

French Car Torque

Magazine of the French Car Club of Canberra



May 2023



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On the cover Renault Megane RS Trophy Performance Pack, at National Capital Renault. From left to right: Paolo Facundo, Thomas Kujala and Matthew Owen.
Photo by Brad Pillans

FRENCH CAR TORQUE

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(FCCC)

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Bonjour Francophiles,

After a relatively benign start to autumn, weather-wise, wintery conditions have set in during May, with sunny days, frosty nights and uncomfortable wind-chill factors. Nothing like some cold weather to kill a car battery, and so it was that my Landcruiser refused to start last week. A quick check with a multi-meter confirmed what I already knew – a dead battery. Fortunately, the Landcruiser has two batteries, so I jumpstarted from the second battery and headed for the Battery Factory in Fyshwick, arriving 15 minutes before they closed on a Sunday afternoon.

The battery had been in the Landcruiser for at least 5 years, so I guess I got my money's worth. However, the new battery (same brand, Century) only comes with a 20-month warranty, so it will be interesting to see how long it lasts...

A few weeks ago, I was chatting with Prame Chopra, a colleague of mine at ANU – he's a geologist, like me, but this time the topic was cars. As we walked to the carpark, our cars were parked side-by-side – his Tesla and my Peugeot 508 turbo diesel. Turns out that Prame's first car, like me, was a 403, purchased in 1973 (like me). He then went on to be the founding secretary of the Peugeot Association of Canberra. These days he's an EV convert and loves his Tesla. He took me for ride "around the block" and I must say it was quite impressive. Despite that, I'm sticking with my 508 for a few years yet.



Turbo diesel Peugeot versus Tesla EV in the carpark at ANU

Recently, I had a welcome email from Matthew Owen, the new General Manager at National Capital Motors in Tuggeranong, the Renault dealer in Canberra (they also sell Suzuki, Haval, and GWM). Being new to the role, Matt thought this would be a good time to introduce himself and the dealership to the wider Renault community and our club.

Here is what Matt had to say:

"We would like to, if possible, advertise with the French Car Club of Canberra and start to support in some way the club and its members. We can offer club discounts on parts, servicing and vehicles as well as being involved in car shows and club displays. With exciting new models like the new Megane E-Tech coming this year we can also get early access for club members who may be interested in getting in early".

Needless to say, I was only too happy to drop down to National Capital Renault and meet Matt and his team (see cover photo). As you will see (page 15), Matt has been quick to follow up on his aspirations, and I am confident that we will establish a mutually beneficial relationship with National Capital Renault. Matt has also indicated that they would like to bring a car to the Battle of Waterloo, next month. It was going to be the orange Megane RS, featured on the cover, but that car has since been sold. However, the buyer has expressed an interest in joining the club, so I've asked Matt to pass on an invitation to the new owner to bring the car to the Battle of Waterloo - and National Capital Renault will bring another car!

The next club meeting will be held at 8 pm on Tuesday 23rd May at the Raiders Weston Club, with dinner and drinks from 7 pm, as usual.

Au revoir,

Brad Pillans, Club President

P.S. Don't forget the annual Battle of Waterloo event at the Spanish-Australian Club on Sunday 18th May, from 10 am. I will be there to lead us into Battle, but I need your support! (See details on page 5)



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CLUB EVENTS 2023

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**. 10 am to 3 pm, Spanish Australian Club, 5 Narupai Place, 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.

16 July **All French Car Day**, Silverwater Park, Sydney

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** to Mulligans Flat Nature Reserve, Wildbark café, <https://www.wildbark.org/eat-1>

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 <https://www.coomacarclub.com.au/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 and 2024

These occur on the 4th 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. Lisa Molvig, Social Secretary



The poster is for 'ALL FRENCH CAR DAY' on Sunday 16 July 2023. It features a background map of Australia with a blue and red color scheme. Logos for Citroën, Peugeot, and Simca are visible. Two cars, a white hatchback and a red hatchback, are shown. Text details the event location at Silverwater Park, entry times from 9.00AM, and lists age categories for cars (205-40 years and 306-30 years). It also mentions that all French vehicles are welcome, including cars, vans, motorbikes, and oldtimers. Display cars have a \$10 entry fee, and food and drink are available. Contact information for Ross (0499 708 108) and Chris (0412 306 504) is provided, along with websites peugeotclub.am.au and aussiefrogs.com. A note states the event is 'Not held in inclement weather'.

ALL FRENCH CAR DAY
SUNDAY 16 JULY 2023
9.00AM – SILVERWATER PARK
ENTER FROM CLYDE ST EAST
205 – 40 years 306 – 30 years
ALL FRENCH VEHICLES WELCOME
CARS, VANS, MOTORBIKES, OLDTIMERS
Display cars \$10 entry. Food and drink available.
More info Ross 0499 708 108 or Chris 0412 306 504
See also peugeotclub.am.au or aussiefrogs.com
Not held in inclement weather

Battle of Waterloo 2023



Battle of Waterloo

Hosted by: Canberra Antique and Classic Motor Club,
in collaboration with
Triumph Car Club of Canberra, and
French Car Club of Canberra

When: Sunday 18th June 2023

Time: 10:00am to 3:00pm

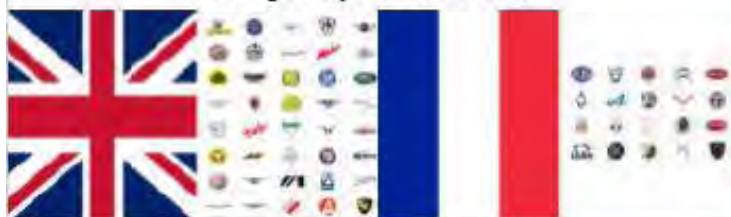
Where: Spanish Australian Club,
5 Narupai Place, Narrabundah.

Food and Drink: Sausage sizzle,
coffee, drinks available to purchase.

Bookings Essential

Contact Guy on trevorthetriumph1932@gmail.com

to register your attendance



This year's Battle of Waterloo falls on the exact date (Sunday 18 June) of the original battle which was fought between French forces (led by Napoleon Bonaparte) and a British coalition (led by the Duke of Wellington) in 1815. The Prussians, led by Field Marshall von Blücher also pitched in and sided with the Brits.

As we all know, Napoleon was defeated in 1815, but that does not mean it has to be that way in 2023. Victory on our day will be decided by numbers – the side with the most cars and bikes wins. The modern British coalition consists of several car clubs, whereas we are only one (small) club. However, we have been victorious in the past and I would like to think we can triumph again. To that end, I will don my Napoleonic hat and lead us into battle – Vive la France!

Brad Pillans

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



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 items

505 STI auto, needs fuel pump
2 x 406 petrol auto sedans, located in Bombala, also 403 gearbox.
Best offer for each.
Contact Neville 0429 168 595

Peugeot memorabilia

Early 20th 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



Berlingo 4 stud wheel and good tyre

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

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



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

French Car Drive to Jugiong,

Lisa Molvig

A foggy start to the drive to Jugiong, but a bright and sunny day in Jugiong. I took my P308 on this outing as it is much more comfortable for highway driving, also giving a lift to Nick and Helen Hulskamp. Nine people, 5 from FCCC and 4 from Rover club, met at the Long track Pantry for morning tea, <https://www.longtrackpantry.com.au/>.



We then went to explore new facilities in this village. I hadn't been to Jugiong for several years so was surprised at the new tourist development based around the historic Sir George Inn.

<https://www.sirgeorge.com.au/>

The old pub is now renovated with luxury accommodation, bistro, bakery, function centre and plant nursery. There are also several new retail businesses linked to this. So, it is worth a visit to Jugiong for this and the original Long Track Pantry and Jugiong Wine Cellar.



Rally stories

Mike Neil, former long-time member ROCC

French cars have always caught my attention for the usual reasons we all share, but Renault's rally competition record fits my idea of a sporty car, particularly the early Alpines; my rallying heart lies in Europe. Every now and then we all do something rash, buying a 'gotta have' project, my latest being a R8G rolling shell and a trailer full of parts, just at a time when I'm supposed to be winding down and considering retirement villages!

As a background over my three score and ten plus two years, my sister's first car was a Dauphine, I've owned two D Series Citroens, two Tractions, two R10's, a Fuego. I still have my ever-faithful 1969 Alpine White R16TS and Citroen 1951 11BL; no Peugeots as much as I admire them, I'd easily have a 504. However, my yearning for a hot rear engine Renault was never satisfied. I've just finished re bushing the rear suspension on the 16TS, no easy job, and fitted a four-speed conversion and ID19 engine into the Citroen 11BL, reinvigorating that brilliant chassis design.



My sister, Marg's first car – a Renault Dauphine

My interest in rallying started during my school years hearing of the marathon events in the 1950's and 60's, like the Redex, Ampol and Mobil Trials. I'd gravitate to the family radio to hear the latest reports of who was leading, having mechanical problems, or succumbed to the 'horror' stages; I felt these drivers were superhuman, driving off with just a Thermos and sandwiches in shiny cars, knowing the directors had punishing stages planned ahead for them on rural roads which were diabolical when it rained.



Left: Me and my 1969 Renault 16TS in 1970's. We all had more hair back then!



A more recent pic of me and my faithful Renault 16TS

One Sunday afternoon my father Bill, a seasoned home mechanic and used to being self-sufficient on country roads, took us over to watch trial cars arriving back in Sydney along the Pacific highway in Chatswood. Well, I was stoked. Circuit racing was exciting but those slick ponies in clean overalls didn't cut it on a sealed circuit on a Sunday afternoon! The 24hrs De Le Mans did though, again, I was fascinated by endurance both of cars and drivers.

Then in High school, the European marathon events and the local Southern Cross events were all too real, I'd soak up any reports I could, that was where my yearning lay. Local drivers like Colin Bond, Max Chivas, Harry Firth became actual stars I could relate to; driving as fast as you can see on gravel roads at night, well, what could beat that?

Rally stories (cont)

By 1971, having failed at studying or conforming to office work, I hitch hiked across Australia and after working in the Pilbara, bought the Colt Fastback that was to become my rally car; it was like it was meant to be, I had a current rally car! On returning to Sydney, I worked at the local servo, where a regular customer on Sunday mornings was Brian Lidbury, returning from rallies in his Colt 1100SS. Of course, I got chatting and he gave me lots of advice and parts.

I started preparing the Colt for rallying on return to Sydney and joined the North Shore Sporting Car Club, but blew the head gasket; my early attempts at engine rebuilds weren't that successful. Then a job move with ABCTV to Canberra in 1973, when Greg Carr, driving Gerry Ball's Datsun 1600's, was the local hero, saw me travelling back and forth to Sydney, with a few breakdowns, head gasket usually. I joined the Renault Car Club and fitted the Colt with a 1500 Galant OHC motor and gearbox, like Wally Pywell had done to his. With reliability no more a problem I started to enter rallies. The atmosphere was ecstatic.



I cut my teeth on the shorter Clubman events over smooth pine forest roads, then ventured further into those ragged Brindabellas on Gold Cup senior events; the driver's briefing on my first one at the Cotter River Park had me worried hearing of black ice and other hazards along the route, was I out of my depth? Well, Mal Dickie and I finished the event well up the field, and, with help from my girlfriend, Wendy Brophy, driving my 16TS as service car to the area above Condor Creek, we'd arrived as a serious rally team!

So, it went on for three years, with rallies interspersed with motorkhanas and hillclimbs. That Mitsubishi Colt just kept on giving, some of the best years of my life. My results recently discovered in an old box, are very pleasing, finishing all but one event and often placed in the first ten.

During the early seventies, there appeared Bob Watson and the sleek Alpine 110 in the Don Capasco International; jaws dropped, you couldn't get near it whenever it stopped, and I spotted my 16TS engine shoehorned into the rear! I was impressed by the use of standard Renault design and parts in this little supercar.

While maintaining my rallying interest during family and work life, working as an official and keeping up with the World rally Championship, I'd dabble in club motorsport in hillclimbing. I also kept up my interest in restoring Citroens and the 1969 16TS I'd bought in 1973, my favourite.



The Colt, photographed in 1976

On retiring in 2011 to Melbourne, I discovered the Historic Rally Association, which I joined thinking I'd just enjoy the atmosphere and help out as an official; nah, the bug bit again when I retrieved a 1976 16TS, an ex Terry Nicholls car I'd loaned to my brother in Wagga. I ran a few events in the Standard Car Class...I was with familiar company, but it still wasn't a R8 and I sold it for parts during the lockdowns.

Frustrations rose again in 2016 when I navigated Barry McAdie's Alpine 110 in the Targa Tasmania, seduced by the noise from behind and the brace of other Alpines around Melbourne; I wanted one, but prices were out of my reach.

Rally stories

There's a new event here in Melbourne run by the HRA, Rally Retro Festival, where the best rally cars are not only displayed but driven with zest over gravel or just tarmac at the METEC driver training venue. This year my bug really bit and mixing with the rally crowd had me deciding to act, and resumed my search for an R8, any condition; that's when I found the ad on Aussie Frogs.

The car I bought is an abandoned project and isn't a pretty sight, but the shell is very good with lots of parts to complete it, which should go to make a Gordini look alike but practical historic rally car. There's an adapted R16TS motor and transmission or two, Gordini crossmember front mounted radiator and widened wheels. To set off the interior in the period of the sixties I have a pair of Recaro seats restored some years ago and a Mota Lita steering wheel, with a number of Cibie driving lights I've saved to hang off the front.



Plenty of work to do to get this R8 back on the road...

So now it's time to ensconce myself in the workshop for winter and put a jigsaw puzzle together!



The 1951 Citroën 11BL

Oh, for a drive in May

Flash Flanagan

Well, I went for a drive and now I am home. Left on the 10th and arrived home on the 27th of April. The 407 wagon performed faultlessly and we did a total of just over 9,100kms, with the speedo showing 315,550 when I arrived home. To shock those who say we are over utilising our resources, it used 795 litres from fill up to leave to fill up when home and it used a litre of oil on the way over and another on the way home, but I can't see any oil leaks or evidence of same. So, the ever reliable 407 achieved 33-34 mpg (8.7 L/100 km) which, considering the wind and rain was against us going and then again coming home (without the rain), I am happy with that. I stayed with Little Brother Freddie and his wife Judy in Binningup (South of Perth) for a couple of days, then with Cousin Lorraine in Geraldton for another couple and Granville Nicholson in Perth for another couple.

While with Granville we surprised a few as he had indicated that he was bringing a guest to the 40th Anniversary Lunch of the Peugeot Club of WA without telling them who it was. Those I knew were surprised and it was a great day of celebration for the Club, very well organised and everyone had a smile on all day. Granville wouldn't let me take the 407 as I hadn't washed it, so we went in his 308 which I was honoured to travel in (but don't ask me to buy one)



Granville Nicholson in his clean 308



I took these pics during the 40th anniversary celebrations but there's heaps more on the PCCWA website <https://peugeotcarclubwa.com/>



The things that surprised me as it is over 25 years since I last travelled the Nullarbor were:

- once you leave major areas the service stations provide only 91 octane or diesel. So, the poor old 407 had to try a couple of spells on the way over and back on 91 and not the 98 it is used to but as the roads at the time were fairly flat and not at all twisty it was almost not noticeable;
- a lot of the service stations which once employed backpackers and retirees are now the domain of those of Indian extraction. No criticism as the range of food available has changed for the better and if there was accommodation attached it was clean and the beds were comfy. But be warned most now close at either 6.00pm or 7.30pm so be prepared to spend a night sleeping in the car if you are desperate for fuel. Most open at 6.00 in the morning but some at not until 7.30 am;
- French cars were few and far between (apart from those I saw at the Cub 40th Anniversary). Saw a Koleos just near Port Augusta, a 307 near Norsman, 2 x 508s and a Megane on the Nullarbor, a 307 as I approached Mildura and a 306 cabriolet (yes it was yellow, and the driver was laughing) in Mildura;

Oh, for a drive in May (cont)

- I saw only three Holdens on the road, a tired looking one tonner between Coolgardie and Cocklebiddey towing a tired old caravan with his saddles on supports and wrapped in plastic in the back of the ute, a Commodore wagon with a couple in it near Baladonia and a blue (?) Commodore with a plastic rear screen and an unknown white front guard that had had the tin snip treatment, I presume to allow the wheel to turn when the wheels were turned, talking to an officer of the law just south of Geraldton;
- quite a few BA/EB/BF Falcons just motoring along and about 12 or 15 Dodge Chargers near Morgan motoring home from wherever they had been; and
- I talked to several Old Farts in Kimba, most in their late 70s into their 80s, riding their motorbikes over from the West for a Ulysses event that was to take place in Lismore; and
- you know when you cross the bridge after Mildura you are back in NSW, the patches in the road have been themselves patched, you are wary when you see "folds" of bitumen on the side or in the middle of the road and look for the least deep area to drive through plus keeping watch for the holes that haven't been patched or repatched.

So, thanks to those who put up with me and I enjoyed everyone's company and it was great to catch up with those you love, i.e. family and friends. And yes, I also enjoyed the drive.



The 407 quietly resting in Geraldton

Stellantis signs EV minerals deal

Neil Dowling, GoAutoNews, & May 2023

Rising demand for EVs is encouraging car-makers to step up efforts to secure raw materials needed for making batteries.

Stellantis has signed an agreement with Western Australian miner Alliance Nickel for the supply of EV battery-grade nickel and cobalt sulphate from its NiWest project in the WA Goldfields. The car-maker has agreed to take 40 per cent of Alliance Nickel's (AXN) nickel and cobalt sulphate production – equivalent to 170,000 tonnes of nickel sulphate and 12,000 tonnes of cobalt sulphate – from the mine over the first five years.

Stellantis CEO Carlos Tavares said the partnership with AXN was an important element of the group's plans which "are to build on the foundation of a guaranteed supply of key materials for our battery electric vehicles". Stellantis is one of a growing number of car-makers taking equity and committing to production outputs from key battery-material miners around the world. The commitment is also leading to moves by industry and governments to entice battery manufacturers to invest in mining. Other major car-makers to announce deals with Australian suppliers and miners include Tesla, Toyota, General Motors and Ford.

Full story: <https://premium.goauto.com.au/stellantis-signs-ev-mineral-deal/>



4CV muster, Easter 2023

Barry McAdie

The 18th muster of the 4CV Register was held over Easter in the twin towns of Moama NSW and Echuca, Victoria. The base was in Moama for 102 adults and 7 children - I suspect this was a record for a muster. There were 21 4CVs, 2 Renault 10s, 2 Renault 8 Gordinis, 1 Renault 17, 1 Fregate, 4 Dauphines, 6 Florides/Caravelles, 3 Alpines (1 A310, 1 older A110, and 1 new A110).

Despite leaving early on Good Friday morning, I was significantly delayed by the need to divert around the horrific collision south of Murrumbateman which claimed four lives.

All was going smoothly until travelling down the Newell Highway when a huge rainstorm struck. Visibility was zero and I had to pull over. Then I thought about all the hot rods travelling north, some were open topped. Their occupants would have been soaked. As I resumed my travels, lo and behold, an emu was galloping in the middle of the road travelling in the same direction. Fortunately, it headed left into the scrub before I did.

On arrival, many participants enjoyed a ride on the paddle steamer "Pevensky" on the Murray River. The cars lined up for display in the pedestrian precinct. I was too late to join in.



Just a few of the 4CVs lined up at the Great Aussie Beer Shed



And there were some Florides and Caravelles

The next day a convoy travelled about 30 kms to Rochester in Victoria to view magnificent silo art with the cars lined up for photo shoots. There was another easy drive to Colbinabbin for more silo art and lunch at the local hotel. The subsequent route to Stanhope was blocked by a burnt-out bridge. Cars were rerouted. The attraction was a large mural painted on the side of a hardware store as a tribute to local men who lost their lives in WW2. They were POWs on the Montevideo torpedoed by a US submarine. Just before Anzac Day, the news reported that the wreck had been found.



Silo art at Rochester

4CV muster (cont)

The AGM was held on the Saturday night at the Moama RSL Club with a very pleasant dinner. Sunday was spent visiting the “Great Aussie Beer Shed and Heritage Farm” in Echuca. Neil Thomas, the owner, provided a very entertaining spiel on his establishment of 7 large sheds. The beer shed alone was incredible holding many types of beer cans and steins, including the CUB wagon and harness used in CUB’s advertising some years ago. The other sheds contained all sorts of buggies, carts, classic cars, old farm machinery and equipment – in fact something for everyone to ogle at. All of this whetted our appetite for a great roast lunch.



Inside the Great Aussie Beer Shed

Most of the participants got ready to depart on Monday but some stayed behind to visit a private collection on the outskirts of Moama called “Garnocks Garage and General Store Vintage Museum”. I was already on my way home by then.

The event was very well organised by Rex and Wendy Olsen, Jo Hicks, Col Redmond with the great assistance of Cate Pauley organising the rally packs and their contents including name badges. The next event will be held in Gilgandra, NSW 2025, which I am sure will be just as successful.

1899 De Dion-Bouton

Barry McAdie

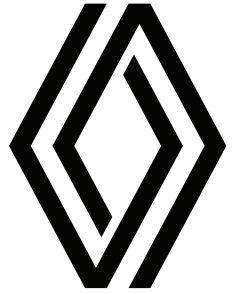
A surprise arrival at the 4CV muster was one of Australia’s oldest known French cars, an 1899 De Dion Bouton.

I did not find out much about it, except it was driven to the venue by its owner. A plaque on its side says it is a Type D No 57 made in 1899 at 12 Rue Ernest Puteaux Seine made by Automobiles de Dion, Bouton & Cie. It is powered by a single cylinder 3½ hp engine centrally mounted in a tubular steel frame. These engines were used in various early cars including Louis Renault’s first model called the Type A but was only ¾ hp.



free accessories up to \$500 on new car orders*

plus a 10% discount on service and parts
for club members, family and friends^



NATIONAL CAPITAL RENAULT

219 Scollay St, Greenway // ph: (02) 6175 9444

nationalcapitalrenault.com.au

*\$500 accessories bonus is on the full rrp of any new vehicle in stock. ^eligible for financial members of the club and anyone they refer only. 10% discount applies to the retail service and retail parts price. National Capital Renault reserves the right to vary, extend or withdraw this offer.

May 2023

15

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 became 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 are available from Access Canberra from 3 April 2023. They cost \$12 and are valid for 5 years. To obtain a logbook, members are 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_230304.pdf and
https://cactmc.org.au/docs/CRS%20MOU_December2022.pdf

All owners of current CRS vehicles should have received 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 & Glenss 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@home.com.au) if you need any of the above.

French Car Club of Canberra Inc General Meeting 28 March 2023



1. Present

Bryan Clarke	Matthew Jones
Greg Francis	Ross Stephens
Neil Birch	Brad Pillans
Lisa Molvig	Leigh McEwan
Allan Lance	Barry McAdie
Charles Birch	Neil Sperring
Jim Taylor	

2. Apologies

Colin Handley
Bill McNamee

3. Introduction

The meeting opened at 8.20 pm.
Brad Pillans welcomed members to the meeting.

4. Minutes of the previous meeting

Motion: That the minutes of the March meeting be accepted as a true and accurate record.
Moved Greg, seconded Allan, carried unanimously.

5. Financial report

Neil and Brad arranged for three term deposits each of \$5000 as follows: four months at 2.25%, nine months at 2.95% and 12 months at 3.75%.
The PO Box has been renewed for \$148, saving \$50 on the Civic Square box.
Current balance is \$18639.44.
Motion: that the financial report be accepted. Moved Neil Birch, seconded Leigh, carried unanimously.

6. General Business

CACTMC report:

Information on the 60 day scheme is on the Council website. Begins on Monday 3 April with a 'grace' period of approximately 6 weeks (very vague) where the old logbook system can still be used to drive CRS cars. After mid-May only the 60 day scheme logbooks will apply. Fine for driving a CRS vehicle without the official logbook then will be \$750.

Social:

Wheels at Wambion on Saturday April 15th, be early for a good parking spot.
Jugiong drive and morning tea on Sunday April 23rd.
Battle of Waterloo booked with Spanish Australian Club for Sunday June 18th. Triumph club organising.

Club membership cards:

Motion: That membership cards be made featuring Club Logo on one side with details of member's name, membership number, expiry date of current membership and space for official's signature. Moved Greg, seconded Allan, carried unanimously. Neil to order through Vistaprint.
Cards to be available for members at club meetings.

The meeting closed at 8.58 pm.



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