



# French Car Torque



Magazine of the French Car Club of Canberra



July 2021





On the cover Two of Bob Shackley's lovingly restored Citroën Light 15's.

## FRENCH CAR TORQUE

Official journal of the  
French Car Club of Canberra Inc.  
(FCCC)

PO Box 711, Civic Square, ACT, 2608.

The French Car Club of Canberra website is at:  
<https://frenchcarclubofcanberra.com.au/>

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Bonjour Francophiles,

As I write this column, COVID-19 is making a comeback, particularly in NSW. Once again, Canberra has been lucky, with no locally acquired cases for 12 months, but who knows if that luck will hold. Both Sue and I have had one AstraZeneca jab, but our second jabs are not due for a few more weeks. I encourage all club members to get vaccinated!

July is always an expensive month in the Pillans household, with both Sue's 308 and my 508 due for annual registration renewal. And since both our cars are 7 years old, and registered in NSW, an annual inspection is required, too – another \$42 for each car.

The 508 went straight through its rego check, but the 308 was found to be wanting, with 4 new tyres, rear brake pads and a headlight fuse all required. Fortunately, Michelin had a cash-back offer of \$100, which softened the blow for the tyres.

Now, I have a confession – my 508 has a noticeable dent (more like a gash, actually) in the back bumper, and it is self-inflicted. Despite having parking sensors, I managed to back into our trailer while reversing out of our garage. Although there is really no excuse for my error, a mitigating circumstance is that both the front and rear parking sensors are activated whenever I back out of the garage, because of the tight space. As a result, I have become a bit blasé about the sensor warnings.

Tucked away in a back street of Queanbeyan is a big shed that could easily be mistaken for Peugeot-Citroen heaven. Indeed some members will recall that we held the inaugural meeting of the French Car Club of Canberra in a room above the heavenly workshops.

I recently had the pleasure of visiting the workshop again, this time in the company of co-owner Bob Shackley, who I had not previously met, though I had admired his amazing collection of restored and yet to be restored Citroens (Colin Handley is also a co-owner and his half of the workshop is full of Peugeots, of course).

The reason for the visit is explained elsewhere in this issue of FCT, but suffice to say, I would like thank Bob for a wonderful afternoon.



*Some of Bob Shackley's lovely Citroen 2CVs*

Our next club meeting will be held at 8 pm on Tuesday 27 July, at the Raiders Weston Club, with dinner and drinks from 7 pm.

Au revoir,

Brad Pillans

P.S. It is with great sadness that I note the passing of a valued club member, Chris Carder, after a short battle against cancer. His death notice appeared in the Canberra Times on Saturday 24 July. My condolences to his family, who are holding a private function for him. He was 74 years young.

# 2020-21 FCC COMMITTEE

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Brad Pillans  
Lisa Molvig



# CLUB EVENTS 2021

<b>27 July 2021</b>	French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston.
<b>24 August 2021</b>	French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston.
<b>28 September 2021</b>	French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston.
<b>26 October 2021</b>	French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston.
<b>23 November 2021</b>	French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston



# FRENCH CAR DRIVES 2021

These outings are held on the fourth Sunday of even months, an opportunity to take your CRS registered car on a longer outing and catch up with fellow French car enthusiasts.

Proposed plan for 2021, as long as COVID restrictions stay at the current level for social meetings.

June 27 We explored historic Lanyon Homestead and with afternoon tea at the café to celebrate Bastille Day. Despite the start of the Sydney COVID lockdown, we had 15 attendees, including one couple from the Rover Club. It was a mild, sunny day and we enjoyed our afternoon tea in a marquee at Barracks Café. See photos, below.

August 22 Gunning, brunch at the Merino Café from 10 am

October 24 French café/creperie in Ainslie for afternoon tea.  
<http://www.breizhcafecreperie.com/>

December Christmas BBQ

Lisa Molvig  
Social Secretary  
French Car Club of Canberra

[Reno1338@hotmail.com](mailto:Reno1338@hotmail.com)



# BATTLE OF WATERLOO



Held on Sunday 20 June, at the Spanish Australian Club in Narrabundah

It was a cold, cloudy, windy day for the annual Battle of Waterloo, 200 years since the death of Napoleon. But the weather did not deter people bringing their French and British cars to the battlefield. This year the Spanish club offered their grounds for the event, this gave us good facilities in their clubhouse, food and drink. Many thanks to Chris Lander and his team for their support.

We had a broad range of French cars in our display:

1923 Talbot Darracq (Greg), P203 wagon (Tony), P203 ute (Colin), P404 (Richard), Renault 12 wagon and Peugeot mixte bike (Lisa), Renault 17, Renault 4CV (jeanette), P205GTi (Greg), P306 hatch (Flash), P306 cabrio (Michael and Heidi), P407 (Neil), P308 hatch (Neil), P208 GTi (Ross), P207 hatch (Laurie and Donna), P208 hatch (Paul), P508 (Brad), DS5 Citroen (Graham), Citroen C4 Cactus (Ross), RS Megane Cup (Jack), Peugeot Partner van (Colin), Renault Megane wagon (Lachlan), RS Clio 182 (Nick and Heidi), Renault Clio TCe (Bill).

But again the British won the day, 53 cars to our 25. Shannons Insurance reps selected their favourite cars from each team- a 1949 MG TC boat tail and Greg Francis' P205GTi.



*Greg Francis' P205GTi voted best British car by Shannons plus Lisa Molvig's R12 and Peugeot bike*



*MG TC boat tail, voted best British car by Shannons*

***Text and images by Lisa Molvig***



# ALL FRENCH CAR DAY, SYDNEY



The poster features a background of the French flag (blue, white, and red) with a stylized map of France. At the top left is the Citroën logo. Below it, the text "ALL FRENCH CAR DAY" is written in large, bold, black letters. To the right of this text is a Peugeot logo. Below the main title, there are two blue boxes: one containing "Citroën" and "Renault", and another containing "Peugeot" and "Simca". To the right of these boxes is a red box containing "RENAULT CAR CLUB of AUSTRALIA – 70 years old". Below these boxes, the text "ALL FRENCH VEHICLES WELCOME CARS, VANS, BIKES, OLDTIMERS" is written in bold black letters. This is followed by "Postponed until Sunday 29 September" in red, then "SUNDAY 11 JULY 2021" in bold black, and "9.00AM – SILVERWATER PARK" in bold black. Below this is "ENTER FROM CLYDE ST EAST" in bold black. To the right of this text is a blue box containing "Display cars \$10 entry". Below this box, the text "More info Ross 0499 708 108 or Chris 0412 306 504" is written. This is followed by "See also [peugeotclub.asn.au](http://peugeotclub.asn.au) or [aussiefrogs.com](http://aussiefrogs.com)". Below this is "COVID-safe event, held subject to any current regulations. Stay home if unwell." and "Not held in inclement weather.". At the bottom right, there is a logo for "SHANNONS" and the text "Sponsored by SHANNONS".

**ALL FRENCH CAR DAY**

RENAULT CAR CLUB of AUSTRALIA – 70 years old

ALL FRENCH VEHICLES WELCOME  
CARS, VANS, BIKES, OLDTIMERS

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# CLASSIFIEDS

## For Sale

### Peugeot 202

Peugeot 202. A very nice example of the Peugeot 202 and the only one in New Zealand. The car featured in issue 50 of Classic Driver (August 2013). A pdf of the article in Classic Driver is available on request. Odometer shows 82,357 km (car imported from The Netherlands). Tyres are Michelin. Battery is brand new (August 2020). Rego is on hold and WOF will be done when spring arrives (car not used during winter months apart from short runs up and down the road). [202 BH] plate is not included but can be sold separately. Open for offers. Sven Slager, 49B Links Drive, 4312 New Plymouth, New Zealand. +64 (0) 27 769 5919

[sven@slager.co.nz](mailto:sven@slager.co.nz)



### Peugeot 407 diesel sedan

407 Peugeot diesel sedan, 140,000km, needs some mech attention, \$2500. Warren Saunders 0418 641 306.

### Peugeot 203 station wagon

203 Station wagon 1954 sapphire blue and white 2-pack paint, redone interior, strong motor, reco gearbox and brakes. On full NSW rego. \$15,000. Reluctant sale, due to health, Keith 0405 388 602

### Peugeot 205 GTi

205 GTi, 1987, 260,000 kms 1.9 litre, naturally Aspirated 4 cylinder, 99% restored with a few spare parts to finish the job. Currently on club registration. Very much an appreciating investment. \$18,600. Contact: Riccardo 0413 103 302. Email:

[rosadoni@stjohns.sa.edu.au](mailto:rosadoni@stjohns.sa.edu.au)

### Peugeot 306 cabriolet

Series 1. 154,000 kms. 2 litre auto. Strong motor and transmission. Requires attention on several minor body issues: heating does not work, new elastics needed in the roof, tyres marginal. Offers. Cliff Carey. Evatt. 0403 242 584.

### Peugeot 404 wagon

404 Wagon. Reluctant sale by third owner. Very good condition. No rust. \$14,500. Barry 0408 958 784.

### ACT Number Plate 408

ACT 3-digit number plate "408", has been in the Quinlan family since the early 1960s. We would be looking at offers around \$20,000 \$25,000. Thanks and regards, David Quinlan, Pambula NSW. 0418 238 241 [dat.quinlan@iinet.net.au](mailto:dat.quinlan@iinet.net.au)

### ACT number plates 504 and 505

ACT number plates 504 and 505. I am considering selling them. I assume they would be of interest to you members? Bill Arnold. 0419 491 919.

# CLASSIFIEDS

## Peugeot 405 Mi16

405 Mi16 Super Sprint Championship winning race car. Well sorted and reliable. New 2.2 litre engine, 195hp at wheels. Too many mods to list. \$23,000 ono. Also custom tandem trailer available separately \$4000. Both currently in secure storage in Melb. See photo on front cover of February edition of the magazine.

Please contact Jeff for further info and pics, 0438 106 430 or [jrowles@alphalink.com.au](mailto:jrowles@alphalink.com.au).

## Peugeot 406 98B silver coupe

NSW rego EDT40M, expiry 6 Nov 2021; 215,000 km, new clutch, converted from auto to manual; body and interior in good cond. \$5,500 ono. Richard Adams, Bungendore, NSW, 0403 666 698

## Parts

### Peugeot 405 handbook and service book

Free 405 glovebox handbook and service book in wallet, Colin, 0414 484 398.

### Peugeot 505 GTi cooling fan and centre muffler

505GTi cooling fan, and centre muffler, FREE. Brian Polden, m: 0403217034 e: [brianpol@tpg.com.au](mailto:brianpol@tpg.com.au)



### Renault Fuego workshop manual

Free to good home. Contact Stefan, 0418 326 942

## More pics from Waterloo



*Tony Watson's immaculate P203 wagon bears down on the British flag*



*The French lines, led by Michael & Heidi's P306 cabriolet*



## Other French bicycle manufacturers: Motobecane

Lisa Molvig

When most people think of French bicycles they think of Peugeot. But Motobecane has been producing bikes, mopeds and motorbikes since 1923. Motobecane is a compound word meaning motorcycle (moto) and the French slang for bike (becane). The company ceased in 1981 but reformed as MBK in 1984 to produce motor scooters.

In December last year I was contacted by Simon Hermes, asking to join our French car club. He is also a member of the Veteran Car Club of Canberra and was alerted to our club by Rob Woolley.

Simon bought a Mobylette moped while posted at the Australian Embassy in Cambodia some years ago. Here is an article he wrote about this in the local paper at the time:



*Simon Hermes' Mobylette at Wheels 2021 in Queanbeyan*

## The Phnom Penh Post

### Zen and the art of Mobylette repair

Publication date 12 July 1996

I have always been keen on restoring old things. These have ranged from a 1929 DeSoto, a 1957 MGA to a 1967 Hillman Arrow.

In Phnom Penh, there is no shortage of old things in urgent need of restoration. Most of the cars on the road for a start. A manageable project has been afforded, however, by the presence in Phnom Penh of large numbers of a trusty old moped, the redoubtable Mobylette.

Large numbers, you may chortle, I never see any! No, the reason is that when you are sailing blithely along on your Honda Dream Two or in your nondescript white sedan, you never notice the old sky blue bike parked on the side of the road, the owner swearing as he sticks another bit of fencing wire into its workings.

That's a Mobylette. They are almost invariably ridden by older Vietnamese or Chinese gentlemen. Only their generation being true connoisseurs of classic motorcycle engineering.

The Mobylette was made in France, of course, from the years 1949 to 1964. They were made with very little modification for fifteen years.

It is a two stroke, 49cc moped without gears or clutch. They are your classic start and go bike. They will do a steady 30kph and if pressed will do 40kph. Ignore the 90kph maximum speed suggested by speedometer. No way, except possibly from a considerable height. With the noise they make going at 40 you wouldn't want to risk anything faster, and then there's the risk of the motorbike shaking to pieces at that speed. Now that you have the inklings of a passion to restore one of these noble bikes to its former glory you may well be asking, where to find a suitable candidate?

Well, all you need do is spot one, approach the rider and offer him \$50 on a get off/get on basis. You will be pleasantly surprised. They are all for sale! No messy paperwork, no haggling, no trips to the Motor Registry for inspections. Because they are under 50cc, they need not be registered at all and for some bizarre reason, every Mobylette owner dreams of owning a Dream too. Next comes the tricky bit. Restoring a Mobylette is aided by the fact that they are comparatively simple beasts, but is hampered by the fact that there are no manuals that I know of (at least in English) and parts are very difficult to find.

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This is where a working knowledge of meditation and intuition, the basic precepts of Zen Buddhism can come in handy. With some perseverance, tires can be found in the vicinity of the Capitol Hotel, brake cables at the Russian Market, sundry parts at the Motorcycle Market at Tuol Kork. It also helps to have a spare bike to cannibalize and to examine as a pattern.

After dismantling, the main parts of my bike were painted expertly by a paint shop near the Sharaton Hotel and an elderly Vietnamese mechanic. Mr Long, on Mao Tse Tung Boulevard, preserves the art of Mobylette repair and assisted where my mechanical skills were not up to the job.



*The Mobylette in Cambodia in 1997. It was green then, but I have now repainted it in its proper colour, light blue.*

The cost of the restoration has been minimal. \$100 for the bike (yes, I was ripped off!), \$20 for tires, \$70 for painting, \$60 for miscellaneous parts, with a total cost of about \$250. For that I have a more or less reliable, slow, classic moped to run around town on.

Operating the bike is a pleasure with which I have yet to become fully conversant. Getting to my place of work used to involve zipping down Norodom at quarter past seven in the morning. Gone is this vicarious pleasure. I must share Street 63 with the hoi polloi of Dream riders. That is, unless I can persuade the police along Norodom that there are at least 125cc of engine concealed in my moped. Perhaps my chances would be enhanced if I purchased those very practical leather thongs that practically every Rebel has streaming from its handlebars.

- by Dharma Spokes.



# Le Mans Peugeot WM P88

Rob Margeit, CarAdvice

Usually, at this time of year, our thoughts turn to the small town of Le Mans, in France, where, since 1923 the famous 24 hour race has been held. The global pandemic has delayed this year's running of the Le Mans 24 Hour race until next month, but while we wait for the 2021 race, let's go back to 1988, which saw a record broken that will never be bettered. This was the era Of Group C racing, dominated by Porsche, but it was team WM, founded by Peugeot engineers, Gérard Welter and Michel Meunier that did something that even Porsche could not achieve.

Group C racing was not just the territory of the big car makers (Porsche had 6 straight wins at Le Mans, from 1982-87), it allowed small-time constructors to 'have a go', as long as they followed the Group C regulations. Realistically, the small-timers had little chance of winning, but that was not the point for most of them.

Although Welter and Meunier knew they had little chance of ever challenging for victory, they contested Le Mans from 1976-1989 in cars they designed and built themselves. In 1986 they conceived Project 400 whose sole aim was to break the 400km/h barrier down the long Mulsanne Straight. With Peugeot supplying the engines, as well as allowing the pair to use the French carmaker's wind tunnel facilities, the pair tried unsuccessfully in 1987 to hit the benchmark in their own garage-built WM P87, with lead driver Roger Dorchy hitting the speed trap at 365km/h before the car expired.

The squad returned in 1988 with an all-new WM P88, again with the aim of eclipsing the seemingly impossible 400km/h barrier. The car – with Dorchy as lead driver – qualified a lowly 36th for the race. And it didn't get any better from there. An

engine management issue conspired to keep the WM P88 out of the race, but Welter's hard-working team of part-timers busied themselves in the garage, spending three-and-a-half hours resolving the issue. Finally, with the car once again running, Dorchy got the call to increase turbo boost pressure by 100 millibars and to go for it.

Dorchy reeled off a series of not particularly fast laps (the low downforce required to achieve maximum velocity meant the WM P88 was a pig to drive everywhere else on the 13.535km La Sarthe circuit) but he did 400km/h down the 6km-long uninterrupted Mulsanne Straight. Not satisfied, Dorchy gripped the wheel, puckered up and on the next lap swept through the speed trap at 407 km/hr new record. Predictably, the WM P88 expired shortly after with turbo and cooling issues, but the small team which had built the prototype racer in the backyard of Welter's home didn't care, with their objective achieved.

The following year, Sauber-Mercedes attempted to eclipse the mark set by Welter's crew in 1988, but fell short, hitting a top speed of 400km/h. The introduction of two chicanes on Mulsanne in 1990, meant no car ever came close again, cementing Welter, Meunier, Dorchy and the WM P88's place in Le Mans history.



Source: [The fastest car ever at Le Mans was built in a backyard shed by part-timers | CarAdvice](#)

# MPs and their cars: a little drive down memory lane

Bernard Wright

3 May 2020

Ministerial, and especially prime ministerial cars, have been the subject of occasional media interest. Many will recall the publicity following the purchase of a Mercedes-Benz car for Prime Minister Gough Whitlam. Peter Rees, former long-serving ROAR and initial French Car Torque editor and long serving member of the Press Gallery, broke the story in the Melbourne Sun. He recalls complaints from Liberal/Country Party Opposition members that the former prime ministerial Bentley was being dumped. PM Whitlam, defending the decision, made it quite clear that frankly, as prime minister, he was going to have the best.

Whitlam had succeeded Billy McMahon as PM. Peter recalls that McMahon had recruited the former Adelaide Advertiser political correspondent, Reg McDonald, as his press secretary. Reg liked the finer things of life and after coming to Canberra encouraged his employer to build an extension to the company house in Deakin. It was here that he hung his exquisite art collection. Reg also had a Rolls Royce. Peter recalls that on his first day on the job with the PM, Melbourne Sun correspondent John Lombard noticed that Reg had turned up at Parliament House in a Valiant, and asked him why. "Well," said Reg, "the PM only has a Bentley."

At another level, the choices members make about their private car cars reveal as much interest and diversity as we see in the wider community. Happily there have been some interesting French connections.

The member best known for his devotion to a French marque was the late Ted Mack, Member for North Sydney from

1990 until he retired in 1996. Mr Mack had earlier served as Mayor of North Sydney and also as a state member. He owned a much loved Citroen Light 15, which he used as his mayoral car. After his election to the Federal Parliament he used his old faithful to drive to and from Canberra. Bruce Elsegood, who had done some work on the car, is now President of the Citroen Club of NSW. He says that the model name Light 15 was used for the English market and that in France they were called Citroen Normales.



*Ted Mack and his Citroen. Source: Sydney Morning Herald*

Then there was John Anderson, who was the Member for the northern NSW seat of Gwydir from 1989 until his retirement in 2007. He was Leader of the Nationals and Deputy Prime Minister from 1999 until 2005, and was a Peugeot driver. His faith in Peugeots was strengthened greatly when his wife had a serious accident in a 505 GTI - he believed very strongly that she and their children would not have survived as well as she did were it not for the structural integrity of the Pug.



Another Peugeot aficionado was Adrian Bennett, who held the Western Australian seat of Swan from 1969 until 1975. Incredible as it seems, he drove a 504 from Perth to Canberra. It isn't known how frequently he made the trip but it was regularly enough. During the 1970s and 80s there was some experimentation with the parliamentary sitting pattern to make longer groups of sitting weeks – at one stage it was three weeks in succession, and this probably encouraged more members to drive the longer distances – but, none came close to Mr Bennett. He spoke very positively about the qualities of the 504.

So, for the MP/ French car connection we have two good Pugs and one classy Citroen, but staff and media personnel carried the flag for Renault. The staff car parks over the years featured a good sprinkling of Renaults. A few R10s and quite a few R12s featured, as did R18s, including at least one in that memorable 'baby poo yellow' colour. One staffer made regular trips to Melbourne in this beauty and spoke warmly of its comfort and safety. Another member who was a champion of European engineering and design was the late Barry Cohen, who lauded the safety features of Volvos and their suitability for Australian conditions as the brand built its reputation here.

Looking back a little further, a delightful man called Wally Sharp comes to mind. During the 1960s and '70s Wally was the proud driver of Comcar C 11. In those days he drove a white Ford LTD, which he kept immaculately clean and polished. When Wally got his first job as a Commonwealth driver the practice had apparently been that if a member provided a car the Commonwealth would supply a driver.

Mr Billy Hughes was a member from 1901 until 1951, and had been Prime Minister from 1915 until 1923. Wally was sometimes asked to drive him, and a daughter who lived with him, from Canberra back to Sydney. Wally said that during the war years, like many others, Hughes had

had his car fitted with a charcoal burner which made gas as a fuel saving measure. According to Wally, Hughes maintained a keen interest in its performance and on their trips to Sydney would ask Wally regularly how it was going. Wally claimed to have told Mr Hughes once that the burner was working so well that they would have to stop soon to let some gas out!

Another Member to have held the highest office was Stanley Melbourne Bruce. He was Prime Minister when the Parliament moved from Melbourne to Canberra in 1927. A friend told me that his dad had been given a lift to Canberra by Mr Bruce – the drive from Melbourne would have been quite an expedition in those years.

***With thanks to Peter Rees and Bruce Elsegood***

[Editor's note – there are doubtless other French car-owning MPs that members may know about – please let me know.]



*Two Peugeot-loving Federal MPs, Adrian Bennett (left) and John Anderson (right). Images courtesy Wikipedia and Australian parliament*

# Fred's day out in his favourite Citroen

Brad Pillans and Janice Hodgson

A few weeks ago, I received a phone call from Janice Hodgson, asking me whether someone in the club might be able to assist with a 92<sup>nd</sup> birthday present for her husband, Fred – a ride in a 'Maigret Citroen'. Being old enough to remember the early 1960's BBC TV series "Maigret", I knew exactly what she meant and I agreed to see what could be arranged.

As luck would have it, Colin Handley's friend and passionate Citroen restorer, Bob Shackley, was the perfect choice. Bob would arrange to pick up Fred in a Citroen Light 15, and take him to his Queanbeyan workshop, where more Citroens awaited. Then there would be afternoon tea and a ride in a Citroen DS. And that is how it went...



*Fred Hodgson (left) and Bob Shackley (right) in Citroen heaven*

Fred was born in Paddington Women's Hospital in Sydney on the 5<sup>th</sup> of July 1929 and spent his school years in Paddington. His journey towards his love of cars came with the purchase of a pneumatic scooter in 1942 and he suddenly he was free to go exploring all around Sydney. He built a billy cart, too.

His first paying job at 14 years of age was delivering groceries on a newly acquired bicycle, which he had to strip down and rebuild before he could ride it. His wage was 40c a week. At the same time he also had the job of bill posting the posters at the local picture theatre – another 30c a week – plus free movies!

In 1944 Fred became more and more keen to learn about how engines worked, and at 15 years of age he avidly read Dykes Automobile and Gasoline Engine Encyclopedia. This convinced him to become a mechanic. He subsequently left school in 1944 to become a motor mechanic with Stack and Co in Oxford St Sydney.

Fred finally went for his driving license in 1946 – "borrowing" a Pontiac Silver Streak from the workshop to do so. The next year he was able to purchase a trunk full of mechanics tools through the kindness of a friend who was ill and had to retire. That year he also bought his first motor bike – a 1927 Velloccette 2 stroke, but he only kept this for 6 months before graduating to a 1928 AJS 300 cc. 1950 he swapped this bike with a friend for a "Flying Flea" 125 cc Royal Enfield.

About this time Fred managed to get hold of a 1926 Bullnosed Morris and after finally rebuilding it began travelling much further afield with many adventures along the way. In 1952 he sold the Enfield, this time buying a Douglas 350 horizontal twin. This was his great love and lasted for a number of years.

This was also the time Fred began to sense that he wanted a change in careers. He thought he would prefer working with people, rather than engines, so he went back to night school for a year to obtain his Matriculation so he could go to Bathurst Teacher's College in 1953/54.



Fred was a Mature Aged Student at Teachers' College, and became very popular when he bought a 1928 Chrysler Sedan which would accommodate quite a number of fellow students. From this time on there were quite a lot of vehicles. Fred really enjoyed buying (much) older cars and doing them up, more than buying something new and boring.

And so the list goes on:

1954 a 1935 Chevrolet Coupe

1955 a 1934 Willys Sedan

1956 a 1939 Morris 10 Sedan

1957 a 1937 Willys Sedan

1957 was also the year of the beginning of Fred's love affair with the Citroen. He purchased a 1951 black Citroen Light 15. Then, in 1961 he graduated to a cream 1959 Citroen ID Goddess. This however did not last long as he had met a young lady he liked so much, he decided he wanted to marry her – and he could not afford 2 goddesses – so one had to go! I, Janice says "I am very glad he chose to keep me!" Then it was back to a 1951 black Citroen Light 15, which Janice says was a great car to do their courting in – no gear stick to get in the way!

Fred's teaching career began in 1955, in a small one-teacher school at Milkers Flat, near Bathurst. He liked these type of schools, but eventually he was moved back to Sydney, where Janice says he taught 13 year-old, flick knife-carrying teenagers at Bourke St in Surrey Hills his first time teaching in a large school.

In January 1963, Janice (also a teacher) and Fred were married and the next year they moved to Kiama, with Janice teaching in Kiama and Fred teaching in Nowra. With extra travel, an extra car was bought – a 1960 Messerschmitt,

Finally, the Citroen had to go, to be replaced by a 1955 Peugeot station wagon, then a 1957 Renault Frigate.

Sadly, the Renault did not last long as even though Fred enjoyed the repairing and driving, it was consistently breaking down when Janice drove. Her patience came to a crashing halt when a breakdown occurred part way into Kiama, with Janice very pregnant plus a two year old toddler and no telephone nearby! Finally, the terrible choice of having to get a car that did not need continual repairs, with the purchase of a 1963 Toyota Crown. By this time Fred had been able to get a teaching position in Kiama.

1970 brought a big move to Canberra and Fred teaching at Campbell Primary School. *[I went to Campbell Primary School myself (Brad), but it was a few years before Fred got there]*. However, his love of Small School Teaching was still strong and a vacancy occurred at Hall three teacher school the next year and Fred was there until 1977 when he resigned from teaching and he and Janice joined an International, Interdenominational Christian Missionary group called Youth With a Mission. They continued working with this group until Fred had a couple of heart attacks, and then was diagnosed with Dementia. Janice cared for him at home for about 14 years, but sadly, because of Janice's ill health, he moved into the Kangara Waters Care Centre 18 months ago.



*Fred and Janice getting in, with Bob at the wheel of his Citroen DS*

**French Car Club of Canberra Inc**  
**Minutes of the General Meeting**  
**22 June 2021**  
**Raiders Weston Club**



#### **Present in person**

Brad Pillans  
Neil Birch  
Barry McAdie  
Charles Birch  
William McNamee  
Neil Sperring  
Leigh McEwan  
Greg Francis  
Colin Handley  
Glen Bryden  
Lisa Molvig  
Ross Stephens

#### **Apologies**

Bernard Wright  
Nick Capogreco  
Ian Brock  
Dave Rowell

#### **Introduction**

The meeting opened at 8:41 pm, after the meal service was slow in the club bistro.  
Brad welcomed everybody to the meeting.

#### **Minutes of the May meeting**

Greg Francis noted that there was no departmental rep at the CACTMC meeting as reported in the April minutes. Greg then moved that the minutes of the May meeting be accepted as a true and accurate record of the meeting, seconded by Neil Sperring. Carried.  
Matters arising to be dealt with during the meeting as is our usual practice.

#### **Financial report**

Our Account balance with Bendigo Bank is \$18,303.88 as of 22 June 2021.

The CACTMC affiliation fee, with carbon offset, was paid yesterday.

Most of the costs of the Battle of Waterloo have been paid. 22 members have renewed their membership plus 2 new members.

Neil Birch moved that the report be accepted, seconded by Colin Handley. Carried.

#### **General Business**

Council of ACT Motor Club (CACTMC)

At the last meeting Clubs were reminded that all affiliated clubs must be incorporated by 2023. Another condition is that clubs must have at least 5 members.

41 Clubs had paid the fees before the last council meeting, which is much better than in the past.

The tentative date for the start of the 60 day rego scheme is now 1 September.

Lisa said she will post the papers for our Annual Return to CACTMC tomorrow.

#### **Social events**

Lisa reported that the Battle of Waterloo went well. 76 vehicles, 23 French plus a bike and 53 British. The COVID check-in process worked better than expected.

Greg asked if any of the British car clubs had ever thanked us for organising the event, in all the years French Car clubs have been running them. Not that anyone can remember. British car clubs will be invited to arrange the Battle of Waterloo car display next year.

Brad moved a vote of thanks to this year's organisers, Neil Sperring, Greg, Lisa and Ross. Passed by acclamation.

This month's Sunday drive is to Lanyon with 17 starters so far; the August drive is to Gunning.

October drive has not yet been decided because the original destination is not currently open.

Sydney French Car day is on 11 July, COVID could change that.

#### **French Car Torque**

Brad spent most of last weekend on the current edition. He told the meeting that he is just a stand in editor. He would like content ready to go, preferably in Word-doc plus photos. Colin Handley will act as Classifieds manager.

#### **Web site**

Brad reported that Mitch had made a start on the new web site, which is now 'live'. Neil Sperring and Greg Francis both said that the web site is misleading and added that if you can't do a job then don't put your hand up. Brad to follow up, again, with Mitch.

#### **Other business**

Brad received a phone call from Janice Hodgson asking if anyone in the club could take her husband Fred for a ride in a "Maigret Citroen". [The fictional French detective, Jules Amedée François Maigret, drove a Citroen Traction Avant]. The ride is to be a 92<sup>nd</sup> birthday present for Fred. Brad asked anyone who could help to contact him.

Brad had no further information on a new Peugeot / Citroën franchisee for Canberra except that it will be in Woden and is expected to be announced on 1<sup>st</sup> July.

Neil Sperring has a boot full of equipment use at Battle of Waterloo event with nowhere to store it in his new home.

Colin volunteered to store it.

Greg Francis said we need an assets register.

#### **Close, next meeting**

The meeting closed at 9.25 pm. The next club meeting is scheduled for the Raiders Club in Weston, at 8 pm, on Tuesday 27 July 2021.



*The Peugeot sign is now gone from the former Canberra Peugeot dealership on Melrose Drive in Phillip, but still no official word on the new dealership...*



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