

ROAR

Magazine of the Peugeot Association of Canberra



June 2017

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On the cover A Flash 203 and a 403 on the battlefield. With a Morgan lurking in the background. Battle of Waterloo 2017.

**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,

This year, we decided to hold the annual Battle of Waterloo event in Queanbeyan, rather than in the ACT where suitable venues are becoming increasingly difficult to find. Thus it was that on Sunday 18 June – the same day and date as the original BOW in 1815. – British and French forces gathered in Queanbeyan Park.

The day was beautifully sunny, after a frosty start, and the venue was just terrific, with the cars gracefully parked on grass under large, mostly

deciduous trees. With the monthly Queanbeyan markets being held right next to us, there was the opportunity to view local handicrafts and sample food of various kinds. A few marketeers also drifted over to see our cars, so it was a comfortable symbiotic relationship.

A couple of British cars parked amongst the French – spies perhaps? Or just a sign that our automotive battle is among car-lovers, regardless of marque? Probably the latter...

I donned a Napoleonic bicorne hat and drifted over to the British side to assess their strength, where I was met by my British equivalent, wearing a pith helmet – perhaps not strictly British Army field issue at the original BOW, but close enough! The wearer of the pith helmet introduced himself as Lawrence and escorted me to his car – a good looking 1960 Rolls Royce. Under the bonnet, he boasted, 200 horses were lurking (the cavalry, no less) and the evidence, in the form of a large pile of horse droppings under the front wheels, was plain to see. (An interesting metaphor for the British motor industry? Ed.)

For the record, based on vehicle numbers, of 50 British to 30 French cars (with our local ranks boosted by 5 cars down from Sydney), the outcome could perhaps best be described as a “strategic retreat” for the French forces...En Marche 2018!

In the lead up to the event, Peter Bray, from Queanbeyan-Palerang Regional Council (QPRC) was enthusiastically supportive of holding BOW in Queanbeyan. Peter was also present, throughout the day and presented certificates to the “best” French

and British cars on display. There were also bottles of French wine for the two winners, plus two other lucky prize-draw winners, one from each side of course.

I would like to thank QPRC, particularly Peter Bray, for encouraging us to hold the event in Queanbeyan – we were made to feel overwhelmingly welcome and I would hazard a guess that we will be back next year. I would also like to thank our sponsors, Shannons, for their support again this year as well as PAC member, Mitchell Jamieson-Curran for shouldering the bulk of the event organisation – well done Mitch!

Well, the Winter Solstice has passed and the days will slowly lengthen, even if they may get a little colder yet. A warm car is essential and I love the heated seats in my 508 at this time of year.

The Raiders Weston Club is also warm and welcoming, so why not join us for dinner at 7 pm on Tuesday 27 June at the Raiders? The usual monthly meeting will follow at 8 pm.

Next month, we will celebrate Bastille Day – stay tuned for further details...

Keep on Pugging,

Brad Pillans



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CLUB EVENTS 2017

27 June 2017

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

25 July 2017

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

CLUB EVENTS 2018

Easter 2018

Peugeot Club of Queensland will be hosting the 2018 Peugeot Pageant in Queensland at Easter, from 30 March to 2 April. See advance warning note on Page 6.

FRENCH CAR DRIVES 2017

Program of French car drives, 4th Sunday of even months:

- August 27:** Hunter Valley French Car Day
- October 22:** Binalong – visit galleries and cafes in this historic village.
- December 3:** Evening Christmas BBQ by Lake Ginninderra.

Lisa Molvig
Social Secretary
Renault Owners Club of Canberra
Australia

reno1338@hotmail.com
<http://www.renaultcanberra.asn.au>



Peugeot Easter Pageant Boonah 2018

Hosted by the Peugeot Club of Queensland Inc.

Expressions of interest

The next Peugeot Pageant will be held at Boonah in south-east Queensland, from Friday 30th March to Monday 2nd April, 2018.

Boonah is known as the heart of the Scenic Rim, with fertile volcanic valleys and fantastic views. It is a top food production area in Australia with wonderful wineries, majestic dams and numerous National Parks.

The Outlook complex in Boonah has been chosen to host and accommodate our guests after the many positive comments from the Pageant held here in 2014. This early advice is to enable participants to plan their itinerary for 2018, as well as facilitate planning by PCQ Inc as the host club. By returning the Expressions of Interest, there is no commitment to attend but we do ask you to indicate if you are thinking of joining us.

The Pageant Program will basically follow the format of previous pageants. Commencing with dinner on the Friday night, there will be a Concours on the Saturday morning with a Drivers Skills test in the after- noon. Saturday

night after dinner we will have our Rocker Cover Racing competition.

Sunday morning will involve an Observation Run, Lunch and the afternoon will be free time during which you can explore the many attractions Boonah has to offer. These include Wineries, Lavender Farms or you may just want some down time before the Presentation Dinner Sunday night.

The weekend will conclude with breakfast Monday morning. All meals (including breakfast) from Friday night to Monday morning will be inclusive.

For expressions of interest and information please contact 2018peugeot-pageant@peugeotclubqld.org.au

Expressions of Interest

Peugeot Easter Pageant Boonah (Friday March 31st to April 2nd)

Name(s):.....

Postal Address:.....

Email Address:.....

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

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

I/We are interested in participating in the Drivers Skill Test

☐

I/WE are interested in participating in Rocker Cover Racing

☐

I/We would like to receive Pageant updates by Email

☐

Accommodation will be included with the final pageant registration. Motel accommodation is available within 2kms of The Outlook and more information will be available July 2017.

Pugger Buggers Great Dividing Range 2017

Neville Summerill is proposing another Pugger Buggers run in August. This time along the Great Dividing Range.

You can join or leave the trip at any point. Ring Neville to find out details of the itinerary.

The trip is divided into two sections, for those that may be sick of driving after the first section.

The trip should be suitable for all Peugeots with good clearance. Thirty per cent will be gravel roads, maybe some camping.

Accommodation will be your responsibility, but suggest try for cabins. Advise not to book ahead as we may not be as planned at the end of the day's driving.

Part One

31 July: Oberon, Tarana, Capertee, Glen Davis, Rylstone, Bylong, Cassillis, Coolah.

1 August: Coolah, Coolah Tops National Park, Merriwa, Scone, Glenbawn Dam, Belltrees, Moonan Flat, Gloucester.

2 August: Gloucester, Nowendoc, Walcha, Oxley Highway, Yarrowitch, Myrtle Scrub, Mt Seaview, Elands, Wingham, Wauchope.

3 August: (poss. two days) Wauchope, Kempsey, Slim Dusty Way, Bellbrook, Wollobi Falls, Ebor, Dorrigo.

4 August: (poss. two days) Dorrigo, Coramba, Coffs Harbour, Nambucca Heads, Bowraville, Bellingen, Dorrigo, Tyringham, Nymboida.

5 August: Nymboida, Dalmorton, Newton Boyd, Gwydir Highway, Gibraltar National Park, Jackadgery, Copmanhurst, Coaldale, Tabulam, Bonalbo.

6 August: Bonalbo, Urbenville, Hewsons Mill, Woodenbong, Rathdowney, Cougal, Loins Road, Border Ranges National Park, Kyogle.

7 August: Kyogle, Richmond Ranges National Park, Mallanganee, Wyran, Coraki, Lismore, Clunes, Federal, Mullumbimby, Murwillumbah.

8 August: Murwillumbah sight-seeing and interesting things.

9 August: Murwillumbah, Natural Bridge, touring the hinterland into Queensland with no nominated stop-over.

10 August: Unknown into Beaudesert, Boonah, Croftby, Victoria Falls, Legune, Killarny, Alf's sawmill, overnight near Killarny.

11 August: Killarny, Wylie Creek, Liston, Boonoo Boonoo National Park, Tenterfield.

This is the end of the first stage for those who have had enough of travelling.

Part Two:

12 August: Tenterfield, along the NSW – Queensland border, Mingoola, Bonshaw, Texas, Yelarbon, Goondawindi.

13 August: Goondiwindi, Boggabilla, Boomi, Mungindi, Moree.

14 August: Moree, sight-seeing, Warialda.

15 August: Warialda, Binbara, Caroda, Rocky Creek, Mount Kaputar Sawn Rocks, Gratta Gorge, Narrabri.

16 August: Narrabri, Mount Kaputar National Park, Narrabri, Wee Waa, Narrabri.

17 August: Narrabri, Boggabri, Gunneday field day, Wellington to finish.

If you are interested in joining this trip, please let Neville Summerill know as soon as possible:

Phone 02 6458 7208 or
PO Box 133, Bombala, NSW, 2632.



CLASSIFIEDS

Wanted

Peugeot 5CV Type 172 for restoration

Peugeot 5CV Type 172 for restoration. Would prefer 1923-24 narrow chassis wire wheeled version. However, everything considered, including subsequent disc wheeled versions up to 1928 (Types 172BC, 172R and 172M) – see photos.

As points of identification, these cars have semi enclosed punt-type chassis, a tiny fixed head engine of either 667 or 720cc and a three speed gearbox combined with a worm final drive.

A complete and unmolested car would be ideal but again, anything considered, including basket cases and bits. I am an experienced and rather fastidious restorer who needs a new project which will fit into my ever diminishing working space. Needless to say I also have a soft spot for Peugeots, with a recently completed 203 wagon.

All leads gratefully appreciated.

Tony Watson
(02) 62549203 any time



CLASSIFIEDS

For Sale

Peugeot 607



This is Peugeot's flagship 607. Built in 2002, this car was equipped with every luxury and every "extra". Even today, the equipment levels match those you'll find in many manufacturer's showrooms. This is a very suitable 'daily drive' and an excellent tourer.

Although this car is 15 years old with 200,000+ Km, it has style, elegance and appointments that few new cars can claim. From the fabulous seats to the quietness and smoothness of the ride, this car shows that it has been always protected from the elements, scrupulously maintained and always treated with the respect it deserves.

This car has had only two owners and every log book service has been provided by Peugeot dealers. As you'd expect for a car of its vintage, it has had a gearbox overhaul, air-conditioning overhaul, a new alternator, new starter motor and new radiator fan, and, of course, timing belt replacements as they have fallen due. All work done by or through the local Peugeot dealership.

This is a 2002 Peugeot 607 that looks and drives like a car half its age.

SPECIAL FEATURES:

This Peugeot 607 has multi zone climate control air conditioning, 17" alloy wheels, cruise control, multi-function control screen, leather steering wheel, front & rear power windows, rear park assist, rain sensor wipers, automatic headlights, electric sunroof, electric rear blind, electric seats, memory settings for two drivers, Brembo brakes, sports and standard and winter driving modes, 6 stack CD, remote central locking with deadlocking doors, cooled glove box, front and rear fog lights, and a full size spare. And a spacious and comfortable interior and an enormous boot. \$5,500

For more information talk to Jeremy Vickers on 0409 452 972 or look for it on carsales.com.au



CLASSIFIEDS

For Sale

505 Peugeot 1985

505 Peugeot Turbo Diesel (1985) 450,000 kms, colour blue, still being driven but will be selling it unregistered. Engine No: P147DT105971. \$1250.00.

Huntly & Dawn, Shepparton.

p 03 5831 1630

m 0428 311 630

e hvroland@icloud.com

504 Peugeots

504 Peugeots – two for sale in Cooma. Both were manufactured in February 1976

- Both are Dulux Trak Yellow
- Car 1 is a TI model with Kugelfischer fuel injection
- Car 2 is a GL model
- Both engines run well and the TI engine feels like a cracker
- Car 1 is driveable, brakes need bleeding
- Car 2 has had new clutch master cylinder fitted, was driveable before fitting the new clutch master cylinder
- Car 1 was registered (in the ACT) up to April 2009. The mechanicals feel better in this car but the body has a few more dings and 4 'bubbles' of surface rust. No structural rust.
- Car 2 was registered (in the ACT) up to March 2011. Body is NOT 'concours' and has some minor surface rust. No structural rust.
- One set of manuals available.
- Selling because am non-mechanic, have only one small

garage to work in, own a 1951 P203 (enough for now) and have taken up caravanning.

- Keen to sell. Price for both cars is \$800 Or \$1500 for both. Ian Hampton, Please ring 0400 528 115

406 sedan 2000

406 sedan HDi (2000) manual 320,000 km. Brakes need to be bled and suspension requires upgrade. I have owned this car for the past 4 years and it has been a reliable, strong car that won't quit. Has been managing 900km on a tank of diesel around town. Selling due to upgrade to a work ute. Otherwise, I would have invested the time into this workhorse and would have driven it forevermore. Strong, reliable and straight.

Registered until August 2017, \$750.

James Wilson 0406 883 233.

406 HDi wagon 2004

406 HDi wagon (2004), auto and unregistered. Only requires a new diesel filter, otherwise sound car for town runabout. Great car for the road or for parts, \$400.

James Wilson 0406 883 233.

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

206 XR 2003

206 XR 2003, black, repairable write off, no rego, totally driveable 160k, cracked screen, damage only to rear quarter panel (repaired), 4 new tyres, tidy interior; \$650 ono, car in east Queanbeyan, 0414 484 398.

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.

504 headlights



Two pairs and a spare headlight to suit an early P504. Used. Also a conversion kit if you currently have the quad round headlights. \$100 the lot, pick up only, near Cessnock NSW. Phone Jon 02 49986152.

I have listed this on Aussiefrogs but thought I would also let PAC members know about these items for sale. I can bring back to Canberra on my next visit in early July. Lisa Molvig

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.

Swap

Keen to swap a 504 Familliale for a 403 in restorable condition

July '82 504 Familliale (one of the last), plus 3 (riveted) wheel rims with tyres; complete set of very good condition interior in blue velour trim (same as in the July '82 Familliale), and from a white 504, complete front-end panels, bonnet and windscreen. Michael Cortis 0400 413 077

Peugeot reveals future product plans

8 June 2017

French brand to drop niche vehicles and concentrate on more mainstream models

Peugeot is tapping out of its fast car range. The French brand will instead focus on building its more mainstream range in the short to medium term, including a move into the one-tonne ute market.

The announcement comes from Peugeot CEO, Jean-Philippe Imparato, who discussed the brand's future plans with British publication Autocar.

"Right now our main goal is to grow to beyond two million units a year, but also to spread our footprint and to sell more than 50 per cent of our cars outside of Europe," Imparato said.

"Until we do that, I'm much more interested in cars that sell in hundreds of thousands than those that sell in smaller numbers."

This statement spells the end for low-volume cars like

the RCZ coupe and the high performance 308 R Hybrid which had already progressed from concept to prototype.

However, Imparato didn't rule out a future performance car entirely, he left the door open to a return to high-performance motoring over the longer term with the suggestion that a future car might be able to claim a Nurburgring lap record.

"With Peugeot Sport, I believe we have the team to make such a car. It would be expensive, but so what? We could do it," he claimed.

While cars with enthusiast appeal aren't high on Peugeot's list of priorities, workhorse vehicles are. Imparato has revived talk of a Peugeot branded 4x4 ute, a vehicle considered vital to the French automaker's plans to launch a full-scale return to the African market as part of the goal to expand its reach outside of Europe.

"With a one-tonne pick-up truck, we can tap into a huge global market. We could either develop one within the group or with a partner



Peugeot 308 R Hybrid



Peugeot has previously talked about developing a dual-cab ute based on the Toyota HiLux. (Digital Illustration). Photo: Lucas Kennedy

and our existing connections” Imparato revealed, reinforcing suggestions that Groupe PSA (Peugeot and Citroën’s parent company) could turn to existing commercial vehicle partner Toyota for assistance.

Peugeot would have plenty of time to develop its own version of the Toyota one-tonne ute as the current HiLux is only two years into its product cycle. This move would help Peugeot compete with vehicles like the Renault Alaskan and Fiat Fullback, which are based on the Nissan Navara and Mitsubishi Triton respectively.

Drive

Meet Peugeot’s new pick-up creatively called, er, Pick Up...

22 June 2017

It’s been three years since Peugeot had a pick-up in its ranks since the 207-based Hoggar met its demise but now it has another one, and it’s been creatively named Pick Up...

To be available exclusively in Africa, it is based on the Chinese Zhengzhou Nissan Auto Rich New which itself was based on the ‘D22’ Nissan Navara. The latter made its debut way back in 1997 and goes to explain the rather aged aesthetics of the new Pick Up.



Anyway, it gets a new grille and slightly modified graphics of the headlights and taillights. And of course, the lion badge replaces Dongfeng’s logo while around the back the large “Peugeot” lettering on the tailgate is a nod to the 404 and 504 pickups.

The workhorse has a ground clearance between 210 to 215mm (depending on model) and is powered by a turbodiesel 2.5-litre making 115 horses and 280Nm of torque. The diesel can be had in either a 4x2 or a 4x4 system via a five-speed manual featuring high and low modes.

It aims to deliver segment-leading interior room and features a radio with a CD player and USB slot, ABS, electrically adjustable mirrors, front airbags, and rear parking sensors. Available luxuries include air conditioning, and electric windows and mirrors. It will boast a maximum payload of 815kg and will have a 1.4 metre-long bed with anchoring hooks.

Wheels



The new Peugeot "Pick Up"

French barn find: 1936 Peugeot 301D Coupé

18 June 2017

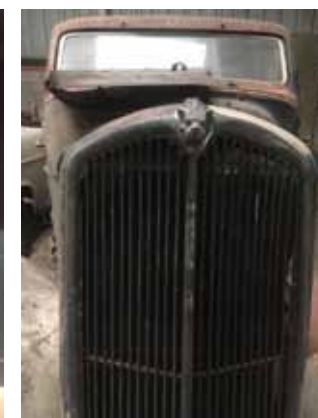
The Peugeot 301 was built from 1932 to 1936. The body style changed some, but the mechanicals didn't. They could almost be mistaken for American pre-war cars except for the placement of the headlights.

This one, listed on e-Bay, is a less common coupe. The eBay listing shows the location to be Bergenfield, New Jersey, but in the description, in the last line, it's revealed it's really in the United Kingdom.



Bidding is just over \$2,000 with reserve not met. The asking price for this old coupe is about \$20,000 on other sites. It's said to be mostly complete, so there must be a pile of parts included although there is no mention or picture of them. It also has rust in the usual places.

In the one picture provided the engine looks complete, at least from here. There is no word on its condition, so you can assume it is stuck. That's a 35 horsepower 1465cc flathead four.



It's hard to imagine what it would take to restore this car, to make the one on the right look like

the one on the left. The description says it's mostly complete, so unless by "mostly" they mean by weight, there must be a big pile of parts somewhere.

Replacement parts will be difficult to find. It will take a very special person with lots of time and a pile of money. Hopefully, there's someone out there who would like this Peugeot for their collection.

Bidding ended at \$7,600 with the reserve not met.

Barn Finds



Peugeot 504 classic rally car

Stuart Birch
28 September 2010

There might not have been any elephants, lions, hippos or wildebeest watching, but as Jean-Claude Lefèbvre hangs out the tail of the raucous, rattly, rally-battered Peugeot 504 Coupé, I can imagine them trumpeting, roaring, grunting and stampeding.

It was in this car that Jean-Pierre Nicolas and co-driver Lefèbvre won the 1978 Safari Rally, one of the world's toughest international events. "There's no power steering, no air con, no power seats and it's a bit like a truck," he says, its 2.7-litre V6 still churning out most of the 240bhp it had all those years ago.

There are gigantic helpings of noise, vibration and harshness, plus a petrol pong that turns the stomach. But Lefèbvre – now 63 and head of communications for Peugeot Sport – is loving it all as he hauls the 504 around the company's Sochaux test track, balancing seemingly incipient spins with huge doses of throttle in a series of totally controlled slaloms.

It was all very different from the cool, quiet salon that is the Peugeot museum, where I had stood a few hours earlier with



Peugeot 504 V6 Coupe works rally car seen in full action with driver Jean-Pierre Nicolas and co-driver Jean-Claude Lefebvre during the extraordinary heavy 1978 edition of the Safari Rally, which they WON

the company's design director, Gilles Vidal, admiring a pristine 504 Coupé that looked as though butter would not melt in its radiator and with no hint of its Jekyll and Hyde nature.

"This car has just the right balance between looking sporty and elegant. It is tailored, tight, agile," Vidal says. "There is no decoration; nothing more is needed to make it look interesting. See one drive past in the city and you will appreciate its amazing proportions." Unadorned and aesthetically balanced, it is a car that has an individual identity.

Vidal is a designer who believes a car's style and presence should be appreciated to the full immediately it's seen – a sort of automotive love at first sight – and not something that the beholder has to get used to and then accept, which is why the Pininfarina-sculpted 504 Coupé holds a very special place in Peugeot hearts.

This year, Peugeot is celebrating its 200th anniversary as a manufacturing company (it started as a small steel foundry that made tools) and 121 years as a car maker. Production in 1889 totalled just one car, then burgeoned in 1890 to a grand total of... four.

But, gradually, numbers rose to give Peugeot its place in automotive history. Several members of the Peugeot



family hold executive positions within the company today.

Walking around the museum, Vidal points out the two-seat Baby BP1 of 1912. Designed by Ettore Bugatti, it has a simple, rounded shape, comprising few parts, and

with sides that wrap smoothly around to form the rear.

"It has a shape that is really quite modern – yet it has brass and copper fittings," Vidal says. By 1916, more than 3,000 had been built. During the Thirties, art deco influence was

prominent but so was advancing technology. Peugeot revealed the first folding hardtop coupé, the 402 "Transformable", extracted from ideas suggested by a certain Dr Paulin – a dentist. Who said dentists were dull?

In 1941, Peugeot produced a little electric car, the VLV, to meet wartime transport needs. Its focus on battery power and weight-saving body design are very 21st century – but its single headlight and three wheels are not.

After the Second World War came the 203, with a fastback body style that looked like a cut-down American car. It was highly successful and even today remains a car with fine dynamics.

Americans in turn also appreciated Peugeots; television detective Columbo's 403 Cabriolet, as battered and well-used as his raincoat, is now a classic.

The 504 range appeared in 1968 and production continued for the next 40 years, not only in France but also in Argentina, Nigeria, Egypt and Kenya, with a Chinese-built pick-up version marking the end of the line in 2009. Aggregate sales totalled 3.8-million.

However, it is the 504 Coupé that really ticked the aesthetic and emotional boxes, confidently linking the dust and drama of the Safari Rally with a stylish evening cruise in Paris along the Rue Royale and around the

Place de la Concorde.

It was, as Vidal would tell you, a truly great design.

The Telegraph

And Nicholas writes on the US website, Bring A Trailer:

The greatest rally story for me is the 1978 Safari. A Peugeot 504 V6 Coupe driving in the lead, getting into quite a crash - wall and rollover - that leaves the car basically a wreck. No panel left straight, no side windows, radiator FUBAR and fans gone, no comms. Front of the car so out of shape that fitting a new radiator wouldn't even have been possible. But hey, it's rally.

They strap the pieces of car back together, pour a bit of water in the sieve erm radiator, and off they go as to not disappoint the enthusiastic crowd that helped get the wreck again in the right direction. The plan? Drive till it dies, retire from the lead.

Only, that lead was a bit unknown. They were in the lead when they crashed, but how much time was lost? Where are the other cars? No idea. No more comms available, remember. So from then on the plan was: go as fast as possible all the time, use any checks just to pour the washing water into the radiator, no time to wait for timing info on others, and see how long it lasts.

Somehow, it lasted until the finish like that. That V6, that same engine that gave the DeLorean a bad name, apparently can do with very little water.

So there we had the podium: a shiny works Porsche 911 in second place, only beaten by a by all means totalled 504, dirty as hell inside and out, which was in such a panic to lose the lead before the car would lose its life that they floored it to the point of extending their lead

up to a final 37 minutes. Porsche retired after that.

See, you don't need the shiniest car or the sportiest model. All you need in rally is a car that fails to die, a crew that doesn't ever quit, and the massive fear of being passed.

My theory is that by driving that fast, the wind kept the engine from overheating all too much without fans and without anything resembling a functioning radiator.





























Oils ARE Oils

We have been having discussions about diff oil in 203s and 403s with the non-availability of Castrol ST140. This is the latest round between Mike Birks (lives down near the coast and has one of Bob Holden's old 203s) and Tony Watson.

Maybe links to the other Pug Clubs in the mag might be of interest to some who might be travelling or just sticky beaking as well.

FLASH



Hi Flash

I was always told that the big no-no was mixing mineral diff oil with the vegetable-based stuff. Apparently the result is polymerisation, that is, it forms a solid mass. A lump of jelly does not provide the lubrication required. When in doubt in the past I've used one application of flushing oil (hot diff run in gear on a hoist to remove the old lubricant).

Having debated the relative merits of mineral oils such as Penrite mild EP, I

elected to use a synthetic obtained through the Victorian Peugeot club. This is Shell Omala 54W150?? which Shell only sells by the tanker load but the Vic club decants into one litre bottles. Contact Paul Watson for details.

Cheers

Tony Watson



Tony,

Mike and I have been having an interchange of emails on diff oils for 203s since he ran out of his supply of ST 140 – see below.

As you can see Mike has a response from Penrite but I was wondering what you had found out when you were doing much the same thing once you had finished the 203 wagon? Did you go down the road with the PCCV Shell oils or are you using something else?

Would love to know (in fact I think we both would).

Thanks

FLASH



Mike Birks,

What I should have added is that you MUST clean all the old oil out before running on the new.

The best way that I know of doing it is to put the car up on stands (or a hoist with wheels "dangling") run the car in gear, drain the oil, then put in new oil and run for 4 or 5 minutes again, drain and repeat 3 times before adding the oil and using the car. Expensive I know but it is what I was told to do a long time ago when ST 140 was in short supply and the diff bloke I was talking to said that I could use any "good" diff oil after I had cleaned the diff out with it as some of the newer diff oil had additives that would protect the bronze wheel and (Archimedes) screw. The main thing in a 203 or 403 diff when going from one oil to another was to ensure that ALL the old oil had been cleaned out. It didn't matter what oil you were going to use. A mix of oils was almost as bad as low or no oil.

Never tried it but still have no doubts about what he told me as he had been in industries, mining, truck, and car and bike, using all types of machinery and using all different types of oil in all applications. But, being me, I would look long and hard before I used other than an appropriate mineral/vegetable oil.

FLASH



FLASH

This is the Penrite product – the specs would seem OK to me
What say you?

MILD EP GEAR OIL

MINERAL, API GL-4 GEAR OIL FOR USE IN WORM DIFFERENTIALS, PRE 1960 HYPOID DIFFERENTIALS AND MOTOR-CYCLE SHAFT DRIVES. THE NON-CONVENTIONAL EP AND ANTIWEAR ADDITIVE SYSTEM WILL NOT CAUSE CORROSION TO BRONZE COMPONENTS. DO NOT USE IF EXPOSURE TO WATER IS LIKELY.

KEY SPECIFICATIONS: API GL-4
PRODUCT CODE: MILD001



Low-cost reduction in real world diesel NOx emissions a possibility with CPT's 48V BISG technology

Calum MacRae
31 May 2017

The UK's Controlled Power Technologies (CPT), working with Austria's Technische Universität Wien (TU Wien), has demonstrated how its SpeedStart belt-integrated starter generator (BISG) 48V mild hybrid can help reduce NOx emissions and improve fuel economy in diesel engines using the latest emission test procedures.

CPT, established in 2007 after a management buy-out of Visteon's advanced powertrain capability, has forged a reputation in the industry for delivering interesting solutions using its switched reluctance machine (SRM) technology. Among these solutions is its former VTES (variable torque enhancement system) that morphed into Valeo's electric supercharger first employed on Audi's SQ7 SUV in 2016; a development made possible after Valeo purchased the technology in a GBP30m deal in 2011.

In the latest demonstration of the benefits of its SRM technology CPT has again turned to its SpeedStart BISG which first saw the light of day in 2009 and has since been applied to the ADEPT electric prototype project led by Ricardo.

In its work with TU Wien, CPT demonstrated that its 48V BISG system could produce a 9% reduction in NOx emissions while simultaneously improving fuel economy by 5% when applied to a premium saloon running a 3.0L V6 diesel engine.

The benefits are achieved because an SRM machine can respond swiftly to fast changing and transient road conditions. The test was conducted utilising the forthcoming Worldwide Harmonised Light Vehicles Test Procedure (WLTP); the latest compliance requirement for any new cars launched onto the EU market from September 2017 onwards.

48V mild hybrid systems are expected to experience rapid growth – just-auto's QUBE service sees a mid-term (2017-2021) CAGR of 71.4% before hitting a global volume of 17.5m in 2031 – as they represent a low cost but high CO2 benefit alternative to full hybridisation and fully electrified vehicles.

According to CPT the cost-benefits of 48V mild hybrids are amplified when using its SRM technology due to the lower PGM (platinum group metals) loading requirements on lean NOx trap (LNT) catalysts and selective catalytic reduction (SCR) in diesel engines.

PGMs are a major cost component of exhaust after-treatment technologies required by diesel engines to meet the stringent NOx limits imposed by the Euro 6 regulations. According to Johnson Matthey the average vehicle employs some 4-5 grams of PGM per

exhaust, albeit there's a wide range beginning at 1g for microcars to 15g and over for larger vehicles.

"This research shows that the transport sector can further reduce air pollutants without it costing the earth," says CPT's co-founder and chief executive Nick Pascoe. "The cost competitiveness of 48V technology, compared with full hybrid and plug-in solutions, is a critical issue for the automotive industry, and gives it a breathing space while pursuing more affordable fully electric vehicles."

That breathing space may be particularly welcome news for OEMs who are battling to balance meeting tightening global CO2 regulations while being somewhat hamstrung by the



Spares: John Williams' 203 has a spare coil.

mounting cost of diesel after-treatment and an increasing opposition to the presence of diesel-engine vehicles in urban situations. Hitherto, diesel has been a key component in the industry's toolbox for reducing fleet CO2 emissions.

Just auto

Coils explained

John Williams

The NSW club's 203 run to Gloucester in 2016 was an epic with lots of water to challenge the electricals. Lets take a closer look at one vital component...the coil.

The 203 runs a 12-volt system. The coil is positioned vertically high up in the engine bay. My 203 has a spare coil mounted in the engine bay (see photo at left).

The coil is really an induction coil and uses electromagnetic induction discovered by Michael Faraday in the 1830s. It means a static magnetic field will induce a current within a ferrous core or in a copper wire when the magnetic field changes.

A coil consists of a Ferrous core with a primary large copper wire coil and a highly wound secondary, thinner copper wire coiled around it. These two coils of copper wire share the positive terminal.

It is bathed in oil to reduce overheating and positioned vertically to avoid potential oil leakage. The coil has a positive and negative

terminal or Bat (Battery) and Rup (Le Rupteur) on French coils respectively.

A high tension lead runs from secondary coil at the centre of the coil to the distributor cap to the individual spark plugs through the rotor button of the distributor.

With the ignition turned on, the primary coil creates an electromagnetic field (emf). While the points are closed or not moving (dwelling) it is reaching its full strength. The Dwell is the time for the emf to reach full strength.

This degree of rotation of the cam with the points closed/not moving is the Dwell Angle. On a 4 cylinder car it is 50 degrees +/- 2 degrees. As the cam rotates the cam node lifts the points apart collapsing the emf, in doing so creating a current to flow in the primary coil and secondary coil.

The high voltage spike in the secondary coil discharges the spark plug, igniting the cylinder. A large voltage spark across the points can burn the contacts. To lessen the current flow and to accelerate the collapse of the emf a capacitor is connected to the negative lead to the points.

The Dwell angle is set either with a feeler gauge with the points at maximal separation or by using an automotive multimeter. Correct point setting ensures reliability, power and performance. So important on those 203 weekends. All good in theory but its time to take the 203 for another run.

The Pugilist



A couple of pictures just in from Mick Garrett in La Rochelle



A beautifully maintained 504 in Queanbeyan, not in La Rochelle

Dry weather triggered PSA distributor change

Peter Wilson

You can blame the El Niño for the shake-up in Peugeot and Citroën distribution.

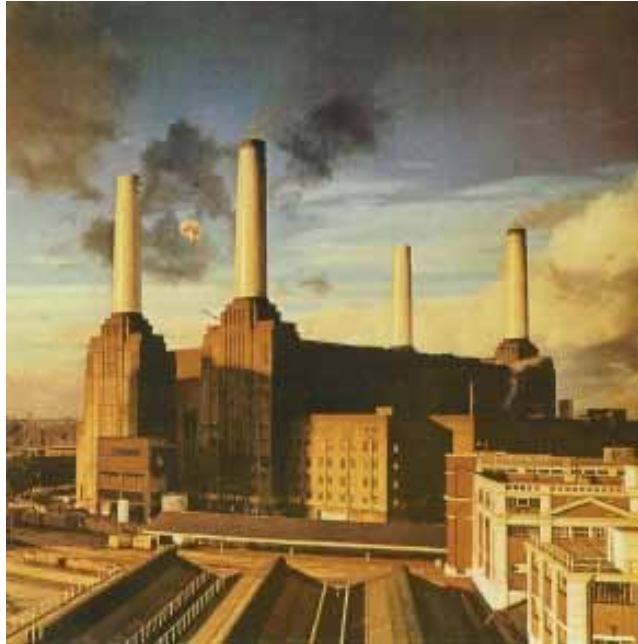
It caused a prolonged drought that reduced palm oil and fresh fruit production in southeast Asia and gave cash flow problems last year to Sime Darby, the world's largest producer of "sustainable" palm oil, just when it had taken on huge new debt.

The Malaysian conglomerate that grew from a British plantation outfit is a diverse giant worth US\$13.3 billion that sells cars, runs hospitals and ports, has plantations in Malaysia, Indonesia and New Guinea, and develops entire townships.

It began reorganising its businesses.

Although property is its second biggest earner, Sime Darby decided to sell the Karri Valley Resort in Western Australia where it had planned a subdivision as well as some industrial assets.

It has bigger things on its plate. Sime Darby owns the Battersea Power Station and its 17-hectare site in Central London and is starting to profit from a huge redevelopment project that includes a Frank Gehry building. It is building a 11-hectare satellite city near Kuala Lumpur, a 30-year US\$67bn project and a greenfield town for a major new Adani port.



Battersea Power Station - When faced with demolishing and rebuilding the four towers of the Station, selling Peugeots in Australia is put into perspective.

With cars it is seeking "a more focussed strategy instead of being exposed to every part of the automotive market", Malaysian bank analyst Ivy Ng said.

Hence selling off its auto distribution arms in Australia and New Zealand. The contribution from the PSA business "is minimal", analyst Chye Wen Fei said. "For a big entity like Sime Darby, it doesn't quite make sense to pay so much attention to a smaller one."

Sime Darby Motors will seek more Australian retail outlets. It has BMW, Mini and Ferrari dealerships in Brisbane, Porsche in Sydney and mining fleet rentals.

According to the Australian Taxation Office, Sime Darby Motors earned \$131 million here in 2014-15 while the industrial arm earned nearly \$2 billion.

Inchcape plc, founded in 1847, is now an automotive distributor and retailer handling some 14 brands in 30 countries. It is worth US\$4.4 billion and has 15,320 employees.

Inchcape Australia, now headed by Nick Senior, a car guy who had a stint as a News Limited motoring editor, has expanded Subaru sales from 8,500 cars in 1996 to a record 47,018 units in 2016 and its tipped to top

50,000 units this year.

It has the largest market share of any Subaru business globally.

Inchcape also distributes Kia, Mitsubishi and Isuzu in Australia.

Inchape purchased the Triett Group and its



Nick Senior - Inchcape Australia has the largest market share of any Subaru business globally.

swag of prestige brands in 2013 for \$115 million when it still had the Parramatta Peugeot sales, service and parts operation and Alexandria had been downgraded to a service unit.

Sime Darby Motors took over the Paramatta operation.

Growth potential

Encouraging words came from headquarters in Paris and London.

The Peugeot group's vice-president and head of the India and Pacific region, Emmanuel Delay praised Inchcape's record in Australia.



"We are fully committed to grow the presence of the Peugeot and Citroën brands in Australia," he said. "I am delighted to form this partnership with Inchcape Group, which brings distri-

Emmanuel Delay - The Peugeot group is committed to Australia and ready for a strong product offensive.

bution excellence to our brands and has a strong track record in Australia.

"The timing is excellent as we are launching a strong product offensive. We are confident that, together, we will better meet the expectations of Australian consumers and improve our performance in the

region."

Inchcape plc reported the distribution contract is complementing its current operations and is consistent with its strategic objective of investing to accelerate growth.

"Australian PSA vehicle volume in the past three years has been approximately 5,000 units per annum, close to 10 per cent of the volume of our existing Australian distribution business," it said, according to the stockmarket wire.

"The PSA Australia business is expected to be broadly profit neutral in 2017 and to make a positive contribution thereafter."

Stefan Bomhard, chief executive of Inchcape plc, said the brands have "performed exceptionally in the past few years and their product pipeline is exciting, relevant and offers great growth potential in the Australian market".



Stefan Bomhard - Inchcape sees great growth potential in the Australian market.

Both Inchcape and Peugeot lost millions of dollars in staying in Australia during the 1990s French nuclear tests in the Pacific while Renault jumped ship in 1996.

Sales were on the road to recovery by 2000, helped by the introduction of the popular 206 and 307, profitable niche models such

as the 406 coupé with Ferrari looks and the 206CC, the rising demand for diesel economy, and the appointment of important new dealerships with Mildren and Trivett in Sydney and Bayford Peugeot in Melbourne.

Then Sime Darby arrived out of the blue in April 2001. The Pugilist asked the obvious question: "Sime Who?"

The sprawling Malaysian conglomerate distributed Peugeot in many parts of Asia, including China and could have used that as leverage to oust Inchcape and expand into Australia and New Zealand.

Inchcape Australia didn't seem too fussed back then. It was changing from a wholesale outfit into a retail and business services company and, having doubled Subaru sales in four years, was working on changing it from a quirky newcomer into a major brand, while was spending multi-millions on Sydney and Melbourne retail sites.

Start from scratch

Sime Darby had some Australian operations but no auto distribution arm and for a while newly appointed Rob Domerson was a one-man band operating from a CBD office and a Ford station wagon with a filing cabinet in the back until he found a headquarters and hired staff.

The new outfit took over the spares, the merchandise, the Peugeot paperwork, dealer contracts, ad agency and many staff from PCA, but not a single car and waited several weeks for the first vessel from France with

new stock.

It set a target of 8,000 to 10,000 Peugeot sales in Australia by 2005.

Sales continued to boom. PCA had achieved 2,712 units in 2000, and the combined total was 3,452 in 2001. Sime Darby pushed the tally to 6,630 in 2002, 7,309 in 2003, 7,005 in 2004, 7,025 in 2005 when 1,016 307s were sold in a June frenzy, 8,107 in 2006 and a peak of 8,807 in 2007 when sales averaged 738 units a month and a record 4,125 307s were registered.

Citroën, distributed then by Ateco, had been growing as well and reached a record 3,803 units in 2007.

The momentum for Peugeot slowed in 2008 to 7,254, although the new 207 did as well as the 206 had and the new 308 was a popular replacement for the 307. Citroën fell back to 2,703.

Sales fall off

Sales for both brands continued to fall as the Peugeot group shifted into more austere policies in the global financial crisis and local rivalry increased.

Competition was stronger as other brands offered diesels and clever convertibles. While the Mitsubishi partnership gave Peugeot the 4007 and 4008, other brands offered a wider choice of SUVs.

Renault returned with its Korean Koleos leading the charge and later gained

wider representation through the Nissan alliance. Renault gazumped Peugeot's intended new Dominelli showroom in southeast Sydney.

The arrival of each new model buoyed hopes for a Peugeot recovery, but even the 308 European Car of the Year didn't have the expected impact and dealer churn continued because of quiet showrooms.

Sime Darby gained Citroën in late 2011 when Peugeot consolidated its global distribution and it has continued to struggle.

April new registrations of Peugeots dropped to 134 and of Citroëns to 40. The plate sale in May could see a final boost in figures if the stimulated showroom traffic pays off.

It was thought the arrival of Kai Bruesewitz would see a shake-up similar to his role in boosting Mini sales; instead his impact was in

clearing the decks.

To improve perception of the brand, Peugeot set up a unit to address buyers' problems and improve customer experience.



Kai Bruesewitz: Has been busy decluttering as a prelude to rebuilding the French brands.

Other makes have followed.

Since the Peugeot group's financial recovery – it was Europe's star automaker performer with a 22 per cent increase in shareholder value in the first quarter – its policy is to widen its global sales, but Australia has not been a prime target.

While Australia is a million-plus market with austere conditions, it does not influence other markets, is right-hand drive and has unique production demands for Australian design rules; the mass Japanese and Korean brands dominate.

The factory is not interested in running such a difficult, faraway market and would rather tap the knowledge of a local distributor if it is investing in a revival.

Ateco wasn't interested in getting the French pair again, according to Goauto News.

But Inchcape, on an expansion phase that included buying into South America and Latvia, was.

Inchcape Australia has taken Subaru to top ten status and owns the Trivett group, which has sold Peugeots previously, and welcomed the prospect to try to kick things along.

Its first new models will be the new 3008 SUV that was expected to be produced for Australia in May and released about August, the Citroën C3 light car and the C5 Aircross SUV.

The Pugilist

PSA's 1.2 litre 3-cylinder turbo PureTech engine again wins "Engine of the Year"

21 June 2017

When PSA Peugeot Citroën first toppled Volkswagen's nine-year reign as the leader in the 1 litre to 1.4 litre petrol engine category, back in 2015, it was something of a surprise.

When the French constructor retained the award in 2016 by an impressive 54 points over BMW's turbocharged triple, it was clear that judges were thoroughly impressed by PSA's versatile 1.2-litre unit.

This year, which sees the turbo-charged engine win the category for the third year in succession, further cements the PureTech's position as a dominant player in this competitive segment. The engine scored 239 points to the BMW 1.2 litre three-cylinder turbo's 154 points, with VW's 1.4 litre TFSI ACT scoring just 115 points.

"With the New European Driving Cycle receiving heavy flak, focus is finally shifting to everyday driving and real-world fuel consumption," said Natan Tazelaar from the Netherlands. "The PSA 1.2 is a very strong competitor in this segment and it is as effi-

cient as most hybrids, but much more enjoyable to drive."

Several of the judges in this year's awards expressed similar admiration for PSA's impressive power unit, which can be found in a wide range of vehicle applications across the firm's model range.

"This compact unit optimises combustion and efficiency, while the latest turbo helps it deliver super driving pleasure," explained Padraic Deane of Motorshow, while French judge Yves Maroselli described the three-cylinder engine as "the most efficient and entertaining to drive, of its category".

PSA's PureTech development project represented a considerable investment from the OEM, and it appears the technology and innovation is winning over motorists around the world.

"Now, when a small petrol engine with turbo is not a big deal anymore, PSA's 1.2 is still standing out from the crowd in elasticity and responsiveness," said Hungarian judge Gábor Szécsényi of the 2017 category winner, while Spain's Alvaro Sauras Alonso praised the power unit for its "combination of smooth operation, sweet and fast throttle response, excel-

lent power output, very wide implementation, known reliability and affordability".

With more than 850,000 units already produced in the industrial facilities of the Française de Mécanique in Douvrin (France) and in Xiang Yang (China) since its launch in 2014, this engine will also be manufactured at the Trémery plant (France) at the end of 2017 in order to meet the increased demand and double the production capacity for this engine in France. Annual production will exceed 1 million units by 2019.

The 1.2 PureTech, in the 110 and 130 hp versions is fully deployed on over 90 vehicles applications in 70 countries. In 2017,



it contributes to the commercial success of Groupe PSA's new products such as the new Peugeot 3008, selected as the "Car of the Year 2017" and the new Citroën C3.

On the European market, the 1.2L 3-cylinder Puretech modular family represents 1/3 of Groupe PSA's total gasoline and Diesel engines.

Commenting on the award, Christian Chapelle, Vice-President, Powertrain and Chassis Engineering, Groupe PSA, said: "Receiving this prize confirms the exceptional quality and performance of our gasoline engines. We are continuing to optimise our internal combustion engines to make them more efficient and ever more environmentally-friendly, thereby better addressing the challenges of energy transition."

Technical Specification

Peugeot 208:

Engine Capacity: 1,199cc

Number of Cylinders: 3

Power Output: 130ps

Bore x Stroke: 75 x 90.5mm

Compression Ratio: 11:1

2016 Peugeot 508 recalled for fire risk

Peugeot Automobiles Australia has issued a recall for its 2016 508 sedan and wagon over concerns a faulty electrical relay could pose a fire risk.

Affected models are fitted with a non-compliant electrical relay, which could disrupt the

starter control and overheat.

Recalled Peugeot 508 units were sold from 1 June through 30 September 2016. A VIN list, which seems to list 2.0 diesel (RHH) engines only, is available at the recalls website: www.productsafety.gov.au/

Owners will be contacted via mail, and are advised to contact their local dealer to arrange for the inspection and, if necessary, repair of their 508 at no charge.



The feathered 404

With more than 50,000 visitors over three days, Lyon hosts the second-largest classic car show in France, after Retromobile in Paris, but with a different spirit.

It is called Epoqu'Auto and is still a real place for collectors; they still have magnificent and very expensive cars but the atmosphere is friendly. And you can still find parts there that are not sold for the price of gold like in Paris.

This year was the 70th anniversary of the Daltons comic and cartoon characters, and the 404 and 504 clubs decided to celebrate it. Don't ask me why. The stand featured a 404 being pushed by the Dalton brothers, with Lucky Luke following in a rare 504 Californian Dangel pick-up with his dog in the back. As happened in Texas in the 18th century, where prisoners were sometimes rolled in glue and feathers, the 404 (a car in poor condition) was covered with glue and duck feathers.

I think they got the second prize in the clubs display competition.

Guy Nolleau, Paris, via Torque



The Dalton brothers being followed by Lucky Luke (and dog) in the Dangel 504 pick-up.



The 404 covered in duck feathers at the Lyon car show.

**Peugeot Association of Canberra
Minutes of the General Meeting
23 May 2017 at the Weston Club ACT**

Persons Present

Brad Pillans President
Allan Lance
Neil Birch
Maia Parker-Sloan
Mitch Jamieson-Curran
Jenny Lucas
Stephen Lucas
Neil Sperring
Ian Brock

Apologies

Greg Francis
Col Handley
Bill MacNamee
John Bower
Ross Stephens

Introduction

1. The meeting opened at 8:25 pm, following dinner in the Weston Club Bistro.

Previous meeting

2. The minutes of the previous meeting were circulated and accepted.
Moved Brad Pillans, seconded Neil Birch; carried.

Matters arising from the Minutes of the previous meeting

3. Nil

Financial report

4. The current bank balance is \$12,075.64

Secretary's report

5. Inward correspondence
a. Letter from Queanbeyan-Palerang Regional Council re. Battle of Waterloo; Brad will organize payment for venue hire; Mitch will submit the paperwork

6. Outward correspondence
a. Nil

Council of ACT Motor Clubs (CACTMC) Report

7. No report this month.

General business

8. Main Points of General Business as follows:

- a. Mitch gave an update on planning for BOW, to be held Sunday 18th June at Queanbeyan park in conjunction with monthly markets; \$300 sponsorship has been received from Shannons; QPRC has been most supportive
- b. The PAC website is not functioning well; Mitch to investigate new hosting options
- c. Club magazines will be received from Qld and NSW clubs as hard copy; Brad to check with Vic club re. their preferred magazine distribution model
- d. Stephen gave an update on social activities; pro-

posed calendar circulated by email; need to look at recruiting strategies, including business cards and flyers

Close

9. The Meeting closed at 8.56pm. The next meeting will be held on Tuesday 27th June 2017.



www.504CC.com