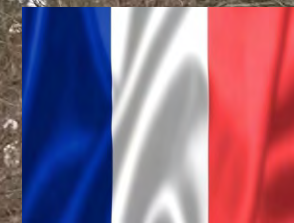




French Car Torque

Magazine of the French Car Club of Canberra



June 2023



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On the cover A 1972 Citroen SM, leads the French Forces at the Battle of Waterloo event, in Canberra, on Sunday 18th June 2023.
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:
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Bonjour Francophiles,

As Lisa Molvig reports, later in this newsletter, we had a very successful Battle of Waterloo event on Sunday 18 June, the same date as the original battle. Pleasingly, the cold weather did not deter our members and despite being outnumbered by British cars, we had a fine selection of French vehicles on display. My thanks to the Spanish Australian Club for hosting, the Triumph Club for organising the event and National Capital Motors for bringing 4 cars.

The sight of 4 new Renaults at BOW reminded me that it had been some time since I visited the local Peugeot dealer, McGrath Peugeot. My 508 was also due for a service, so I dropped into McGrath to make the service booking and chat to the Peugeot sales team. It turned out that Peugeot sales have moved further down Melrose Drive, adjacent to MG (also a McGrath marque). I met Sales Consultant, Aidan Craig and mentioned that the club was keen to have a strong relationship with the Peugeot dealer, along the lines of our recently established relationship with the Renault dealer. We agreed to follow up in the coming month.

Interestingly, when I asked Craig about used Peugeots, he said they did not have any. Craig's commentary was that unlike Mercedes-Benz owners, who buy a new car every couple of years, Peugeot owners tend to hang on to their cars and trade-ins that have more than 100,000 km on the clock or are more than 10 years old are sent to wholesalers and never make it onto their lot.



Aidan Craig with some of the new cars at McGrath Peugeot

As luck would have it, my eldest son, John, was up from Melbourne and he brought his 406 HDi diesel sedan to BOW, with a sign on the windscreen, proudly proclaiming 4.4 litres/100 km average lifetime fuel economy for a mix of city and country driving. I can recall getting as low as 4.6 L/100 km in my 508 HDi, on a trip from Canberra to Newcastle, but my overall average fuel consumption in the 508 is 6.2 L/100 km – pretty good for a largish car, but not in the same league as the 406.

Another car with a sign on its windscreen at BOW, was John Thorne's nice looking Peugeot RCZ diesel. In John's case it was a for sale sign. I mentioned the car to my wife, Sue, who immediately expressed an interest in looking at the car. John has a few too many cars in his fleet, so is downsizing. We would have to do the same (downsize, that is), so let's see how things pan out... Who knows, next month I may be reporting a change to the Pillans household fleet.

Long-time club member, Richard Morgan is also thinking of selling his two-owner 404 sedan, which he brought to BOW. Richard's car was previously owned from new by another long-time club member, Graham Taylor, who undertook a major refurbishment (paint, interior etc) prior to selling it to Richard. Good 404's are increasingly hard to find, so keep your eyes on this one when it comes up for sale – it would be good to keep it in the club, if possible.

The next club meeting will be held at 8 pm on Tuesday 27th June at the Raiders Weston Club, with dinner and drinks from 7 pm, as usual.

Au revoir,

A handwritten signature in purple ink that reads "B Pillans".

Brad Pillans, Club President



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CLUB EVENTS 2023

Calendar

25 June French Car Drive to Little Sutton Bakehouse, Sutton. Afternoon tea at the café and visit the Village Gallery next door.
<https://www.instagram.com/littlesuttonbakehouse>
<https://www.suttonvillagegallery.com/collection/>

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.

Early November. French Car Day. Date to be advised.

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 features a stylized map of France in the background, colored in light blue and pink. At the top left is the Citroën logo, and at the top right is the Peugeot logo. The main text reads: **ALL FRENCH CAR DAY**, followed by **SUNDAY 16 JULY 2023**, **9.00AM – SILVERWATER PARK**, and **ENTER FROM CLYDE ST EAST**. Below this, it specifies **205 – 40 years** and **306 – 30 years**. Two images of cars are shown: a white Citroën 205 and a red Peugeot 306. The text continues: **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.asn.au or aussiefrogs.com**, and **Not held in inclement weather**. At the bottom left is the Renault logo, and at the bottom right is the Simca logo.

Battle of Waterloo 2023, Sunday 18th June

Lisa Molvig

It was a chilly winter day for the “battle” this year- windy and an apparent temperature of about zero degrees. But that didn’t deter troops from either side bringing their cars and bicycles to the event. I’d received many apologies from FCCC members unable to attend, so I was a bit nervous about how many French troops would turn up. Thankfully many other FCCC members came, along with people who had seen promotion of the event via interstate French car clubs, Aussiefrogs and various Facebook groups. We parked our cars in facing ranks and there was some friendly “fire” via horns and revving engines. Shannons staff awarded the French side the winning prize in the “toot-off”. But the overall win went to the British with 84 cars to 38 French cars and 3 French bikes.

Prizes were also awarded by Shannons to their favourite cars. On the French side the awards were to:

1. Paul James and Wayne Millar, Citroen SM
2. Tony Watson, Peugeot 203 wagon
3. Peter Galvin, Citroen 2CV

Best club display was won by the Armstrong Siddley club.

The French lineup featured a wide variety of fine vehicles:

Alpine: A110

Citroen: 2CV x 3, C5, BX 16v, C2, DS19, SM, C3, C5 wagon

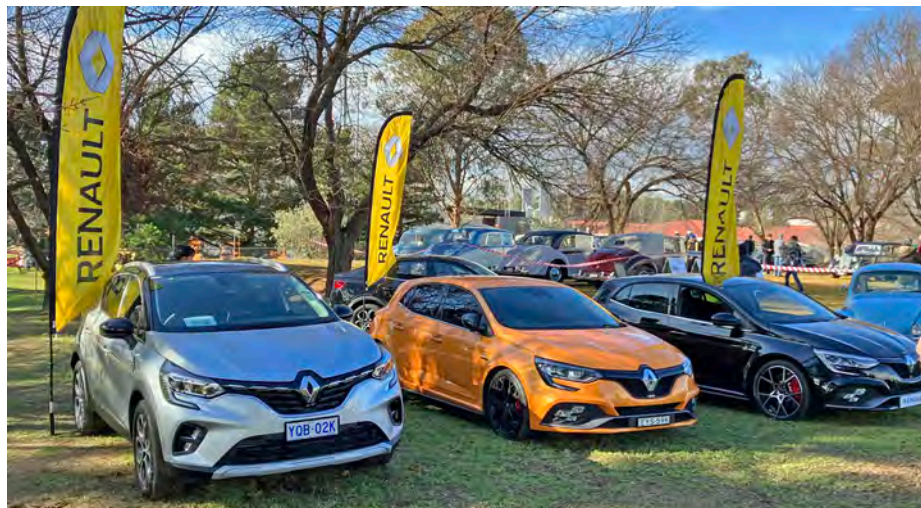
Peugeot: 203 wagon x 2, 407 wagon and sedan, 505GTi, 206 GTi, 205 CTi, 207CC, 205GTi, 404 ute and sedan, 604, 406HDi, 403, 208GTi, 406 coupe, 508, RCZ x 2.

Renault: R12 wagon, Megane RS, R17, Clio sport, plus 4 cars from National Capital Motors (Captur, Megane RS x 2, Arkana)

Bicycles: Motobecane mixte, Peugeot mixte x 2.



Battle of Waterloo (cont)



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



Topran 350 mm inner steering arms

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

Peugeot 307 HDi

2006, manual, needs new motor, white, red leather interior, good tyres, \$1,000 ono. Contact: Leon 0413 241 144

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

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

For sale (cont)

Peugeot 504 sedans

3xdiesel 504 sedans, one nice body, one for spares plus a bent one, on trailer, for delivery. Offers. Located near Candelo. Contact: Ian Wood (02) 6493 2019.

Peugeot 306XT (see pictures on right)

One owner 1994 4 door hatch, 1.8L petrol engine, manual transmission, 348,000 km, tinted windows, electric sunroof, fog lights, registered in ACT until Sept 2023. Offers. Contact: Andrew 0407 296 345.

Peugeot folding bike

circa 1975. Nice original condition for renovation. \$40. Located in the Canberra region. Contact Chris 0413 996 481 or lynwood327@gmail.com



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 Dauphine variants

Lisa Molvig

Some time ago I was alerted to an Alfa Romeo Altro for sale on Facebook Marketplace as it looked like a Renault Dauphine. The seller was in Melbourne, but the car in Italy. So, I did a bit of research to find out the story behind this badge engineering.



Photo from Facebook Marketplace, listing no longer available.

The Renault Dauphine is a rear-engine economy car manufactured as a single body style- 3 box, 4 door sedan. It was the successor to the Renault 4CV and more than 2 million units were manufactured from 1956 – 1967. A luxury version, the Ondine, was available. Also sporting versions with Gordini engines. The Caravelle is a Dauphine-based two- door coupe and the Floride a two-door convertible.

According to Wikipedia, https://en.wikipedia.org/wiki/Renault_Dauphine, Renault marketed many variants of the Dauphine and it was also manufactured under Renault licence in many other countries, or used as the base for local models in Argentina, Australia, Brazil, Israel, Italy, New Zealand, Japan, Spain, USA. In Japan, the Dauphine platform was used as the base for the Hino Contessa. https://en.wikipedia.org/wiki/Hino_Contessa.



This one is from Argentina and has additional bumper bars.

Photo: Wikipedia

/



In Australia, the Goggomobil Dart has a Dauphine rear window as its' windscreen
Photo: Wikipedia

See: https://en.wikipedia.org/wiki/Goggomobil_Dart

There is a club in Australia for rear engine Renaults, the 4CV Register of Australia, and the website has more information about the Dauphine versions available: <https://4cvregistraustralia.org/model-identification/>

Alpine celebrations in Dieppe

Barry McAdie

Alpine enthusiasts, Ernst and Sonja Luthi from Victoria, were in Dieppe, France, on 20/21 May for the celebration of the 50th anniversary of Alpine winning the World Rally Championship in 1973.

Ernst says *"We were there with the Alpine contingent from the UK and had 3 fantastic but windy days (thank you Corinne and CAR for adopting us). There were 778 Alpines and Renault Sports present, a very colourful sea of cars on the foreshores of Dieppe. This included the museum with the works cars past and present and the futuristic Alpenglow Hydrogen concept car. Also on show were the electric pocket rockets A290beta and Alpine A110 E-ternite."*

One of the highlights was the Saturday night dinner with Jean-Luc Fournier as the host and the crews and mechanics of the time, including Jacques Cheinisse, Biche, Jean Vinatier, Jean Ragnotti, as well as the new Alpine team present.

The next Alpine event will be in 2025 when we celebrate 70 years of Alpine."



Ernst has supplied plenty of photos of the event and a youtube link showing some of the activities along the tarmac in front of the beach at Dieppe - <https://youtu.be/N06D35TOrtQ>



Pity I am in Dieppe in mid-July and will have missed all the fun.

It is almost 50 years ago when I first saw an Alpine A110 in the flesh. To celebrate the win in the World Rally Championship, Renault brought one of the cars to Australia for demonstration purposes. Somehow, Bob Watson, Australian Rally Champion at the time, convinced Renault to enter it in the Don Capasco Rally in Canberra in 1974. I happened to be at the event as one of my mates was a navigator in a Brad Boyden sponsored Datsun 1600 running in the Clubman part of the event which they won.

Of course, I saw that little Alpine amaze everybody beating the likes of Peter Brock, Colin Bond and George Fury in much more powerful cars. It won the event by nine minutes – a huge amount in rally terms- despite having no starter and having a flapping tyre due to a puncture when crossing the finish line. I vowed then and there to someday acquire an Alpine A110. You know how it is – newly married at the time with a mortgage and three kids soon after. It seemed impossible but it came true by 2011. Vive la Alpine...

Georges Besse

Lisa Molvig

A friend was recently in Paris and noticed this sign, unfortunately knocked over in the street. Allee Georges Besse is the median strip of the Boulevard Edgar Quinet in the Montparnasse suburb of the 14th arrondissement. It is the site of local markets. Photo: Leonie Andrews.



Georges Besse was a French businessman who was assassinated outside his home in 1986 by the armed group Action Directe when he was director of Renault. Besse became the head of the public-owned Renault automaker in January 1985. He was credited with taking the money-losing company to reporting a profit only two months before he was gunned down. He was criticized

because his plan to make the bloated enterprise efficient included closing plants and laying off 21,000 workers. Labor unions opposed his actions in Europe, as well as his support for Renault's investments in the United States, such as American Motors (AMC), which was also financially unsound. Not only did Besse make Renault profitable, but AMC was also on course to profitability with growing markets and sales.

Leaflets by the militant anarchist organization [Action Directe](#) were sent 3 months later. The organization claimed responsibility for the murder, stating the murder was in retaliation for his reforms of the financially stricken automaker Renault which involved laying off many workers. However, Action Directe members denied any responsibility during their trial. Two women, [Nathalie Ménigon](#) and [Joëlle Aubron](#), were charged with his murder in March 1987 and were sentenced to life imprisonment in 1989. Two other Action Directe members, Jean-Marc Rouillan and Georges Cipriani, were convicted as accomplices and also sentenced to life imprisonment.

Renault's car assembly plant in [Douai](#) in northern France, was renamed in Besse's honour.

References: https://en.wikipedia.org/wiki/Georges_Besse
<https://automotivehistory.org/georges-besse-rentault-ceo-assissinated/>

1968 East Africa Safari Rally



85 cars didn't finish—7 cars did Peugeot 404 First.

1968

1967

1966

For three years the Peugeot 404 has been outright winner of the East Africa Safari Rally. This rally is notorious as the toughest in the world, 3,100 miles of the harshest treatment a car can get, and made worse this year by thunder storms and gruelling weather conditions. (No wonder 85 cars didn't make it to the end.) Sure, the Peugeot was well prepared and the driver was an expert; so were 91 other cars and drivers. You're always ahead in a Peugeot. \$2,550 (tax incl.).

PEUGEOT

Peugeot vehicles are built in Australia by Renault (Aust.) Pty. Ltd., at West Heidelberg, Victoria.

STATE DISTRIBUTORS:

N.S.W. Renault (Aust.) Pty. Ltd., 153 George Street, Redfern, 69 6551. VIC. Renault (Aust.) Pty. Ltd., 449 Punt Road, Richmond, 42 1447. S.A. Renault (Aust.) Pty. Ltd., 113 Anzac Highway, Ashford, 53 4876. QLD. Renault (Aust.) Pty. Ltd., P.O. Box 720, Valley, Brisbane, W.A. Maison Motors Limited, 210 Adelaide Terrace, Perth, 23 3177. TAS. Donald Gorrings Pty. Ltd., 164 Elizabeth Street, Hobart, 34 3051. A.C.T. Peuren Motors (Canb.) Pty. Ltd., Distributors A.C.T. and Yarralumla Shire, 170 Crawford Street, Queanbeyan 778, and 13 Lonsdale Street, Braddon, 41 885/6.

PG-127-V

6 — AUSTRALIAN MOTOR MANUAL — JULY, 1968

Iconic designs: Bugatti

Colin Bisset, ABC radio, 20 May 2023

In the middle of the 1920s, the racing car par excellence was the Bugatti Type 35. With a streamlined body slung low between four large wheels, it's the most successful racing car of all time, chalking up over 2000 victories in its lifetime.

The Bugatti story really begins with Carlo Bugatti who was famous in the late 19th century for dramatic Art Nouveau furniture designs that used rich timbers and inlays to evoke a sumptuous Arabian look. Carlo's younger son was called Rembrandt, and became a celebrated sculptor of animals, before taking his own life in 1916 after the animals of Antwerp Zoo were killed during the First World War. The elder son, Ettore, was more interested in speed.

Ettore set up his fledgling car company in 1909 in Molsheim in the Alsace. The first cars were small and practical, exploring the potential of the new form of transport, but by the 1920s, Bugatti cars had evolved into something altogether racier. They were low to the ground, to improve weight distribution and handling. The original egg-shaped grille, which was a homage to Carlo's love for the shape, had to be cut off at the bottom.

The horseshoe-shape became a Bugatti trademark. Ettore was fascinated by the idea of airflow and streamlining, and his own son Jean, who had inherited his grandfather's love for fluid shape, styled the cars, creating some of the most memorable cars ever produced. Apart from the Type 35, there was the gargantuan Royale, which was designed specifically for Royalty and which had an elephant mascot atop the radiator, using a design by Ettore's brother Rembrandt. The Royale was fabulously opulent but only three were ever sold, thanks to the diminishing fortunes of European royalty in the late 1930s. More arresting was the smaller Type 57 Atlantic two-seater which was produced from 1934. Its body was intended to be made from an ultra-lightweight magnesium alloy, the two halves of the body joined together with a pronounced seam that ran from front to back. The car ended up being made in aluminium, but the raised seam remained, like a fin. This distinctive line and the teardrop shape of the racing car were to become defining features of every Bugatti.

Ettore's son Jean was killed in 1939 while testing a new coupé and Ettore's mental health declined soon after. He died in 1947 and that appeared to be the end for the Bugatti brand. But in 1987 Italian Romano Artioli revived the name and produced a supercar with Ettore's initials, called the EB110 which had a carbon-fibre chassis and a top speed of over 350 kph. When that company foundered, VW took over and reopened the original Bugatti factory in Molsheim, producing supercars like the Veyron and Chiron, named after Bugatti racing car drivers of the 1930s.

These cars continue the Bugatti tradition of blending cutting-edge engineering with gut-twisting speed. Ettore would surely have approved.



Local Bugatti owner, Ian Kenny, behind the wheel of his 1926 Type 40, at the 2022 Battle of Waterloo event in Canberra. Photo: Brad Pillans

Listen to Colin Bisset's Iconic Designs segment:
<https://www.abc.net.au/radionational/programs/blueprintforliving/colin-bisset-iconic-designs-/102358508>

Road toll worsens

Matt Brogan, GoAutoNews, 6 June 2023

Data published by the Bureau of Infrastructure and Transport Research Economics (BITRE) shows 1204 people have died on Australian roads in the 12 months to 30 April 2023. That represents a tragic 50 deaths more than in the previous corresponding 12-month period, or a 4.3 per cent increase.

The Australian Automobile Association (AAA) says the upward trend in road deaths comes “after years of a declining road toll”. It argues that had the National Road Safety Strategy agreed to by the federal government been “on track” that a reduction in the road toll would now be seen, suggesting the number for the 2022-23 period should have been 1006 deaths – 198 fewer.

“A lack of road trauma data reporting makes it difficult to understand the reasons for the rise in road deaths over the past five years,” said AAA managing director Michael Bradley.

“We need much better reporting of relevant data so we can identify the causes of current fatalities and implement measures to prevent future death and trauma.”

Mr Bradley said three key National Road Safety Strategy (NRSS) targets cannot be measured because governments have not yet developed a national data system that can quantify serious injuries or identify crash rates on different types of roads.

The AAA said it wants the federal government to make its transport funding to states and territories conditional on greater transparency of state-held road crash data but notes the 2023-24 federal budget did not impose any accountability obligations.

It would seem that the true causes of Australia’s road death toll are largely ignored: apathy and improper training.

Most Australian roads and the vehicles travelling upon them are safer than they have been at any time in the past. Crash barriers, lane markings, reflective signage, high-visibility LED traffic signals, lower speed limits and improved surfacing should serve to reduce the number of crashes.

Likewise, the implementation of vehicle collision avoidance technology coupled with improved tyre and braking performance, safer body structures

and electronic stability and traction aids are meant to help drive the road toll down, and not send it in the opposite direction.

Unfortunately, Australian driver licensing requirements are notoriously weak. New drivers are taught simply to pass a test and are offered little or no training in vehicle operation, traffic dynamics, spatial awareness, or the complexity of road rules. Speed is no doubt a contributing factor to the growing road toll, but it receives disproportionate focus compared to other factors.

Germany and Britain have much higher standards in licence testing and vehicle safety than Australia, and in 2022 both recorded road traffic deaths some 50% lower per capita than Australia. And remember that Germany famously has no speed limit on parts of its Autobahn network.

Full story: <https://goauto.com.au/news/general-news/aaa/australian-road-toll-climbs-once-more/2023-06-01/91065.html>

Brad’s comment:

Meanwhile, here in Canberra, local company, Seeing Machines, is at the cutting edge of driver monitoring to develop crash-proof vehicles. Launched as a small start-up in 2000 as a spin-out from the Australian National University, Seeing Machines now has offices around the world and has contracts with some of the biggest automotive names – Ford, General Motors, Mercedes-Benz, to name just three. Seeing Machines uses advanced computer vision technology to design Driver Monitoring Systems (DMS), likely to become mandatory in all new vehicles in the not-too-distant future. As it happens, my wife’s youngest son, Andrew, works at Seeing Machines, so we know a thing or two about what they do – and it is very impressive...

Website: <https://seeingmachines.com/>

Citroen 2CV Tank

Brad Pillans

Flash Flanagan picked this up on SuperFly Autos Facebook page – a Citroen 2CV tracked vehicle that looks a bit like a mini-tank or maybe a snowcat. Whatever it is, it's an interesting bit of engineering.

One contributor said "that can never work with an original 2CV engine. Looks like an early DS or traction engine they used. They also used Hydraulics! I see a pump and half LHS reservoir."

Another contributor said it looked like an "underpowered rubbish copy of a Snow Trac based on a VW Beetle engine." See the photo on lower right.



https://www.facebook.com/story.php?story_fbid=6617786371578548&id=116612401696010&post_id=116612401696010_6617786371578548&sfnsn=mo&mibextid=6aamW6

Spare engines: what not to do

Barry McAdie

Some of us French car enthusiasts collect some engines to have a spare, or if not needed, to sell or pass on to someone else to help keep their car on the road. If you do have a spare engine, and at the risk of teaching someone to suck eggs, do not store outside without proper protection from the weather and occasionally take the trouble to turn the motor over to ensure pistons do not seize. Here are some examples of engines from a Renault 16 that suffered unrepairable damage because they were not adequately protected from the elements. In the end, the parts went for recycling.



Piston seizure



Head beyond repair



*Rocker valve gear
rusted solid*

Joan Richmond

Brad Pillans

Flash Flanagan alerted me to this story, from highlights of the National Museum of Australia collection.

In the Pantheon of Australian motor-racing icons (think Jack Brabham, Mark Weber, Peter Brock etc), Joan Richmond remains an unfamiliar name, and yet her achievements were no less remarkable than the men who have dominated motor sport since its inception.



Joan Richmond was born in 1905 in Cooma, NSW, and grew up on a farm in rural Victoria. She showed a keen interest in horses, but her ambition to become a jockey was halted when women were banned from competing in horseracing.

Her love for motorsports was sparked in 1926, when she bought a Citroën and drove with her mother from Victoria to her brother's property on the Queensland and Northern Territory border. In 1931 she finished 5th in the Aussie Grand Prix at Phillip Island, and later that year she set out on an overland journey from Sydney to Europe in 3 Riley cars – the first international overland tour to start in Australia.

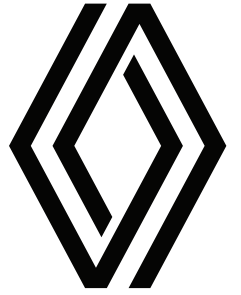
In 1932, Richmond achieved her most extraordinary success, when she and her racing partner Elsie Wisdom took first place in the 1,000 Miles Race at Brooklands racing circuit in the United Kingdom – the only all-female racing team to compete in the event. Richmond stayed in England, including competing in the Le Mans 24-Hour race and several Monte Carlo rallies. She returned to Australia in 1946 and died in Melbourne in 1999.

The Museum's Joan Richmond collection consists of a one-piece racing suit, a pair of driving goggles, her 1932 Brooklands trophy, Monte Carlo Rally car number plates, personal journal, letters, photographs and newspaper clippings.

Full story: <https://www.nma.gov.au/explore/collection/highlights/joan-richmond>

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.

June 2023

16

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@homemail.com.au) if you need any of the above.

**French Car Club of Canberra Inc
General Meeting
23 May 2023
MINUTES**



1. Present

Greg Francis	Ross Stephens
Neil Birch	Brad Pillans
Lisa Molvig	Joel Krewaz
Bernard Wright	Barry McAdie
Charles Birch	Neil Sperring
Jim Taylor	

2. Apologies

Colin Handley
Ian Brock
Bill McNamee
Leigh McEwan

3. Introduction

The meeting opened at 8.16 pm.
Brad Pillans welcomed members to the meeting.

4. Minutes of the previous meeting

Motion: That the minutes of the May meeting be accepted as a true and accurate record.
Moved Brad, seconded Bernard, carried unanimously.

5. Financial report

Balance of \$3747.20 with three term deposits of \$5000 each.
Overall current balance is \$18747.20.
Seven new members and renewals which will appear next month.
Motion: that the financial report be accepted. Moved Neil Birch, seconded Barry, carried unanimously.

6. General Business

CACTMC report:

Plastic zip-lock pouches for logbooks to be purchased and distributed to affiliated clubs via club delegates. Clubs reminded that incorporation is a requirement for reaffiliation. Club registrars need to advise CACTMC of any changes to their lists of concessionally registered vehicles in a timely manner. CRS logbooks require the member's current club membership dates to be provided on page 5.

Social:

25 June, run to Sutton. Battle of Waterloo flyer sent to Vic., NSW clubs, Aussie Frogs and on club website. October run to Cooma Motor Museum. Meetings at Raiders Club booked for each month except December.

Club membership cards:

Membership cards organized by Neil Sperring, with thanks from the club. Available for financial members at meetings and club events.

Other business:

New Renault dealer at Tuggeranong very supportive - see last month's club newsletter. Reminder that membership renewals are due by June 30. Brad to follow up on some website issues.

The meeting closed at 9.00 pm.



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June 2023

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