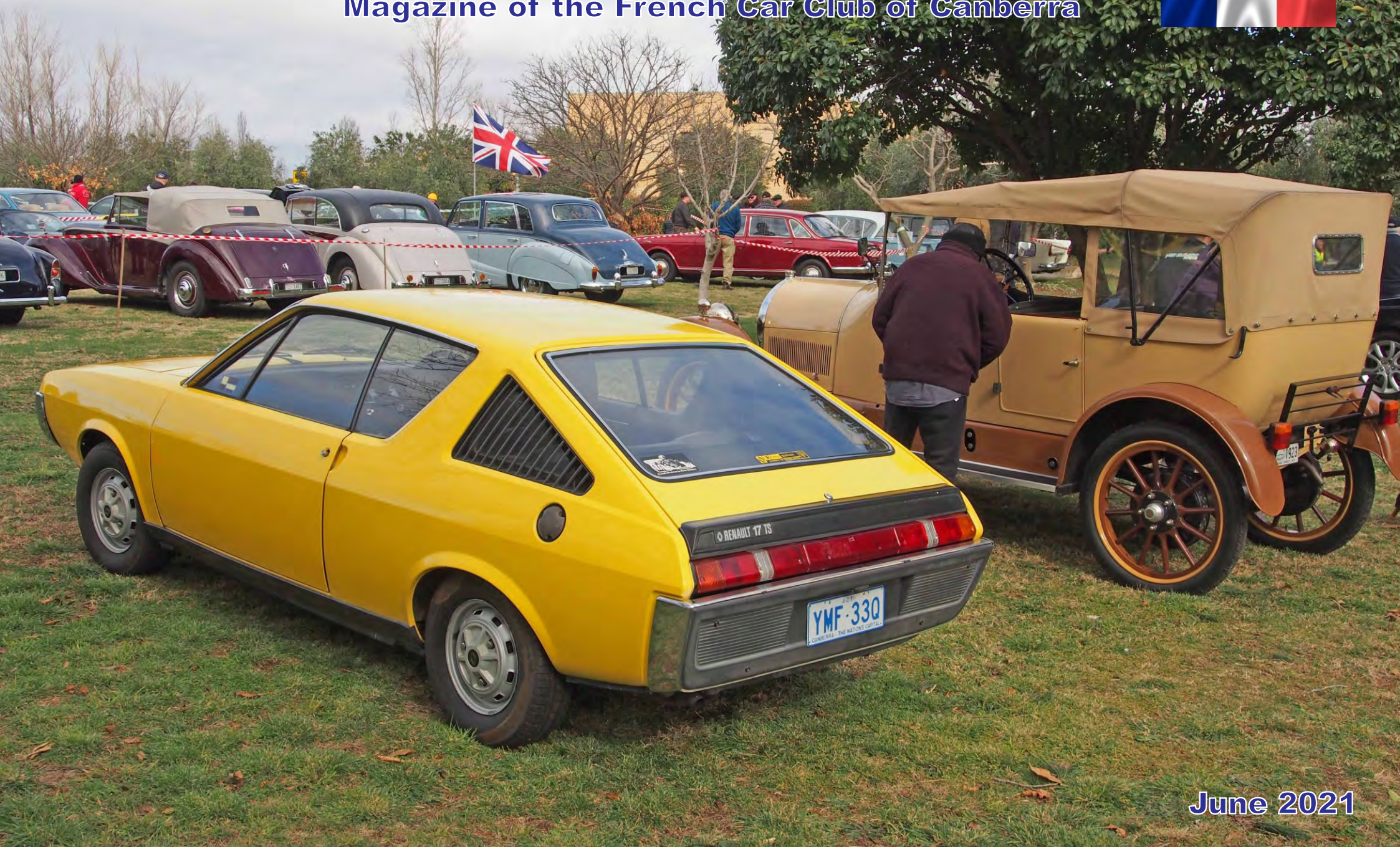
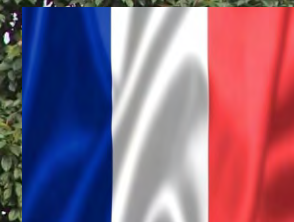




French Car Torque

Magazine of the French Car Club of Canberra



June 2021



On the cover Battle of Waterloo: French cars (Renault 17 and Talbot Darracq) behind enemy lines.

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,

Sue and I were fortunate to get tickets to see the recent *Botticelli to Van Gogh* exhibition at the National Gallery in Canberra. Having left our run until the last week of the exhibition of masterpieces from the National Gallery, London, we must have snagged a couple of the last tickets on offer. Within hours of making our booking, the 'Sold Out' signs went up and many other hopeful punters missed out.

The 61 paintings on show were fabulous, of course, with Van Gogh's *Sunflowers 1888* being the show-stopper for many viewers. However, I was immediately drawn to a painting by Francisco de Goya, the famed Spanish portrait artist (1746-1828). The picture was a portrait of Arthur Wellesley, better known as the Duke of Wellington, painted shortly after his arrival in Madrid in August 1812, following the British victory over the French at the Battle of Salamanca – the turning point in the Peninsular War (1807-1814) which led to the exile of Napoleon and the restoration of the Spanish monarchy.

After escaping from exile on the island of Elba, Napoleon returned to France, only to be defeated by Wellington at the Battle of Waterloo on 18 June 1815. And the rest, they say, is history...

We celebrated the Battle of Waterloo here in Canberra, on Sunday 20 June, in the grounds of the Spanish Club – a nice nod to the preceding Peninsula War – with our annual French versus British car display. Sadly, as in 1815, victory eluded the French forces by a margin of 53 British to 23 French vehicles. My thanks to Shannons for once again sponsoring the event and many thanks also to the organising committee – Greg Francis, Neil Sperring, Ross Stephens and Lisa Molvig – for a well-run event. Chris Lander, manager of the Spanish club, is also thanked for his great support, including running the BBQ. The wind was chilly, but on the day before the shortest day of the year, what else would one expect in Canberra!

A full report of the Battle of Waterloo event will be given in the July issue of FCT, but in the meantime I have included a few pictures in this issue (including the cover image) to whet your appetite.

There is also a short piece on the Waterloo Medal in this issue.



The Duke of Wellington by Francisco de Goya

This year, we will be celebrating Bastille Day a few weeks early, on Sunday 27 June, with a visit to Lanyon Homestead (details on page 5). The actual date of Bastille Day is, of course, 14 July, but if people can hold "Christmas in July" I think we can get away with "Bastille Day in June"!

Our next club meeting will be held at 8 pm on Tuesday 22 June, at the Raiders Weston Club, with dinner and drinks from 7 pm.

Au revoir,

Brad Pillans

2020-21 FCC COMMITTEE

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CLUB EVENTS 2021

22 June 2021	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. .
27 June 2021	Early Bastille Day celebration. Lanyon Homestead @ 2 pm (see French Car Drives on Page 5 for details).
27 July 2021	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.
24 August 2021	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.
28 September 2021	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 Lanyon Homestead, explore this historic homestead and enjoy afternoon tea at the café. Meet at the café at 2pm, please book via email to reno1338@hotmail.com by June 20.

August 22 Gunning, lunch at the Merino Café

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

December 6: Christmas BBQ

Lisa Molvig
Social Secretary
French Car Club of Canberra

Reno1338@hotmail.com



BATTLE OF WATERLOO



Some images from the Battle of Waterloo event, Sunday 20 June 2021.

Above: Colin Handley's 203 ute and Jeanette Pangalo's Renault 4CV

Upper right: Greg Francis' 205 GTi and Lisa Molvig's Renault 12 (plus Peugeot bike)

Lower Right: PCCNSW members, Laurie & Donna Kerr and Paul Pracy, make plans

ALL FRENCH CAR DAY, SYDNEY



The poster features a stylized background of the French flag (blue, white, and red) with a map of France in the center. The Peugeot lion logo is in the top left, and the Citroën double chevron logo is in the top right. A blue box on the left lists Citroën, Renault, Peugeot, and Simca. A red box on the right mentions the Renault Car Club of Australia. The main text is in large, bold, black letters. The event date and location are in bold black text. A blue box mentions a \$10 entry fee for cars. Contact information is provided in black text. A note about COVID-19 safety is in blue text. A disclaimer about weather is in black text. A small logo for SHANNONS is in the bottom right.

 **ALL FRENCH
CAR DAY** 

Citroën Peugeot
Renault Simca

RENAULT CAR CLUB of
AUSTRALIA – 70 years old

**ALL FRENCH VEHICLES WELCOME
CARS, VANS, BIKES, OLDTIMERS**

**SUNDAY 11 JULY 2021
9.00AM – SILVERWATER PARK
ENTER FROM CLYDE ST EAST**

Display cars \$10 entry

More info Ross 0499 708 108 or Chris 0412 306 504

See also peugeotclub.asn.au or aussiefrogs.com

COVID-safe event, held subject to any
current regulations. Stay home if unwell.
Not held in inclement weather.

 Sponsored by SHANNONS



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



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:

rrosadoni@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

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.

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



Waterloo Medal in Canberra

The medals below were shown to me, at our Battle of Waterloo event, by David Thomson, who incidentally brought a VW beetle to the event, representing the Prussian forces that played a key role in Wellington's victory at Waterloo in 1815.

The medal on the left is a Waterloo Medal, issued in 1816-17 to every soldier who fought in one or more of the battles of the Waterloo Campaign - Ligny, Quatre Bras and Waterloo. The medal is made of silver and is 37 mm in diameter, with the recipient's rank, name and regiment inscribed around the edge. Some 38,500 of these medals were awarded. The medal that David owns, is inscribed with the name William Peckham, 2nd Batt., 3rd Reg., Scots (i.e. Scots Guards).

The medal on the right is a French medal, the *Légion d'honneur* (Legion of Honour), is the highest French order of merit, both military and civil. It was established in 1802 by Napoleon Bonaparte.



Coupé à la Française

Renault 15 and 17

Daniel O'Callahan, DTW

When the Renault 15 and 17 were launched in 1971, Renault had not offered a coupé in its range since the demise the Dauphine-based Caravelle in 1968, which sold poorly in its last 3 years of production.

The new coupés were based on the popular front-wheel drive Renault 12 platform, which had been released in 1969. Engines ranged from a 1298 cc unit (from the R12) in the base model 15TL, through to 1647 cc (from the R16TX) in the top of the range 17TS (renamed Gordini in 1974).

The two models shared broadly similar lines, but could readily be distinguished - the 15 had single rectangular headlights, while the 17 had twin circular headlights and a black rear spoiler. The side window treatment differed, too.

Instrumentation in both models featured four separate dials, each with deep individual cowling – which might have looked exotic, but the rest of the dashboard was rather more prosaic.



The rest of the interior was rather better, though, with comfortable and well-upholstered seats in the Renault tradition.

In a comparison of the 15TL with a Ford Capri and a Fiat 128, in 1973, *Car Magazine* found that while the Capri was the best performer and the Fiat had the best handling, the Renault was the best looking, the most comfortable and the quietest.

The 15/17 sold steadily in Europe throughout its eight-year life. It was intermittently exported to the US and also brought to Australia in small numbers from 1973 onwards.

Production of the 15 and 17 came to end in August 1979, to be replaced by a new coupé, the Fuego, from 1980. When measured against contemporary competing marques, like the Ford Capri, the 15 and 17 had a quiet elegance that endeared them to a different class of buyer.



Read the full story at:

<https://driventowrite.com/2020/10/23/illustrant-la-tradition-francaise-renault-15-17-caravelle-fuego/>

Footnote: We had a Renault 17 and a Ford Capri at the Battle of Waterloo. The Capri looked very dated, but the 17 still looked great - to me, at least. Brad

Citroën DS Coupé

The Goddess makes a triumphant return

Gérard Godfroy, now aged 73, and living in Normandy, is a car designer of some repute, having had inputs to such projects as the Peugeot 205, the Alpine V6 (with coach builder Heuliez) and the revised Citroën Visa. He also made a noteworthy contribution to the agricultural and industrial world, with a hand in designing the Manitou, a tractor-based fork-lift truck that can be seen around the world

More recently, Godfroy, teamed up with long-time friend and coach builder, Christophe Bihr, with whom he worked at Venturi, to produce a stunning Citroën DS Coupé. Their project was initiated in 2012, with good old fashioned drawing, subsequently transferred to computer. Tubular framework and sculpted polyurethane blocks also featured in the design process.

Starting with a standard DS, they lowered the roofline, changed the boot profile, lengthened the doors and side windows and lightly reworked the interior. The weight of extra steel chassis strengthening is balanced by fibreglass panels, so the overall weight is only 20 kg more than the original sedan. When the side windows are down, the pillar also drops down.

No corners were cut – the polished aluminium boot hinges are hand-made – and the build is said to have taken around 6,000 hours over 5 years. With interested buyers making enquiries for their one-off Grand Palais coupé, a small production of 4 or 5 a year might be possible – for around 150,000 euros each, just to make ends meet!

Source: <https://driventowrite.com/2021/05/27/citroen-ds-coupe-profile-gerard-godfroy/#more-71803>



All Images (c) Citroenvie.com

Comète: The most beautiful Ford ever?

Popular with French celebrities at the time, the Comète is often overlooked when considering Ford's best designs. To this day, the coachbuilt coupé is easily one of, if not the, most attractive Ford ever built and sold to the public.

Art Michalik
3 May 2020

When you first view a 1952-1955 Comète, whether, in person or a photo, it's unlikely that you would guess that it's a Ford. These cars are often mistaken for an early Ferrari and there's a reason why. Its design was credit by some of the same artists who drew now-classic Italian cars including Alfa Romeo, Cistalia, and of course, Ferrari.

The Comète project was driven by the new president of Ford SAF (Société Anonyme Française), François Lehideux, who had joined the company in 1950 from Renault. Lehideux desired that his new prestige model should be developed independently of Ford in Dearborn.

Several sources point to the 1948 debut of the Simca Huit-Sport, a stunning coupe, as inspiration for the Comète project. Based on a standard Simca 8 chassis, the Huit-Sport was first shown at that year's Salon de l'automobile and went into production in 1950. The Huit-Sport was designed by Stabilimenti Farina, owned by Giovanni Farina, older brother to 'Pinin'. Soon after the elder Farina's company was absorbed in Pininfarina.

Ford SAF was then selling the Vedette range of sedans, wagons, and hardtops that had been originally designed in Dearborn as small cars for the US market. When concerns regarding the smaller model cannibalizing sales from full-size



Ford were raised, all tooling was shipped off to the Ford SAF plant in Poissy, just west of Paris.

The cars were powered by the 2.2 L (136 CID) Flathead V8, originally developed in France, then later sold in the US and often known as the V8-60, a favorite powerplant among Midget racers in the 1940s and 1950s. The V-8 powered Fords were both large for the European market and expensive. Not only were they more costly to produce but the French taxation system severely penalized cars powered by engines larger than 2.0 litres.

Lehideux turned to the same consortium of Stabilimenti Farina and Facel-Métalion that had produced the Simca Huit-Sport. It's likely the motivations behind Farina and Facel-Métalion coming on board were that Ford was a stronger distribution partner than Simca and that the Ford V8 was far more powerful than the Fiat-derived Simca 1.1 L engine.

By European standards, the Comète was a sizeable car. It measured 182" long and 55" inches high, about the same as a current BMW 4-Series. In comparison to the modern BMW, it was narrower by 10". Weight was hefty for the time at 2,844 lbs.

The Comète featured a 1949 Ford inspired grille while later models displayed an egg-crate grille the French derisively likened to a “coupe-frites” or as we might say a French fry cutter. It’s difficult for the source of this change of front ends to be identified nearly 70 years later, but it was around the time the Pininfarina badges began to be affixed to the Comète.

The quality of the finish and fittings was superb including a ribbed stainless steel dashboard and door handles and a fabulous three-spoked steering wheel. These attributes were recognized by the English magazine Autocar, which praised the Comète for its outstanding build quality, good road manners, lavish equipment and graceful appearance.

Early models retained the V8-60, which the French referred to as the Aquilon engine. At the 1952 Paris Motor Show, the Comète appeared with a bored-out flathead V8 Aquilon (named after the northeast wind) now displaying 2.35 L (143.7 CID) with power increased to 80 HP. This became the standard engine until the end of Comète production.

In 1954, a more powerful and luxurious Monte Carlo was offered. It was fitted with the 3.9 L (239 CID) Mistral V8 originally developed pre-WWII for Mercury models but soon found favour in commercial applications. There were no Mercury models sold in France at the time, so the Mistral (named for the winter wind of the Rhône valley) was viewed as a truck engine, undercutting the prestige of the 100 HP engine. All Comète models were fitted to a truck-derived Pont-à-Mousson four-speed manual gearbox rather than the available Ford three-speed of the time.

The Comète Monte Carlo was a more upscale model in the Comète line. The interior featured two-toned leather seats, while the exterior was upgraded with wire wheels and a non-functioning hood scoop, along with the egg-crate grille.



The larger engine drove the tax rate way up, so its price was now 65% greater than the mechanically-similar Vedette large sedan. Between the cost of the labour-intensive coachbuilt production and the high taxes made the Comète Monte Carlo the most expensive new Ford in the world at the time.

Several of the more powerful Ford Comète Monte Carlo models were entered in the 1954 Monte Carlo Rally, one driven by French racer Pierre Levegh. This was big news for Ford as Levegh had nearly won the 24 Hour of Le Mans the previous year, driving solo and leading by four laps in the last hour of the race when the crankshaft broke in his Talbot. A few months later, Levegh was recruited by Mercedes-Benz for the 1955 Le Mans contest, the tragic race where he and 83 spectators were killed when his car launched into the crowd.

In total 2,165 Comètes were built, most being sold and delivered inside France. Today, auction values for the cars can range as \$100,000 for one of the 699 Comète Monte Carlos with the larger Mistral engine.

<https://journal.classiccars.com/2020/05/03/could-this-be-the-most-beautiful-ford-ever/>

Jeepers, Kevin Flynn takes the local wheel

Peter Wilson, The Pugilist, June 2021

It's business as usual, Peugeot Citroën Australia told The Pugilist after Stellantis – the merger of Peugeot group and Fiat Chrysler Automobiles – brought six of its down under brands under the management of FCA Australia chief, Kevin Flynn. The change brought a flurry of speculation about what was afoot.

Kevin, a self-described motor head, is a highly credentialed executive who was parachuted from Mumbai, where he set up Jeep production in India, into Melbourne in September 2019. His mission: to rescue the troubled Jeep brand. Interest in his methods was high because he has made a good start turning Jeep around and took a hard look at Fiat and Alfa Romeo. Would he work over the rest of Stellantis?

The regional change came coincidentally after some sabre rattling from Ateco chief Neville Crichton, who has boasted of selling Citroëns by the thousands back before Korean and Chinese brands achieved volume sales.



Kevin Flynn: Jeep's turnaround chief takes charge of Stellantis brands in Australasia

No way. Wearing its Stellantis hat, FCA Australia told the motoring media last month Kevin “will be responsible for the business operations and performance of all brands in Australia and New Zealand”. Distributors stay put. Peugeot and Citroën stay with Inchcape, RAM Trucks with Ateco Australia and Jeep, Chrysler, Fiat Abarth, Fiat Professional and Alfa Romeo with Kevin. Distributors mind their respective brands and their relationships with their dealer networks.

Stellantis Asia Pacific said it is centralising its Australasian operations to ensure distributor partners get appropriate resources. “For Peugeot Citroën Australia it remains business as usual as we continue to focus on bringing exciting new Peugeot and Citroën product to the Australian market and supporting our dealer network,” PCA said in a statement.

“We will continue to have the benefit of working closely with the Stellantis group, not only globally, but now locally as well. We look forward to working closely with Kevin [Flynn] and the local Stellantis operations as we continue our successful partnership, and welcome the additional support from Stellantis for the Australian market.”

Kevin describes himself as a “strong, strategic and dynamic leader” who started at grassroots level. He has worked for BMW Brit, Lexus Germany and South Africa, Jaguar Land Rover South Africa, and led Fiat Chrysler India from 2015 to 2019. In India, he set up production of the RHD Jeep Compass, exporting some to Australia and other RHD markets. Though so far second lowest in Indian sales in May (to Citroën), Jeep plans to produce three more models there.

Jeep Australia went from a sales peak of 20,405 in 2014 to 5,519 in 2019. Jeeps were breaking down, servicing was a problem, Jeeps were off the road wanting for parts or completion of repairs and dealers lost customers. An owner set fire to his “lemon”.

Kevin told Car Expert what he did was not rocket science. He and his team held Hangouts with everyone, and looked at

everything. The big shake-up is in servicing. HQ keeps a finger on the pulse with daily reports of any Australian servicing problem, whether technical issues or parts shortages.

When someone flags an awkward tech problem, a new team of highly trained “flying doctors” can step in and fix it, then train the guys to be able to handle it themselves.

Jeep sales January-May were up to 3,095 compared to 1,631 in the same period last year, and on track to top 7,000 for the year.

Remember how Peugeot drivers flashed headlights to greet fellow Pugs in the 1960s-70s? Kevin poached long-time Peugeot 505 driver Jack Thompson (now a Ford owner) to head a TV ad campaign demonstrating in style the US tradition of Jeep drivers giving each other a friendly wave. See it at

<https://www.youtube.com/watch?v=ele2ljKMsvE&t=5s>



Jack Thompson: The 80-year-old National Treasure takes on the role of a friendly Jeep driver

From social media, they found a problem with the price of parts, reviewed 17,000 part numbers and cut many prices, and improved supplies chain from Europe. They introduced competitive five-year capped priced servicing, and lifetime road assist, pledging Jeep is there for its customers.

Kevin audited of his other brands and changes are afoot. Since the mea culpa of 2019, the compact team running Peugeot and Citroën have already reset many things about the business, have introduced great new models and worked on different approaches.

So when I began asking PCA public relations chief, Chloe Fraser, if the Hangouts had begun yet and if Peugeot was going to introduce tech flying doctors and other ideas from Kevin’s road map, she stopped me, explained the company’s position and sent the statement. Any business is a work in progress.

Meanwhile, down at ATECO...

On 14 April 2021 it was announced that Renault Australia would join the Ateco Group. “This is a significant milestone in the history of the Ateco Group,” said Neville Crichton CNZM, Founder and Executive Chairman of the Ateco Group.

“Renault joins LDV, Maserati, RAM Trucks and Upfitter in Australia, alongside Alfa Romeo, Fiat, Jeep, Maserati and RAM in New Zealand. We look forward to making further brand announcements in due course”, said Crichton.

The Renault business will be led by Glen Sealey, former COO of Maserati Australia and New Zealand. With an extensive, multi-discipline background across a range of brands, and strong dealer relationships, Sealey is well-placed to drive Renault forward.

For further details, see <https://www.renault.com.au/news/post/renault-australia-officially-joins-ateco-group>



Present in person

Brad Pillans
Neil Birch
Barry McAdie
Charles Birch
William McNamee
Neil Sperring
Leigh McEwan
Greg Francis
Karl Rumba
Richard Morgan
Lisa Molvig
Ross Stephens

Apologies

Colin Handley
Chris Carder
Ian Brock
Adam Rustowski
Fred Cook

Introduction

1. The meeting opened at 8:16 pm.
Brad welcomed everybody to the meeting.

Minutes of the March meeting

2. Greg Francis moved that the minutes of the April meeting be accepted as a true and accurate record of the meeting, seconded Brad Pillans. Carried.
Matters arising to be dealt with during the meeting as is our usual practice.

Financial report

3. Our Account balance with Bendigo Bank is \$18,583.97 as of 25 May 2021.

Neil Birch moved that the report be accepted, seconded by Karl Rumba. Carried.

General Business

4. Council of ACT Motor Club (CACTMC)
60 day rego scheme: The Departmental rep who attend the Council meeting was not able to say much as the Minister had not signed off on his talking points. However, the intended implementation date is still 1 July. Individuals will be able to enter the new scheme when their registration is renewed. There was some discussion about what the new rules may be.

Our Annual Return to CACTMC is being prepared. For a club our size the annual fee is \$75 plus a \$20 CO₂ Offset levee which is optional. Brad Pillans moved that we pay the levee, seconded by Barry McAdie. Carried

5. Social events

Battle of Waterloo will be on 20 June, at the Spanish Club, details in FCT. Greg Francis has contacted Shannons - they will support the event again this year. Lisa outlined what she has done and will do re. publicity, invitations etc. Lisa also suggested that Shannons may be willing to advertise in FCT; in the past they had advertised in the ROCC magazine. Greg estimated the area will fit 80 to 90 cars with care. Greg then outlined what he would like to do and what equipment was needed. He noted that anything purchased will be useable for future events. Greg then moved that expenditure be authorised for this purpose with a spending limit of \$600. The motion was seconded by Neil Sperring. Carried.

The French Car drive to Lanyon on 27 June (see FCT) will also be our early Bastille Day celebration.

6. French Car Torque

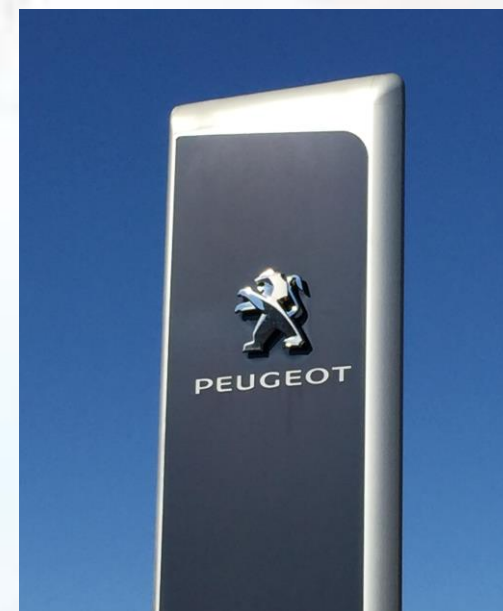
We still do not have an Editor. This month's edition was put together by Brad and is a bit slimmer.
We need copy! Brad said everybody could assist by providing articles. Send copy to Brad in Word doc format. Classifieds will need to be updated.

7. Web site
Brad to contact Mitch for an update

8. Brad reported that a new Peugeot / Citroen franchisee for Canberra is expected to be announced on 1st July.

Close, next meeting

The meeting closed at 9.07 pm. The next club meeting is scheduled for the Raiders Club in Weston, at 8 pm, on Tuesday 22 June 2021.



The Peugeot sign is now gone from the former Canberra Peugeot dealership on Melrose Drive in Phillip.

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