and became friends with the President of the Club, Peugeot 403-203, Denis Pagnier via Facebook. We exchanged information and club material and he happened to mention that his club was organising the event and as it coincided with a visit to France that we had already planned, he invited Rosie and me to come to the weekend. We gratefully accepted and as it had always been on my agenda to visit the Peugeot Museum and the Schlumpf car collection at Mulhouse nearby, it all fitted



together nicely for us.

On 14 May we arrived at the Peugeot Museum in Sochaux having spent two pleasurable weeks touring (in a Peugeot of course – a 308 wagon) in Champagne and Alsace and I went

looking for Denis. We met and after greetings he told me he had a surprise for me and led me out onto the forecourt of the museum.

Assembled there was the Director of the Museum, Christophe Dupont, several





members of the local press, cameras and notepads in hand and a wonderful grey 403 (see photo). M. Dupont then proceeded to

formally hand me the keys to the grey 403 to use for the weekend's event, to the snapping of cameras.

We were just blown away, never expecting anything like this – a wonderful and generous gesture on behalf of the Peugeot Museum. The 403 we were to drive was one of the museum's collection – so, no pressure there then not to bend it?

It transpired that because we had come the furthest (from Australia) to attend the event that was quite a novelty and with Denis' assistance resulted in the museum loaning us the car. Following the formal ceremony the local press interviewed me, and several photos were taken (see attached article). We were asked lots of Pug related questions by the journalists and on the status of clubs in Australia.

The weekend 'rallye' as they refer to it in France was similar in structure to our major club events such as the annual Pageant. However, this one seemed to involve a lot of driving (350kms) in formation through the exquisite French countryside and villages around Sochaux. The itinerary was as follows:

- Day 1 – From Sochaux to The Citadel in Besançon and return. The Citadel a 17th century castle built above the town, houses 4 museums. Among them was a wonderful museum to the French Resistance
- Day 2 – From Sochaux to Fougères-Val d'Ajol and return. This route took us to Fougères a la distillerie Paul Devoille which sold a mighty drop of local schnapps-type liquor and then on to Val d'Ajol, including the drive over the Ballon d'Alsace.





There were eighty 403s at the rallye from all over in France of course, but also Belgium, Germany, the UK and even a car from Argentina! A particular highlight for me was seeing the several 403 cabriolets that attended the event and even getting our photo taken in a particularly nice red one (see photo).

These cars are much sought after here in Europe and regularly bring prices of around \$100,000.

Of course, being the French the rallye also consisted of several long lunches held wherever our touring took us and gala dinners held in the museum itself; nothing less than 3 and often 4 courses naturally with champagne and red and

white wine at each sitting.

The first day of the rallye it rained quite heavily all day, so here I was, after a wonderful lunch, driving a museum exhibit 403 on the right hand side of the road, in the rain and with the gear change of course the mirror image of my 403 at home through tight little village streets, with a belly full of French food and wine – quite a challenge I tell you. No seat belts of course, the French disdain such frippery on historic cars, so Rosie was white-knuckling all the way. This was especially the case as we wended our way up and down the Ballon d'Alsace, a 1200 metre high mountain in the Vosges ranges.

We got highly enthusiastic welcomes as we drove through all the French villages in convoy with much beeping of horns, headlight flashing and waving from the locals. At one of our lunch stops in Val d'Ajol, a village on our route, the Mayor assembled us all in front of the Hotel de Ville (Town Hall) and handed out free champagne and made a speech, dutifully recorded by the local press. As Winston Churchill used to say, "Champagne should be dry, cold and free", which it was, but in addition to the lunchtime imbibing it was nearly too much for me. My French colleagues all seemed to take it in their stride.

We made many good friends and hope to return to the area sometime in the future.



## PSA to produce Bolloré EV at Rennes

Dave Leggett | 17 June 2015

**P**SA Peugeot Citroën and Bolloré have signed an agreement for the distribution and production of a Bolloré electric car that will be made at a PSA Citroën plant in Rennes.

The two companies say they have a joint commitment to developing shared mobility solutions, including car sharing schemes using conventional and electric vehicles.

The electric vehicle that will be distributed by PSA Peugeot Citroën is the Bluesummer, a four-seat cabriolet designed by Bolloré, with a - claimed - urban driving range of 200 kilometres.

On the production side, the agreement also provides for the assembly of Bluesummer cars at PSA Peugeot Citroën plant in Rennes from September 2015, with installed capacity of 15 vehicles per day for a maximum of 3,500 vehicles per year.

To further their commitment to sustainable mobility, the two groups will also cooperate in the area of car sharing

- initially in Europe and later via the creation of a joint venture designed to deploy car sharing solutions worldwide using electric vehicles (passenger cars and commercial vehicles), as well as low-emission internal combustion vehicles.

Carlos Tavares, Chairman of the Managing Board of PSA Peugeot Citroën commented: "The agreement signed between our two companies reflects the vision that Vincent Bolloré and I share of clean, sustainable mobility solutions that enable us to provide our customers with the freedom to get around, which we consider a fundamental right in today's society."

Vincent Bolloré, Chairman and CEO of Bolloré, said: "We are very proud of this partner-

ship founded on industry, innovation and environmental stewardship. It's a step forward in the development of mass-market electric vehicles."

Bolloré is also working extensively with Renault.

### Some background

Bolloré is already present in the electric mobility market, having designed and developed several electric vehicles (notably Bluecar, Bluesummer, Bluebus and Bluetram). It also operates an electric vehicle car sharing network in several cities in France (Paris, Lyon and Bordeaux and their outlying towns) and abroad, via dedicated subsidiaries.

Bolloré has also signed a co-operation agreement with Renault that moved Bluecar assembly from Italy to a Renault plant.

PSA Peugeot Citroën has set up various car sharing operations since 2013, with an offer designed for businesses in France and, via its Citroën brand, in Germany (Multicity Berlin). In addition, the Peugeot brand launched a short-term rental offer in 2009 – Mu by Peugeot.

Justauto



## Peugeot pick-up: why top managers are turning to the unloved stock

Silvia Sciorilli Borrelli  
25 June, 2015

French car manufacturer Peugeot appears to be back on its wheels and riding the European economic recovery strongly after experiencing a tough period of performance.

The company had lost 50% of its value between 2010 and 2013 and was being shunned from funds' portfolios over fears of the company's longer-term health.

However, the tide has turned, and in recent interviews with Citywire Global, four leading European equity managers all name-checked the stock as one they were either watching closely or actively adding to.

The common theme appears one of tapping sectors which have recently been under pressure as a supportive monetary policy and falling oil prices have set the ground for an improved outlook in the region. Autos is one of these, and the French carmaker, in particular, has posted impressive results gaining 143% from early 2014.

### Revving up a recovery

At the forefront of those now championing the stock is Citywire AA-rated, Nicholas Walewski. The fund manager said Peugeot

underperformed for many years, nearing bankruptcy, until they took significant pain to reform and now it is one of the stocks he likes the most.

Walewski said he has been adding to his position over the last year-and-a-half. According to the manager, Peugeot also benefited from its Chinese joint venture with Dong Feng.

'I always say invest in what you know, invest in profitable companies, invest in stocks where valuations are low,' he told the Citywire Global magazine in May.

Meanwhile, Rothchild & Cie Gestion managers Didier Bouvignies Philippe Chaumel echoed Walewski, stating Peugeot has been one of the main contributors to the R Selection Euro C fund's performance since the beginning of the year.

The French managers, who hold a 4% position in the fund, highlighted Peugeot's recovery story comes from the same internal restructuring put in place by the company's management working alongside the unions.

Bouvignies and Chaumel suggested work-

ers had been more willing to negotiate with on French plants' closures and production delocalization in order to save the company.

### Earnings' momentum

Canvassed on which stocks will benefit the most from earnings growth and an improved European economy, JP Morgan Asset Management's, Citywire AA-rated manager, John Baker, also highlighted the firm.

Baker said the automotive sector is benefitting from the earnings' momentum and its cyclical upside.

In this context, the French company's car sales proved stronger than expected, according to the JPM AM manager, who currently holds a 2.3% position in his fund.

Citywire Global



Photo: Rex Features



## Peugeot interiors: tiny steering wheels for all

James Taylor 23 June 2015

Peugeot's unusual combination of an ultra-small steering wheel and raised instrument cluster, first introduced on the 208 super-mini in 2012, took a little getting used to for some drivers. But get used to it they shall, because all upcoming Peugeot models are set to feature the layout from now on.

The titchy wheel/high instruments combo, which Peugeot calls 'i-Cockpit', is currently a fixture in the 208, its compact crossover 2008 spin-off and the mid-sized 308 family hatch.

'We are just at the beginning,' Peugeot project design director Pierre-Paul Mattei told CAR. 'We are going to go i-Cockpit on all models.'

Based around three components – the petite wheel, raised dials and touchscreen in the centre of the dash, Mattei refers to the i-Cockpit setup as a 'magic triptych.' 'We can manage this triptych in different ways, de-

pending on if it's a sports car, a sedan, a hatchback and so on. From 208 to 308, for example, the feeling is very different.'

Mattei confirmed that the i-Cockpit design will be adopted by larger Peugeot models. The Quartz SUV concept car displayed at the 2014 Paris motor show carries the most recent evolution of the 'high cockpit', with a wider, more rectangular steering wheel and a new, layered polycarbonate design for the instrument cluster for added depth. Think of the colour screen behind the current Audi TT's wheel in appearance, but with the added impact of 3D.



The design director says Peugeot will continue its current button deletion strategy, grouping controls on the dashboard's touchscreen and reducing the physical switchgear count to create clean, minimal interior surfaces.

'For both exterior and interior designs, we aim to have more purity. 308 is a really good example – so pure, so modern. This is the way things are heading. Can you imagine your smartphone with buttons now?'

A key part of the philosophy behind the i-Cockpit setup is that the raised instrument cluster places information more directly in the driver's line of sight, making for reduced refocusing time between the road and the dials.

A smaller steering wheel can help the car feel sportier, especially when combined with a quick rack, and frees up space around it for a larger touchscreen display, or to make the most of the dashboard's styling. And, of course, it's a talking point.

Car magazine

## Mount Gladstone: Brendan Coote and Pug 205 GTi fastest on the day

Ian Hampton

17 May 2015

A spectacular day with more than a line of snow along the mountain horizon that started cool and foggy, then warmed up which warmed the track and the drivers.



Brendan Coote and his Peugeot 205 GTi at start line

Mt Gladstone Hillclimb 17th May 2015

Type Class	Car No.	Driver	Vehicle	Best Time	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
1/2 0-1600	25	Tom Ballard Junior	Mazda MX5	48.21	49.18	76.72	49.56	49.31	49.21	48.21
1/2 0-1600	1	Tom Ballard	Mazda MX5	49.63	50.07	50.21	49.79	49.63	49.93	50.57
1/2 0-1600	24	Rogan Corbett	Nissan Pulsar	50.06	51.36	50.13	50.06	50.08	50.51	50.71
1/2 0-1600	2	Lindsay Blewitt	Mitsubishi Lancer	51.06	52.09	51.65	51.68	52.89	51.06	51.51
1/2 1600-2000	21	Glenn Grumley	BMW 318i	52.49	54.38	53.66	53.24	54.03	52.49	52.49
1/2 1600-2000	15	Nick Coote(J) #2	Peugeot 206GTi	53.59	56.25	55.27	55.26	54.08	53.59	54.27
1/2 1600-2000	6	Nick Coote(J)	Toyota Camry	59.48	60.15	70.46	62.66	59.48	60.82	61.92
1/2 2000-3000	10	Louise Roy	BMW 323i	50.73	51.36	51.35	50.76	50.73	51.43	
1/2 2000-3000	13	Brian Hayden	Honda Prelude	51.56	54.53	51.81	52	52.49	51.56	51.74
1/2 Over 3000	12	Dean Godfrey	Falcon G6ET	46.85	48.19	47.88	47.28	47.67	47.7	46.85
1/2 Over 3000	11	Anthony Hyde	Mercedes SLK320	47.18	51.11	49.63	48.31	48.86	47.36	47.18
1/2 AWD/SV 1600-2000	20	Ryan Bolton(J)	Subaru Forester	52.87	57.09	56.19	52.87	235.09	56.48	53.47
1/2 AWD/SV 1600-2000	9	Logan Crawford(J)	Subaru Forester	55.84	57.49	57.41	56.1	56.59	59.82	55.84
1/2 AWD/SV Over 3000	5	Keirman Wicks	Nissan Pulsar GTiR	46.77	51.24	49.61	47.73	48.32	47.25	46.77
3 0-1600	14	Nick Besestri	Fiat 124	53.75	55.43			53.75	54.59	
3 1600-2000	23	Tim Duncan	Toyota AE86	45.72	46.78	47.27	46.23	45.72		
3 Over 3000	7	Brendan Coote	Peugeot 205 Gti	42.68	43.48	43.84	42.97	43	43.69	42.68
3 Over 3000	17	Nathan Vonderberg	Holden Commodore	46.27	49.46	47.25	46.54	46.49	46.7	46.27
3 Over 3000	16	Brett Wright	Holden Monaro	46.73	49.59	46.97	46.93	46.86	46.73	46.78
3 AWD/SV Over 3000	3	Hayden Wicks	Lancer EVO7	44.06	45.63	46.3	44.88	45.75	44.3	44.06
3 AWD/SV Over 3000	8	Peter Coleman	Subaru Liberty	46.7	49.95	48.36	46.98	46.7		
3 AWD/SV Over 3000	4	David Wicks	Chili Roadster	51.37	52.61	51.96	51.79	51.74	52.15	51.37
4 2000-3000	18	Laurie Burton	Datsun 260Z	43.46	44.44	44.51	44.12	44.65	43.46	
	FTD	Brendan Coote		42.68						

The fastest time of the day was 42.68s set by Brendan Coote in his very fast FWD Peugeot 206 GTi; however the much younger 14 year old Nick Coote (no relation) put in 12 impressive drives in two cars, the automatic Toyota Camry which he also drove in the 29 March event and a faster "handier" manual Peugeot 206 GTi. Nick's fastest time was 53.59s in the Peugeot.

Bragging rights as the fastest under 18 driver on the day went to Ryan Bolton in the

Subaru Forester (Green Machine) that he shared with Logan Crawford. Ryan's fastest time on the day was 52.87s. Ryan's day also included an "excursion" off track just after the chicane – no damage done J....

The next Mount Gladstone Hill Climb will be on Sunday 25 October.



## A 604 cooling system meltdown

Allan Horsley

For no apparent reason and over a short period of time the performance of the cooling system on my 604 declined. An overheated 604 is not a good experience.

Initial investigations showed that the expansion bottle for the coolant would accept coolant from the engine when hot but would not let it back as the engine cooled. It had 40 years of sludge in its bottom.

The bearings of the water pump were found to be badly worn but the seal was still intact. Also the clutch on the fan did not take up when the engine temperature rose.

Removing the faulty parts did not present a problem but during this process the radiator thermostat was found to be faulty. Finding replacement parts was a challenge. A new water pump was not to be found from any of the likely sources so the ever helpful Colin Hague offered to fit new bearings and a seal.

Bill Hamilton suggested a possible alternative fan clutch he used on a Volvo engine rebuild but the particular version was too large for the 604 fan blade assembly.

However his suggestion put me on

the right path and after much searching I found, on the Davies Craig web site, a version listed for the early Volvo V6 engine. A call to very helpful Davies Craig and a visit to their warehouse enabled me to confirm that the clutch fan 2558 would fit the water pump shaft and provide appropriate clearances between the engine and radiator.

The fan blade assembly needed a small but highly accurate modification to the four mounting fingers to fit the new clutch which Colin Hague was able to arrange. Needless to say all of the rubber hoses needed replacement.

Some standard hose sizes replaced the small hose sizes and a Ford Telstar radiator hose, all from a helpful R&E Autos, carefully cut, provided the two pump to head hoses. Careful reassembly has brought the 604 back to life.

What would one do without helpful industry suppliers and most of all helpful Club Members.

— from Torque.



Original fan clutch, new fan clutch



Modified fan, original fan

## 406 HDi battery issue

Ian Benier

We have had our 2000 406 HDi for almost eight years. In that time we have done just short of 90,000 km. In the past year it developed a problem where the engine would crank, but not start.

When the key was turned back to the accessory position, the centre console would indicate an immobiliser fault. Leaving the ignition in the on position for approximately ten seconds prior to cranking the engine would usually guarantee a start.

Also in the past month the passenger airbag fault light would come back on almost immediately after the engine had started and remain on.

A year or so ago, I noticed that the Hoppeke branded battery was showing signs of very heavy sulphation, bulging both at the ends and the sides. It was having no problem starting the engine however, even on very cold mornings.

It was then that I noticed that it had the numbers 18 10 00 melted into the plastic top of it. I suspect that means it was produced on the 18th of October 2000. Being very

impressed at the time with the battery's age, I wrote to Hoppeke in Germany, one, to inform them of the exceptional operational service life of the battery, but also to try to find a retail outlet here in Australia where I would be able to purchase a replacement when the time arose. I never received a reply.

After starting the car one morning recently just to move it off the driveway, it then refused to start again two hours later. After a jump start, the battery had no problem starting the engine a few times later in the day. As it is the wife's car, I felt it was a wise move to finally replace the battery, after all, it had done 14 years and 4 months of service. Those I have spoken to since, agree that 14 years was an exceptional life for an auto-

motive lead acid battery.

Since replacing the battery, the two issues that I mentioned earlier have not reappeared again. Colin Stark from Alpine Affaire, where we purchased the car and have always had it serviced, remarked that in their business they find that many of the electrical issues in the newer Peugeot's are because the batteries are not providing sufficient voltages for the various circuits.

This replacement battery I guarantee will not last anywhere near as long as the last one, especially as it was made in Thailand.

— from Torque.





**PAC Minutes of General Meeting  
26 May 2015  
Weston Club, Weston ACT**

**Persons Present**

Brad Pillans	President
Glenn Bryden	Treasurer
Neil Sperring	
Ian Brock	
Neil Birch	
Colin Handley	
Greg Francis	

**Apologies**

Ross Stephens  
Bill McNamee

**Introduction**

1. The meeting opened at 8:16pm, following dinner in the Weston Club Bistro.

**Minutes of last meeting**

2. February 24 (meetings for March and April did not have a quorum). Moved the minutes be accepted, Brad Pillans, Seconded Ian Brock. Passed unanimously.

**Financial report**

3. Balance \$4701.05, Term deposit \$8k+. Pageant income \$8029.00. Pageant expenses \$8174.57, Pageant balance, -\$145.47. Extra berets can be sold to offset this. Some pageant specific items are left over but are probably not saleable.

Glenn proposed Brad be reimbursed \$970.00 for pageant expenses, seconded Neil, passed unanimously.

**Secretary's report**

4. Inward correspondence
  - a. Magazines and bank statements

**Council of ACT Motor Clubs (CACTMC)**

5. Affiliation with Australian Council of Motor Clubs (ACMC) passed at last meeting. PAC delegates pointed out that the promised information sheet had not been sent to clubs in order for them to make an informed decision. This information will be sent out and clubs can then give an opinion on the merger (which was passed at the last meeting anyway).

The ACT Government advises that the LTCS levy has been reduced to \$7.00 for a 12 month CTP policy, \$3.50 for six months and \$1.70 for three months WEF 1 July 2015.

Incorrect forms for council affiliation renewals for the coming financial year were sent out. Correct forms are to be sent out and need to be completed for proper affiliation.

The NCA has raised concerns about public parking at car events. This may affect established venues' availability in future. e.g. Kings Park for Wheels.

**Pageant report**

6. The Pageant was a success with NSW coming 1st, ACT 2nd, and VIC 3rd. ACT won the Motorkhana. A financial success as well (see Treasurer's report).

**Battle of Waterloo**

7. Date is June 21 at Rond Terrace. All Members are encouraged to attend – even for a short time.

Brad announced his retirement from running the barbecue as he has done for the last four years, indicating that it was difficult to predict patronage and it operated at a minimum profit, if not at a loss. There were no volunteers for this role from the meeting. Brad would inform the Renault club of this position.

A reminder to members will be sent out one week prior to the event.

The Mercedes Club has asked if they might attend. The meeting agreed they could attend as guests.

**Bastille Day**

8. Suggestions for a venue for a celebration in lieu of the Bungendore venue are welcomed.

**Close**

9. Meeting closed at 9.06 pm. Next Meeting Tuesday 23 June at Raiders Club Weston..