



# French Car Torque

Magazine of the French Car Club of Canberra



March 2023





On the cover Peugeot 207 outside the Military Barracks, Kingston World Heritage area, Norfolk Island. Note the two cannons from the 1790 wreck of HMS Sirius. Photo by Brad Pillans

## FRENCH CAR TORQUE

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

PO Box 4183, Hawker, ACT, 2614.

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

All copyrights to original articles herein are reserved except for other French Car Associations and clubs which must acknowledge the source and author when reproducing them. Individual opinions expressed herein need not necessarily reflect the FCCC as a whole.

02	President's Report	10	History Peugeot coffee mills
03	2022-23 FCCC Committee Who's who in FCCC	12	News Stellantis global surge Renault links with Geely
04	Calendar Club Events 2023	13	News Global EV shock Berlingo ICE demand
05	Local event Goulburn French Car Drive	14	Technical New CRS logbook scheme Renault technical help
06	Classifieds For sale, wanted, parts and wrecking	15	Minutes Meeting minutes Feb 2023
07	News Renault sales to stay up	16	Shannons
08	News Norfolk Island Peugeot		



Bonjour Francophiles,

People like dressing up on Norfolk Island, especially in 19<sup>th</sup> century uniforms, so I felt quite at home when Sue and I were there recently. Our visit coincided with Norfolk Island Founders Day, which included a re-enactment of the arrival of the first convicts (and soldiers) on 6 March 1788, led by Lieutenant Philip Gidley King, aka well-known local resident, Brooke Watson. The photo above shows me (not dressed for the occasion, sadly), with Brooke, after the flag-raising ceremony on Founders Day.

I regularly refer to high fuel prices in Canberra, but spare a thought for Norfolk Islanders, who are paying \$2.89/litre for standard unleaded fuel. In fact. Almost everything is expensive on NI, because of shipping costs – supermarket prices are double those here. Furthermore, supermarket shelves are often bare because the ship doesn't always arrive on time, as was the case when we got there. Two days later there was much celebration as the ship (more like a barge) arrived from Brisbane, so we did not go hungry. On the upside, alcohol is sold 'duty free' and prices for your favourite tippie are reasonable. Local fish is also readily available.

Diesel generators produce most of the power on NI, but I did notice a big Tesla battery, so I'm guessing solar power and battery storage are on the up.

Meanwhile, back home, Bill McNamee and partner Geraldine are on a 3-month holiday overseas, which means that Bill's technical expertise will be largely unavailable during that time – email correspondence may be possible, but hands-on servicing is off the agenda. Bill has suggested that club members take their cars to Alpine Motors, in Philip, for any mechanical servicing during his absence. As it happened, our 308 was due for a 165,000 km service, so I had the service done at Alpine Motors last week, with no problems.

The next club meeting will be held at 8 pm on Tuesday 28<sup>th</sup> March at the Raiders Weston Club, with dinner and drinks from 7 pm, as usual. There will be no club meeting in April because our usual meeting date coincides with ANZAC Day.

Au revoir,

*Brad Pillans*

Brad Pillans, Club President



*P.S. I did get the opportunity to don a military uniform on Norfolk Island – a British one, I confess - at a murder mystery dinner where diners play parts in the play. Here I am with my brother, Robert (in the hat) and friend, Graham Lang (under the wig).  
Photo: Kate Bray*

# 2022-23 FCC COMMITTEE

## President

Brad Pillans  
30 Aspen Rise  
Jerrabomberra, NSW, 2619  
0427 662 112  
[brad.pillans@anu.edu.au](mailto:brad.pillans@anu.edu.au)

## Vice President

Colin Handley  
4 Bains Place  
Lyneham ACT 2602  
0414 484 398

## Secretary

Greg Francis

## Treasurer

Neil Birch

## Technical Officers

Bill McNamee  
15 Finlayson Pl  
Gilmore 2905  
6291 6495, 0419 279 811  
[mcnamee@amorphous.com.au](mailto:mcnamee@amorphous.com.au)

Barry McAdie  
[bardot@homemail.com.au](mailto:bardot@homemail.com.au)  
0415 907 614

## Magazine Editorial Committee

Brad Pillans  
Lisa Molvig

## Membership Secretary

Barry McAdie  
[bardot@homemail.com.au](mailto:bardot@homemail.com.au)  
0415 907 614

## Web Page Editors

Mitch Jamieson-Curran  
Leigh McEwan

## Social Secretary

Lisa Molvig

## General Committee

Lisa Molvig  
Leigh McEwan

Public Officer  
Barry McAdie

## Delegates to CACTMC

Greg Francis  
Neil Sperring

## Club Registrars

Brad Pillans  
Lisa Molvig  
[reno1338@hotmail.com](mailto:reno1338@hotmail.com)





# CLUB EVENTS 2023

## Calendar

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

**15 April** **Wheels of Wamboin**, Wamboin Community Hall, 112 Bingley Way, Wamboin. Gates open 7.30 am. Spaces limited, so get there early. Community markets, food and drinks.

**23 April** **French Car Drive** to Long Track Pantry, Jugiong.  
<https://www.longtrackpantry.com.au/>

**25 April** ANZAC Day. No club meeting.

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

**18 June** **Battle of Waterloo**. Spanish Australian Club, Narrabundah.

**25 June** **French Car Drive** to Little Sutton Bakehouse, Sutton.

**27 June** French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

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

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

**27 August** **French Car Drive** TBA. Suggestions welcome.

**26 September** French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

**22 October** **French Car Drive** to Cooma Motor Museum

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

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

## French Car Drives in 2023

These occur on the 4<sup>th</sup> Sunday of even months (except December). If you have any other suggestions of places to visit, please send me an email on [reno1338@hotmail.com](mailto:reno1338@hotmail.com). Lisa Molvig, Social Secretary



*French Car Club members were lucky to find space at last years, Wheels of Wamboin car display. Photo: Chris Forsey*



# Goulburn French car drive, Sunday 26 February

Lisa Molvig

We had 16 people attend morning tea at Greengrocer Café in Goulburn, half each from French and Rover clubs. Most people then went on to visit the home and shed of one of the Rover club members, Ian. He showed us the 1912 weatherboard cottage he recently restored and the classic cars in his collection. This included Morris Elite under restoration, Rover SD1 and Ford Capri. About half the people then returned to the café for a late lunch and long chat.





# 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](mailto:reno1338@hotmail.com)



### Topran 350 mm inner steering arms

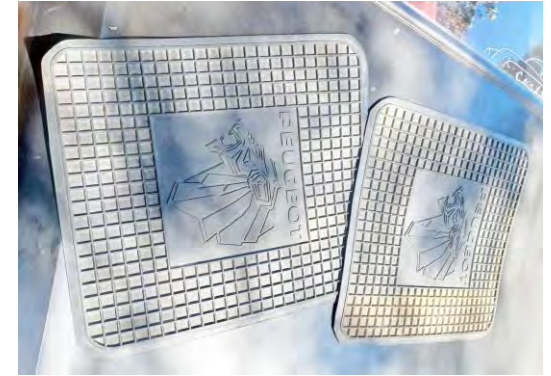
For Citroen C4 and Peugeot; number 3812EO, \$40 pair  
Contact Colin: 0414 484 398

### Peugeot sunroofs

Complete 203 and 404 sunroofs. Best Offer. Colin 0414 484 398.

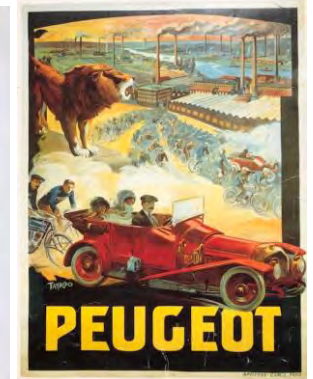
### Peugeot rubber mats

\$50 the pair. Contact Peter 0406 377 729



### Peugeot memorabilia

Early 20<sup>th</sup> cent advertising posters. Approximately 380mm high by 280 wide. Bought from a market stall in Avignon. \$30 the lot plus postage. Contact Mike Garrett [mike.garrett@bigpond.com](mailto:mike.garrett@bigpond.com)



## For sale (cont)

### 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



### Lockable Thule roof bars for Peugeot 306

\$60 ono. Located in Downer. Phone Leon Arundell, 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 110 078, 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.

## Wanted

### Roof rack for Peugeot 403 station wagon

Contact Flash: 0418 110 078

## Renault hampered by homologation costs but new models coming

Philip Lord, GoAuto, 27 February 2023

Despite Renault Australia enjoying a sales increase of almost 25 per cent last year, the brand is playing down any chance it has of continuing such growth and overtaking its local sales record set in 2015.

Renault sold 8855 units in Australia last year, the brand’s biggest sales volume since the peak of 11,525 cars, SUVs and vans it sold in this country when still a factory-owned importer in 2015. Its 2022 sales volume means it has overtaken Skoda (6502 sales) and is well ahead of French rivals Citroen (296) and Peugeot (2087).

Renault Australia General Manager, Glen Sealey said his expectations for Renault sales growth in Australia were partly tempered by the current uncertain economic conditions, some stock shortages – particularly for the LCV range – and especially by the number of fresh products viable for Australia because of Australian Design Rules (ADRs).

“We do have unique ADRs in Australia that require unique investment for a relatively small market and so putting your hand up for a new vehicle is one thing, getting the large machine that is Renault to then decide to invest in the engineering to bring a car to Australia is another.”



*The Renault Megane E-tech is due in time for Christmas 2023*

Full story: <https://goauto.com.au/news/renault/renault-aims-for-sales-stability-control/2023-02-27/90407.html>



# Norfolk Island: not quite a Peugeot wilderness,

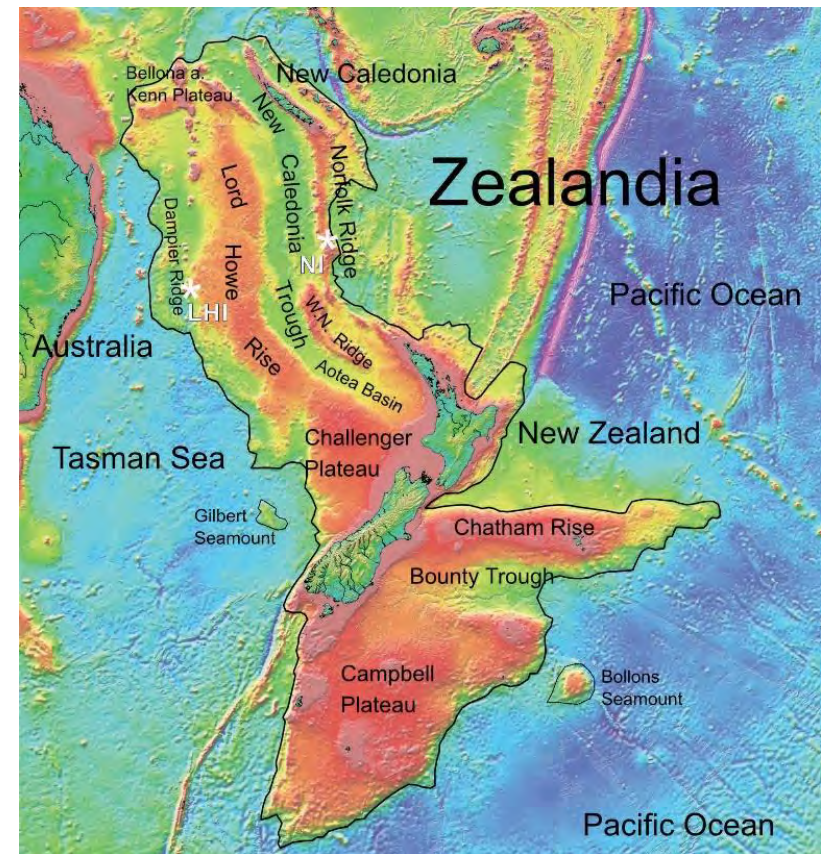
Brad Pillans

Earlier this month, Sue and I spent a week on Norfolk Island, a little Aussie outpost that is closer to New Caledonia and New Zealand than it is to Australia. Indeed, the island, which is only 6 km in diameter and just over 300 metres above sea-level at its highest point, is part of the large, mostly drowned continent of Zealandia.

Norfolk Island, like Lord Howe Island, is built of basalt, erupted from a long dead sea floor volcano around 2 to 3 million years ago (the basalt on Lord Howe Island is even older, around 7 million years old). With plentiful rainfall (1300 mm/year) and fertile basalt soils, it is no surprise that Norfolk Island is home to rainforest vegetation that shares many similarities with New Zealand. Throw in the endemic Norfolk Island Pine (*Araucaria heterophylla*) and the result is a stunningly beautiful, but distinctive ecosystem, completely devoid of native mammals, with birds as the dominant land animals. [Rats and rabbits came with Polynesian and European settlers, but numbers are controlled by baiting. Cows graze the roadsides almost everywhere, oblivious to passing traffic, but are excluded from the National Park and reserves].



Basalt boulders on Ball Beach, with Norfolk pines in the background



Bathymetric map of Zealandia showing location of Norfolk and Lord Howe Islands. Blue colours = deep ocean, more than 3 km; red colours = less than 1km deep

Captain Cook 'discovered' Norfolk Island in 1774. Polynesian people had lived there hundreds of years before, but had abandoned the island by the time Cook arrived, leaving little trace except bananas (plantain or cooking bananas) that they had planted (Polynesian rats also stayed behind).

Within weeks of the First Fleet arriving in Australia in January 1788, Governor Arthur Philip ordered Lieutenant Philip Gidley King to lead a party of 15 convicts and 7 free men to take control of Norfolk Island – they arrived on 6 March 1788 and that date is celebrated as Founders Day on Norfolk Island. More convicts (and soldiers) followed, and Norfolk Island operated as a penal colony until 1814, when it was abandoned, and all buildings were destroyed to prevent any inducement for other European powers (the French in particular) to move in.



## Norfolk Island (cont)

From 1814 to 1824 the island was uninhabited, but then the British decided to have another go, and Norfolk Island was reoccupied as a place to send the worst convicts. This second penal settlement lasted until 1855, when the island was abandoned yet again. In 1840, Alexander Maconochie became commandant of the penal colony and was known for his more humane treatment of the convicts – the Canberra jail is named after him – but after he left in 1844, commandants reverted to the former regime of brutal terror.

The next settlement began on 8 June 1856, as the descendants of Tahitians and the HMS *Bounty* mutineers, including those of Fletcher Christian, were resettled from the Pitcairn Islands, which had become too small for their growing number.

Today, the population of Norfolk Island is around 1800, and the most common surname in the Norfolk Island phonebook is Christian! Tourism is the mainstay of the island's economy, as Sue and I can attest. A lasting impression is how friendly everyone is – a local custom is for drivers to wave to other drivers on the road. And there is NO crime, no graffiti and people don't lock their cars or their houses. Our accommodation package included a complementary hire car – a small but roomy Toyota Ractis. I never did find the key fob, but it was in the car, somewhere, and that was all that mattered, according to our hosts!



View over the Kingston foreshore World Heritage precinct

Norfolk Island was self-governing from 1979 to 2015, and Sue and I were fortunate to meet David Buffett, the last Chief Minister, while we were there (Buffett is also a Pitcairn name). The island is now administered by NSW, but there is also a curious Canberra connection – Norfolk Islanders vote in the Federal electorate of Bean, with David Smith as their MP.

Finally, we get to the Peugeot part of the story – I asked David Buffett whether he knew of any Peugeots on the island (most cars are second-hand Japanese imports). He said there was “an older one, brown in colour”, so I kept my eyes open. I never did see the brown Pug, but I spotted a silver 207 in traffic a couple of times and finally found it parked outside the historical military barracks building in the Kingston World Heritage area (see below and Front Cover).



The entrance to the former military barracks, completed in 1834, is impressive, with two cannons from the wreck of HMS *Sirius* (flagship of the First Fleet) on the front steps. The *Sirius* foundered on the reef, just offshore in 1790. Knowing that the barracks building was now partly used for office space, I nipped inside to see if I could find the owner of the 207 – and I did. She said she had bought the car new in Brisbane and shipped it to Norfolk Island when she moved to the island for work. Soon after she arrived, the 207 developed a suspension problem which was fixed by a mechanic flown out from the Brisbane dealer – now that's service for you! The owner did not tell me her name, but I gave her my business card and said if she'd like a copy of our newsletter (with her 207, featured) she could email me, and I would happily oblige. No contact yet!

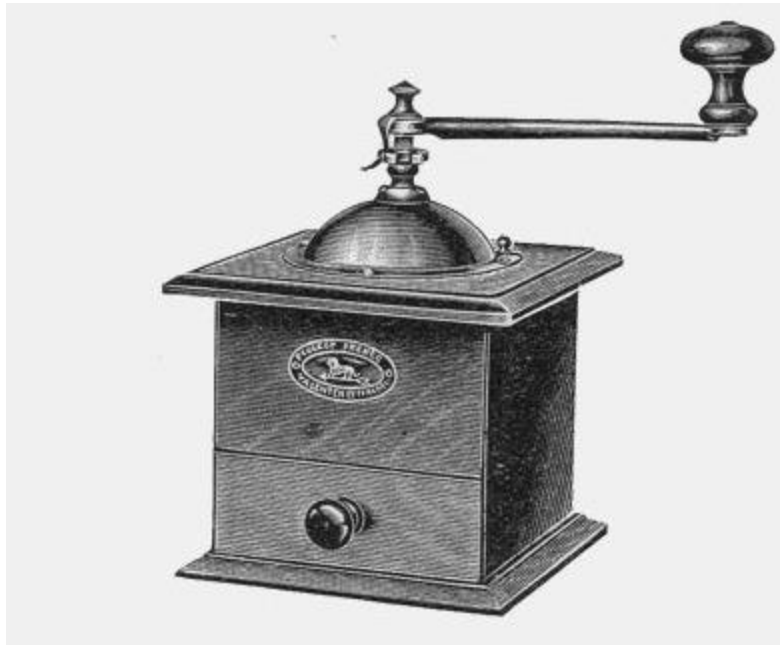


# Peugeot coffee mills

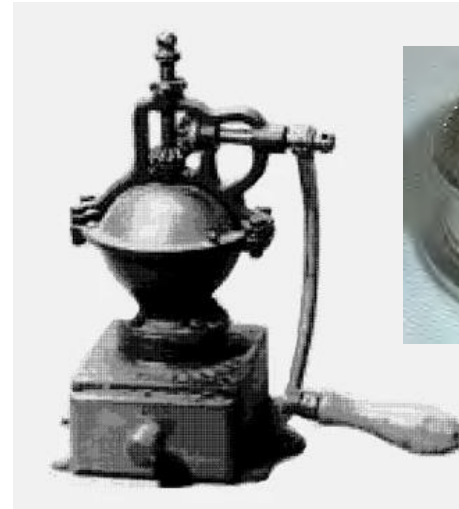
Lisa Molvig, FCCC

Peugeot Freres was formed in the early 1800s, in France,. The Peugeot brothers Jean Pierre and Jean Frederic converted the mill inherited from their miller ancestors into a steel mill. Since then, rolled steel has been at the heart of the Peugeot family's activities. They made products as diverse as saws, springs, umbrella frames, as well as pepper and coffee grinders.

In 1840 Peugeot created its' first coffee grinder. This R model was available in 10 different sizes. The coffee beans were cut into tiny pieces to draw out all the aromas



In 1855 they made their first cast-iron mills. They were able to grind large quantities of coffee, sugar or oats. They were known as grocers' mills.



The Classic Peugeot coffee grinder is a burr mill that uses metal gears and a rotary handle to grind coffee beans.

For many years I have been looking at Peugeot coffee grinders in antique shops and pondering a purchase. But not sure which one to buy or whether I could justify the price. I tend to buy classic Peugeot bicycles instead as they give me transport and are a joy to ride.

Here are some photos of Peugeot coffee grinders seen in antiques shops which I have been tempted to buy but didn't.



## Peugeot coffee mills (cont)



A new Peugeot coffee mill  
19 cm high, \$254 on-line  
from Peugeot Mills Australia

But last year I purchased my first coffee grinder, a 1950s model, from a friend who was rationalising his collections. It has an enamelled metal body, Bakelite top and wooden drawer. Not sure if I will add to this branch of French collectables, but it is nice to have an example.



1950s Peugeot coffee grinder which I purchased last year.

You can still buy new Peugeot coffee grinders, through a separate Peugeot company called Peugeot Saveurs. They specialise in all the food preparation Peugeot products including pepper and salt grinders, electric coffee grinders, spice mills, wine accessories and bakeware.

<https://www.boutique-laventure-association.com/en/631-les-moulins-a-cafe>

### References

<https://peugeotmillsaustralia.com.au/pages/200-years-of-history>

<https://knowyourgrinder.com/peugeot-family-grinder-history-the-coffee-connection/>



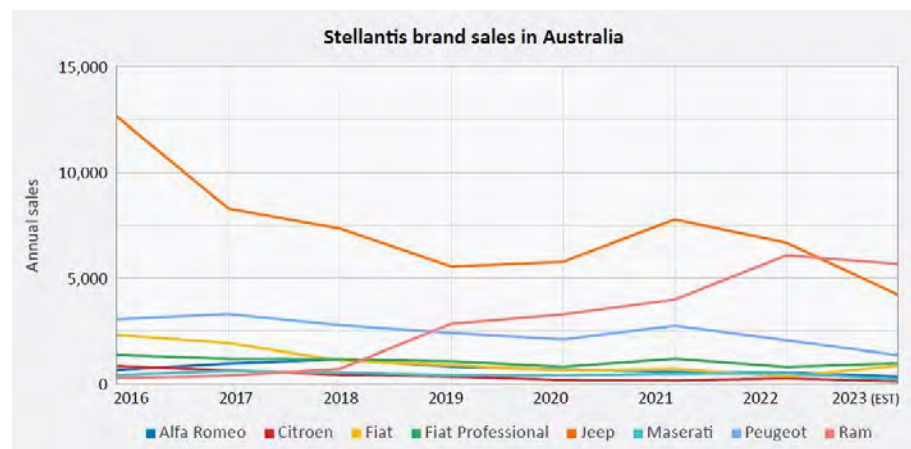
# Stellantis global surge but Australia lagging

Neil Dowling, GoAuto 14 March 2023

Global automotive conglomerate Stellantis had a strong year in 2022 as it posted revenue of more than \$A287 billion and net profit of almost \$27 billion, both improvements of up to 26 per cent on the previous year.

The umbrella company, which holds 14 automotive manufacturers, also reduced warranty and customer complaints by 30 per cent in 2022.

Sales rose in almost all of Stellantis' major global markets, which makes Australia a bit of a thorn in its side when its eight represented brands here failed to make much headway despite an overall market rise. Only Fiat, adult-size ute-maker Ram, and Fiat Professional – the commercial vehicle arm of Stellantis – posted gains. The other six brands fell on year-to-date February sales figures.



Much of the declines are attributed to the current global production delays and holdups in transport logistics. But some of the blame can be attributed to the reduction in new products available to consumers and the withdrawal of some stalwart models. Citroen sold 296 units in 2022 against a seven-year annual average of 467, while Peugeot sold 2087 units, also down on its average of 2689 vehicles – very disappointing! Full story:

<https://goauto.com.au/news/market-insight/market-insight-2023/market-insight-stellantis-lifts-global-sales/2023-03-14/90505.html>

# Renault links with Geely

Neil Dowling, GoAuto, 12 March 2023

Renault is spreading its wings through a tie-up with China's biggest privately-owned automotive group, Geely Auto. The link involves an investment in a huge internal-combustion engine (ICE) business with a future based on synthetic fuel and hydrogen.

Renault and Geely will form a joint venture with Geely buying 34 per cent of Renault Korea Motors (RKM) that operates the former Samsung Motors factory in Busan. Renault has been making and selling cars in South Korea, largely based on European models, for over two decades via Renault-Samsung Motors and can build 300,000 vehicles a year in its factory in Busan.

Geely will pay \$US200 million for the one-third share which is seen as potentially helping the Chinese company increase exports into the US. For Renault, the funds will help boost investment in its growing EV business.

"With the South Korea-US free trade agreement, Renault or Geely would not face tax burdens if they export vehicles manufactured in South Korea to the United States," said Song Sung-jae, an analyst at Hana Financial Investment, told Automotive News.

In 2024, the Busan factory will start production of a new line-up of hybrid and ICE models, first for the Korean market and later for export.

Vehicles will sit on Geely's Compact Modular Architecture (CMA), developed by Geely Holding Group's R&D centre in Sweden and used for Geely assets including the Volvo XC40, Polestar 2 and Zeekr. The Renault-Geely vehicles will also use Geely-developed hybrid powertrains. Renault-RKM will contribute technologies, design and customer experience.

In addition, Renault and Geely have joined with Aramco, the Saudi energy company and one of the world's biggest companies by revenue, to develop new ICE powertrains and hydrogen and synthetic-fuel production for automotive use. The business is known as the Powertrain Technology Company (PWT).

Full story: <https://premium.goauto.com.au/renault-links-with-geely/>

# Global EV shock: not enough minerals

John Mellor, GoAuto, 19 March 2023

A leading author and expert in mining has shocked the electric vehicle industry by saying that targets for EV sales and the deadlines for the end of sales of ICE vehicles set by politicians and bureaucrats cannot be met because the mining industry cannot deliver the minerals required.

Mark Mills, a Senior Fellow at the Manhattan Institute, says the mining industry has never managed to increase production by more than 10 per cent a year yet the demands required under projections envisioned by the EV industry would require mineral production increases in some cases as high as 7000 per cent a year.

The global challenge is twofold: the long lead times to open new mines (16 years on average) and falling grades of ore.

"...the grade of ore that we mined has been declining – especially for the higher value of metals like copper, nickel, molybdenum, and magnesium", Mills says. The world will be short of copper, fundamental to the EV transition, "in the next year or two". As demand increases for larger supplies of metals from falling grades, energy consumption (and cost) to mine the ore increases exponentially, leading to large inflationary pressures in EV minerals.

Lithium is the metal most talked about, but EV vehicles need nickel, aluminium, steel, and cobalt, too, all of which could be supply limited.

Full story: <https://premium.goauto.com.au/global-ev-shock-not-enough-minerals/>



Photo: Talison Lithium website

*Don't think that this is not a BIG hole in the ground – it is! The Greenbushes mine in WA is the world's largest hard-rock lithium mine. It is owned by Talison Lithium which is a joint venture between Chinese company Tianqi Lithium (51%) and US company Albemarle Corporation (49%). No prizes for guessing where the profits go!*

# Berlingo ICE demand

Tom Sharpe, Bauer Media, 15 March 2023

Citroen has ditched its all-electric approach to sales of its Berlingo model as a result of "popular demand" for petrol and diesel propelled versions of the MPV.

In a move that seems counterintuitive in a UK automotive sector driving towards a ban on all non-electrified new vehicles from 2030 – and owner [Stellantis' move to make the UK its European base for zero emission van production](#) – Citroen has revealed that order books have reopened for internal combustion engine (ICE) Berlingo derivatives.

Production is set to recommence in May, Citroen UK revealed. The statement said: "In late 2020, Citroën announced Berlingo would be available exclusively as the all-electric ë-Berlingo Electric. "While ë-Berlingo Electric has enjoyed considerable success since its launch, customer demand for petrol and diesel variants has persisted. "With Citroën's commitment to offering accessible and affordable mobility to all, the brand is now delighted to reintroduce the powertrains to the model range, giving fleets and private buyers a wider choice of vehicles."

Last month, European Parliament members approved a proposal which would effectively bring an end to the sale of pure ICE new cars from 2035.

Earlier this week, however, Reuters reported that the German government has formed an alliance with the Czech Republic, Italy, Poland, Romania, Hungary and Slovakia to table a proposed concession which would allow synthetic fuels to keep combustion engines alive.

"The (EU) proposal needs changes urgently," German transport minister Volker Wissing told the news agency. "A ban on the combustion engine, when it can run in a climate-neutral way, seems a wrong approach for us."

Full story: <https://www.am-online.com/news/manufacturer/2023/03/15/demand-for-petrol-and-diesel-vehciles-prompts-citroen-to-ditch-ev-only-berlingo-sales>



# New CRS logbook scheme

Lisa Molvig

The ACT's Concessional Registration Scheme (CRS) for Vintage, Veteran and Historic Vehicles, including Historic Modified vehicles, now incorporates 60 days personal use. It will be available from 3 April 2023.

The logbook-based scheme will mean that owners of concessionally registered vehicles will be able to use their vehicles for up to 60 days per annum for any purpose except commercial use. This is in addition to car club activities.

Logbooks will be available from Access Canberra from 3 April 2023. They will cost \$12 and are valid for 5 years. To obtain a logbook members will be required to produce proof of ownership of vehicle (i.e., current registration papers), an ACT driver's license, and a current membership card of a CACTMC Affiliated club/receipt from latest membership renewal.

Non-compliance with the rules of the 60-day usage scheme could face a fine of \$750. The logbook must be filled out at the beginning of each journey. A multi-day journey requires an entry in the logbook for each individual day. Logbooks need to be carried in the vehicle at all times.

Maintenance of the vehicle is included in the 60-day personal use, i.e. taking car for servicing, repair etc.

Further information is available from:

<https://cactmc.org.au/docs/CRS%20presentation%20to%20REGISTRARS%20304.pdf> and  
[https://cactmc.org.au/docs/CRS%20MOU December2022.pdf](https://cactmc.org.au/docs/CRS%20MOU%20December2022.pdf)

All owners of current CRS vehicles will receive a letter from Access Canberra in late March outlining more instructions.

New applications for CRS and Modified Historic vehicle registration will follow different procedures and there will be a new form for Modified Historic (MH). MH will require an initial inspection at Hume and your engineering approval forms will be required to be recorded. Cars being transferred from current full registration to CRS do not require an inspection.

A new logbook must be endorsed by one of your club registrars before use, i.e., by Brad Pillans or myself, to confirm current club membership.

# 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 & Glens 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](mailto:bardot@homemail.com.au)) if you need any of the above.

**French Car Club of Canberra Inc  
General Meeting  
28 February 2023  
MINUTES**



### 1. Present

Glen Bryden	Richard Morgan
Greg Francis	Colin Handley
Neil Birch	Brad Pillans
Lisa Molvig	Leigh McEwan
Allan Lance	Barry McAdie
Charles Birch	Neil Sperring

### 2. Apologies

Ian Brock  
Ross Stephens  
Bill McNamee  
Bernard Wright

### 3. Introduction

The meeting opened at 8.21 pm.  
Brad Pillans welcomed members to the meeting.

### 4. Minutes of the previous meeting

Nil. Minutes of Nov 2022 meeting were inadvertently  
Lost in Christmas wrapping at Secretary's family  
Gathering.

### 5. Financial report

Balance \$18647.30. OCC membership paid.  
Sponsorship of Canberra Continental : Barry to  
contact.  
Motion: That three term deposits of \$5000 be made  
to mature every four months.  
Moved Neil. Birch, seconded Leigh McEwan. Carried  
unanimously.

### 6. General Business

CACTMC report: Pie Cart: an audiovisual history is being  
compiled. Contributions sought. Piecart to be stored at  
Cooma Motor Museum on three months turnaround.  
The Carbon offset contribution was paid to Mulligans Flat.  
Evidence of Incorporation required for Council affiliation.  
60 day CRS: System starts 3 April. 1200 vehicles eligible.  
CRS vehicle owners to receive a (one) letter from 22 March.  
Log books to be obtained at Access Canberra shopfronts.  
I.D. requirements. ACT driver's licence, club membership  
card or proof of financial membership. Cost \$12 for five years.  
Numbered and tied to vehicle. Name and registration applied  
by Access. 60 day entitlement commence with logbook  
pickup. Registration cost will remain the same. Fine for  
misuse is \$750. Until new logbook is issued, the current  
scheme requirements apply.  
Social: WHEELS. Nine cars attended. Goulburn outing. Cafe  
and car collection viewing. 16 attendees including Rover Club  
members. Wheels of Wamboin 16 April. Next French Car  
Drive 23 April to Jugiong. Battle of Waterloo date: 18 June?  
Lisa to contact Triumph club.  
Club logo: Draft supplied by Greg and Neil S. be adopted as  
official club logo. Moved Greg, seconded Barry, carried  
unanimously.  
Quote from Vista Print for club membership cards, mugs and  
merchandise be sought. Neil S. and Greg to investigate.

The meeting closed at 9.03 pm.



## 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  
& Maintenance on...**





# “NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



**SHARE THE PASSION**

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.