

# ROAR

Magazine of the Peugeot Association of Canberra



March 2015



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ON THE COVER  
Late 1930s Peugeot Darl'mat.

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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**G**reetings all,

Several club members displayed cars at the annual Shannon's Wheels exhibition in King's Park on Sunday 8 March, though not all were Pugs – Colin Handley and Ian Brock joined the dark side (i.e. anything non-Peugeot) by bringing a Morgan and a Clubman, respectively, though both were displayed a respectable distance away from the Peugeots and other French cars.

Wheels was held on a lovely warm, sunny day and the club marquee offered welcome respite from the sun.



Although Peugeot numbers were down, overall car numbers seemed to be well up on last year, and I enjoyed seeing a wide range of marques and models. The organisers also made much better use of the undulating site than last year, which made it more enjoyable for participants and spectators alike. The great weather also certainly helped.

Planning for the Peugeot Pageant in Yass (17-20 April) continues apace, with almost 50 registrants at the time of writing. Needless to say, I am expecting more registrations to come in before the event, but I encourage would-be participants not to leave it until the last minute - rooms at the Swaggers Motel are filling up fast. An updated registration circular is included in this issue and can also be downloaded from the club website site <http://www.peugeotcanberra.com.au/>. Contact me for any special requests, such as day registration, which may be negotiated on a case-by-case basis.

Sue and I had the pleasure of attending the opening night of the French Film Festival at the Palace Theatre in New Acton on Friday 6 March, courtesy of Melrose Automobiles. [Peugeot was the major sponsor of the festival this year]. We enjoyed a couple of glasses of champagne and watched a very entertaining film, Gemma Bovary. Afterwards

we nipped over to the trendy new restaurant, 'A. Baker' (short for Acton baker), for supper.

I was disappointed, as a Pug enthusiast, to read a less than positive review of the 2008 in the Canberra Times on Saturday 14 March. The review was a head-to head comparison of the Peugeot 2008 Active (1.6 litre petrol, with 4 sp auto) with the Renault Captur Dynamique (1.2 litre petrol, with 6 sp auto). The reviewer concluded that "while beautiful inside, with superior occupant protection, Peugeot's outdated drivetrain, stingy warranty [3 years versus 5 years] and comparatively dull exterior" made it a clear second-choice to the Renault.

The reviewer also concluded that the 2008 would benefit from the turbocharged 3 cylinder engine in the 308 hatch. Having recently driven a 3 pot 308 turbo, I wholeheartedly agree – the little 308 engine was a real revelation, even when combined with stop-start technology, which I have been somewhat unconvinced by in the past. The 308 was nippy around town, with very little lag on take-off from a standing (engine off) start.

Our next club meeting will be held on Tuesday 24 March at 8 pm, at the Raiders Weston Club, with dinner and drinks from 7 pm.

Keep on Pugging.

Brad Pillans

The Peugeot display at Wheels



# 2015 COMMITTEE

## President and Club

### Registrar

Brad Pillans  
30 Aspen Rise, Jerrabomberra,  
NSW, 2619  
0427 662 112  
brad.pillans@anu.edu.au

### Vice President

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

### Secretary

Ross Stephens  
PO Box 11  
Narrabundah ACT 2604  
0429 313 090

### Treasurer

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

### Technical Officer

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

### Roar Editor

Peter Rees  
PO Box 125  
Red Hill 2603  
0409 440 789  
peterees@netspeed.com.au

### Production Editor

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

### Social Secretary

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

### General Committee

Neil Birch  
  
Greg Francis  
  
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. See photo at right.

### 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.

### Peugeot girls/small ladies 'Cassis' bicycle



Peugeot girls/small ladies 'Cassis' bicycle. 1980's. Nice condition. Ready to ride. 12 speed. Full mudguards. Paintwork is in very good order. A nice example. Bicycle is located 10 min drive from Canberra/Queanbeyan. \$120 ono. Phone Chris 0413996481



# 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.

### Wanted

### 404 wedding car wanted

I have a nephew who is getting married on Saturday 16 May in Gundaroo. He and his fiancée are looking for a white Peugeot 404 as a wedding car.

In the past I have had a number of white 404s but alas not at present. Please let me know as soon as possible if you can assist.

John Thorne

39 Lute St Gundaroo NSW 2620

Mobile: 0414 529 278.

Email: [john.thorne@comconnections.com.au](mailto:john.thorne@comconnections.com.au)

# CLUB EVENTS 2015

<b>24 March 2015</b>	Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
<b>17-20 April 2015</b>	Peugeot Pageant, Yass. Email: <a href="mailto:brad.pillans@anu.edu.au">brad.pillans@anu.edu.au</a>
<b>18-19 April 2015</b>	Cooma Monaro Historic Automobile club vintage & classic pre-1960 car rally.
<b>28 April 2015</b>	Club meeting, the Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.
<b>26 May 2015</b>	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

## Calendar

<b>Sunday April 26</b>	Cooma to visit rail museum in morning and Cooma car club museum in afternoon. <a href="http://visitcooma.com.au/attractions/cooma-monaro-historic-railway/">http://visitcooma.com.au/attractions/cooma-monaro-historic-railway/</a>
<b>Sunday June 28</b>	Goulburn to visit Old Goulburn Brewery, 23 Bungonia Rd Goulburn. Historic tours and beer tastings are available. <a href="http://goulburnbrewery.servebeer.com">http://goulburnbrewery.servebeer.com</a>
<b>Sunday August 23</b>	Crisp Gallery, Gap Range Bowring and afternoon tea at Rollonin Cafe in Bowring. <a href="http://www.petercrisp.com.au">www.petercrisp.com.au</a>
<b>Sunday October 25</b>	Braidwood Historic Town walking tour, self guided. <a href="http://www.visitbraidwood.com.au/expbwd">http://www.visitbraidwood.com.au/expbwd</a>
<b>Sunday December 6</b>	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





**EARLY BIRD  
REGISTRATION  
EXTENDED TO  
FRIDAY  
20<sup>TH</sup> MARCH**

The Peugeot Association of Canberra has pleasure in inviting you to join them in Yass, for the 2015 pageant, from Friday 17th to Monday 20th April 2015 (two weekends AFTER Easter). The pageant registration form is available from <http://www.peugeotcanberra.com.au/>

The historic town of Yass, some 50 km north of Canberra, just off the Hume Highway, offers a range of accommodation options and potentially interesting activities for participants. A highlight of the weekend will be a visit to the Binalong Car Museum, which houses a small but eclectic collection of cars including Bugatti and Delarge.

The weekend program will broadly follow the successful format of previous pageants:

**FRIDAY:** Registration at Swaggers Motor Inn, from 2 pm onwards, including car grooming in preparation for the concours. Pre-dinner drinks in the courtyard, followed by a welcome BBQ.

**SATURDAY:** The day will kick off with a concours d'elegance in Banjo Paterson Park, Yass. We hope that the Yass mayor will accept our invitation to present the prizes. After a picnic lunch in the park, we will head to Jeir Creek Winery, near Murrumbateman, for driving skills/motorkhana activities. Non-driving pageanters will be able to tour the vineyard and taste the wines. Winery owner, Rob Howell, is also a motoring enthusiast and owns a lovely Citroen Light 15 (Traction Avant). The day will finish with dinner at the Yass Golf Club.

**SUNDAY:** In the morning there will be an observation run to Binalong, with lunch in Binalong. In the afternoon we will visit the Binalong car museum and Peter Minson Art Glass. In the evening, a presentation dinner, featuring local wines, will be held at the Swaggers Motor Inn.

**MONDAY:** Farewell breakfast at Swaggers Motor Inn.

We will be using the **Swaggers Motor Inn** as our home base in Yass, but there are other nearby motels and a caravan park just a few hundred metres away. All 30 rooms at the Swaggers have been reserved for the Pageant for 3 nights (Fri, Sat, Sun), at a daily rate of \$120/room including cooked breakfast and free internet. The heavily discounted room rate is an excellent deal, because some rooms can accommodate up to 6 people! Accommodation is the responsibility of pageant participants and bookings can be made by ringing **(02) 6226-9900** and make sure that you mention the Peugeot Pageant. Our hosts, Gene and Tony Bernar, are motoring enthusiasts themselves, so they are very understanding of our needs. Rooms are still available (as of Fri 13<sup>th</sup> March), but best to book soon to avoid disappointment.

Brad Pillans, President PAC

9 SPA Q+spa +sofa	8 SPA Q +spa	7 DLX Q+S	6 DLX Q+S	5 DLX Q+S	4 DLX Q+S disabled	3 DLX Q+S	2 DLX Q+S	1 DLX Q+S	Reception
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10 FAM Q+S +3S
11 FAM Q+S +3S
12 FAM Q+2S

14 DLX Q+S
15 DLX Q+S
16 DLX Q+S
17 DLX Q+S
18 DLX Q+S
19 DLX Q+S
20 DLX Q+S
STOCKMANS Q+SPA +SOFA

30 APT +Q +2S
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29 APT Q+2S	28 SPA Q+2S +SPA	27 STD Q	26 STD Q	25 STD Q	24 STD Q	23 STD Q	22 STD Q	21 STD Q
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Parking for rooms 29 & 30

CASTOR ST

ENTRY

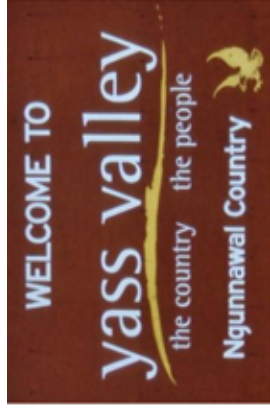
EXIT

LAIDLAW ST (MAIN STREET)

Outside picnic  
benches

COVERED COURTYARD	CONFERENCE AND FUNCTION FACILITY	RESTAURANT AND BAR
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**SWAGGERS MOTOR INN**  
33-41 Laidlaw St  
ph. (02) 6226 9900  
Hosts: Gene & Tony Bernar



## REGISTRATION FORM

PEUGEOT PAGEANT 2015 IN YASS

Friday 17<sup>th</sup> April to Monday 20<sup>th</sup> April



Name(s): \_\_\_\_\_

Signature: \_\_\_\_\_

Postal address: \_\_\_\_\_

\_\_\_\_\_ State \_\_\_\_\_ Postcode \_\_\_\_\_

Email address: \_\_\_\_\_

Phone: Home (    ) \_\_\_\_\_ Mobile \_\_\_\_\_

I will represent the \_\_\_\_\_ car club at the Pageant

I expect to be driving a \_\_\_\_\_ Registration number \_\_\_\_\_

I am interested in participating in the motorkhana: YES or NO (circle which applies)

Special dietary requirements: \_\_\_\_\_

### REGISTRATION FEES AND PAYMENT

Early bird registration is \$150 per person, rising to \$165 per person from March 20, 2015.

Registration includes the following meals: Saturday lunch & dinner, Sunday lunch & dinner and Monday breakfast; plus entry to Binalong car museum and pageant 'goodies' bag.

1. Payment may be made by either:

(a) Cheque payable to Peugeot Association of Canberra, or

(b) Direct deposit to the PAC bank account, BSB 633-000, account number 120005178

Please identify your transaction with your name and the words 'pageant 2015'

2. Indicate here how you paid: cheque enclosed or direct debit

3. EITHER: post this form to Peugeot Association of Canberra, PO Box 711, Civic Square, ACT, 2608, and send an email confirmation to [brad.pillans@anu.edu.au](mailto:brad.pillans@anu.edu.au) OR, scan this form and email to Brad.

4. Cancellation: if you cancel after Friday 4<sup>th</sup> April, a charge of \$100 per registration will apply

*The fine print: At the Peugeot Pageant you are responsible for your own actions. Pageant activities reflect normal lifestyle activities. Prudent care is to be applied by all participants. No responsibility is implied or accepted by the organisers.*





Peugeot 403 1958

©www.palat.com.br





## Max will be remembered as a keen Peugeot man

Max O'Connor's mother chose him over her grandchildren to get the family's Peugeot 404 because he said he wanted to take it to car club events.

The quietly spoken Max, who died in February this year of Motor Neurone Disease aged 77, did that, taking the sedan on runs, sometimes thrashing it in skill events and driving it to rallies and pageants. He took it to Canberra for the federation car rally in 2001.

Max kept the white 404 as pristine as when his father bought it in 1969 and when mother used it between 1972 and 1993, occasionally winning concours. Its condition was so good that when he parted with it a few years ago, the buyer paid \$12,000.

Max's first Peugeot was a 203, bought in 1960, and he drove it on a regular basis in competitions in the Canberra area.

A former member of the PAC, he moved to Qld in 1984. For many years his mother's beautiful original white 404 sedan was his mode of travel to many Pageants and club functions.

He was an active member of PCQ, even throwing his new 308 around a morkhana track last year.

Max travelled with Ian Brock on the

Redex Rerun in 2003 and took part in a clubs tour of Europe where he met Perth-based Granville Nicholson. They subsequently attended Peugeot Pageants and toured the east coast together.

Max's daughter Julie inherited the family interest in the marque and joined the ACT and NSW clubs.





## Road to recovery beckons

Peter Wilson

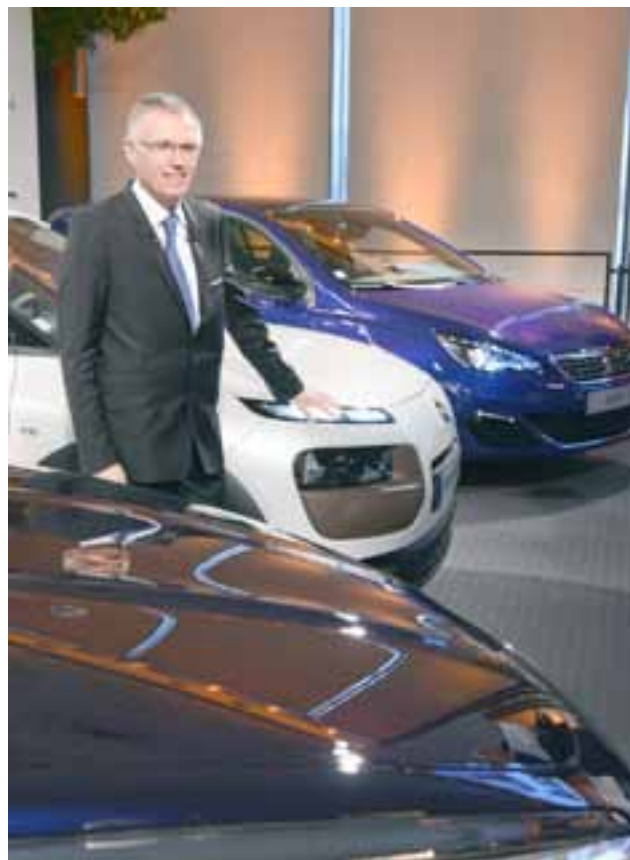
A strong result for Peugeot in January spearheaded by increased interest in the new 308 suggests the marque is on the road to recovery in Australia.

And late last month the appeal of the 308 was broadened with the release of the more powerful drivetrains and the GT model, and Peugeot Automobiles Australia hopes the new models will help it gain new ground and emotional appeal.

Peugeot is continuing to advertise the 308 on TV as a worthy European Car of the Year alternative to the populars and to enjoy the response. The rub is that the year will soon be up. New Peugeot registrations increased from the unremarkable 348 in December to 406 in January, a 12 per cent gain on the 363 of January 2014.

This was a better result than the national market, which remained steady amid the razzamatazz of 2014 plate clearances in which tempting deals were offered such as no money down and none to repay until 2016.

There was no catching Renault, which continued its runaway success with 546 deliveries, up 32 per cent on the low of the previous January, or Fiat with 538. Renault has begun TV advertising for its long delayed Captur, a small crossover, based on its popular Clio, and a serious rival for Peugeot's 2008.



Things looking up: Peugeot group chief Carlos Tavares poses in front of a Peugeot 308 GT, Citroën C4 Cactus and a DS5 before presenting the company's 2014 annual results.

However, Peugeot new registrations overtook Volvo (down 22 per cent to 330), Skoda (309) and Alfa Romeo (down 70 per cent to 78).

Sime Darby stablemate Citroën had a 22 per cent gain on the previous January with its 110 registrations. The brand launched its new

five-seat C4 Picasso on 10 February, a model that Top Gear UK dubbed hatch of the year and comes with a 1.6-litre turbo engine, six-speed auto and a six year unlimited warranty.

It's not time yet to break out the champagne at Homebush HQ as the economy is soft enough to require an interest rate cut and demand for cars is all over the place.

The only constant is the unabated clamour for SUVs and crossovers, in January showing a 34 per cent share of the Australian market compared with 31.5 per cent in the previous January.

The small SUV segment was up 18 per cent, headed by the Hyundai ix35 and Mitsubishi ASX, and industry observers tip it could reach 100,000 sales this year. The medium SUVs were up 9.5 per cent.

Still, the continued jostling of the Toyota Corolla, Mazda3, Holden Cruze and Hyundai i30 for positions among the top ten models suggests that even if it was down in January the small car sector still has a strong following.

According to the authoritative Automotive News, small crossovers are the new global vehicle, having a size and shape that suits every market. "These vehicles are small enough for Europeans, tall enough for Americans, rugged enough for the developing world," the paper said. "They work for budget-minded 20-somethings and empty nesters. They come in luxury packages (Mercedes GLA) or dressed down (Chevy Trax). They can be geared for the trail (Jeep Renegade) or

the track (Porsche Macan)."

Topping the econobox platform with stylish sheet metal for relatively little cost turns a small car with a slim margin into a profitable model. The paper quoted market research findings that buyers everywhere are attracted to the crossover format for generally the same reasons: the higher seating position, the more-usable cargo space and being able to pop into a city parking space more easily.

American makers GM and Ford developed crossovers for Europe and are now making them for everywhere. Meanwhile, large car sales took a 20 per cent hit in January.

Ford's new FGX Falcon with just 381 registrations, some of them demonstrators, had the worst result in the history of the model.

In Europe the Peugeot group has benefited from an upsurge in the region's sales and reported last month its first full-year operating profit since 2010, €913 million after a 364 million loss in 2013.

The European recovery has kicked in along with expanded sales in China as political tensions rise in Russia and South America is down. Peugeot shares are up 80 per cent since early last year.

Chief executive Carlos Tavares, the first "car guy" to run the company in 10 years, has lived up to his reputation as a cost cutter and forensic manager. He told the Financial Times that since he took over the break even point of the company

is down from 2.6 million car sales to 2.1 million, inventory is down from €4.5 billion to €2.2 billion, the firm is now debt free and had €2.2 billion in operational free cash flow last year. He left his options open regarding another strategic alliance, saying "it's not our homework", but acknowledging Peugeot had heard the hint that Fiat was open to a European partner.

The Pugilist

## Peugeot 6008 maybe in the frame

Peugeot says it will build the new P87 model in the La Janais factory in Rennes from next year and French magazine L'actu says that's the internal code for the 6008 crossover, a mulled replacement for the 5008 MPV.

La Janais presently makes the slow selling

Peugeot 508 and Citroën C5 and the news of a more popular model style has been welcomed as good for jobs.

The success of the 2008 has indicated that customers want space, not off-roading prowess, and the 6008 will offer that on the EMP2 platform used for the Citroën Grand C4 Picasso.

The 6008 will be based on the SCX concept car and will also be built in China.

Autoevolution



## 307 handbrake cables

Mark Besley

One day recently I arrived home and happened to notice something “hanging out” under the 307.

Whether the “hanging” item was part of the car or something that had been picked up from the road, this is never a good situation, so some urgent investigation was required. A quick look revealed that it was the handbrake cable. The next step was to determine why the cable was drooping down and how it had come adrift from its former attachment to the underbody of the car.

I presumed that some sort of clips were used and perhaps it was just a matter of pressing it back into place. I also recalled metal strips that wound up being used on 404s and other early models to hold the handbrake cables but figured that something different would be used on a modern Peugeot.

A look under the car quickly revealed that the handbrake cables are essentially held in place using a type of cable tie. Two are used on each cable and both were broken. According to Wikipedia, cable ties were first invented in 1958 by Thomas & Betts, an electrical company. Initially they were designed for aeroplane wire harnesses. You have also probably heard of cable ties being used as makeshift handcuffs/restraints, in

surgery, and in an automotive environment for preventing wheel trims falling off.

Typical cable ties are made of nylon or a similar plastic. Nylon is certainly a good material in terms of water resistance and not being subject to corrosion. UV exposure wouldn't be an issue underneath a car.

However, it is obviously not durable enough to withstand impact from small stones and other debris found on roads. So in time it seems that these items will break allowing your handbrake cable to come adrift.

Not wanting to have the handbrake cable hanging down and being damaged by dragging on the road, I effected a temporary repair using some wire (see picture). I will organise a better repair in due course.

I am not sure if I can find something more durable to replace the standard cable tie arrangement. My advice would be to inspect these from time to time. Given that there are two, you may notice that one has broken before the handbrake cable actually drops down as it did in my case.

Torque.



Before



After the temporary repair



## Pugs in Sri Lanka

Graham Taylor

When we decided to spend 3 weeks in Sri Lanka over the last Christmas/new year holiday there were many things that did not cross my mind about the place.

I expected it to be hot and humid - it was. I expected to eat lots of good curry and hoppers - I did.



Hoppers - the best breakfast

I expected a lot of Buddhist history to be on display and it was. But never did it cross my mind that Sri Lanka had more



Leopard in the bush

leopards than any other country - we saw 4.

Tea gardens were expected and they were there, though not as picturesque as those of Kerala. One thing I never

thought of was pugs.

Driving through a small village in south central Sri Lanka I suddenly yelled at our driver to stop. He did,

rather quickly, and looked around to see what was up. I just hopped out and walked back to admire a 203 parked in the street.

Wow I thought! Fancy seeing that here - dunno why I thought that but I did. While I was looking at the

car a mob of locals gathered around, obvi-





ously wondering at this fella looking at an old car.

One bloke looked cautiously at me, and I guessed he must have been the owner. It turned out he was. He had bought it in 1952 and was still using it as his daily drive. I chatted a bit and discovered he had a bevy of BMC cars and that the 203 was his favourite. Amazing that it was still going well, complete and used every day.



After being turned to

the



presence of Pugs in the country we did see a few on the roads, but not as many as here in Oz.

Later, driving into Colombo the blue Peugeot dealer sign was seen on a main road with plenty of cars on display.

From Colombo we went north into the hills and tea plantations and at a comfort stop beside a river, was a car museum, and lo and behold we found another 203 in good nick. It was in the company of a few Rolls', a Mercedes, Karmen Ghia, Austin 6, a Daimler and a few others I have forgotten.

Also in the collection is a restored Porsche tractor. One just keeps learning, I never knew Porsche made tractors. Apparently it is owned by a wealthy bloke who likes cars and has this small but nice collection stashed away in his hotel-restaurant out in the bush.



We travelled on ending up back in Colombo again where it turned out Pugs were relatively common, but there were no more interesting older ones like we had seen.

We did, however, go to a temple: Gangaramaya Temple down near the coast at Galle Face Green. It turned out to be the most amazing place. It is a 150 year old Buddhist temple whose monks have collected what seems like all the gifts ever given to the temple. Everything from lamps, cash, buddhas of course, an elephant living out the back, and most amazingly a 1930 Benz and a pre-1933 Rolls.





I can recommend Sri Lanka as a great country to trip around; with great scenery, interesting history, good tea, great food, its clean and of course lots of old cars if you are prepared to search them out.

Finally, we avoided the taxis with the kangaroo on the side. They just seemed too dangerous to ride in Colombo's crazy traffic. Tuctuc's are just as quick and way cheaper. Like most places one goes in Ceylon you'll find signs written in local English!



**PAC Minutes of General Meeting  
24 February 2015  
Weston Club, Weston ACT**

**Persons Present**

Brad Pillans	President
Ross Stephens	Secretary
Neil Sperring	
Glen Bryden	
Neil Birch	
Allan Lance	
Jim Taylor	
Col Handley	
Peter Rees	
Ian Brock	
Bill MacNamee	

**Apologies**

John Bower  
Greg Francis

**Introduction**

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

**Minutes of last meeting**

2. The minutes of the previous meeting were read and accepted. Prop Brad, 2nd Allan Lance; Carried unanimously.

3. Matters arising from the previous minutes are addressed in the Pageant Update in paragraph 10 below.

**Financial report**

4. The Treasurers Report was held in abeyance until the next meeting. However, Glen advised the meeting that cash at bank is in the order of \$14,000 with receipt of Pageant fees contributing to some of that balance.

**Secretary's report**

5. Inward correspondence
  - a. An application form for the Peugeot Pageant has been received.
  - b. A letter from the Office of Regulatory Services of the ACT Government confirming the Association's annual audit report results.
  - c. Magazines from interstate Clubs
6. Outward Correspondence – Nil

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

7.
  - a. Main points from the two CACTMC General meetings are:
    - i. Update on the 2015 'Wheels' car display, confirming parking and entry requirements. .
    - ii. Report on the progress of negotiations with the ACT Government on reducing the \$34.00 Lifetime injury Levy imposed on CRS Registered vehicles to 10% of that of fully registration vehicles  
  
Result: No change until next FY - ongoing.
    - iii. Presentation on Car Club Management, database and record application that uses 'cloud storage' and is tailored specifically for managing historical vehicle registration and club records.
    - iv. The matter of the relevance of Membership of the Australian Historical Motoring Federation (AHMF) to car clubs dedicated to the preservation of vehicles that are not historical but more of a special interest was raised. – Discussion and information seeking is ongoing and will be presented to club delegates in due course.
  - b. The next CACTMC meeting will be held on Thursday 19 March 2015.

**General business**

8. Brad mentioned the matter raised by Lisa Molvig of the Renault Car Club concerning the accreditation of the mechanic signing off on the Roadworthiness of Club vehicles as defined by the CRS Regulations - for further consultation.
9. Peugeot Pageant update: Planning continues with the registration circular distributed to interstate and local clubs. Twelve registrations had been accepted at the time of this meeting. Venues for the programmed events have been selected; accommodation and catering arrangements are in place.
10. In context of the Pageant, the matter of Club Memorabilia as mentioned in the minutes of the previous meeting was raised.

Discussion: Content of the sample bag, design of a cloth badge/bumper sticker alternatives and refurbishment of Club equipment for the Pageant at club expense was agreed to.

Action 1: Bill McNamee to examine the cost effectiveness of the Club Management application for the PAC and to report to the committee- in the fullness of time.

Action 2: Col Handley to purchase the remaining stock of Berets as worn at the 'Battle of Waterloo' 2015.

Action 3: Col Handley and Neil Sperring to develop the design of a bumper sticker based on John Bower's work and have a quantity manufactured.

Action 4: Col Handley to Refurbish the PAC display sign.

Action 5: Brad to purchase new marquee/shade tent.

**Close**

11. There being no further business, the Meeting closed at 9:12pm. The next meeting will be held on 24 March 15.