



French Car Torque



Magazine of the French Car Club of Canberra



February 2024



On the cover Brad Pillans poses with the 1903 Type 54 Peugeot, in storage at Te Papa Tongarewa Museum in Wellington, New Zealand
.Photo by Sue Pillans

FRENCH CAR TORQUE

Official journal of the
French Car Club of Canberra Inc.
(FCCC)

PO Box 4183, Hawker, ACT, 2614.

The French Car Club of Canberra website is at:
<https://frenchcarclubofcanberra.com.au/>

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Bonjour Francophiles,

We have started the year in style, picking up two trophies at the annual Shannons Wheels event, held at the Queanbeyan Showground on Sunday 18 February. Firstly, we won the trophy for best club display by a CACTMC affiliated club, and secondly, Bob Eccles and his 205 GTi picked up a trophy for best hot hatch. Read more in Lisa Molvig's report on page 5.

Sadly, on that day, I was in transit from Auckland to Canberra, having spent a very enjoyable 2 weeks in the North Island of New Zealand. However, I can see from Lisa's report and pictures, that we had an excellent range of club cars on display. And thanks to National Capital Motors for displaying the great looking Renault Megane Ultime.

As you will read, later in the newsletter, while I was in New Zealand I had a chance encounter with a rare 1903 Peugeot Type 54, in storage at Te Papa Tongarewa national museum in Wellington. Another highlight was staying 3 nights in the famous Museum Hotel in downtown Wellington, just across the road from Te Papa on Wellington's waterfront.

The Museum hotel is famous because it was moved 180 metres, on railway bogeys, to make way for construction of Te Papa. Our kiwi cousins are well known for relocating houses, on trucks, but a 3000 tonne, four-story concrete hotel takes that to a completely new level. The move happened in 1993, while I was living in Wellington, and to make the move seem totally unbelievable, at about the halfway mark, it involved a 90 degree turn of the hotel. Here is a link to one of the online stories: <https://www.stuff.co.nz/dominion-post/capital-life/74342852/museum-hotel-rides-the-rails---150-years-of-news>

While in NZ, we hired a car – a very ordinary, but fit-for-purpose Hyundai Kona. Annoyingly, two full-sized suit cases did not fit in the boot – typical of many small cars, these days. No real drama for us, though, for a short-term rental, and we returned the car safe and sound having covered a around 1800 km for the trip. And, as a bonus, Sue and I returned without catching COVID!.

A couple of days after returning from NZ, I had my 508 serviced at McGrath Peugeot. All very efficient, but no such thing as a loan car anymore – well, there is an option to get a loan car if you pay \$45, but that seemed poor value compared to other options. Sue followed me in and picked me up in the morning, and in the afternoon I caught their shuttle bus to pick the car up.

The next club meeting will be held at 8 pm on Tuesday 26 March, at the Raiders Club, in Weston, with dinner and drinks from 7 pm.

In lieu of a February Club meeting we are holding an end-of-summer BBQ, at the "The Shed" in Queanbeyan, from 6 pm onwards on Tuesday 27 February. The club will provide BBQ-style food – meat, salad, bread, sauce, and some nibble. Attendees should RSVP to Lisa Molvig, so we know numbers for catering. BYO drinks and desserts.

Au revoir,

Brad Pillans

Brad Pillans, Club President



P.S. Every now and then an unusual personalised number plate pops up: PRADO on a Peugeot 3008! (quickly snapped at the lights from the passenger seat of our Peugeot 308)

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CLUB EVENTS

2023/24

Calendar

25 February **French Car Drive** to Daughters at Hall café in Hall Village. <https://www.daughtersathall.com.au/>

27 February Summer BBQ at the The Shed, in Queanbeyan

21 March **Weekday social outing** to L'Epi Bakery in Chisholm At 10 am. We have been invited to have a display of our French cars at the new French bakery in Chisholm. For every croissant purchased you will receive a free medium coffee.

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

20 April **Wheels of Wamboin**, 10th anniversary event, from 9 am. Bingley Way, Wamboin

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

28 April **French Car Drive** to Wildbark Café at Mulligans Flat

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

16 June **Battle of Waterloo**

23 June **French Car Drive** to Fedra Olive Grove, Collector

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

14 July **Bastille Day morning tea** at Breizh Café in Ainslie

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

25 August **French Car Drive** to Sutton Village Bakery

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

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

27 October **French Car Drive** to Mt Stromlo Observatory Café

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

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

French Car Drives in 2024

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

The website of the Council of ACT Motor Clubs has a calendar of car club events in the Canberra region – always worth a look...
https://www.cactmc.org.au/cactmc_calendar.html

French car festival in Melbourne is on October 27. Being organised this year by RCCV and will be held at Living Legends
<https://www.livinglegends.org.au/> near Tullamarine airport.

Shannons Wheels 2024

Lisa Molvig, French Car Club of Canberra

The annual Shannons Wheels exhibition, held on Sunday 18 February at Queanbeyan Showground, was a celebration of the "Hot Hatch". It was a warm, sunny day, with over 600 classic cars on display. The French Car Club of Canberra display was split between our club area and the "Hot Hatch" area.

In total there were 16 French cars at Wheels this year.

Peugeot: P308 (Neil Sperring), P508 wagon (Flash Flanagan), P504 (Colin Handley), P203 (Dave Rowell), P505 (Bryan) Clarke.

Renault: R12 wagon (Lisa Molvig), Megane Ultime (National Capital Motors)

Citroen: DS (Manfred), SM (Wayne Millar), 2CV (Joel Krewaz)

Hot hatches: P205 GTi x 4 (Greg Francis, Bob Eccles, Qusai Mubaidin, red car unknown owner), P208 GTi (Andrew Bodini), RS Megane 265 (Andrew Hankin).

Our club won the best club display, trophy presented to our vice president Colin Handley by CATCMC president Greg Francis. Our club member Bob Eccles won the trophy for best Hot Hatch for his P205GTi.



CACTMC President Greg Francis (left) Presents the best club display trophy to Colin Handley. Photo: Dave Rowell.



Bob Eccles (right) receiving the trophy for best hot hatch
Photo: Dave Rowell



Shannons Wheels 2024 (cont)



Shannons Wheels 2024

Trophy and Award recipients

Queanbeyan's Choice presented by Rebecca Ryan, GM QPRC

Trophy Vehicle: Yellow/White Chevrolet

Honourable Mention: Blue Holden

Featured Vehicle – The Hot Hatch presented by Robert & Susan Baldwin, Shannons Insurance

Trophy Vehicle: Silver Peugeot 205 GTI

Honourable Mention: Red Alfa Romeo Alfasud Ti

Best Presented CACTMC Affiliated Club Greg Francis, President CACTMC

Awarded to: French Car Club of Canberra

Honourable Mention: Z Car Club – ACT Member Group

Vintage & Veteran vehicle (pre 1931) presented by CACTMC

Awarded to: Blue / Black 1923 Stanley Steamer

Honourable Mention: Black (was there any other colour?) Ford T

Historic vehicle (1931 - 1994) presented by CACTMC

Awarded to: Red Honda NSX

Honourable Mention: Blue Chrysler Windsor

Historic Bike (pre 1995) presented by CACTMC

Awarded to: Chrome BSA

Honourable Mention: Orange Ducati 750 Sport

Historic Modified vehicle (pre 1995) presented by CACTMC

Awarded to: Dark Blue 1932 Ford Coupe

Honourable Mention: Mandarin Red 1977 Holden Torana

Modern vehicle (post 1994) or EV presented by CACTMC

Awarded to: Light Maroon 2021 Aston Martin Vanquish

Honourable Mention: Blue 2023 Nissan R34Z

Local event

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

Peugeot 205 GTI 1987 model

Registration YBQ 49V, current to 27 February 2024. Interior good, mechanical problems, e.g. broken clutch cable. Ideal restoration project. Some engine spares. Contact Pat Stone: 02 6254 5525, or 0405 127 457



Citroen Xantia

Registration YLC465, current 26 January 2024. Suitable for restoration or parts; some engine spares. Located in Weetangera, Canberra. Contact Pat Stone: 02 6254 5525, or 0405 127 457



to

Peugeot 504 sedan

Trak yellow, auto; stored in shed for years; best offer. Contact Ralph Zollinger, Jindabyne 0408 891 765

Peugeot 205 wheels

Set of four white wheels for Peugeot 205 with unused Bridgestone RE001 tyres, red gutter guard trim and Peugeot wheel valve caps and centre badge. \$500. Contact Greg: 0411 281 388.



Peugeot 504 trapezoidal headlights

Contact Colin: 0414 484 398

For sale (cont)

Peugeot 403 sedan

Expressions of interest for grey 1959 403, mechanically vgc; brakes and tyres vgc; body has "patina"; full reg just expired. Formerly owned by long-time club member, Nev Gare. Contact Colin: 0414 484 398



Free to good homes

Workshop manuals and books offered free to interested club Members:
Citroen CX Repair Manual Dec 1980 (2 volumes)
Citroen CX Haynes Manual 1980
Citroen CX2000 Owner's Manual
Citroen 2CV, AMI & Dyane Haynes Workshop Manual 1990
Peugeot 404 Owners Workshop Manual Autobooks 995 1972
Peugeot 504 (petrol) Haynes Manual 1985
Kennedy, Ewan. *Peugeot: the Australian Story*, Marque Publishing, 2002.
Broad, Raymond. *Citroen* London, Luscombe, 1975. ((Great Car Series)
Long, Brian and Phillippe Claverol. *SM: Citroen's Maserati-engined Supercar*, London, Veloce, n.d,
2CV Xpert magazine avril- mai-juin 2007
2CV Magazine (2 issues) janvier- fevrier 2002 and mai - juin 2006

Collect or pay postage.
Contact Pat Stone: 0405 127 457

Renault to join Stellantis?

Matt Brogan, GoAutoNews, 6 Feb 2024

RENAULT is reportedly considering a merger with the Stellantis group as the company seeks to counter increased competition from Chinese and German marques. However, Stellantis chair John Elkann has told *Automotive News Europe* that the group has no merger plans with Renault, and that any such suggestion is pure speculation. "There is no plan under consideration regarding merger operations with other manufacturers," he said.

Mr Elkann said Stellantis remains committed to a plan "which brings together the Italian government with all the stakeholders in the automotive industry to achieve important common goals to address the challenges of the electric transition".

However, Mr Elkann's claim counters a report this week from Italian publication *Il Messaggero* which states that the French government – Renault's largest shareholder and one that has a stake in Stellantis – is studying a merger plan between the two groups.

Il Messaggero reports that France is considering a merger between the two manufacturers to "strengthen its grip on the sector and counter Chinese and German competition".

The merger discussions were fuelled by Stellantis CEO Carlos Tavares, who told Italian media that the ascendancy of Chinese manufacturers, the EU's efforts to phase out internal combustion engines, and the United Auto Workers Union's costly new contracts in the United States were among the factors driving a potential merger.

Shares in Renault rose four per cent on the news, with traders citing media speculation over the potential collaboration.

But according to *Automotive News Europe*, some analysts are already questioning the proposed move and saying Europe would not be a priority for any potential Stellantis mergers and acquisitions activity.

Citing independent investment banking and financial services company Jeffries, the publication said a merger between Stellantis and Renault would face significant antitrust obstacles and would not offer Renault significant scale in other global markets.

Full story: [Renault shares buoyed by Stellantis merger rumour | GoAuto](#)

A tale of two 1903 Peugeots

Brad Pillans, French Car Club of Canberra

Peter Wilson, Peugeot Car Club NSW

Two recent events, one (here) in Australia, and one (there) in New Zealand, revolve around 1903 Peugeots.

First, the Aussie event. The late George Hetrel's rare 1903 Peugeot Type 56 has been sold by Yarra Valley Auctions in Melbourne, for \$102,500, plus buyer's premium. The car is the only one of three survivors of the 16 built that was in private ownership. The others are in the Peugeot Museum and the French national motor museum. It is not yet known if the buyer is local or if yet another Peugeot veteran will be lost overseas.

The Hetrel car is believed to be the second oldest running Peugeot in Australia, after an 1899 Type 15.



The immaculate Type 56 owned by George Hetrel. Photo: YV Auctions

George had flown his car five times to compete in the London-Brighton Run. Peugeot family patriarch Thierry Peugeot drove l'Aventure Peugeot's Type 56 in the 2017 Brighton run.

George, the king of generic sweets, purchased his Peugeot in the UK in 1989 for his collection from a Brian Richardson who lived close to the Brighton route but never rallied it. When he got it to Australia he got Frank Shield to give it a badly needed ground-up restoration.

The late Gordon Miller who was familiar with the project said the tale of 88 years of neglect and "butcher" engineering would make anyone very cautious about buying a veteran car. "In context, however, after perhaps its first 20 years it would have been regarded as an old heap and any indignity to keep it going was probably acceptable," Gordon said. "At least it wasn't pushed into a tip or melted down."

The Type 56 is conventional in appearance – Peugeot gave up designs that suggested the horses were missing in 1901 – with a coal-scuttle bonnet, a finned tubular radiator above the axle and a large brass header tank behind the engine.

The four-seat bodywork has a removable rear section with side seats facing each other and a rear "dog cart door". This rear section can be removed to make the Pug a snappy runabout. It is certainly a way to overcome the nuisance of a back seat driver.

The car, tubular chassis No. 3,096, is powered by a 833cc single-cylinder 6hp engine, No 2874, and runs well through its three-speed gearbox and cardan shaft transmission. The factory said it would be good for 40 km/hr but it runs sweetly and reliably at 33km/hr.

The Type 56 has a reputation for being a frugal runner. In 1904, the model was awarded in France the "criterion of consumption" and the "gold medal of locomotion" with an average consumption of 5.31l/100km. It has Sankey wheels and, superior to a space saver or the modern sealer pressure pack, when a tyre is punctured a spare is simply clamped to the problem wheel.

The car is right hand drive and has "Made in England" and "Friswell" plaques on the body. Friswell was the Peugeot agent for Britain and the colonies.

Unusually for an important veteran, the auction house did not offer its provenance.

1903 Peugeots (cont)

Little is known of its early history, but the indication is it was originally used in Scotland because when layers of paint were stripped away, registration SA-72 was found, suggesting it was registered in Aberdeen. Documents show it was first registered in the UK in April 1921.

Details of the car can be examined on the Yarra Valley auctions Facebook page in a 12 February 2024 posting with 32 photos. The car made an appearance in an event, in Canberra, in 1998.

Pat Hetrel would say while her husband, George, had his toys, the extensive gardens, established on their five-hectare property in 1873 were her passion and she hosted an ABC programme on them in 2006. ^[1] The gardens are noted for the first oak planted in Australia and the magnolia and prunus collections and attracted as many visitors as the collection of cars.



*The circa 1580 iron helmet dredged from Wellington Harbour
Photo: Brad Pillans. The scale ruler is 30 cm long*

And now for the New Zealand event:

As part of a research project, to investigate early (pre-Captain Cook) European exploration of the east coast of Australia, and New Zealand, I visited Te Papa Tongarewa, the New Zealand National Museum, in Wellington, in early February. There, I was able to view the famous "Spanish Helmet", an iron helmet that was dredged from Wellington harbour, sometime before 1905 (museum documentation is incomplete). The helmet is not on public display, but I was given rare access to see it, at a Te Papa storage facility.

As former museum curator, Robin Watt, wrote in 1983, the helmet, which is of a type made around 1580, is not necessarily Spanish. Many were made in Italy and used by armies across Europe from England to Italy. The question is, how did a 1580 helmet get into Wellington Harbour? Did it come with European explorers around 1580, which would pre-date Abel Tasman by more than 60 years? Or was it a later arrival, perhaps as a family heirloom or a gift? As it happens, there is historical evidence to suggest that a Spanish navigator, Juan Fernandez, may have sailed from Chile in 1576, west to Easter Island, and then on to New Zealand, returning to Chile in 1578.

But I digress... While at the Te Papa storage facility, I asked museum curators about the 1903 Peugeot Type 54 in their collection – on display in 1989, when I last saw it, but now in storage for many years. Their surprising response was that it was downstairs in another part of the building, and given my exalted status as a Peugeotophile, they were only too happy to show it to me – see the front cover of this issue.

The Type 54 at Te Papa, looks to be in excellent condition, though I believe the engine is not in running condition. It would be nice to see that done, but I did not raise that point with the museum staff – probably a request best made by the Peugeot Car Club of Wellington.

According to museum records, the car was imported into NZ by Wellington pharmacist R.M. Green. It has the original 5 horsepower, single cylinder engine, although other parts of the vehicle have been modified. The pneumatic tyres are not original, the paint finish was once blue with a yellow stripe, and a brass and rubber bulb horn has been added to the steering column. With serial number 3283, it left the Peugeot factory on the 14th of August, 1903, and was sent to London importer Friswell Limited for distribution. Green paid £195 for the vehicle, plus £50 freight and duty, making a total purchase price of £245. The car was donated to the museum by the Green family in 1955.

The Peugeot model Type 54, was rather more common than the Type 56, with a production of 250 units, but that still makes it a very rare car!

Renault turns 120 downunder

Simon Fitzpatrick, Renault guru, Adelaide

Happy Anniversary! 120 years of Renault in Australia. In response to a previous request on the number of Australian Renault “launches”, following is a very brief timeline outlining the various changes in the distribution network, rather than model changes, over time.

In 1904, there were a handful of Renault arrivals in Australia, mostly private imports by individuals – note that the total production of Renault vehicles in 1904 was 1,020, likely a case of home market demand exceeding supply. In late 1904, two 10hp Renaults arrived with the intention of being entered in the inaugural Dunlop Reliability Trial in 1905. At the time, retailing of Renaults in Australia was via independent distributors and agencies, with imports ending with the commencement of World War 1 in 1914.

Following the end of World War 1 in 1918, the Government limited imports of fully built-up cars, subjecting them to high duties and quotas to encourage local manufacture of bodies. Due to a preference by Renault for fully built-up cars, sales in the early 1920's were limited, with the depression at the end of the 1920's limiting demand even further. In 1934, Palfreyman Motors in Chapel Street, Prahan, in Victoria, gained the Renault agency for Australia, effectively Australian Renault Launch Number 2. For 1936, the Renaults imported by Palfreyman Motors were fitted with yellow headlight bulbs, in line with newly introduced French requirements. Palfreyman's relinquished the Renault franchise in 1937.

Launch No. 3 was in 1938, with independent regional based distributors, Ira L & AC Berk (NSW & Qld), Pound Motors (Victoria, Riverina & Tasmania) and Wakefield Motors (SA) handling Renaults. The various state distributors sold a mix of fully imported and locally bodied vehicles.

Launch No. 4. Following World War 2, in 1947, Berk's and Pound Motors continued their Renault association with new independent distributors in other states. Initially with fully imported (four-door) Juvaquatre, then a mix of fully imported and locally assembled 760's – depending on the distributor.

Launch No. 5. In 1958 Renault (Australia) was formed by RNUR. Renault (Australia) took over national sales and support from the previous regional based distributors, ending the long Renault association with Ira L & AC Berk and Pound Motors, with Berk's also ending their local Renault assembly operation in NSW. Clyde Industries in Victoria commenced local assembly of 750s, Dauphines and Fregates at a plant in Fishermans Bend, prior to the completion of their new factory in Somerton, Victoria in 1960.

In 1964, Renault (Australia) transferred their local assembly agreement from Clyde Industries to Continental and General, at their plant in West Heidelberg, Victoria.

Launch No. 6. In 1966 Renault (Australia) purchased the West Heidelberg, Victoria, plant from Continental and General, in addition to becoming Australian Peugeot concessionaires. The R4 (wagon) and R8 were discontinued, with the Renault 10 being entered into the new Australian local assembly plan and an agreement to assemble up to 2,000 Peugeot 404s per year.

Launch No. 7. In 1981, following flagging sales of the 18GTS and 20TS, the ending of the Ford Cortina wagon assembly contract (1977-1980), changing Government local assembly policies, the negative decision by Volvo to relocate their Australian assembly operations and after exhausting other potential vehicle assembly options, the decision was made by Renault to cease their Australian assembly operations. Renault Importers, a subsidiary of LNC Industries Ltd assumed responsibility for the importing, marketing and after sales support of all Renault passenger cars. Doug Donaldson, Managing Director of LNC Industries, described the event as the second biggest thrill of his life.

Launch No. 8. By 1990, the parent company of Renault Importers, LNC Industries, were in financial trouble. Offloading the Renault franchise, amongst other marques they distributed, to Boulogne Motor Distributors, a New Zealand based company. Sales of the Renault 21 & 25 had flopped, with Boulogne launching the updated Renault 21 Marseilles and 25 Monaco and Baccara, now with the V6. With an ambitious forecast of 1991 sales of 50 Renault 21s and 25-50 25s, with potential Australian sales of 600 by 1992. It wasn't to be.

Launch No. 9. In 1991 Volvo Australia became the importer and distributor for Renault in Australia. In addition to initially importing the Renault 19 and in 1995 launching the Laguna. Volvo also saw there were 30,000 Renaults already on the roads, deciding to provide spare parts support for models going back to the Renault R8. However, by 1996, the alliance between AB Volvo and Renault changed. With Volvo Australia dropping the Renault franchise like a hot potato.

Launch No. 10. In 2001, following the formation of the Renault Nissan Alliance in 2000, Nissan Australia formed Vehicle Distribution Australia, later evolving to Renault Australia. Following “meticulous research” and a \$20,000,000 promotion budget, Nissan Australia were confident they could re-establish Renault's fortune in Australia. After a slow start, sales reached 11,525 by 2015, however by 2020 sales had dropped to 6,904 vehicles. In 2021, Renault Australia transferred its vehicle operations in Australia to Ateco Group, who aimed to improve Australian sales, with sales of Renault passenger and commercial vehicles being 8,024 at the end of 2023.

Peugeot 408 PHEV here now

Peter Barnwell, GoAutoNews, 22 Jan 2024

PEUGEOT Australia has opened the order book for its 408 GT Fastback PHEV model expected to arrive in local showrooms in Q3 this year, priced at \$67,990 plus on-road costs.

The facility to place an order for one of these cars is via an authorised Peugeot retailer or reserve one online via the public website. During the long pre-order period, Australian consumers can explore demonstrator models at select retailers, immersing themselves in the alluring 408 experience.

"The Peugeot 408 is an artful statement where sleek design intertwines seamlessly with intuitive technology," said Peugeot Australia managing director, Kate Gillis. "Its allure isn't just in its premium aesthetics; it is in its unique dynamism, innovation, and the continuation of our local electrification journey, setting a new standard for what's possible on the road ahead."

In a move away from copy-cat styling, the 408 GT borrows little if anything from other vehicles giving it a strong on-road presence. Of particular note is the tapered fastback silhouette and the unmistakable "fang-like" frontal styling complete with full LED matrix headlights and three claw tail-lights. The sleek look is complimented by 20-inch Monolithe diamond cut alloy wheels.

Inside, the model features the latest iteration of Peugeot's i-Cockpit with extensive Tom Tom activated connectivity. Nappa full grain leather seat trim with charcoal grey top stitch is standard.

Power comes from a 1.6-litre turbocharged four-cylinder petrol engine with 132kW and an incorporated e-motor delivering 81kW for a combined 165kW/360Nm. The unit drives the front wheels through an eight-speed automatic transmission and fuel consumption is listed at a claimed 1.5 litres per 100km. The 12.4kWh capacity lithium-ion battery is good for a claimed 60km of electric-only driving (WLTP).

The Peugeot 408 comes standard with Peugeot's five-year/unlimited-kilometre warranty, eight-year/160,000km battery warranty and five-year roadside assistance package.

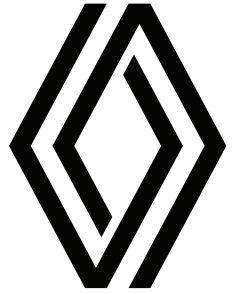
Full story: [Peugeot prices 408 GT Fastback PHEV | GoAuto](#)



McGrath Peugeot, in Canberra, have a bright red 408 GT on the lot, for anyone interested in seeing one in the flesh, and perhaps even contemplating a test drive. Photos: Brad Pillans

free accessories up to \$500 on new car orders*

plus a 10% discount on service and parts
for club members, family and friends^



NATIONAL CAPITAL RENAULT

219 Scollay St, Greenway // ph: (02) 6175 9444

nationalcapitalrenault.com.au

*\$500 accessories bonus is on the full rrp of any new vehicle in stock. ^eligible for financial members of the club and anyone they refer only. 10% discount applies to the retail service and retail parts price. National Capital Renault reserves the right to vary, extend or withdraw this offer.

February 2024

13

French Car Club of Canberra Inc
General Meeting
23 January 2024
MINUTES



1. Present

| | |
|---------------|---------------|
| Lisa Molvig | Neil Sperring |
| Neil Birch | Bill McNamee |
| Barry McAdie | Greg Francis |
| Leigh McEwan | Brad Pillans |
| Charles Birch | Ross Stephens |
| Dave Rowell | Colin Handley |
| Bryan Clarke | Joel Krewaz |

2. Apologies

| | |
|----------------|----------------|
| Janette Gray | Bernard Wright |
| Qusai Mubaidin | |

3. Introduction

The meeting opened at 8.15 pm.
 Brad Pillans wished everyone a happy New Year and welcomed members to the meeting.

4. Minutes of the previous meeting

Motion: Brad moved that the minutes of the November meeting be accepted as a true and accurate record of the meeting, seconded Barry. Carried.

5. Financial report

Our Account balance with Bendigo Bank is \$3,227.78, with three Term Deposits totalling \$15,102.33.

Motion: Neil Birch moved that the report be accepted, seconded by Bryan Clarke. Carried.

6. General Business

CACTMC report

Shanons' rep in Canberra is going back to Queensland and their Fyshwick office will close until a replacement is found. Wheels this year will support local Queanbeyan charities. Queanbeyan Markets are on so food and beverages will be very close by.

From 32 clubs it is estimated that over 700 cars will be there! Seems unlikely going by past turnouts.

Briefings for Event Marshals from club will be on Saturday 17 February, 3pm at the Show Grounds.

More info on council activities: <https://www.cactmc.org.au/Social>

Next French Car Drive to Daughters of Hall in Hall on 25 February for brunch

Dates for more events are in the latest FCT,

Lisa told the meeting that Pat Stone is selling her late husband's cars and memorabilia.

Summer BBQ at the shed next month instead of February meeting

6. Other business

Brad will be away from 9th to 18th Feb and will miss Wheels.

7. Close and next meeting

The meeting closed at 8.43 pm. The next club meeting is scheduled for the Raiders Club in Weston, at 8pm on Tuesday 26th of March.



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