



French Car Torque

Magazine of the French Car Club of Canberra



August 2022



On the cover Renault 17TL and Peugeot 203 wagon at the Battle of Waterloo, 19 June 2022.

Photo by Brad Pillans

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,

Lots of talk about electric vehicles by both the ACT and Federal governments in recent weeks. The WA government also got in on the act by announcing what is claimed to be the world's longest EV fast-charging network - see .story on page 5.

Part of the EV story, revolves around setting emissions standards, to avoid Australia becoming a dumping ground for older cars. Up until now, Australia and Russia seem to be the only OECD countries which don't have, or are not planning to introduce standards for car efficiency.

With EVs accounting for less than 2% of new car sales in Australia, Climate Change Minister, Chris Bowen, reckons it is time to set fuel emissions standards as part of a national EV strategy. The Greens and independents like our local Senator, David Pocock, are all on side, so expect a government discussion paper to appear shortly – and for something to be done!

The Federal Government has already introduced legislation to cut fringe benefits taxes and import tariffs on cheaper EVs. With cost being a big constraint on EV uptake, such a move is a welcome step in the right direction.

I expect that my next new car will be an EV, not an PHEV, but how long will I need to wait for a Peugeot EV? In the meantime, my eight year-old 508 HDI sedan, has just ticked over 120,000 km, so it's not as if I need to get rid of it any time soon – in fact, I could keep driving the 508 until 2035, the deadline for phasing out new car sales of non-EVs in the ACT, and it would still be going strong.

I had the 120,000 km service done at McGrath Peugeot, recently, the first service they have carried out on my 508. At a fixed price of just over \$700, for a major service, and no problems identified, I was happy enough.

The service did reveal the need for 2 new tyres – Michelins, of course. That meant another \$700 for a couple Michelin Primacy's, including a wheel alignment.

For some time, I have had only one operational electronic key fob for the 508, but a new replacement is more than \$700 – ouch! As luck would have it, I picked one up on Ebay for \$35, second-hand. Hopefully, Bill McNamee can recode it for me...

Many of you will have heard that Wakefield Park Raceway, near Goulburn, will close on the 1st of September. The closure will be a major blow to motorsport activities in NSW. Although I never raced there myself, many of our club members did, and the facility will be sorely missed.

The Goulburn Mulwaree Council regional area and many of the businesses based around Goulburn also face a big loss of revenue, as Wakefield Park hosted not only motorsport events, but ran defensive driver training, NSW police and academy training, AFP and defence force training, and a large number of charitable and motorcycle activities.

The death knell for Wakefield came from a NSW Land & Environmental Court ruling that imposed strict operational regulations including noise levels and the number of operational days per year (30), the latter effectively making Wakefield financially non-viable.

This month's club meeting will be at our usual venue, the Raiders Club, at 8 pm on Tuesday 23rd August, with dinner and drinks from 7 pm. I look forward to catching up with members who wish to attend.

Au revoir,

Brad Pillans

2021-22 FCC COMMITTEE

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CLUB EVENTS 2022

Calendar

23 August French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

28 August French Car Drive. Afternoon tea at Murrumbateman Winery, <https://murrumbatemanwinery.com.au/>
Meet there at 2 pm for tea/coffee, scones and/or wine tasting.

18 September All French Car Day, Silverwater Park, off Clyde St East, SYDNEY. Contacts: Ross 0499 708108 or Chris 0412 306504

27 September French Car Club of Canberra AGM, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

23 October French Car Drive to Tidbinbilla Tracking Station or Lanyon Homestead

25 October French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

5 November French Car Day. Details to be confirmed.

22 November French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

December Christmas BBQ; date and venue to be confirmed.

French Car Drives in 2022

Our regular "French Car Drives" are aimed to create opportunities for us to use our concessionally registered cars. Cars, and owners, of all ages are welcome. More details closer to the time of each drive.

Lisa Molvig, Social Secretary Reno1338@hotmail.com



**FRENCH
CAR DAY**

CITROËN BX
40 YEARS

RENAULT 5
50 YEARS

ALL FRENCH VEHICLES WELCOME
CARS, VANS, MOTORBIKES, OLDTIMERS

Sunday, 18 September 2022
9.00am – Silverwater Park
Enter from Clyde St East

Display cars \$10 entry. Food and drink available.
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
in-force regulations, QR codes and distancing.
Not held in inclement weather.

SIMCA

World's longest EV charging network for WA tourist routes

David Bonnici, GoAutoNews

The Western Australian government has announced a 6600km EV fast-charging network featuring 98 charging points at 49 locations along the state's main tourist routes.

Stretching from Eucla at the South Australian border to Esperance and up to Kununurra in the state's far north, the network is expected to be the worlds' longest by the time it is fully operational in early 2024, with the average distance between charging stations less than 200 kilometres.

The \$4.1 million project is part of the state government's \$43.5 million investment to boost EV infrastructure around WA. Energy companies Synergy and Horizon Power will install the charging stations, with Melbourne-based Jet Charge supplying Australian-developed PHEV-friendly AC fast chargers and 150kW DC rapid chargers at each location.

Synergy Energy shows a scattering of charging stations in the state's south-west, and along convenient locations on the Eyre Highway (across the Nullarbor), the North West Coastal Route, the Great Eastern Highway from Kalgoorlie-Boulder through the Wheatbelt, and the Northern Highway that stretches from Port Hedland through the Kimberley to Kununurra near the Northern Territory border. The exact location of each station remains to be confirmed.

Anyone who has travelled along the Eyre and Northern Highways, in particular, would know that range anxiety is an issue even in vehicles with fuel tanks. Distances of around 600km between towns are not uncommon in Australia's largest state, with the expanse broken up by roadhouses. Some of these will become part of the EV network, including locations well known to grey nomads such as Sandfire and Pardoo between Port Hedland and Broome, as well as Caiguna and Balladonia on the Eyre Highway - complemented by South Australian charging points at Border Village, Yalata and Ceduna



Blue: Synergy service area. Orange: Horizon Power service area

Editor's note:

Having done a lot of road trips in WA, I know the tyranny of distance in Australia's largest state – even in a Landcruiser with long range fuel tanks, the Rabbit Flat Roadhouse (now closed) on the Tanami Track was always a necessary (and entertaining) refuelling point. It probably had the most expensive fuel, and beer, in Australia, but who's going to argue when the other two choices are "Buckley's and none".

A quick look at the map, above, suggests that the Derby – Fitzroy Crossing segment will be among the longest, at around 260 km. And, of course the proposed charging stations are all on sealed roads – as far as I can tell. No off-road stuff, even if you had a suitable off-road EV vehicle.

On the other hand, you don't always need a fast-charging station to go places in an EV. I suspect that a powered camp site in a caravan park will take on a whole new meaning when EV's rule. Marble Bar is around 200 km inland of Port Hedland, along a sealed road and would still be a suitable destination if you could plug in, for a slow overnight charge, at the local caravan park.

Peugeot Django 150 scooter

Brad Pillans

Flash Flanagan sent me a link about Peugeot motor scooters hitting the market in the Philippines. As in most southeast Asian Countries, scooters and small motorbikes are the logical transport of choice, dictated by narrow, traffic-laden streets and high population densities.

Peugeot Motorcycles has launched its retro looking Django 150 scooter into the Philippines market, to challenge already popular Euro-brands like Vespa and Lambretta.

It boasts a 150cc electronic-fuel-injection, single-cylinder air-cooled 4-stroke engine, delivering a very adequate 11 horsepower. It also comes equipped with ABS brakes, automatic transmission, as well as scooter essentials such as LED lights, a large storage compartment, and comfortable seating for two. [From my experience in south Asia, mum and dad and a couple of kids is a common passenger load on two wheelers].

At a starting price of 199,000 Philippine pesos (about 5,800 Aussie dollars), it's not cheap. In fact, slightly more expensive than buying one in Australia. The nearest local dealer would appear to be TeamMoto, in Fyshwick, if you are interested in joining the neo-retro scooter brigade...



*Django 150, just one of the Peugeot scooter range available in Australia
Photo: Peugeot Motorcycles Australia*

Renault sales slump by 30% after Russia exit

Gilles Guillaume, Reuters, 13 July 2022

Car sales at Renault fell 30% in the first half of 2022 after the closure of its Russian operations, it said on Tuesday, one of the first Western carmakers to reveal the pain of losing the prized market in the wake of the Ukraine war. Renault, the most exposed to the Russian market among Western car manufacturers, said its worldwide sales fell 29.7% from last year to just over one million vehicles.

Russia was Renault's second biggest market before the war, accounting for 15% of earnings, according to JPMorgan. Renault stopped its activities in Russia earlier this year and said it would sell Renault Russia and its 67.7% stake in Avtovaz, Russia's biggest carmaker and owner of the Lada brand.

Renault also pointed to the semiconductor crisis as a factor behind the plunge in sales, although it gave an upbeat outlook on chip production for the second half of the year, echoing similar comments from rival Volkswagen.

Renault CEO, Fabrice Cambolive, said the brand was seeing some improvement in terms of chip availability and expected further improvement in the second half of 2022. That in turn will help increase its production of cars.

Chipmakers have seen huge demand since late 2020 as higher orders from electronics manufacturers, boosted by work-from-home practices, led to supply crunches for other industries such as autos and telecom suppliers.

On a brighter note, Renault says sales of EV's have grown - sales of electric and hybrid vehicles accounted for 36% of sales of Renault passenger vehicles in Europe in the first half of the year, against 26% a year earlier.

After the Russian exit, group sales outside Europe have fallen to 35% of the total, from 48% last year. Italy is now the group's second biggest market after France.

Full story: <https://www.reuters.com/business/autos-transportation/renault-first-half-sales-volume-slumps-30-after-russia-exit-2022-07-12/>

CLASSIFIEDS

For sale, parts and wrecking

If you want to advertise something for sale or simply offer items free to a good home, then this is a good place to let other club members know.

Please contact either Colin Handley (0414 484 398) or Brad Pillans (0427 662 112) to place an ad.

For sale

Early Peugeot 404 instrument cluster

Also have front indicator light and bumper bar over-riders to suit same model. Make an offer. Contact Lisa 0412-011927 or reno1338@hotmail.com



Peugeot 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

For sale

2009 Citroen C5X708 2.0 HDI automatic sedan

Engine No KfV10DYXG4PSA011246

Not Registered – Axle shafts and CV Boots worn. Hydraulic suspension inoperable .. RHF shock requires replacing.

Contact Geoff Thomas Ph 0269772278

Email jacqui_pic@hotmail.com

Best offer. Located in Temora, NSW



Topran 350 mm inner steering arms

For Citroen C4 and Peugeot; number 3812EO, \$40 pair
Contact Colin: 0414 484 398

CLASSIFIEDS

For sale

2001 Peugeot 406 SVDT automatic wagon

Not registered; no longer roadworthy; electronics not working. Make an offer. Located in Temora, NSW
Contact Geoff Thomas Ph 0269772278
Email jacqui_pic@hotmail.com

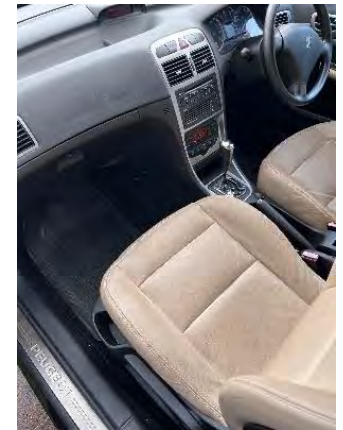


1951 Peugeot 203 sedan

Black paint, very original car; on club rego; reco motor and brakes. \$12,000. Contact Keith 0405 388 602

2004 Peugeot 307 hatch

NSW Rego ARN 11R (valid until Sept 2022)
One owner regularly serviced, Petrol, 5 door Hatch back, Auto, 71,500KMs. In very good condition. Price: \$6,000 ONO.
Contact Abhi: 0419 231 220



Wrecking

Peugeot 404 1967 sedan

Sunroof, nice early 404 front bumper; damaged roof; rusty rear.
Colin Handley 0414 484 398



Australian 2020 2CV RAID to Cape York (and back)

Joel Krewaz

A 2CV RAID is an adventure trip, in a Citroën 2CV, and covering some of the most spectacular regions of wherever countries, worldwide, they occur in. It is not a rally or a race. It is Citroën 2CV lovers enjoying unique country and scenery, together with the challenge of exploring regional and remote areas – see <https://2cv.com.au/>

In Australia, in mid-June this year, 12 Citroen 2CVs headed off in a RAID in an attempt to reach the very top of the continent, the tip of Cape York, driving an inland route. The RAID was originally planned for 2020. After two COVID forced postponements, which required participants to redo 26 bookings each time, we got the window to go in mid-2022. My adventurous wife, Doreen, was keen on trying the event, and we became newbie RAIDers. Joining members from a combination of Clubs, from WA, SA, Victoria, and NSW in elderly small French cars, plus a Citroen DS, a 4x4 Troopy (as a potential tow vehicle and tool transport) and a Subaru.



The Organising

Dave Rodgers, from Victoria, provided meticulous planning and a 65 page route book with all maps, expected road conditions, and points of interest. Dave kept us up to date daily on all upcoming road conditions by calling ahead, speaking with the friendly locals and interpreting stories from drivers going the other way. Lee Dennes, also from Victoria, researched all accommodation options, provided contact numbers and made sure the choices suited, and would fit us all. Lee updated accommodation options at every stage.

For us, Peter Moloney (CCCV President) went out of his way to find us our red 2CV and mechanically prepare it for registration and the RAID. Locally, Mark from Scullin Service Centre replaced the ailing rear wheel bearings, on the day after we intended to leave, with Bob Shackley (very keen ACT Citroen enthusiast) delivering two new bearing lock rings from his personal store of spares.

On the RAID, all 2CVs would bring some spares, with enough variety between us all to hopefully meet the demands of the long and challenging journey. Typical RAID prep included renewing anything that might fail (shock absorbers, suspension components, electricals) as well as wiring down anything that might come loose, fully servicing the car, installing long range fuel tanks, bash plates and CB radios.

The theme of 2CV RAID travel is 'lose the weight'. The lighter the better with a maximum of 300kg total pack weight including driver and passenger, which would add to the 570kg dry weight of the 2CV. Out go the back seats and in with the minimum, lightest gear you can manage. Everything was scrutinised, agonised over, left behind or a lighter one found. With 602ccs, 28 horsepower and very rough roads ahead it all mattered.

The Route and Accommodation

The route took us up through Bourke, and central Queensland, including Cunnamulla, Winton, Lawn Hill Gorge, Karumba (on the Gulf), Weipa, Bramwell Junction and on the Old Telegraph Track into Sesia. From there, the short final push would be on day 31 to the tip of Cape York. The return taking us to Cooktown and Cape Tribulation. 33 dedicated souls were expecting to make it to Port Douglas by the 40th day for a final celebration before each car heading back homeward at their own pace.

2020 2CV RAID (cont)

Road conditions, and weather, were very good for the small cars and we were averaging 80-90kph in the outback, on tar, with the exception being some dirt roads after a rain and the days we drove on pounded out corrugated roads north of Morton Telegraph Station. This included the Old Telegraph Road and the final road to the tip of Cape York.

All RAIDers had to constantly check for wildlife, relaying all sightings via CB radio to those behind. We encountered countless kangaroos, wallabies, Brahmin cattle, long horned steers, snakes, brolgas, jabiru, wild pigs, sheep, horses, and thousands of raptors looking for the roadkill. Some of those eagles were as big as the roadkill itself. Many critters ran between the vigilant but surprised 2CVs.



Accommodation throughout the RAID included cabins, rooms and dongas but was mainly camping in tents for two in all conditions. We have camped at roadhouses...think petrol and a Chiko roll, with a square of barren, rock hard red dirt, next to the moving road trains on which to pitch a tent. But, also in caravan parks, on tropical beaches and at fair dinkum ridgey-didge cattle stations, where the menu might

consist of steak and potatoes, then falling asleep to the snuffling and snorting sounds of the cattle we didn't eat for dinner.

The most popular form of transport, by far, is the chunky four wheel drive towing a checker plated off road camper...certainly massive counterpoints to the light diminutive 2CVs.

But, literally everyone, will want to speak to the 2CV owners. They will wait outside the car, approach you down the street, in cafes, shops, at petrol stations, at camp sites, in camp kitchens and invariably ask to take a photo. There is something universally approachable and engaging about a flock of 2CVs.

The Experience

The typical RAID day turned out to be up early (earlier for longer driving days), break camp, pack vehicle, drive, manage any roadside repairs, talk to everyone you meet about the funny vehicles you drive and why. You also make camp, get stuck into 2CV maintenance, prepare meals (or eat at roadhouses/pubs etc), sleep and do it all again, and again.

Mechanical issues were expected and constant. Discussions were resolved by figuring out who had the required spare part, who has the most experience working on that bit of the car, and getting those variables together. From the seemingly constant greasing of kingpins, minor shaking loose of electrical connections to dead alternators (three of them), split driveshaft gaiters (many), dented wheel rims, broken shock absorber bolts, failed starter motor (bush welding required), broken forged suspension rod end (miraculous road side save by a thong wearing mechanic using an angle grinder). Even our red 2CV had a morning with its engine out to swap in a replacement clutch thrust bearing and a new clutch cable.

The toughest driving was on the dry corrugated tip of Cape York roads where driving to the conditions means varying between skimming on top of the corrugations at 70kph to 20kph driving in the sandy gutters to avoid the road completely, and then a walking pace over washouts or the most severe corrugations which would damage any car, 2CV or not.

The only heavy weather of the trip was the rain at Lawn Hill Gorge which meant the road between Adele's Grove back to Gregory, which is essentially dust and dirt, turned into mud...lots of mud, with much slipping and sliding, floodwater crossings...and a few heart stopping moments.

2020 2CV RAID (cont)



The Spectacular

Winton provides for a long rest where we have had a chance to visit stunning dinosaur archaeological sites, experience an evenings entertainment with Graham Dennes as guitarist, band leader and a night of music involving all RAIDers. The Winton Outback Film Festival was also on, and a delight.

A walk around the Lawn Hill Gorge itself and up the steep lookout provided sensational views of a Shagri-la landscape, not to be missed. A mind-bending collection of waterfalls, river, lagoons, high cliffs, lush rainforests all hidden in a wilderness of dry brush and red earth.

Leichhardt Falls...another spectacular bit of geography with our first freshie (fresh water crocodile) spotted.

Exceptional world renowned Quinkan rock art at Laura could not be missed.

Karumba, the Barramundi Capital of Australia, has vivid sunsets over water (rare except to those from WA). All roads lead to the Pub at the Point...where we sit and watch, oooh and aaahhh, whip out the iPhone and pretend to be Influencers.



We camped at the beach at Seisia...which is the northernmost settlement on the peninsula. We caught the ferry to Thursday Island, and did a tour. The highlight being the discovery of information about Bernard Namok the designer of the Torres Strait Flag, and finding out that Eddie Mabo's home island was in the Torres Strait where he is buried.



2020 2CV RAID (cont)

The final push of 30 odd kilometres to the top...the track is considered difficult. But for us, there was only one deep creek crossing which we all managed to navigate, and so we took the cars as far as 2CVs (or 4x4s) can go...and walked the last kilometre along the beach and up and over the rocks to the tip of The Cape.



On our way to Port Douglas we visited the Daintree forest, with Daintree River views and wildlife, cassowaries, spear fishing with indigenous guides and the spectacular hinterland.

A RAID is, of course, about the people and allows 2CV owners to bond over challenges, support each other, share the surprises and enjoy companionship. After the farewell dinner in Port Douglas, all bonnets were pointed downhill for the homeward trek...which, for us, took a few weeks.....with kinder roads, more people to visit, more sights to see, finer dining and gentler accommodation. A fitting end to a once in a lifetime Citroën 2CV adventure.



Recycling Renault buses at Transport Canberra

Chris Forsey

Recently I attended a tour of the bus repair and maintenance workshop that forms a part of the Belconnen bus depot. Transport Canberra has over 450 buses in its fleet, with more than half of them operating out of the Belconnen depot.

We were shown through the various workshops which include daily fuelling and maintenance through to major overhaul which includes mechanical, body and trim. There are dedicated areas for in-house body repairs, re-upholstery of seats and engine rebuilding, as well as being accredited to do their own heavy vehicle registration inspections.



Inside the workshops – vast spaces, some with inspection pits



Renault bus being stripped for parts – nice paint job!

Some of the figures quoted include that the current cost of a new rigid vehicle \$550,000, articulated vehicle \$750,000, and a rigid zero-emissions vehicle \$800,000 to \$1,000,000. Transport Canberra is committed to a strategy of transition to a zero emissions fleet by 2040.

In one of the workshops I spied a pair of Renault buses which were being 'recycled' i.e. parts being removed to keep other buses mobile. Sad to see these buses no longer in service but good to see thoughtful recycling and reuse.



Mack tow truck for buses



Scania engine rebuilt with ZF gearbox attached

Peugeot 203 Spécial Darl'mat

John Pressnell, Classic & Sports Car

Paris Peugeot concessionaire, Emile Darl'mat, had already had a radical crack at the market with the magnificent pre-war 302/402 Spécial Sport, a series of 105 roadsters, cabriolets and coupés styled by Georges Paulin and bodied by respected coachbuilder Pourtout. Such an extravagance was not feasible post-war, however, not least because Peugeot moved to monocoque construction with the 203 in 1948.

It was more about style than performance – the 1290cc engine got a modest increase in power, with twin Solex carbs, a skimmed head to increase compression ratio and a modified exhaust. Result: a top speed of just over 80mph versus 70mph in the standard 203. [From 1952, the engine was bored out to 1467cc, making it closer to 100mph]

As Peugeot's biggest Paris dealer, Darl'mat persuaded the Sochaux factory to send him the cars in part-knocked-down form, making the transformation easier – chopped pillars by 7cm, lower bonnet section, new bootlid with a wonderful fin, plus retailored wings, modified suspension, remade interior (including leather seats), and given France's love affair of the time for aluminium dress-up items, there was plenty of aluminium bling.

Today, there are 11 recorded survivors, including two cabrios...

Full story: [Peugeot 203 Spécial Darl'mat: France's unlikeliest sports saloon?](http://www.classicandsportscar.com/Peugeot-203-Spécial-Darl'mat-France's-unlikeliest-sports-saloon/) | [Classic & Sports Car \(classicandsportscar.com\)](http://www.classicandsportscar.com)



2022 French Car Festival
Cruden Farm, Langwarrin
SUNDAY 16TH OCTOBER

- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 12.00
- \$10 entry for display cars
- General admission and car park off Cranhaven Rd.

Presented by the Peugeot Car Club of Victoria in association with Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia

www.pccv.org
 For further details contact PCCV 0427 203 206 or Andrew Drum 0418 441 555 aaorum@gmail.com

**French Car Club of Canberra Inc
General Meeting
26 July 2022
MINUTES**



1. Present

Brad Pillans
Neil Sperring
Greg Francis
Charles Birch
Lisa Molvig
Glen Bryden
Neil Birch
Barry McAdie
Colin Handley
Allan Lance
Bryan Clarke

2. Apologies

Lisa Molvig
Leigh McEwan
Bernard Wright
Ian Brock

3. Introduction

The meeting opened at 8.17 pm.
Brad welcomed everyone.

4. Minutes of the previous meeting

Brad moved that the minutes of the June meeting be accepted as a true and accurate record of the meeting, seconded Colin Handley. Carried.
Matters arising, if there are any, will be dealt with during the meeting as is our usual practice.

5. Financial Report

Account balance with Bendigo Bank is \$19,385.04, about \$1000 more than at the same time last year.
Neil Birch moved that the report be accepted, seconded by Barry McAdie. Carried.

6. General Business

Council of ACT Motor Clubs:

'Ownership' of Marques in the Park to be assumed in full by American Car Club. Council to be a sponsor only with no legal responsibility.

Council AGM is on 15 September. Financial documents now with the auditor.

Financial report: Balance of \$25667.31. Receipts available in hard copy. Accounts available electronically.

Secretary: 69 clubs properly affiliated. Clubs outstanding are principally static clubs. FCCC properly affiliated.

Mustang club enquired of NCA for use of Old Parliament House lawns for display. NCA replied that this is possible and provided 48 page book of requirements. These available online from the Secretary. Council to request a meeting with NCA to discuss.

Publicity: The original site of the Pie Cart is marked with a poster near the Top Hat Café in Manuka.

There followed a lengthy discussion on EVs and the future availability of fuel for combustion engine vehicles.

Next council meeting 18 August.

Social events:

Next outing is to a winery in Murrumbateman on 28 August.

Magazine:

Brad requested written articles rather than just a link for a story; very grateful for all contributions.

Other business:

French Car Day Telopea: Barry has sent email re club involvement. No reply as yet. Steven Farmer has indicated Shannons presence as the official sponsor. Brad to liaise.

Awards for the day to remain the same as "People's Choice", based on community response and votes.

Christmas barbecue: Moved Greg, seconded Barry that the venue be the Spanish Club at Narrabundah, that the event also be the club Show & Shine (but not formal concours d'elegance) with competition categories to be determined but to be inclusive to reflect ALL members cars e.g. daily drive, to be determined by members votes, and to be provided by the club. Passed unanimously.

Club member of the year: Our Car Club has the facility to record points. A simple system of participation is proposed, e.g. points for meeting and event attendance including French car use. Suggestions eagerly welcomed. Greg to draft a proposal for next year.

7. Meeting close/next meeting

The Meeting closed at 9.16 pm. Next club meeting will be at the Raiders Club at 8pm, Tuesday 23 August 2022.

Most Makes & Models

SORRY NO CITROENS

Canberra Continental
Service Centre

- REGULAR SERVICING
- MOTOR REPAIR
- EXPERT ADVICE
- GREAT VALUE
- QUALITY PARTS AND COMPONENTS
- STATE OF THE ART DIAGNOSTIC TESTING

**Complete Service
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