



French Car Torque



Magazine of the French Car Club of Canberra

FINLAND

Richard Burns

TURKEY

Richard Burns - Gilles Panizzi

GREECE

Richard Burns - Harri Rovanperä
Gilles Panizzi

AUSTRALIA

Richard Burns

ARGENTINA

Marcus Grönholm - Richard Burns
Harri Rovanperä

SPAIN



May 2021



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April 2021



On the cover Throw-back to the 2003 Sydney Motor Show with your President behind the wheel of a 307 CC.

FRENCH CAR TORQUE

Official journal of the
French Car Club of Canberra Inc.
(FCCC)

PO Box 711, Civic Square, ACT, 2608.

The French Car Club of Canberra is soon to be on the Internet.

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Bonjour Francophiles,

Well, I survived my own version of circumnavigating Australia, flying Canberra-Brisbane-Darwin-Kununurra-Perth-Canberra, as described in last month's column. Apart from a few flight delays, the flying part went pretty well.

On arrival in Kununurra, I was disappointed to learn that my rental car booking with Thrifty had been cancelled at the last minute. The explanation from Thrifty was along the lines of "your booking doesn't mean we guarantee you will get a vehicle", which seemed ludicrous, but reading between the lines I concluded that someone had failed to return a vehicle on time. People were pouring into Kununurra for a local swimming event, so rental cars were in high demand. Eventually, I secured a vehicle from Avis – a Toyota Kluger at around \$250/day with the insurance waiver that reduced the excess from something over \$4000 to a few hundred dollars.

A Kluger is a handy vehicle around Kununurra, because not all roads are sealed and a bit of extra traction (and ground clearance) is welcome. We had a puncture late one afternoon. It took more than an hour to fit the spare (which is under the boot), such are the intricacies of lowering and removing it. I was worried that the punctured tyre might have to be replaced, because I could not say how far I had driven before realising the tyre was flat. Fortunately the tyre (a Michelin) was OK.

One morning, we took a boat trip on Lake Argyle, the lake behind the dam on the Ord River, which contains about 20 times the volume of water in Sydney Harbour, making it the largest body of fresh water in Australia. By lunch time it was 35 degrees (every day is 35 at this time of year), so we had a swim in the lake. Freshwater crocs were nearby, but they are pretty harmless, so we lived to tell the tale. I have heard of occasional salties getting into Lake Argyle, but not this year (or so we were told).

Needless to say, I didn't see a single French vehicle in Kununurra!

As announced last month, our long-serving magazine editors, Peter and Allan, have pulled up stumps, and this edition lacks the polish of their publications. I've done a stop-gap job this month, but hopefully someone will put their hand up soon...



Swimming with the crocs in Lake Argyle

The next major club event is the annual Battle of Waterloo (OK, we missed last year), to be held on Sunday 20 June – the closest Sunday to the actual BOW date (18 June). This year the event will be held at the Spanish Club in Narrabundah – see details in the Club Calendar.

Our next club meeting will be held at 8 pm on Tuesday 25 May, at the Raiders Weston Club, with dinner and drinks from 7 pm.

Au revoir,

Brad Pillans

2020-21 FCC COMMITTEE

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Neil Sperring
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Lisa Molvig



CLUB EVENTS 2021

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.

20 June 2021

Battle of Waterloo. 10 am to 2 pm at the Spanish Australian Club. See details in flyer on Page 6.

22 June 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.

27 July 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.

24 August 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

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 restrictions stay at the current level for social meetings.

June 27 Lanyon Homestead, explore this historic homestead and enjoy afternoon tea at the café. Meet at the café at 2pm, please book via email to reno1338@hotmail.com by June 20.

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



BATTLE OF WATERLOO



Hosted by the French Car Club of Canberra

When: Sunday 20 June

Time: 10am to 2pm

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

Sausage sizzle, coffee, drinks available for purchase.

Bookings essential. Contact Lisa reno1338@hotmail.com to register your attendance.



ALL FRENCH CAR DAY, SYDNEY



The poster features a background of stylized, overlapping shapes in light blue and pink. At the top left is the Citroën double chevron logo. To its right is the Peugeot lion logo inside a shield. The main title 'ALL FRENCH CAR DAY' is written in large, bold, black capital letters. Below the title, there are two colored boxes: a blue one on the left containing 'Citroën', 'Renault', 'Peugeot', and 'Simca'; and a red one on the right containing 'RENAULT CAR CLUB of AUSTRALIA – 70 years old'. The event details are listed in bold black text: 'ALL FRENCH VEHICLES WELCOME CARS, VANS, BIKES, OLDTIMERS', 'SUNDAY 11 JULY 2021', '9.00AM – SILVERWATER PARK', and 'ENTER FROM CLYDE ST EAST'. A blue link 'Display cars \$10 entry' is provided. Contact information for Ross and Chris is listed. A note about COVID-safety and current regulations is included, along with a disclaimer about weather. Logos for the Renault Club of Australia, SIMCA, and SHANNONS are at the bottom.

ALL FRENCH CAR DAY

**ALL FRENCH VEHICLES WELCOME
CARS, VANS, BIKES, OLDTIMERS**

**SUNDAY 11 JULY 2021
9.00AM – SILVERWATER PARK
ENTER FROM CLYDE ST EAST**

[Display cars \\$10 entry](#)

More info Ross 0499 708 108 or Chris 0412 306 504

See also peugeotclub.asn.au or aussiefrogs.com

COVID-safe event, held subject to any current regulations. Stay home if unwell.
Not held in inclement weather.

Sponsored by SHANNONS

Logos: Citroën, Peugeot, Renault, Simca, Renault Club of Australia, SHANNONS

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

CLASSIFIEDS

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

FCCC Social News

Renault 4CV Muster

This event was held in the Yass and Canberra region during Easter, 2 to 5 April. It included all rear engine Renault models- 4CV, Dauphine, Floride, Caravelle, R8, R8G, R10- plus a few later Renault models. Cars came from most states in Australia, some driven and others on trailers. A few QLD entrants were unable to attend due to the lockdown in Brisbane just prior to Easter.

Barry McAdie attended most activities with his Alpine A110 (the new one). Nick Hulskamp and Ken Horsfall went to the display in Yass on Easter Saturday, Nick was trying to track down a 4CV he owned several years ago. New member Jeanette Pangallo attended on Saturday, but without her 4CV as restoration wasn't complete in time for the event. George Cook attended the dinner on Saturday night.

On Easter Sunday there was a display in the carpark of George Harcourt Inn and visits to Cockington Green and Dinosaur Museum.

I went along on Easter Sunday to their events at Gold Creek in Canberra. Great to meet many rear-engine Renault enthusiasts, some I have only previously known via email conversations.

Lisa



Wheels of Wamboin

The display of cars, trucks and motorcycles at Wamboin Community Hall is an annual fundraiser for the local Rural Fire Brigade. It has quickly grown in popularity and over 275 vehicles attended this year. It was the first time I had attended this event and it was a great morning looking at a variety of cars which you don't see at other car displays in Canberra. There was also the local markets and food available. Only two French cars on display- Tony Watson's P203 wagon and my R12 wagon. Other FCCC members were there with other marques which they own - Chris Forsey (Jensen) and Andrew Sadow (Alfa Romeo). As I drove home I saw a DS Citroen broken down on the side of road only a few KM from the event. It was Bill Inkpen and his car had an overheated coil and engine misfiring. He was waiting for a generous local to come back with his car trailer to tow him home.

Lisa



Aixam Kinetic 1998

Aixam, founded in 1983, is France's largest Microcar manufacturer with about 40% of the French market. Some of their current vehicles are classified as quadicycles (quad bikes), because of their low power and weight, and in some European countries they can be driven without a licence.

This particular Aixam is unique because it was made in India by the Indian scooter maker Kinetic. Speculation is that this must have been a joint venture where Kinetic used the basic design of the Aixam A550 and modified it to make a very low-end car.

Instead of the normal 2-cylinder water-cooled diesel engine, Kinetic used a locally-made air cooled V-twin. The body is made of low-quality plastic with some square tubing for reinforcement. The rear brake lines are coiled instead of using a standard brake hose to save money. Thankfully the top speed is a mere 40 mph. This apparently proved to not be a good joint venture as neither Aixam nor Kinetic has any info on the making of this car.

Specifications:

Manufacturer: Kinetic
 Country of Origin: India
 Drivetrain Configuration: Front-engine, front-wheel drive
 Engine: Air-cooled, 500cc, two cylinders
 Transmission: Automatic
 Top Speed: 40mph
 Years of Production: 1996
 Number Produced: Unknown
 Original Cost: Very low

Source: Lane Motor Museum, Nashville, Tennessee
www.lanemotormuseum.org



Pictures from the Lane Motor Museum website, one of the few motor museums in the USA specialising in European cars.

Renault Espace

Renault Espace: best cars in the history of What Car?

New cars editor Alan Taylor-Jones claims the Renault Espace revolutionised family transportation, does that make it the best car in our history?...

Alan Taylor-Jones

24 December 2020

On sale 1985-1991 | **Number sold** 191,674 (worldwide)

The trouble with old cars in a best-of list is that they're, well, old. Compare a hatchback or SUV from the 1980s to its modern day equivalent and it'll be slower, less safe and have far fewer electronically controlled niceties. So, why have I picked the first-generation Renault Espace?

For a car to be considered the best, it should go beyond being merely good or even clever. It needs to be an absolute game-changer that revolutionises not just the class it competes in, but cars as a whole. Sure, the Espace is no longer on sale in the UK, but you can see its influence in many of the best family cars on sale today, whether they're MPVs, SUVs or even hatchbacks.

Up until the Espace's UK launch in 1985, large families had to make do with either a crude van-based minibus or a regular estate car with a couple of chairs crammed in the boot. Not only did this limit the size of the occupant, they were often rear-facing, meaning parents couldn't see what mischief their kids were getting up to. Not ideal.

But the Espace was designed from the very outset to carry seven adults in comfort while delivering a car-like driving experience. Originally conceived in the 1970s by Chrysler, the idea was developed by French firm Matra for the long-defunct Simca brand before that was sold to Renault.



This rather convoluted development process could have ended in disaster, but it resulted in a car packed full of features that were almost unheard of. Each of the seven passengers got their own full-sized chair, with the five rear seats able to fold flat into a table or be removed from the car entirely. There was even enough room for adults to travel in the rearmost seats. And to add to the 'living room on wheels' feel, the front pews could be rotated to face the rears once you'd reached your destination.

Although the boot wasn't huge with all seven seats in use, the Espace had plenty of cargo space in five-seat mode and was positively van-like with all five rear seats removed. Because it had a flat floor behind the rear seats, sliding in long, heavy loads was also a piece of cake. What makes all of these features all the more impressive is that the Espace was shorter than the average family saloon at the time, so even parking it wasn't much of an issue.

Unlike van-derived rivals of the time, which were slow, top-heavy and noisy at speed, the Espace was a revelation. Under the bonnet was a 2.0-litre petrol engine with 110bhp that gave a reasonable turn of pace and stayed hushed at a cruise. That angled nose helped the Espace cleave its way through the air fairly efficiently, too, so there was less wind noise than you'd expect from something much taller than a regular estate car.

So it all falls apart in the bends, right? Not at all. We commented on the Espace's "strong roadholding and surprisingly agile handling" when we compared it to its closest rivals of the day, which included a regular estate car (an Austin Montego) in 1985. Although it was a little firmer than some rivals, it was more than comfortable enough.

But it was to be 1986 that the Espace collected its' What Car? gong for best estate car (there of course being no MPV category back then because this was the first of the breed). Indeed, at the time we commented that: "perhaps the main problem facing the InterCity-styled machine is how to classify it". Even so, we were blown away by its abilities:

"The Espace is a people-carrier par excellence, able to seat seven in comfort when the optional extra seats are specified. And not just to seat its passengers comfortably, but also to convey them comfortably — fast, smoothly and with much refinement".



Although the SUV has most definitely replaced the MPV as the de rigour family chariot, the things we celebrated so much in the Espace are still copied to this day. Whether it's the ability to accommodate seven people like the Peugeot 5008, remove the rear seats for more boot space as seen in the [Skoda Karoq](#), or an uncanny ability to handle bends despite being quite tall, like so many modern SUVs and MPVs can, the Espace did it first.

Plug-in electric car sales booming in France

What about Australia?

Mark Kane <https://insideevs.com/info/team/mark-kane/>

The car market has strongly rebounded in France from the collapse last year caused by the lockdown. The overall volume at over 140,000 is relatively good, but not yet as high as in previous years (nearly 190,000). With a high number of remote jobs and more challenging economy, demand for cars is simply lower than before.

In April, some **21,690** new plug-in cars were registered, **over 12-times more** than in April 2020. Passenger plug-ins (20,832) account for about **14.8%** of the car market, which is a lot. With more and more plug-ins on the horizon, we might see 20% at some point later this year.

Plug-in hybrids are selling slightly better than all-electric cars this year in France:
 Passenger BEVs: **9,560** - up 685% at 6.8% market share
 Passenger PHEVs: **11,272** - up 2,512% at 8.0% market share
 Light commercial BEVs: **858** - up 767%
 Total plug-ins: **21,690** - up 1,143%



In April, the top-selling all-electric cars were the Peugeot e-208 (1,537), Renault ZOE (1,265), Fiat 500 electric (740), Renault Twingo Z.E. (679) and MINI Cooper SE (592), which shows that small EVs are in the highest demand.

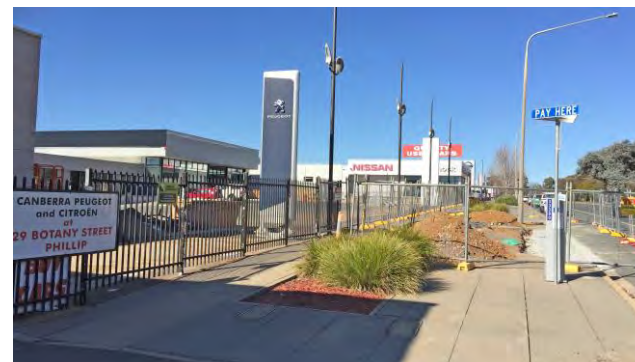
The Tesla Model 3 (209) was "resting" last month, after a major surge in March, but it's still one of the top-selling models YTD (#2 at less than 100 units behind Peugeot e-208). The Volkswagen ID.3 and ID.4 noted respectively 391 and 372 new registrations. On the plug-in hybrid front, the Peugeot 3008 PHEV stands out with 1,726 units in April (it's also the third most popular plug-in YTD).

Canberra Peugeot - gone

The former Peugeot dealer site on Melrose Drive looks like a bomb site: Only the Peugeot sign is still standing.

Brad Pillans

As reported in last month's column, the Peugeot/Citroen franchise in Canberra was up for grabs. I understand that a new franchisee will be announced on 1 July. In the meantime, Robert Hush still has some new vehicles for sale – a couple of Citroen C3's, two Peugeot 2008 Allures, two Peugeot 3008's and a 5008. You can find Hushie at the Mitsubishi/Volvo dealer in Botany Street, Phillip, and I reckon he might be keen to do a good deal!



French Car Club of Canberra Inc
Minutes of the General Meeting
27 April 2021
Raiders Weston Club



Present in person

Brad Pillans
 Neil Birch
 Barry McAdie
 Charles Birch
 William McNamee
 Neil Sperring
 Leigh McEwan
 Greg Francis
 Bernard Wright
 Peter Rees
 Lisa Molvig
 Maia Parker-Sloan
 Mitch Jamieson-Curran

Apologies

Ross Stephens
 Chris Carder
 Ian Brock
 Adam Rustowski
 Fred Cook
 Allan lance
 Colin Handley

Introduction

1. The meeting opened at 8:20 pm.
 Brad welcomed everybody to the meeting.

Minutes of the March meeting

2. Brad moved the minutes be accepted as a true and accurate record of the meeting, seconded Neil Birch. Carried.
 Matters arising to be dealt with during the meeting as is our usual practice.

Financial report

3. Our Account balance with Bendigo Bank is \$18,828.81 as of 27 April 2021.

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

General Business

4. Council of ACT Motor Club (CACTMC)

CO₂ Offset scheme: Council expects all clubs to participate. MG Car Club to produce detailed plan.

60 day rego scheme: A Departmental rep to attend next Council meeting.

Wheels 2022 to be run by Antique Classic Car Club.

5. Social events

Easter 4CV muster took place at Yass, see April FCT.

Wheels at Wamboin had 275 vehicles and was run very well!

Battle of Waterloo: Brad said that the time of year we have been holding the event (mid-June) is very cold, not helped by the Queanbeyan location being in the shade. Should we consider holding it at a warmer time? Ideas were discussed, no conclusion was reached.

Bastille Day: Request for ideas as to how we could celebrate this year. Feedback to Lisa.

6. French Car Torque

After 26 years as editor, Peter Rees has decided **It's Time** to call time on editing FCT. See announcement in April FCT. Allan Lance, after 20 years as production editor, is also saying it's time to go.

Brad asked all of us to consider how each of us can assist with FCT.

Everyone is invited to contact Brad with ideas. Peter is willing to provide guidance.

7. Web site

Mitch reported that there has not been much progress. Next step is to move old web site into new system. Mitch will aim to do this by the end of May. Lisa said it would be good to amalgamate Facebook pages.

8. Brad reported that the Peugeot/Citroen franchise in Canberra, currently held by Janrule, has been 'handed back' to Peugeot Citroen Australia. A new franchisee has yet to be announced.

Close, next meeting

The meeting closed at 9.11 pm. The next club meeting is scheduled for the Raiders Club in Weston, at 8 pm, on Tuesday 25 May 2021.



The Peugeot sign is all that's left at the former Canberra Peugeot dealership on Melrose Drive in Phillip.