

The Rampant Frog

June - August 2014



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The French Car Club Of Tasmania Inc.

www.facebook.com and www.allpartsautomotive.com.au,

P.O. Box 193 New Town, Tas., 7008

President	Colin Fuller yk7zcf@inet.net.au	0407 353 034
Vice President	Trevor Wise taswise@internode.on.net	6225 2935
Secretary	Lisa Febey febey@internode.on.net	6278 1956
Treasurer & Membership Secretary	Damien Febey damien.febey@treasury.tas.gov.au	6278 1956
Committee	Bruce Chetwynd Georgie Addison Peter Davson-Galle	6225 0988 6249 2902
Merchandising Officer	Colin Fuller yk7zcf@inet.net.au	0407 353 034
Public Relations Officer	Trevor Wise taswise@internode.on.net	6225 2935
Club Captain	Georgina Addison gaddison2@bigpond.com	6249 2902
Editor	Lisa & Damien Febey febey@internode.on.net , damien.febey@treasury.tas.gov.au damien.febey@gmail.com	6278 1956
Public Officer	Derek Haigh	

Membership Fees: Individual Subscription: \$49 Family Subscription: \$55

Concession Subscription: \$10 discount for holders of a Pensioner Concession card or full-time students

Disclaimer

Opinions expressed herein are not necessarily those of the editorial staff, office bearers or members of the French Car Club of Tasmania Inc.

Cover Picture: Paris in July 1975, with some typical cars of the era - R12 - taxi and Gordini, R16 and Estafette van, and a very neat 504 wagon - also a taxi. Picture taken by and courtesy of Trevor Wise.

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Up Coming Events

Wogs 'n Frogs, Launceston

Joint event with FCCT, CCCT and ICETAS

Date: Saturday, 1st November 2014
Cars assemble at 9am.
Event 10 am till 3 pm

Venue: Royal Park, Launceston.

Lunch: Sausage Sizzle, hot and cold drinks available.

Dinner: Calabrisella Restaurant, 7.00 for 7.30 pm

RSVP: Col Fuller vk7zcf@iinet.net.au or 63821245

FCCT Xmas BBQ Lunch

Date: Saturday, 29th November 2014, 12.00 Noon

Venue: Darlington Park, Cressy, owners; Ross & Rose Davey

Lunch: Ham and turkey platters courtesy of Club.
If attending, please bring either a salad or desert.

RSVP: Febey@internode.on.net or 62781956

Invitation - CCCT Xmas BBQ Lunch

Date: Saturday, 6th December,

Venue: Shaw's Vintage Tractor Museum, Westbury,
5 Veteran's Row, Westbury.
BBQ Lunch courtesy of CCCT.

RSVP: Bauke Meijer mothersworry@gmail.com by 28th Nov. 2014.

2014 Shannon's Classic Car Charity Run

Date: Sunday, 7th December, 10.00 am till 3.00 pm

Venue: Campbell Town Memorial Oval, Campbell Town.
All car and bike enthusiasts welcome.
Hot food & drinks available at venue.
Spot prizes, Salvation Army Band.
Donations of Non-perishable foods in lieu of toys please.



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A Few Words from the President...

We had our Annual General Meeting at Campbell Town a few weeks ago.

The new elected committee is much the same as the old one with just a few seat changes. I would like to thank the committee for their tireless work over the past 12 months. Just prior to the Annual General Meeting a Special General Meeting was held to vote on the changes to the French Car club of Tasmania's constitution.

The committee over the past few months has been re-writing our constitution, not that there was anything really wrong with the old one. The new constitution now reflects the way in which our club has been running over the past three or four years. It also includes the use of modern communication techniques; revised corporate legislation; and also the common date annual membership renewal. The numbers for quorums of various meetings remain unchanged. I would like to thank all the people that contributed to the re-writing and re-wording of the constitution. I believe now we have a modern constitution that will take the club forward into the future.



Daniel Ricciardo is still putting in strong performances in Formula One. He has now won three Formula 1 races and is running third in the championship. I must confess that when I heard Daniel was going to drive for the Red Bull Team I was not expecting him to have the success that he has had, after all his team mate Sebastian Vettel has won four consecutive world championships. Daniel is a real down to earth guy living the dream, this young lad is a not only great ambassador for formula 1 but also for Australia, keep up the great work Daniel.

I have taken over the role of Merchandise Officer. I was handed two boxes of mainly Peugeot memorabilia and spare parts. I have placed these on Aussiefrogs. If people would like to view what is available go to this URL <https://www.aussiefrogs.com> and look under parts for sale. You can purchase any item for a donation to the French Car Club of Tasmania.

Not much has been happening in the shed lately, been repairing the collateral damage on the Renault R12 that was done getting to the France to Freycinet in April. I have also been refurbishing a leather bound steering wheel, which is nearly complete.

Cheers, Col.

Recent events

Wayne Clark's Shed

This event was initiated by Italian Car Enthusiasts (ICE TAS) who extended an invitation to French and Citroen Car Clubs to join. A group assembled at Exeter and after a good chat we headed off along the Frankston Highway towards Devonport, but not before stopping at Ghost Rock Winery near Port Sorell for lunch. Members from Devonport joined the group here for a delicious lunch of mixed platters served with fine wines at this pleasant spot.

After lunch cars set off, following a lead car in convoy to the secret whereabouts of Wayne Clark's shed that contained his private car collection. Oh to have shed that size!! Those present admired many fine cars such as Jaguars, Ferraris, Lotus, an AC Cobra, Austin Healy, Porsches, BMWs gathered together under the one roof.



(Above: " ... just like the one I had.")



(Above: It was noted that vehicles parked outside made a good display too.)
Many thanks to Alfio of ICETAS and Peter Davson-Galle for organizing this event.

Bastille Day 2014

The weather was kind, it was sunny, but typically “fresh” for this time of year and keenly felt by Sing Australia Choir who sang for us for about an hour, starting with a spirited performance of ‘Le Marseillaise’ among other French songs, adding atmosphere to the day.



(Above: Tim Walter’s (CCCT) Light 15 looking great again this year. Since the Display, it has been for sale and is now owned by FCCT member Clyde Eastaugh – good to see it remains in the fold.)



(Above: A parade of Peugeots.)



(Above: And a ... regiment of Renaults.)



(Above: Monsieur Cadart sang in fine voice “La Marseillaise” with members of the Sing Australia Choir.)

Cars judged to be the best of each marque on the day, were: Citroen; Tim Waters – Light 15, Peugeot; Noel Addison – 504; Renault; Peter Davson-Galle - 4CV Gordini.



(Above: Members who attended the dinner enjoyed a few games of ‘Place the Spot on Hop To.’)

Bastille Day Dinner this year was held at Taroonia Lounge Bar (aka Taroonia Hotel).

Interestingly, a report of the display was published in a blog. It can be read at;

<http://www.swadeology.com/2014/07/french-kisses-hobart/>

Great Lake Hotel Miena - 24 August 2014

This is an annual event run by the CCCT to honour former Citroen car Club member John Brennan. Once again we were invited to join with a drive to the Great Lakes.



(Above: Lunch at Great Lake Hotel with our Citroen Car Club friends).

Peter put Anzac girls in focus **Peter Rees: A worthy story**

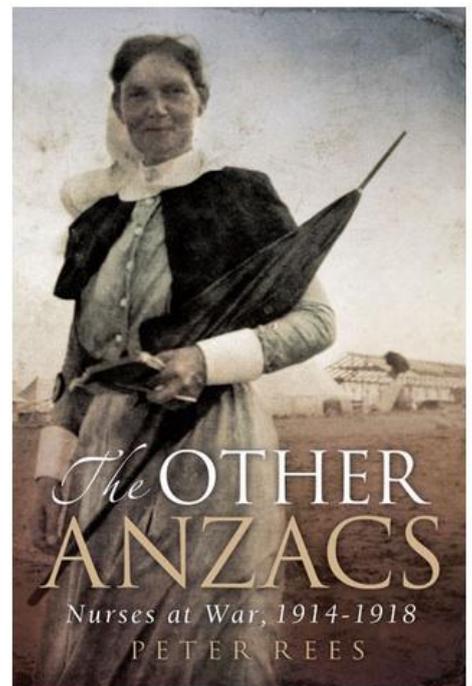


Every Sunday night more than a million Australians have been watching on ABC TV the remarkable story of the Anzac nurses at war nearly 100 years ago, thanks to the work of Canberra's Peugeot association editor Peter Rees.

Peter researched and wrote the story of the nurses who tended wounded troops in Egypt, Gallipoli, Greece and on the Western Front in his book, *The Other Anzacs, Nurses at War, 1914-18*.

He is pleased that a neglected part of war history – the experiences of the courageous and compassionate women dealing with often overwhelming numbers of casualties in terrible circumstances – is now reaching a wider audience.

Peter said he had attended the opening of the Nurses' War Memorial in Canberra's Anzac Parade as a journalist in 1999.



"I was amazed at the emotional response of the women who were there," he said. "They included nurses – mainly from World War II and Vietnam – and they were overjoyed [at the acknowledgement of their service]."

Peter had an interest in Gallipoli because his grandfather had fought at Lone Pine and been treated in an army hospital at Lemnos, though he would never say anything about it. He realised he had come across a neglected story that was worth investigating.

He learned that 45 Australian and New Zealand nurses had died on World War I service and more than 200 had been decorated. In the archives of World War I he discovered the diaries and letters that told of nurses' challenging experiences in hospital camps and makeshift surgeries close to the fighting.

His book, with many moving accounts of the nurses' first-hand experiences and their struggles with the discrimination and offhand treatment from the army, was published in 2008. Peter extended his research to archives in New Zealand for its nurses' experiences because he wanted to make it a fully Anzac story.

Having his work turned into a national TV series was an "interesting" experience for Peter, who scored a gig as consultant to the program. After all, he is the expert on the historic sources.

"It's been good," he said. "It's a worthy story and all the reviews I have seen have been positive."

The interest generated has also increased sales of his book that has been given another print run.

"Sales have exploded," he said. "So many people have a strong emotional connection to the Anzac story."

Peter left the parliamentary press gallery in Canberra to write the biography of Tim Fischer in 2004 and has followed with other books, including the Killing of Juanita and his recent work on Australian Lancaster bomber crews that generated a huge number of mailed responses.

He is now researching another World War I story, the first biography of Charles Bean, the war correspondent and war historian acknowledged as the man behind the Anzac legend and the establishment of the Australian War Memorial. This is an immense undertaking. "There are 30 metres of files on him at the War Memorial and I am gradually working my way through them," Peter said.

He will finish the book next year. Would Bean, who landed with the troops at Anzac Cove, make another TV series? "That's not up to me," Peter said.

He makes time each month to produce Roar for the association. He has three Peugeots in the family – a 307, a 308 and a 406 HDi.

(Source: Peter Wilson, NSW Peugeot Car Club magazine; Pugilist.)

Annual General Meeting

30 August 2014, Campbell Town Hotel & Bistro, Campbell Town.

Minutes:

1. Welcome and Apologies

The meeting was called to order by Colin Fuller, President at 11.10 a.m. who **welcomed attendees** and **apologies** were made for; Gerry Mullock, Lawry Rhodes, Alex and Karolina Damen, Rhonda Mortimer, Noel & Marijke Addison, John & Dot Knibbe, Eric Hutchinson, Anne & Randall Gray, Ron Gill.

In attendance:

Colin Fuller, Peter Davson-Galle, Bertrand Cadart, Mike and Evelyn McNear, Georgie Addison, Rip Shield, Bruce Chetwynd, Trevor & Deirdre Wise, Mike Barratt, Bauke Meijer, Damien & Lisa Febey, Wayne & Christine Stevens.

2. Approval of Minutes

The minutes of the previous AGM held in September, 2013, at Kate's Berry Farm, Swansea were circulated by email. Approval of minutes was **moved** by Rip Shield, **seconded** by Damien Febey.

3. Reports;

3.1 Presidents' Report

See attached Report by Colin Fuller.

3.2 Vice President's Report

See attached Report by Trevor Wise.

3.3 Treasurer's Report and Membership Secretary's Report

See attached Reports by Damien Febey.

Damien moved the accounts be passed and this was **seconded** by Rip Shield.

The President's, Vice President's and Treasurer's Reports were all moved by Mike McNear.

3.4 Secretary & Newsletter Editor's Report

Lisa presented a verbal report that included a request for newsletter material to assist with publishing TRF. She said she is always looking for new material, especially personal stories & these are more than gratefully received.

General Business

4.1 Club person of the year and Perpetual Trophies

The Perpetual Trophy boards are full and new ones need to be made. No nominations have been selected. A discussion at a previous meeting decided that new trophy boards should be made, however, no progress has occurred to date. No resolution at this stage.

4.2 Hosting a national French Car Event in Tasmania

Other State Peugeot clubs have let Tasmania off the hook holding it regularly due to our size. The Committee acknowledged that when held, it will need to include other marques under a banner of French Car Festival or similar.

Those present & CCCT Officials discussed a nationwide event being held in partnership with CITIN, which is next in Tasmania at Easter, 2016. Bauke Meijer said he's making a presentation about the 2016 Tasmanian program at next year's CITIN in the Barossa Valley. Previous Tas. Peugeot Pageants attracted a maximum of 50 people, whereas the Tas. CITIN last attracted 180 with registration around \$240 for 3 days. Next year's CITIN is planned to be held in Launceston to accommodate the needs of such a large group.

It was decided FCCT's first action needs to be to form a Committee with the purpose of putting forward a proposal. This would then be presented to CCCT as a joint national event, if feasible.

4.3 Joint events with CCCT

Lisa thanked CCCT Officials, Bauke Meijer and Mike Barratt for attending the AGM and for helping to reinvigorate renewed connections between Clubs. As a consequence of holding joint events during the past 12 months attendances for both clubs have increased, making events more successful.

Bauke offered our Club joint use of CCCT website, used as their main notice board & to broadcast events.

Bauke offered to expand website access to include FCCT members, joint activities and TRF newsletter. He said some members also own Renaults and Peugeots and those present agreed shared interests and ownership of all French marques exists among members of both organizations. This offer was agreeable to all present.

Mike Barratt said he tabled a strategic plan as an agenda item at their last AGM; to foster friendships from other clubs including us and VCCT; to encourage a variety of events such as Economy and Observation Runs and to encourage more use of their website. Bauke said if agreeable, the website will need to be re-named and he welcomed suggestions.

4.4 Call for suggestions for events for the remainder of the year.

Wogs 'n Frogs Saturday 1st November, 2014

Discussions with ICETAS & CCCT have been very smooth and it looks likely to become an annual event. Col contacted Launceston City Council and has Health, Safety & Risk Management paper work in hand. Mike and Evelyn McNeair and Wayne & Christine Stevens once again volunteered their time to organize the sausage sizzle. Mike & Evelyn will arrange for delivery of meat & perishables. Lisa to provide an audit of supplies to Evelyn. Georgie to action CAMS insurance. Bruce to provide a portable fridge. Damien to provide a variety of soft drinks. Col to ask Launceston dealers about donation of Trophies. Trevor to liaise with Motors Hobart about Citroens for the display. Col to get quotes for the evening dinner. Lisa to coordinate with ABC radio w/end program to get the event advertised.

Bauke invited the Club to join their next event; a Cryptic Car Rally located on the North West Coast, mid October and will email Lisa with details at a later date.

The group discussed a venue for Xmas Lunch and Trevor offered to contact last year's venue holders; 'The Stables' at Oatlands to ask if a similar arrangement could be provided again as last year's was highly successful.

Peter proposed joining other CAMS affiliated clubs so those interested can participate in track days. Col is to check CAMS Schedule of Open Events for suitable events for Club members to join. A discussion was held about requirements & it was decided that when a suitable event is identified, individual requirements for participation will be broadcast.

4.5 Other General Business

Renewed attempts to provide a regular supply of Club cards to Peugeot and Renault car dealers was discussed. Peter suggested the Club ask dealers to also give cards to new car owners. Trevor to action this in Hobart, and Peter to action in Launceston. It was agreed to accept Peter's offer to supply NAMT with an A4 size flyer for display with supply of business cards and card holder. Lisa to create the flyer. It was decided an A3 size laminated Club poster would be useful displayed under windscreen wipers at Club Displays. Lisa to create one in time for Wogs n' Frogs.

4 Election of Office Bearers

The Committee stepped aside and Mike McNeair declared the current positions vacant and called for nominations for office bearers and a committee for 2014.

5 Appointments

The following nominations were appointed;

President	Colin Fuller nominated by Georgie Addison & passed.
Vice President	Trevor Wise nominated by Colin Fuller & passed.
Secretary	Lisa Febey nominated by Evelyn McNeair & passed.
Treasurer	Damien Febey nominated by Trevor Wise & passed.
Magazine Editor	Lisa Febey assisted by Bruce Chetwynd nominated by Trevor Wise & passed.
Membership Secretary	Damien Febey nominated by Trevor Wise & passed.

Two additional Committee members; Peter Davson-Galle & Chetwynd nominated by Damien Febey & passed.

6 Appointments – Committee Allocated Positions

Public Officer	Derek Haig nominated by Damien Febey and passed.
Auditor	Phillip Sloane nominated by Damien Febey and passed.
Director of Sporting	Georgie Addison nominated by Trevor Wise and passed.
Merchandising Officer	Christine Stevens resigned & Damien Febey nominated Colin Fuller & passed.
Public Relations Officer	Lisa Febey nominated Trevor Wise and passed.

There was no further business.

The meeting Closed at 2.10 p.m.

President's Report 2014

Another year has past. I would like to start by thanking the members of the committee for their tireless contributions to the running of the French Car Club of Tasmania over the past 12 months.

French Car Club had its fifteen minutes of fame on Weekend Sunrise Weather crosses at Triabunna Sea Fest which also incorporated the Tasmanian leg of the Tour de Cure bike ride where a few of our members displayed their cars on the wharf area, and then move onto France to Freycinet where the cars were put on display again.

We also had our usual displays for Bastille Day on Parliament House Lawns in Hobart and Wogs and Frogs at Royal Park in Launceston.

Also in the past 12 months we have grown closer ties with the Citroen Car Club of Tasmania, with several joint events throughout the year. It's great to be able to boost the numbers of each other's events. Because like us they only have the same 15 to 20 members attending events regularly.

We also had a couple of French Car Club of Tasmania member's displaying their cars at the National Auto Museum of Tasmania for their Vive la France display.

The biggest change in the club this year is the re-writing/updating of the constitution, which was only brought about in later half of the year. It was found that our constitution did not reflect how the club is run. I would like to thank all the members that have contributed to updating of the constitution, and believe that we now have a new modern constitution that can take the club forward into the future.

Colin Fuller

Vice President's Report

The Club has held a good selection of events during the year, including a very successful Christmas lunch at Oatlands, the Stewart's Bay outing in the Summer and of course our annual Bastille Day display and dinner in July.

It was FCCT's turn to organize the Bastille Day display this year and not only was the weather kind

to us but we also had excellent support from Hobart Renault and Performance Automobiles, the new Hobart dealer for Peugeot, in supplying new cars for our display. In addition Shannons Insurance continued with their support, supplying trophies for the best presented cars of each marque. The winners were:

CITROEN Tim Waters – Light 15

PEUGEOT Noel Addison - 504

RENAULT Peter Davson - Galle 4CV Gordini

Many members have also enjoyed the opportunity to join with the Citroen Car Club for some of their events, as some of us did last Sunday at Miena, and it is hoped that this cooperation will continue.

The Club also maintains contact with other organizations and many car clubs interstate and overseas which allows for extensive networking and information sharing – this is a great benefit for members who have the time to access even some of what is available!

For those members visiting Melbourne in October the French Car Festival will be held at Macleay Park in Balwyn on Sunday 26 October.

I would like to thank Colin for continuing in the President's role and his organization of events such as "Wogs & Frogs" in Launceston, and both Damien & Lisa Febey for the tireless energy that is required to keep the Club moving and in contact with members and other organisations.

The work that has gone into updating the Constitution and organising venues for events is considerable, and this is appreciated, as well as the ongoing input from many others amongst us that will help the Club continue into the future.

Trevor Wise

Treasurer's Report

The balance of the Club's account stood at \$3,724.75 at 30 June 2014, an increase of \$9.83 on last year's balance of \$3,714.92.

This small increase has maintained the club's healthy balance.

Membership subscriptions were down this year reflecting some loss of membership during the year.

It is noted that advertising income for the year was not received until after 30 June, so the closing balance would have been \$120 higher had it been received before the end of the financial year.

In previous years annual membership subscriptions have increased broadly in line with the CPI.

However, given that inflation is currently very low, and the continuing healthy position of the club's accounts, no increase in membership fees is considered necessary for next financial year. Thus, it is recommended that family membership remains at \$55, and individual membership \$49. The current \$10 discount for pensioners and full time students will still apply.

Damien Febey

14 Celery Top Drive
KINGSTON TAS
7050

29 July 2014

Commission for Corporate Affairs
GPO Box 249C
HOBART TAS 7001

Dear Sir

French Car Club of Tasmania Inc.
Incorporation number: 01762C

I advise that in my opinion the income and expenditure of the French Car Club of Tasmania Inc for the year 2013-14 is a true and correct record.

Yours sincerely

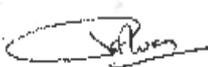

Phillip Sloan
Auditor

FRENCH CAR CLUB OF TASMANIA

Cash at MyState Credit Union at 1 July 2013	\$	5 3,714.92 ✓
RECEIPTS		
Subscriptions - family		866.00 ✓
Subscriptions - individual		755.00 ✓
Sales of merchandise		20.00 ✓
Newsletter Income (advertising)		
Social events - receipts		447.95 ✓
Other income - donation/refund		
Total Receipts		2,088.95 ✓
EXPENDITURE		
Corporate - CAMS		585.00 ✓
Corporate - other		600.29 ✓
Social		893.83 ✓
Total expenditure		2,079.12 ✓
Cash surplus		9.83 ✓
Opening cash balance plus cash surplus		3,724.75 ✓
RECONCILIATION STATEMENT		
MyState Credit Union cash balance at 30 June 2014		
BALANCE AS PER WORKBOOK		3,724.75 ✓


 Colin Fuller
 President


 Damien Febey
 Treasurer


 Phillip Sloan
 Auditor

Special General Meeting

30 August 2014, Campbell Town Hotel & Bistro, Campbell Town.

Minutes:

1. Welcome and Apologies

The meeting was called to order by Colin Fuller, President at 10.10 a.m. who **welcomed attendees** and **apologies** were made for; Gerry Mullock, Lawry Rhodes, Alex and Karolina Damen, Rhonda Mortimer, Noel & Marijke Addison, John & Dot Knibbe, Eric Hutchinson, Anne & Randall Gray, Ron Gill.

2. In attendance:

Colin Fuller, Peter Davson-Galle, Georgie Addison, Rip Shield, Bruce Chetwynd, Trevor & Deirdre Wise, Damien & Lisa Febey, Wayne & Christine Stevens.

3. Introduction and discussion

Colin provided an overview to members present as to the process and the rationale for the Special General Meeting. That is, to vote on a number of amendments to the Club's Constitution (which is now over ten years old) to better reflect the way the Club operates such as the greater use of the electronic medium in communicating with members.

4. Voting on resolutions

To expedite the process, members were first asked if anyone present did not support one or more of the proposed amendments.

No members present indicated that they were opposed to any of the amendments. However, Rip Shield proposed an additional minor amendment to Rule 39d so that it referred to the full name of the Office of Corporate Affairs and Fair Trading.

Peter Davson-Galle also made a suggestion that the drafting should be flexible enough to cater for the situation where the Office of Consumer Affairs and Fair Trading were superseded by another organisation.

Damien Febey advised that the drafting would be changed to reflect both Rip's and Peter's suggestions. The proposal was supported by all members present.

Damien advised those present that while members who do not have email received the consultation version of the Constitution with the draft changes in late July, they may not have had the same opportunity to participate fully in the process as those with email and so should be given a postal voting form and a week to return their postal vote.

Members present agreed to the motion from the President that each of the amendments to the Constitution that had been circulated prior to the meeting and the additional minor amendment raised at the Special General Meeting be agreed to. All members present voted in favour of the amendments except for one member abstaining from voting.

The results of the voting including two proxy votes and a postal vote received prior to the meeting were:

Resolutions 1,2,5,6,7,9,11,13,14	12 for, one against
Resolutions 3,4,8,10,12,15,16,17	13 for, none against
Resolution 18	12 for, none against

The final outcome of the voting will be determined after the closing period for any further postal votes and the acceptance of each resolution requiring a two thirds majority.

The meeting Closed at 11 a.m.

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Final outcome of voting

One postal vote was received which was in favour of all changes. The final result therefore was that there a majority of members were in favour of all amendments. The changes to the Constitution were lodged with the Department and Justice and subsequent advice received that the amended Constitution had been registered.

Peugeot XU8v Series – Timing Belts

Over the past few months I have spent quite a bit of time working with several different XU style petrol motors as fitted to a significant number of 1990's Peugeot's and Citroens. It's amazing that as these cars get older the home mechanic becomes more 'brave' in working on them. I for one would never have considered doing a timing belt on one of these cars 10 years ago.

It is very important that the prescribed times and distance are adhered to regarding the replacement of these belts as failure can cause major engine damage.

All of the workshop books outline a very simple method for setting the cam and crank



pulleys for the replacement of the belt, simply rotate the motor until you can drop pins through the hole in the cam wheel and in the crank pulley at a certain location and the motor will be in the correct position for the removal and refit of the timing belt. What the book does not make mention of is the fact that the vulcanized rubber crank pulley can slip therefore meaning that when you are not able to line up the 2 timing holes.

Peugeot XU 8V Petrol Crank Pulley (note the timing reference hole in relation to the keyway)

The first car that I did this style of belt on was a 405 with the XU10 2 litre motor. On this car I had taken the head off the vehicle to repair some broken exhaust studs (I will write a separate article on the renovation of my 405 STI). At this stage I was unaware of the fact that these pulley's were able to slip so I set both the cam and crank in what I thought was the correct position and put the engine back together. Sadly on this occasion the pulley had slipped and resulted in some bent valves and a very unhappy me!

After this experience I decided to do some further investigation, as I was no longer satisfied that the crank pulley was a reliable means of timing the engine given the propensity for them to have slipped.

I found that when the head is off the car it is a very simple process to ascertain if the crank pulley has indeed slipped. When the crank is in the correct position for the pin to be inserted all of the pistons should be exactly half way up the bore. Again, with the head off the engine this is very easy to ascertain, less so with the head on. On further investigation I found an article online, which shows where the keyway on the crank should be pointing when the crankshaft is in the correct position for removing and refitting the belt. I have used this

method on several occasions now and found it to be 100% accurate every time, therefore removing the risk associated with a slipped crank pulley.



First lock the camshaft into position in the normal fashion. Position the crankshaft so that the key---way points to the bolt on the left (90° angle from the base of the engine block). With this alignment the pistons are at ½ stroke. Now fit the belt. Always turn the engine over by hand to ensure there is no interference between the pistons and the valves.

Access to do the job itself is fairly tight but once you get used to squeezing your hands into some very tight spots it's not too hard. There are a couple of differences between the iron and alloy block versions of the motor, on the alloy block car the top engine mount bracket runs from the mount back to the head and block where on the iron block car the mount simply attaches to the block.

This means that on an alloy block car you need to remove the top mount and support the engine with a jack. This adds a bit more time to the job but again is quite doable by the home mechanic, the issue of the crank pulley aside the procedure in the Haynes manuals is fairly good and provides adequate guidance to do the job.

Tensioning the replacement belt is a very simple process. There are 2 types of tensioners on these motors, one of these tensioners is 'automatic' and sets the belt by letting the tensioner off its stop and taking up the slack in the belt with spring tension.

The other type of tensioner is a roller type which is a bit more difficult to set, a key needs to be inserted in the tensioner and turned to apply tension to the belt, the general rule is that the belt should be tensioned to the point where the long run of the belt can only just be turned through 90 degrees using your thumb and forefinger.

When you start the car if it sounds like a gilmer drive you have tensioned the belt too much!



Both types of tensioners as fitted to the XU 8V motor

Finally I want to stress the importance of changing these timing belts on time, I know that often they get overlooked given the potential expense of having them replaced. On the 306 pictured above the timing belt had been on the car for an undetermined amount of time. As I was turning the motor over by hand to line the pulleys up for the old belts removal the belt actually snapped!

Upon inspection the belt was very badly worn with the teeth starting to peel off and generally very worn. This driver was lucky that the belt was changed just in time otherwise there could have been significant engine damage and expense to rectify the car.

*Happy Pugging,
Ben Sturges.*



Access to the belt area is limited; this is a 1.8 306 alloy block with the top engine mount removed.

Peugeot 405 Mi16

Caned but able | Peugeot 405 Mi16

Caned but able High-mileage heroes revisited

No45 Peugeot 405 Mi16

Experience for yourself the best Peugeot there's ever been, says Alistair Weaver



The Peugeot 405 Mi16 was the forerunner to the Spice Girls: exotic enough to be worthy of lust, but not so otherworldly as to appear unobtainable. For an 11-year-old growing up in the Socialist Republic of South Yorkshire, it seemed close to perfection.

It looked superb. The handsome 405 was one of the last Peugeots to be styled by Pininfarina and the Mi16's body kit walked the line between bold individualism and vulgar ostentation. By the standards of the day, it was almost subtle.

The 1.9-litre engine boasted 160bhp and was asked to power a car that weighed no more than the current 206 GTi. Back in June 1988, a young Andrew Frankel donned his short trousers and recorded a sprint from 0-60mph in 8.0sec in the car, before topping out at 132mph. Not bad, even by today's standards.

A year later Peugeot introduced a four-wheel-drive version called, cunningly, the Mi16x4. This car featured hydropneumatic self-levelling rear suspension, which had been pinched from the 405's sister

'Chassis balance is peerless and the steering chats away like a nervous teen on a date'

car, the Citroën BX. A switch in the boot raised the rear by several inches and made the car look like a dragster. This was cool... in Doncaster.

I can say this with confidence, because in late 1989 my Dad paid a mighty £17,995 for an Mi16x4. He claimed he needed the extra traction to keep him mobile in bad weather, but the performance benefits of the extra driveshaft polarised opinion.

My family kept it long enough for me to turn 17 and experience one of the finest cars I've driven. Turn-in is sensational, chassis balance is

peerless and the steering chats away like a nervous teenager on a first date. If the 407 had a 10th of the Mi16's ability, it'd be a far better car.

Peugeot facelifted the 405 in 1992, replacing the old interior – which felt like it had been stuck together with Blu-tack – with something more substantial. Sadly, they also swapped the 1.9-litre engine for a catalyst-equipped, 155bhp 2.0-litre, which was far less charismatic. The 200bhp, turbocharged T16 of 1993 promised much, but it was only ever available in left-hand drive. By the end of its life, Peugeot had sold 1440 Mi16s, of which 245 were four-wheel drive.

A late-model Le Mans edition in mint condition is still worth around £1900, but early Mi16s can be yours for just a few hundred quid. The 405's build quality wasn't perfect and early cars had brake problems, but an Mi16 that's lasted this long is worth a look and owners' clubs will lend advice.

There are more sensible used cars available for the money, but few more satisfying. Drive a good one and you'll be in no doubt that this is the finest Peugeot ever. I certainly wasn't. 🐸

WANT ONE?

PEUGEOT 405 Mi16

YEARS MADE 1988-1995

ROAD TEST DATE 29.6.88

PRICE THEN £15,895

PRICE NOW £500-£1900

WHAT TO LOOK OUT FOR

Creaking rear suspension signals seized bearings. Make sure the car pulls up square; brakes on pre-facelift models were a problem. Third-gear synchro can play up and new clutches for 4wd pricey.

ONE WE FOUND 1991 405 Mi16x4, 60k miles, grey, converted from 2wd, fsh, private sale, £995 ono

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WANTED and FOR SALE

**WANTED: One pair of 504 wagon drums.
Phone Bob Donaghue: 0488 901 884 or email
thedonaghues@gmail.com**

**A pair of new ones were advertised on Gumtree in Kingston a year ago.
Bob would appreciate any leads obtaining some.**



Club and other memorabilia FOR SALE:

'Non a La Bomb,' (sticker) (above),
Yellow & blue, Peugeot Car Club of NSW, Cremorne Junction (sticker),
Blue & gold Peugeot Car Club (cloth badge),
Blue & gold Peugeot Car Club (sticker),
Blue & white, Peugeot Car Club of Tasmania (sticker),
Blue & white, Peugeot Car Club (sticker),
'Peugeot, the Australian Story, by Ewan Kennedy (book),
Peugeot (metal car badge),
'The Peugeot Collection,' miniatures of 1990's (Booklet).

If interested in any of the above, please contact Col Fuller

Email; vk7zcf@iinet.net.au.

Money raised from items will go into Club funds.

Frogs' IN Focus

Ben Sturges' 604 Ute Renovation & Modifications

Earlier this year an email came out to club members indicating that John Rees was looking to find a new home for his custom build 604 Ute. On reading the email I made contact with John to try to secure the vehicle. I remember watching with great interest when the Ute was built by Craig and Derek at French Car Care many years ago never thinking that one day it would end up on my driveway.

When I collected the Ute from John it was clear that it was a very well maintained vehicle but there were a few things that needed sorting out (as with every older car).



The 604 Ute, the only one in Australia and from my research one of only two in the world. Conversion from sedan to Ute was done by Craig and Derek at French Car Care in Kingston.

Thankfully when the Ute was built the nasty 90 degree PRV V6 engine was ditched in preference for the much more robust 2.3 litre XD2S diesel motor.

The other good news is that the majority of the mechanical and driveline components are shared with both 504 and 505 making sourcing of parts for a rare vehicle much easier.

The first job was to replace the worn suspension and bushes all around on the vehicle. New front shocks, castor bar bushes and sway bar links were sourced for the front and good used rear shocks and replacement springs for the rear. The rear springs were replaced as even with new shock absorbers it was very soft in the back end and with even a small load of gear onboard would bottom out over speed bumps and on rough roads. At this stage the springs have been replaced with those from a 505 GTI that had a full 2 coils less in total length and have firmed up the back end considerably. I still think for potential outback touring heavy duty springs will need to be fitted. A thicker 505 GTI front swaybar was also added assist with the handling.

I have also spent a considerable amount of time sorting out the electricals on the vehicle having cleaned every earth and replaced some bad wiring connections and running some new lines in. I found that the glow plugs were not really working all that effectively and as the weather has cooled down early morning starting has become more of a challenge. A set of new glow plug and renewing the heavy duty wiring connections from the battery to the glow plug timer now has it starting quickly and reasonably cleanly even on the coldest of mornings. While dealing with the cold starting I found that several hoses and seals had not really held up changing from biodiesel back to regular diesel so a number of these were replaced as well.



Glow plug timer relay with replaced heavy duty 12v cabling.

So far as modifying the vehicle goes so far I have made a few changes, most of which with future camping and outback touring in mind. Firstly while working on the wiring I ran an additional heavy duty cable from the battery to the tray of the Ute to install an Anderson connector allowing me to install my second battery for running fridges and other 12 volt camping accessories. I also installed 2 additional 12 volt outlets in the rear of the centre console in place of the defunct rear window switches.

The most significant modification has been to increase the turbo boost and fuel from the injection pump into the engine. I read that several members on the Aussiefrogs forum had performed these modifications so I thought I would have a go. Firstly they have ran the turbo with the waste gate actuator blocked off, while this is currently how I am running the turbo I have since sourced a turbo boost controller and will fit that to allow the turbo to still vent to the waste gate, all be it at a much greater boost point.

The other job was to increase the fueling by 1 turn of the screw on the rear of the injection pump, I found that 1 turn produced far too much un-burnt fuel (and black smoke) so some on road tuning and trial and error put me at about 2/3rd of a turn from standard. The results of these modifications were quite staggering, the increased power and general drivability of the vehicle is significant. I would thoroughly recommend anyone with an XD2S powered Peugeot give it a go.



XD2S Turbo with waste gate blocked and the manual boost controller to be installed



There are still lots of little jobs that I would like to undertake on the ute, but for now I have got it to a standard where it goes (and stops) really well and is quite usable for daily transport. Over the past few months I have used the vehicle extensively and loved every minute of it!

Ray Stone's long penchant for Peugeots

FCCT club member Ray Stone of St Leonards and his much admired Peugeot 404 were in *THE SUNDAY EXAMINER's* regular motoring section *WHEEL NUTS*, June 29, 2014., p56.



(Above: Ray Stone and his 1968 Peugeot 404.)

Ray believed the Peugeot 404 was the “ugly duckling” of Peugeots – until he discovered they were designed by Ferrari legend Sergio Pininfarina. The former motorcycle rider and dealer said he had copped a lot of flak from a lot of people for liking Peugeots but has owned five in his lifetime.

He currently drives a 1994 Peugeot and has owned his 404 since October last year.

His first was a 1955 203. “I was only young and stupid and got it repossessed because I didn’t pay for it.



The second one was a 1956 203 and I drove it until it died. It had 250,000 miles on it by the time it went. It broke down and I didn’t have any money to fix it and the bloke whose yard it was in took it to the tip. That was the most regretful thing I ever did I think because I would like to have the same one now. “I had a 403 in the mid to late ‘60s, the predecessor to this one, but it came into contact with a Chev Bel Air.

Then I bought the 306, which I drive every day, and then I wanted this one. I reckon it is the ugly duckling of Peugeots but I've learned to love them and this is what I've got so I like it.

"I like Peugeots because they have a history for a start. In 1945 when the war finished they were the first people to put out a new model car and that was the 1945 203 and that lasted right up until the early 1960s. They are a beautifully engineered car, in fact I reckon the 1955 model was better engineered than the 1994 model, in my opinion, and I'm 82 so I'm allowed to have opinions.

"My little 203 had a 1.39 litre motor which is really small, used to tow my motorbikes to Bathurst. I had a lovely time with that. It came out in 1945 with low back seats, sunroof, genuine leather seats and the engine was advanced.

"When I purchased this one I was after an earlier model but they are getting very scarce. The fellow had an earlier model but he wanted too much money for it and said he had the '68 model.



"I've painted it back to its original colours. It was a rally car and went in the Redex Round Australia rally two or three times. It's wonderful to drive. It's an ordinary car but I like it, it is loveable and I enjoy it."

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Believe it - or not!

Daredevil Puggers



Guy Nolleau, international correspondent of all things Peugeot, sent through an interesting set of photos to Simon Craig, Editor of NSW Peugeot Car Club magazine; Pugilist. They are of French daredevils in their Peugeot 404s from the '60s and '70s.

The first picture is of Roger Lonjou, a famous race car driver and stuntman, whose career was tragically cut short in 1970, in an accident that confined him to a wheelchair.

He's still very much alive, however, and celebrated his 80th birthday in Dec 2013.

The picture below is of stuntman Marcel Bazeaud.



(Source: **Simon Craig, Editor, Pugilist, Peugeot Car Club of NSW.**)

Bon Appétit!

Here's a recipe from former Sydney restaurateur, now Tasmanian, Matthew Evans, It's from SBS program The Gourmet Farmer:

<http://www.sbs.com.au/food/recipes/baked-red-capsicum-chorizo-and-egg>



Baked red capsicum with chorizo and eggs

Serves 2, Prep time 15 minutes, 1 hr cooking time.

INGREDIENTS:

2-3 tbsp olive oil

2 onions, halved & thinly sliced

4 garlic cloves, chopped

1 capsicum, core removed & cut in slices

1 dried chorizo

bay leaf

250ml tomato passata

4 eggs

Salt and pepper to taste.

METHOD:

In a small saucepan, heat generous glug of olive oil and gently sweat onion and garlic.

Add sliced capsicum and cook for another 4-5 minutes to soften. Remove skin from chorizo, cut lengthways into quarters, then slice into 5 mm thick pieces.

Add to pan with vegetables and stir over medium heat.

Cook until capsicum and onion is really soft. Add bay leaf, passata and splash of water.

Cook for about 20 minutes to make sure chorizo is softened, yields to the knife and blends with sauce. Sauce should be thick. Taste for salt and pepper.

Pre-heat oven to 200 deg C. Transfer sauce to shallow, individual dishes, crack eggs in each and bake for about 5-10 minutes or until eggs are cooked how you like them.

Serve immediately.

Cook's Note:

If using fan-forced oven, reduce temperature by 20 degrees C.

All herbs used are fresh; vegetables are medium sized; eggs size 55-60g.

This recipe uses dried, not fresh Chorizo.

Enjoy!

Under the spotlight

HOBART RENAULT

If you're wondering why you're seeing so many Renault Meganes on Australian roads recently, this journalist would suggest first looking at the roads a little further from home.

Because with a presence in 128 countries around the world and countless

significant motorsport victories, it's fair to say that Renault always has something to celebrate. However, with the recent launch of their latest European masterpiece in Australia - the stylish Renault Megane - we're guessing those celebrations are far from over.

With one eye on their innovative history and the

other fixed firmly on the future, Renault are a brand to watch in 2014. In fact, few Australians are aware that the European industry leader employs over 120,000 workers around the world, many of whom are strongly involved in Renault's innovative electric vehicle development plans. And, with a 37.1% share in the electric car market last year, it seems their spot as

eco-leader is already well cemented.

But it's Renault's flagship model, the Megane, that really illustrates everything the French brand has become famous for. Style. Sophistication. Substance. In fact, while the range may appear worthy of the catwalk, the Renault Megane RS model is just as worthy of the winner's podium - the

model recently setting a new front-wheel-drive lap record around the Nürburgring.

With the number of Meganes on Australian roads now reaching record levels, it makes sense that Renault are continually working to make owning one of their distinctive vehicles a rewarding experience. The brand is pleasing all of its new passenger car owners

with an impressive five year warranty and a reassuring three year capped price servicing arrangement.

All in all, Renault is a brand to watch - particularly if you enjoy the idea of driving a European style icon that is surprisingly affordable.



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