



French Car Torque

Magazine of the French Car Club of Canberra



May 2022



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On the cover Three stylish Citroëns on display at Wheels at Wamboin on Saturday 21 March 2022. Photo by Brad Pillans

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:
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Bonjour Francophiles,

Well, the Federal election is over, but as I write this column it is uncertain whether we will have a Labor majority or minority government. What is certain, however, is that we are destined to have a very different style of Federal Government, with Anthony Albanese as PM.

Perhaps we will see more impetus for supporting renewable energy, including incentives for buying electric vehicles. With the price of fuel destined to stay high, for the foreseeable future EV's and PHEV's are looking increasingly attractive.

Last weekend, as reported later in this Newsletter, I attended the Wheels at Wamboin car display. It was a magic autumn day, weather-wise and we can only hope for something similar for our next event, the annual Battle of Waterloo, to be held on Sunday 19 June, at the Spanish Australia Club in Narrabundah.

This year we have enlisted the help of the British car clubs in organising the Battle of Waterloo event – I am told that the Triumph club are taking the lead – after many years of it falling to the French to organise the logistics. We did think, jokingly of course, that we (our club) might organise the event in secret and not tell the British, thus ensuring a glorious French victory.

More details on the (not secret) event will follow closer to the date.

Last week I received an email from Peugeot Australia, reminding me that my 508 was due for a service and that I should book it in with McGrath Peugeot. With coronavirus on the loose, my car is still a few thousand km short of its next service, even after 12 months since the last service. Anyway, it spurred me on to drop in to McGrath Peugeot and have a chat.

Shane Hopkins is the Service Manager at McGrath, and he was happy to talk to me for a few minutes. For a while, now, I've been hoping to upgrade the GPS navigation system in my car, but Shane was not optimistic about my chances – he said they'd have to plug it in to know for sure, but a 2014 car might be a couple of years too old to upgrade. I also had a good chat with Sales Manager Brad Evans. Brad is very familiar with the Peugeot-Citroen marques, having worked at Melrose Peugeot a number of years ago. Good to know that sales are in his safe hands...



Both Brad and Shane have been added to our Affiliates database and will receive French Car Torque so they can keep abreast of club activities.

This month's club meeting will be at our usual venue, the Raiders Club, at 8 pm on Tuesday 26th April, with dinner and drinks from 7 pm. I look forward to catching up with members who wish to attend.

Au revoir,

Brad Pillans

2021-22 FCC COMMITTEE

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CLUB EVENTS 2022

Calendar

- 24 May** French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.
- 19 June** Battle of Waterloo, Spanish Australia Club, Narrabundah
- 26 June** French Car Drive. Afternoon tea at Breizh Café in Ainslie
<http://www.breizhcafecreperie.com/>
- 28 June** French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.
- 17 July** All French Car Day, Silverwater Park, off Clyde St East, SYDNEY. Contacts: Ross 0499 708108 or Chris 0412 306504
- 26 July** French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.
- 23 August** French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.
- 28 August** French Car Drive to winery in Murrumbateman
- 27 September** French Car Club of Canberra AGM, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.
- 23 October** French Car Drive to Tidbinbilla Tracking Station or Lanyon Homestead
- 25 October** French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

22 November French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

French Car Drives in 2022

Hopefully this year the territory borders will remain open and we will be able to travel and gather for social outings. I am planning now for our regular "French Car Drives", aimed to create opportunities for us to use our concessionally registered cars. Cars, and owners, of all ages are welcome. More details closer to the time of each drive.

Lisa Molvig, Social Secretary Reno1338@hotmail.com

ALL FRENCH CAR DAY

CITROËN BX
40 YEARS

RENAULT 5
50 YEARS

ALL FRENCH VEHICLES WELCOME
CARS, VANS, MOTORBIKES, OLDTIMERS

SUNDAY 17 JULY 2022
9.00AM – SILVERWATER PARK
ENTER FROM CLYDE ST EAST

Display cars \$10 entry. Food and drink available.
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
in-force regulations, QR codes and distancing.
Not held in inclement weather.

Wheels at Wamboin

Saturday 21 March (election-day)

Brad Pillans

Wamboin is a rural subdivision, just across the ACT border, in NSW, not much more than a 30 minute drive from Canberra. It consists of hobby farms/commuter/life-style blocks in the range 2 to 20 hectares. With a population of close to 2000, it boasts a community hall, a church and a rural fire brigade.

On the 3rd Saturday of each month (except winter), there is a market at the community hall and this month it was combined with the Wheels at Wamboin car display. Being election-day, the hall was also a polling station, so it was a hive of activity, so much so that many car owners, with cars to display, were turned away at the gate – myself and Colin Handley included. In the end, the French contingent consisted of three stylish Citroëns – a brace of 2CV's and a CX 2200 Pallas.



Not much room: an E type Jag squeezed in beside three Citroëns



Richard Miller (above) told me that he bought his CX 2200, new (in 1978) in Sydney, after the Canberra dealer offered him a less than attractive trade-in price. There was a twist in the tale, too – the Sydney dealer had already sold the CX 2200 in its showroom, so the one in Canberra was trucked to Sydney for the sale! Richard is about to join our club, so expect to see more of him and his lovely CX.



CLASSIFIEDS

For sale, parts and wrecking

If you want to advertise something for sale or simply offer items free to a good home, then this is a good place to let other club members know.

We decided to start the new year with a 'clean sheet', so most of last year's ads have been removed.

Please contact either Colin Handley (0414 484 398) or Brad Pillans (0427 662 112) to place an ad.

For sale

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 203C 1956 sedan

Green paint, brown leather seats, v good condition, all round strong 403 engine, on Braidwood club reg, \$12,000. David 0458-262743

Wanted

Set of 404 wide sedan wheels

Richard Adams 0403-666698

Wrecking

Peugeot 404 1967 sedan

Sunroof, nice early 404 front bumper; damaged roof; rusty rear. Colin Handley 0414 484 398



Rare French marques: Rochet-Schneider

Brad Pillans

The inimitable Peter Wilson sent me a couple photos that he took, about 20 years ago, of a Rochet-Schneider touring car, in a shed on the NSW South Coast. According to Peter, the car apparently had acted as a tinker's mobile business. "I suspect it is still in the same condition" he concluded.

The sticker on the radiator says "1919 [next line unclear] Rochet Schneider", and part of the distinctive RS badge is visible below. Both the engine in the chassis and the one in the engine stand appear to be 4 cylinder engines, but that's about all we can glean from the pictures.



According to Wikipedia, Rochet-Schneider was based in Lyon and produced cars from 1894 until 1932. Edouard Rochet and his father were bicycle manufacturers, before they were joined by Théophile Schneider to form the Rochet-Schneider company.

Like many other cars of the 'Brass Era', Rochet-Schneider cars were principally aimed at wealthy car lovers, making extensive use of brass fittings, pattern leather, hand-crafted wood and other expensive components. The Rochet-Schneider sales slogan was "strength, simplicity and silence".

The company also made more utilitarian buses and trucks. For example, during the First World War, Rochet-Schneider produced 1,400 1.5 tonne trucks and 3 million shells for the army.

Binalong Motor Museum

Lisa Molvig, Stuart Saunders and Peter Minson

Binalong is a town, a village, really, about 40 km northwest of Yass, with a population of around 500 people, including well-known glass artist and FCCC member, Peter Minson.

The Binalong Motor Museum was the private collection of two motoring enthusiasts, Stuart Saunders and John Fitzpatrick. It was built in 1990 in Binalong and opened to the public. John moved to Melbourne a few years later and Stuart took over the running of the museum.

The Peugeot and Renault clubs had several visits to this museum over the years and Stuart brought a few of his cars to our annual French Car Day in Canberra. Participants in the 2015 Peugeot Pageant visited the museum – see below



Stuart Saunders fires up the MAB during the 2015 Peugeot Pageant (photo: Brad Pillans)

The bulk of the collection was sold at auction in July 2020, after the museum was closed to the public. It presented a rare opportunity to purchase a range of collectable cars, motorcycles, memorabilia, petroliana, garagenalia and even aviation-related items.

Total sales from the Binalong Motor Museum Auction reached almost \$2 million, with a 98.5 per cent clearance rate, which was outstanding given the COVID-influenced circumstances. There were over 900 registered bidders. A report of the auction can be found at: <https://www.justcars.com.au/news-and-reviews/report-binalong-motor-museum-auction/883639>

However, Stuart retained a few cars, including three unusual French marques – a 1908 MAB (Malicet et Blin of Aubevilliers), a 1927 Darracq and a 1920's Amilcar.

Peter Minson was able to visit Stuart, recently, and photograph the three French cars remaining in his collection.

1908 MAB

“MAB” is Malicet et Blin of Aubevilliers, France. This car was built in 1908 and was found in Wagga Wagga, being one of the two chassis imported into Australia early in the 20th century. Its history is unknown but at some time it had been used on a property and was fitted with the remains of a truck deck. It was mechanically complete apart from the engine, of which only the bottom end and cylinder blocks remain.

This car has been dated from contemporary catalogues showing the range of chassis MAB built for cars and, on a much larger scale, for trucks. Everything from the flywheel backwards has been retained apart from the clutch, which is a 1940s Dana-Spicer unit which copes with the torque. The engine has been replaced by a 27 Litre “Liberty” aero engine manufactured by Packard in 1918 to make the sort of racing car that was used at Brooklands after the First World War. It produces 400 brake horse power and 1000 ft lbs of torque. It is a V12 weighing seven and a half hundred weight and is similar to the engine that powered “BABS”, the car which gained the land-speed record in 1927 at over 170 mph. Indeed, it has one of “BABS” rocker covers to replace the one that cracked on a tour of New Zealand in 1990.

Binalong Motor Museum (cont)

At touring speed, the petrol consumption of the MAB is 9 mpg. The car cruises comfortably at 80 mph and will reach 100 mph. The engine revs to 2000rpm and the car is travelling at 53mph at 1000rpm. It weighs 32 hundred weights, and the weight distribution is 50/50 so the handling is excellent. The brakes are terrible. The car ran from Darwin to Adelaide to Canberra in the 1988 Bicentenary Rally and completed the first Targa Tasmania covering 2000kms in five days.



1927 Darracq Type 12/32

By the late nineteen twenties, the Darracq company had become part of the Sunbeam Talbot Darracq combination and Talbot and Darracq cars were made in both France and England. This car was built in France and sold in London and has had only three owners. Its total mileage is 54,000 and it spent many years in London before coming to Australia in the 1970s.

It has a lightweight fabric-covered body built by Weymann. This was a type of construction used in the 1920s and 30s and consists of a wooden framework wherein the wooden members are joined by steel brackets so that no two pieces of wood touch and thus there are no squeaks. It was marketed as the lightweight, silent car body. The fabric was replaced on this car before coming to Australia and apart from that, only minor restoration work has been carried out.

Photos of the MAB (above and right) by Peter Minson

Binalong Motor Museum (cont)

The Darracq engine is a 4 cylinder of 68mm bore and 1mm stroke giving a capacity of 1597cc. It has overhead valves and magneto ignition. Fuel feed to the Solex carburettor is by Weyman Autovac worked by suction from the inlet manifold. It has a top speed under the most favourable circumstances of 60 mph and goes down hills far better than up them!



1920s Amilcar

Amilcar was founded in July 1921, in Paris, by Joseph Lamy and Emile Akar. According to Wikipedia, the name "Amilcar" was an imperfect anagram of the partners' names. The wicker basket body on Stuart's car was remade in Queanbeyan about ten years ago.

Photographs of the Amilcar (above) and the Darracq (left) by Peter Minson

Peugeot 9X8 for Monza

Gary Watkins, Autosport

The maiden World Endurance Championship outing for the new Peugeot 9X8 on 10 July will be much more than an “extra test”, according to Olivier Janssonie, technical director of the 9X8 programme at Peugeot Sport.

“We will try as hard as we can to race, and racing means being competitive. For how long in the race, we don’t know, but we will try for sure.”

Janssonie stressed that Peugeot will be making its debut in Italy with “humility” when it goes up against Toyota, Glickenhaus and Alpine for the first time. “It is clear the car, whatever happens with the mileage we have left on track between now and Monza, we won’t be at the level of maturity of our competitors,” he said.



Peugeot will run two cars at Monza and have named 6 contracted drivers, although the exact make-up of the driving teams has yet to be announced.

The first 9X8 has now completed 10,000km over 25 days of testing at Aragon, Paul Ricard, Magny-Cours, Barcelona and the Algarve circuit near Portimao. However, Janssonie revealed the 9X8 test car has yet to complete a race simulation of six hours, the duration of a regular WEC event. The intention is to undertake a full six-hour run in race conditions for the first time during the testing Peugeot Sport has planned between now and Monza.

Le Mans simulations will follow over the winter as Peugeot Sport gears up to contest the French endurance race for the first time next June. The car was originally set to race at this year’s 24 Hours of Le Mans, however, Peugeot delayed the launch to ensure reliability before homologation. The 9X8 will still appear at the 2022 event, but as a static display only.

Featuring an all-wheel-drive petrol-electric hybrid system, the 9X8 includes a rear-mid-mounted 2.6-litre twin-turbo V6 engine producing 520kW, and a 200kW electric motor-generator on the front axle.



Images and text from Autosport.com

Renault bails out of Russia, but deepens ties with China

Press release from Renault Group

Boulogne-Billancourt, May 16th, 2022 – The Board of Directors of Renault Group unanimously approved the signing of agreements to sell 100% of Renault Group's shares in Renault Russia to Moscow City entity and its 67.69% interest in AVTOVAZ to NAMI (the Central Research and Development Automobile and Engine Institute).

The agreement provides for an option for Renault Group to buy back its interest in AVTOVAZ, exercisable at certain times during the next 6 years.

"Today, we have taken a difficult but necessary decision; and we are making a responsible choice towards our 45,000 employees in Russia, while preserving the Group's performance and our ability to return to the country in the future, in a different context. I am confident in the Renault Group's ability to further accelerate its transformation and exceed its mid-term targets," said Luca de Meo, CEO Renault Group.

As announced on March 23rd, a non-cash adjustment charge amounting to the accounting value of the consolidated intangible assets, property, plant and equipment and goodwill of the Group in Russia should be recorded in the 2022 first half results. As of December 31, 2021, this value amounted to 2,195 million euros. Russian operations will consequently be deconsolidated in Renault Group consolidated financial statements for the six-month period ended on June 30, 2022.

So, Renault joins the stampede of Western companies exiting from Russia, including this week, McDonald's, after 32 years. McDonald's, which employed some 62,000 people in more than 800 Maccas restaurants across Russia.

Meanwhile, on the other side of the Asian continent, Renault has announced plans to sell a 34% stake of Renault Korea Motors (RKM) to giant Chinese car-maker, Geely Automobile. Renault will benefit by consolidating its relationship with China, while Geely will benefit by gaining access to the traditionally protected South Korean market (as well as a gateway to the US).

The RKM plant in the South Korean city of Busan, has an annual capacity of 300,000 vehicles and the Geely-RKM partnership will build hybrid vehicles for South Korea and for export at the Busan plant. The current Renault Koleos is built there, including for the Australian market.

As of 1 July 2022, Renault vehicles in Australia will have a "price realignment" according Renault Australia. "Like many brands here in Australia, rising shipping costs and an increase in the price of raw materials means we've had to adjust prices across the range," says Glen Sealey, Renault Australia General Manager. In other words, a price rise!



Soviet policeman standing guard outside a newly opened Macdonald's in 1990 (image from <https://www.cnbc.com/2022/05/20/mcdonalds-exiting-russia-after-32-years-is-the-end-of-an-era.html>)

1953 Redex Rally

Brad Pillans

I'm too young to remember the Redex Rally of 1953, the year that Ken Tubman and John Marshall famously won in a humble Peugeot 203. However, the legend lives on, including some Rerun rallies, retracing the original rally route – for example the 50th anniversary Rerun in 2003, in which some of our club members participated.

A few years back, Mike Garrett gave me a couple of old car magazines, including a copy of the November 1953 issue of Wheels in which there was a long report of the rally – and a spectacular cover image. What a great photo! The pilot, Flight-Lieutenant J.L. Whiteman (back left) is posing with three Redex chaps (all in suits).

Anyway, I had a spare page in the newsletter (here) and decided to share the image, plus one of the images from the story inside (below).

I once asked the owner of the Caravan Park in Marla (northern South Australia) if he remembered the Redex rallies – “Yep”, he said, “When I was a kid. They all wanted to know which way to go”, and then he added “sometimes we told ‘em the right way and sometimes we told ‘em the wrong way.” Maybe, just maybe, Tubman and Marshall were helped out by some kids in Marla...



French Car Club of Canberra Inc
General Meeting
26 April 2022
MINUTES



1. Present

Brad Pillans
Ross Stephens
Leigh McEwan
Charles Birch
Bill McNamee
Neil Sperring
Neil Birch
Greg Francis
Barry McAdie

2. Apologies

Colin Handley
Lisa Molvig
Bernard Wright
Richard Morgan

3. Introduction

The meeting opened at 8.16 pm.
Brad welcomed everyone

4. Minutes of the previous meeting

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

5. Financial Report

Our Account balance with Bendigo Bank is \$18,528.12.
Neil Birch moved that the report be accepted, seconded by Bill McNamee. Carried.

6. General Business

Council of ACT Motor Clubs:

Clubs were reminded that when paying the annual fees to use their club's member number and its acronym.

The 60 day scheme has been signed off by the Minister. Cars will not need to use Historic number plates; this was not in the CACTMC's proposal. The target implementation date is 22 December 2022. This date is dependent on Access Canberra's success in being able to implement the scheme by then.

Wheels 2023 is proposed for 19 February 2023, which is earlier than normal to avoid clashes and other bookings of the Queanbeyan Showgrounds.

Social events:

Next event is Wheels at Wamboin on Saturday 21 May

Battle of Waterloo:

Some British Car clubs have offered to run the event this year. The proposed date is 19 June.

Magazine:

Brad thanked people for providing copy and asked everybody to keep on providing content.

Web site:

Leigh has updated events, nothing else to report.

Other business:

Neil Sperring asked about the problems preventing generic FCCC email addresses from working. The problem has still not been resolved, no progress to report.

7. Meeting close/next meeting

The Meeting closed at 8.50 pm.
The next club meeting will be at the Raiders Club at 8pm on Tuesday 24th May 2022.

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