



# French Car Torque

Magazine of the French Car Club of Canberra

April 2021





ALPINE, AMILCAR, BALLOT, BERLIET, BUGATTI, CITROËN, CLEMENT-BAYARD, DARL 'MAT', DARRACQ, DE DION, DELAGE, DELAHAYE, DELAUNAY-BELLEVILLE, DYNA PANHARD, FACEL VEGA, GORDINI, GREGOIRE, HOTCHKISS, LAGO-TALBOT, UGER, LORRAINE-DIETRICH, MAB, MATRA, PANHARD ET LEVASSOR, PEUGEOT, RENAULT, SALMON, SIMCAR, TALBOT, TURCAT-MERY, VOISIN.



**On the cover** A prize exhibit at the recent Renault 4 CV muster. Report page 10. Photo Barrie McAdie.

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(FCCC)

PO Box 711, Civic Square, ACT, 2608.

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Bonjour Francophiles,  
People are travelling again! Interstate travel has few restrictions and trans-Tasman travel is now possible without quarantining. I recently took advantage of the opportunity and flew to Adelaide and back. OK, so I needed to get an online entry permit, but that was approved almost instantly.

Next week I am (hopefully) flying to Kununurra in the far north of WA. Kununurra is the most expensive place in Australia to fly to from Canberra, with return airfares around \$1500 (ouch). To get there I fly Canberra-Brisbane-Darwin-Kununurra and since I live in NSW that means I will be traversing 5 states in one day, starting with a 6.20 am flight out of Canberra and arriving in Kununurra early afternoon (WA time). Flying back is sim-

pler, with just two legs – Kununurra-Perth-Canberra, all in one day. As with South Australia, I need an entry permit to WA – a much more complicated online form to fill out, but the result was the same – approved online, almost instantly.

A few weeks ago, I finally received my 508 back from the panel beater, after rear-end accident repairs. The only thing missing was the 508 badge, which eventually arrived a few days ago. The badge has an important function on the 508 because the button to unlock the boot is cunningly disguised in the centre of the zero – somewhat reminiscent of the 403 petrol filler, hidden in a rear tail-light, which bemused many a petrol station attendant in the days when petrol stations were called service-stations for a reason.

While in South Australia last week, I stayed in McLaren Vale, arriving just after the McLaren Vale Vintage & Classic car event, which saw hundreds of classic cars parade down the main street at lunch time on Sunday 18 April. I arrived that night, so although I missed the parade, many cars (and their owners) were still in town. The next day I spotted a beautifully restored 504 sedan (with number plate FIVE 04), but did not get a chance to photograph it – sorry!

Well, all good things must come to an end, as the saying goes. Our hard-working (and long-serving) editorial maestros, Peter and Allan, are calling it a day, and this edition of FCT will be their last. Although FCT

is only a year old, Peter and Allan edited the Peugeot Association magazine, RoaR, for many years before that. Sadly, their respective work commitments are such that they are reluctantly having to pull up stumps. Many, many thanks to both Peter and Allan for creating and maintaining such a high quality magazine over the past 2 decades, and I hope that we are able to find replacements for them asap. If you have an interest in assisting with the magazine, please let me know.

Our next club meeting is scheduled for 8 pm on Tuesday 27 April, at the Raiders Weston club, with dinner and drinks from 7 pm. Please come along and enjoy the company.

Au revoir,

Brad Pillans



# 2021 FCCC COMMITTEE

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Lisa Molvig



# CLUB EVENTS 2021

**27 April 2021**

French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston. Zoom facility will be available.

**25 May 2021**

French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston. Zoom facility will be available.



# FRENCH CAR DRIVES 2021

These outings are held on the fourth Sunday of even months, an opportunity to take your CRS registered car on a longer outing and catch up with fellow French car enthusiasts.

Proposed plan for 2021, as long as COVID restriction stay at the current level for social meetings.

June 27	Lanyon Homestead, explore this historic homestead and enjoy afternoon tea at the café
August 22	Gunning, lunch at the Merino Café
October 24	Hillbrook Hygge, afternoon tea at this Scandinavian café near Lake George
December 6:	Christmas BBQ

Lisa Molvig  
Social Secretary  
French Car Club of Canberra

reno1338@hotmail.com

## It's Time

Peter Rees and Allan Lance

To pick up on the celebrated Labor campaign theme from the 1972 election, the time has come for the editor, Peter Rees, and production editor, Allan Lance, to call time on their roles with French Car Torque. Both of us are over-burdened with work commitments which will not allow the time and focus that we'd like to give to the magazine.

And that means this will be the last edition where we will be in charge.

Renewal is always a good thing, and thus we want to throw it open to club members to consider taking over the magazine, starting with the May edition.

This is a chance to consolidate a magazine in its infancy, and also a chance to strike out in new directions and put a new stamp on it.

Members, it's over to you. Please let Brad Pillans know if you are interested.

Peter and Allan





# CLASSIFIEDS

## For Sale

### Peugeot 202

Peugeot 202. A very nice example of the Peugeot 202 and the only one in New Zealand. The car featured in issue 50 of Classic Driver (August 2013). A pdf of the article in Classic Driver is available on request. Odometer shows 82,357 km (car imported from The Netherlands). Tyres are Michelin. Battery is brand new (August 2020). Rego is on hold and WOF will be done when spring arrives (car not used during winter months apart from short runs up and down the road). [202 BH] plate is not included but can be sold separately. Open for offers. Sven Slager, 49B Links Drive, 4312 New Plymouth, New Zealand. +64 (0) 27 769 5919 sven@slager.co.nz



### Peugeot 407 diesel sedan

407 Peugeot diesel sedan, 140,000km, needs some mech attention, \$2500. Warren Saunders 0418 641 306.

### Peugeot 203 station wagon

203 Station wagon 1954 sapphire blue and white 2-pack paint, redone interior, strong motor, reco gearbox and brakes. On full NSW rego. \$15,000. Reluctant sale, due to health, Keith 0405 388 602

### Peugeot 205 GTi

205 GTi, 1987, 260,000 kms 1.9 litre, naturally Aspirated 4 cylinder, 99% restored with a few spare parts to finish the job. Currently on club registration. Very much an appreciating investment. \$18,600. Contact: Riccardo 0413 103 302. Email: rrosadoni@stjohns.sa.edu.au

### Peugeot 407 HDi manual 2006

Peugeot 407 HDi manual 2006. 2 litre hdi, rare 6 speed manual. Great condition and always well serviced. Good tyres etc. White Gold with tan/brown cloth interior. Just under 170,000kms. ACT Rego. Price negotiable, I want it to go to a good home. Email for more details and some pics or give me a call. Jim Taylor 0400 111 504 pug303@bigpond.net.au

### Peugeot 306 cabriolet

Series 1. 154,000 kms. 2 litre auto. Strong motor and transmission. Requires attention on several minor body issues: heating does not work, new elastics needed in the roof, tyres marginal. Offers. Cliff Carey. Evatt. 0403 242 584.

### Peugeot 404 wagon

404 Wagon. Reluctant sale by third owner. Very good condition. No rust. \$14,500. Barry 0408 958 784.

### ACT Number Plate 408

ACT 3-digit number plate "408", has been in the Quinlan family since the early 1960s. We would be looking at offers around \$20,000 to



# CLASSIFIEDS

\$25,000. Thanks and regards, David Quinlan, Pambula NSW.  
0418 238 241 dat.quinlan@iinet.net.au

## ACT number plates 504 and 505

ACT number plates 504 and 505. I am considering selling them. I assume they would be of interest to you members ? Bill Arnold. 0419 491 919.

## Peugeot 405 Mi16

405 Mi16 Super Sprint Championship winning race car. Well sorted and reliable. New 2.2 litre engine, 195hp at wheels. Too many mods to list. \$23,000 ono. Also custom tandem trailer available separately \$4000. Both currently in secure storage in Melb. See photo on front cover of February edition of the magazine.  
Please contact Jeff for further info and pics, 0438 106 430 or jrowles@alphalink.com.au.

## Wanted

### Peugeot 205 GTi armrests

Two armrests/door handles (interior) for 1988 205 GTi. Greg 0411 281 388.

## Parts

### Peugeot 205 rear reflector

205 rear reflector. Brand new, still in original package. \$220. Greg 0411 281 388

## Peugeot 405 handbook and service book

Free 405 glovebox handbook and service book in wallet, Colin, 0414 484 398.

## Renault Clio 2003 5 door for parts

Renault Clio 2003 5 door for parts

FREE · In Stock

<https://www.facebook.com/marketplace/item/253014856232101>

## Peugeot 505 GTi cooling fan and centre muffler

505GTi cooling fan, and centre muffler, FREE. Brian Polden,  
m: 0403217034 e: brianpol@tpg.com.au



## Wrecking

### Peugeot 407 HDi's

Given my 2006 407 HDi is up for sale I'll be wrecking the spare cars I've acquired. Both have accident damage so things like lights may not be available. Otherwise 2 complete cars, both with black leather seats. Let me know if there is anything you need. Jim Taylor 0400 111 504 pug303@bigpond.net.au

## 4 CV Muster Yass

Barry McAdie

The biennial Renault 4 CV Muster was held in Yass and Canberra over Easter 2021.

Despite COVID-19, the event was well attended by participants from all over Australia, including Victoria, Western Australia, Queensland, NSW and of course the ACT. However, there were some who could not make the event from Queensland due to the unanticipated lock down in the Brisbane area. Noel Wicks and our Secretary, Linda Wicks, from NSW who had recently broken her leg sadly could not attend as well.

The event was blessed with fantastic sunny weather every day and got underway with a meet and greet function at the main accommodation venue at the Swaggers Inn in Yass that provided the opportunity for everyone to catch up.

The following day there was a huge car display at Banjo Patterson Park that hosted the various vehicles and guests. The display was of course dominated by the famous Renault 4CV but there were other rear-engined Renaults on display as well, including Caravelles, Florides, Renault 8s and 10s. A front-engine R17 was there as well as my new mid-engined Alpine A110. I did intend to display my 1969 Alpine A110 but it had some sort of power issue .



The display was followed by a visit to Cooma Cottage, the home of noted Australian explorer, Hamilton Hume. I caught up with new club member, Jeanette Pangallo, who has two 4CVs that are currently under resto-



ration. Her blue one is close to being on the road. While at Cooma Cottage, I purchased a book authored by Robert Macklin on Hamilton Hume. It is a great read on Australia's early history.

On Saturday night, everyone gathered at the Yass Soldiers Club for a slap up dinner and the AGM that reelected the Committee. At the dinner, Jeanette graciously took over my role as the ACT delegate on the 4 CV Register. She does, after all, have 4CVs whereas I do not have any.

On Sunday, a large convoy of 4CVs and other Renaults proceeded down the Barton Highway to Canberra to visit the Dinosaur Museum, Cockington Green and lunch at the Harcourt Inn. It must have been an awesome sight. Unfortunately, Dave Cavanagh's faithfully restored historic rally Renault 8 Gordini broke down in the main street of Yass en-route apparently due to a broken distributor drive gear. Dave's story on the history of the



car appeared in the March 2012 issue of "Fourword". After a long lunch, everyone except yours truly returned to Yass for a swap meet.

Apart from the forced non appearance of some, the event was a huge success and a credit to the organisers, Russell and Kathy Denning. Phil and Mirva Harrison stayed on in Canberra and we enjoyed a fantastic dinner at "The Italian Place" in Braddon. Phil is the President of the Renault club of Queensland and provided some helpful advice on restoring 4CVs.





## Peugeot to be revitalised as high-end brand

This car maker has grand plans to become upwardly mobile as it brings in a string of top-shelf SUVs and electrified cars this year and next.

Dom Tripolone  
25 March 2021

Peugeot is reshuffling the deck and preparing to deal out a winning hand.

The French brand hasn't started this year strongly with sales down about 30 per cent through the first two months. This follows a decline of about 13 per cent in 2020.

The brand is hopeful a string of updated high-end SUVs and new electrified products arriving this year and next will have the local operation holding a royal flush.



Peugeot 2008

Local boss Kate Gillis says despite the poor sales the brand is definitely here for the long haul and she has confidence the arrival of the new products will turn the tables for Peugeot.

"We are never going to be a top 10, we've never aspired to be a top 10 brand," says Gillis.

"What we are as a brand is a very solid alternative to the market for someone who is looking for an SUV looking, for great value at a price point."

Enter the brand's new 2008 small SUV, which launched late in 2020, and the recently refreshed 3008 mid-size SUV and 5008 large SUV.

All three offer a point of difference in a market that continues to become more popular every month.



A top-end Peugeot 5008 costs about \$60,000.

Gillis dubbed Peugeot a "challenger brand" – in that it's offering something different

to the rest of the market with the maker leaning on its style, technology and driving experience to bring in customers.

Globally Peugeot is reinventing itself as a premium brand and there is belief the wave of new vehicles will establish that thinking in the Aussie market.

Peugeot Australia product manager Daniel Khan sees Peugeot holding the ground above the high-quality mainstream brands such as Volkswagen and Skoda.

"We don't make the same boring cars as everyone else does, these cars are vastly different looking, far more fashionable than some of those others SUVs on the market right now," says Khan.



Globally Peugeot is making a push to become a high-end brand.

To push this point Peugeot has simplified its range of SUVs and maximised equipment levels – loading them up with gear from premium stereos from French brand Focal, to large central infotainment screens and top quality interior finishes.



Unlike some brands Peugeot isn't turning and running from the passenger car segment to focus just on SUVs. It will bring the new 308 small car to Australia and keep its 508 mid-size sedan.

Peugeot is also focusing on electrification, confirming it will bring plug-in hybrid versions of the 3008 SUV and 508 sedan in the second half of this year.



A plug-in hybrid version of the 3008 is due later this year.

Next year the maker expects to have fully electric models on sale locally, but wouldn't confirm which models.

One of the EVs to arrive next year could be the pint-sized 208 hatchback, which will be confirmed later this year. An electric SUV would also be a sure bet to be high on the local outfit's shopping list.

The French brand expects electrified vehicles to help fuel its desired growth with plug-in hybrids and electric cars experiencing incremental growth throughout the past 18 months.

And these new models should have a beneficial effect on its Australian sales as it

can now play in segments it has never been before it says.

News.com.au

## Pageant update

Graeme Cosier

In Berowra, we got off lightly with 486 mm of rain in the seven days to 23 March, and it is still raining.

It dawned on me that the Peugeot Pageant would have been held on 19-20 March if it was at the same time as last year, two weekends before Easter, .

I'm pleased it wasn't scheduled as I don't think many of us would have been able to get there, and if we could, it probably would have been wet with miserable weather!

We cancelled the Pageant because it needed months to organise and this was too difficult at the height of the pandemic with the border closures and restricted numbers for gatherings.

The good news is that at this time last year, the dam supplying Bathurst water supply (Chifley Dam) was 29.4 per cent, resulting in severe water restrictions. A week before writing, the dam was 101.2 per cent.

## Citroën, Peugeot and Vauxhall to launch hydrogen fuel cell vans in 2022

7 April 2021

Citroën, Peugeot and Vauxhall light commercial vehicle (LCV) dealers must prepare for an influx of hydrogen-powered vans as the three Stellantis brands prepare to launch fuel cell vehicles.

The French OEM has announced that hydrogen plug-in hybrid vans based on the existing Citroën Dispatch, Peugeot Partner and Vauxhall Vivaro will be offered in the UK from 2022

The new zero-emission models are being billed as the solution for fleets that require more range and faster refill times than is currently available from its current range of





electric vans.

Last summer AM reported on how Peugeot and Citroën dealers would be undergoing a new training and support program to improve their light commercial vehicle (LCV) expertise ahead of the arrival of a new range of zero emissions electric vans.

Stellantis' new hydrogen-fuelled hybrid vans can store 4.4Kg of liquid hydrogen in chassis-mounted tanks, while a rechargeable 10.5kWh battery contributes to a total range of 250 miles.

The hydrogen tank can be refilled in just three minutes and the battery can provide a range of 30 miles on its own when fully charged, which takes about an hour.

Harald Wester, head of Stellantis engineering, said: "As we look further into the future, hydrogen fuel cells show great promise – especially for light commercial vehicles – as the next level of zero emission propulsion technology. The technology will fulfil customer range expectations combined with towing and payload capacity.

"At Stellantis, we believe that light commercial vehicles zero emission offers shall meet all customer demands and user profiles, to ensure sustainable delivery activities, in line with environmental stakes."

The van's hydrogen fuel cell is integrated under the bonnet and its hydrogen tanks are placed under the floor where the battery would usually be on electric models. This means there is no impact on the available cargo space or payload.

When driving, electricity supplied by the fuel cell powers the electric motor. The battery is used at low speeds and to boost acceleration. A recuperation system feeds waste energy back into the battery.

Last year the PSA Group announced the launch, this year, of its new Peugeot e-Expert, Citroën e-Dispatch and Vauxhall Vivaro-e

electric vans..

Speaking at the time Xavier Peugeot, senior vice-president of Groupe PSA's LCV division, said: "The PSA ambition is to make sure that we can continue to provide freedom in mobility to our customers.

"We know that rules and regulations are changing, particularly in big cities. Access to city centres will be different in the coming years. We need provide our customers with concrete electric answers to allow them to continue to work.

"At the same time, we would like to be able to move people, all together, which is why shuttles will become e-shuttles."

Amonline





## Citroën marks 60 Years of the Ami 6

The French sedan shook up auto design in the 1960s, and was even sold stateside.

Jay Ramey  
23 April 2021

This weekend Citroën will celebrate the 60th anniversary of the innovative Ami 6, a mid-range car that followed in the footsteps of other progressive designs for the French marque. It was on April 24, 1961, that the Ami 6 sedan was revealed to the public, intended to fill a niche between the small and utilitarian 2CV and the luxurious and futuristic DS.

The Ami 6 offered plenty of its own design surprises, featuring a leaning green-



house atop a boxy and spacious sedan body, becoming memorable for its notchback, leaning rear window and C pillar, echoing mid-century modern architecture, and a pagoda-style roof.

“After designing Traction Avant, 2CV and DS with the Citroën design team, Flaminio Bertoni was asked to lend his talent to the design of a middle-range car, known as the ‘AM Project,’” the automaker says. “Ami 6 was the end result. Bertoni described the car to his friends and family as his masterpiece—as the model was developed without the creative input of anyone else, Bertoni was able to fully express himself with the design of the vehicle.”

The front fascia itself was also a departure from Citroën designs of the time, resembling no other model in the automaker’s

lineup, with a concave valley in between the two high-set headlights and a blunt nose. The overall dimensions of the car were certainly compact for the day, especially compared to American models, but the Ami 6 was still intended to be a competitor to the Renault 4, which debuted the same year.

Intended to be an economical car, the Ami was powered by a two-cylinder 602cc engine producing just 22 hp, borrowed from the 2CV. The interior, meanwhile, featured a number of elements present in the larger DS, including the single-spoke steering wheel, while its plush suspension was borrowed from the 2CV as well.

The Ami sedan received an updated version dubbed Ami 8 in 1969, while a station wagon version of the Ami 6 arrived earlier in 1964 boasting a 705-lb payload. As roomy as



the sedan was, the station wagon added a spectacular amount of versatility to the model while smoothing out its profile, allowing it to better compete with the Renault 4. A restyled front fascia also refined the design, and wagon versions of the Ami 8 were produced as well.

“The design of the estate version offered a great amount of space for a leisure vehicle in this category, along with easy and convenient accessibility,” the automaker notes. “It was a versatile model, providing just as much comfort to a family traveling on



a trip, as it would for a professional using the car for business needs. In 1966, Ami 6 was named in France as the nation’s favorite car of the year.”

Ami 6 production ended in 1970, with the Ami 8 taking over through the end of the run. A version called the Ami Super featured a four-cylinder engine, arriving in 1973. In addition, a two-door rotary-powered coupe was also produced on the Ami architecture in a small-volume run badged as the M35.

Production of the Ami 8 lasted all the way through 1978, spanning almost 20 years for the Ami architecture, with 1.8 million cars of the Ami family produced during that time.

The Ami remained a mostly European-market offering, lacking a more global embrace that was experienced by that same Renault 4. Unlike the midsize Renault model, the Ami was actually sold stateside at the time, often sold at “import” dealerships that offered a wide variety of marques like NSU, Skoda, or Peugeot. In contrast to the European versions of the model,



North American ones featured four round headlights and additional turn signals under the headlights, but many have since been retrofitted with European-spec units, as on the cars in these photos.

Citroën recently revived the Ami name for an urban EV you may have seen in recent months, featuring a decidedly different exterior design. The tiny electric model is perhaps an even more daring stylistic departure than the Ami 6 was in the 1960s. While the new EV isn’t headed here anytime soon, we have a feeling we might see some of the original Amis converted to EV power at some point.

Autoweek



## Family breadwinner

Daniel O'Callaghan  
Driven To Write

Although eclipsed by the hugely successful 205, the 104 was a highly competent design that served Peugeot and its sister companies well for sixteen-years.

Mention Peugeot Supermini in the company of car enthusiasts of a certain maturity and their minds will immediately turn to the 1983 205, the delightfully attractive, practical and sweet-handling car that, for many, was the definitive 1980's B-segment hatchback. In 1.6 and 1.9 GTi form, it was also the definitive hot hatch. What is not as readily recalled, however, is the success of its largely forgotten predecessor, the 1972 Peugeot 104 and its PSA siblings.

Prior to the launch of the 104, Peugeot design was the very epitome of sober conservatism, with understated but well-engineered saloons and estates, and attractive but unflashy coupés and convertibles. The company had ventured into transverse engines and front-wheel-drive with the 204 and 304 siblings, but their conservative exterior appearance belied the engineering innovation within. The 104 would be the company's smallest model and the first two-box design that was not an estate, but what was becoming known as a Supermini.

Except that, like the Fiat 127 that preceded



Peugeot 104

it by a year, it was not a true Supermini in that it had a conventional boot-lid instead of a hatchback(1). Peugeot was, allegedly, concerned about the impact a hatchback 104 might have on sales of the existing 204 estate, hence the decision to go with a boot instead. The Fiat would get a hatchback in 1972, but the Peugeot would have to wait for four years before receiving the fifth door for which it was so clearly designed.

The 104 was credited to Paolo Martin(2), Chief of Styling at Carrozzeria Pininfarina. It was a neat and quietly handsome design,

with hints of the 304 and 504 in the front end, where the leading edge of the bonnet sloped upwards over the headlamps(3). A deep scalloped feature line ran along the flanks, visually lengthening and lowering what was quite a tall car.

The 104's design proved to be quite versatile and Peugeot produced attractive prototypes of both a three-box saloon and an estate version. Sadly, neither made production, again presumably for fear of cannibalising sales of the 204.



Peugeot 104 saloon and estate prototypes

The 104 was built on a new platform with a wheelbase of 2,420 mm (95¼") and overall length of 3,600 mm (141¾"). It was powered by a new all-aluminium 954cc four-cylinder engine with a chain-driven overhead camshaft. The engine was co-developed with Renault and, in enlarged 1,218 cc form, would power the 1976 Renault 14. An unusual feature copied from BMC's Issigonis-designed cars was a four-speed gearbox contained within the sump and sharing the engine oil. The engine was canted backwards towards the front bulkhead at 72°, allowing the spare wheel to be stored above it.

The 104 was a pleasant car to drive, with a good balance between its comfortable ride and decent handling. The only serious complaint was an intrusive whine from the transmission, a characteristic the 104 shared with BMC's transmission-in sump cars. Pas-

senger space was generous, a consequence of its relatively tall build, but most reviewers remarked on the absence of a hatchback limiting the car's versatility.

the overall length. This seriously compromised rear seat space and, although this version now had a hatchback, access was limited by a high loading lip, which lost the booted version's bumper-level sill between the rear lights. Although sharing the 104's model designation, the three-door was what would be now called a city car rather than a B-segment Supermini.

With 204 production ending in mid-1976, Peugeot finally gave the four-door 104 the hatchback it needed to make it properly competitive. Unlike the coupé, the five-door model's hatchback opened down to bumper level between its newly enlarged tail lights. Its folding rear seats made it much more versatile and commodious. A larger 1,124cc engine was offered, while the smaller engine was detuned to improve economy.

The 104 proved to be trustworthy and mechanically reliable in service. It was, however, not the easiest car to work on, thanks to its unusual engine installation, which made the top-end difficult to access. This caused some skimping on regular maintenance, which led to warped cylinder heads and blown head gaskets. The rustproofing was of poor quality and many 104s were rotten while still mechanically sound.



1974 Peugeot 104Z Coupé.

The 104 range was expanded in 1974 to include a three-door version. This variant was all-new from the A-pillars rearward and was literally a coupé, with 190 mm (7½") taken out of the wheelbase and 317 mm (12½") out of





1978 saw the addition of plastic bumpers in place of the steel original items on all models while the five-door received the larger trapezoidal headlamps from the coupé. Subsequent revisions introduced further enlargements of the engine to 1,218cc and 1,360cc, but little otherwise of note. One retrograde change was a final facelift in 1982 that saw the trapezoidal headlamps replaced by smaller rectangular units that no longer fitted the space as neatly.

By now the 104 range was being

only cheaper entry-level models would be offered until its demise in 1988. That should have been the end of the 104 story, but it also served as the basis of three desperately needed new models for sister companies Citroën and Talbot.

When Peugeot took over control of Citroën from Michelin in 1974, the double-chevron's range comprised the 2CV, Dyane, Ami, GS and newly launched CX, with the SM and DS in the process of being phased



pared back in preparation for the launch of the 205 the following year, after which

out. The three smaller cars were largely iterations of the same basic design and shared a 2,400 mm (95") wheelbase. The 2CV still possessed a certain eccentric charm but the Dyane and Ami just looked anachronistic by the mid-1970's. There were two yawning gaps in its model range, a mid-sized model to sit between the GS and CX and a competitor in the fast-growing supermini class.

When the takeover was announced, Peugeot went to some lengths to assure all concerned that there would be no dilution of Citroën's distinctive heritage and identity, and no sharing of designs. This assurance, like so many battle plans, did not survive first contact with the enemy, which was Citroën's threatened bankruptcy. New models were needed

as a matter of urgency to boost sales, and Peugeot looked to the 104 to provide a much-needed stop-gap model.



1976 Citroën LN

It was the three-door 104 coupé that would be the basis for a new Citroën, to be named LN. Instead of the 954cc Douvrin in-line four, the LN was given the 602cc air-cooled flat-twin from the 2CV. Cosmetic

alterations were limited to badging and a new grille and headlamp arrangement. Circular headlamps from the Dyane, together with their distinctive 'quartic' bezels, replaced the 104's neat rectangular items. The 104's indicator and sidelamp units were relocated from below the bumper to sit vertically outboard of the headlamps. The arrangement looked rather homespun and ill-fitting. Inside, a single-spoke steering wheel was the only Citroën-esque touch.

The LN was launched in July 1976 by a visibly defensive and uncomfortable Citroën PR team. It was very sparsely equipped, lacking headrests and even a radio. It was marketed on the basis of low prices and cheap running costs, and sold reasonably well, particularly in southern Europe.



Ceci n'est pas une Citroën.

The LN received a significant upgrade in November 1978 when it was given the larger and more powerful 652cc flat-twin from the recently launched Visa model. It also received a new name, LNA. In December 1982, the LNA was given the Douvrin 1,124cc inline four, with the smaller 924cc version offered as an option in some markets. There were trim and equipment upgrades but the LNA continued to sell primarily on price. It remained in production until 1986 when it was succeeded by the Citroën AX.

That would not be the end of the 104's usefulness to the wider PSA group, as we shall see as we continue this series.

(1) The 1972 Renault 5 was not a definitive supermini either in that it had a longitudinally mounted engine in Mk1 form.

(2) Martin's other production palmarès included the handsome Fiat 130 Coupé, the avant-garde Lancia Monte Carlo and the unfortunate Rolls-Royce Camargue.

(3) This detail would not be fully appreciated until the 104 received larger trapezoidal headlamps from the 104 Coupé in place of the square originals as part of its 1978 facelift.



**French Car Club of Canberra Inc**  
**Minutes of the General Meeting**  
**23 March 2021**  
**Raiders Weston Club and Zoom**



**Present**

Brad Pillans  
Neil Birch  
Barry McAdie  
Neil Sperring  
Greg Francis  
Ross Stephens  
Chris Carder  
Lisa Molvig  
Colin Handley  
Charles Birch

**Apologies**

William McNamee  
Bernard Wright  
Ian Brock  
Adam Rustowski

**Introduction**

1. The meeting opened at 8:22 pm.  
Brad welcomed everybody.

**Minutes of the January meeting**

2. Brad summarised the January Minutes which were circulated at the meeting. Brad then moved the minutes be accepted as a true and accurate record of the meeting, seconded Ross Stephens. Carried.  
Matters arising to be dealt with during the meeting as is our usual practice.

**Financial report**

3. The last of the PAC funds have been transferred to the FCCC account. The bill for Fish and Chips at the

Yacht Club was \$222.60

Our account balance with Bendigo Bank is \$18,803.65

Neil Birch moved that the report be accepted, seconded by Greg Francis. Carried

**General Business**

**4. Council of ACT Motor Club (CACTMC)**

MG Car Club gave a presentation on their proposed Carbon Offset Scheme. They will produce a printed report on the proposal.

Classic Car Club of Canberra has joined the Council. Wheels 2021 had 617 participants, and would have had more if access was easier. Next year the intention is to have three entrances not just one.

Wheels 2022 will be on 6 March 2022.

Proposed 60 day scheme: 1 July (this year) is still the target implementation date. Still some issues to be settled, particularly with the Historic Modified category.

Social events: We had a poor turnout at Wheels, 3 cars a motor bike and a bicycle.  
Twenty people went on the French Car Drive to Strathnairn Arts, Stepping Stone Café; equal numbers from FCCC and the Rover club.

Next event will be Wheels of Wamboin on 17 April.

Lisa asked if the mailing function of our system could automate the mailing of our French Car Torque to other clubs. Neil Sperring said it could. Lisa and Barry to investigate and implement.

Web Site: The lack of progress was discussed. Brad agreed to follow up with Mitch Jamison-Curran and report to the next meeting.

**Close, next meeting**

7. The Meeting closed at 9:02 pm.  
The next club meeting is scheduled for the Raiders Club in Weston, on Tuesday 27 April 2021.