

ROAR

Magazine of the Peugeot Association of Canberra



Remember the PAC
AGM on
Tuesday 25 October

October 2016

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On the cover Peugeot 307 CC with Victoria Shopping Centre in the background, Harrogate, England (Allan Lance)

RoAR is the official journal of the
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(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,

It's that time of year again, the club's Annual General Meeting will be held at 8 pm on Tuesday 25 October at the Raiders Weston Club. The AGM is an important event in the club calendar – activities for the past year are reviewed and plans for next year are discussed. So, don't be shy. Come along and have a say in how we shape our club's activities. And, I promise that you won't be roped into taking a position on the club committee – not unless you want to, of course! As usual, dinner and drinks will be from 7 pm.

One of our major annual events, French Car Day, will be held on Saturday 5 November, starting at 2.30 pm. The event is held in conjunction with the annual Telopea Park School Fête – La Grande Fête – and it

is invariably a great afternoon, including lots of terrific food and entertainment.

As in previous years, we will join our other Froggy car friends (mostly Citroen and Renault, but other French marques occasionally attend, too) to compete for 'best car' trophies and lucky door prizes, sponsored by Shannons. All club members are encouraged to attend, and remember – parking is free if you display your car.

After many months of advertising in the club magazine, our much-loved 1949 black 203 has been sold. It was a matter of waiting for the right buyer to come along, which is what eventually happened – in fact, two very worthy buyers expressed strong interest in the car.

Sue and I have enjoyed owning the car for several years, but we had to rationalise our vehicle fleet to keep to our strict four car policy, simply dictated by the fact that we have a four-car garage! Anyway, the 203 is heading to a good home down Albury way, and its place is being taken by a Landcruiser – a purely practical vehicle which will enable Sue and I to do a bit of travelling to remote places.



Over more than 30 years, almost as long as I have been driving pugs, I have driven Toyota Landcruisers for fieldwork in remote places and they have performed well. As it happened one of the 'cruisers at work was being sold, so I took the opportunity to buy it, knowing that it had been well-maintained. It's a 2001 model with the 4.5 litre petrol 6-cylinder motor and it's only done 170,000 km. Not great fuel efficiency compared with a diesel, but I will live with that.

We do, of course, retain our 308 and 508, plus I hope that our NZ-assembled 404 will come out of the garage for PAC events after being laid-up for a few years. The brake booster has failed and needs to be reconditioned or replaced. Not a cheap job, but necessary to get the car back on the road.

I recently had to replace the tyres on the 308 after a modest 45,000 kms. They were 225/45R17 Continental Contisport 3's and I guess I expected a bit more tyre life. It's Sue's daily drive, so maybe she's harder on tyres than me! Only joking....

Anyway, when I went to get them replaced I was quoted \$250/tyre for 225/45R17 Michelin Pilot Sport 3 replacements. Fortunately, a much more common and cheaper size 235/45R17 did the job for \$215/tyre, for an overall saving of \$150. I might be imagining it, but I think the slightly wider Michelins make the car handle a bit better. Or maybe it's just that they are new. Hard to know...

Keep on Pugging,

Brad Pillans

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CLUB EVENTS 2016

25 October 2016

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

5 November 2016

French Car Day, 2.30 pm, Telopea Park School, in conjunction with the annual Telopea Park School Fête – La Grande Fête.

22 November 2016

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

COOMA MOTORSPORTS IN OCTOBER AND NOVEMBER 2016

JUNIOR DRIVER DEVELOPMENT/ MOTORKHANA DAY

Date: Sunday 23 October 2016

Location: 'Longhouse', 28 Polo Flat Road, 11 Bolaro Street, Cooma NSW

Club Motorkhana/Training Day conducted in conjunction with CAMS. Event is Day One of CMHACs 2016 Junior Development Program. Eligible participants will be juniors (14 to 17) years who have not previously held a CAMS licence, and are interested in learning car control in a controlled and safe environment with a possible view to entering motorsport at a grass roots level. Participants will first learn some practical car maintenance in a classroom prior to hands on experience (vehicle familiarization) on one of the club cars. This will be followed by a motorkhana event, where participants will learn some car control and get to experience how a car reacts at low speeds.

Participants may supply their own vehicles, which are required to meet basic safety standards, or may use one of the several club cars that will be made available.

The second event (of the Junior Development Program) will be a Hillclimb at Mt Gladstone in Cooma on the morning of Saturday November 26th where participants will experience car control at higher speeds in a safe controlled environment with an instructor in the car with them until they feel confident enough to have a solo run.

Entry fee for both events is \$30, for which attendees will receive a CAMS L2SJ licence, allowing them to enter any similar events in the following 12 months.

More detail, Entry Forms and Supplementary Regulations are available at: <http://www.coomacarclub.com.au/junior-development/>

SOUTHERN CROSS GOLD ANNIVERSARY CAR RALLY

Date: Friday 11 November 2016

Location: Cooma Car Club Clubhouse, 11 Bolaro Street, Cooma NSW

Forty to sixty historical rally cars will be at the Cooma Car Clubhouse on Friday morning from 7am on the 11th November for the Gold Anniversary Southern Cross Rally. The drivers and cars will be at the Clubhouse for breakfast from 7am to 8:30am before travelling north along Shannons Flat Road for a timed special stage, then on to Canberra.

The Southern Cross Rally, was Australia's first truly International rally, attracting top factory teams and the world's best rally drivers, and was run from 1966 to 1980. The Gold Anniversary Rally will be a Touring Road Event, which will include a variety of timed competitive events each day. The Rally is intended for both past participants and those who missed the opportunity to compete when the event was run. Entry to the event has been generally limited to road legal 2WD non-turbo models, with other entries accepted at the discretion of the organisers taking into account the historical significance of the car or crew.

After Canberra, the rally will proceed to Sydney, on to Port Macquarie and will finish in Coffs Harbour on the 19th November, which will coincide with the running of Rally Australia, the final round of the 2016 FIA World Rally Championship.

COOMA MOTORSPORTS IN OCTOBER AND NOVEMBER 2016

SURF TO SUMMIT CAR RALLY

Date: Saturday-Sunday 12-13 November 2016

Location: Based from Cooma Car Club Clubhouse, 11 Bolaro Street, Cooma NSW

Bi-annual Snowy Mountains Touring Classic on great sealed roads of the Monaro, Far South Coast and the Snowy Mountains. Open to Classic 30 years plus or replica cars. Day one is a tour from Cooma to the Far South Coast and return. Day two is a drive into the Snowy Mountains and return. Entry includes morning tea and lunch on both days, Saturday night dinner at Cooma Car Club clubhouse and National Park Entry fee.

MOUNT GLADSTONE HILL CLIMB

Date: Saturday-Sunday 26-27 November 2016 (same weekend as Snowy Mountains 1000 on 26 November)

Location: Mount Gladstone Road, 4 km west of Cooma, NSW

Day 1, Saturday 26 November will have three components:

Morning • untimed runs with instructor for Junior (Under 18) drivers • 'Come and try' timed runs for competitors 16+ who have not previously had any motorsport experience and would like to have a go in controlled conditions with an instructor if required. At reduced cost of \$25 plus the cost of a single event CAMS Level 2S licence (\$62) which can be obtained on the day as required.
Afternoon • Timed runs for Classic cars (30 years and older).

Day 2 will be a regular hill climb with anticipated entries from participants from Saturday's Snowy Mountains 1000. The event will be open to vehicles ranging from road registerable Type 1-2 2WD production vehicles up to Type 3 AWD vehicles, also Type 4 production based 2WD vehicles (sports sedans). On the day, there will be a minimum of 4 x 1 km runs for each competitor. The hill climb will be conducted under CAMS rules and regulations, and competitors must hold a CAMS Level 2 Speed Event Licence.

Entries for the Sunday hill climb will open in October, parties interested in either Saturday and/or Sunday can send an email to hillclimb@coomacarclub.com.au and you will be put on the mailing list.

FRENCH CAR DRIVES 2016

23 October 2016 - Mt Stromlo, tour of recently restored Directors House. Hopefully Scope Café will have re-opened. If not, we will go to Duffy shops for coffee at this café, <http://www.niuginiarabica.com.au/>.

4 December 2016 - Christmas BBQ at Lake Ginninderra

Please contact Lisa on reno1338@hotmail.com.

Lisa Molvig

Social Secretary

Renault Owners Club of Canberra

Australia



PEUGEOT PAGEANT MERIMBULA 2017

Hosted by the Peugeot Car Club of Victoria Inc.

The next Peugeot Pageant will be held at Merimbula on the Sapphire Coast of NSW from Friday April 21 to Monday April 24, 2017, hosted by the Peugeot Car Club of Victoria Inc. Merimbula has a great climate, fabulous beaches and abundant natural beauty with a population of approximately 18,000 people.

This early advice is to enable participants to plan their itinerary for 2017, as well as facilitate planning by PCCV Inc as the host club. By returning the Expression of Interest, there is no commitment to attend but we do ask you to indicate if you are thinking of joining in.

The Pageant Program will basically follow the format of previous pageants. Commencing with dinner on the Friday night, there will be a concours on Saturday morning with a motorkhana or driving skills test in the afternoon.

Sunday morning will involve an observation run, after which we will have lunch at a venue yet to be determined.

Sunday afternoon will be free time during which you can explore the many attractions Merimbula has to offer including the Aquarium and the Potoroo Palace, perhaps even a 27km drive to visit the Eden Killer whale Museum which is definitely worth a look.

The presentation dinner will be on Sunday night and the weekend will conclude with breakfast on the Monday morning. All meals (including breakfasts) from Friday night to Monday morning will be inclusive.



PEUGEOT PAGEANT MERIMBULA 2017

Accommodation

The main Pageant motel will be the Black Dolphin, 2 Arthur Kaine Drive, Merimbula, which will be the venue for all breakfasts. Rooms range from a Standard for \$85, Deluxe for \$100 and Deluxe with a kitchenette for \$115. The contact number is (02) 6495 1500 and speak to Hannah or Werner. The Black Dolphin has 45 rooms and the restaurant can accommodate around 80 people.

The Black Dolphin requires a deposit of one(1) night's accommodation from those attending the event by the end of October.

Other options are the Pelican Motor Inn – (02) 6495 1933 or The Sands - (02) 6495 2107.

Peugeot Pageant Merimbula (Friday April 21 to Monday April 24)

Expression of Interest (please complete and send this form)

Name(s).....

Postal Address:.....

Email Address:.....

Phone: Home:.....Mobile:.....

I will be representing the.....Car Club at the Pageant

I/we are interested in participating in the: Motorkhana/Driving Skills Tests/Neither

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at () Black Dolphin () The Pelican Motor Inn () Other (please nominate). .

On completion either: Email the completed form to vsgmjk@bigpond.com Or mail to: Val Gibson or Murray Knight, 13 Sunset Drive, Kilsyth South VIC 3137



CLASSIFIEDS

For Sale

504 Peugeot 1972

504 Peugeot 1972, white. Has been in the same family for 44 years. Only 28,000 miles. Located in Canberra ACT. Not currently running. Free but acquirer must cover cost of removal. See photo in May 2016 Roar. Contact Andrew on 0409 737 248

Parts

206 GTI engine



206 GTI engine. Complete with gearbox, A/C compressor, starter motor, does not have inlet manifold or alternator. The engine has done 111,000 km and was purchased for a project that didn't get off the ground. Call Peter on 0416353626 or email pngill@me.com. Free to good home.

403 roof rack

403 roof rack, 404 repair manual, collection of old copies of RoaR. Offers Joan Gare 6248 6570.

Wanted

Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398

Wrecking

405 Peugeot STI

405 Peugeot STI 1995 - White – Automatic – Black Leather interior Car has been written off by the insurer – involved in a rear end collision – repairs to bumper and chassis quoted at \$5,500 (Car is valued at \$3,400). Back light bulbs are still in working order (despite right light cover being smashed); and car is still in operation. Please contact me if you would like to purchase the car for parts, or if you are enthusiastic about doing up a damaged 405 STI. \$650 ONO. Stephanie O'Halloran, 0450 478 374. Weston Creek

203A

203A, parts or restore - located in Albury NSW, Ross Anderson, rossjay@iinet.net.au
0407 473 539.

404

404 available at Burra, suitable for spares. Make an offer. Contact Ron Scattergood, 0458 045 589.

PSA Group measuring real-world fuel consumption

12 October 2016

Following the official release of real-world fuel consumption figures for 30 Peugeot, Citroën and DS models in July 2016, the PSA Group, Transport & Environment (T&E), France Nature Environnement (FNE) and Bureau Veritas are fulfilling their commitments and publishing the test protocol, a reliable framework based on a robust scientific approach.

The protocol for measuring real-world fuel consumption defines the means (necessary equipment) and methods (measurement and processing) that should be systematically applied to calculate the average real-life fuel consumption of the average customer. The protocol breaks down into the following three steps:

- selecting and checking the vehicle
- driving the vehicle and performing the measurement
- processing the measurement results

The measurements should be taken when the car is being driven by a non-professional driver on public roads open to traffic and under real-life driving conditions,

with normal use of air-conditioning systems, passenger and luggage loads and road gradients.

In addition to the results already published in July 2016, Peugeot and Citroën will release the real-world fuel consumption figures of another 10 models (including the new Peugeot 3008 and Citroën C3).

By the end of 2016, real-world fuel consumption figures for 50 models tested during the year will be published on the Peugeot, Citroën and DS website. At the same time, a simulator to enable customers to predict their vehicles' fuel consumption based on driving style and conditions will also be released online.

In 2017, the PSA Group, Transport & Environment, France Nature Environnement and Bureau Veritas will extend the same procedure to the measurement of real-world nitrous oxide

emissions.

PSA Group, parent company of French car brands Peugeot Citroën and DS, released initial findings from its own real-world fuel economy tests in July 2016. The data revealed that some models are thirstier than official figures by as much as 40% under realistic driving conditions, and that every one of the 28 core models put under scrutiny exceeded official figures by more than 23%.

Greencarguide.co.uk



Junior Taylor in a fast Pug

Parry Anastakis
October 2016

For the second year in a row, John Taylor, son of infamous Peter Taylor of aussiefrogs, has won the Motor Racing Australian Championship outright, at Wakefield Park.

Piloting his 205 GTi with a 16v Xu10 2.0 motor, through consistency and reliability he has beaten many cars four times as powerful.

The Super TT category is for modified race cars that still maintain the original suspension mounting points, no space frames are allowed.

A supercharged Lotus Exige, turbo BMW M3s, LS1-powered RX7s and even a twin turbo V8 Triumph Dolomite are in the category.

Parry Anastakis also competes alongside John Taylor and finished 3rd in the championship despite only completing 3 out of the 4 rounds of the championship.

The Pugilist



John Taylor (L) with Parry Anastakis



Peugeot's V12 907 supercar

Ollie Kew
10 October 2016

Ever wondered what a French rival to the McMerc SLR would be like?

Not only did the 907 never stand a chance of being put into production, but the very design language it inspired has also been consigned to Peugeot's tumultuous history, with sharp, angular lines and aggressive, feline faces replacing the giant schnozzed, Gotham Joker-grin of the early Noughties.

It won't be a loved period in Peugeot design, but would you deny no car wore it better than the supremely bonkers 907 concept?

Peugeot is finding its way again. We've driven the 3008 (it's a really good car, actually), looked at the 5008 (that appears pretty good too) and having sampled the 208 and 308 GTis of Peugeot Sport, we can

report Peugeot knows how to build more than good crossovers these days. Peugeot is officially out of the wilderness.

Just over a decade ago, things were different. Different, and worse. Peugeot's range was pretty unremarkable, and not at all pretty. Rather bland, in fact.

Peugeot decided what was needed were giant, gurning grins on every car's face, and the

best way to introduce this bold new expression to the world was with an impossibly ambitious super-GT concept. And lo, the world met the Peugeot 907.

Fashioned from carbon fibre, the gargantuan 907 positioned not one 3.0-litre V6, but two, spliced together, behind its front axle line. Yep, it's not just Ferrari and McLaren Mercedes that can make a giant front-engined V12.



Peugeot claimed the one-off engine was good for 500bhp and 443lb ft, and in a car that weighed just 1400kg (not much for an oil tanker), it'd reach 60mph in 4.0 seconds, and top out at 180mph.

A speed, incidentally, that was purely theoretical, as the car was designed as a styling exercise and did without wind tunnel testing to see what would happen at a velocity approaching 300kmh.

No, it was design attention to detail that the 907 existed to show off. Job done, then. The bonnet's clear section exposed twelve intake trumpets for the 6.0-litre engine, a nod to classic Ferraris like the 250 GTO which, let's be honest, no Peugeot has

ever really had a right to emulate.

Being a child in the early 2000s, the 907 did have a manual gearbox, but one that was automated via electromechanical gubbins rather than controlled with a lever and the driver's hand-leg co-ordination.

The transmission sat just ahead



of the car's rear axle for superior weight distribution, and drove the rear wheels alone. In almost every respect, the 907 was set up to be a proper thoroughbred.

Back in 2004, this Pug would've given a Ferrari 575M a run for its highly-strung money. If it'd been, y'know, sold. Like a proper car.

Not only did the 907 never stand a chance of being put into production, but the very design language it inspired has also been consigned to Peugeot's tumultuous history, with sharp, angular lines and aggressive, feline faces replacing the giant schnozzed, Gotham Joker-grin of the early Noughties.

It won't be a loved period in Peugeot design, but would you deny no car wore it better than the supremely bonkers 907 concept?

Top Gear



Peugeot to cut more than 2,000 jobs in France in 2017: France Info

Maya Nikolaeva

PSA Peugeot Citroën plans to cut more than 2,000 jobs, around 3 percent of its workforce, in France next year through a combination of early retirements and voluntary buyouts, France Info radio reported on Monday, citing internal documents.

Since emerging in 2014 from a brush with bankruptcy and a government-backed bailout, PSA has pledged to cut labor costs, inventory and model line-ups to restore profitability.

The management said in the internal documents that uncertainty over Brexit and falling sales of diesel vehicles mean PSA must be “cautious”, according to France Info.

Peugeot plans to cut 2,133 jobs in France, according to France Info. Peugeot’s headcount, including jobs at its car parts supplier Faurecia, stood at 78,274 in France overall at end-2015, its annual report said.

PSA Peugeot Citroën has cut 17,000 jobs since early 2013, France Info said.

“PSA prepares a fourth job-cutting plan. It’s a true scandal,” Jean-Pierre Mercier, a member of the CGT labor union at PSA told RTL radio on Monday.

PSA Peugeot Citroën was not immediately available for comment.

Things got better at PSA recently, as the carmaker delivered record first-half profit. It also said earlier this year that it was considering paying a dividend for 2016.



New Peugeot 208 due in 2018 with all-electric model

14 October 2016
John McIlroy

Peugeot is planning to add an all-electric powertrain to its next 208 supermini, Auto Express understands. The new model is set to launch in 2018 on an all-new platform, which will be engineered to support the new technology.

Asked about the potential for electric power in the larger EMP2 platform, Peugeot 3008 Project Manager Marion David told us “that is something we are working on for the 208 platform. The range is not long enough for the larger cars yet.”

That means the new CMP (Common Modular Platform) technology that will underpin the new 208, as well as future PSA Peugeot Citroën cars, is being engineered to support batteries and motors for all-electric models. The platform is set to shed weight over the current PF1 architecture, which will go some way to offset the weight of battery packs in the small car.

The electric 208 would be part of the PSA Group’s plan to launch 11 electric cars over the next five years. While CMP will get a range of all-electric models, plug-in hybrids are on the way for larger cars like the new 3008 SUV, which will get a PHEV

version in 2019.

New Peugeot 208 design direction

The existing 208 was facelifted in 2015, but with the Citroën C3 already unveiled plus new versions of the Volkswagen Polo and Ford Fiesta also expected in 2017 the need for an all-new version is pressing.

Peugeot’s stated goal is to become “the

best high-end generalist brand” – more premium than Citroën but less luxury-focused than DS – so the 208’s styling will become more sophisticated.

As our exclusive images show, the 208 will replace its existing curves with crisper, straighter lines and Peugeot’s latest family face, with neatly incorporated LED daytime running lights. It will continue to be offered in



three and five-door form.

The overall profile of the new generation will be close to that of its larger brother, the 308, although the 208's overall length will stay at four metres. The front and rear overhangs should be shorter, though, thanks to a longer wheelbase, which should balance out to increase head and legroom inside.

The diesel range will get an even bigger shake-up, as PSA follows the VW Group's lead in downsizing its 1.6-litre engines to 1.5 litres. Expect power outputs to remain broadly the same, at between 75bhp and 120bhp, but CO2 emissions to fall to less than 75g/km on eco-focused editions.

Inside, Peugeot will further refine its controversial i-Cockpit set-up, while the central infotainment system will be upgraded for quicker responses. Greater smartphone connectivity and other multimedia features will be offered.

French sources suggest that the new 208 could make its public debut at the Geneva Motor Show in spring 2018.

Auto Express



PSA's pursuit of excellence

James Allen

Although a nebulous term to define, quality is something no right-minded OEM would ever claim not to have available in its vehicles.

Peugeot is no exception and in fact in a range of independent studies, the compact Peugeot 308 has been judged by customers, market analysts and the OEM's own in-house tests to have improved in quality compared to its rivals.

Accordingly, European sales of the vehicle have increased by 37% year-on-year with the saloon and the GT line experiencing a boom.

It's no accident that this success has arrived, as even at the beginning of the development project for the vehicle a dominant goal for engineers was to genuinely compete alongside the regularly benchmarked segment leader Volkswagen Golf.

"Quality was one of the main cornerstones of the 308 project, deeply embedded in the work performed by every team at every design stage. The clearly expressed aim at the launch was to position the Peugeot 308 straight away at the top end of its segment," says Philippe Pelletier, PSA

Groupe's quality director.

The firm's new efficient modular platform 2 (EMP2) that the vehicle was built on was significant, with 116 patents filed in the development of the 308. And compared to its predecessor, weight has been reduced by 140kg, with half of that attributed solely to the new platform.

The 1.6-litre three-cylinder diesel engine must undoubtedly have also been an appealing factor for customers. The unit combines a selective catalytic reduction system with a particulate filter with additive that reduces harmful NOx levels by 90%, and helps the vehicle emit just 82g/km in CO2 and consume 3.1 litres of fuel every 100km.

However, the Peugeot facilities at the test track near Belchamp, in the east of France, close to the Swiss-German border, also played an instrumental part in the recognition that the vehicle has subsequently received.

Before the launch, the 308 had already covered more than 2 million test miles and one building on the Belchamp site exists solely to assess the vehicle's endurance abilities. The facility is able to simulate 240,000km of driving in a period of six weeks, with the machine running continuously day and night during that time.

It is not merely simulating normal driving either, with various road surfaces, mountain

climbing and heavy load scenarios all capable of being integrated into the stationary test of endurance.

A climate chamber to assess the effects of a diverse humidity and heat range – between 10% to 90% humidity and from -40°C to 50°C - is also part of a Peugeot or Citroën vehicle's pre-launch examination.

Seemingly no stone is left unturned in the OEM's quest to ensure vehicles released to the public are of the highest quality, with attention even being paid to the longevity of car seats and safety belts.

One unmanned robotic arm performs the action of clipping in and unclipping a seat belt 30,000 times to guarantee the standards are met and that occupants remain safe in the long term as well.

A similar machine performs 20,000 cycles simulating an 80kg human getting on and off a car seat to test the durability of the cushion material.

The level of detail boils down to the observations from the OEM that, when in an SUV, individuals tend to slide in and out but require greater effort when getting into position of sportier vehicles. Peugeot are now performing all of these quality assurances on each

of their models prior to launch so that they can be confident in the product they offer to their customers.

Combined with the technologies being developed in the vehicles, such as the 308's diesel engine, the increase in quality levels at the OEM will begin to reach a wider audience.

Automotive Engineer.





T TIME

*A childhood dream is made
reality as we get to grips
with one of Peugeot's 205
Ti6 road car*

WORDS ADAM FOWLER
PHOTOGRAPHY GEOFFREY WILLIAMS

With the rasp and thrust of a reluctantly silenced competition engine, and the

odd distant clunk of a complex transmission hidden deep within the bowels of the machine, we pull up to the petrol pump and switch off. No one looks. No one? My disgust at the general public's lack of motoring knowledge and enthusiasm plummets to new depths. From behind the reinforced glass of the kiosk, a middle-aged woman leans on the counter and glowers. You can read her facial expression as clear as Terry Harryman's pace notes from the 1985 rally season: indignation at another stickered-up, buy-racer's hatchback – no doubt causing trouble by speeding. Everyone else keeps their hands on the pumps and looks away. It's just me then: just me so excited I can hardly speak because I'm holding the keys to a real 205 T16.

As a lad, the majority of my friends and I had a little die-cast model of a 205 T16 in its iconic rally livery, doomed to an existence ping-pong off skirting boards and barrel-rolling down the stairs. The fruits of Peugeot's labour spread far and wide, but that was nearly 30 years ago now, and what seems iconic to me is ignored by just about everyone we meet today.

The reason they do so lies with the crux of Peugeot's intentions. The T16 was a prototype rally car, nothing less than a Formula 1 car for the forest. The windscreen is just about the only part it shares with the 205. The engine block is from the same family, parts of the dash are familiar and the steering wheel is

like a phase-one 205 GTI example, with a unique 'Turbo 16' centre boss. Although the basic centre section of the monocoque formed a starting point, the above is really only the direct carryover. But Peugeot's management only agreed to fund this expensive project because the T16 would ape the forthcoming 205 road car, and the success of the latter was vital to the future health of the company.

That makes seeing a genuine T16 an odd experience. From a distance your eye takes it in as a 205, and as you get closer you notice the detail differences to the bodywork and your brain begins to reconsider. Get closer still and the mind is truly scrambled by just how much bigger the T16 is compared to a GTI. It's taller, wider and longer, which gives it an odd *Gulliver's Travels*-type quality among other traffic. The lofty ride height doesn't help. T16 road cars were set very high, giving the car a desert raider stance.

Don't let the graphics fool you: this is a standard road example painted to look like the works rally cars. From the factory, all of the 200 road cars – required under Group B homologation rules – were painted grey.

You sit high in the T16 (because you're on top of the fuel tank) on an oddly shaped seat that looks less comfortable than it actually is. The Peugeot 'lion' is writ large on the backrests, and the head restraints look very wide. The dashboard is odd too: it's left-hand drive but the main binnacle is stretched right over to the passenger side, so on rally versions the co-driver has a neat area for his trip meter.

'Wind it up and the powerband is linear and free-breathing'

The main instrumentation is a speedometer and rev counter, while in between them sits the all-important turbo boost gauge, hordeed above and below by rows of warning lamps like assorted boiled sweets. It is supremely functional, almost – whisper it – slightly crude. At the top of the centre stack sits a further four smaller gauges while below is a section of dashboard bits recognisable from

early 205 road cars. Some might feel the cockpit is slightly claustrophobic, but this is no time for irrational fears: the square-shaped gear lever is set high to my right, and with a notchy action I've got

first and our journey begins. It's a moment to cherish, and the sensations flow quickly – relatively heavy controls and plenty of noise from over your shoulder.

As a lifelong fan, the next words I'm about to write aren't easy, but the road-going T16 isn't a thriller in a straight line. After growing up dreaming of these 500bhp beasts – so outrageously powerful they could almost ruthe up asphalt like old carpet – the fact this T16 is merely swift is a gut-wrenching disappointment. The figures tell all you need to know – in road specification the T16 weighs 1,145kg and has 197bhp at its disposal. By the standards of current hot hatches, that is distinctly underimpressed. For the effort it takes to drive the T16 and the sacrifices to comfort and practicalities required, I just want more raw acceleration; a greater payoff in accelerative thrill.

But that's a common thread running through all the Group B road cars. The manufacturers built them only because they had to in order to take part in the frenzied competition of the day. Some made a more conscientious job of producing a useable road car than others (as Mark Donaldson describes) – none were what you might call everyday wheels. Extracting the best possible performance from the road cars wasn't the point: it was what the 20 'Evolution' models did that mattered.

If you've driven a Peugeot 205 GTI, you'll recognise the sound the T16 makes – a brittle mechanical note overlaid with a light,



Beneath works colour scheme lies a rare roadgoing T16



Feature-packed interior makes you feel like a rally hero



Mark Donaldson

Mark is the third generation of his family working in the car business. He spent more than five years working for Chrysler, then partnered in an international brokerage for two years before setting up on his own in 2010, offering what he sees as a 'collectable concierge service'. 'I offer a transparent service on a broad range of motor vehicles'. Key to that service is finding the right car for the right client; when it comes to rally cars, that's not always easy.

With rally cars like this T16 he has for sale, he says: 'The issue is a lack of stock. Trying to apply our usual standards to rally cars is hard, because their integrity is often very diluted. It's a fact of life that rally cars have accidents, and 'famous' cars have often been re-shelled more than once.

It's the rally cars that lead the market – the road examples are less popular. However, don't underestimate the appeal of Audi's shortened Sport Quattro in road-going form; out of all the Group B cars it's the most useable, reckons Mark.



Off-centre weight distribution made jumps a scary experience



Just 200 road-going T16s were built for homologation

splattery thrash. Like all turbo cars of the period, lag is a real issue. It's no surprise the lower reaches of the T16's rev range are a barren wasteland of gruff sound effects and very little action; wind it up and the powerband is linear and free-breathing – I just can't help craving more of it.

I find a faster, more sweeping road, and the T16's awkwardness drops away, the car becoming alert and keen, like a powerboat rising on top of the water as its speed rises.

I think I finally begin to experience, just fleetingly, what this machine is all about. It's not very hot and stuffy in the cockpit, but all thoughts are on finding a rhythm with the car.

A fast S-bend nails it: suddenly the T16 is alive – the car devours the rapid direction change with a strong sense of it pivoting beneath you, like all the best mid-engined cars.

It's as if the T16, with a typically Gullie mixture of pride and theatrical pomp, has suddenly deemed it prudent to show me a glimpse of its true nature, it's a real *raison d'être* – a veil urgently pulled back, and then yanked shut again as soon as we hit the next slow-moving traffic.

I'm glad I experienced it: the sensation of it almost floating across the tarmac was like finding a light switch when you've walked into a dark room for the first time.

Talbot was the unlikely winner of the 1981 WRC constructor's championship. The Sunbeam Lotus, an antique compared to the Audi Quattro that made its debut that year, was nonetheless a perfect example of what had been required to win rallies: a powerful, naturally aspirated engine of at least 250bhp in a rear-wheel drive bodyshell. That was yesterday. The future was the Quattro, with four-wheel drive and already more than 320 turbocharged horses – with torque to match.

Reading the notes for lead Talbot driver Guy Fréquelin was a small Frenchman by the name of Jean Todt. You may have heard of him. In time, he would found Peugeot Sport.



Supreme agility was the focus for development

and one day end up running Ferrari's motor sports operation. But for Todt, everything began with the T16 at a press conference in London, held at the end of the season. Todt promised a four-wheel drive Group B car. It would be unveiled in 1983, rallying by 1984 and be a championship contender by 1985. He would build everything from scratch.

The works Talbot team was run out of a small motor sport department in Coventry, led by the late Des O'Dell. What these men didn't know about rallying wasn't worth knowing, and they'd already built a more specialised rally car: a mid-engined Talbot Horizon. Peugeot Sport engineers came over to the UK and studied this car closely, then took it back to France. Moreover, O'Dell contributed much advice on practical aspects of the design (see Richard Jones' testimony) that helped to make the T16 the complete package it became.

If you were to lay a T16's drivetrain out on the floor below you, nose at the north, it would look a bit odd, as the engine is completely over



Interior could be best described as 'compact'

to the right-hand side of the car, mounted transversely and tilted back 20 degrees. The air intake and fuel injection system is on the front face of the block, the turbocharger and exhaust on the rear. The five-speed gearbox – the well-known Citroën SM unit – is to the left of the centreline, with drive turned through 90 degrees for the propshaft by a pair of gears. The Ferguson Developments viscous centre differential is located behind the engine/gearbox, while at the front and rear there are ZF limited-slip differentials.

The XU6T engine was a bespoke design for the T16, but as the name suggests, it's based on the all-aluminium XU series of engines that were fresh in the Peugeot range at the time.

There had been plans to try the FIV V6 engine, but it was soon decided that a small capacity, turbocharged engine was the route to go down. The regulations stipulated an equivalency factor of 1.4 for an engine with any form of supercharging, so to come in under the maximum 2.5-litre break point, a displacement between the 1.6 and 1.9-litre GTI engines was required. Peugeot kept the 18mm bore size but reduced the stroke, achieving a 1,775cc capacity and using a stronger XU block normally used for the diesel variants, topped off with a new twin-cam cylinderhead featuring four valves per cylinder.

It was the compromised weight distribution of the transverse engine (necessary due to the need to make the car look like a 205), together



Bodywork bespoke to fit homologation rules

with the very limited aerodynamic devices of the Evo 1, that gave the T16 its only real flaw: an inability to fly straight and level over jumps – something that would be horrifically shown up by Vatanen's near-fatal high speed roll in the 1985 Argentinian Rally.

Todt's schedule slipped slightly, and rather than the 1984 Monte Carlo rally, the T16 was ready for that year's Tour de Corse. New signing Ari Vatanen, co-driven by Terry Harryman, set a searing pace but then went off the road. By the end of the year the car was a winner, and in 1985 it was the car to beat. Vatanen should have been the man to scoop all before him, but the accident put paid to that, and teammate Timo Salonen took the title. In 1986, the competition was stronger, but new signing Juha Kankkunen took the drivers' title after a bitter struggle with Lancia. Peugeot was constructors' champion both years running.

It's arguable the T16 was the best Group B car – all that silverware and brand exposure meant that for Todt and his men it was a job very well done. While other cars were stronger in certain areas, the T16 worked well everywhere, and although not without a few compromises, could not be bettered as a package, nor run by a better-drilled and funded organisation.

However, as a road car, there's a strong sense it really was a means to an end. That's a shame, but I think I have the answer. At the time Peugeot Sport did a 'Clubmans' package known as the PTS kit, which featured a 300bhp upgrade. With that sort of power, the veil may well be drawn back more often. ☐

Thanks to Mark Donaldson, where this car is for sale: www.markdonaldson.com

1985 Peugeot 205 T16

- **Engine** 1775cc, four-cylinder inline, 16v, twin-cam; head, Bosch M-Jetronic fuel injection, turbo • **Power and torque** 197bhp @ 6750rpm, 188lb ft @ 4000rpm
- **Transmission** Five-speed manual, four-wheel drive
- **Brakes** Ventilated discs front and rear • **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: double wishbones, coil springs, telescopic dampers, anti-roll bar
- **Steering** Rack and pinion • **Weight** 1145kg
- **Performance** 0-60mph 6sec, top speed 132mph
- **Fuel consumption** 11.1 l/100km
- **Cost new** £56,000 • **Value now** £10,000

FOREIGN FILE

SCOOP



CHRISTIAN LEROUX

Pug's three-door tiddler

PARIS France Look closely at this prototype of Peugeot's important new small car – possibly to be known as the 105 and due in 1991 – and you'll see a resemblance to the Renault Clio. Our scoop photographs show the three-door version of the car to be pitched below the enormously successful 205, with a five-door version apparently scheduled for 1992.

The baby Pug uses the same basic floorpan as its Citroën AX sibling, but it's likely the Peugeot version will offer a wider choice of powerplants.

A four-wheel drive model is in the future, but a GTi version will be an integral element from the beginning, complete with 1.5 litre four cylinder engine, 16 valve head and 82 kW.

Also sighted with the convoy of 105s was a 605, apparently testing a new V8 engine.



24 WHEELS

Richard Jones



Richard Jones was an engineer working at Peugeot Talbot Sport UK at the time of the T16. As such, he was heavily involved with the Evolution 1 car entered under the Peugeot UK banner for Mikael Sundström in the British Rally Championship in 1983 and 1986. 'It was such a beautiful car to work on,' he says. 'With a bunch of spanners in your hand, say 10-22mm, it was easy to do most things. The only hard job was to change a gearbox; the French would never do it on an event, but we managed it on a rally once.'

As one of the chase car mechanics, Jones was in a Peugeot estate going from stage to stage. 'On the RAC there were 28 services a day, and we had three chase cars – the works teams had many more. We had to go flat out – it was pretty hairy.'

Jones drove Peugeot UK's T16 extensively, racking up the miles at the MIRA testing facility near Nuneaton. 'It was absolutely awesome,' he says. 'There were no real weaknesses in it.'

1962 PEUGEOT 404

It conquered the world, but never flourished in the UK – and that's to our detriment

WORDS PAUL STASSINO PHOTOGRAPHY GEORGE WILLIAMS

Over the years I have learned that a fine car requires time for me to acclimatise myself to its ways and means, a rule that definitely applies to one of the earliest British-market Peugeot 404s. In place of the expected H-gate for a four-on-the-column, there's a Z layout with a dog-leg first gear and reverse located directly above it. Initially the system appears devised by Peugeot to catch me out, but after a few miles it proves a pleasure to use.

After a mere 15 minutes I'm utterly hooked on the 404's almost indefinable air of superiority. One reason is my abiding belief that any car with an ivory-coloured steering wheel automatically achieves levels of chic denied to the automotive hot pot but, equally importantly, the light rack-and-pinion steering means that manoeuvring the 404 over a typically narrow rural T-junction is a complete pleasure. The only limit to the Peugeot comes from the brakes – the transmission may be a welcome, albeit idiosyncratic, carry-over from the 403 but the drum brakes are a less positive legacy. Front discs weren't fitted to the 404 until 1968, so halting the car even at 30mph calls for a certain amount of forward planning.

But this detail doesn't detract from the 404's charms. The split bench front seat is welcoming, an adjustable backrest was an unusual fitting in an early Sixties family car and the loudest noises are from the wipers battling the vile weather and the whooping of the Sofica heater. The level of refinement from the engine is remarkable – *Road & Track* magazine rated the Peugeot the quietest car in the world in terms of wind and road noise – and indeed every aspect of the 404 seems to function as a unified whole. By the end of the day I'm moving the column lever through the Z-gate as smoothly as a Scott Walker ballad as the needle on the strip speedometer progresses effortlessly rightwards.

Peugeot commenced development on the 404 as early as September 1957, a mere two years after the launch of the 403. Power was from a 1.6-litre version of the 403's engine, and the unit was slanted at 45 degrees to keep the bonnet line as low as possible.

The 404 debuted in May 1960 and was produced alongside the 403 until 1966, the range gradually expanding to encompass such engine options as a diesel unit and fuel injection, an estate car and elegant coupé and cabriolet versions. But the keystone of the line-up was the standard saloon and by the mid-Sixties the 404 was truly a world car: from carting goods across the Ivory Coast to serving as a patrol car of the BSA Police in Rhodesia; and from providing essential transport for the haute bourgeoisie in Buenos Aires to populating taxi ranks in Algiers.



Beloved by the motoring press, but import taxes meant the Peugeot's sales figures were never great. Stylish details give it a great deal of charm

One market where the 404 saloon didn't make a major impact was the UK. This was because of heavy import duties, which elevated the Peugeot to the price level of such offerings as the Wolseley 6/110 or Rover 2000, in a market sector where leather and walnut were *de rigueur* rather than the 404's blend of plastics. For 15 years the 404 was sold to those select British motorists who appreciated its 'gun-booted refinement' – to quote *Motor* magazine's perfect 1968 description of the Peugeot's appeal – who were thrilled by its outright victories in the East Africa Safari in 1966, 1967 and 1968, and didn't mind their neighbours believing that their new car was a Morris Oxford.

Perhaps the 404's appeal, gun-booted or otherwise, is best explained by comparing it with the Oxford. The resemblance between the BMC 1.5-litre 'Farina' range and the 404 is inevitable given the involvement of Plainfarma in the coachwork, but it also masks the essential differences between the Peugeot and its nearest UK-built competitor in world markets. Driving a Morris Oxford Series VI always reminds me that it never claimed to be anything more than a solid plodder beloved of country cabbies, while even my brief taste of the Peugeot hinted at its multi-faceted appeal – as a rally victor, a sizeable family saloon and a car capable of tackling the worst of Africa's roads. As for my attempting to emulate the 404's ability to speed through narrow bends with complete assurance in an Oxford – let's just say this is fairly unlikely to happen.

The 404's successor, the 504, was launched in 1968 but French 404 production would not come until 1975. Overseas models continued to be built for several years, the last one leaving Peugeot's Kenya plant in 1991.

In the UK, proud owners such as Nick Jones are immune to their Peugeot being confused with a BMC 'Farina', as they have the pride of knowing that they drive an icon of post-war French influence and one of the best mass-produced cars of its day. It is a car that was a delight to encounter and a misery to relinquish. As *Motor* put it in 1969: 'It still sets remarkably high standards in some departments and is deficient in none.'

Thanks to owner Nick Jones, Jim Kirkwood, Club Peugeot UK (www.clubpeugeotuk.org) and everyone at Southdowns' Gliding Club (www.southdownsgliding.co.uk).

1962 PEUGEOT 404

• Engine 1600cc 54 Only with Solex 34BCEA carburettor • Power 62bhp @ 5600rpm • Torque 96 lb ft @ 2200rpm • Suspension Front independent coil springs with MacPherson struts, Rear live axle with coil springs and a Panhard bar • Steering Rack and pinion • Brakes Drums front and rear • Transmission Four-speed manual • Length 1601mm • Height 1411mm • Width 2121mm • Weight 2290lb (1043kg) • Performance Top speed 144mph, 0-62mph 10.5sec • Economy 26mpg • Price new £1125 (ex. Vat) • Value now £3000 • Years made 1960-1966 (overlapped) • Numbers made 12847 (688 in France) • Numbers surviving 6162 (46 for 404 variants)



Refined Pug certainly not a Morris Oxford



1.6-litre engine has origins in 403 model



Plainfarma styling was adapted across a variety of body styles



Mike Garrett with an early Peugeot

**Peugeot Association of Canberra
Minutes of the General Meeting
27 September 2016 at the Weston Club ACT**

Persons Present

Brad Pillans President
Ross Stephens Secretary
Neil Birch
Glen Bryden
Greg Flannagan
Mitch Jamieson-Curran
Allan Lance
Jenny Lucas
Steve Lucas
Bill MacNamee
Neil Sperring

Apologies

Marianne Albury-Colless
John Bower
Greg Francis
John Geremin
Col Handley
Maia Parker-Sloan

Introduction

1. The meeting opened at 8:27pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were read and accepted.

Prop; Brad, Seconded; Allan Lance; Carried.

Matters arising from the Minutes of the previous meeting

3. Nil.

Financial report

4. The Treasurer's Report was unable to be presented, however, with few transactions over the previous month; the financial position remains largely unchanged from the previous meeting.

Secretary's report

5. Inward Correspondence

a. Public Liability Insurance – Letter of advice – Nil impact on PAC.

b. Reminder Notice from the ACT Office of Regulatory Services (ORS).

c. Email NSW RTA - confirming PAC members with NSW Historic Vehicles are able to participate in the 60 Day Registration Trial.

d. PAC Web Domain Name Registration fee is due in September – Advice received from Webmaster who will be overseas for some time. Following discussion; Bill McNamee to consult with webmaster on the way ahead.

• The meeting agreed to make funds available to enable payments: Prop Steve L, Seconded Brad; Carried.

6. Outward Correspondence

Nil

Council of ACT Motor Clubs (CACTMC) report

7. Main points from the CACTMC 15 September 2016 General Meeting and AGM were as follows:

a. The AHMF (Australian Historic Motoring Federation) AGM was held in Alice Springs. Not attended by a Rep from CACTMC due to the perceived lack of benefit from the costs involved.

b. APMC (Australian Council of Motor Clubs), this is the alternate group to the AHMF and encompasses special interest vehicles in addition to historical vehicles. Significant progress with the NSW Government, in the interests of Historical and Special Vehicles has been achieved by the APMC in the past year. Despite some communication issues around meetings, CACTMC is to continue its Membership for a further 12 Months.

c. Next Wheels Display on 12 March 2017.

d. ACT Government has recognized the tourism value of Motoring Organisations – correspondence exchanged with CACTMC.

e. See CACTMC website for events.

f. Treasurer's Report - \$18,618.02 Cash at bank.

g. Discussion Re the Pie cart – storage, repairs, restoration, disposal etc. – ongoing with intent for a major overhaul.

h. AGM – New Committee detailed on the CACTMC September Communique.

General business

8. Main Points of General Business were as follows:

a. Brad reported on the Battle of Waterloo, which was lost to the Brits, but the venue at Tidbinbilla – a last minute change was well received. New Members Mitch and Maia have volunteered to organise the next one possibly at the West Side Container Village, in conjunction with the Renault Owners Club of Canberra as Barrie Mcadie is relinquishing that role.

b. Discussion on club events, history, types held frequency etc. New member Steve Lucas considering nominating for the Social Secretary's position at the next AGM.

Close

9. There being no further business, the Meeting closed at 9.00pm. The next meeting will include the AGM and will be held on Tuesday 25 October 2016.

**Peugeot Association of Canberra
Annual General Meeting
25 October 2016
Weston Club ACT**

Agenda

1. Opening remarks/Welcome
2. Apologies
3. Minutes of previous AGM
4. Matters arising from the Minutes
5. President's Report.
6. Adoption of President's Report
7. Presentation of Accounts (Treasurer)
8. Adoption of Accounts
9. Election of the Committee and Office Bearers
10. Motions to be put to the AGM
11. Any Other Business
12. Closing remarks

PAC – Office Positions Matrix

Position	Nominee	Proposer	Second	Result
President				
Vice President				
Secretary				
Treasurer				
Technical Officer				
Roar Editor				
Roar Production Editor				
Social Secretary				
Committee Members				
1.				
2.				
3.				
4.				
Public Officer	Geraldine Butler			Appointed
Delegates to the CACTMC				Volunteers
1.				
2.				
3.				