



French Car Torque

Magazine of the French Car Club of Canberra



March 2021



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On the cover This French contingent at Wheels 2021 (Covid-19 edition) Photo Brad Pillans.

FRENCH CAR TORQUE is the official
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(FCCC)

PO Box 711, Civic Square, ACT, 2608.

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Bonjour Francophiles,

As COVID-19 restrictions continue to ease, and with vaccinations now underway, there are ever increasing prospects of a return to some sort of normality in our lives. Interstate travel is now possible and Trans-Tasman bubble travel is being discussed (again). Despite these promising signs, there will be no Peugeot Pageant this year – a decision to cancel had to be made late last year and there were too many uncertainties at that time. Hopefully, the pageant, which was to be held in Bathurst, will be able to go ahead in 2022.

Meanwhile, we had an enjoyable club get-together at the Canberra Yacht Club last month, with some 15 members enjoying fish and chips by the lake. Not quite sparkling sunny weather, but a good time was had by all.

On Sunday 28 February, the annual Shannons Wheels Exhibition was held at Queanbeyan Showground. It was a warm to hot (depending on your thermal tolerance) sunny day, so the club marquee provided a welcome refuge for attendees. As in previous years, we had reserved 20 parking spaces for

club members' cars, but in the end only three cars (and two bikes) made it to the event. Aside from a couple of mechanical breakdowns, long queues to enter the venue deterred other would-be attendees, plus some club members simply had other commitments on the day. The three cars on display were my P508 (with dented boot), Lisa Molvig's R12 wagon and Flash Flanagan's P407 wagon. However, for my money, the standout vehicle in our display was a 1971 49 cc Motobecane Mobylette bike (or moped), purchased in Cambodia in 1996 for \$US100 and brought to Australia by new club member, Simon Hermes.

According to Wikipedia, the Motobecane Mobylette was launched in 1949 and manufactured until 1997, with production exceeding 14 million vehicles. There were several variants, the fastest of which could reach around 60 km/hour – fairly scary on a moped, I would think. The 49 cc engine in Simon's Moby is not running – yet – but he is hoping to do that in the near future. Then, we might find out how fast it goes!

Today (Friday 19 March), I was expecting to pick up my 508 from the panel beater – Hume Body Works. After nearly two months of using my Land Cruiser as a daily drive, I was very much looking forward to slipping in behind the wheel of the 508 again. Not that there is anything wrong with the Land Cruiser, for what it is, but it is bigger and heavier (and vastly more fuel-inefficient) than the 508 – a great off-road vehicle and actually very comfortable on long road trips, but less enjoyable as a town car. However, my hopes were dashed when I drove the 508 out of the workshop only to be greeted by a 'boot not closed' warning on my dashboard. Turns out



the electronic unit in the boot lid is cactus, which also prevents the car from being locked – should have been checked before I was handed the keys, of course. Oh well, a few more days while they order in the part...

Our next club meeting will be held at 8 pm on Tuesday 23 March, at the Raiders Club in Weston, with dinner and drinks from 7 pm. With daylight saving finishing at the end of March and the autumnal equinox occurring on Saturday 20 March, why not celebrate the end of the summer half year by joining us at the meeting?

Au revoir,

Brad Pillans

2021 FCCC COMMITTEE

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CLUB EVENTS 2021

23 March 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.

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.

April 17	Wheels of Wamboin- we decided to postpone trip to Braidwood planned for Anzac day and attend this event instead..
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

WHEELS OF WAMBOIN



Saturday 17th April 2021

9.00am to 1.00pm

(in conjunction with Home Produce Markets)

**Wamboin Community Hall - Bingley Way (off Norton Road)
Wamboin NSW.**

All sorts of automotive machines including old, new and interesting cars, motor bikes, trucks, stationary engines and even tractors are welcome.

A great short run from Canberra to experience Wheels of Wamboin in a truly country atmosphere. A great day out and we welcome all marques great and small. Our highlight is the huge variety on the day.

Display entry is a gold coin donation and swap tables are \$5 (remember to bring your cash as there is no EFTPOS).

A bonus on the day is the opportunity to pick up some healthy bargains at the monthly home produce markets. There will also be freshly brewed coffee and a sausage sizzle and BBQ all with Covid Safe plans in place.

Please follow us on Facebook for any updates closer to the day or our website at <https://www.wamboincommunity.asn.au>

Proceeds to the Wamboin RFS

Please email president@wamboincommunity.asn.au for further information



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. 2litre 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.

CLASSIFIEDS

ACT Number Plate

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 \$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>

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

FCCC Social news -

March

Wheels 2021

Sunday 28 February at Queanbeyan Showground, from 10am to 1.30pm. It was a very warm and sunny day, there was a long tailback of potential entrants trying to get into the showground.

Some people had mechanical issues while in the queue (i.e. overheating) and others gave up and went home. A few of us arrived early enough to get in without too much trouble, but the display of French cars/mopeds/bicycles was very minimal this year.

Only three cars (Flash's P407 wagon,



Brad's P508 and my R12 wagon), a moped (1971 Mobylette owned by new member Simon Hermes) and I brought a 1976 Peugeot mixte bicycle to display.

Other members visited the display, sans vehicle for various reasons. Otherwise there was a diverse display of vehicles from many different clubs in the region, around 1000 from some reports. So, plenty to see and people to chat with.

Renault 4CV Muster

This event will be held in the Yass and Canberra region during Easter, 2 to 5 April. If you are interested to attend any of their activities please contact me and I can send the program to you.

French Car Drives in 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.

February 21 Strathnairn Arts, Stepping Stone Café. 90 Stockdill Drive Holt.

A stormy afternoon for our first outing of 2021. It was just starting to rain as we arrived at Strathnairn Arts café. Some people made a last-minute change to the car they drove as the storms were looking very threatening. I was the only one there in their "historic" car. Due to the storm we were brought into the gallery space for our afternoon tea. It was very hot and humid in there so as soon as the storm passed, we moved out onto the veranda where it was much cooler. We had over 20 people at



this gathering and nearly all commented that they had never been to this gallery/café on the western edge of Belconnen.

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

April 17 Wheels of Wamboin- we decided to postpone trip to Braidwood planned for Anzac day and attend this event instead.

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

Lisa

Vale Richard Proctor

It was with great sadness that we learned the news of the death, on 18 January 2021, of Richard Proctor, committee member of the French Car Club of Canberra and long-time stalwart of Canberra's Citroën community and of the former Citroën Association of Canberra.

The news was a great shock to those members of the FCCC who had met and chatted to Richard at the Club's Christmas get-together and car-show at the Spanish Club in Narrabundah in December. There was no hint then of the sad news that was to hit us so soon after. Former members of the Citroën Association in Canberra and interstate were equally saddened to hear the news.

The Club expresses its deepest sympathies to Richard's family, wife Irmina (who was well known to me and others as Tash) and their children Huon, Eileen and Jennifer).

I first met Richard back in about 1978 when I returned with my family from a period of working in New Caledonia and we brought back with us a Citroën CX2400 Palas which led me to long-term membership of the Citroën Association of Canberra with the CX and later Citroëns.

As mentioned in the notification of Richard's death in The Canberra Times, Richard immediately made an impact with

everyone as a kind and gentle man – he was in all respects a true Gentleman and a lover of his cars (the iconic D Series) and of sailing.

Members of the Citroën Association were well aware of Richard's "concrete" sailing boat, a project of Richard's that, for quite a while, took shape in the front garden of his and Tash's home in, as I recall, McKellar – certainly a community talking point.

I also knew Tash through a shared interest in tennis as members of the Melba Tennis Club during the 1980. Tash was quite an accomplished tennis player during that time.

As life has it, changes blow in the wind and it was only occasionally that I met Richard in more recent years, but whenever that happened it was accompanied with a hearty hello and friendly banter.

It was a great pleasure to find Richard present at the early meetings of the newly formed French Car Club of Canberra towards the end of 2020 and to renew our acquaintance. We met again at the Club's December car show and I looked forward to a continued rekindling of memories in future gatherings. Sadly that aspiration was cut short by Richard's untimely death in January.

You are missed by all your friends, past and present, Richard who thank you for your friendship.

Chris Carder

Third-Generation Peugeot 308 brings stylish new brand identity to life

18 March 2021

After years of playing with the final digit of the 300 series, Peugeot settled on the 308 moniker for its compact series back in 2007. Almost 15 years later, we're gearing up for the arrival of its third iteration, a model that is both all-new and the first instalment in the company's new chapter of life.

Now under Stellantis guidance, Peugeot has celebrated an important milestone last year, namely 210 years of existence. In February this year, it also emphasized the massive transformation it's going through with help from the 11th of the famous lion badge.

The upmarket visual identity now finds its place on a model for the first time. It's the all-new 308, a compact car that is said to "combine an attractive new design and a premium interior with class-leading technology and safety" in a bid to strike at the very top of the segment.





We can all agree the eighth-generation VW Golf is probably the preferred target, so the French automaker spared no expenses and technologies, fitting the latest 308 with gasoline, diesel, and—for the first time—plug-in hybrid powertrains.

Just like the MQB-toting German rival, Peugeot's 308 doesn't come with an all-new architecture; instead, it will be manufactured on an evolution of the well-known EMP2 platform. As far as the exterior looks are concerned, the 308 is going to be an easy

pick in a crowd thanks to the signature vertical LED daytime running lights (LED headlights are standard across the board) and the "iconic three claw rear light signature."

The hatchback will arrive at dealerships later this year with a drag coefficient of 0.28, a 55-mm (2.16-in) extension of the wheelbase (it's also longer overall at 4,367 mm/171.6 in), a height reduction of 20 mm (0.78 in), and seven exterior colours, including the interesting Olivine Green.

Inside the cabin, Peugeot's i-Cockpit arrangement has been further updated and



comes with an all-new infotainment system dubbed simply Peugeot i-Connect. The assembly makes use of a couple of 10-inch screens (3D display for the digital instrument cluster on the GT trim), "touch sensitive fully configurable virtual i-toggles," as well as an impulse controller for the eight-speed automatic transmission, among others.

As far as the powertrains are concerned, the launch options include the well-known 1.2-litre PureTech 130 S&S EAT8 and 1.5-litre BlueHDi 130 S&S EAT8, as well as a couple of brand-new PHEV choices. The company has nicknamed the latter Hybrid 180 e-EAT8 (110 kW/148 hp plus an 81-kW electric motor) and Hybrid 225 e-EAT8 (upgraded PureTech to 132 kW/177 hp). Both feature a 12.4 kWh battery for estimated EV ranges of 36-37 miles (58-60 km).

autoevolution

Peugeot's new logo revives its 1960s-style lion emblem

Peugeot has unveiled its 11th update to its lion emblem since 1850. The new logo, which has been developed around the concept of time and living in the moment, features a roaring lion's head inside a coat of arms, and aims to reflect the car manufacturer's electrification strategy and its desire to enhance the user experience through new technologies.



The new logo, designed by the Peugeot Design Lab, features an all-new take on its iconic lion, with a lion's head inside a coat of arms. The emblem acknowledges the evolution of the brand and highlights its transition to electrification — the brand is committed to have an electric vari-

ant across its entire model line-up by 2025. The new logo will appear on all communications, including an international campaign and a new website, as well as on a new clothing and accessories collection to be launched later this year.

This design represents a redesign of the logo used throughout the 1960s, which also featured a lion's head within a shield.

This marks the first time since 1975 that the lion's body has been removed from Peugeot's logo. For the past 46 years, the logo has shown the lion standing on its two hind legs with its forelegs raised in the air.



A critic of the move takes aim

Car magazine's Tom Wiltshire writes: The old lion wasn't perfect, and was perhaps

overdue a VW-style flattening to remove the tacky 3D chrome finish. And perfectly fine that would have been, perhaps switching out the pseudo-sci-fi corporate font for something a bit classier at the same time.

No, that's not an imaginative take (perhaps that's why I'm not a designer) but it would have been a safe one, retaining yet subtly updating the image that's served the company so well over the last decade.

But with the new rebrand Peugeot's waved goodbye to the standing lion in favour of its decapitated and rather more detailed cousin, and I think that's a bad move.



Badges? Like flags, but chromier

A good car-manufacturer logo is like a national flag, and it ought to follow many of the same rules. These are the ones I've come up with, and hold every manufacturer to:

- Distinctive
- Simple enough for a child to draw from memory

- Monochromatic (or at least recognisable without colour)
- Meaningful
- Recognisable without text



The eagle-eyed will notice this excludes many otherwise fabulous badges – there's no normal child who could draw every detail of Porsche's shield from memory, for example, and though Ford's blue oval may be distinctive it's also colourful and script-heavy.

But some of the greats are very well-behaved. Take Audi, for example – it's meaningful, it's simple, and it's unmistakable. I'd call it a perfect logo if I didn't like Mercedes' and Mitsubishi's efforts more, and Citroën's better still.

The old Peugeot lion did pretty well on this front – the lion may have been a little intricate, but it wasn't going to be mistaken for any other brand in a hurry. It didn't need

text, or colour, and the symbolism was on the money – it came from 1847, when the lion's teeth represented the sharpness and strength of the steel products the company was building at the time.

The new badge, though, breaks several of these principles. For starters, it has 'PEUGEOT' writ large across the top – not a good beginning. Second, the shield shape, which is desperately overused.

Abarth. Bristol. Buick. Dacia. Ferrari. Lamborghini. Lancia. Porsche. Proton. All of these brands either currently use, or have used in the past, a shield shape as their emblem – usually with the manufacturer name written on it.

Some go even further, with a shield, writing AND an animal involved, while poor old Proton has everything – a stylised lion, within a shield, with the name above. Plenty on Twitter made that connection before me, and dare I remark that even at its best Malaysia's national car manufacturer doesn't particularly project the sort of upmarket image that the Peugeot of 2021 wants to associate itself with?

Put simply, the lion head is too heavily designed and will appear too small on the cars to be noticeable from a distance. I'd be very impressed by the child who can draw it from memory, too.

I don't really buy the historical argument, either. The lion's head alone – that this new badge apes – adorned cars from 1960 to 1970, including some all-time greats such as the 504. But the stylised, upright lion has been

in place, on and off, for 56 years – and continuously since 1970.

That means the majority of people looking at a new Peugeot today will have no real memories of the old badge – and therefore no connection to the new one. Why waste the past 50 years of brand-building?

Renault unveils new badge

William Davis
15 March 2021

French automotive manufacturer Renault has unveiled a new badge, with range-wide adoption slated by 2024.

The minimalistic design – which was first previewed on the retro Renault 5 electric hatch prototype (shown below) in January 2021 – retains the brand's iconic diamond silhouette, however moves to a two-dimensional plane.

It is the ninth rendition to the brand's badging since it launched in 1898, and fifth variant of the diamond design (which was introduced in 1925). The most recent variant of the logo was designed in 1992, and tweaked in 2015.

The Megan electric small SUV slated for early 2022 is tipped to be the first production model to wear the new badging, however this is yet to be confirmed by Renault.

Car Advice



A failure of nerve

Daniel O'Callaghan
27 October 2020

In 1966 Peugeot and Renault formulated an ambitious plan to take on the incumbents in the luxury car market. Sadly, both companies got cold feet and their dream went unrealised. DTW recounts the story of Projet H.



With the successful launch of the 16 in 1965, Renault had a large five-door FWD hatchback to complement its (not so) small 4 model. The range would be augmented with the medium-sized 6 in 1968 and completed with the 5 supermini in 1972. These hatchbacks sat alongside its rear-engined 8 and 10 saloons for more conservative customers.

However, the company lacked a large and prestigious car as a flagship for its range. Likewise Peugeot, where the largest model was the well-regarded 404 saloon, launched in 1960. Both manufacturers eyed Citroën with a degree of envy. The Double Chevron's large DS model, although already a decade old, had been so advanced and futuristic at launch that it still looked handsome and prestigious.

It was a fitting 'halo' model for the marque, notwithstanding the idiosyncratic appearance of Citroën's smaller cars. The DS was also the choice for official transport at the Elysée Palace, giving Citroën kudos that was jealously coveted by both Billancourt and Sochaux.

Both manufacturers were allegedly nervous about the market potential for a large and luxurious car bearing their marque names, so they agreed in April 1966 to develop such a car jointly. It would be known simply by the anodyne name Projet H(1) and would be a conventional front-engined RWD saloon. The engine for the new model would be a 90° V8 with a capacity of 3.5 litres, the development of which would be Peugeot's responsibility. Projet H would be a large car at 4.90m long and 1.88m wide.

The Projet H joint venture was the second(2) project initiated under a wider agreement between the two companies to share development resources and costs, and ensure that each manufacturer's models did not compete directly with the other's(3). The agreement was sealed in anticipation of the

establishment of the EEC Customs Union on 1 July 1968 which would see tariffs abolished between member states and harmonised between the EEC and other major economies with which the EEC traded. This would expose the French automakers to increased competition from imports but would also give them much greater export sales potential.

Renault and Peugeot would each design its own bodystyle for Projet H. It is unclear as to whether each manufacturer would put its own chosen design into production, or whether only one design would be selected and would be shared between the two manufacturers, with only trim and cosmetic embellishments to differentiate them.



Renault Projet H 2.5 Box Saloon Proposal (c) histo-auto.com

Michel Béliogond, who had designed the 16, was given responsibility for the new model at Renault, overseen by design studio head Gaston Juchet. Béliogond envisaged the new model as a six-light fastback design in

the same mould as the 16, but with a conventional boot rather than a hatchback, to appeal to a more conservative customer demographic(4).

Two other Renault designs were also developed into full-scale models. One was a six-light '2.5 box' saloon, designed by Vincent Dumolard. This had a sloping tail, albeit with a distinct break in the line between the rear window and boot. There was also a more conventional saloon with a three-box profile, designed by Jean-Claude Mornard.

Over at Peugeot, the Projet H design was contracted out to Pininfarina as the company did not have the in-house resources to take it on. The Italian carrozzeria produced a very pleasant if somewhat anonymous six-light conventional saloon with a low waistline, slim pillars and twin rectangular headlamps.



Pininfarina proposal for Peugeot's Projet H (c) histo-auto.com

One of the three Renault prototypes has survived, the fastback saloon, and it is an interesting looking car. The front end is

rather heavy and Baroque. The deep chromed front bumper encompasses the lights and grille. Its reverse-rake angle gives the car an aggressive shark-nosed attitude. The rear end is more subtle, with a 'U' shaped bumper encompassing the circular tail lights and indicators within its upturned ends.

It is in side profile that the car looks its best. The flanks are smooth and unadorned, except for a high-level crease that gives the car a strong shoulder line. Simple door handles are aligned with this crease. The DLO is large and airy with slim pillars, and both front and rear doors are uninterrupted by fixed quarter lights.

The only detail that seriously dates the design is unfashionably narrow front and rear tracks, giving it a somewhat over-bodied or under-wheeled appearance. In fairness, this is probably exacerbated by the lack of bright wheel covers on the prototype, leaving the black painted wheels exposed. One notable innovation was integral hydraulic jacks to facilitate easy wheel changes in the event of a



puncture.

The interior, designed by Robert Broyer, is suitably luxurious with sumptuously uphol-



stered seats and door trims. However, the dashboard is rather plain and spartan, comprising a strip speedometer with fuel and water temperature gauges under a single glass, below which are three small circular supplementary gauges. At either end of the speedometer are a separate rectangular analogue clock and small tachometer.

The dashboard is covered by an unusually deep full-width cowl, intended to direct air from the vents in its underside onto the faces of the driver and front seat passenger. The dashboard would probably have been refined for production, but Projet H was intended as a car to be driven in as much or more than to drive, hence, the car had the unusual luxury of dual-zone air conditioning, split between front and rear.



Renault Projet H Proposal Interior (c) lenouvelautomobiliste.fr

Having developed their prototypes, both manufacturers began to have doubts

as to the financial viability of production. Sales were forecast at 50,000 units annually. Production cost and sale price were estimated at FF 9,600 and FF 19,500, which indicated a healthy profit margin on each sale. However, it would take a further investment of FF 190 million to bring Projet H to production and neither manufacturer was willing to commit these funds for a move into an untested market segment. Projet H was cancelled in July 1967, writing off the FF 7.4 million so far invested.

The work done on the proposed 90° V8 engine was not entirely wasted as this formed the basis for the 1974 PRV joint venture 'Douvrin' 2.7 litre V6. Renault went for a more tentative move upmarket with the 30 model, launched in 1975. Likewise, Peugeot launched the 604 in the same year. Although both were powered by the PRV engine, the former was a hatchback, the latter a conventional saloon, so both companies appeared still to be honouring the spirit of the non-compete clause in their decade-old agreement. However, the launch in 1972 of the Renault 5 and Peugeot 104, squarely aimed at each other, signalled that the agreement was withering away.

Stylistically, the only strong echo of Projet H was the Pininfarina design's front-end treatment, which was reprised on the very pretty 1969 Peugeot 504 Coupé and Cabriolet. It is for me something of a shame that neither manufacturer had the courage to put Projet H into production. Had they done so, the luxury car market might enjoy more variety

now.

(1) Intriguingly, however, Projet F was the code name Citroën had given to an early 1960s proposal for a mid-range car intended to sit in the large gap between the Ami and DS in the company's range. Projet F was abandoned, but one styling proposal was remarkably similar to the Renault 16, which led to accusations of plagiarism. One unusual detail of Projet F's construction, concerning the manner in which the door frames were welded to the roof, was employed on the 16 and was actually patented by Renault, much to Citroën's annoyance!

(2) The first, code-named M121, would ultimately result in the 1972 Peugeot 104 and 1976 Renault 14.

(3) Of course, the 'non-compete' aspect of the agreement would cause great concern for anti-trust authorities if it were to be signed today.

(4) It would be another decade before Renault would commit to a hatchback design in this segment with the launch of the 30.

Author's note: My thanks to DTW stalwart reader and commenter Bob for pointing me towards useful sources on Projet H.

Driven To Write

Citroën celebrated its 100th birthday in style

Maggie Barry
24 July 2019

Jean Francois Richaud's eyes are sparkling but he is nervous. "You have no idea what this means to me," he said, as we inch on to the track through a gap in the high wall.

I can almost feel his 68-year-old heart wildly beating. We are at La Ferté Vidame, the legendary Citroën test track about two hours from Paris and we are here to celebrate the 100th anniversary of the marque.

On one side of the wall are thousands of Citroën fans and parc-loads of cars. On this side, it is far more quiet and tense as Ferté Vidame open the track for a once-in-a-lifetime opportunity to drive it for a chosen few.

The proving ground is still used and extremely secretive, as Jean Francois describes to me how photographers, the paparazzi of the motoring world, will try to scale the 10ft walls to catch a glimpse of the latest trials and snatch a pic.

"No one is allowed in here and, for us, this is very special," says Jean Francois, as he edges along in his 1974 Citroën SM with a 2.7-litre V6 Maserati engine that produces the most miraculous roar through its four



exhaust pipes.

This is one of only four or five racing SMs left in the world. Citroën made only 12,920 models – about 12 for racing – and of the road-going versions there are between 3000 and 4000 left.

This specially modified version raced



at the 24 Hours of Spa in Belgium and has the certificate on the window to prove it. How much is it worth? Jean Francois does that very Gallic shrug. "I don't know because it is very special. About 60,000 euros?"

At its peak, this car would do 240km/h. We have been told to limit our speed to 50 as we wind through the terrain of the proving ground. Jean Francois smiles gleefully as he pushes it to 100km/h before we catch up with the GSA Club in front.

"A good car," he comments, "for a pere de famille," a family car, and I smile inwardly as I think I detect just the faintest touch of French disdain.

Thousands have come from all over the world for this event – even, apparently, from Boston in the USA, where they do not sell Citroëns. The fact is not lost on Xavier Crespin, head of all heritage cars for Citroën and its sister marques, Peugeot and DS.

He is almost bursting with pride and pleasure that what was a nugget of an idea four years ago has finally burst on to the fields here in the Eure-et-Loir. More than 4200 models have been registered for the three-day event, which is expected to attract at least 50,000 visitors.

"It makes me feel a bit dizzy to see all this. It is incredible because we have worked so hard to make it happen," he says. "We always wanted to recreate the spirit of Andre Citroën, whose dream was about making cars for the people."

"We knew from the outset we had to



find the right place at the right time to make this work and this place, with so much history, is exactly right." His words are echoed by Citroën's British CEO, Linda Jackson, who says: "I am always humbled by the



passion around Citroën.

"For many people, coming here is like a pilgrimage. It makes you feel very responsible and careful. We have to look after the brand because it is precious and we have to build for the future."

If there is one regret, it is perhaps the absence of a squad of 2CVs, who have a regular European meeting in a week's time. Nevertheless, there are a few very special models, including three found hidden in 1994 in the roof of a barn at a nearby farm.

The story is that the prototype CV, the ECV, was homologated just the day before World War II was declared and 250 had been built ready to go on sale. Worried they would fall into the hands of the enemy, all but five were ordered to be destroyed.

Three were sequestered in the barn and are still in the condition in which they were found, and Xavier Crespin has a fourth restored in his conservatoire.

But there are hundreds of the DS models on the field, the car that brought Citroën to the world's attention for its design and hydraulic suspension that saved the life of President Charles de Gaulle.

The General was travelling in his presidential DS when he came under attack from terrorists. They blew out the tyres but, because of the Citroën's sus-



pension, his car was able to continue and the driver made his escape. Quite simply, and as Citroën are proud to note, the car saved the president's life.

And then there is the Traction Avant. If there is one model that strikes a chord in the hearts of the Citroën people, it is this one.

The Type A may have been the first in 1919, but this is the inspiration for all that came afterwards and Crespin, Citroën product director director Xavier Peugeot and Jackson all name this car as the ONE.

Pressed on a car that she might re-imagine for today, Jackson admits she has considered the 2CV for its accessibility – an iconic model like the Fiat 500 and the Mini, but pushed further.

"The Traction Avant is one of the most beautiful cars ever and I suppose if you were

looking for retro..." She tails off, and those of us around her buy into this vision – a Traction Avant recreated for the 21st century. Maybe one day.

The Daily Record

How to date your Peugeot bike

Lisa Molvig

Unfortunately, exactly dating a Peugeot earlier than the late 1970s is an art rather than a science and is often an estimate at best. Even original owners have a hard time remembering the year that they purchased the bicycle.

That said, it is possible to date a bike within a couple of years with some confidence based on frame features and components. See the 'Frames, Headbadges and Decals' webpage for a pictorial timeline of frame features, and the 'Parts & Accessories' webpage for information on when specific components were found on 'U' bicycles.



components were found on 'U' bicycles.

Older bicycles have a serial number on the underside of the bottom bracket. If the number has six digits the frame was

probably made in the 1960s, while seven digits indicates the 1970s. Sometimes, the first digit indicates the year within each decade that the frame was made. For example, 1940481 and 2400884 represent 1971 and 1972, respectively.

However, there are many cases when the first digit suggests a frame production year that is older than the actual age of the bicycle: for example, the serial number 1355592 on a 1975 bicycle. The reverse has not been documented, so it is likely that bicycles are



1971 UO8 Serial Number Plate

Photo by Greg Carps - Original Owner



1972 AO8 Serial Number Plate

Webmaster's AO8



1973 UE18 Aftermarket Dropout Serial Number



Late 1960s UO8 Aftermarket Serial Number

Photo by Mark Kaczmarczyk



1970 Simplex Prestige 537 Derailleur



1971 Simplex Prestige 637 Derailleur



Underside 1971 Simplex Prestige Front Derailleur



1975 Chrolux Rim



1972 DEA Rim



1975 Wide-flange Normandy Hub

no older than the first digit in the factory serial number, but could be younger. Sometimes local bike shops etched serial numbers into the rear dropout, but this number may or may not match the original.

It is helpful to compare the serial numbers of older bicycles with dates that are sometimes found on the rims, hubs and derailleurs. Although my 1972 AO8 has DEA rims and a Simplex Prestige rear derailleur clearly marked '1972' and '72', respectively, these dates also cannot be used alone to determine the age of a bicycle. For example, my 1973 UE8 came equipped with a 1971 derailleur. If your serial number and component dates match, you are probably in good shape. If not, the bicycle is no older than the latest component, but you will have to estimate the age (e.g., early 70s).

I have found that you can find a week and year of production date stamped on the hub of the rear wheel, if your bike still has the original high flange Normandy Hubs. This has been the most reliable method I have found for dating my bikes which are from the 1970s and 1980s.

You might also find this image of



headbadges useful. It comes from a book on the history of Peugeot bikes which I purchased at the Peugeot museum in France when I visited it in 2004.

For more information, see:
www.bikeboompeugeot.com

"Peugeot et le cyclisme" by Lucien Hilger (2004) editions Saint Paul, Luxemborg

Peugeot bikes: a love story

Tyson Irion

My love for cycling and restoring didn't come into to being till 2006, prior to that I mainly looked at bicycles as a form of transportation.

My father crashed his plane in 2005 due to a snow storm and died. In the summer of 2006 I went up to Miles City, MT to help mom move into town. She sent me to the landfill and while there I saw a 1982 Schwinn World Sport on the scrap metal pile; not sure why but I decided to put it in the bed of my truck.

My direction in life changed from that point on, especially after my first road ride on that Schwinn. I look at cycling as the last thing my father gave me. I still have the Schwinn to this day! My knowledge and love of cycling grew from there.

My first Peugeot came out of the Powell WY landfill. It was a 1977 Peugeot UE8 and I still have it! I have also salvaged bikes over the years I didn't want, so I fixed them and found homes for around a 150 of them.

From 2006 on I slowly started collecting and learning about bicycle mechanics and history. I move to Billings, MT in 2009. I started wanting to create a walk-through museum and had collected about a 100 bikes at that point.

My bicycles came from second hand



stores, pawn shops, people giving them to me, landfills, yard sales, bike shops and many



other places over the years.

Unlike other collectors I don't just get top-of-the-line bikes. How much I love a bike has nothing to do with how much I paid for it.

My collection now has 170 bikes, with 50+ different companies represented. In 2019 I ended up getting cancer and while going through that I started Tyson's Bicycle Museum Page on Facebook.

Hopefully I will have a website Museum



too, and hope to have a walk through museum in the future at some point.

I spend most of my riding time on my vintage road bikes and my rigid mountain bikes. One of my favourite companies to collect and ride is Peugeot and always will be.

I have 20 Peugeot bikes from 1972 to 1992 - these are all road bikes except a 1992 Peugeot Altitude 500 rigid MTB and a 1979 Peugeot VX40 his and her 3-speed Cruiser.

The 1979 Peugeot VX40 originated in the French catalogue, not the American catalogue. Peugeot brought the VX40s over for a bike show, but instead of going back to France, a local bike shop bought them after the show. I lucked out and was able to buy them in 2014. I am still restoring the "hers" out of the 2.

The latest Peugeot I have restored is a 1972 Peugeot PX10, which was a dream to finish restoring and take out on a maiden voyage! I hope to do a century on one, once I am healthy again.

I did one century last year on my 1980 Raleigh Competition GS, so I will get there.



I did a 50 mile ride on my 1978 Peugeot UO10 and it is stock to 1978. The UO10 is a UO8 with a cotterless aluminium crankset, aluminium wheel-set and a few other details.

I also have a 1982 Peugeot PH12 Anniversary edition 1882 to 1982 that shows early arrow road and international cabling. International cabling did not become commonplace till you got into the 2000s.

Most people look at which steel the PH12 was made out of, but I look at it for it's steps forward in cycling history.

Another Peugeot I was wanting for so



long was the rigid MTB Peugeot. Last summer I got and restored a 1992 Peugeot Altitude 500! I have taken that MTB out on single tracks on several occasions! Most of my MTB rides are on rigid MTBs.

One thing about getting used to studying Peugeot bicycles is that all the way into the late 1980s Peugeot did not put the model name on the bikes. When researching Peugeots you need to learn decals, head badges, components and serial numbers. I learnt all that when researching my 1979 Peugeot VX40.

But stuff like that is peculiar to Peugeot, and differences in the way Peugeot does things for the better or not are things I love about Peugeot. Since Peugeot started making bicycles for Europe and other places again, I have been hoping they would come back to the United States!

I want to buy them and race them. Cars would be nice too. I have also restored my first 1972 *Motobecane Nomade* in my favourite colour orange, the only reason I have

restored one is they are not very common in my area. Hope to get more Motobecanes in the future.

