



# French Car Torque

Magazine of the French Car Club of Canberra



April 2023





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**On the cover** Historic Pompallier Mission House, Russell, Bay of Islands, New Zealand, dating from the 1840s, with juxtaposed electric, horseless carriage from the 2020s. Photo by Brad Pillans

## FRENCH CAR TORQUE

Official journal of the  
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(FCCC)

PO Box 4183, Hawker, ACT, 2614.

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Bonjour Francophiles,

The cover image of this newsletter is unusual but the sight of a French flag flying over a little piece of New Zealand was too good to pass up...

The French flag flies over the historic Pompallier Mission, at Russell, in the Bay of Islands. Bishop Jean Baptiste Pompallier and the French Order, the Society of Mary (or Marists), established their Western Oceania headquarters here and in 1842, they produced their first Maori translations of religious texts. The Gaveaux printing press was brought to the mission from France and between 1842 and 1849 it printed over 30,000 books and extracts. In 1850, the French mission headquarters was moved to Auckland and the building passed into private hands, until it was purchased by the NZ government in 1941. In the 1990's the building and period gardens were fully restored, including the original printing press.

Sue and I visited Pompallier House when we spent a couple of days in Russell during a recent kiwi holiday. Sue was particularly interested to visit Russell, because her 3 times great-grandparents, Alexander Gray and Kotiro Hinerangi are buried in the Christ Church cemetery there.



Gray was a Scottish blacksmith and Kotiro, a Maori slave, was gifted to him by the famous Maori chief, Hone Heke, hoping that Gray would make guns for his Maori warriors. Heke played a key role in what was New Zealand's first Maori war, a hard-fought guerrilla war in the forests around Russell (then known as Kororareka) from 1845 to 1846. At one point, Kotiro insulted Heke and an enraged Heke sacked the town and cut down the British flag staff. Sue is descended from Kotiro's eldest daughter, Margaret, who was brought to Australia by the Rev Samuel Marsden, after her father, Alexander died. Margaret subsequently married and stayed in Australia. And the rest, as they say, is history...

There is a French car story (or two) from the New Zealand trip, as described later in the newsletter, including a failed attempt to see New Zealand's oldest car and a successful attempt to see a Peugeot e-208, the latter having been sold in New Zealand from late 2021, but not yet in Australia.

Petrol prices in New Zealand are significantly higher than here – around \$2.60 NZ dollars/litre (about \$2.40 Australian) for standard unleaded fuel, so there is plenty of incentive to go electric – which kiwis are doing in droves. Hopefully, Aussies will do so, too.

Meanwhile I've had a win with local fuel prices. For weeks, the cost of diesel in Jerrabomberra Ampol servo has sat stubbornly at \$1.99/litre, still cheaper than most Canberra outlets. However, I was pleasantly surprised to find that the Ampol servo in Hume (the one on the Monaro Highway) has been selling diesel at \$1.89/litre. Same company, very different prices at outlets only a few kilometres apart. No prizes for guessing where I go!

The next club meeting will be held at 8 pm on Tuesday 23<sup>rd</sup> May at the Raiders Weston Club, with dinner and drinks from 7 pm, as usual. There was no club meeting in April because our usual meeting date coincided with ANZAC Day.

Au revoir,

*Brad Pillans*

Brad Pillans, Club President



# 2022-23 FCC COMMITTEE

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# CLUB EVENTS 2023

**15 April Wheels of Wamboin**, Wamboin Community Hall, 112 Bingley Way, Wamboin. Gates open 7.30 am. Spaces limited, so get there early. Community markets, food and drinks.

**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**. Spanish Australian Club, Narrabundah.

**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** to Mulligans Flat Nature Reserve, Wildbark café, <https://www.wildbark.org/eat-1>

**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  
<https://www.coomacarclub.com.au/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 4<sup>th</sup> 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](mailto:reno1338@hotmail.com). Lisa Molvig, Social Secretary



The poster features a stylized map of Australia in the background, colored in shades of blue and red. At the top left is the Citroën logo, and at the top right is the Peugeot logo. The main title "ALL FRENCH CAR DAY" is prominently displayed in large, bold, black letters. Below the title, the date "SUNDAY 16 JULY 2023" and the location "9.00AM – SILVERWATER PARK" are listed, followed by the entry instruction "ENTER FROM CLYDE ST EAST". Two categories of vehicles are listed: "205 – 40 years" and "306 – 30 years". Below these, there are two small images of cars: a white Citroën 205 and a red Peugeot 306. The text "ALL FRENCH VEHICLES WELCOME" is followed by "CARS, VANS, MOTORBIKES, OLDTIMERS". Further down, it says "Display cars \$10 entry. Food and drink available." and "More info Ross 0499 708 108 or Chris 0412 306 504". At the bottom, it mentions "See also [peugeotclub.asn.au](http://peugeotclub.asn.au) or [aussiefrogs.com](http://aussiefrogs.com)" and "Not held in inclement weather". At the bottom left is the Renault logo, and at the bottom right is the Simca logo.

**ALL FRENCH CAR DAY**  
SUNDAY 16 JULY 2023  
9.00AM – SILVERWATER PARK  
ENTER FROM CLYDE ST EAST  
205 – 40 years      306 – 30 years  
ALL FRENCH VEHICLES WELCOME  
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See also [peugeotclub.asn.au](http://peugeotclub.asn.au) or [aussiefrogs.com](http://aussiefrogs.com)  
Not held in inclement weather

# Wheels of Wamboin, 15 April

Lisa Molvig

Perfect autumn weather for this event, which held at Wamboin Community Hall. Over 420 vehicles attended to raise money for the Wamboin Rural Fire Brigade. It included classic and modern cars, motobikes, trucks and tractors. The FCCC had three cars on display- Bruce McCubbin 2CV, Joel Krewaz 2CV and my R12. Also, Leigh McEwan, Bill Inkpen, Colin Handley and Chris Forsey attended to view the event. A great community event which included markets, music, food and coffee. One to put into your calendars for next year.



# Peugeot 308 GT Sport PHEV

Philip Lord. GoAuto, 23 March 2023

Arriving this month is the latest chapter of the Peugeot 308 series roll out – the first EV Peugeot hatch in Australia, the 308 GT Sport PHEV. The model arrives as the premium contender in the 308 range with its \$64,990 (plus on-road costs) price ticket. It will sit alongside the petrol-powered 308 GT Sport Hatch and GT Premium Hatch and Wagon that we first saw here late last year.

While other 308s use a 96kW, 1.2-litre turbocharged three-cylinder petrol engine, the PHEV variant employs a 132kW 1.6-litre turbo four and 81kW electric motor combination, giving a combined output of 165kW and 360Nm. The gearbox is an eight-speed auto.

The WLTP all-electric driving range is listed at 60km, while the combined cycle fuel consumption is a miniscule 1.3L/100km. The 308 PHEV has a smaller fuel tank than its petrol counterparts, just 40 litres (compared with 52 litres elsewhere), but that will take you a long way between refills!



Full story: <https://goauto.com.au/new-models/peugeot/308/phev/peugeot-electrifies-308-hatch/2023-03-27/90603.html#!prettyPhoto>



# 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)



### 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 items

505 STI auto , needs fuel pump  
2 x 406 petrol auto sedans ,located in Bombala ,also 403 gearbox.  
Best offer for each.  
Contact Neville 0429 168 595

### Peugeot memorabilia

Early 20<sup>th</sup> 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](mailto:mike.garrett@bigpond.com)



### Berlingo 4 stud wheel and good tyre

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

## 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



### 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

## Electrified future for Peugeot in Australia

Philip Lord, GoAuto, 29 March 2023

Peugeot Citroen Australia is in a much-needed product renewal phase, with the introduction of several all-important electrified vehicles in 2023, among them the e-208 small hatch.

Peugeot Citroen Australia national corporate affairs and public relations manager Chloe Fraser says that "the e-208 is at its absolute final stages of evaluation, and we will have more information to share on that very soon".

Meanwhile, the electrified offerings grow apace at Peugeot... The arrival of PHEV versions of the 508 Fastback and 3008 SUV last year will be joined this year not only by 308 PHEV, but also the 508 Sportwagon PHEV and possibly the 408 PHEV. Plus, the first Peugeot BEV, the e-Partner, is due mid-year, and the e-2008 SUV is confirmed for local sale in the second half of this year.

Lastly, a fully electric version of the 308 hatch is also on the cards, although Peugeot is keeping its cards close to its chest on that model, for now. "The 308 was only just globally announced, but it is on our evaluation list for the Australian market. I don't have any more information to share at this stage," said Ms Fraser.



Full story: <https://goauto.com.au/news/peugeot/peugeot-looks-to-electrified-future/2023-03-29/90617.html>

[NZ is way ahead of us, with the e-208 on sale there since late 2021]



# 1957 Peugeot 203C coupe

Peter Withington

With apologies to Willie Nelson, I kept singing "On the road again" as I worked on my Peugeot 203 Coupe in the garage trying to get it registered.

I bought this Peugeot as a 4-door sedan in 1970 from a garage in Queanbeyan. It had been abandoned by its owner and \$150 was owing, so for \$151 it became mine and I drove it home. It was registered as a 1957 model, but Australia stopped importing 203s in 1956 as the 403A had been released - though the 203 continued in production overseas until 1960. It might have been imported from South Africa. The noticeable difference between a 56 and a 57 203 is the blinker indicator lights and lack of flapper arm indicators.

I had a 404 sedan as well so the 203 was my fun car. After selling the 404 the 203 became the second car in the family. It did a bit of rally work with spotlights, extra instruments and a 403 motor.

I sold the 203 to Flash Flanigan in the late 80's, worn, rusty and included the original matching number engine block. I bought a 504 wagon from Flash for the ever-growing legs of our boys, but that is another story. In Flash's care, Lew Edwards reconditioned and installed the matching number engine with a hardened valve head for unleaded petrol. Flash later sold the sedan to Allan Johnson.



*Allan Johnson with the 203 coupe & his famous Gypsy Wagon 203 ute, 2003.*

AJ moved the sedan into his living room, as you do, and set about chopping the roof off, lengthening the two doors and strengthening the chassis, all under the supervision of Mario Larocca, Automotive Engineer. Peugeot plans and dimensions were followed closely with few variations. The boot took several goes to get right and it had a steel roof. Most noticeable, the windscreen and surround are from the sedan, while the coupe and convertible have a flat screen top and a thin metal strip surround. Later AJ made a thin metal tube frame for the roof and covered this with canvas. The canvas covered roof can be removed but doesn't fold back down. Also, the rear window is modelled on a 203A petite lunette, not the rectangular rear window of the genuine Peugeot Coupe.

In 2003 I bought the Coupe from AJ, cranked it up and drove it home. Having taken an early retirement, the 203 was to be my plaything. Repaired brakes, fuel leaks, engine mount and oil leaks saw ACT HIS 008 rego gained by February 2004. A 403 starter motor was rebuilt and replaced.



*The 203 coupe as purchased from Alan Johnson, in December 2003*

Meanwhile I had become a house builder at Long Beach on the South Coast while living in Rivett at weekends. The 4-car garage was built first to hold materials and my caravan, sorry, site office. Not much was done to the 203 during house building days, except anti rust paint was applied to all underside surfaces and sound deadening to the wheel arches. A new radiator core and hoses were bought to stop those pesky leaks. In 2007 the 203 was trailered down the coast and ACT rego was lost, no longer being a resident. It was parked up in the back of the garage alongside my wife's 69 VW Beetle.

## 203C coupe (cont)

Refurbishment restarted in 2011 with a rebuilt brake master cylinder and new flexible hoses. New brass sleeves were fitted to the pedal frame. The carby was cleaned then the pump and the tank acid washed and steam cleaned. The fuel level sender was repaired at the same time. Boot and door locks were re-keyed, most fittings were found under the house in my stash of old Peugeot parts.

The electrics and plastics were in bad shape, but I had bought a new grey couvir, avercod and gear change surround so they were fitted. The horn lever was just a wire, but I had a brown one in good condition. AJ had made up windows in plexiglass, so they were polished and used in new bailey channels. A 404 window winder was cut down and fitted. The rear tail lights were corroded and beyond repair so I shaped and fitted 62 VW tail lights. This modification gave the 203 amber indicators, much safer than the original flappers, but not as quirky. The front parking lights and indicators are in a small round white lens low on the front mudguards. Only the 57 and later models have a pressing in the guard for this light. I have not installed any flapper arms and small parking lights behind the doors as on the original Coupe.



*Tail lights from a 1962 VW beetle look quite at home on the 203*

Many hours were spent sanding, filling and smoothing before a white respray was done; it already needs a touch up. Early Commodore seats were fitted and matching grey vinyl door cards made up. The original 15" wheels were still available with bolt on hub caps. Period Hella spotlights and extra instruments from the rally days will be fitted eventually. The pressed SS bumpers have been replaced by earlier chromed steel bumpers.



*Looking good, even in the dappled shade of a neighbour's tree*

A new 12V battery, brakes redone, new oil and filter and a new set of tyres were fitted. Then onto a trailer for a Blue Slip, passed. Being modified, NSW Historic Club rego was not suitable so with OMC paperwork on the CVS scheme Classic rego was completed on the 22/02/2023. (all 203 numbers) The large Classic plates are 5 green numerals, followed by an E, on a white background. Same as a road roller! Hmmm.

Having just missed Wheels by a week I hope to show Coupe next year. Back on the road again says it all. Was it worth it? It is an unique vehicle, the only canvas roofed Peugeot 203 Coupe in the world that I know about. Was it worth the effort? Having done a lot of of the work myself the cash flow was not great and spread over a decade. I think it's a pretty car with its fat guards and long bonnet, a design from the late 30's. It's fun to drive about and gets lots of attention.

Contact: [pwitho@hotmail.com](mailto:pwitho@hotmail.com) for further information.



# 1926 Bugatti Type 40

Lisa Molvig, FCCC

Ettore Bugatti (1881 –1947) was an Italian-born French automobile designer and manufacturer. He is remembered as the founder and proprietor of the automobile manufacturing company Automobiles E. Bugatti, which he founded in 1909 in the then German town of Molsheim in the Alsace region of what is now France. The maker was known for some of the fastest, most luxurious, and technologically advanced road cars of its day. Exceptional engineering led to success in early Grand Prix motor racing, with a Bugatti Type 35B being driven to victory in the first Monaco Grand Prix in 1929.

These French racing cars are rare in Australia. In recent years there have been two in the ACT region, Stuart Saunders' Type 35 in Binalong and Ian Kenny's Type 40 in Burra. On Good Friday I visited Ian and his wife Anitra at their secluded rural property in Burra with Chris and Paul to interview him about his Bugatti. He owns several vintage and classic cars- a 1928 4 1/2L Bentley, 1924 Ansaldo, 1966 Aston Martin DB6, 1973 Morgan- but the Bugatti is his only French car. He'd been looking for a Bugatti for a while and attended a couple of annual Bugatti rallies with a friend in the early 2000s. He bought the 1926 Type 40 in 2004 from a Melbourne doctor after seeing the car at a rally in Merimbula. Dr Neil Barter had owned the car for 52 years and during that time had done major restoration of the car. Ian has only needed to do basic maintenance on the car since then, something which he is pleased about as he says that they are mechanically rather "quirky".



There were about 800 Type 40 Bugatti's built between 1925 and 1929. Ian's car was imported to Australia in 1926 by Sorrell Motors as a rolling chassis, chassis number 40403. The roadster bodywork was then constructed in Australia. The original bodywork was replaced in 1959/60 by the previous owner, converting it from a saloon to the current doorless boat-tail roadster. The 4-cylinder engine is the same as the Type 37, a mono-block with cross-flow head and overhead valves. The brakes are cable operated drums on all 4 wire wheels, the suspension is reverse quarter elliptic leaf springs.



Ian and Anitra often attend car displays in the ACT region with their vintage cars - you might have seen the Bugatti at last year's Battle of Waterloo display at the Spanish Australian club. They are also keen cycle tourists and have toured Tasmania and Europe by bicycle. Ian also showed me his collection of bikes, including a 1977 Peugeot touring bike.

## References:

Wikipedia [https://en.wikipedia.org/wiki/Ettore\\_Bugatti](https://en.wikipedia.org/wiki/Ettore_Bugatti)

Bugattis in Australasia. A history of the Bugatti car in Australia and New Zealand, Bob King, 1992

[Ian and Anitra's Bugatti featured on the cover of the June 2022 issue of FCT]

# WW2 French truck sabotage

Jason Torchinsky, Jalopnik, 24 July 2019

When France was occupied by the Germans in 1940, major French factories like Citroën, Peugeot and Renault were forced to produce equipment for the Nazis. Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there was no way in hell he was going to just roll over and build trucks for the Nazis. So, Pierre devised a plan.

John Reynold's book *Citroën 2CV* describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower. By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea, because, hey, the little notch on the dipstick says it's just fine! Then, after the truck has been used for a while and is out deployed somewhere crucial, whammo, the engine seizes up, and you've got a lot of angry, stranded, vulnerable Nazis, balling up their fists and madly barking curses in German.

It was such a fantastic act of sabotage: extremely cheap to implement & so very subtle, with no way of seeing something amiss is happening as the trucks are being built. And the blow is delivered well away from the site of the sabotage, causing much inconvenience and trouble.



Citroen T45 truck – sabotaged or safe? (image: BestSellingCarsBlog)

Torchinsky finishes by saying: “I suppose it could be apocryphal, but this is one of those cases where I'm going to choose to believe”.

Then, there is the following account by [Matt Gasnier](#) on his *BestSellingCarsBlog*: After the French capitulation in 1940, Louis Renault refused to produce tanks for Nazi Germany which took control of his factories by putting people from Daimler-Benz in key positions. He produced trucks for the German occupiers instead, delivering 32,887 vehicles to the Germans vs. only 1,697 to French clients. According to François Vauvillier's book *L'automobile sous l'uniforme*, 4,000 Renault AHN and 2,000 Renault AHR were produced for the German army.



Renault AHR truck (image: BestSellingCarsBlog)

Louis Renault prevented the Germans from physically moving his factory and equipment to Germany, thus saving his company from displacement and absorption by Daimler-Benz, not to mention saving thousands of workers from being transported to Germany. He also hived off strategic materials and sabotaged trucks by marking dipsticks low.

Peugeot also delivered thousands of cars (202 and 402) and light trucks (DMA and DK5) between 1941 and 1944. [Ed: It's a fair guess that they also found ways to sabotage vehicles].

Sources: <https://bestsellingcarsblog.com/1945/01/france-1940-1944-production-restricted-to-sabotaged-trucks/> and <https://jalopnik.com/citroen-sabotaged-wartime-nazi-truck-production-in-a-si-1836670685>



# 1965 Peugeot 404 cabriolet under restoration in NZ

Malcolm Edgar, Peugeot Car Club Wellington

My LHD 404 cabriolet is a 1965 model with fuel injection engine and has the earlier style grill. It arrived in NZ in 1974 in the ownership of a ship's captain (so the story line goes) and had travelled the world. It was on sold in Christchurch, where the owner had it repainted red (had been sky blue), having done some rather crude bodysell rust repairs and changed the back axle. It was then on sold again to Bruno Keller, one of our club's more enthusiastic Peugeot collectors (604TI, 204 Coupe, 404 Familiale etc) who brought the car to a few club outings.

On his death I purchased it from Bruno's widow in 1991. At that time the car had been off the road for several years. While the registration had been retained, the road fitness check had long lapsed, so I was not able to drive it (except around the block from time to time!). With the number of significant issues growing, I concluded that only a full restoration would see it back on the road. This started with a complete dismantle, followed by an immersion dip-strip from which it emerged like a colander with holes in every panel, a legacy of years at sea in its early life. Bodysell restoration commenced in 2002 in several extensive and expensive stages, beginning with a new floor and sills. The floor was ex sedan, it being the same pressing, but the heavy-duty sills were completely new fabricated parts, modelled identically on the originals by a metal wizard.



Malcolm Edgar with his under-restoration 404 cabriolet

Over the next few years, it returned for further serious works on every panel in the car (except the floor). By 2014 the body was straight and rust free. I made a start on work like underfloor painting and seam sealing, and overhauling front struts and suspension components etc, but then my wife, Margaret's, health started to deteriorate and while I was still working part time, I found I no longer had the time available to spend hours in the garage. So today, the body is sound and rust free, though the front panels need to be spot welded back in place. Then the axles can be replaced so it can be sent off for a new paint job, and finally comes the task of reassembly along with refurbishment of components along with replacement etc of carpets, upholstery, and soft top. As to the engine, I expect the fuel injection pump might have to be sent over to Europe for an overhaul, though bringing the rest back to life can be managed here.

## NZ Peugeots, seen & unseen

Brad Pillans

It was great to catch up with my long-time friend, Malcolm Edgar, who has been Secretary of the PCCW for as long as I have known him. I joined the club when I moved to Wellington in 1983 and Malcolm was already well-established as club secretary. I was his club President for a few years before returning to Australia in 1994, and I am still a member of the Wellington club.

Malcolm and I had hoped to view the oldest Peugeot in New Zealand, a 1903 Type 54, held in storage by the National Museum (Te Papa) in Wellington, but it wasn't to be. Weeks in advance of my visit Malcolm sent the museum an email request to view the car but received no reply. With my visit imminent, and having heard nothing, he contacted them again, only to be told that they had not received his request and that his email must have been "lost". Maybe next time...

I last viewed the museum car in 1989, when it was on public display, not locked away somewhere. Malcolm kindly sent me a photo of the car, taken in 1989, when PCCW members, including me, visited the museum – see next page.

## NZ Peugeots (cont)



1903 Peugeot Type 54, on display in the Dominion Museum, Wellington.  
Photo taken in 1989, courtesy of Malcolm Edgar

One thing that struck me was that there are many more Peugeots on the road in NZ, as a percentage of total vehicles, than in Australia. Malcolm Edgar says that there were 1645 new Peugeot registrations in NZ in 2022, compared with 2087 new Peugeot registrations in Australia – amazingly close considering the difference in size of the vehicle market on both sides of the Tasman.

Another thing that struck me was the large number of personalised number plates on vehicles in New Zealand. I counted how many I saw on several occasions, and I estimate more than 1 in 20 plates are personalised – a far greater proportion than in Australia. One of my favourites, which I saw years ago, was a large black Mercedes with the number plate MAFIA.

New Zealand is also well ahead of Australia when it comes to EV's – more charging stations, shorter driving distances and a greater range of EV's to choose from – the e-208 has been on sale in NZ since late 2021, but we have yet to see them here.



An e-208 demonstrator at the Dunedin Peugeot dealer – Southern Motor Group.  
Note the generous rebate offer.



A Citroen C5 Aircross PHEV, Southern Motor Group, Dunedin – another model not yet available in Australia. Citroen is talking about the C5 X PHEV coming to Australia in 2023, but that's a different beast.



# New CRS logbook scheme

Lisa Molvig

The ACT's Concessional Registration Scheme (CRS) for Vintage, Veteran and Historic Vehicles, including Historic Modified vehicles, now incorporates 60 days personal use. It became available from 3 April 2023.

The logbook-based scheme will mean that owners of concessionally registered vehicles will be able to use their vehicles for up to 60 days per annum for any purpose except commercial use. This is in addition to car club activities.

Logbooks are available from Access Canberra from 3 April 2023. They cost \$12 and are valid for 5 years. To obtain a logbook, members are required to produce proof of ownership of vehicle (i.e., current registration papers), an ACT driver's license, and a current membership card of a CACTMC Affiliated club/receipt from latest membership renewal.

Non-compliance with the rules of the 60-day usage scheme could face a fine of \$750. The logbook must be filled out at the beginning of each journey. A multi-day journey requires an entry in the logbook for each individual day. Logbooks need to be carried in the vehicle at all times.

Maintenance of the vehicle is included in the 60-day personal use, i.e., taking car for servicing, repair etc.

Further information is available from:

<https://cactmc.org.au/docs/CRS%20presentation%20to%20REGISTRARS%20304.pdf> and  
[https://cactmc.org.au/docs/CRS%20MOU December2022.pdf](https://cactmc.org.au/docs/CRS%20MOU%20December2022.pdf)

All owners of current CRS vehicles should have received a letter from Access Canberra in late March outlining more instructions.

New applications for CRS and Modified Historic vehicle registration will follow different procedures and there will be a new form for Modified Historic (MH). MH will require an initial inspection at Hume and your engineering approval forms will be required to be recorded. Cars being transferred from current full registration to CRS do not require an inspection.

A new logbook must be endorsed by one of your club registrars before use, i.e., by Brad Pillans or myself, to confirm current club membership.

# 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 & Glens 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  
28 March 2023  
MINUTES**



## 1. Present

Bryan Clarke  
Greg Francis  
Neil Birch  
Lisa Molvig  
Allan Lance  
Charles Birch  
Jim Taylor

Matthew Jones  
Ross Stephens  
Brad Pillans  
Leigh McEwan  
Barry McAdie  
Neil Sperring

## 2. Apologies

Colin Handley  
Bill McNamee

## 3. Introduction

The meeting opened at 8.20 pm.  
Brad Pillans welcomed members to the meeting.

## 4. Minutes of the previous meeting

Motion: That the minutes of the March meeting be accepted as a true and accurate record.  
Moved Greg, seconded Allan, carried unanimously.

## 5. Financial report

Neil and Brad arranged for three term deposits each of \$5000 as follows: four months at 2.25%, nine months at 2.95% and 12 months at 3.75%.  
The PO Box has been renewed for \$148, saving \$50 on the Civic Square box.  
Current balance is \$18639.44.  
Motion: that the financial report be accepted. Moved Neil Birch, seconded Leigh, carried unanimously.

## 6. General Business

### CACTMC report:

Information on the 60 day scheme is on the Council website. Begins on Monday 3 April with a 'grace' period of approximately 6 weeks (very vague) where the old logbook system can still be used to drive CRS cars. After mid-May only the 60 day scheme logbooks will apply. Fine for driving a CRS vehicle without the official logbook then will be \$750.

### Social:

Wheels at Wambion on Saturday April 15th, be early for a good parking spot.  
Jugiong drive and morning tea on Sunday April 23rd.  
Battle of Waterloo booked with Spanish Australian Club for Sunday June 18th. Triumph club organising.

### Club membership cards:

Motion: That membership cards be made featuring Club Logo on one side with details of member's name, membership number, expiry date of current membership and space for official's signature. Moved Greg, seconded Allan, carried unanimously. Neil to order through Vistaprint.  
Cards to be available for members at club meetings.

The meeting closed at 8.58 pm.



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