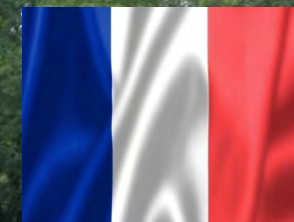




French Car Torque

Magazine of the French Car Club of Canberra



January 2023



On the cover A colourful Citroen 2CV, part of a fleet of 2CV's available for hire near Utrecht in The Netherlands. Photo by Geoff Pillans

FRENCH CAR TORQUE

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(FCCC)

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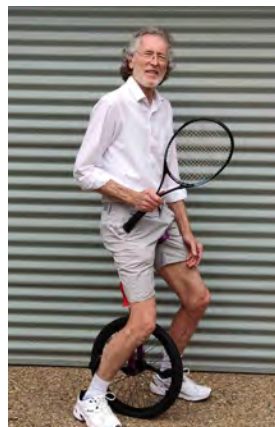
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Bonjour Francophiles,

Happy New Year readers and welcome to the Chinese Year of the Rabbit...

I trust that you had a safe and enjoyable Christmas-New Year break, as Sue and I did. Well almost – the only black cloud in our own break was blocked drains at our house on Christmas Day! To their credit, plumbers from Queanbeyan council were duly roused and did their bit to clear the blockage, but we still needed to call in a plumber to clear the drains beyond the section that the council are responsible for. Not cheap to call out a plumber on Christmas Day!

Sue and I don't like travelling at Christmas time – all the nice places are too full of tourists – but we did venture as far as Bungendore, staying 2 nights at an Airbnb (The Loft@Weereewaa) on Lake Road, on the western side of Lake George. Our hosts, Rosie and John, made our stay an absolute pleasure. We also enjoyed a fine dinner, one night, at Le Tres Bon restaurant in Bungendore.

For those of you that do want to travel, the 2023 **Renault Round-Up** will be held on Sunday 5th February at Mornington, in Victoria – see flyer at right. Or a bit closer to home, there is a **Jugiong motorsport event**, on Saturday 28 January: <https://rcca.org.au/news/jugiong-2023-entries-open/>

Alternatively, and much closer to home, I can recommend a trip to Queanbeyan for a club BBQ at 6 pm on Tuesday 24 January. Our 2023 summer BBQ will return to Colin Handley's shed in Queanbeyan. The club is providing meat, bread and salad – you just have to bring your choice of drinks and dessert. Many of you will know that the shed is full of French automotive goodies, too. If you would like to come, but have not let Lisa know already, I might be able to squeeze you in if you contact me directly – no promises, though...

Au revoir,

Brad Pillans, Club President and would-be unicyclist

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CLUB EVENTS 2023

24 January Club BBQ at "The Shed", Queanbeyan at 6 pm. Meat, salads and bread provided; BYO drinks and dessert. RSVP to Lisa.

19 February 2023. Shannons Wheels

Wheels vehicle charity display brings together veteran, vintage, historic, classic, and modified vehicles from the Canberra region. The event will be held at the Queanbeyan Showground. Entrants are encouraged to register their vehicles online in advance. This will help organisers plan the layout for the more than 700 vehicles expected to attend. Online registration, which is free, is done via Eventbrite, here: www.Wheels2023.eventbrite.com.au For further information please contact Wheels Coordinator, Bob Alexander, on 0417 880 064, or by email at rjacgs@hotmail.com

26 February French Car Drive to Goulburn. Meet at *Greengrocer on Clifford*, 37 Clifford St, Goulburn, at 10 am, for coffee, with optional visit to local shed to see some cars <https://greengrocerycycling.com.au>. Participants to make their own arrangements for lunch.

28 February French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

28 March French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

23 April French Car Drive to Long Track Pantry, Jugiong. <https://www.longtrackpantry.com.au/>

23 May French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

25 June French Car Drive to Little Sutton Bakehouse, Sutton.

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

25 July French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

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

27 August French Car Drive TBA. Suggestions welcome.

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

22 October French Car Drive to Cooma Motor Museum

24 October French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7pm & meeting at 8pm.

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

French Car Drives in 2023

These occur on the 4th Sunday of even months (except December). If you have any other suggestions of places to visit, please send me an email on reno1338@hotmail.com. Lisa Molvig, Social Secretary



Aerial view of Shannons Wheels 2021 Photo by S Molloy
Source: Council of ACT Motor Clubs

FCC Christmas picnic Lake Ginninderra Sunday 11 December

Lisa Molvig

A bright and sunny day for our end of year picnic by the lake, attended by Barry McAdie, Bill Inkpen, Peter Alabaster, Chris Forsey and myself. Bill and Peter have both lived in Canberra and owned Citroens for several decades, but I believe this is the first time they have met. Needless to say, they had a long conversation about their favourite French marque.



Barry McAdie with Peter Alabaster wearing his Citroën overalls



Peter Alabaster, Barry McAdie, Bill Inkpen and Chris Forsey



After the picnic, Chris and I went for a coffee and ride around the lake on our French bicycles. I was riding my 1970s Motobecane mixte and Chris rode his 1989 Peugeot mountain bike.

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



Topran 350 mm inner steering arms

For Citroen C4 and Peugeot; number 3812EO, \$40 pair
Contact Colin: 0414 484 398

For sale

Peugeot bits

505 power steering seals \$5 each, new 405 and 505 rack boots \$10 each, 504 and 505 trapezoidal headlights
Contact Colin: 0414 484 398

Berlingo 4 stud wheel and good tyre

A steal at \$5. Contact Colin: 0414 484 398



Lockable Thule roof bars for Peugeot 306

\$80. Located in Downer. Phone Leon Arundell, 0431 979 184

Wrecking

Black 2008 Peugeot 407 SV V6 petrol sedan.

Just over 98,000kms on the odometer and was driven to where it now lays. Has major oil leaks in the engine and a split cooling system "evaporation chamber" and a small scrape on the back offside mudguard. If anyone is interested in any bits please contact Flash on 0418 11 00 78, and we will see if it is something we don't need and then see if we can get it off without too much drama.

Peugeot 504 replica Tour de France team support car

Lisa Molvig

Last year I noticed photos of a Peugeot 504 on the Facebook page of the Sydney Classic Bicycle Show. This is an annual event for classic bicycles of all types and includes a Concours and swap meet. I sent a message to the organisers of the event asking if they knew who owned the P504 and within a couple of hours I had an email from the owner, Mike O'Reilly. A few weeks later I had a phone conversation with Mike and learned about his lifelong interest in cycle racing, old Peugeots and the project to create a Tour de France Peugeot team car replica.

Mike lives in Sydney and as a young man in the early 1970s toured regional NSW competing in velodrome races with a mate who owned a Peugeot 403. This mate, Steve Dixon, is a member of the Peugeot Car Club NSW and has assisted Mike with finding and restoring two Peugeot cars with the aim of creating a replica Tour de France Peugeot team car. He started with a P404 15 years ago, a 1975 dark blue South African built sedan, which he planned to turn into a white replica 1970 TDF team car in tribute to his favourite rider Eddy Merckx. But his wife convinced him otherwise, she loved the blue P404 as it was.



The 1975 South African 404 that didn't become a TDF replica car!



Mike O'Reilly with his P504 replica Tour de France team support car

Ten years ago, Steve Dixon found Mike a beige P504 which he duly purchased and started restoration. The P504 was a 1973 model but his plan for this car was to create a replica 1975 team car. In 1975 the Tour de France was won by a Frenchman; Bernard Thevenet and he was riding for Peugeot-BP-Michelin.

The mechanical and bodywork restoration of the P504 took several years as the car was in average condition when he purchased it. He then had to research the design of the advertising on the 1975 TDF Peugeot team cars. For this he used cycling magazines of the period and "Google" to obtain images of the decals and the placement on the car. Images were sent to JMR Creative Design in Sydney and they created all the decals. Rather than respray the whole car white as the base, he used a vinyl wrap from Pro Vinyl in Sydney. For this to happen, all the trim on the outside of the car had to be removed. Once the car was "wrapped" in white, the decals could be added. Et voila, a Tour de France Peugeot 1975 team car!

P504 TDF support car (cont)

Further work to add to the cycling theme has happened in recent years. Modern bike roof racks have been added to the car and two Peugeot racing bikes of the period now adorn the car- a 1975 PY-10 and a 1969 PX-10.

His collection of Peugeot cycling accessories and clothing continues to grow from donations and purchases. He takes the car and bikes to both car and bicycle shows and hopes to bring it to one of our events in Canberra soon.



Photos courtesy of Mike O'Reilly

Editor's note: I have a 1967 New Zealand-assembled 404 that is an almost identical dark blue colour to Mike's nice South African car.

The 1975 Tour de France

Brad Pillans

The 1975 Tour de France bike race was controversial, to say the least.

Belgian rider, Eddie Merckx, was attempting to win his sixth Tour de France, and went into the race as favourite. However, many French spectators were upset that Merckx might beat the record of five wins set by France's Jacques Anquetil. Matters finally came to a head during Stage 14, with Merckx in the lead, when a spectator jumped out from the crowd and punched Merckx in the back. Despite the pain and an inflamed liver, he continued in the race, only to suffer a broken cheekbone in a subsequent crash. He finished a valiant second, just under 3 minutes behind the winner, Frenchman Bernard Thévenet.

Thévenet, who went on to win the 1977 Tour, later admitted to using steroids during his career, so Merckx may have been hard done by in the 1975 race. Interestingly, drug tests were carried out after every stage of the 1975 race, including the race leader, the stage winner and runner-up, as well as two random cyclists. Out of 110 tests, only 3 tested positive, and Thévenet was not one of them. Who knows where the truth lies...



Bernard Thévenet with a Peugeot 504 support car in the 1975 Tour

Source:
[1975 tour de france - Bing images](#)

Text source: [1975 Tour de France - Wikipedia](#)

Peugeot's stunning Inception

Matt Brogan, GoAutoNews

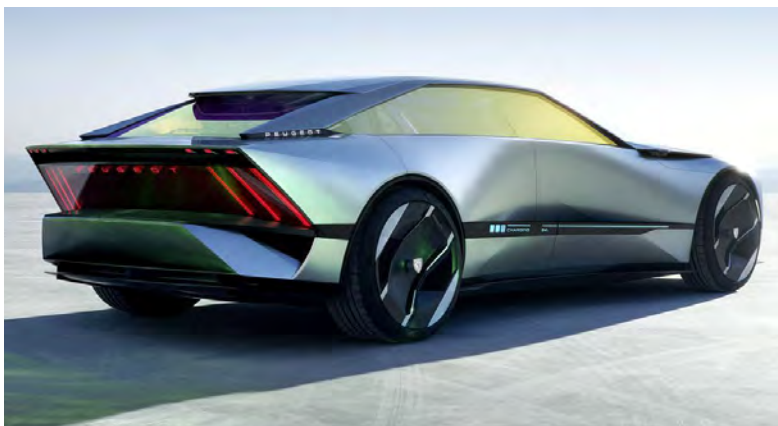
Peugeot has revealed clues to its future styling direction at the Consumer Electronics Show (CES) in Las Vegas this month in the form of the exciting Inception concept.

Riding on parent company Stellantis' new STLA Large architecture, the five-metre-long and 1.34-metre-high sedan is essentially a life-sized styling exercise designed to showcase how future products from Peugeot could look – and operate – including those in the smallest vehicle categories from the middle of this decade.

The all-electric Inception features a 100kWh battery pack that Peugeot claims can provide a range of up to 800km and feeds dual motors (front and rear) to offer a system output of “up to 500kW”, accelerating the model to 100km/h in “less than three seconds”.

Its 800-volt battery technology means the Inception is also quick to charge, Peugeot saying 30km worth of charge can be added in a minute, and 150km in less than five minutes while energy consumption is rated at an efficient 12.5kWh/100km.

Peugeot's latest concept carries forward its “feline inspired” design cues – this time in a sharpened and futuristic manner – many of which debuted on the [2018 e-Legend concept](#) (which itself was inspired by the 504 coupe from the early 1960s).



Extensive glazing (with hints of 1988 Peugeot Oxia about the plunging windscreen line), illuminated lion emblems, crisp geometric lines, cat claw LED lights and athletic surfaces combine to create a strong aesthetic.

In addition to showcasing the appearance of Peugeot models to come, the Inception previews technologies that will one day be taken for granted by the brand's customers.

The concept's doors feature a prominent Tech Bar that can display messages to passers-by, or to welcome the driver and their passengers to the cabin. The vehicle can recognise the driver upon approach and adjust to their preferred settings, including those for seating position, climate control, multimedia, driving mode, and more.

But it is inside the Inception concept that Peugeot's design magic really pushes the limits. The latest i-Cockpit technology debuts as a system Peugeot calls Hypersquare, a rectangular steering wheel that not only controls the vehicle's direction by wire, but also serves to interact with the vehicle's complex operating system via digitised controls and a large central screen.



However, Peugeot product director Jerome Micheron and Peugeot design director Matthias Hossann, admit that daring designs must ultimately be toned down to satisfy crashworthiness protocols set out by the likes of Euro NCAP and its Australasian counterpart ANCAP.

Full story: <https://goauto.com.au/future-models/peugeot/inception/inception-a-glimpse-into-peugeot-s-future/2023-01-10/90067.html>

Citroen DS reimagined

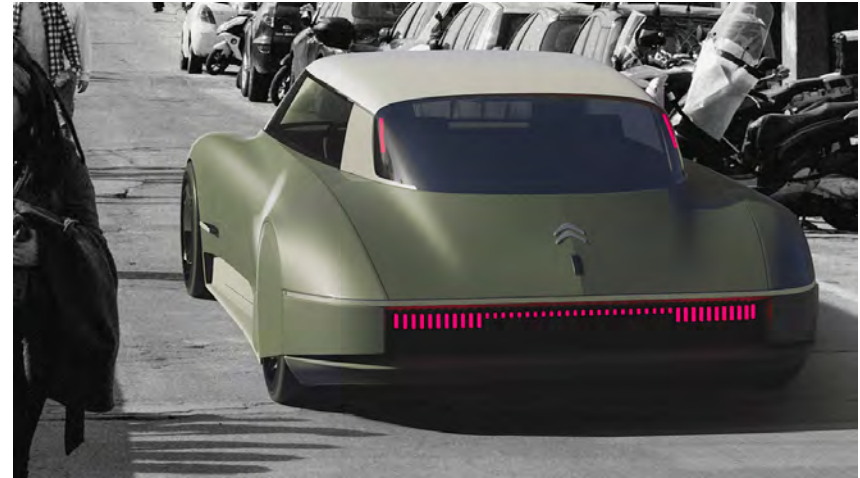
William Davis, Drive

The iconic Citroen DS, which was considered radically advanced in its day, was produced between 1955 and 1975 - here's how it could look if revived.

A modern interpretation of the iconic [Citroen DS](#) has been rendered by South Korean designer [Sang Won Lee](#), and the end result is stunning.

The all-electric concept keeps the original essence of the vehicle's exterior, however, it does away with the B-pillar, chrome plating, and tubular tail lights. It also gets a widened rear track and sits lower to the ground than its predecessor. The rear wheel remains covered for improved aerodynamics.

"Not only [did the original DS] have cutting edge technology, but also beautiful, streamlined design," the designer said. "Between emotionless trending EVs, I believe there is a need to bring back this legend." However, in 2015, Citroen's design director at the time, Alexandre Malval, told the Australian press "[Retro models are] not really our taste to be honest".



Above & left: Citroen DS reimagined by South Korean designer, Sang Won Lee

"Looks great, but don't hold your breath" – Brad

"Not a bad interpretation, but a bit wide" - Lisa

Source: <https://www.drive.com.au/news/citroen-ds-reimagined-for-the-21st-century/>

2CV fleet for hire in Utrecht

Brad & Geoff Pillans

Geoff came across a fleet of 2CV's near Utrecht in The Netherlands last year (see cover photo and below). It turns out that a local company hires them out for groups of people (up to 200 according to their website blurb) who can play their team-building touring game called "Who is the Duck". They also offer packages that include a picnic, BBQ or buffet lunch/dinner. You don't have to be part of a group, but it's probably more fun if you are. See <https://duckcity.nl/> for all the details (in Dutch, of course, but you can translate to English if Dutch is not your favoured lingo).



A field of 2CV dreams near Utrecht. Photos by Geoff Pillans, September 2022

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2024 Renault 5 EV

Jack Quick, CarExpert

The Renault 5 EV is set to go into production in 2024 and will be powered by an electric motor producing 100kW of power.

As the launch of the reborn retro-inspired Renault 5 EV draws closer, we're starting to learn more about what components it will use. Previewed as [a concept back in nearly 2021](#), the revived 5 is slated to commence production in 2024 using a new-design electric motor made at Renault's renovated Cl  on plant in France.

Dubbed 'ePT-100kW', the synchronous motor with a wound rotor – and expected absence of rare earth materials – will as its name suggests produce 100kW of power. This new electric motor is a derivation of the more-powerful 'ePT-160kW' electric motor used in the [Renault Megane E-Tech Electric](#).

Renault has also confirmed from 2027 the Cl  on plant will produce a new 200kW electric motor, developed in partnership with Valeo and Valeo Siemens eAutomotive. If Renault were to make good on [its recent Renault R5 Turbo 3E concept](#), and deliver an even more hardcore Alpine-branded Renault 5 hot hatch, this motor might be a likely candidate.

Under the skin, the Renault 5 will make use of the Renault-Nissan-Mitsubishi Alliance's CMF-BEV electric platform.



Above: The 2021 Renault 5 prototype

Full story: <https://www.carexpert.com.au/car-news/2024-renault-5-ev-drivetrain-detailed>

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 Citro  n. 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) if you need any of the above.

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