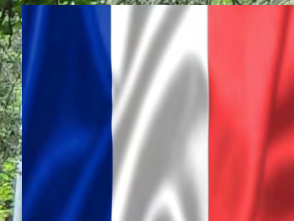




French Car Torque

Magazine of the French Car Club of Canberra



November 2022



On the cover A magnificent 1904 De Dion-Bouton, owned by John & Lynne Prentice, leaving French Car Day with John at the wheel. Photo by Brad Pillans

FRENCH CAR TORQUE

Official journal of the
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(FCCC)

PO Box 4183, Hawker, ACT, 2614.

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

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Bonjour Francophiles,

My 508 is back on the road with a full set of alloy wheels after a wheel-eating pot-hole encounter, described in last month's column.

Not being able to get the bent alloy straightened at short notice, I opted for a second-hand replacement, organised by Tyreplus in Philip (formerly known as Woden Tyre & Exhaust).

I've kept the bent alloy as a spare. Barry McAdie says his mate, Bruce, at Rallimax in Fyshwick, can fix damaged alloys, so I might investigate paying him a visit at some stage.

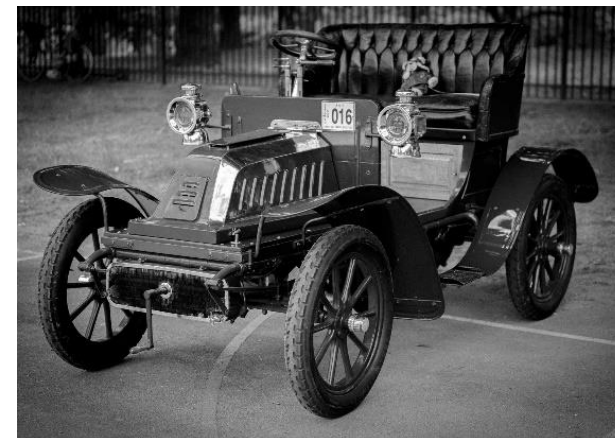
And a bit of good news – Tyreplus also contacted Michelin who replaced the damaged tyre free of charge, since it was only 3 months old.

Also at no cost, my wife (Sue) had a badly cracked windscreen replaced last week – we have windscreen insurance – after a bigish pebble was thrown up by the vehicle in front. Yet another outcome of the poor state of our roads after all the recent rain.

This month's Canberra French Car Day, held at the Telopea Park School fete, was a great success, despite the low turnout of display cars – sadly Sue and I had other commitments on the day, so we were unable to participate. I did, however, drop by at the start and end of the event and was rewarded by seeing what is very likely to be Canberra's oldest French car – and one of the oldest in Australia.

The car, owned by John and Lynne Prentice, is a 1904 De Dion-Bouton Model 'Y' with single cylinder 6 hp 700 cc engine and 3 speed (plus reverse) gearbox. Top speed is said to be 40 km/hour, and John drove it to and from the display. He says that the car, which is in beautiful working condition, was retrieved from a farm at Kadina, in South Australia, and restored by George Brooks in the 1960's. It was absolutely fitting that John took out the prize for best overall car on the day.

My thanks to Greg Francis and Barry McAdie for organising the event and to Shannons for their generous sponsorship. The French-themed fete at Telopea Park School really is a great venue for French Car Day and members of the public actively participated in voting for their favourite cars.



The 1904 De Dion-Bouton in B&W. Photo: Karine Cornolti

This month's club meeting will be at our usual venue, the Raiders Club, at 8 pm on Tuesday 25th October, with dinner and drinks from 7 pm. I look forward to catching up with you on the night.

Then, our final event for the year will be our annual Christmas Party at the Spanish Australian Club, in Narrabundah, on Sunday 11 December.

Au revoir,

Brad Pillans

P.S. With closure of the Civic Square post office, we have had to relocate our postal address to PO Box 4183, Hawker ACT 2614.

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CLUB EVENTS 2022-23

Calendar

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

11 December Christmas BBQ, from noon at the Spanish Australian Club, Narrabundah. Catered by the Spanish club and funded by FCCC, i.e. free for members. RSVP ESSENTIAL for catering purposes, to gregory.allen.francis@gmail.com by Wednesday 7th December.

19 February 2023. Shannons Wheels

Wheels vehicle charity display brings together veteran, vintage, historic, classic, and modified vehicles from the Canberra region. The event will be held at the Queanbeyan Showground on Sunday 19 February 2023. Entrants are encouraged to register their vehicles online in advance. This will help organisers plan the layout for the more than 700 vehicles expected to attend.

Online registration, which is free, is done via Eventbrite, here: www.Wheels2023.eventbrite.com.au

For further information please contact Wheels Coordinator, Bob Alexander, on 0417 880 064, or by email at rjacgs@hotmail.com

28 February 2023 French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

French Car Drives in 2022 and 2023

These occur on the 4th Sunday of even months (except December). I am now planning the program of drives for 2023. So far on my list are Sutton Village bakery, the Cooma Car museum, possible visit to FCCC members' shed in Cootamundra, possible visit to Rover club members' shed in Goulburn. If you have any other suggestions of places to visit, please send me an email on reno1338@hotmail.com.

Lisa Molvig, Social Secretary



Aerial view of Shannons Wheels 2021 Photo by S Molloy
Source: Council of ACT Motor Clubs

Canberra French Car Day Telopea Park School Fête Saturday 5 November

Barry McAdie

The Canberra French Car Day was held at Telopea Park School Fte on Saturday 5 November 2022 under a partly sunny sky. Only 13 cars turned up for the event with at least two from NSW. Very disappointing rollup by our club members. There were 5 Peugeots, 3 Citroens, 4 Renaults and an immaculate 1904 De Dion-Bouton. The latter was a big hit with members and the viewing public, particularly the children. It was driven to and from the display by its owner John Prentice (see front cover image).

Trophy winners were:

Best Peugeot: Colin Handley, blue 403 sedan

Best Renault: Bob Billards from NSW, blue R8 Gordini

Best Citroen: Bruce McCubbin blue 2CV

Best Modern French Car: Barry McAdie, blue 2018 Alpine A110

Best French Car Outright: John Prentice, blue 1904 De Dion- Bouton.



Above: 1904 De Dion-Bouton, owned by John Prentice, with Barry McAdie's nice Alpine A10 behind. Photo: Brad Pillans

The most pleasing aspect was the huge number of members of the public participating in the voting – a total of 71 votes were counted so almost 60 votes were cast by the public. All the winning cars were blue!!

A big thank you to Shannons for sponsoring the event and to the Telopea Park School for allowing our French cars to be displayed at the fête.

Below: Peugeot display including Col Handley's winning 403.



Above: Renault trio, including the R17TL owned by Ben Emmelcamp, a close second to Bob Billards' winning R8G and Luke Drady's R25 Baccara.



Photos by Barry McAdie



Above: Citroen line up including the winning blue 2CV owned by Bruce McCubbin

Left: Bob Billards' immaculate R8 Gordini, winner of Best Renault

Canberra French Car Day: A photographer's view

Karine Cornolti

As luck would have it, photographer, Karine Cornolti, was at the Telopea School fête, and she took some beautiful pictures of our beautiful cars. Karine was happy to share her photos with us and says if any club members need a photographer anytime, or you would like high-res copies of any of the French Car Day images, please contact her by email: moonboxer26@gmail.com

See more of Karine's images on page 15

More French car Day images by Karine are available, so if your car is not here, she probably has a photo of your car that she can send you!



Local event

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. \$6,000. Reluctant sale, due to ill 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



Peugeot bits

505 power steering seals \$5 each, new 405 and 505 rack boots \$10 each, 504 and 505 trapezoidal headlights
Contact Colin: 0414 484 398

Berlingo 4 stud wheel and good tyre

A steal at \$5. Contact Colin: 0414 484 398

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



Wanted

New or used brake booster for 1998 model 1.8 litre Peugeot 306.

I believe the part number is 3535H2, but the number may not be visible on a used booster. If you know of one, please contact Leon Arundell on 0431 979 184.

Wrecking

Black 2008 Peugeot 407 SV V6 petrol sedan.

Just over 98,000kms on the odometer and was driven to where it now lays. Has major oil leaks in the engine and a split cooling system "evaporation chamber" and a small scrape on the back offside mudguard. If anyone is interested in any bits please contact Flash on 0418 11 00 78, and we will see if it is something we don't need and then see if we can get it off without too much drama.

Citroen Bijou, a 2CV “jewel”

Lisa Molvig

A few months ago, I had never heard of a Citroen Bijou. It was an article from Classic and Sports Car magazine, April 2021, which alerted me to the existence of this 2CV variant. Forwarding a copy of this article to FCCC members made me aware that there used to be a Bijou in Canberra. This led me to a lengthy search to try and learn of its current whereabouts.

The Bijou was designed and built in the UK at the Slough factory. Peter Kirwin-Taylor, of Lotus Elite fame, designed this two-door, hard-top coupe with an aerodynamic body shape made from fibreglass. It used all the mechanicals of the 2CV but had several body parts from the DS, including the single spoke steering wheel. Glass fibre moulding and assembly was in its infancy in the 1950s, so there were many issues with maintaining consistency of dimensions of the panels. The Bijou was available in Daffodil, Coral, Dove Grey or Sherwood Green paint finish.

Whilst designed to look faster than the regular 2CV, the plastic body was in fact heavier than the regular metal body. The Bijou did return better fuel economy than the 2CV due to a remarkably low drag-coefficient, similar to the DS. The engine is 425cc, all alloy, overhead valve, flat twin. Transmission is three speed manual with over drive, and front wheel drive. They were right hand drive, designed for the UK and “Empire” market.

The Bijou was launched at the London Motor Show in 1959 and production started the following year. Unfortunately, the BMC Mini was launched the same year, so competition in the small car market made it difficult for the Bijou to compete. The Bijou was 150 UK pounds more expensive than the De Luxe Mini. Only 211 cars were built between 1960 and 1964, but many remained unsold. Production was so expensive that the model made Citroen no profit.

There is a Bijou register as part of the 2CV club of Great Britain. They have records of about 150 cars, but only 25 are on the road or being restored. Six cars were apparently exported to Australia, but they have no details about these Australian export cars. In 2012 the Bijou Registrar, Dave Shove, posted on Aussie Frogs Forum that he was researching the story of a Bijou that had been driven from England to Australia in the 1960s by Adrian Hoad.

I recently found another article about Bijou on the internet, written around the same time, in which Dave Shove and Adrian Hoad had communicated in the comments section. Adrian had driven his Bijou from England in 1969/70 through Asia as far as Kathmandu. He had to sell the car there and find other transport to Australia. About 30 years later he was at a model railway expo in Newcastle NSW and met a fellow who had just bought his Bijou from a seller in Darwin. How the car got from Kathmandu to Darwin is unknown. The car is believed to have been bought by a Citroen collector near Mittagong called John Vanechop but it is unknown if he still has it. An article was supposed to have been written and published in the UK Citroen car club magazines in around 2012, but the current Bijou Registrar, Garry Whelan, has no record of this. Dave Shove died a few years ago and Garry only has the information collected about cars in the UK register. It was Garry's car which featured in the recent Classic and Sports Car magazine article.



Garry Whelan's Citroen Bijou in England, photo Garry Whelan

The Bijou in Canberra was owned by Sandy Johnston, a founding member of the Citroen Association of Canberra. We have to assume that this car was one of the six exported to Australia in the 1960s. The only image I have been able to find of this car was via Trove, an article from the Canberra Times in 1980 which was advertising an upcoming Cit-In in Canberra. Sandy died in late 2012 and many of his fellow CAC members of that era have also passed on, so tracking the whereabouts of the car has been very difficult.

Citroen Bijou (cont)

Thanks to several current FCCC members I have been able find that the most likely resting place of Sandy's Bijou is in John Vanechop's collection near Mittagong. Peter Alabaster tells me that the car sat in Sandy's driveway for over 20 years and the fibreglass body was badly affected by the Australian sun. The car was inherited by Sandy's son, who may have later sold it on to John at Mittagong. I have not been able to confirm whether John bought the car and/or if he still has it.

Trio of Citroens



Mrs Chris Johnston, left, and Mrs Judith Gresche look at the engine of Mrs Gresche's 1950 model Citroen Light 15 outside Parliament House yesterday during the second annual meeting of the Citroen Association of Canberra. Members drove their cars to Parliament House after gathering earlier at Telopea Park. Mrs Johnston owns the Citroen 2CV Bijou, the only one in Australia, on the left, and the Citroen CX 2400, right, is owned by Mr David McEwen, of Holt.

Image from Trove, www.nla.gov.au

I have been able to find one Bijou in Australia which is running and registered. It is in Queensland and owned by Serge Doumergue. This car was a private import from the UK about a decade ago. It was bought via E-Bay from a deceased estate in partly restored form. The car was transported to France and then Holland for more restoration prior to shipment to Freemantle, WA. Restoration was completed in WA and the car now lives in QLD. He is a member of the Citroen Car club of QLD and is often used for club events. He reckons it is the only registered Bijou in Australia. Serge tells me that the car is unusual to drive as the steering wheel is more toward the centre of the car rather than in front of the driver. The driver also sits lower than a standard 2CV with their legs out-stretched. The extra weight of the car also makes it a bit clumsy, however he enjoys driving it. He also mentioned that it may be for sale soon.



Serge's Bijou at its' first Show and Shine. Photo: Serge Doumergue

The research continues and hopefully I will be able to write a follow up article in the future.

References:

"Bijou and Compact" Classic and Sports Car magazine, April 2021. Trove: <https://trove.nla.gov.au/newspaper/article/110585005?searchTerm=Citroen%20Bijou>

"A Jewel from Slough" Citroen Classic Owners Club of Australia magazine, <https://citroenclassic.org.au/wordpress/wp-content/uploads/2019/12/Vol-21-No-1-May-June-1997.pdf>

425cc's of mystery: 1964 Citroen Bijou

<https://bringatrailer.com/2010/10/18/425ccs-of-mystery-1964-citroen-bijou/>

Bijou register, The Deux Chevaux Club of Great Britain.

<https://www.2cvgb.co.uk/registers/bijou-register.html>

Aussiefrogs Forum

<https://www.aussiefrogs.com/forum/index.php?threads/citroen-bijou-john-vanechop.98447/>

1909 Renault AX

Rob Woolley, October 2022

The Renault AX was manufactured between 1908 and 1913. It was an economical and simple design, based on the AG taxis which had been servicing Paris since 1905. The AX has a 2-cylinder engine designed by Renault, 1060 cubic cm and 7-8 hp. It has a 3-speed gearbox and a maximum speed of 50km/h. The body has two seats and a boot for storage of accessories and equipment.

We purchased the Reno in 1985 from Jim Norman in Goulburn.

The Reno was made up from a number of different cars. The chassis came from The Rock near Wagga Wagga, and the engine, gearbox and differential came from another chassis in Queensland. The restoration was completed by Jim Norman and Bruce Booby in Goulburn. The bonnet, guards and body were completed by Jim and Bruce at the TAFE College in Goulburn. The restoration was completed in the early 1980's. Jim sold the car to us due to health problems as he suffered from asthma and required oxygen.

The Reno required some sorting of brakes and other minor issues when we purchased the cars but it has been a reliable rally car for the past 37 years during which time we have travelled over 30,000 miles. It has been driven at National Rallies in Queensland, NSW, ACT, Victoria, Tasmania and South Australia



The car has had regular maintenance with the differential being rebuilt, cylinder block and pistons replaced due to a crack in the block and two years ago I had to buy a new gearbox casting and have it machined. This has taken 2 years and I hope to have the gearbox fully machined and assembled in about 2 weeks' time. In 2018 we purchased a 1915 Model T Ford Town Car and since then the Reno has been resting and only taken out for 1 and 2 cylinder events when it was running.

Reference: <https://www.cars-of-the-legend.com/en/renault-ax/>



Photo: The Renault AX in Tasmania for 1 and 2 cylinder rally in 2004.



Photo: Rob in the driving seat of the Renault AX next a Renault ACTION bus

Plug for Peugeot among BEVs

Peter Wilson

While Peugeot Australia is yet to join the battery electric scene, last month the company scored the front page for its top-priced 3008 GT Sport plug-in AWD in a rare return-to-print version of the Herald's and Age's usually on-line only Drive section.

It was both opportunist and cheeky with its reminder its PHEVs offered the practicality for Australia of full electric mode plus a combustion engine for longer trips such as between our major cities. This is because the eight-page "Getting Australians ready for electric cars" section was primarily devoted to battery electrics explained that 31 models are on sale and at least another six are on the way.

Reminding that batteries are expensive to produce and BEV prices start over \$40,000, Drive mentions three are under \$50,000, 19 are in the most popular \$50,000 to \$120,000 group and nine are over \$120,000.

Drive recalls that famous 2019 election warning and reports the first of several electric utes will be here this month "to save your weekend".

Either Peugeot's e-Partner or e-Expert will this year join the Mercedes Vito Tourer and the Ford E-Transit for the e-van trade while the e-208 is being considered and a 308 PHEV is due next year. In Europe, Peugeot has vaulted ahead with an electric version of every model while the European Council has confirmed the phasing out of almost all new cars with combustion engines by 2035 to help address climate change.

Stellantis chief Carlos Tavares, the Peugeot group boss before the big merger, is not happy with the trends, warning that an outright ban on combustion cars would have "serious social consequences that are not manageable" because of restricted movement and the disruption to jobs while car plants and suppliers switch to electric.

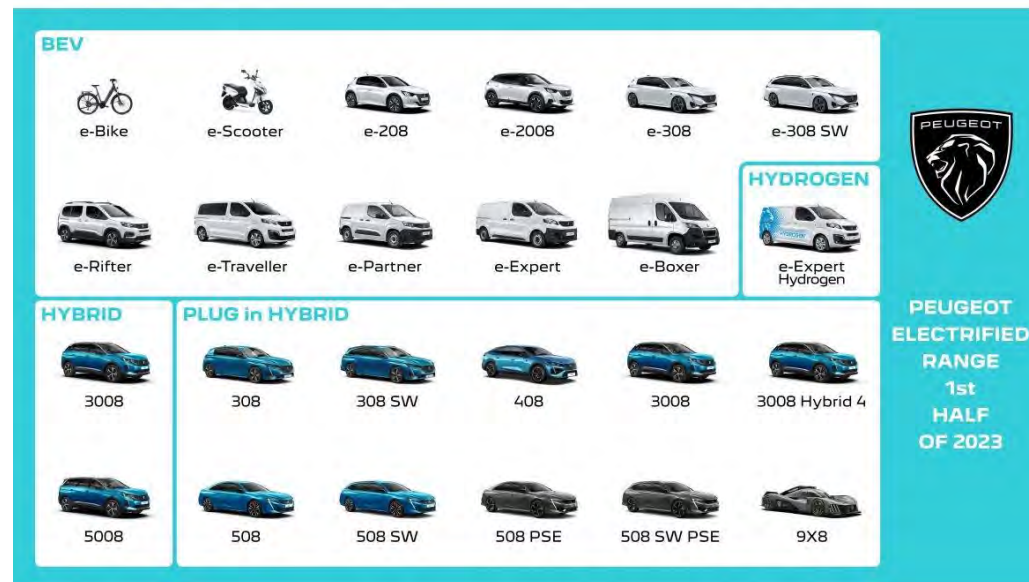
Saying again that batteries are unlikely to become cheaper, he wants a transition that allows the sale of low-emission hybrids and plug-in hybrids.

"Electrocution is a technology chosen by politicians, not industry," he told a European media gathering. "An electric car needs to drive 20,000 km to compensate for the carbon footprint of manufacturing the battery and to start catching up with a light hybrid vehicle, which costs half as much as an EV."

He slammed the delayed stricter Euro 7 emission regulations now due in 2028 as a waste of resources given it's for a limited time. Car makers might be pushing their engines beyond what is possible, leading to an increased risk of failure.

"It has been postponed many times already, as we're reaching the limits," he said. "You reach physical limits. You shouldn't go beyond them. ... We're ready for electrics."

Tavares told the Detroit Free Press that while Stellantis is also adding BEVs and electrified models across its US brands after proving with its European brands it can build performance cars with a small carbon footprint, but it does not plan to set a deadline for phasing out combustion engines. "I think we have to be a little bit humble" he said. "We have to do what makes our customers happy." Meanwhile, he has suspended plans to return Peugeot to the US, saying the merger has changed strategic considerations.



Live wires: Every Pug model now has a fully electric option for zero emission driving.

Dacia coming downunder

Paul Gover, Drive

Renault will bring its budget affiliate Dacia from Romania to Australia in 2024, but the vehicles may not have a five-star ANCAP safety rating

Renault is targeting an attack on Australia's budget-car market using its Romanian value brand, Dacia, from 2024.

An all-new Dacia Duster compact SUV will lead the launch, but all Dacia models planned for sale locally will wear Renault badges to avoid confusion for customers – and bypass the massive costs of establishing a new brand in the overcrowded Australian market.

It is likely to be followed by the larger Bigster family SUV, already previewed as a concept but not set for production until 2024 or 2025. However, to meet its targeted low prices, the Renault-owned company's vehicles are not engineered to score five-star safety ratings – and lack many of the advanced safety aids fitted to dearer cars.

"We see a terrific future for the Dacia [models], but badged as Renault for sales here," Glen Sealey, general manager of Renault Australia, told Drive. "Everything has to be new-generation product. The current generation of product won't work. We would see it starting with the all-new Duster. It won't be released until 2024".



Above: Dacia Bigster concept

"[Dacia has] unveiled the Bigster and we'd have our hand up for that [once it reaches production]. Any new product that Dacia would introduce, particularly around the SUV space, we'd be keen for."

Mr Sealey said the Dacia project had been underway since the Ateco Group – a highly-successful independent importer with a history including Australian agencies for Suzuki, Audi and Kia – took over the distribution of Renault in Australia from April 2021.

"We are still a long way off. We would have brought the Duster in [its] current form, but ADR85 [a side-impact safety requirement that killed the Nissan GT-R in Australia] put paid to that. It was never going to happen," he said.

The executive believes changes in the Renault range will create clear space for Dacia in Australia. "As we move into the electrified space, and with Megane [E-Tech Electric hatchback] ... coming through, the core Renault range will be moving up. That leaves room for something like the Dacia brand."

Full Story: [Dacia budget brand due in Australia in 2024 with Renault badges but safety doubts - Drive](#)

[I saw quite a few Dacias on the road in New Caledonia in 2018 – Brad]

Pre-paid servicing plans for Peugeot and Citroen

Peter Barnwell, GoAutoNews, 9 Nov 2022

Stellantis duo, Peugeot and Citroen, have announced new pre-paid three- or five-year service plans across their entire model line-ups aimed at simplifying the service procedure for customers and providing assured prices in a volatile, inflationary economic climate.

Further, the plans are an incentive for owners to utilise brand dealerships and authorised factory service providers thereby boosting their profitability rather than give business to third-party service operations.

Model dependent, Peugeot owners can now save up to \$1164 on a five year pre-paid service plan compared to previous pricing while Citroen owners can now save up to \$818, again model dependent over a five year term, according to Australian importer Inchcape.

Other European brands, as well as Hyundai, already offer similar schemes, enabling customers to bundle maintenance with their vehicle finance packages.

The service plans are available on vehicles purchased after October 1, 2021 and came into play on October 1, 2022.



Renault to split business and link with Geely

Neil Dowling, GoAutoNews, 13 Nov 2022

Radical overhaul of Renault includes splitting off EVs, JV with Geely to make more ICE cars



As the world shifts towards electric vehicles and turns its back on fossil-fuelled cars, Renault has struck a deal with China's automotive giant, Geely, to plan a range of internal-combustion engines for itself, and for future partners. The radical move is one of a string of overhauls of Renault's business plan announced this week in Europe.

Ultimately, Renault wants to separate its activities into five businesses – EVs, ICEs (including hybrids), financial services, mobility and its sports-car brand, Alpine. Along the way, it said it would deepen ties with Geely (which already has a joint-venture with Renault in the former Renault-Samsung car plant in South Korea) and spin off its electric vehicles unit through a stock market listing next year.

Increased support for Alpine includes expanding its markets into the US and China, and introducing new model variants including a crossover and a hatchback.

Full story: [Renault to split business, link with Geely \(goauto.com.au\)](https://goauto.com.au/news/renault-split-business-link-geely/)

More French Car Day pics by Karine Cornolti

Contact Karine: moonboxer26@gmail.com



Local event

Citroen here for the long haul in Australia

Peter Barnwell, GoAutoNews, 1 Nov 2022

Despite having sold just 204 units to the end of September this year, Citroen remains a committed player with “ambitious” plans for the next half-decade in Australia. To put that in perspective, a single medium-sized car dealership representing a mainstream volume brand would expect to have sold at least this number of new vehicles in the same timeframe

But Citroen is upbeat about its future both here and internationally, with Peugeot Citroen Australia managing director Kate Gillis pointing to a big future for the brand, a sentiment shared by global Citroen CEO Vincent Cobee.

At the recent Australian launch of the new Citroen C5 X, Ms Gillis said Citroen's range will continue to grow, with its first plug-in hybrid (PHEV) here soon and likely first battery electric (BEV) offerings to follow. Prime candidates for the shift to electrification include a PHEV variant of the C5 Aircross medium SUV and a BEV version of Citroen's best-seller in Australia, the C4 small SUV, called eC4.

Mr Colbee outlined the company target as “to build affordable, sustainable electric cars that exude freedom”. With the vehicles like the Ami electric quadricycle and the new Oli concept, Citroen is seeking to offer a pathway to affordable, responsible and fun electric mobility.



Above: The Citroen Ami quadricycle

Full story: [Citroen here for the long haul in Australia | GoAuto](#)

Renault technical help

Barry McAdie, FCCC Technical Officer

The FCCC has a library, special tools and consumables to help members to maintain their Renaults. These items are at my place in Fraser for access by FCCC members.

There are Renault factory workshop manuals that cover various Renault models like the 4CV, Fregate, Caravelle, Domaine, R4,R10,R12,R15,R16,R17,R18, R20,R30 and Fuego. There are also numerous Renault factory parts manuals covering the above models plus R5,R8,R25 and specialised manuals on engines, auto transmissions and manual gearboxes, paint and electrical items.

In addition, there are after-market manuals published by Haynes, Autobooks, Scientific, Intereurope & Glenns covering various models. Manuals are available for loan to members on payment of a deposit of \$20 for each and will be refunded on return of the item. There also several special tools to help in repair and maintenance of your Renault which are available for loan to members on payment of a \$50 deposit refunded on return.

FCCC also has consumable items like oil and air filters available for sale at cost to members. These are listed below:

Air Filters: Purflux, Renault and RYCO brands to suit Fuego, R5,R12,R15,R16,R17,R18, R19,R20,R21,R25,R25V6 and a Citroen. Cost for each is \$15 and only 14 in total are available.

Oil Filters: 3 x Purflux M20 to suit Fuego,R18,R21,R25, Laguna and R20TS (RYCO) and 2 x PBR BE1092 to suit Pug 504 Diesel, 505 and petrol 505. Cost is \$15 each.

Drive shaft boot kits: 4 x SASIC brand 4003405 to suit R5,R12,R14,R16,R17,R18,R20 and 3 x Neumans brand MR1219 to suit R12. Cost per kit is \$15.

If not sold to club members over the next few months, they will be offered for wider sale elsewhere such as on aussiefrogs or eBay with funds returned to the club.

Please contact me via email (bardot@homemail.com.au) if you need any of the above.

French Car Club of Canberra Inc
Annual General Meeting
25 October 2022
MINUTES



1. Present

Glen Bryden	Ian Brock
Greg Francis	Colin Handley
Charles Birch	Brad Pillans
Lisa Molvig	Leigh McEwan
Joel Krewaz	Barry McAdie
Neil Birch	

2. Apologies

Richard Morgan
 Ross Stephens
 Adam Rustowski

3. Introduction

The meeting opened at 8.24 pm.
 Brad Pillans chaired the meeting.

4. Minutes of the previous meeting

Brad moved that the minutes of the 2022 AGM be accepted as a true and accurate record of the meeting, seconded Greg McAdie. Carried.

5. President's Report

Brad expressed his thanks to all committee members, especially to Neil Birch for taking on the Treasurer's role, to all who coordinated events and to Lisa for organising social events. Despite the restrictions of COVID successful events were held, if in a limited way, especially the BBQ at Colin's shed and the Battle of Waterloo.

6. Financial Report

The audited financial statement to 30 June 2022 was presented, showing a balance of \$19,364.88. Neil Birch moved that the report be accepted, seconded by Bill McNamee Carried.

7. Election of office bearers:

All positions elected unanimously and unopposed.
President: Brad Pillans, moved Colin H., seconded Barry M.
Vice-president: Colin Handley, moved Brad P., sec. Greg F.
Secretary (minutes): Greg Francis, moved Joel, sec. Leigh.
Treasurer: Neil Birch, moved Greg F., sec. Barry M.
Technical officers: Barry McAdie and Bill McNamee
Magazine: Brad Pillans and Lisa Molvig
Membership Secretary: Barry McAdie
Website: Leigh McEwan and Mitch Jamieson-Curran
Social Secretary: Lisa Molvig
General committee: Lisa Molvig and Leigh McEwan
Public Officer: Barry McAdie
CACTMC delegates: Neil Sperring and Greg Francis
Registrars: Brad Pillans and Lisa Molvig
Event coordinator: Greg Francis

The meeting closed at 8.48 pm, and was followed immediately by the October general meeting

Minutes of the General Meeting

Present: as for AGM. Apologies: as for AGM

Minutes: The September minutes were to have included the proposed club logo endorsed by the meeting (see below right for a mock-up featuring gang-gang cockatoos). With this addition, the minutes were moved as a true and accurate record of the previous meeting by Lisa and seconded by Greg, carried unanimously.

Financial report: Balance is \$19,190.81. Public liability insurance has been paid and Shannons sponsorship money received. Moved Neil B, seconded Joel, carried unanimously.

General business: FCD. Entry and public voting forms finalised and printed. Parking will be on the old bitumen basketball courts. Cars will be grouped by marque.

Social: Lanyon event successful despite weather and road conditions. Two events for rest of the year, to Sutton and Cooma Motoring Museum.

CACTMC report: Nil. Delegates indisposed.

Website: Domain renewed for \$22. A backup plan is required for the website. Leigh and Brad to discuss.

Problems still exist with email facility.

Club PO Box: Civic Square closing. Hawker PO proposed as the new location. Brad and Greg to organize transfer to Hawker. Closing date 23 November.

New Citroën banner has arrived. Cost \$56. Neil Birch to reimburse Neil Sperring.

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