



# French Car Torque

Magazine of the French Car Club of Canberra



September 2021





On the cover Renault Arkana

Image from Renault Australia; background by Brad

## 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 website is at:  
<https://frenchcarclubofcanberra.com.au/>

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Bonjour Francophiles,

Well, not much has changed since last month - COVID-19 is running rampant in NSW and ACT, and the lockdown has been extended once again. As before, I encourage all club members to get vaccinated!

With no easing of lockdown restrictions, Sue and I continue to save on fuel, with travel effectively confined to foraging trips to the local supermarket and visits to Mt Jerrabomberra reserve for exercise. Native orchids are flowering at the moment, and if you know where to look, these rather shy plants can be found in damp, shaded spots in a number of reserves around Canberra and Queanbeyan.

In lockdown, gardening has been high on the agenda and, of course, preparing this newsletter. My thanks to Colin Handley and Lisa Molvig, in particular, for sending me articles for this month's edition.

Assembling the magazine can be tricky, when it comes to using material from internet sources, some of which is heavily copyright-protected – or at least it appears that way. Wherever possible, I acknowledge sources of images and text and steer clear of any material that might infringe copyright.

As reported last month, after weeks of uncertainty, Canberra has a new Peugeot/Citroen dealer – John McGrath Peugeot and Citroen, in Phillip. With the COVID lockdown, I am unlikely to pay them a visit anytime soon. However, on my way home from a medical appointment, recently, I did a drive-by and snapped a picture of the Peugeot sign – the Citroen sign is in small letters on the window beneath the Pug sign, but it's barely visible in the image at right.

I believe that Bill McNamee has been in phone contact with McGrath Peugeot regarding parts, but beyond that I have no further information.

In November, if the COVID gods smile upon us, we are hoping to hold our last major event of the year – French Car Day – at the Spanish-Australian Club, on Sunday 28 November. This will also double as an early club Christmas party. Earlier in the year, we held a very successful Battle of Waterloo event at the same venue, so we know the ropes, so to speak.



*First view of McGrath Peugeot and Citroen*

Our next club meeting will include the AGM to be held by Zoom at 8 pm on Tuesday 28 September. The Zoom link will be provided in a separate email.

With luck we may be able to hold a face-to-face meeting next month. More on that closer to the time.

Au revoir,

Brad Pillans

# 2020-21 FCC COMMITTEE

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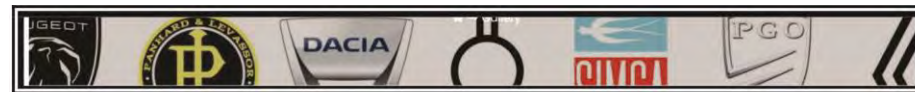
## Club Registrars

Brad Pillans  
Lisa Molvig  
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# CUB EVENTS 2021-22



French Car Day 2021



Hosted by the French Car Club of Canberra

<https://fccoc.com.au/>

When: Sunday 28 November

Time: 10am to 2pm

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

Bookings essential . Contact Lisa [reno1338@hotmail.com](mailto:reno1338@hotmail.com) to register your attendance.



**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. **CANCELLED**

**28 September 2021** French Car Club of Canberra: Annual General meeting by Zoom at 8 pm

**26 October 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.

**23 November 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

**28 November 2021** French Car Day at the Spanish-Australian Club in Narrabundah

**17 July 2022** All French Car Day, Silverwater Park, off Clyde St East, SYDNEY. New date because of COVID restrictions  
Contacts: Ross 0499 708108 or Chris 0412 306504

# 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 the rest of 2021, depending on COVID-19 restrictions for social events.  
Email updates will be provided for each event.

- August 22      Gunning brunch **CANCELLED**
- October 24      French café/creperie in Ainslie for afternoon tea.  
<http://www.breizhcafecreperie.com/>
- Contact: Lisa Molvig, Social Secretary [Reno1338@hotmail.com](mailto:Reno1338@hotmail.com)



## OTHER EVENTS IN THE ACT REGION

14 November. Marques in the Park, John Knight Park, Belconnen

Check the ACT Council of Motor Clubs website  
<https://www.cactmc.org.au/>



# 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](mailto:sven@slager.co.nz)



### 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 407 diesel sedan

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

### 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 403B

Grey, in excellent order; a lot of money spent on this car; disc brakes, GTI engine and 5 speed gearbox; currently registered in Melbourne. Phil Torode 0432 107 301

### 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](mailto: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.



# CLASSIFIEDS

## 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](mailto:jrowles@alphalink.com.au)

## Parts

### Peugeot 405 handbook and service book

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

### Peugeot 505 GTi cooling fan and centre muffler

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



### Renault Fuego workshop manual

Free to good home. Contact Stefan, 0418 326 942

## Peugeot 403 books for sale on Gumtree

View the ads at [Peugeot 403 Illustrated Parts Book 1960](#) and [Peugeot 403 technical documentation for agency workshops](#).  
Mike Garrett 0411881567

## Peugeot 504 steering rack boots and 505 tail light

The boots are brand new, but the tail light assembly is definitely well used (needs a bit of patching). Both free to good homes.  
Paul Ballard 0419-973822 or [westkinloch@dragnet.com.au](mailto:westkinloch@dragnet.com.au)



## Miscellaneous Peugeot bits

203 complete sunroof \$100; 504 distributor \$20; 504 alternator \$25; 504 glovebox handbook \$15. Colin 0414 484 398 (text SMS preferred)



# My early days with Peugeot

Colin Handley

My days with Peugeot began in 1972 when I bought a 1957 403 wagon, with a few weeks rego, for \$80. It had a spectacular spider web crack in the laminated windscreen right in front of the driver, and several different coloured panels and bull bar, but not a lot of rust!

The 403 was much more relaxing in city traffic than the Morgan I owned, where every hoon wanted a drag. At intersections the traffic magically parted! The small bull bar must have been more intimidating than a pair of Morgan chrome headlights!

The 403 was the ideal country chariot and took the girl friend and I to many interesting remote places in east Gippsland and SE NSW in comfort. One memorable trip was through the forests on the Bonang highway to Tubbut, then camping in Delegate mi- winter. It was a very cold night with a heavy frost in the middle of the night we woke to a loud bang which rocked the car. We were a bit perturbed,



Colin's 404 ute being put to good use when he moved a house

having just seen the film Easy Rider which included locals and a shot gun incident !!! No further noises. In the morning we walked around the car, expecting damage, and... nothing. So we set out for home to experience the front wheels scraping the mudguards; the front spring had broken in the night!

We had to be back in Melbourne the next day. In Delegate I had seen a very faded Peugeot sign in a garage and a 203 ute in the yard. Jack Stewart sold us a front spring for \$5 but said that did not include fitting!! Back in camp there were rounds of firewood on which we propped the wagon; we only had a shifter, screwdriver and a hammer, but we managed to fit the spring and make it home, back down the Bonang, 11 hours later.

At Delegate Jack and I became friends. He said his father sold 16 203s from his garage in one year!! As a reward he was given some of the first 403's, a couple of which were still in the area.

A \$100 403 ute was bought in St Kilda and rust was repaired. It never let me down with many a 12-hour trip loaded with building materials etc from Melbourne. The ute took us to work in the Errinundra forest collecting eucalyptus seed into wool bales for several years. Fitted with Landrover bar tread tyres and low gearing we could follow bulldozers up quite steep inclines to get to the logging coupes - ideal for the job.

I heard of a very cheap 404 ute that had hit a cow at speed. I had a lift with the postie to Orbost with a radiator and crow bar, and drove back up the Bonang with broken headlights and mangled front. Repaired, that ute was more powerful but not as reliable as the 403, probably because of the past abuse it suffered. It was the escort vehicle when I moved a house 90 miles from Cann River.

A local farmer accosted me at a clearing sale about my Peugeot. Why was I in his way? No he replied, he just wanted to give me another one. We picked up a worn out 404 sedan which he needed off his property as he had put the number plates on a better 404 the same colour!!

25 years later I rang him to say I owed him a Peugeot. His reply was "it had better be better than the one I gave you!!" The 403 I gave him used to be a Brisbane taxi!!

# Renault Arkana: champagne looks on a budget

*Got your eye on a premium European coupe-like crossover, but can't stomach the six-figure spend? This could be the car for you*

David McCowen, [news.com.au](https://www.news.com.au)  
24 August 2021

Renault is taking aim at BMW, Audi and Mercedes fans with a new machine that brings champagne taste on a beer budget. Styled after swooping coupe-like SUVs such as the BMW X6, Audi Q8 and Mercedes-Benz GLE Coupe, the Renault Arkana brings premium looks to customers on a tighter budget.

Priced from \$33,990 to \$40,990 plus on-road costs, the Arkana is based on the same platform as Renault's compact Captur crossover. Power comes from a 1.3-litre four-cylinder turbo engine with 115kW and 262Nm, driving the front wheels through a seven-speed dual-clutch automatic transmission.



*Renault's Arkana is on sale now, and joins the Megane RS, Koleos and Captur in a compact range*

Renault claims 6.0L/100km fuel consumption for the reasonably compact machine. There's no hybrid or performance version in the range – though that may change in the future. Potential rivals include the Audi Q3 Sportback, VW T-Roc and the Mazda CX-30.



*The Arkana's cabin has a premium look.*

The base Arkana "Zen" model has a 4.2-inch driver display and 7-inch touchscreen with Apple CarPlay and Android Auto as standard. Climate control, faux leather trim, LED headlights and 17-inch alloys also feature in the cheapest version. Standard safety features include auto emergency braking with pedestrian detection, lane keeping assistance and active cruise control.

Mid-grade Arkana "Intens" models priced from \$37,490 plus on-road costs add 18-inch alloys, heated and ventilated seats with leather trim, sat nav, rear cross traffic alert and more.

The range-topping Arkana R.S. Line, offered from \$40,990 plus on-roads, adds a sunroof, leather and suede trim, wireless smartphone charging and other niceties. A 10.25-inch digital dash is an optional extra on the top grades.

Renault backs the car with a five-year, unlimited-kilometre warranty and five years of capped price servicing.



# Renault 5 at Munich Show

## September 2021

The iconic Renault 5 is about to celebrate its 50<sup>th</sup> anniversary. The sprightly 50-year-old now has a descendant: the Renault 5 Prototype, featured at the recent Munich Motor Show, will give rise to a production model in 2024.

According to Ateco, who distribute Renault in Australia, a brand's soul is born of its legacy. To pay homage to such heritage and reignite the spirit of times gone by, a brand must stay true to its origins and seek inspiration from within. This is the role that has fallen upon the Renault 5 Prototype. It will showcase how Renault is set to make electric cars widely accessible with a modern take on a popular yet essential car much like its dashing ancestor did back in its heyday.



*The Renault stand at the Munich auto show, with the Renault 5 EV prototype (front), the original Renault 5 behind it, and the new Megane E-Tech Electric compact car (left rear).*

Gilles Vidal and his Design team were inspired by an emblematic model of Renault's past that is known around the world with much acclaim: the Renault 5. The general look of the Renault 5 Prototype draws on the original design. Yet the modern approach is visible in the car's forms, but also in the selected trim and materials that are inspired by the worlds of electronics, furniture, and sport.

As well as the Renault 5 Prototype, the Munich car show exhibit included four other models that have marked the lifespan of the Renault 5: an orange TL, a black Le Car Van, a blue electric model, and a champagne-coloured TX.

The retro-inspired Renault 5 is one of seven new Renault brand EVs planned by the automaker. In addition to the Renault 5, they include three light-commercial vehicles, the new Megane E-Tech Electric compact car, a compact SUV on the same platform as the Megane, and a small crossover dubbed the 4ever in a nod to the rugged Renault 4 from the 1960s and 70s.

The Renault 5 will be built on the Renault-Nissan Alliance's CMF-BEV platform, a new EV architecture that is adapted from the CMF-B platform that underpins the Renault Clio and Captur, the Nissan Juke, and the Dacia Sandero and new Jogger.

The Renault 5, which is expected to replace the long-running Renault Zoe small EV in the brand's lineup, would face competition from several Stellantis Group models, including full-electric versions of the Peugeot 208 and Opel Corsa.

Sources: <https://europe.autonews.com/munich-auto-show/renault-gives-munich-show-outing-retro-ev>

<https://en.media.renault.com/news/the-renault-5-prototype-meets-its-siblings-at-the-munich-motor-show-def9-989c5.html>

# Design icons: Georges Paulin

Colin Bisset, ABC Radio National  
18 September 2021

**Georges Paulin** was the dentist who followed his dream. The story goes that in the 1920s, he was bored in his surgery and noticed a man on the rainy Parisian street outside struggling to pull up the canvas roof of his car. He thought there must be a simpler way and wondered if it were possible that a metal roof could swing up or down instead. And so he designed a mechanism that would do just that, patenting the concept in 1931.

A Parisian car dealer, Emile Darl'mat, thought it was a brilliant idea and he put Paulin in touch with the coachbuilder Marcel Pourtout, and together they transformed an ordinary Peugeot into a car whose metal roof could swing into the boot. They sold a few hundred, impressing Peugeot so much that they bought the invention from Paulin.

In 1935 the company launched the world's first factory-built convertible car with a retractable metal roof, the 402 Eclipse. This version used an electric motor so that the roof would swing back into the elongated boot at the touch of a button, still one of the great sights of automotive history.

Paulin chucked in his job as a dentist and became chief designer for the coachbuilder Pourtout, exploring his interest in aerodynamics, something that was in its infancy at that time. Towards the end the 1930s, he was hired by Rolls Royce Bentley and came up with arguably the most ravishing car ever created, the Bentley Corniche Embiricos, a swooping Art Deco beauty as streamlined as an airliner.

Had the war not intervened, it's likely that Paulin would have gone on to even greater things but when the Nazis occupied France in 1940, he worked as a spy for the British, handing over whatever mechanical secrets he came across. Arrested in 1941 and unwilling to give up the names of his compatriots, he was executed in 1942.

His retractable roof design lived on. In 1957, Ford in America used it in the Fairlane Skyliner, which they advertised as 'the world's only hide-away hardtop'. It wasn't a commercial success, especially with its vast boot needed to house the huge roof. But the idea resurfaced from thereon, becoming popular at the beginning of this century with carmakers like Ford and Mercedes using roofs that now folded into two or three pieces before sliding into the boot.

The only niggle was that the rigidity of the metal roof and the flexibility of car bodies often meant the folding mechanism began to fail after time, leading to leaks and creaks. Today, the retractable roof is found mainly in hand-built luxury supercars.

It's surprising that Paulin's amazing journey from dental surgery to national hero by way of inspired engineering has never been made into a film. In the meantime, we are left with some of the world's most beautiful car designs and an invention that always seems to bring out the sun.



1938 Peugeot 402 Eclipse. Source: <http://justacarguy.blogspot.com>



## 1939 Talbot Lago T23 baby convertible for sale

Lisa Molvig drew my attention to this rare car, which is for sale in Batemans Bay. A fully restored, one owner vehicle with 51,370 km on the odometer, the asking price is a modest \$300,000!



Automobiles Talbot was a French car manufacturer based in Suresnes, just outside of Paris. The factory had been built by Alexandre Darracq for his pioneering car business in 1896, but after he sold his share in 1912, the company eventually morphed into Automobiles Talbot. Italo-British businessman, Antonio Lago, was appointed general manager in 1932, hence the Talbot-Lago name.

The company was known for both high performance racing cars, as well as luxurious passenger cars. [Doug Whiteford](#) won the [1952](#) and [1953 Australian Grand Prix](#) driving a Talbot-Lago T26C.

Check out the Bateman's Bay car at: [https://www.facebook.com/marketplace/item/4026876790768411/?ref=search&referral\\_code=marketplace\\_search&referral\\_story\\_type=post&tracking=browse\\_serp%3Aff0e2a45-8c99-4b8f-9450-c4d609857072](https://www.facebook.com/marketplace/item/4026876790768411/?ref=search&referral_code=marketplace_search&referral_story_type=post&tracking=browse_serp%3Aff0e2a45-8c99-4b8f-9450-c4d609857072)

## Renault locks in lithium supply

Ernest Scheyder, Reuters  
2 August 2021

German-Australian start-up Vulcan Energy Resources Ltd said on Monday it has signed a deal to supply lithium to Renault SA, the latest move by an electric vehicle maker to lock down supply of the battery metal ahead of a projected surge in demand.



Vulcan will supply 6,000 to 17,000 tonnes of lithium annually to the French automaker from its geothermal brine deposits in Germany starting in 2026, the companies said. The five-year deal is renewable if both parties agree.

Renault has said it would like 90% of Renault models to be fully electric by 2030. The company said Vulcan's geothermal lithium production process, which has no carbon emissions, was the main appeal. Vulcan plans to invest 1.7 billion euros (\$2 billion) to build geothermal power stations and facilities to extract lithium, with a goal to start production of the white metal in 2024.

Geothermal projects typically involve extracting super-hot lithium-rich brine from underground reservoirs and using the heat to produce electricity, after which lithium is extracted from the brine. The brine is then reinjected into the earth, making the process more sustainable than open-pit mines and brine evaporation ponds, the two most-common existing methods to produce lithium.

Vulcan is backed in part by Hancock Prospecting, led by Executive Chairperson Gina Rinehart, one of Australia's leading investors. Vulcan has also signed a memorandum of understanding for lithium supply with Stellantis NV, the world's fourth-largest automaker.

# Matra-Simca Bagheera

Brad Pillans, with help from Wikipedia

In December 1969 Matra and Simca entered into a partnership that rebranded Matra's racing cars as Matra-Simcas and gave Matra access to the Simca dealer network in Europe. The first joint project of the new marriage was to develop a replacement for the [Matra 530](#), which had not reached either its targeted market or its projected sales volumes. The result was the Matra-Simca Bagheera, publicly released at the 1973 Le Mans 24 hour race, and within 18 months 10,000 Bagheeras had been sold.

The Bagheera was a sleek looking sporty hatchback, with hidden headlights and it won the 1973 Style Auto Award, beating, among others, the Lancia Stratos, Lancia Beta coupé and Ferrari Dino. The three-abreast seating arrangement was unusual – the driver had a regular seat, and the passenger side was a 2-person bench seat. Body panels were fibreglass-reinforced polyester, on a steel chassis.



*The stylish-looking Matra-Simca Bagheera. Source: Wikipedia*

Initially, the car was powered by 1294 cc "Poissy engine" from the Simca 110 Ti, transversely mounted in the rear of the car and mated to a 4-speed gearbox, also from the Simca 1100. In 1976 a 1442 cc engine was introduced to give it more oomph.



*Three abreast in the front of a Bagheera. Source: Wikipedia*

According to Wikipedia, the Bagheera won the [ADAC Silberne Zitrone](#) ("Silver Lemon") award in 1975 for the poorest quality car at the time. Complaints ranged from a leaky body that allowed rain to enter the cabin to mechanical failures. Few Bagheeras survive today, because, while the polyester body panels do not rust, the steel chassis certainly does. Matra learned its lesson, and fully galvanized the chassis of the Bagheera's successor, the [Matra Murena](#).

Lisa Molvig says she saw a Bagheera at a French Car Day event in the Hunter Valley a few years ago, so there is at least one in Australia. She also alerted me to an excellent online article on the Matra-Simca Bagheera, but we cannot reproduce that content here (copyright issues). However, you can view the article at: <https://driventowrite.com/2021/09/13/threes-company-part-one-matra-simca-bagheera/#more-75036>





1. Welcome and apologies
2. President's report
3. Financial report
4. Election of new committee
5. Close

Notes:

- (a) As this is the inaugural AGM of the club, there are no previous AGM minutes.
- (b) The monthly club meeting will be held immediately following the close of the AGM

## PICTORIAL GALLERY



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