



French Car Torque

Magazine of the French Car Club of Canberra



May 2025



On the cover A Citroën DS showing off its rear suspension, Wheels of Wamboin
Image: Ole Andersen

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/>

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02 President's Report

03 2024-25 FCCC Committee Who's who in FCCC

04 Calendar Club Events 2025

05 Local events French Car Drive: Googong Wheels of Wamboin

09 Classifieds For sale, wanted, parts and wrecking

10 National news Renault 12 Gordini

13 National event 4CV Muster, Easter 2025

15 National Capital Renault

16 Minutes Meeting minutes April 2025

17 Shannons

Bonjour Francophiles,

More good reading in this issue, including Part 2 of the Renault 12 Gordini story from John Sanders. Plus, reports and pictures of a couple of local events, as well as the Renault 4CV muster in Gilgandra. Sorry, but the next thrilling instalment of 'Barry's Cars' (Part 11) has been held over to next month's issue.

In last month's column, I lamented the loss of the Peugeot dealership in Canberra, noting that the next nearest Peugeot dealers were Riverina Euro Centre in Wagga Wagga (246 km) and Gateway Peugeot in Fairy Meadow, Wollongong (242 km). However, several club members were quick to point out that while Allan Mackay Autos, in Moss Vale (161 km away), have dropped Peugeot sales, they are continuing to service Peugeots in their workshop.

And in more good news, for vehicle servicing, Bill McNamee tells me that he may be able to service electric Peugeots, now that he has full access to the online Peugeot service toolbox. In the meantime, my wife, Sue, is planning a trip to Melbourne, to visit friends, and has booked her e-2008 in for a 25,000 km service at Bayside European Peugeot – just a few kilometres from where she will be staying in Brighton. Very convenient!

The annual Battle of Waterloo event is looming, this year hosted by the MG Car Club. As usual, it will be held at the Spanish Australian Club, in Narrabundah – see the flyer at right for all the details. The rules of engagement are simple – the side with the greatest number of vehicles will be declared the 'winner'. I should also add that we have negotiated to gather the French forces on the sunny side of the battlefield this year, so please come along and help us to achieve a famous French victory.

Our next club meeting for will be held at 8 pm at the Raiders Club on Tuesday 27 May, with dinner and drinks from 7 pm. I hope to see some of you there.

Au revoir,

BRAD

Brad Pillans, Club President

Battle of Waterloo

French v British

Car Display




Hosted by the MG Car Club Canberra in collaboration with the French Car Club of Canberra

Sponsored by Shannons

Sunday 22nd of June 2025

Entrants to turn up at 9am

Spectators 10:00am to 2:00pm

Trophy Presentation 12:30pm




Enquiries waterloo@mgcccanberra.org.au

Spanish Australian Club

5 Narupai Place Narrabundah ACT

Sausage sizzle, Coffee and other drinks available to purchase





2024-25 FCC COMMITTEE

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This month's quiz question:

What country would you be in if you saw this warning sign?

Best answer wins a beret...

CLUB EVENTS 2025

Calendar

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

22 June **Battle of Waterloo**, Spanish Australian Club,
5 Narupai Place, Narrabundah, 9 am to 2 pm (see flyer on page 2)

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

29 June **French Car Drive**, Wildbark Café, Mulligans Flat

13 July **Bastille Day**, Breizh Café, Ainslie

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

24 August **French Car Drive**, Goulburn

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

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

26 October **French Car Drive**, Café Stepping Stone, Strathnairn

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

1 November **French Car Day** at Telopea Park School fete, TBC

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

NOTE THE NEW DATE:

All French Car Day

Sunday 14 September
at Silverwater Park

2025

From 9 am.
Entry Clyde Street East



DS – 70 years of innovation – 403

All French vehicles welcome
\$10 display entry, EFT available. Spectators free
Presented by the Peugeot Car Club of NSW Inc.
Subject to weather conditions:
peugeotclub.asn.au or aussiefrogs.com
Chris 0412 306 504 or Ross 0499 708 108
Proudly sponsored by



French Car Drives in 2025

These occur on the 4th Sunday of even months (except December). If you have any other suggestions of places to visit in 2025, please send me an email on reno1338@hotmail.com. Lisa Molvig, Social Secretary

The website of the Council of ACT Motor Clubs has a calendar of car club events in the Canberra region – always worth a look...

https://www.cactmc.org.au/cactmc_calendar.html

French car drive: Googong

Lisa Molvig, French Car Club of Canberra

On Sunday 27 April, we visited club member Chris Forsey's shed near Googong, south of Queanbeyan. The weather forecast was for heavy rain that day, but thankfully it didn't eventuate, and we had a fine Sunday afternoon.

It was a popular event with 10 FCCC members (Nick and Helen, Leigh, Lisa, Lawrie and Jane, Tony and Judith, Neil and Charles) and 16 from the Rover club. Chris gave us a tour of his shed and car collection; garden tours were also available and afternoon tea. While Chris doesn't currently own any French cars, there was an interesting mix of British and Japanese cars to view. We have had offers from other club members who live in rural areas around Canberra to visit their sheds in the future.



Local event

Wheels of Wamboin

Joel Krewaz, French Car Club of Canberra

For a car enthusiast, the joy of Wheels of Wamboin is the wide and random nature of the vehicles, and people, you will find on the day. Instead of going to say, a French restaurant, you find yourself in an open-air market of classics, hot rods, electrics, a fire truck, kiddie cars, bash cars, kit cars ...the list goes on. This allows you to indulge your wider automotive fantasies that you sometimes shelve as you focus your spanner work on your long-term project at home.

The day started 'Canberra crisp' and overcast, with me thinking, as I followed another daily driver down Sutton Road, that maybe this intemperate weather will limit the attendance in Wamboin. A good distance out from the car show, we drove past a handsome HZ Holden, well over on the gravel shoulder, with the owner sitting calmly in the driver's seat. A victim of some gremlin and, no doubt, hoping his mate will hurry up with the bits and knowledge to get it going again.

Rolling up Bingley Way, it was evident that 'Wheels' was a success, as enthusiasts were parked for a few hundred meters before the entrance, on both sides of the road.

The visitor's car park alone had a few interesting cars pulled up. By coincidence, Ian, a bicycle riding mate of mine, and a Mazda MX5 driver (bless him) was showing his partner the virtues of an early model Citroen DS, which I was able to point out had every reasonable construction of automotive panel on the one car. A fiberglass roof, steel doors and an alloy bonnet. I'm almost positive they appreciated the enlightenment.

The food and craft hall was in full swing, the coffee stall and sausage sizzle were going off. The fog had lifted, and the temperature was going up.

What caught my eye? Vince Harmer's very loudly red Volvo Bertone 262 with a V8 drivetrain was an early standout. I hadn't seen this car since Vince looked after my cars in my Volvo years (mainly the 1990s). I owned a Peugeot 504 over that time as well, and I'm unrepentant as many Francophiles have dallied with the Swedes. For a strong whiff of nostalgia, have a look at those Simmons V5 series wheels. They alone should take you back a few decades



Next was a 1967 Mustang Notchback in the very best colour, Bright Green Gold Poly Code 48 for those with synaesthesia, or just one of us OTT car nerds. Even the green window tint adds to the visual joy. Sure, an Eleanor fastback of the era may be wildly more aggressive, but the perfect lines of the notchback will be found in more car designers' collections for a reason. The design history of the car is also quite a ride: <https://countryroadsmagazine.com/art-and-culture/history/designing-the-mustang/>



Wheels of Wamboin (cont)

After that, I struck up a conversation with the generous bloke (on the left) that owns an AC Cobra replica and asked him the big Cobra question that had been on my, and no doubt every other car enthusiast's mind for years. Do Cobra replica owners have a pecking order? I mean given that there must be over 100 manufacturers of these replicas with different levels of accuracy and quality. I skimmed at least 20 minutes of his life as he took me around his immaculate, Shelby authorised, South African built and USA sold supercharged, fuel injected, incredibly muscle-bound motor car. I am now positive this Cobra rep is at the top of the tree. He even makes his own mallets to take off the wheel spinners. Olympic level dedication. If you squint, you will see the spinners are also wired on to the wheels.



My final head turners are a brace of MGs. The perfect pair of post war sports coupes from the Morris Garage carrosserie

For light weight 1950s accessible sports cars, there can be none more pleasing than the MGA coupe. I could go through the specs, however the shining example of this epiphanic moment in styling is the door latch. A curved, cast, and chromed lever of elegance rising from the top door edge to the B pillar, classy design rarely seen west of Modena. Sitting behind is the 1960s winner, the Pininfarina designed MGB GT in Grampian Grey, red leather and, to add to the Saville Row effect, reproduction Dunlop Alloy wheels (as seen on the 1950s Jaguar D-Type). 10.5 out of 10 Mr Bond.



There were many more cars worth looking at, with honourable mentions going to Mr Nader's favorite car, a black mint condition Corvair and a Citroen DS 21, displaying to a varied crowd, how it can help change a tyre without a jack – see the cover image.

By just after noon, display cars were leaving and I headed home from a very satisfying, if seemingly brief visit to Wheels of Wamboin. The weather back was now 'Canberra warm'. Sutton Road was clear. The elderly gent (aren't they all) was still sitting upright in his becalmed HZ Holden looking every inch a Norman Rockwell character. A fitting bookend and reminder that classic car ownership is about the journey, even if today, you may be hardly moving

Best French Cars? You be the judge

[Best French cars – all-time greats from Alpine to Venturi | evo](#)

Renault Round Australia Rerun

https://www.abc.net.au/news/2025-05-18/bubsie-citroen-circumnavigation-1925-retraced-in-2025/105257744?utm_source=abc_news_app&utm_medium=content_shared&utm_campaign=abc_news_app&utm_content=other

Wheels of Wamboin: the French contingent

Ole Andersen, French Car Club of Canberra

As the Wheels of Wamboin event is getting more popular each year, I arrived about 7:45 AM to get a good spot for my Megane RS265 Red Bull.



Surprisingly, it was foggy all the way from Macgregor to Wamboin and the fog didn't lift properly until about 11 AM. While everyone was rugged up to keep warm, there was no grumbling. This would be one of the friendliest events you can attend, and the Rural Fire Service volunteers did a great job marshalling all the cars into position and producing a delicious food selection too. The concurrent Markets gave opportunities to share some nice produce, crafts or plants. I did sample some delicious home-made cookies, in addition to an obligatory and tasty sausage sandwich. I was advised that over 400 cars were in attendance, and I can say that there were many, many lovely vehicles to admire. As for French cars, I saw a Citroen DS being displayed jacked up, and with one quick-release guard off, to amaze viewers – see the front cover image. Bruce McCubbin's blue Citroen 2CV was beautiful as always, as was a rare Renault 17TS in yellow. So, with my Megane, there were at least 4 froggies, but I do apologise to others I've unintentionally left out. I would have paid more attention and made notes if I'd known I'd be asked to write a synopsis.



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

Citroen 1975 2cv 250 van

This LHD vehicle has been restored in France, including an engine upgrade to 602 cc. Such a delight to drive and has potential to be used as a marketing tool if sensitively sign written. \$22,500. Viewing in Moruya.

Contact Ian 0404 821 153 or thegamboli@gmail.com



Citroen 2cv 1983

One for the adventurer, boasting the Swiss conversion to 4WD and powered by a Visa engine., this vehicle will truly go anywhere and at speed. The Swiss conversion comes at a cost of \$10,000 and this 2cv is priced at \$20,000. Viewing in Bega

Contact Ian: 0404 821 153 or thegamboli@gmail.com



Citroen DS drive shaft

Contact Manfred: 0408 232 273

1978 Citroen four speed manual Pallas 2400 sedan.

Mechanically faultless throughout. Maintained by one owner since 1991. No smash, body very straight. Exterior and interior need restoration. \$3,500. firm. Contact Ross (02) 6247 5345.

1962 Peugeot 403 motor

Complete in good condition \$500. Also 4x 16" wheels and old tyres with stainless steel trim - free.

Contact Peter Withington 0407 940 918 Batemans Bay area.

Renault 12 Gordini Coupe LBJ-401 Part 2: completing the restoration

John Sanders, Renault Car Club of Victoria

In March 2022 after committing to display the car at the October 2022 Motor Classica Concours, in Melbourne, and with uncertain health issues, I was now certainly feeling the pressure to get the car completed but very excited by the prospect of finally driving the car in an as new condition – a dream coming true, it becomes your new baby after forty plus years.

Forward to June 2022, so in between hospital visits to my wife and everything else going on started about a plan to finally get the Gordini completed.

I begged the engine reconditioners to please hurry, the company rebuilding the carburettors and then set about asking My friend Andrew Davis to have the wiring completed well within the timeframe to allow for the car to go off for wheel alignment, the new exhaust and final trim work.

Andrew Davis really stepped up and got the job completed and even helping me complete some mechanical jobs that required two people to complete whilst still struggling with my health. One day we put in a marathon of 22 hours to meet another deadline. The dashboard and instrumentation were refitted after so many repairs, it now started to resemble the Safari Gordini once again.

Andrew was there for the first start up since 1987, the car started like it should (first time) and still runs beautifully - I cannot communicate how ecstatic I was after so many years to hear it roar back into life.

I then set about getting the remaining areas of the restoration completed, glass being fitted, trimming, exhaust, wheel alignment and the stripes and stickers in the 1972 East African livery, it was coming together at last.

Once assembled there were only a couple of minor issues with the car, a small leak in the fuel tank that had recently emerged and the normal adjustment of locks etc.

On a Wednesday fifth of October 2022 Ros and I took the Gordini to Motor Classica, it felt so surreal driving through this beautiful building to the stand where it would be displayed for the next four days.



On display at the 2022 Motor Classica Concours, Melbourne

I was astounded at the cars surrounding the Gordini - Lamborghinis, Ferraris, Porsches, open wheeler track cars, early Corvettes, genuine Monaro HK's and HQ's and a range of Mercedes Benzes. The quality and presentation of these vehicles was just amazing and provided the Gordini with more than its share of competition in the judging of the concours d'elegance.

Over the next four days we were astounded by the level of interest in the car. There were often 3-4 different groups of people continually waiting to ask questions about its history and of course the restoration.

That weekend, on day three of the show, the Renault Car Club of Victoria, along with a solid turnout of members, also attended the show outside in the gardens. A range of lovely Renaults were on display that included Dauphine Gordini, R8, R17 Gordini, Meganes, Clios and some beautiful 110 Alpines - all lovely cars.

I was also grateful that the ex-Holden engineer and Renault factory driver of the Gordini, Bob Watson, himself a multiple rally champion, also attended the event, bringing along his Dauphine Gordini.

Renault 12 Gordini Coupe (cont)

During the morning the Motor Classica organisers asked Bob and I to come up to the stage to speak about the Gordini, its history and the restoration, Bob Watson, who co - hosted the talk with me, was speaking about his experiences with the car during the East African Safari when he pulled out, from behind his back, the original rally road book from the 1972 Safari Rally complete with African mud and hand notations, an irreplaceable document and a huge sacrifice and amazing gift from Bob. I was speechless and still treasure this document. Bob simply stated that he wanted me to have it and that it should be with the car. It was wonderful to share this exciting moment in front of a passionate Renault gathering of supporters who were seated in front of us at Motor Classica. Thanks to Rodney Apcar for filming the presentation.



John and Bob Watson, with the car, at Motor Classica.

The interest in the Gordini continued over the remaining two days of the show and to top it off, while I was away from the car, one of the other entrants came up to me and said that there were five judges huddled around the car on the stand. My heart rate soared as I never thought we were in with a chance of a prize. When the judging was completed, and the results were read out, the Gordini was awarded runner up with a Motor Classica Rosette in the sporting and track class, coming second to a factory restored Porsche. We were over the moon, to say the very least, to receive such an acknowledgement given the high standard of the competition at the show.

I have since driven the car 700kms and really love driving it. Although it certainly gets some attention, more importantly it has been preserved.

On the 26 and 27th of November 2022 we were invited to bring the African Safari R12 Gordini to the Shannon's Geelong Motor Revival. On arrival I was together with good friend David Cavanagh who brought along his restored Victorian Rally Championship R1135 8G. We were asked by the major classic car automotive insurer, Shannon's, to display both cars on their V.I.P podium, elevated for all to see. Although this was not a judged event both Gordini's enjoyed lots of attention and we had a great time with the Shannon's crew.

On the 5th of February 2023 the car attended the annual Victorian Renault Car Club's "Renault Round Up", where 80 or so Renaults, spanning many decades, were on show together. A wide variety of models included lovely Alpines and even a Zoe. Toward the end of the day, the judging results were announced and the "Best Renault in the show was awarded to the East African Safari R-12 Gordini LBJ-401". We were so humbled to receive this award for the car and during my acceptance talk I felt compelled to share it with the people in attendance who have helped and supported over the last fifty-one years of the car's history – this applies to all accolades that the car receives and includes H.R.A. members, Renault Enthusiasts of Australia and many more private individuals.

We are passionate about Renaults and this R-12 Gordini in particular.

The next outing for the car was the amazing "Rally Retro Day 23" on the 25th of February 2023, hosted by the Historic Rally Association. This is such a well organised event with nothing else like it in the country – it is a huge credit to all involved. The H.R.A. are also wonderful supporters of old Gordini's and Alpines. A number of H.R.A. members, who were previous owners of this car early in its life, were in attendance at this terrific gathering.

Renault 12 Gordini Coupe (cont)

We were so enthusiastic to share Rally Retro Day with the Historic Rally Community and very humbled to be awarded Best Restored award, winner 1971-1975 award, best display 1971-1980 award and the patron's choice award chosen by none other than international rally legend Colin Clark who stopped and discussed the car and the restoration on camera for around 30 minutes - it was fabulous to chat about the car with Colin and particularly as he said that he wasn't a French car man himself. This made his award even more special – such a memorable day, thank you Colin!



John being interviewed by Colin Clark, Rally Retro Day 23.



*Under the bonnet:
The immaculate
engine bay of the
restored R12G.*

In closing a huge thank you to all the people and individuals who have helped in any way to help us preserve this important piece of Renault history:

Firstly, a special and huge mention here to my wife Roslyn as without her support, along with everyone listed below, this piece of history wouldn't have been completed. Jake and Kaylah Sanders, Bob Watson, Bruce Shepherd, Tim Shepherd, Mike Garafillis, Derek Maranoux, Silviu Florian who helped me source a variety of parts in Romania, Mike Davister in Belgium, Denis Thomas in France, Glen Gipperich, Clint Gipperich & David Cavanagh who's help with this car over a forty year span is most appreciated, Andrew Davis, Chris Jones, David Bertuch, Colin Neyland, Chris Cavanagh, The late Enzo Dozzi, Peter and Graeme Rasmussen, Peter Kent, Karlie Kent, Colin Stark, Martin Ellul, Ken Bailey, Bruce Collier, Rod Slater, Ray Watson, Simon Fitzpatrick, Dominic Robert, Trevor Wise, Trevor Naismith, Rodney Aparcar, Keenan Archer, Brenten Creasey, Vinny from Wedderburn, Rob Sealey. Barry McAdie, Paul Mollison, David Shilton, Garry Harrowfield, Roger Hall, Colin Redmond, Tom Barr-Smith, Trevor Jackson, Craig & Kath Munro, Jimmy Wright, David Watson, Robert Cranston, Alan Baker, Paul Groome, Bruce Woods, Jeff Beaumont, Murray Willet, Rob Willet, Andrew Nichol, Steve Kalendarian, Marleen Ehrismann (Holland), Trevor Vietnet, Luke Vietnet, Eduard Palaghita, Tony Topliss, Duncan Topliss, the Renault Car Club of Victoria, the Renault enthusiasts of Australia and the Historic Rally Association – my sincere apologies if I've forgotten anybody- your help will never be taken for granted or forgotten.



Giving Bob Watson a token of gratitude for his ongoing help and support in the restoration project of the car, at the first Rally Retro Festival in Laverton 2019.

4CV Muster, Easter 2025

Barry McAdie, French Car Club of Canberra

The 19th biennial muster of the 4CV Register was held over Easter 2025 in Gilgandra NSW. There were over 90 adults in attendance and several children. There were plenty of Renault 4CVs, a Renault 10, 12, a rally 8 Gordini, R17TS, Dauphines, Florides/Caravelles, a 1970s Alpine A110 and my new Alpine A110 as well as a 1934 Renault Nervasport. I will be doing an article on the latter in collaboration with the owner, Graham Ramage, for a future newsletter.

It is about a 6-hour trip to Gilgandra from Canberra after allowing a stop in Cowra for lunch on Good Friday. I had the distinction of being the last to arrive at our base at the Silver Oaks Motel having been delayed by the NSW constabulary somewhere north of Cowra. Others were staying at nearby motels as the numbers were so great. Good Friday night was spent catching up with old friends and meeting new members over a beer and a BBQ at the base

Saturday was a car display day across the road at the Cooe March Memorial Park. The Gilgandra Tractor & Machinery Club was holding its tractor pulling competition. Many old and not so old tractors were on display, demonstrating their power at pulling a trailer with different sized concrete blocks as far as they could. Some didn't make the qualifying distance when their wheels started spinning in the relatively soft track surface. Even the kids got into the act with toy tractors and trailers towards the end of the main event which raised quite a few laughs as some struggled to reach the pedals. The Lions Club was on hand to provide steaks and sausages supported by coffee and ice cream vans.



The night was spent having a delicious dinner at the Gilgandra Services Club. It was the venue for the 4CV Register's Annual General Meeting which elected a new Committee for the next two years.



A notable feature of the small community of Gilgandra (the locals call it "Gil") is it was the start of the Coe-ee Recruitment March which left the town on 10 October 1915 with 25 men and their Commanding Officer and arrived in Sydney on 12 November with 263 men. A further 10 men from "Gil" joined the march along the way. They were feted at each town along the route where recruitment meetings were held. The stirring story of their march has become part of the official war history of Australia. A statue commemorating the march is in the centre of the town.

Sunday was spent on a drive of 50kms to Gulargambone or Gular as it is known to the locals on the banks of the Castlereagh River. Various metal tributes to Galahs dotted the landscape. The town features a striking sculpture of six individual bullocks and a dray all made of steel rod and recycled wire netting as well as several outstanding murals. They provided a suitable background for another photo of all the 4CVs and other Renaults



4CV Muster, Easter 2025 (cont)



Next, we travelled along the Castlereagh Highway back towards "Gil" for 12 kms and turned right for 3kms towards the Armatree Hotel for a BBQ lunch and drinks from the bar. Well, most of did, except for Ernst and Sonja in their Alpine A110. It stopped part way to the hotel when an accelerator cable parted from its linkage to the accelerator pedal. A few of us stopped to help and they made it OK to the hotel and afterwards back to "Gil". After previous experiences with broken cables, Ernst had the foresight to instal a spare alongside the existing cable and that proved to be the solution on this occasion.

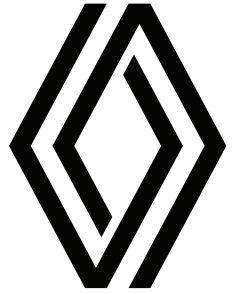


Back at the motel, the usual swap meet was under way, but I spent the rest of the afternoon watching the 6-hour race at Bathurst. I returned to Canberra on Easter Monday just in time to watch the last AFL match of the Easter weekend. But on the way, I did a stop over to catch up with Bob Elliott who has an interesting collection of cars on a hobby block just outside Dubbo. Among his collection, which are for sale, is a restored 1963 Floride Major and parts car, a nice 1975 unrestored R16 TS and of course a fully restored 1956 4CV as well as a 2013 Megane Floride – a commemorative Floride edition with electric glass roof. If anyone is interested, he can be contacted on 0437 180 658.



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 2025

15



1. Present

Lisa Molvig	Neil Sperring
Greg Francis	Mike Ford
Neil Birch	Charles Birch
Leigh McEwan	Brad Pillans
Barry McAdie	George Cook
Joel Krewaz	Bill McNamee
Colin Handley	

2. Apologies

Ross Stephens	Dave Rowell
Greg Francis	Bernard Wright

3. Introduction

The meeting opened at 8.15 pm.
Brad Pillans welcomed everyone to the meeting

4. Minutes of the previous meeting

Motion: Brad moved that the minutes of the March meeting be accepted, seconded Leigh.
Carried.

5. Financial report

Our Account balance with Bendigo Bank is \$1,142.53, with three Term Deposits totalling \$15,581.72. Neil Birch moved that the report be accepted, seconded by Barry. Carried

6. General Business

Greg to have signature authority for PO Box
Battle of Waterloo: MG Car Club is organising BOW this year. Barry is investigating sponsorship options.

7. CACTMC Report

Log Book Redesign: We are looking to have an added column in the log book for days used, as a statistical aid for use by the council only.

Pie Cart: Negotiation for the sale of the pie cart is progressing. Hoping for more details next month.

CACTMC report (cont)

Fee increase: There will be a small increase in the club's Affiliation fee to council.

Tuggeranong Homestead Canberra Car Enthusiasts Expo: Was to happen on 19 April; looking forward to a report on how the day went.

German Autofest: The German car clubs are hoping to put on the German Autofest on 28 September 2025.

Importantly, the plan is advanced that place it in the Parliamentary Triangle on the Patrick White Lawn (lake side of the National Library). This may open opportunities for other car displays to be held at this location in the future.

8. Social

French Car Drive: will be to a member's shed in Googong on Sunday 27 April.

Sydney French car Day: postponed until 14 September.

9. Other business

Due to the closure of Peugeot Dealer representation in Canberra, it was suggested that Allan Mackay Motors in Moss Vale would be an option for servicing. They have had good reviews from a number of club members looking to have their modern, especially electric/hybrid Peugeots serviced.

10. Close and next meeting

The meeting closed at 8.57 pm.

The next club meeting is scheduled for the Raiders Club in Weston, at 8pm on Tuesday 27th of May, with 7 pm dinner.



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