



French Car Torque

Magazine of the French Car Club of Canberra



September 2020



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On the cover The Renault A110 at the latest FCCC outing: a real head-turner. (Photo Lisa Molvig)

FRENCH CAR TORQUE is the 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,

This is the first newsletter of the French Car Club of Canberra, appropriately named "Canberra French Car Torque" as voted by the majority of members at last month's meeting. It will take our editorial team a bit of time to settle in to the routine of a multi-marque newsletter, so bear with us while we come up to speed.

The club committee has been busy behind the scenes, to get the new club up and running. The membership database is now up to date, which will facilitate communications with club members. The new club bank account is a work in progress, as is a new club website, but we will complete these tasks as soon as possible.

Last month's meeting was kindly hosted by Canberra Peugeot and Citroen, in their Melrose Drive showroom. My thanks, on behalf of the club, to Dealer Principal, Rob-



ert Hush for opening the showroom for us and joining us on the night. By the time our meeting finished, Robert had been at work, that day, for more than 13 hours!

This month was to be the local launch of the new Peugeot 2008 SUV, but that has been postponed until next month. The new launch date is Thursday 29 October from 5 to 7 pm at Canberra Peugeot and Robert Hush has invited all FCCC members to attend. Please RSVP to Pinja Saarinen, by 15 October, if you wish to attend. Her email is Pinja.Saarinen@canberrapeugeot.com.au

In the meantime, Rob Cameron, who is managing the used cars at Canberra Peugeot & Citroen, tells me he's had a good month, with strong sales and good stock coming through. You may recall from a previous column (in Roar), that Rob is my next door neighbour and a former long-time Toyota salesman. However, by his own admission, he is now an enthusiastic convert to French cars. When I spoke to him this week, he was extolling the virtues of a low-kilometre Peugeot Partner van on the lot.

Sadly, it seems that the Telopea Park school fête will not be held this year because of – you guessed it – coronavirus restrictions. That means that our French Car display is looking for another venue, for this year, at least. A display in Queanbeyan Park might be an option, but I welcome suggestions for other possible venues.

This month's club meeting will be held at the Raiders Weston Club at 8 pm on Tuesday 22 September. Dinner and drinks from 7 pm is also on the cards, plus we are hoping to have a Zoom link for those unable to attend in person. I will send the Zoom link to members and also confirm whether we can meet for dinner and drinks before the meeting.

Brad Pillans

P.S. I have a set of 4 Peugeot wheel centres – see photo. They are free to the first person to contact me on 0427-662112. The date stamp on the back is June 1989, so that's a hint as to what car(s) they are for. Of course, anyone who wants this set will know...



2020-21 FCCC COMMITTEE

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To be confirmed

Club Registrars

Brad Pillans
Lisa Molvig



French Car Club of Canberra's August Meeting at Peugeot Citroën Canberra's showroom.

CLUB EVENTS 2020

22 September 2020

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. See President's communiqué.



FRENCH CAR DRIVES 2020

Program of French car drives, 4th Sunday of even month:

Program of events in 2020 subject to change.

October 25: The Roses Cafe, Yass - 87-89 Comur St, Yass. We will have our own room at the cafe for our group, but numbers are limited due to COVID safety rules. Please make your booking by Sunday 18 October to reno1338@hotmail.com.

December 6: Christmas BBQ

Lisa Molvig
Social Secretary
French Car Club of Canberra

reno1338@hotmail.com





CANBERRA PEUGEOT

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210 LET'S GO

CELEBRATING 210 YEARS OF PEUGEOT &
THE UNVEILING OF THE ALL NEW PEUGEOT 2008 SUV

Thursday 29 October 2020 5:00pm-7:00pm
Entry via 152 Melrose Drive Phillip ACT 2606

RSVP: Seats are limited. Valet parking available.
Please RSVP with dietary requirements
to Pinja Saarinen at Canberra Peugeot
before the 15th of October 2020
pinja.saarinen@janrule.com.au ph: 02 6222 1981

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CLASSIFIEDS

For Sale

Peugeot 407 diesel wagon

407 Peugeot diesel sedan, 140,000km, needs some mech attention, \$2500. Warren Saunders 0418641306.

Peugeot 403 wagon

403 Peugeot wagon with 505 engine and running gear, needs interior and paint, \$4000 ono. View in Murrumbateman. Matt Baker, 0417 273 052.

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

Wanted

Peugeot 205 GTi armrests

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

Peugeot 407 LH Tail light

LH tail light for 2010 P407 Touring, ie late version. Contact John or Bev Molvig on 02 49986152 or 0412903419.

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.

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



French Car Club of Canberra Social Report

Sunday 23 August to Farm Shop Café at Pialligo

Lisa Molvig

The French car drive in August, in collaboration with the Rover Owners Club of ACT/NSW, to Pialligo was very popular. Thirteen FCCC members and 10 Rover club members met at Farm Shop Café in Pialligo for afternoon tea.

We had our own "tent" for this gathering, though had to spill out into the gardens as we had a few too many people for this venue. But, it was great to gather and chat and look at the range of French and British cars.



Next outing is to Yass on Sunday 25 October 12.30pm.

Drive to Yass and lunch at The Roses Cafe, 87-89 Comur St, Yass.

<https://www.therosescafe.com.au/>



We will have our own room at the cafe for our group, but numbers are limited due to COVID safety rules. Please make your booking by Sunday 18 October to reno1338@hotmail.com.

Lisa

Peugeot awarded first prize for reliability at the 2020 Automobile Brands Grand Prix

The thirteenth edition of the Grand Prix des Marques was held in Paris on September 16, 2020 at the initiative of the magazine "Le Journal de l'Automobile"

17 September 2020

The thirteenth edition of the Grand Prix des Marques was held in Paris on September 16, 2020 at the initiative of the magazine "Le Journal de l'Automobile". On this occasion, the Peugeot brand received the first reliability prize.

This year the Journal de l'Automobile estimated that in view of the unprecedented health and economic crisis, the study traditionally carried out by Kantar in May 2020 should evolve. It has given way to a special COVID-19 edition.

The new study carried out in July 2020, with a representative sample of 1,500 French people, showed that the price of the vehicle was even more decisive and that the issues of Reliability, Safety and Environmental Impact were of growing importance in the choice of the vehicle. automobile brand. The magazine therefore decided to award three prizes: Reliability, Safety and Environmental Impact.

On the Reliability criterion, to the question asked: "Which brands do you think have an excellent performance in terms of reliability?" The Peugeot brand was approved by more than 66% of those questioned.

"It is very gratifying to occupy the first place on this criterion of reliability, and completely in line with the spirit of our Brand. Reliability has been part of our DNA for 210 years and many of the brand's emblematic models have symbolized it in the minds of the French.

This is particularly accentuated by the move upmarket that we have initiated several years ago, whose credibility is based on very ambitious reliability and perceived quality objectives," declared Guillaume Couzy, Director of Peugeot France.

Peugeot

Modern Citroën DS rendered by automotive designer

We'd love to see this on the street in Paris

Joe Lorio
14 September 2020

The Citroën DS made its debut in 1955, with otherworldly looks and a host of breakthrough features. The car remained in production for 20 years, and more than 1.5 million were built. In recent years, the DS was voted the "most beautiful car" of all time by automotive designers.

Now, one automotive designer has at-



tempted to do a modern version of the DS, with dramatic results.

As surfaced by Motor1, the modern DS is the work of Sang Won Lee, a recent graduate of Art Center College of Design. His Citroën DS E Pallas homage project takes key elements from the original, including headlamps under a triangular glass housing, a thin chrome beak spanning the width of the prow, and high-mounted taillights that are integrated into the C-pillars.

The tapered body shape of the original is echoed in this new rendition, but the modern version has its own interpretation of the idea, with more complex surfaces. There's also a large front splitter, which to our eyes is the one discordant detail. Several of the renderings show the new car with a contrasting roof colour as was popular on the original.

Today, Citroën has split off DS as a separate luxury brand. The brand's flagship is the recently introduced DS 9, an Audi A6-sized sedan. The DS 9 looks awfully pedestrian next to this DS E Pallas homage, however. We'd love to see a DS flagship along the lines of Sang Won Lee's rendering, something that truly captures the spirit of one of the seminal automotive designs of all time.

autoblog



Peugeot's 2022 Le Mans hypercar might look like this

Peugeot teases "first conceptions of design" of its hybrid racer

Tom Harrison

18 September 2020

Good news everyone – Peugeot is still committed to racing at Le Mans in 2022 in the new and massively exciting 'hypercar' (LMH) class. On the eve of the COVID-delayed 2020 LM24, it's released "the first conceptions of design" for its 2022 racer.



And it looks... interesting.

The new car, developed with long-time partner Total, will be all-wheel drive and hybrid-powered, with a combined output of no more than 670bhp. Per the regs it'll be bigger and heavier than existing LMP1 cars.

Toyota and Scuderia Cameron Glicken-

haus will both contest the LMH class alongside Peugeot, but Aston Martin pulled out earlier this year. Other manufacturers rumoured to be interested in taking part include McLaren, Lamborghini and even Ferrari (we can

but dream). Alpine might be tempted too, given it's just announced it'll compete in the final season of LMP1 next year.

Peugeot says it's chosen to compete in the LMH class because it gives a "certain aerodynamic freedom", making it "possible to incorporate, with the support of Peugeot Design, the aesthetic detail of the brand".

Olivier Jansonnie, Technical Director of the company's WEC program, says: "To this date, we have confirmed part of the aerodynamic concept, the engine framework has been decided and we have chosen the functionality of the hybrid system and its fundamental design.

"We still have several steps left before our debut in endurance in 2022, in studies, the production of prototypes and finally, affirmation on the bench and on the track."

Top Gear



The Renault 6 - Hit for 6 by true *Amour*

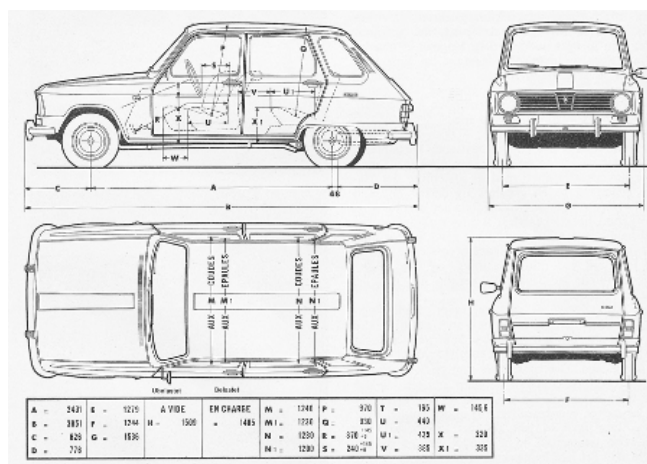
True love isn't always something that sweeps you off your feet. In Ron Charles' case, for example, his ownership of this 1970 Renault 6 has spanned more than two decades, extending across both hemispheres of the globe; yet it started out more as necessity than desire.

"I was living out in south London at the time, so I really needed to have a car," he says. "I wasn't even that excited about getting it. It was going to be easy because this friend said I could pay 500 quid then and the rest later."

In retrospect, however, a long relationship like this was always going to be on the cards. Renaults weren't exactly thick on the ground in 1960s Australia but Charles remembers as a teenager being enthralled by the funny little French cars.

"My mother looked at buying a Renault at one point," he says. "I remember going into the Russell Street dealership when the 10 first came out. I was absolutely fascinated with the kind of practicality that they stood for then. They had removable deckchair seats and things like that."

When a burgeoning musical career took Charles to London in 1968 (at the time he was singer of The Groop, a band that also featured Brian Cadd; these days he splits his time between session work and



fronting a Melbourne cover band) it served to

heighten his fascination with French cars.

"I took a couple of trips to France and they were absolutely everywhere," Charles says. "I remember sitting on a train going down to Lyon from Paris. I was looking out the window to the motorway and there were these Renault 10s and all sorts of things just screaming down the motorway. They drive them like mad over there!"

After a short stint back home when The Group folded, Charles returned to Britain in the early

1970s to embark on a solo career. An elderly



Morris Traveller “woody” was his first work-horse, but promptly fell to bits, encouraging him to try his luck on his first French car - a Renault 4.

“That 4 was my introduction to Renaults and the thing just never stopped,” Charles says. “I drove it and drove it and took it over on trips to the south of France and, like I said, the thing just never stopped.

“And the design. These days most cars are just variations of the same theme, but the design in Renaults of those days was really unique. Everything was so simple - that’s what appealed to me.”

The years rolled on and the 4 was eventually replaced by another small French car, a Citroën 2CV. Then, in the early 1980s,

Charles came upon the 6 that he still owns.

“This friend of mine was leaving London and he had to get rid of it,” Charles says. “It had only done about 30,000 miles. So I took it over - I can’t remember what I paid for it, perhaps 1500 quid - and used that during my last few years over there.”

The 6, just like the 4, provided Charles with such stellar service that when he returned to live in Australia in 1985, it came back with him. “I just had to bring it back with me,” says Charles.

The Renault was put straight on the road, first here in Melbourne and then during a stint in Queensland, and has hardly put a foot wrong in more than 10 years.

However, Charles has had to be content with mere ownership of the 6 since returning to Melbourne in 1998.

“There have been a few issues that have prevented it getting a roadworthy down here,” says Charles.

“It has these little things in the front that I’ve got to get replaced. But, if anything, I’m in a better posi-

tion now to get hold of the parts than I’ve ever been.”

Which brings us to the gorgeous white Renault 10 that Charles was driving when Rearview tracked him down. Bought a few years ago and in fabulous condition, we thought it would naturally be the focus of the story you’re reading now.

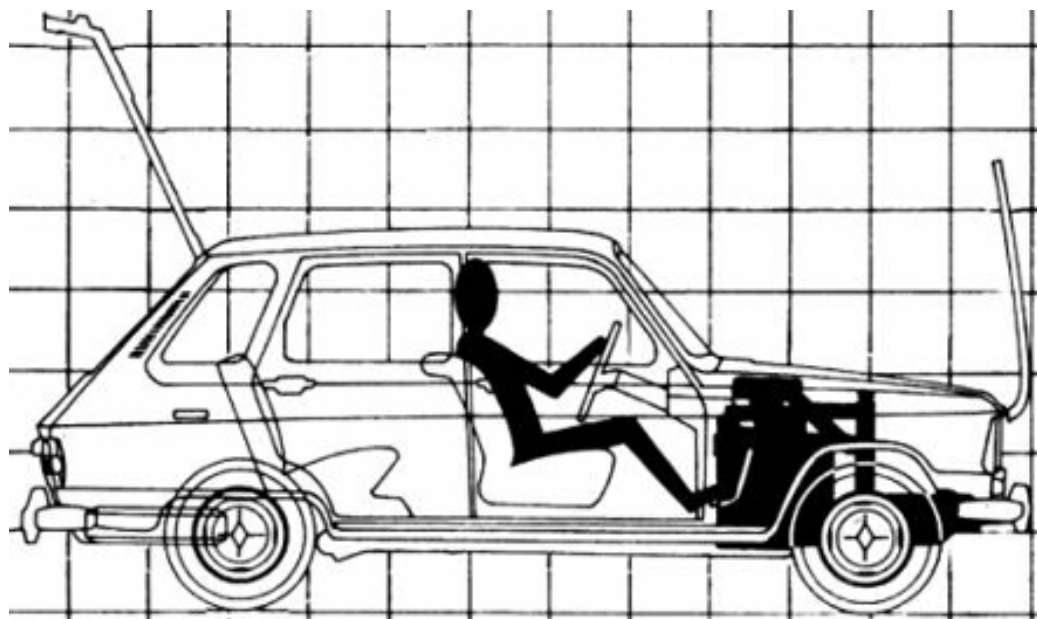
But no, because Charles only has eyes for his longstanding 6. Although he loves the 10, he has already decided that it must be sold to finance the final stages of the 6’s restoration.

“I’d love to keep the 10 - it’s in such fabulous condition - but I think it really deserves to be with someone who is a real collector; someone who can keep it the way it is.”

Autobiography

The Renault 6 was unveiled at the 1968 Paris motor show as a slightly bigger sibling for the successful 4. The 6 had much in common with the 4, including its front-wheel-drive powertrain and platform, but had a more contemporary-looking hatchback body modelled on the bigger 16 model. The original 845 cc model was superseded by a more powerful 1.1-litre version in 1970, and the final update in 1974 brought new head and tail-lights, and plastic bumpers. European production ended in 1980. The 6 was never officially sold in Australia.

Article published in SMH
By Cameron McGavin
March 29, 2006



Technical advice

Lisa Molvig

Recently a Sydney Renault club member contacted me looking for door mirrors to fit to his newly restored R10. I asked Adelaide Renault expert, Simon Fitzpatrick for his advice:

Technically door mirrors were never fitted to the R10 in Australia (all pre-1971 ADRs), however what appears to have been fitted through their accessory range were a variety of the Australian Wibroc branded mirrors. The French cars used a mirror clamped to the door frame with a round mirror, the very late versions using the 12/16 CIPA mirrors (used on the later 12/16s in Australia)

I find the French CIPA mirrors a touch large when fitted to a 10, also the door trim really needs to be removed to attach them properly (unless using a self-tapper from the outside). There are two types of the CIPA mirrors, a smaller mirror version used on the 12/16, and larger mirror version used on the Peugeot 504. Both can be obtained from wrecking yards (if you are lucky) but generally the plastic surround for the mirror, and the plastic gasket between the mirror and the body will have deteriorated.

They are still available new from France, from places such as Der Franzose: <https://www.franzose.de/en/Renault/Heck->

motor/Spiegel/

Note the two types of CIPA mirrors, large and small mirror head. Also note that reproduction mirrors are available too. They are not marked CIPA, and are fairly low quality in terms of the plating and materials used. If buying the CIPA type, original will be better.

Another alternative are hot-rod type mirrors that clamp on the door edge, I've seen them used a few times now on 8s and 10s, and they suit the car fairly well, not being too obtrusive or oversized. I've attached a pic of them used on an 8. They are similar to the curved arm univer-

sal peep mirrors or curved arm with convex mirrors in this link: <https://www.tcrcomponents.com.au/mirrors-car-parts-hot-rod-custom/>

No drilling required either.



Picture source: https://en.wikipedia.org/wiki/Renault_8_and_10

BUYING GUIDE

1993-2000

PEUGEOT 306

Easy to work on, cheap to buy and run and fun to drive, there's plenty to love about the increasingly rare 306

It's a quarter of a century since the 306 reached UK roads, yet it still looks so fresh that it can be hard to think of this stylish hatch, estate, saloon and convertible as having achieved classic status. Out of production for almost two decades, this Peugeot is getting rarer than you might think, which is a shame – so now's the time to snap one up while you've still got a chance.

Which one?

While the hotter models such as the Rallye, XSi and GTI-6 get all the attention, there's a raft of other editions offering usability, enjoyable handling and value by the bucket load. The naturally aspirated diesels are best avoided because the turbocharged alternatives offer usefully more zip without much of a real-world fuel consumption penalty. The diesel engines are indestructible if maintained – but neglected cars aren't rare. The eight-valve XSi engine is also superb because it's very strong; it's essentially a cast-iron version of the 205 GTI engine and the bottom end is much the same as that of the

GTI-6. Don't dismiss the more ordinary petrol-engined 306s as you get so much car for your money. They are, however, surprisingly rare as when new, most 306 buyers went for something sporty or a diesel.

Meanwhile, the 306 GTI-6 is everything you could want in one car – you get hatchback practicality, incredible pace, a brilliant driving experience and if you look after it there's even investment potential. The same is true of the Rallye, XSi and S16. But while the 16-valve S16 is more powerful than the eight-valve XSi, the latter has a wider power band with more mid-range torque, so it can be the more satisfying to drive. Incidentally, while the XSi didn't get anti-lock brakes as standard and came with three or five doors, the S16 got ABS and came with three doors only; it was this model that evolved to become the GTI-6 with a smoother, more powerful engine and (for the very first time in a hot hatch) a six-speed gearbox as standard.

PRACTICAL CLASSIC? PEUGEOT 306

Friend of PC and 306 owner Bobbie Pryor is a devoted fan of the Pug. 'I suppose people might think that we Radio 2 people drive luxury or performance cars but, while that's (mostly) not true, I do

like a few driving thrills. There is little, in my personal view, that comes close to the Peugeot 306!'

Having owned five 306s in the past 17 years, Bobbie reckons it's down to the design.

'The 306 somehow feels just right in every way, it is as if you're a part of the car when you're driving one and on occasion like you're on a crazy horse at a full speed gallop down the beach! Yet at the

same time the 306 is practical, economical and comfy when used as an everyday vehicle. 'Current transport' is a turbo diesel model – but I think the purchase of a GTI-6 is long overdue!'



BBC Radio 2's travel presenter Bobbie Pryor loves her 306

Production line

1993 The 306 hatch launches with 1.4, 1.6 or 1.8 petrol engines or a 1.9 diesel engine in 710hp N-A or 92hp turbocharged forms.



1994 New Cabriolet has 2.0-litre petrol engine, 123bhp 2.0 XSi hatch and 155bhp S16 hatch also debut, as does saloon with 1.6, 1.8 or 2.0 petrol engines or 1.9 diesel; a 1.4 arrives in 1995.

1996 GTI-6 hatch arrives with 167bhp 2.0-litre engine and six-speed manual gearbox. The 306 Roadster also appears: it's a Cabriolet with a hard top as standard.



End of the line

Although UK sales ended in 2000, Argentinian 306 production continued until 2002

Quote from Lancaster Insurance

45-year-old male, postcode SP2, 3000 miles, garaged, second car, club member. 1997 Peugeot 306 GTI-6 valued at £6000. £100.06 or £118.06 including Agreed Value*.



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Citroën to the rescue

Struggling to find 306 mechanical bits? Most were shared with the Citroën ZX.

Also, the 1997 facelift brought a 16-valve engine for the XSi.

Predictably, finding a cherished example of any of these sporty editions can be tough. These are cars that beg to be driven hard, which isn't a problem if tired components are replaced – problem is that too many sporty 306s have been neglected.

Bodywork

Predictably, the sportier 306s are the most likely to have gone backwards through a hedge, so if you're buying something worn or hot be sure to analyse the panels gaps very closely. The plastic bumpers don't rust but they can get peppered with stone chips. The same goes for the bodywork but Peugeot fitted galvanised panels throughout, which is why visible bodywork corrosion should be minimal. If there's evidence of much rust, it's likely because the car has been crashed and cheap pattern non-galvanised panels have been fitted. The panel supply situation is still pretty good, with OE and pattern parts generally available, though some



THE OWNER

Jim Atkins couldn't pass up the chance when a friend was selling his rather tired 306 GTI-6. 'I owned one years ago and it was brilliant, so when this project presented itself I snapped it up.' Jim told PC: 'The brakes and suspension needed an overhaul, but these cars are very easy to work on. They're nippy and practical too – an ideal modern classic.'

Peugeot bits are getting scarce. If opting for pattern parts the fit is usually pretty good – but not always. While the visible outer panels should still be in fine fettle, the underside might not be, as a rubberised underseal was used. Corrosion sometimes takes hold behind the coating, which can then peel off to reveal holed metal behind. Focus your inspection on the chassis legs inside the front inner wings and the front jacking points where they meet the subframe.

Phase 3 306s were fitted with sideskirts and these tend to mask corrosion, although any rust shouldn't be extensive. Earlier cars were better built than later ones but there are few Phase 1 306s left. The most valuable 306 – the Rallye – is the one most likely to be affected by corrosion as it was poorly painted, especially in the engine bay.

Anything specific to the cabriolet will be hard to find and it doesn't help that the roof mechanism wasn't designed or made to an especially high standard. All cabriolet roofs are hydraulically activated; the pipes and microswitches that



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PEUGEOT 306 PROJECT BUYER

Most projects are likely to be tired mechanically but with reasonable bodies – good news for DIY-ers as few special tools are needed and mastering the diagnostics is easy. Some mechanical bits are scarce (especially OE), most trim is hard to source, Phase 1 headlights are long obsolete (with Phase 2 lights getting rare) and brake compensators for the

GTI-6 are unavailable. Exhausts and driveshafts are also hard to find but many mechanical bits are shared with other PSA cars. Perhaps the most taxing aspect of working on a 306 is setting up the torsion bar rear suspension properly. Don't be tempted to lower the suspension – and steer clear of buying a car that's been changed in this way. Peugeot did a great job of

setting things up to achieve an ideal ride/handling balance; messing about with the settings will spoil the 306's poise. There are plenty of upgrades you can make such as supercharging the GTI-6 to realise up to 400bhp, although this requires a lot of re-engineering; a 250bhp kit is also available that doesn't need so many changes.

The GTI-6's brakes are great and make a good upgrade for lesser models; all 306s use the same front hubs which makes things easier. It is possible to swap rear drums for discs, but for the ultimate anchors fit 406 coupé Brembo callipers with Xantia V6 or 206 GTI 180 discs, although you'll also have to fit 15mm

spacers or 16/17in wheels in order to clear the sizeable brake callipers. But the effort is well worth it.

WHAT TO PAY?
Project: £0-£400
Runner: £150-£500
Good: £500-£3k

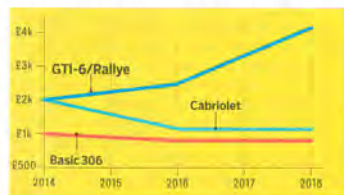


Leather tends not to wear well; XSi/S16 velour is more durable.

THE 306 MARKET

Pre-facelift 306s are rare; most cars for sale are post-1997. Saloons and estates are scarce but there are plenty of hatchbacks and cabriolets. Prices for a usable hatch start at £500 with cabriolets from £800. Low-mileage cars in nice

condition are priced from £1000 but something really good can be double this. You'll pay at least £1500 for a nice GTI-6, up to £7000 for something superb. S16s and Rallyes are very rare, and the latter is in demand. Projects fetch £1500-£5000.



many are done on the cheap and don't last long, but plenty of decent ones are available too.

Trim and electrics

The 306's interior is its Achilles' Heel, as it was clearly built down to a price. The result can be squeaks and rattles galore, along with worn seat trim and scuffed plastics. Facelifted 306s are built to a higher standard, but they can still suffer from an array of glitches. One of the most common issues is a leaking heater matrix; replacements are available, but the dashboard has to be removed to effect repairs – and that's a big job.

Most cars from 1998 had air-con but some came with an electrically operated tilt-and-slide glass sunroof instead. The sunroofs tend not to give many problems, aside from corrosion around the aperture of Mk1 models, there's a good chance that the air-con won't work. The aluminium air-con pipes run along the front of the radiator panels. The pipes corrode then split and replacement parts aren't available, so you have to get the pipes made or live without air-con. At least the air-con pumps tend to be reliable, although the condensers get battered by debris; replacements are available.

The heater blower on cars with air-con runs as long as the ignition is on. Unsurprisingly, the motor wears out and new ones aren't available. Expect squeaking from a motor that's on its way out; if there's no squeaking, it's probably already failed.

When checking that everything works, home in on items such as the central locking, electric windows and electrically adjusted door mirrors. Switches and motors can play up, so pinning the problem down might not be quick or easy. Also, wiring looms break where they enter the front doors; the easiest way to fix this is to remove the door. Repair kits aren't available, so you have to find secondhand bits.

All later 306s came with leather or half-leather and this tends to crack or split. Suede trim in the GTI-6 tends to wear badly and split. The most durable trim is the velour in the XSi and S16. ■

FOR SALE

1993-2000 Peugeot 306

Classic Cars For Sale.co.uk



1996 Turbodiesel

£895 ovno

1.9-litre engine, no leaks, no rust and 32,500 miles on the clock.



CLASSIC CAR INSURANCE
Up to 25% discount for car club members
01480 220 071



BANGERNOMICS CHALLENGE

Buying and selling classic cars

'Buy a car for less than the price of a train ticket!'

James finds a superior way to get home from France



James Walshe

Taking a fancy to my 20 year-old Peugeot 806, friends living in France decided to buy it and so we hatched a wacky plan for me to deliver it to them near the town of Limoges, where I'd stay for a few nights and then catch a train home. I like railway journeys. This one would give me the chance to sit still for a while, put my headphones on and catch up on the mass of new music I've missed out on of late. The stint to Paris would snake through sprawling green farmland and following a brief coffee and dither across the French capital, in no time at all I'd be rolling into Waterloo.

But, what if...? I glanced down at my phone and began having naughty thoughts. Wouldn't it be fun to drive home in a banger? The French – like us Brits – have fallen out with cars of a certain era which means they're disappearing very fast. What a waste. Legislation means it's costlier

Aged Renault was a fine companion for the long journey home.



than ever to drive older cars – despite being perfectly serviceable – so they're being mercilessly kicked off the road in their masses. That nagging voice in my head was suggesting I might just take advantage. A plane ticket would be the cheapest way of getting home but at least with a car,

I could sell it when I got there.

I have been here before. Having once been stranded at York train station, I went online and found a £200 Alfa Romeo 156 that I drove home that evening and sold for the same price twelve hours later. My current daily driver is a £250 Citroën C5 diesel estate I bought in Birmingham one day, while at the mercy of a broken West Midlands rail network. Two years on, the roomy and comfortable C5 HDi has since become the most useful, economical and dependable car I have ever owned.

So, my track record appears to be solid in the UK but where does one start in France? Having delivered the Peugeot to my friends, I logged on to the hotel Wi-Fi and began a trawl of Leboncoin. The online French flea market responded by attempting to coax me into another Peugeot – a very clean 305



Interior shabby but mostly functioning. Air con would have been nice.



BOUGHT FROM FRANCE

1990 Renault 25

*Family owned from new. Scruffy bodywork and interior but mechanically sound, now with UK MoT and thought to be the only diesel Renault 25 on UK soil.

PRICE: £150

saloon. Unfortunately, the voice at the end of the phone was unable to comprehend my clumsy attempts at communication. Just as well, I thought, as a 2CV presented itself and it was located just down the road. 'RUSTY!' barked the owner, who was wearing an actual beret when he answered the door. Following him around the back of the house, we stumbled over broken bicycles and aged farming equipment to find a decrepit Deux Chevaux under a tarpaulin in the gentleman's allotment. My heart sank. Clearly, the car hadn't moved in quite some time so there was a further confused exchange, friendly handshake and farewell from Mr Beret. No tin snail for me, then.

I momentarily switched for a 'door-to-door enquiry' approach as up the road, a scruffy Talbot Samba looked rather promising. Unfortunately the response from that particular gent was a guffaw of laughter and a door in the face. Later that day, a previous enquiry online led to a short taxi ride into Limoges and the viewing of a Renault 4 but given its knackered (albeit working) condition, I was not about to part with 3500 for it. However, my concerted efforts were eventually rewarded. I returned to the bar of my guesthouse and was browsing Eurostar timetables when I got into conversation with a couple from Saint Vriex-la-Perche. Philip and Lynne Taylor wanted rid of their aged Renault in favour of something newer. Their local 'garagistes' – Patrick Bayle and his son Benjamin – had maintained the car for years and had urged the couple not to scrap it. My smile widened as it became apparent the Renault

First impressions were excellent.



Dusk falls in the French countryside.



BANGERNOMICS

HERE'S WHAT JAMES COULD HAVE BOUGHT...

ASKING
PRICE €3500ASKING
PRICE €500

RENAULT 4
Overpriced at €3500, James attempted to beat the owner down but was dismissed as 'a crazy Englishman.' The bumper was held on with a block of wood and some string.

CITROËN 2CV
Advertised in a local shop for €1500, it was assumed the car was roadworthy. Confusion caused by language barrier. Shame, as having sold one 2CV (see p98), James was up for another.

ASKING
PRICE €600

TALBOT SAMBA
James' first car was a Samba so this would have been a blast from the past. Car was scruffy though and not actually for sale. Top marks for knocking on the owner's door though.

CITROËN C15 VAN
France's most popular van, this one was mouldy but worth its €600 price tag. Had James not bought the Renault, this would most likely have been the one to take James home.

in question was a 25. Wine was drunk and hands were shaken. In my head, I was going home in style.

Next morning, the Renault was revealed behind a set of garage doors and in return for €150, I was handed the keys, a carte grise and the Contrôle Technique paperwork (French MoT), reassuringly not due to expire until 2020. The car fired up immediately in a swirl of diesel smoke, settled down to a satisfactory Parisian taxi tickover and following some scribbles on paperwork and a call to my insurance company, I began my journey home.

Everything on the car appeared to be functioning despite its shabby state. I set course for Tours for an overnight stop in Chinon, via numerous perfectly straight stretches of tree-lined country road and stuck to a route that vaguely followed a line of train stations – just in case I had to abandon the car in a scrapyard en route. But as scruffy as it was, it gave me no cause for concern – reassured by the mass of paperwork in the glovebox: bills for recent brakes

and tyres and loads of service history, including fitment of a new cambelt in February.

The mileage increased, as did my confidence in the Renault. Near Le Mans, I nosed onto the autoroute and settled into a comfortable 130kph cruise, that 2-litre turbodiesel humming away happily for a few hours until I diverted to a village near Alençon for lunch with friends Alex and Kerry Lester at their holiday cottage. Familiar with my automotive antics, Alex loaned me a wooden plank with which to prop open the bonnet. 'Is this thing likely to get you home?' he quipped, picking up a piece of trim that had dropped onto his lawn.

That evening, I approached the coast with the intention of spending a night in Le Havre, where I would find an enthusiast to take the car off my hands. I would then seamlessly make the transition from intrepid banger driver to cosseted Brittany Ferries foot passenger. However, the prospect of a train journey from Portsmouth to Waterloo, plus a trapeze across the capital to Kings Cross, filled me with dread. 'Oh, what the heck,' I heard myself say.

Hours later, the Renault was on the vehicle deck of the MV Etretat. If nothing else, with no experience of importing cars at all, I would use the R25 to further my education and immerse myself in a world of DVLA paperwork. Given the Renault's sumptuous interior, comfy ride, usefully torquey diesel engine and tow bar, I was certain I could find good use for it at home. It certainly beats catching a train. ■

THE VERDICT

Now UK registered, we're comfortable the car would sell for at least €500, so if James ever sells the car, the venture will have more than paid for itself. Perfect bangernomics.



VéloSoleX tempting but 16mph top speed was off-putting.

PLANES
TRAINS &
AUTOMOBILES

TRAIN

Limoges to Paris £63.00
Paris to London £205.50
London to
Peterborough £55.40
Taxi home £20
Total £343.90

PLANE

Taxi to Limoges
airport £30
Limoges to Stansted
£87
Stansted to
Peterborough £60.80
Taxi home £20
Total £197.60

CAR

Car £133.93 (€150)
Ferry £95
Diesel £90
Total: £275



Remarkably, the Renault sailed through its first ever UK MoT.



STAFF CAR SAGAS



James Walshe
DEPUTY EDITOR

1954 Citroën 2CV

Engine 375cc/2-cyl/OHV
Power 9bhp@3800rpm
Torque 17lb ft@1800rpm
Gearbox 4-speed manual
0-60mph N/A
Top speed 40mph
Weight 682kg

Work done

Final tweaks ahead of sale, including a carb tune up and a very thorough clean to help guarantee a very happy buyer.

1
TIME
0
SPENT
200
MILES

Also in James's garage

1971 CITROËN DS

More perfect miles in the most trouble-free D ever.

1972 SAAB 96 V4

One cylinder head is sooty and the other is wet with fuel. Grr.

1988 CITROËN CX

Leaving a small puddle of green fluid wherever she goes.

1994 CITROËN AX DIESEL

Ultra-frugal bargain record breaker. Official intro soon!

1998 MAZDA 323F V6

Can't stop driving it. That engine is just magnificent!



2003 CITROËN C5 ESTATE

Candidate for best £250 I've ever spent. Huge and handy.

2004 SMART ROADSTER

Just bought some snow tyres. Exciting adventure alert!

How James' 2CV looked in November last year.



Bidding adieu

James sells his 2CV and gets a last-minute surprise

James, it's Brian Andrews. I believe you've been looking for me' said the voice at the end of the phone. My shock was hard to conceal. I thought you were dead! I replied. Thus far, efforts to track down the 'original' owner of my 2CV had been fruitless. Having rescued it from a dusty London garage and revived it at the Practical Classics Restoration Show in March, I was keen to know about its past and with further investigative help from David McWilliams (the man from whom I'd bought the car) led to this surprise phone call. I was naturally thrilled at the prospect of finding out more about my 2CV's history.

Little is known of its life in France but the 2CV was imported to Britain in 1963 and bought by an eccentric collector of Citroëns, named Ivan Crowshaw.

'He painted it green and sold it to my friend Nigel, who later sold it to me in 1973 for £40,' explained Brian, who used it for his daily commute to Billingshurst train station, although he and his wife had other cars at the time too. 'We had a Singer Chamois but I accidentally shot it with a twelve-bore shotgun.' He lived in the countryside and was trying to deter foxes... I gave it both barrels but unfortunately shot the car instead.'

Tin snail adventures

Thereafter, the 2CV was used on most days and took Brian and his wife on holiday to France in 1976, where the roof was blown off by a passing truck. Coupled with an oil leak, the car limped home to Sussex, where it was tucked away in a garage. 'You couldn't get spares easily in those days, so I put it into storage.' The car didn't hit the road again for 42 years, until March 2018 at the NEC. I had a stroke some years ago and lost my memory and speech' explained Brian. 'But I'm much better now so your timing is excellent'. Well... not exactly. Just weeks before, I had sold

2017



ABOVE The day we rescued the 2CV from a garage.

LEFT James ready to say goodbye to his stunning Citroën.

RIGHT Roof was damaged on holiday in Dieppe in 1976.

BELOW Circa 1968, 2CV got 'slough-spec' bonnet badge and headlamps.

1976



1968



the 2CV. Alas, Brian would never get the chance to be reunited with his old tin snail.

An unavoidable combination of factors led me to part with it. We had been through so much together, from barn extraction to pulling up to the banks of the Seine in Paris but alas, the head must sometimes overrule the heart. Firstly, I had no garage for it and that thin, freshly-painted metal would very quickly dissolve in the British climate. It would be wasteful and careless – especially after the efforts my Practical Classics restoration pals and I had gone to in order to preserve its original panels and chassis.

Lastly, there is a whopping great A-road between my home and the office. Two attempts at commuting to work rattled my nerves so much, I would most likely have ended up being flattened before too long. Within seconds of pulling onto the main road, I was a menace to



2018

James drove the 2CV to Paris earlier this year.

everyone – from aggressive Audi Man to impatient Evoque Mother. I was therefore owner of a car I could neither use nor store. I therefore had two options: to quit my job and become a cheesemaker in rural France where I would get fat and potter about safely in my ripple bonnet Citroën (appealing, I have to admit) or sell it to somebody capable of caring for this exquisite little car. I concluded the most responsible thing to do was to hand the keys over.

I had made noises in the direction of a few ➡



ABOVE 2CV's previous owner Brian Andrews.



'To avoid plagues of tyre-kickers, I decided to sell the car at an auction'

Citroën enthusiast groups but it seems there isn't much demand for the slower 2CV in chevron circles. Owners like to drive their cars regularly, which is why they tend to favour the punchier, more common 602cc model.

Avoiding the plagues of online tyre-kickers, I plumped for an auction house. Classic Car Auctions, who specialise in 'everyman' classics, eagerly took on the 2CV and made the process surprisingly uncomplicated for this auction newbie. All they needed was a description of the car and some decent photos. We decided on a realistic estimate, I signed some paperwork, paid them £150 and the rest was down to their team.

Tense times

Auction day arrived and I took my mate Darren and his son Thomas – an eight-year-old Citroën nut, just as I was at his age. The pair had been with me for the entire 2CV restoration journey and so it seem right they should be present for this final stage. The CCA staff were helpful and the auctioneers friendly but when the bidding began, the mood very quickly shifted. With urgency, bidders were flinging themselves into the hubbub. It was fun, with bouts of wit from the auctioneer, yet tantalisingly tense. We gasped as hot Escorts went for big bucks.

And then it was the turn of the more 'specialist' 2CV. An odd sense of calm drifted across the hall, with most bidders appearing to make a point of sitting on their hands.



ABOVE James' first classic auction experience left him feeling both excited and tense.

Myself, Darren and Mini-Me exchanged confused glances. This was not a car for the masses, it seemed. Following a silence that seemed to last forever, there was a sudden flurry of bids with the hammer falling on £9400 to a telephone bidder from Australia. And that, was that. No ceremony, no final drive for old time's sake. Under a light cloud of glumness, I patted the car on the bonnet and left. Clearly, I had become more attached to it than I thought.

Weeks later, Brian and I were united at the annual Citroën Car Club National Rally where he revealed himself to be as much of a car nut as the rest of us. Currently the owner of an Alfa Romeo GTV V6, he spoke fondly of his varied motoring past and especially of Citroëns. 'After I shot the Singer, I replaced it with a Citroën ID Safari. That was a really wonderful motor car. I could take both my hands off the wheel at 100mph and light my pipe.'

■ james.walsh@practicalclassics.co.uk

USEFUL CONTACTS

2CVGB.co.uk
the2CVshop.co.uk
AutopaintsBrighton.com
Barry and Peter Annells
CitroënCarClub.org.uk
Mehariclub.com
NeneValleyBodyRepairs.co.uk
Rust.co.uk (Rustbuster)
Sodablastuk.com



**French Car Club of Canberra
Minutes of the General Meeting
7 pm 25 August 2020
Canberra Peugeot & Citroën, Phillip**

Present in person

Brad Pillans
Greg Francis
Leigh McEwan
Lisa Molvig
Neil Sperring
Allan Lance
Chris Carder
Neil Birch
Richard Morgan
Lester Martin
Richard Procter
Barry McAdie
Colin Handley
Glen Bryden
Adam Rustowski
Bryan Clarke

Present on Zoom

Ian Brock
Peter Rees
Paul James
Paul Ballard

Apologies

Ross Stephens,
Michael Pedvin.

Introduction

1. The meeting opened at 7:13 pm.
Brad welcomed everybody and reported that Access Canberra had wrapped up the Renault and Peugeot Clubs. They ceased to be incorporated entities when FCCC was incorporated.

Brad said that before the FCCC meeting we will have a final PAC meeting.

Minutes of the last PAC meeting

2. Allan Lance moved the minutes be accepted as a true and accurate record of the meeting, seconded Brad Pillans. Carried.

PAC Financial report

3. Working account balance of \$1,969.79 plus a Term Deposit of \$9,342.58 that matures on 28 August 2020. After Zoom costs have been paid we expect about \$11,200 to be transferred to FCCC. Glen is getting the books audited up until the end of June. It has been completed but not signed. Paul James is not sure that a final audit is required. Glen Bryden moved that the report be accepted, seconded by Brad Pillans. Carried

Close of PAC meeting

4. Brad formally closed the PAC General Meeting at 7:25 pm

First FCCC General meeting

Minutes of the inaugural FCCC meeting

5. Barry McAdie moved the minutes be accepted as a true and accurate record of the meeting, seconded Allan Lance. Carried.

Matters arising from the Minutes

6. Many to be dealt with as we go.

Our Car Club Database

7. Need to change the name of our database from PAC to FCCC, Neil Sperring pointed out that this can only be done by the service provider. Need to add details for all members who were not PAC members. All membership expiry dates will have to be updated manually. Barry McAdie to get access; he will need to liaise with Neil Sperring.

Greg Francis asked a question which led to a discussion about the possible ramifications for Historic Car Registration for former members of the Renault and Peugeot clubs. Brad will contact the President of the CACTMC tomorrow to resolve any problems arising from the merger.

Venue for future meetings.

8. We will aim for the September meeting to be at the Raiders Weston club, Covid restrictions permitting. The WiFi at that club is unlikely to be good enough for Zoom, other options will be considered.

Club Magazine

9. Some suggested mast heads and titles were distributed at the meeting.

After some discussion, the simplest version of the mast head was endorsed by the meeting.

The title "French Car Torque" received majority support. It was noted that these can be changed. Brad suggested that an Editorial team be formed

Allan Lance suggested that the ROAR team continue for a couple of months. Peter Rees said it would be stripped back quite a bit. Everybody is encouraged to provide content, Lisa Molvig, Chris Carder and Peter Rees will compile the content. Colin Handley will look after the classifieds.

Other business

10. Life Memberships. These will be rolled over into the new club, this was agreed at the meeting to form the new club.

Social Events. Lisa reported on last weekend's car drive. Possible future events were discussed.

Brad introduced Robert Hush, Dealer Principal of Canberra Peugeot and Citroën. Robert addressed the meeting and answered questions. Brad then thanked Robert for hosting our meeting.

Brad told the meeting our contact on the Queanbeyan-Palerang Regional Council, Peter Bray, had died. He had been a great help to us and will be missed.

Greg Francis moved a motion that FCCC continue with the French Car Day, this was agreed. The Telopea School is highly unlikely to have a fete this year due to Covid.

The CACTMC had a meeting last week. The application for affiliation by the French Car Club of Canberra was accepted unanimously. As of last week 56 clubs had paid CACTMC affiliation fees and 14 had not.

The Pie Cart which was damaged by hail early this year has finally been moved.

The 60 day scheme is still getting nowhere. CACTMC is encouraging all car club members to lobby candidates at the upcoming election.

The Spanish-Australia Club in Narrabundah maybe a viable venue for future meetings.

Close, next meeting

11. The Meeting closed at 8:41 pm.
The next club meeting is scheduled for the Raiders Club in Weston, on Tuesday 22nd of September 2020.