



# French Car Torque



Magazine of the French Car Club of Canberra



September 2022





On the cover Peugeot 207 estate deep inside Toyota territory, Crowne Plaza carpark, Alice Springs  
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:  
<https://frenchcarclubofcanberra.com.au/>

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Bonjour Francophiles,

Fuel prices. What can one say? With the fuel excise levy about to be slapped back on at the end of the month, standard unleaded fuel could be back around \$2/litre in Canberra, and diesel around \$2.40/litre.

Owners of EV's are feeling smug.

Peugeot has finally announced the e-308 (see story on page 6), but it will take a while to reach Australian markets. Meanwhile longtime club member, Jim Taylor, is extolling the virtues of his economical little BMW i3 – nicknamed “Bubbles”.

Fuel costs were one reason that my wife, Sue, and I decided to fly to Alice Springs this week, rather than drive. Even then, airline tickets from Canberra to Alice Springs are very expensive, with no change out of \$1000 each for return tickets (we could fly to Europe for not much more). Then there is the cost of a hire car in Alice, for a week... In the end it came down to time – 5 hours by plane versus 4 days by road – and we opted for the quick trip.

Alice Springs, like much of central Australia is very much Toyota country, where Landcruisers and Hilux's rule, to the point where even I wouldn't own a French car if I lived there.

Twenty years ago I saw a Peugeot 504 for sale in a used car lot in Alice Springs. Many of the out-of-town roads are rough, but while that that is not an impediment to owning a 504, servicing and spare parts would certainly be an issue.

So, what a surprise to see a Peugeot 207 estate in the Crowne Plaza carpark in Alice Springs this week (see front cover image). The car has Northern Territory number plates and I'm guessing it's likely to be a Darwin car. Darwin is certainly the location of the nearest Peugeot dealer, Honeycombes Prestige.

The personalised number plate on the 207 is intriguing, too. MRSDWS is not an acronym that I know, and an internet search threw up unlikely but nevertheless entertaining results. For example, in the personal column on page 2 of the Murrumbidgee Irrigator newspaper (Leeton), on Thursday 29 April 1940:

*David Howie, son of Mr. and Mrs. D. W. S. Howie of Wamoon, has commenced his "rookie" course in the R.A.A.F.*

.Or this little gem from the Instagram account of a Mrs DWS:

*I am a woman blessed having 2 kids. Obsessed with pink. Always gratefull (sic).*

I doubt that either of these Mrs DWS are the owner of the 207!!

Anyway, back to more mundane matters... A reminder that **our Annual General Meeting will be held next month, at 8 pm on Tuesday 25 October at the Raiders Club in Weston.**

This month's club meeting will be at our usual venue, the Raiders Club, at 8 pm on Tuesday 27<sup>th</sup> September, with dinner and drinks from 7 pm. Sadly I will be away (still in Alice Springs), but I look forward to catching up with members at next month's AGM.

Au revoir,

Brad Pillans

P.S. Lack of time has meant that an excellent article, by Simon Fitzpatrick, on the 60<sup>th</sup> anniversary of the Renault 4 in Australia has been held over until next month.

# 2021-22 FCC COMMITTEE

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# CLUB EVENTS 2022

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

**23 October** French Car Drive, Lanyon Homestead for afternoon tea

**25 October** French Car Club of Canberra AGM, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

**5 November** French Car Day at Telopea Park School fete. Details to be confirmed.

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

**11 December** Christmas BBQ at Spanish Australian Club, Narrabundah.

## Other local and interstate events

**Marques in the Park:** Sunday 13 November, John Knight Park, Belconnen.

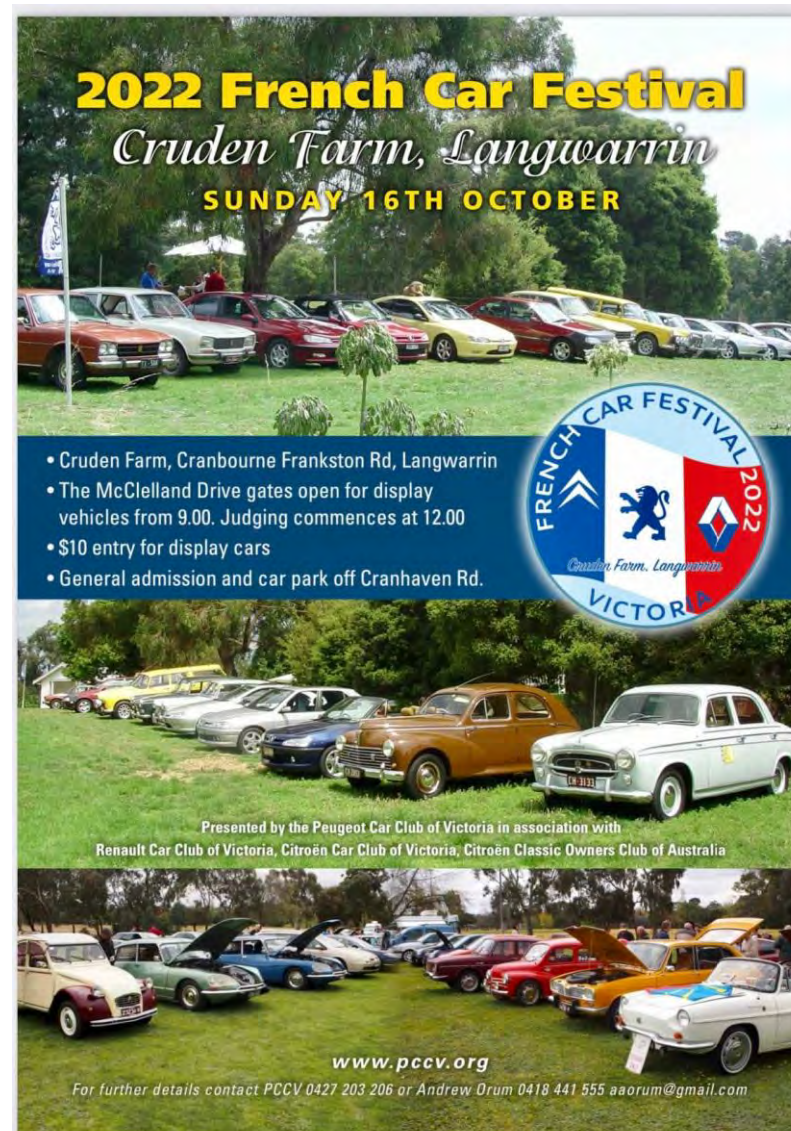
**2022 French Car Festival in Melbourne:** Sunday 16 October, Cruden Farm, Langwarrin.

**All French Car Day Sydney,** postponed to September 18 due to wet weather in July, then cancelled due to saturated grounds at the venue. Better luck for next year!

## French Car Drives in 2022

Our regular "French Car Drives" are 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](mailto:Reno1338@hotmail.com)



**2022 French Car Festival**  
*Cruden Farm, Langwarrin*  
**SUNDAY 16TH OCTOBER**

- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 12.00
- \$10 entry for display cars
- General admission and car park off Cranhaven Rd.

Presented by the Peugeot Car Club of Victoria in association with Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia

[www.pccv.org](http://www.pccv.org)  
For further details contact PCCV 0427 203 206 or Andrew Drum 0418 441 555 [aaorum@gmail.com](mailto:aaorum@gmail.com)



# French Car Drive: afternoon tea at Murrumbatemen Winery, Sunday 28 August

Lisa Molvig

This was a very popular outing with 17 FCCC members and 10 from the ACT region Rover club. The carpark was filled with a mix of French, British and German cars. We enjoyed tea/coffee and scones, savoury tasting platters or some wine tasting.

It was great to find a venue in Murrumbateman area which could accommodate our large group for afternoon tea. Many of the other wineries have restaurants which will only do lunch or dinner at a "function" price for a group.

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





# Peugeot e-308 hatch

Corey Bartels, GoAuto, 20 Sept 2022

The Peugeot 308 small hatch and wagon range has grown with the addition of all-electric variants that will launch in Europe from mid-2023 and are under evaluation for Australia.

Complementing existing petrol and plug-in hybrid 308 models that will respectively launch in Australia this year and next, Peugeot says the longroof e-308 will be the first all-electric station wagon from a European manufacturer.

While it has not been confirmed whether Australia is set to receive the new electric models, Peugeot Australia managing director Kate Gillis says the e-308 is under evaluation.

“The global reveal of a full battery electric 308 is exciting and we can confirm the e-308 is under evaluation for the Australian market as part of our electrification journey, which will offer Australian customers the choice of electrified variants across our passenger, SUV and LCV ranges,” she said.

While local showrooms will not have all-electric 308 models quite as soon, Peugeot Australia has confirmed the local rollout of its 308 range later this year, with a plug-in hybrid model to follow.



“We are looking forward to launching the Peugeot 308 in the Australian market next quarter with naturally-aspirated hatch and wagon variants, further expanding the range with the addition of a plug-in hybrid electric hatch in Q1, 2023,” said Gillis.

The e-308 models will feature a new electric motor producing 115kW and 260Nm, down slightly on the hybrid (162kW) and petrol (132kW) models.



Image from [whichcar.com.au](https://www.whichcar.com.au)

A new-generation battery debuts in the e-308, with revised chemistry composed of 80 per cent nickel, 10 per cent manganese, and 10 per cent cobalt.

The 54kWh 400V battery is claimed to offer a driving range of more than 400km due to the low 12.7kWh/100km average energy consumption Peugeot says it has achieved.

Peugeot focused on gaining efficiency using a combination of motor, battery, aerodynamics, weight optimisation and friction reduction measures to achieve the low average energy consumption.

An on-board three-phase charger with a power rating of 11kW comes as standard and Peugeot says a 100kW public charger will get the e-308 from 20 per cent to 80 per cent charge in “less than 25 minutes”.

Visually the e-308 differs slightly from its stablemates with a longer bonnet and unique 18-inch wheels. Fang-shaped matrix LED headlights and three-claw LED tail-lights give the electric models a similar look to the rest of the 308 range.

The Peugeot i-Cockpit is carried across to the electric models, too, featuring a three-dimensional head-up digital display, central 10.0-inch screen, and Peugeot’s i-Connect infotainment system.

Full story: [All-electric Peugeot e-308 revealed | GoAuto](#)

# 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.

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

## For sale

### Early Peugeot 404 instrument cluster

Also have front indicator light and bumper bar over-riders to suit same model. Make an offer. Contact Lisa 0412-011927 or [reno1338@hotmail.com](mailto:reno1338@hotmail.com)



### Peugeot 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

## For sale

### 2009 Citroen C5X708 2.0 HDI automatic sedan

Engine No KfV10DYXG4PSA011246

**Not Registered** – Axle shafts and CV Boots worn. Hydraulic suspension inoperable .. RHF shock requires replacing.

Contact Geoff Thomas Ph 0269772278

Email [jacqui\\_pic@hotmail.com](mailto:jacqui_pic@hotmail.com)

Best offer. Located in Temora, NSW



### Topran 350 mm inner steering arms

For Citroen C4 and Peugeot; number 3812EO, \$40 pair

Contact Colin: 0414 484 398



# CLASSIFIEDS

## For sale

### 2001 Peugeot 406 SVDT automatic wagon

Not registered; no longer roadworthy; electronics not working.  
Make an offer. Located in Temora, NSW  
Contact Geoff Thomas Ph 0269772278  
Email [jacqui\\_pic@hotmail.com](mailto:jacqui_pic@hotmail.com)



### 2004 Peugeot 307 hatch

NSW Rego ARN 11R (valid until Sept 2022)  
One owner regularly serviced, Petrol, 5 door Hatch back, Auto,  
71,500KMs. In very good condition. Price: \$6,000 ONO.  
Contact Abhi: 0419 231 220



## Wrecking

### Peugeot 404 1967 sedan

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



# Renault showroom in Paris: Garage, pub or workshop?

Lisa Molvig

For more than 110 years, Renault has had its official showroom in Paris on the Champs-Élysées, at number 53 to be precise. Today, it is the Atelier Renault, opened in its present form on 8 November 2000. Various themed exhibitions are held every year and the space has outgrown its role as a showroom.

The Champs-Élysées is one of the most expensive streets in the world where all the famous brands have their offices. Renault, of course, is one of them. The odd side of the big avenue is the so-called 'cheap' side, because the other side has more hours of sunlight per day and is therefore more attractive to walkers and the catering industry. This must have been a factor in 1910 when Louis Renault rented 53 Champs-Élysées and founded the Garage des Champs-Élysées.



## Magnificent staircase

In 1910 the ceiling in the showroom was in need of a serious facelift but even so, the cars were displayed on the white/black tiled floor. Of course, this was not the image for a reputable manufacturer and therefore it is clear from the images from 1911 that the interior had undergone a refurbishment.



The interior was very classical in appearance with a beautiful void on the first floor of the rear section and a view through to the magnificent staircase that led from this floor upwards, as the building on the street side had a higher showroom, and the floor above was thus higher.

It was only natural that Renault would buy the building and in 1913 they did. The first photo shows a relatively small facade with a large, centrally placed arched window behind which the showroom is located. Next to it are two glass fronts with entrance doors, with smaller arched windows located above them. Above are four rectangular, opening windows with a continuous balustrade in front. The name Renault can be read above the large arched window, and a little later the brand name also appears in illuminated letters on the roof. Daylight enters the building not only through the windows on the street side, but in the rear section mainly through an immense skylight. The photos from 1910 show frames on all sides of the loft, which were closed after paintwork was carried out in 1911. This did not remain the case, however, as photos from the 1920s show that these windows were opened again. In the middle of the back wall of the showroom, there is a double door leading to the workshop. Halfway up, we find another passage in the right-hand wall, and in the front part is the staircase that leads to the first floor.



## Renault showroom (cont)

In the front of the showroom, too, there is a void on both sides. It is remarkable that almost the entire building is symmetrical in construction, both inside and out, but that one column seems to be missing between the front and rear sections of the showroom.



### Fully fledged dealership

During those years, many passers-by gazed in awe every day at the most beautiful models or open-topped cars on display. The branch was a fully-fledged dealership with both showroom and workshop. The modest size became a disadvantage in the 1920s. The space became too small to properly exhibit the ever-growing range of models.

Fortunately, in the 1930s Renault was able to buy the adjacent premises, which doubled the width of the showroom. The existing lower facade was first modernised. The brand name was placed above the entrance and slightly higher, illuminated letters indicated that Renault also exhibited its trucks here. Later, the existing facade was demolished and rebuilt in the same style with large arched windows. The entire top floor of number 51 was demolished. From 1933 onwards, the two originally separate buildings became a single unit, also on the inside, in which the style of number 53 was fully adhered to. Renault not only exhibited its passenger cars, but in those days, buyers of vans, trucks and tractors could also visit number 51/53. Additional exhibition space were also set up behind the familiar showroom, and various models could also be marvelled at in the basement.



### Large glass showcase

The historic-looking building remained in use almost unchanged until 1959, after which it was completely rebuilt and reopened in 1962. The rigid concrete construction overshadowed the beautiful style of the first showroom. The large exhibition area displayed all the Renault models in a modern way, and in the large glass showcase at the front, a different showcase featured every few months. This was also the case in the existing building in the years after the Second World War - window dressers could let their imagination run wild. At the same time as the inauguration in 1962, a restaurant was opened at the back of the showroom purely for customers collecting their cars or waiting for repairs. Renault imported this formula from America. The success was enormous and the French press immediately started talking about the pub, so Renault decided to officially call it the Renault Pub.



# Renault showroom (cont)

## Tens of thousands of visitors

The next extension followed in 1966 when the top floor of the building was utilised for a permanent museum where a number of famous models from Renault's history were displayed. It was also the first car museum in Paris. The permanent collection included the 1899 Type A, the famous 1932 Reinastella RM2, a very early 4CV, the 1902 Paris-Vienna Type K and, last but not least, a Taxi de la Marne. Tens of thousands of visitors each year experienced Renault history in a nutshell. The progressive nature of the concept is shown by the fact that it remained virtually unchanged for 37 years, until the doors were closed in early 1999 and Champs-Elysées 53 was closed for almost two years for works. After the renovation, the space was highly multifunctional and was completely rearranged in a thematic way a few times a year. It is no longer just a showroom, but a place where Renault presents its image to a public of millions.



Black and white floor tiles remained the theme for decades



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<https://www.losangemagazine.com/losange-magazine-no-16-winter-2022/renault-champs-elysees-1910>

Lisa visited the Atelier Renault in 2004 when in Paris on the Europe Peugeot Tour with Wal Glading's Interlude Tours. In the next issue we will have an article from Losange about the modern Renault showroom on the Champs Elysees.



# My automotive reflections on France

Simon Hermes

I have just enjoyed a month studying French intensively in Toulouse in Southern France. Being a car aficionado, particularly French car aficionado, I think it would be nice to share some of my observations.

Firstly, some general observations. I saw very few trailers being towed in France, and only one ute. French people obviously prefer to have bulky items sent to their homes rather than moving them themselves. I saw many electric vehicles, but surprisingly few recharge stations. Once I saw a long extension lead snaking out of someone's townhouse onto the pavement and into their car. Recharging has got a way to go before it is efficient.

I saw all manner of means of transport on the roads, from one wheel up. It seems that anything goes on French roads. There is a multiplicity of police forces, but traffic police seem few and far between. Accordingly, in the space of five minutes in the centre of Toulouse at night it was not surprising to see a unicycle, some electric scooters with pairs of people dressed to the nines, bicycles, mostly untrammelled by lights, cars, buses and trucks all sharing the same road space. This lunacy must reflect on the population of emergency wards in French hospitals but fortunately I didn't have the need to observe that personally. This is in comparison to Canberra where, when I arrived home, I saw within 30 minutes of arrival the police pulling over an electric scooter near the RMC badge gates. If there are laws in France about what conveyances may go on the road, they must be more observed more in the breach. (all good articles should have at least one Shakespearean quote).

Speaking of unusual conveyances, as I cycled to the Alliance Francaise one day, I saw what appeared to be an object gliding silently along the road. It stopped and I placed my bike alongside it. Thinking that it was a large toaster that had fallen from a kitchen window ledge onto the road, I looked at it a little more closely...

It turned out to be a vehicle, a Citroen Ami. This thing can only do up to 29 kph so it is legally regarded as a powered cycle. Hence, children over the age of 14 are allowed to drive it on the roads. It is not hard to imagine the consequences should a 14-year-old see fit to navigate one of these onto a highway.



## Automotive reflections (cont)

Apart from the Ami, I did see another Citroen on the road in Toulouse, parked near the Canal du Midi. This was a Citroen 2CV Sahara, immediately recognisable by the spare wheel located on the bonnet.



This curiosity has two engines, one in the front, one in the back, hence the need for the large trunk attached to the rear. One of the stickers attached to the trunk was one from Australia, leading me to wonder whether it may have visited Australia at some stage. These cars are now highly sought after, selling for 50- 60 000Euros.



I was so enthused about the Citroen 2CV that I bought a piece of one at Saint Aubin market, with the aim of building a 2CV for myself. Here is a photo of the part that I bought for \$10, and if anyone can help with the rest of the parts I need, I would be most appreciative.

Another favourite Citroen of mine, I observed in a market in Toulouse, Saint Aubin. It was a Citroen H van, 'the so-called corrugated shed on wheels' modified to be a trailer. These are now very popular for conversion for pop-up shop use and I have seen them in Dubai for example in that configuration. I did happen to see a dilapidated one in a yard from the TGV as I sped along between Bordeaux and Agen, now if I could only recall where that was, I would go back and make an offer. I love the look of them.



So these were just a few of observations on things automotive in France. My abiding feeling is that the French are strangely tolerant of very dangerous behaviour on the roads. (Where else, for example, do buses and bicycles share a lane on the roadway, which is the case in Toulouse, than in France) But the French have always thought outside the box, the Citroen Ami a case in point. For all their foibles, you have to love la voiture française!



# New Renault Traffic arrives

Tony O’Kane, GoAuto, 9 September 2022

NEARLY a year after the order books opened in Europe, Renault’s updated Traffic mid-size van is now on Australian soil. However, the 2023 Traffic arrival Down Under isn’t just a case of cosmetic surgery: it heralds a big shift for Renault’s local LCV strategy.

While the pre-facelift Traffic range opened at \$39,590 for the entry-level 85kW 1.6-litre turbo diesel with a six-speed manual, the eight-variant-strong 2023 Traffic family starts at \$48,200 before on-roads. That’s a sizable jump, but one that’s partially explained by two factors: Renault has dumped low-output engines for its midsize van, while simultaneously pumping up the level of standard safety equipment.

All variants now receive the 2.0-litre turbo diesel by default, with the workman-grade Traffic Pro offering the option of a six-speed manual or a six-speed dual-clutch automatic in either short-wheelbase or long-wheelbase form. Other specification improvements include increased maximum payloads and towing capacities.

But for some operators, the most critical change may be the long-awaited addition of autonomous emergency braking (AEB) to the Traffic’s equipment list, with the collision-avoiding technology now fitted as standard on all variants alongside Lane Departure Warning (LDW).



Full story: [New Renault Traffic arrives in Australia | GoAuto](#)

# Renault technical help

Barry McAdie, FCCC Technical Officer

The FCCC has a library, special tools and consumables to help members to maintain their Renaults. These items are at my place in Fraser for access by FCCC members.

There are Renault factory workshop manuals that cover various Renault models like the 4CV, Fregate, Caravelle, Domaine, R4,R10,R12,R15,R16,R17,R18, R20,R30 and Fuego. There are also numerous Renault factory parts manuals covering the above models plus R5,R8,R25 and specialised manuals on engines, auto transmissions and manual gearboxes, paint and electrical items.

In addition, there are after-market manuals published by Haynes, Autobooks, Scientific, Intereurope & Glenns covering various models. Manuals are available for loan to members on payment of a deposit of \$20 for each and will be refunded on return of the item. There also several special tools to help in repair and maintenance of your Renault which are available for loan to members on payment of a \$50 deposit refunded on return.

FCCC also has consumable items like oil and air filters available for sale at cost to members. These are listed below:

Air Filters: Purflux, Renault and RYCO brands to suit Fuego, R5,R12,R15,R16,R17,R18, R19,R20,R21,R25,R25V6 and a Citroen. Cost for each is \$15 and only 14 in total are available.

Oil Filters: 3 x Purflux M20 to suit Fuego,R18,R21,R25, Laguna and R20TS (RYCO) and 2 x PBR BE1092 to suit Pug 504 Diesel, 505 and petrol 505. Cost is \$15 each.

Drive shaft boot kits: 4 x SASIC brand 4003405 to suit R5,R12,R14,R16,R17,R18,R20 and 3 x Neumans brand MR1219 to suit R12. Cost per kit is \$15.

If not sold to club members over the next few months, they will be offered for wider sale elsewhere such as on aussiefrogs or eBay with funds returned to the club.

Please contact me via email ([bardot@homemail.com.au](mailto:bardot@homemail.com.au)) if you need any of the above.

French Car Club of Canberra Inc  
General Meeting  
23 August 2022  
MINUTES



### 1. Present

Brad Pillans  
Greg Francis  
Charles Birch  
Lisa Molvig  
Bill McNamee  
Neil Birch  
Barry McAdie  
Leigh McEwan

### 2. Apologies

Ross Stephens  
Colin Handley  
Bernard Wright  
Ian Brock  
Fred Cook  
Matthew Jones  
Neil Sperring

### 3. Introduction

The meeting opened at 8.17 pm.  
Brad welcomed everyone.

### 4. Minutes of the previous meeting

Brad moved that the minutes of the July meeting be accepted as a true and accurate record of the meeting, seconded Neil Birch. Carried.  
Matters arising, if there are any, will be dealt with during the meeting as is our usual practice.

### 5. Financial Report

Account balance with Bendigo Bank is \$19,515.20.  
Nothing further to report.  
Neil Birch moved that the report be accepted, seconded by Barry McAdie. Carried.

### 6. General Business

Council of ACT Motor Clubs:

Wakefield Park now closed.

By-laws updated. Nominations for AGM open.

60 day scheme proceeding glacially.

Financial: balance \$25707.31.

Lots of upcoming events – see CACTMC website. Marques in the Park now owned solely by American Car Club.

Registrar:

All CRS signatures are with Access Canberra so there should be no difficulties with registration. All clubs must now be either incorporated or Public Company limited by guarantee.

Delay with 60 day scheme now due to MAI insurance, to be clarified by meeting with companies and government.

Wheels 2023: Cost of insurance for one day event being queried.

Social events:

French Car Day at Telopea Park School confirmed. Barry to confirm with Shannons. A Citroën banner to be acquired.  
French Car Drive next month probably to Lanyon homestead.

Christmas BBQ on 11th December at Spanish Club Narrabundah, to be provided by the club. Also to be Club Show and Shine. Suggestions for categories to Greg please. ([gregory.allen.francis@gmail.com](mailto:gregory.allen.francis@gmail.com))

Any other business:

Club logo. At the moment the main three marques' emblems. Further suggestions welcome.

Apparel. Golf shirts to be investigated. Greg to liaise with Neil Sperring

AGM. Date to be October meeting. Moved Leigh, seconded Barry, carried unanimously.

### 7. Meeting close/next meeting

The Meeting closed at 8.55 pm. Next club meeting will be at the Raiders Club at 8pm, Tuesday 27 September 2022.

## Most Makes & Models

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