



French Car Torque

Magazine of the French Car Club of Canberra



February 2023



On the cover Not the Russian front: an M3 Lee tank from WWII and a post-war 203, Murrayville siding, western Victoria. Photo by Matthew Jones

FRENCH CAR TORQUE

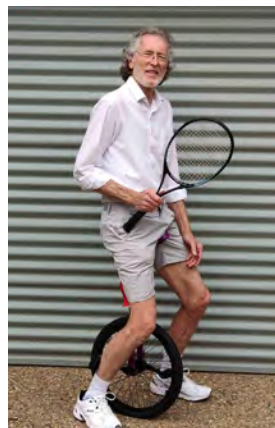
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Bonjour Francophiles,

Living in Queanbeyan, as I do, has some benefits – the cost of fuel (diesel specifically) is a good 10 cents cheaper in Queanbeyan than it is in Canberra. Diesel is still hovering around \$2/litre as the war in Ukraine drags on, but over a year, 10,000 km means 600 litres of fuel in my 508, or a saving of \$60 in fuel if I buy in Queanbeyan rather than Canberra. No-one has ever been able to give me a plausible explanation as to why fuel is so much dearer in Canberra, except to speculate that the fuel companies are gouging the affluent Canberra population. Hmm...

Speaking of Queanbeyan, another great benefit to the club is "The Shed", owned by Colin Handley and Bob Shackley. Not only do Colin and Bob provide a wealth of technical advice, but their premises have proven to be a great venue for our annual club BBQ. This year was no exception, and a good crowd of club members and friends enjoyed a great late afternoon gathering, with BBQ food provided by the club and plenty of interesting cars to inspect– see the report and pictures on page 6.

Then, there was the Shannons Wheels exhibition at Queanbeyan Showground, held on Sunday 19th February. It was a hot, sunny day and our club marquee was a welcome refuge – see the report and pictures on page 8.

One of the great aspects of Wheels is the opportunity to catch up with friends from other car clubs and, of course, to make new friends. One such encounter, this year, led to the Matra Murena story on page 10 – Ron Murrell was down from Sydney (sans le Matra, sadly) and he introduced himself as a French car fan. I gave him my business card, which he subsequently lost. But persistence pays, and he tracked down my contact details through the club web site. Thanks Ron, and I hope to see your car in Sydney sometime.

A few comments on the striking cover picture are probably in order. No, it's not the Russian front in Ukraine! FCCC Club member, Matthew Jones, was bringing his 203 back from SA to Canberra, when he noticed the tank near a railway siding at Murrayville in north-western Victoria. Turns out there were more (tanks, that is) lurking in the bushes – just visible near the silos in the background. Matthew tells me that an enterprising local engineer purchased several war-surplus tanks after WWII with a view to converting them to heavy duty agricultural equipment. Evidently this 'swords to ploughshares' project failed but the tanks remain as an unexpected curiosity.

The next club meeting will be held at 8 pm on Tuesday 28th February at the Raiders Weston Club, with dinner and drinks from 7 pm, as usual.

Au revoir,

Brad Pillans, Club President and would-be unicyclist

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CLUB EVENTS 2023

Calendar

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://greengrocercycling.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/>

25 April ANZAC Day. No club meeting.

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

18 June Battle of Waterloo. To be confirmed

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



Members mingle amidst the (mostly) Peugeot collection of Colin Handley, at the January club BBQ. Photo: Sue Pillans

A bright start to 2023: Club BBQ at “The Shed”

Lisa Molvig

Our first meeting/social event of the year was at “The Shed” owned by FCCC members Bob Shackley and Colin Handley. About 25 members and guests came to view their collections of Peugeots and Citroens and enjoy a BBQ supplied by the club. Thanks to our hosts and to Sue and Brad Pillans for creating the BBQ meal.



Photos: Brad Pillans

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

Peugeot sunroofs

Complete 203 and 404 sunroofs. Best Offer. Colin 0414 484 398.

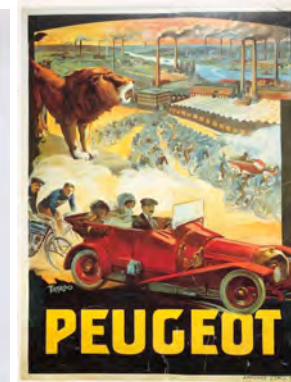
Peugeot rubber mats

\$50 the pair. Contact Peter 0406 377 729



Peugeot memorabilia

Early 20th cent advertising posters. Approximately 380mm high by 280 wide. Bought from a market stall in Avignon. \$30 the lot plus postage. Contact Mike Garrett mike.garrett@bigpond.com



For sale (cont)

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

\$60 ono. 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 110 078, 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.

Wanted

Roof rack for Peugeot 403 station wagon

Contact Flash: 0418 110 078

Renault Megane RS Ultime

Newspress Australia, 8 February 2023

The final iteration of Renault Sport’s agenda-setting, segment-creating, hot-hatch has arrived in Australia – the ultra-exclusive, limited-edition Megane R.S. Ultime. Renault Sport was founded in 1976 and to commemorate this, the production of this R.S. Ultime is limited to 1,976 units worldwide, of which just 40 are coming to Australia.

“The Megane R.S. Ultime represents the culmination of a long and storied history of Renault hot hatches,” says Glen Sealey, Renault Australia General Manager. “This final edition Megane R.S. Ultime is the ultimate expression of the genre and a fitting way to bow out.”

Powered by a turbocharged 1.8-litre, 4-cylinder petrol engine, the Megane R.S. Ultime delivers 221kW at 6,000rpm and 420Nm at 3,200rpm (400Nm for the 6sp manual). Delivering this power through the front wheels – complete with mechanical Torsen© limited slip differential – will see it hit 100km/h in just 5.7 seconds. It is also available as a 6sp EDC automatic with paddle shifters.

The 6-speed manual Megane R.S. Ultime is priced from \$67,500 RRP, while the 6-speed EDC is \$70,500 RRP. Both prices include metallic or signature paint, in a choice of 4 colours: Liquid Yellow, Orange Tonic, Diamond Black and Pearl White.



https://newspressaustralia.com/publicReleaseView/73430/35551?token=G8gGUbED41aCOphjVGii&email_encrypt=YnJhZC5waWxsYW5zQGfudS5lZHUuYXVfFbWFpbEhnc2g=

Shannons Wheels event, Queanbeyan showground

Lisa Molvig

It was a bright, sunny, hot day for Wheels this year and many hundreds of cars and bikes from the ACT region attended the event, which was held at Queanbeyan showground on Sunday 19 February.

The FCCC had 9 French cars and one bicycle on display- Renault 12 (Lisa), Alpine (Barry), P403 (Brad), P504 (Colin), two P505s (Bryan and Geoff), P407 (Flash), Citroen SM (Paul), Citroen 2CV (Joel), Peugeot mixte bike (Lisa). Also joining the line-up was 1967 SAAB belonging to a friend of mine who is a member of the NSW SAAB Club - there was no space allocated to their club and no Swedish car club locally, so I suggested he could display with us.



Photos: Brad Pillans



Thanks to all the members who attended or visited the display. I met some new FCCC members who are restoring French cars and hope to bring a car next time. These displays are a great opportunity to meet new or prospective members and put them in contact with other members who can help with their restorations. Brad also met the owner of a Matra Murena, who has provided a story about his rare car (see page 9).

Renault Roundup, Mornington

Barry McAdie

I attended the annual Renault Roundup down at the Mornington Peninsula on Sunday 5 February. It was a great show of all things Renault and Alpine and reasonable weather (for Victoria) with the occasional drizzle.

A particular feature was the display by their current owners of two ex-works Renault 12 Gordinis that were driven by Bob Watson and his archrival Bruce Collier. Bob was present and we again reminisced about his tussles with Bruce who are both now getting on in years.



There were 13 Alpines on display – the unique Alpine A110s, its successor, the Alpine A310, the Renault Alpine GTA V6 Turbo (my old car) and other GTAs, the newer 2018 Alpine A110 and a V6 Renault Clio owned by Colin Stark who previously ran Alpine Affaire in Melbourne. The Renault Megane Sports enthusiasts were out in force and there were two nicely restored Renault 16s.

The best Alpine on show was won by Rob Sealey (again) for his immaculate Alpine A110 and best car on show was won by a very nice Renault Caravelle (yet again) owned by Rowena Rasmussen. There were various other prizes awarded.



Above: Ex Works R12 Gordini driven by Bob Watson



Rob Sealey's award winning Alpine A110.

The venue was excellent despite the overcast weather and the event was very well organised by Rodney Apcar (President) and his crew of the Renault Car Club of Victoria. Sponsors included Brighton Alpine, French Connection and Auto Paris.

Matra Murena love-affair

Ron Murrell, Club Lotus Australia

I saw a couple of Matra Bagheeras around town when I was young, and I fell in love with the 3-seater concept so in the early 90's I imported one from England. I kept it in the Blue Mountains and, unfortunately, the shed where it was parked burned to the ground in the Christmas Day bushfires in 2000.

I then bought a Matra Murena, sight unseen, from a vendor in England. When it arrived here it turned out to be in a pretty sorry state with bad rust in the galvanised chassis, the interior trashed, and every fibreglass panel damaged. It even needed a new windscreen. It took me close on 20 years of part time work to get it to its present condition with every panel and all glass removed and the interior re-trimmed.

The 1.6 litre engine and 5 speed gearbox were overhauled by David Collier the French car expert in Sydney. I prefer the 1.6 litre version over the 2.2 litre cars as they are much lighter and the 2.2 doesn't put out much more power for the extra bulk. Being a French car of the 70's and 80's it is softly sprung with comfortable seats so it is a grand tourer rather than a sports car.



I also have a 1970 Lotus Europa with a Renault engine and gearbox which I have owned since 1971. I went to England from South Africa to buy a Lotus and used the car in England for 15 months before taking it to South Africa where it was my only car for 10 years. Forty years ago, I brought it to Australia so I can claim to have owned and used it for 52 years on three continents.



Left: restored interior



Below Left: trashed interior prior to restoration



Below Right: Rusted rear towing eye

As for Matra. There are two Bagheeras that regularly appear at the Sydney "All French Car Day". One from the Hunter Valley and a beautiful Series 1 which is owned by John Brown who also owns a Murena which he has been converting to RHD for the last 25 years or so. The conversion is considerably more difficult than normal because the floor pans and everything else is asymmetrical due to the 3-seater layout. At one time, the Matra Club UK knew of about 5 Murena in the world that had been converted – one of which is in Melbourne and was on Carsales last year. During Covid I saw a Murena advertised in Canberra. It had been imported from NZ but I didn't get around to looking at it because of Covid restrictions. My wife is keen for me to sell my Murena but I have yet to get around to it.

Editor's note: Matra Murena was produced from 1980 to 1983 and was the successor to the Matra Bagheera (1973-1980). I did a short story on the Bagheera in the September 2021 issue of French Car Torque.

Citroën Bijou adventures: England to Australia in 1969

Lisa Molvig

In the December issue of *French Car Torque*, I wrote an article about Citroën Bijou in Australia. Part of this article mentioned one which had been supposedly driven from England to Australia. Details were sketchy but I now have more information about that adventure. Garry Whelan, the Bijou registrar in the UK managed to unearth a story published by the previous registrar Dave Shove. Here it is: A story about a Bijou owned by Adrian Hoad, as told by Dave Shove and originally published in the Citroën Car Club (UK) *The Citroënian* magazine, October 2012 (transcribed January 2023).

Dave (Buffy) Shove of the 2CVGB Bijou register has been digging up a story from down under.

In September 1969 one Adrian Hoad set out to drive to Australia in a Bijou – as you do of course! As part of his adventure, he undertook to write monthly articles in the *The Citroënian* charting his journey across the world. These were in the Bijou files that I received and although for many years I tried to trace what happened, in the end I never found out more. Until now! What follows is a precis of the original articles and then what happened with original e-mails shown.



Bijou line-up at a UK Citroën club gathering in 2010. Photo: Garry Whelan.

The Bijou, chassis BJ0245 (regal red, fitted before journey with a 602cc engine and a fridge, obviously) started off via the hovercraft from Dover to Boulogne (now no longer). After getting lost in Boulogne (not a good start), he eventually found the right road and headed to Strasbourg, eventually having nearly run out of petrol and with no garages open, he spent the first night sleeping in the car on a garage forecourt! When he got there (Strasbourg), the young lady he was hoping to meet had moved so he went on to Germany, then Austria, then via the Villach pass into Yugoslavia. At one stage there was an 18 deg gradient, he had to reverse, remove the air filter, and retry, eventually making it! The border guard queried the fridge, but let him in. He made his way to Dubrovnik, then out into the mountains towards Greece. But in the mountains near Thessaloniki the first major problem hit when, on a rough piece of mountain road, the suspension bottomed and broke the shock absorber bracket. He made it to a camp site 15 miles from Thessaloniki, and eventually, after a number of false starts, found a tiny Citroën Agent in the town who, after denying it was a Citroën, eventually repaired it for the next day. Whilst waiting for the car he met up with two New Zealand girls he met at the Yugoslav border and learnt about selling blood. He made enough to nearly pay for the car repair!

On October 4th he set off towards Athens along the toll road, then along the outskirts of Athens, a scary voyage in the dark, as Greek vehicles had different coloured lights all over the place and lots had no lights at all, with donkeys and people walking along the middle of the road (no change there then!) He stopped at a campsite run by an ex B.O.A.C. pilot, at which point the condenser expired (lots of misfiring) even though it had only done 2,000 miles. After spending several days in Athens exploring, he sold 300cc of blood to get some cash, managed to change the maximum allowable amount of currency from Greek to Turkish money (4 pounds worth) and after much delay was allowed into Turkey!

Despite the roads in Turkey being full of animals, humans, carts, etc, he made it to the B.P. MOCAMP site, (B.P. ran tourist camps in those days) where he met up with a group in a Land Rover and another group in a Hillman Minx who were to become his friends travelling together through Turkey. After 4 days in Istanbul, then on to the ferries that cross the Bosphorus from Europe to Asia. Car and passengers cost 3s 4d for about a 15 min journey. The Land Rover went a different way, so just the Bijou and the Hillman, with two Australian girls in it, carried on, eventually ending up at the B.P. MOCAMP in Ankara. Here the Land Rover met up again with the

Citroën Bijou adventures (cont)

others, and after a scary ride in a Dolmus, (which is a taxi that does a set route for a set fare, but can carry as many passengers as it likes and stops anywhere, middle of the road, pavements, u-turns across four lanes of traffic, etc to get more fares) he got used to the Turkish driving code (ignore everything unless it's in front of your bonnet).

From Ankara they travelled on to the Black Sea Coast, where the organised camp sites ran out. Because of bandit stories they camped in petrol stations or in motel grounds. He noticed later that oil was burning up and found an oil cooler leak, which was mended with the help of several camping gas burners. The Hillman was hit by a bus later, but all made it to the Turkish/ Iran border (Land Rover/ Hillman/ Bijou). After lots of form-filling they were allowed into Iran. After further repairs by a garage, involving removing the oil cooler and repairing it at a cost of 14 pounds, disaster happened – an unlit bollard, possibly a tank trap, leapt out in front of the Bijou at a crossroads, bursting a tyre, bending the rim and bent the front wheel arm, immobilizing the car. As he got out he saw that the Hillman had stopped as well. The police said to leave the car, without lights, in the middle of the road (it was dark), so they did. After much messing about with the police, the tourist office found someone to fit a second-hand arm and wheel and tyre for 6 pound 10s (2CVs were about in Iran then).

They pushed on to Teheran where the Hillman was serviced, a couple of days were spent exploring, then tea which turned into a beer festival with the Chief of Police (another story). Shortly after a huge hole in the road caused the front wheel to disconnect its drive shaft, then he forgot to tighten the wheel nuts after taking the wheel off to repair the shaft and the wheel fell off, this time bending the arm again and causing the drive shaft to come off. After making temporary repairs they struggled to a motel, with the help of the Land Rover, where they found a local village who had a blacksmith who re-welded the arm and fitted some strengtheners to the chassis. Eventually they got to the Iran/Afghanistan border, with the Land Rover and Hillman, and after much paperwork and hassle made it into Afghanistan, setting off for Herat!

And that was the end of the articles in *The Citroenian*, and despite my best efforts to find out more and appeals on many web sites I had given up. Then an amazing coincidence! I subscribe to a site called bringatrailer.com which brings up strange and rare cars found in barns on ebay, etc all over the world. There was a Bijou sold in the UK and it was on the site earlier in the year. A number of people had commented on it from

all over the world and then about 2 months ago there was a comment from Adrian Hoad from Australia, saying he used to have one of those and had done a overland trip many years ago! I thought no, it can't be him, but I emailed him anyway and he replied:

*G'day Dave,
Sorry about the delay in answering.... life got in the way. Yes, it was me. The actual journey went: England, France, Germany, Italy, Yugoslavia, Turkey, Iran, Afghanistan, Pakistan, India, Nepal, India and then back to Nepal again. It was at this point that I ran out of money and had to sell the car.
I then travelled via plane, train, bus and boat through Penang, Burma, Thailand, Singapore, Indonesia, Timor and finally to Australia. I stayed in Darwin overnight and then took a 3 day bus ride down to Melbourne arriving Friday 13 May 1970 (which was 6 months to the day from the date that I left England) and I have stayed here for the last 42 years. I was planning to do the full circumnavigation thing, but fell in love with this country and never felt the urge to travel any further. I actually visited the UK twice early on in my stay out there, but neither of these trips made me think that I had made the wrong decision. My only regret was that I had to leave the Bijou behind. I think I would probably still have it if I managed to get it out here (with many more miles on the clock!). Unfortunately, through the years, although I do know I haven't thrown it out, I have no idea where my travel journal has gone, although I do have a rough idea where the box of slides are. (I think!). So, as my memory was never the best attribute (and it has only gone downhill since then), some of my memories might actually be more fantasy than fact. You have been warned! I am not sure exactly what you need in way of information, but I will try and help you if possible.
Adrian Hoad*



Gary Whelan's nice Bijou. Photo: Garry Whelan

Citroën Bijou adventures (cont)

Hi Adrian - I can't tell you how pleased I am to have made contact, as the Bijou registrar for the 2CVGB CLUB (3,000 members) and the central person for World Bijou Anorak stuff. Yours was one of the stories that I have been trying to find out more about for the last 10 years, ever since I found The Citroenian (Citroen Car Club magazine) article in the Bijou files! The last entry in the monthly reports in the magazine said you were at the Afghanistan border, you were meeting up with a Land Rover at the hotel, but it was full so you were pushing on towards Herat. Somebody has mistaken it for a town in Israel! Dave Shove

G'day David

Yep... Herat is definitely Afghannie not Israelie!

The Land Rover was crewed with 3 guys from the UK. I first met them in Istanbul where I drove the Bijou over one of their tyres/wheels trying to break the seal so they could fix a puncture. The fridge was an early camping model, gas fired type about 15 inches in all directions and with a top door. Unfortunately, it was heavy on gas, but because of the time of year that I travelled I didn't really need it! It came in handy when I was running a bit short of cash and managed to sell it. The articles in The Citroenian came about partly because I was sponsored by B.W.B Motors, to the tune of relining the brakes, giving the car a major service and supplying me with a box of spares in return for sending them some Polaroid photos and a monthly update and partly because I was planning to send a report to the CCC anyway.

Regarding the 203 Bijous made does that include the one that was made from a spare body. I heard a story that somebody in the States, or maybe Canada, had a gaggle of 2CVs and heard that there were a number of Bijou bodies at Slough (admittedly with the roofs cut off) so he bought one and had it shipped out to his side of the world where he built his own on a 2CV chassis. Can't remember any more details, or indeed, if he managed to get it finished and running! As I have said earlier, I really regret having to sell the little car, although it would probably be a little underpowered for the distances that I sometime travel out here, even with the 602cc motor that I squeezed into it before I left the UK. And at 20,000 pounds (\$32,000) I could not afford to buy one now! Adrian Hoad

The story doesn't finish there, oh no! Adrian ran out of money in Katmandu and had to sell the car to a local to get home and then later on to Australia. Many years later he was at a parts and classic car show in New South Wales and, by accident, met a chap called John Vanechop, who lived at Mittagong, New South Wales. He was a Citroen enthusiast and incredibly had Adrian's Bijou! The car is on my register under that name but obviously I had no idea of the link with Adrian's car. John had no idea how the car had made it to Australia. He bought it at auction, and it was still running but contact was lost, and although I have details of John's address and e-mail there is no reply from either, which considering it was some 30 years ago is not surprising.

Citroën 10-wheel "centipede"

Brad Pillans



In 1972, Michelin built a car with 2 engines and 10 wheels, using the legendary Citroen DS as its base. It was designed to test truck tyres at high speeds – you can see a test tyre inside the vehicle in the image above. The vehicle is often called the Citroen Centipede, for obvious reasons.

The car, which weighed a bit over 9 tons, was powered by two 5.7 litre V8 Chevrolet engines in the rear, and could reach a top speed of 286 km/hour. Steering was via all four front wheels.

The basic idea was to test truck tyres at high speed, without worrying about what would happen if the test tyre exploded - in the event of an explosion, the other 10 tyres would supposedly keep the vehicle under control.

The Citroen Centipede was used by Michelin until the 1990s. It is now on display in the l'Aventure Michelin Museum in Clermont Ferrand in central France.

Peugeot e-Partner van coming to Australia this year

Matt Brogan, GoAuto, 16 Feb 2023

Peugeot has confirmed the arrival of its electric e-Partner van to Australia before the middle of the year. Pricing has yet to be confirmed.

The light commercial model is the brand's first fully electric vehicle on sale locally, and one it says, "signifies a further progression towards its local commitment of offering electrified variants across LCV, passenger and SUV models".

Offered exclusively in long-wheelbase format here, the e-Partner is based upon Peugeot's EMP2 multi-energy modular platform, develops outputs of 100kW and 260Nm and sources energy from a 50kWh lithium-ion battery. DC fast charging (up to 100kW) enables the e-Partner to be charged from zero to 80 per cent in as little as 30 minutes, while a domestic wall box (7.4kW) will yield a full charge in 7.5 hours.



"The launch of the e-Partner will build on our electrified range in Australia that currently consists of the 3008 SUV and 508 GT Fastback plug-in hybrid variants and will soon welcome the 308 GT Sport Hatch and 508 GT Sportswagon plug-in hybrid variants," said Peugeot Australia managing director, Kate Gillis.

<https://www.goauto.com.au/future-models/peugeot/partner/e-partner/peugeot-e-partner-confirmed-for-australia/2023-02-16/90357.html>

Renault to reduce Nissan stake

Neil Dowling, GoAuto, 4 Feb 2023

Renault and Nissan have agreed to rebalance their decades-old alliance in which Renault will reduce its controlling stake in Nissan to 15 per cent from 43 per cent while Nissan will take a share in Renault's new electric vehicle spin-off.

Under the proposal, Renault will reduce its 43 per cent stake in Nissan to 15 per cent, matching the 15 per cent stake Nissan holds in Renault. Both sides will be able to exercise voting rights up to 15 per cent. Currently Nissan has no voting rights attached to its stake, a long-time source of contention.

Automotive News Europe reports that in 2018, Renault made \$US1.6 billion (\$A2.3b) from Nissan dividends. This has fallen in line with Nissan profits with Renault receiving only about \$US100 million (\$A142m) in 2022.

A Bloomberg Intelligence analyst said that Renault's trimming of its Nissan stake to 15 per cent potentially unlocks \$US4.3 billion (\$A6.1b) before tax, which could help smooth a transition to full-electric vehicles.

The adjustment of shareholdings will allow funds for Nissan to invest in Ampere, a proposed Renault EV and software spinoff business. Semiconductor company Qualcomm is also expected to take a stake in Ampere. The EV business will focus mainly on developing and selling full-electric vehicles that comply with European emissions regulations. Nissan and its Japanese partner Mitsubishi Motors will have access to the technology for use in their European market.

The lopsided cross-shareholdings between Renault and Nissan have long been a source of strain and frustration within Nissan. The shareholder changes are the first major overhaul since Renault saved Nissan from near bankruptcy in 1999 by taking controlling stake in the then-flailing Japanese car-maker.

<https://premium.goauto.com.au/renault-to-reduce-nissan-stake/>

Peugeot 203 headlight switch wiring

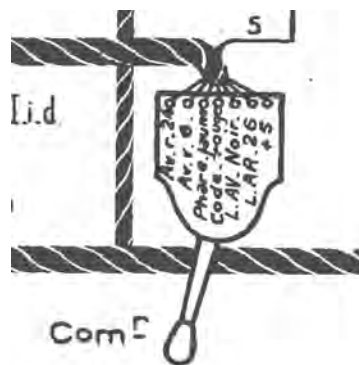
Matthew Jones, French Car Club of Canberra

The Peugeot 203 (type A) was released to the Australian market in September 1949 and late model 203C's were available through Australian Peugeot dealerships until 1958. Thus, even the youngest 203s were built about 65 years ago*.

The passage of time is unkind to the electrical system of these old vehicles. The rubber and fabric insulation of the wiring hardens into a crumbling fossil and the fabric wrapping becomes perished and tears at the slightest provocation. Add to this, corrosion of the terminals, "repairs" and modifications by previous owners, and corroded or broken earth connections, and the result is a repair and maintenance challenge that can test the patience of the most dedicated enthusiast.

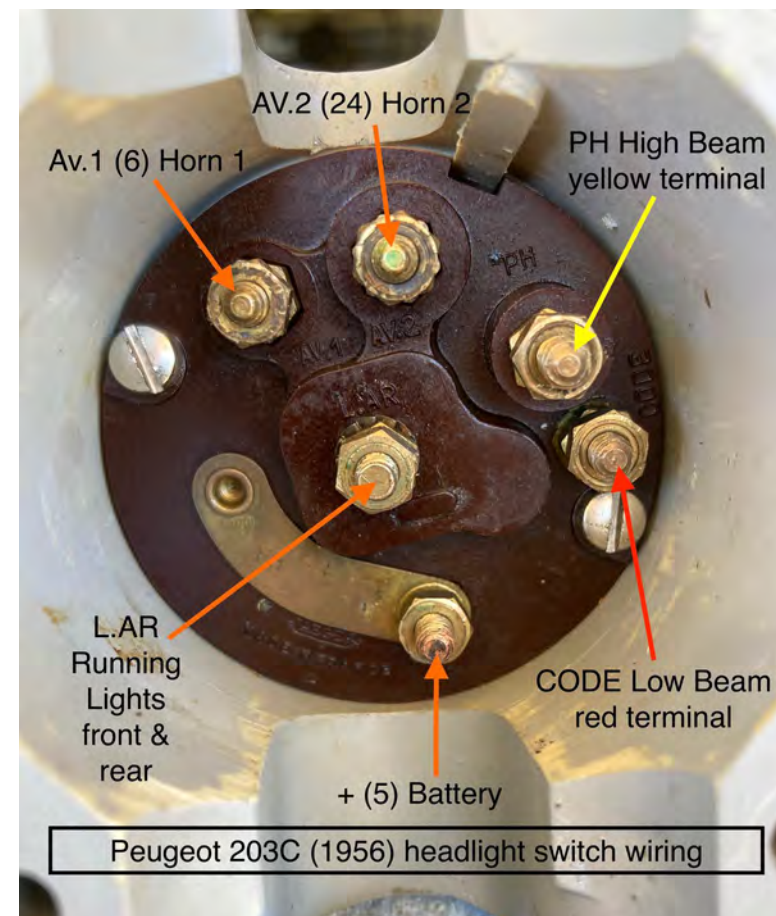
When repairing electrical systems, reference to the wiring diagram can save a lot of time figuring out which wire goes where and (importantly) which "repair" or modification from previous owners should be corrected or eliminated. However, wiring diagrams can become outdated when the manufacturer introduces changes and improvements during production of a model.

The wiring diagrams published in the original French Peugeot 203 workshop manuals and in the Australian 'Scientific Publications' 203 workshop manual are examples of this problem. In particular, the headlight switch and the headlight wiring loom fitted to Australian delivered 203C vehicles do not correspond exactly to the published wiring diagrams. Evidently, the diagrams were not updated to keep up with small changes to the electrical system. The diagrams show the switch having 7 terminals and the wiring loom having 7 wires going to the switch (right). This is correct for early vehicles such as the 203A, but it is incorrect for later 203C vehicles.



There are only 6 terminals on the headlight switch of late-model 203C vehicles. The wires for the front and rear running lights of later 203s share the same terminal, unlike the situation depicted in the wiring diagram. The photo below shows the correct configuration of the wires to the headlight switch of late-model 203C vehicles. .

* The Peugeot 203 remained on sale in Europe until 1960



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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 & Glenss 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) if you need any of the above.

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