



French Car Torque



Magazine of the French Car Club of Canberra



August 2024



On the cover Adieu to Citroen in Australia:
An iconic 2CV drives off into the sunset
Image: ChatGPT, instructed 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,

In last month's column I pondered the possibility of a Queensland road trip in our e-2008. Our preferred destination is Winton, to visit the dinosaur museum, but it's a long way between drinks (charging stations) out there. A possible route is via Bourke and Charleville, but there are a couple of 300 km legs that make it a highly unlikely proposition for the e-2008 (optimistic WLTP range 320 km).

Anyway, we decided to test the open-road range of the e-2008 with a drive to Harden – about 150 km from home or a 300 km return trip. My old mate, Geoff Boyd, lives in Harden, so it was a good opportunity to catch up with him as well.

We fully charged the e-2008 and set out for Harden with the car computer saying we had a range of 350 km in Eco mode. However, by the time we reached Harden, the 'range' had shrunk (alarmingly) to less than 100 km and with no charging station in Harden, we scrambled to find our nearest option – Jugiong, on the Hume Highway, about 40 km away.

After calling in on Boydie, we diverted to Jugiong with the kilometres oozing away. We made it and charged to 75%, then headed for home. En route, in Yass, we discovered a 12 stand Tesla supercharging station in Lead Street, out the back of the Club House Hotel. After a bit of mucking around, we downloaded the app for non-Tesla cars and got a fast charge to get us home with plenty of battery power to spare.

It had been a cold day with a maximum temperature of about 8 degrees C – sufficiently cold enough to reduce our battery range to just over 200 km, only 62% of the WLTP range of 320 km. I was surprised by this loss of battery performance, but when I checked a website with real-world data for EVs, called EV Database, it was clear that this was no anomaly – cold days at highway speed make a big difference. see: <https://ev-database.org/>

Conclusion: our e-2008 is a great town car, but we will wait for warmer weather to take it too much further afield. We are now reverting to Winton Plan B, which will utilise our 508 diesel...

On hearing the sad news that Citroen is pulling up stumps in Australia after more than 100 years, I decided we needed a suitable cover image to mark the occasion. Aha, I thought, I will nip down to the local Citroen dealer (McGrath Citroen) and snap a photo of their last car(s), only to be told that they were all gone, and they would not be getting any more.

Another Plan B was clearly required, which led me to ChatGTP. Generative Artificial Intelligence (AI) is in the news, particularly in relation to deep fake images, but I thought it might be fun to see what it could do for a stylised cover image.

The trick with ChatGPT is to make your instructions as precise as possible. In my case, it was *"A landscape image with Australian scenery of a right-hand drive Citroen 2CV driving into a sunset"*. There were several iterations to reach the final image, which I then tweaked in my preferred graphics package, Corel Draw. Let me know what you think!

Speaking of letting me know what you think, in this issue I have instigated a "Letters to the Editor" page. All contributions welcome.

The next club meeting will be held at 8 pm on Tuesday 27 August, at the Raiders Club, in Weston, with dinner and drinks from 7 pm. These monthly meetings are an excellent opportunity to get to know other club members and their cars in a relaxed setting. Very good bistro food, too, so why not come along?

Au revoir,

BRAD

Brad Pillans, Club President



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CLUB EVENTS 2024

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 meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm

24 September **Members classic car visit**, 10 am in Fyshwick. Details closer to the time.

22 October **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; the café has not yet re-opened. Outing venue TBA closer to the time.

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.

PARIS MATCH **ALL FRENCH CAR DAY 2024**
1038 / 5 AVRIL 1969 / 2 F
Sunday October 27th

RENAULT renault-car-club-vic.org.au
PEUGEOT pccv.org
CITROEN citcarclubvic.org.au
ALPINE BUGATTI
DELAGE PANHARD
AMILCAR SIMCA

Featured horsepower from Renault, Peugeot, Citroen & More

At 'Living Legends', Woodlands Historic Park, the home of equine thoroughbreds (livinglegends.org.au)
Woodlands Drive, Greenvale 3059

All other French thoroughbreds welcome! Think Alpine, Simca, Delage, Amilcar, Panhard and Bugatti. New cars too! This year become a legend. Bring your French automotive beauty and let it shine at our annual spectacular display of all things French automotive. This year at beautiful, historic Woodlands Park.

- Concours judging for each club
- Merchandise for sale
- Coffee Van
- BYO picnic
- Historic homestead and grounds
- Cycling & walking trails throughout the park
- Café & food available at Living Legends homestead
- Participating cars arrive from 9am
- Participating cars \$10 entry
- All welcome. Free entry for public

HERE! SEE YOU THERE! SEE YOU THERE! SEE YOU THERE! SEE YOU THERE!

Hosts in 2024: Renault Car Club of Victoria
See also aussiefrogs.com and F/B

French Car Drive: Sutton Village Bakery

Photos by Lisa Molvig and Chris Forsey

Lisa Molvig, French Car Club of Canberra

An overcast morning for our outing this time, but mild for late winter. This bakery/café is very popular, and we had to wait for all the motorcycle clubs to leave after their breakfast before we could get in at 10am for brunch. We had a large group- 16 from the French car club and 14 from the Rover club.

FCCC members included: Chris, Leigh, Barry, Bryan and Kath, Mike and Lorna, Ole and Margaret, Neil and Charles, Bruce, Janette and Phillip, Nick and Helen. French cars included A110, R16, R12, P407, P505, 2CV, Megane sport.

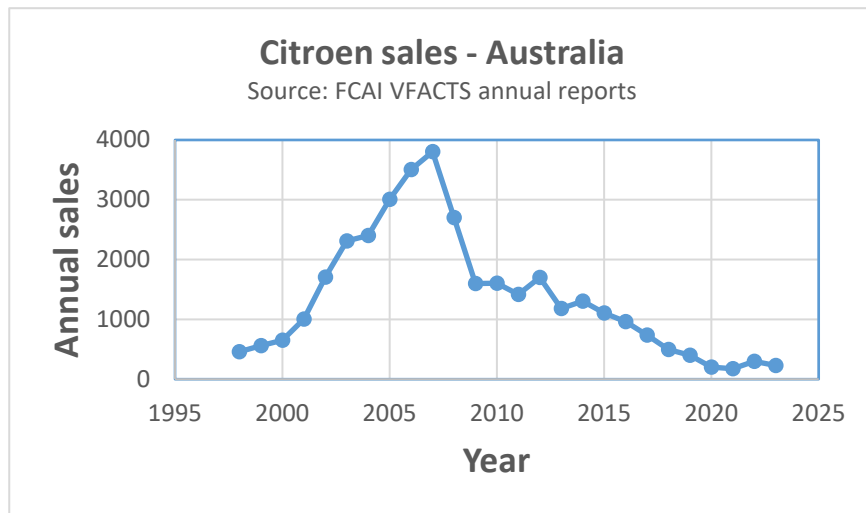


Local event

Adieu Citroën

Brad Pillans, French Car Club of Canberra

Plummeting annual sales have made things hard for Citroen in Australia, and this month, the plug was pulled – after more than 100 years of selling cars in Australia, from November 2024 the marque will no longer be sold here.



The announcement, from Citroen Australia said:

We know there will continue to be Citroën owners in Australia, with many Citroën vehicles still on the road, and our passionate Citroën Australia team and retailer network are committed to supporting the continued vehicle maintenance needs of our customers. We remain at your service and we're ready to support the servicing needs of our customers via 35 authorised Service Centres across Australia. At these authorised Service Centres, customers will continue to have access to factory-trained technicians, genuine parts, completion of applicable service and recall campaigns, and diagnostic updates.

Until now, Citroen was said to be the longest continuously selling marque in Australia. Peugeot may have arrived earlier, but it came and went a few times along the way. The first Citroen agent apparently opened in Hobart in 1919, followed by Melbourne and Adelaide the next year. A telling statistic is that there have been more than twice as many Maseratis than Citroens sold in Australia in 2024.

Letters to the Editor

A new feature, starting this month – readers have their say

Barry's Cars, FCT July 2024

Don't you just loovvveee Barry boasting about his girlfriends. It's fine hearing about the fate (or not) of the Vanguard, but what happened to the girlfriend? **Fred Cook**

Reply from Barry McAdie

Good to hear my article has generated a response from Fred. What happened to the girlfriend? - well we did get engaged but later broke it off, unfortunately. It was at a stage where I could not afford to get married as I was still at university and as poor as a church mouse.

NSW rego blues, FCT July 2024

Just reading your FCT editorial re. NSW rego checks. I use Langes in Yass Road, Queanbeyan, a family business that has been there for many years and they are very good. The best thing about them for rego inspections is that you book an appointment time, and they are never running late, i.e. you get the time you booked. Usually, I'm in and out of there in under 15 mins. Best idea is to book about a week ahead - I usually pick a time mid-morning, early in the week. **Chris Forsey**

Reply from Brad Pillans

Thanks Chris, that's an excellent recommendation. Always happy to support a good local family business.

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 504 trapezoidal headlights

Contact Colin: 0414 484 398

Citroen BX front seats

Pair of front BX black cloth seats in vgc, best offer
Contact Colin: 0414 484 398

Citroen Xantia

Registration YLC465, current to 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



Peugeot 307 wagon 2008

Tubo diesel, 69,000 kms; at least 4 good mag wheels; severe rear end damage; located in Queanbeyan.
Phone 0414 154 895



Peugeot 308 2 litre HDi Sportium

MY2013, white, one owner, always garaged and fully serviced; 6 speed auto, Michelins, tow bar, 186K, 5 months NSW rego. A couple of minor scratches and a small dent on the boot, otherwise a very sound car and much loved by Sue Pillans. A steal at \$7,500.
Contact Brad 0427 662 112 or Sue 0402 258 341



CLASSIFIEDS (cont)

For sale

Peugeot 404 sedan

1969 model. Great car but not getting used. Good condition throughout, no rust, excellent interior, door seals replaced, 2 litre motor, Weber carby, square port head, electric fan and upgraded alternator, Super Oscar driving lights and LED indicators. New brakes throughout, suspension good. Some spares. Noisy thrust bearing which will need replacing at some stage. Located Moruya NSW. A great fun car to drive. \$8000 ono. See 4 images, below. Contact Greg Summerhayes 0427 744 813



For sale

Peugeot 404

1966 404 straight rolling body shell; no motor or seats. Located in Bywong. Offers. Contact Fritz 0428 253 182

Wanted

Peugeot 504 left hand side boot hinge with spring

Contact Colin 0414 484 398

My cars and their stories.

Part 3. 1964 Morris Mini

Barry McAdie, French Car Club of Canberra

I purchased the Mini in June 1966 for \$800 from a friend of my dad and it was financed through hire purchase with ESANDA and so ended up costing \$1200 when fully paid up. Lesson learnt – no more cars on hire purchase.

Compared to the Vanguard, the Mini was much more manoeuvrable and fuel efficient because the engine was only 848cc. Its transverse engine layout and front wheel drive allowed plenty of room for both front and rear passengers. It handled like a go-kart.

As the car was very basic, I added some accessories over time such as mag wheels, flared guards on the front, a radio, heater and gauges for water temperature, oil pressure and amps and, of course, a checkerboard grill just to make it stand out.

It could run up and down the ramp entrance to the Ararat Town Hall and escape pursuers over a pedestrian bridge in Stawell that spanned a railway cutting on the Melbourne to Adelaide railway line.



One memorable incident happened in St Kilda. My flatmate, Greg Heenan, played in a band called “The Brass Works” at the Matthew Flinders Hotel and could sign us into the Musicians’ Club in Queens Road in Albert Park. The club had a bar and billiards room. One night, he could only sign in two friends when there were four of us. Gub and I said not to worry as we’ll go around the back and climb in through a window. It was pitch dark inside and as soon as we climbed through the windows, we were both grabbed by the scruff of the neck by security and shown the front door. They must have overheard our plan when we first arrived.

With nothing else to do late on Saturday night, we decided to go to a coffee lounge in Toorak Road and we sat down with two girls. After a bit of chitchat, we all went for a drive in the Mini down Fitzroy St, St Kilda, and around the Esplanade. We came up with the bright idea of driving out to the end of St Kilda pier. The Mini could just fit between the concrete bollards that would have kept a larger car at bay.

After a couple of hours, it became very foggy, and I decided to drive back along the pier and every now and then we heard a splash. As I looked out of the side window, I saw a fisherman jumping into the water and then heard another splash. We could only surmise that they were jumping for their lives as they did not expect to see headlights coming from the end of the pier out of the dense fog. We slowed down to go between the bollards and, lo and behold, there was a police car waiting there. We thought we were in trouble. He just took one look in the car, saw the dishevelled state we were in, shook his head sadly and told us to be on our way and to never to do it again.

During the footy season, I used to drive home from Melbourne at the weekend to play football with the Caledonian Football Club. After a party one Saturday night, some girls who were attending Teachers College in Melbourne asked me for a ride back to the city. Late on Sunday night, the three girls and I headed off along the highway towards Melbourne. It was cold, the Mini had no heater at the time and they had brought along hot water bottles to keep warm. We were travelling through the Pentland Hills just before entering Bacchus Marsh and the Mini suddenly stopped for no apparent reason. While I investigated the problem, the girls went to a farmhouse to refill their hot water bottles while I found that the cam on the distributor had broken off which meant that the points were not opening and closing as they should.

Barry's cars (cont)

In the distance, I saw a private garage with the lights on, knocked on the door and saw that the owner was busy restoring an MG. I asked whether he had a spare set of points. He promptly handed me a set off the shelf, said they were free and wished me luck. Not long after, we were on our way again to the relief of the three girls. Bit sad – it would have been quite cosy if we had have remained stranded in the car until daylight.

Sometimes, when driving from Melbourne to Ararat, the engine would overheat, and I would have to stop and let it cool down. I had a new head gasket but didn't fit it until I arrived home and asked Dad for some help. I had had a hard Saturday night and slept in. When I woke up, Dad said he had already installed the new head gasket. Great I said, but then asked whether he had connected the little rubber bypass hose between the head and the engine block? What hose he said and after pointing it out he had to redo the head with some swearing under his breath about Pommie shit.

I worked in the Accounts area at the Department of Navy at Albert Park Barracks that has since been demolished to make way for the Grand Prix track. I usually parked the Mini in the adjacent streets next to the St Kilda railway line. One day in August 1968, I came out to drive home after work and there was no Mini to be found anywhere. I concluded that it was stolen, and I reported it to the South Melbourne Police.

About a week later, I received a notice in the mail that my Mini had been discovered parked on the corner of Park and Clarendon Streets, South Melbourne. My flatmate at the time and I arrived at the scene in his hotted-up Morris Minor and there was my Mini apparently undamaged but with heaps of parking tickets on the windscreen. I knew the thief would not have taken it far because it had little fuel, and the tank had a locking petrol cap.

I got in the car and noticed it had been hot wired and that my gauges under the dash had been stolen. As I started the car, I could feel something running down my leg. They had removed the oil pressure gauge by cutting the oil line. We crimped the oil line, started the car again and we were off down Canterbury Road that ran alongside the St Kilda railway line.

Before long, blue lights were flashing behind me and a policeman pulled me over and asked if I had any reason for breaking the speed limit. I said that the car was stolen and before I could finish my explanation, he noticed the Mini had been hot-wired. He asked me to step out of the car and immediately put me over the bonnet presumably getting ready to handcuff me. I struggled to reach into my top pocket and showed him the notice from the South Melbourne police station advising that my car had been found.

He looked at it and said I suppose you were just trying out the car to see if it was going OK? I nodded and he told me to be on my way but stay within the speed limit. At the same time, he was looking at my flat mate's hotted up Morris Minor which was burbling away parked just ahead of us. I thought he was going to give his car a roadworthy inspection but seemed to think better of it and told us to be on our way. Phew!!!

Late one Easter Monday in April 1970, I was returning from Stawell and just before I arrived in Ararat, I could smell fuel accompanied by a strange rattling sound from the engine. I worked out that a tappet arm on a fuel inlet valve must have been broken. As the valve was closed off fuel was pushing up through the carbie on to the windscreen. As it happened, I had to pick up my flatmate, Peter ("Dinga") Bell, for a ride back to Melbourne as we both had to be at work on the Tuesday. Pete hated being called "Dinga". The name's "Brutus" he would insist. Being late at night on a holiday, we had no way of fixing the problem and travelled all the way to Melbourne with fuel washing over the windscreen. Naturally no smoking was allowed and I wonder to this very day how we survived not being overcome with petrol fumes.

When I was completing my Economics degree at Monash on a part time basis, I had to borrow textbooks from the library and return them late at night or early the next morning to avoid paying overdue fees. Early one morning, around 2am, I was travelling down North Road towards Monash and the traffic lights at the intersection of North Road and Warrigal Road changed suddenly from green straight to red. The road was wet, and I slammed on the brakes and spun through the intersection and ended up facing the way I was going. To this day, I wonder how I did not hit any of the median strips at the intersection and luckily there was no traffic that early in the morning at what is usually a busy intersection.

Barry's cars (cont)

One Saturday night, we were at the dance in the Ararat Town Hall. At around midnight, I was paged to the front and lo and behold there were three of my work mates from the Department of Navy standing there. They had been drinking at the Inkerman Hotel in East St Kilda, our after-work watering hole, and decided just for a laugh to drive to Ararat and catch up with me. Ross Dalton had driven his Peugeot 403 accompanied by Brendan Kelly and Dave Grinter. Before they left the Inkerman, they got a feed from the chicken shop across the road and as they were leaving Dave grabbed a raw chicken from the front window and stuffed it under his army great coat.

My brother, Alka, and his friends were going for drinks out the bush at the CRB depot and I invited Ross and co to come along. I urged them to follow my Mini closely as there were mine shafts in the area if you went off track. Well, Ross must have forgot that advice as he put the front of his Pug into a mineshaft damaging his radiator. We pulled him out and his car was still mobile but with a badly leaking radiator. *[Finally, a French car in Barry's story. Ed.]*

I mentioned that my Uncle Ken had a garage just outside of Ararat called McAdie Motors and with luck he might have a spare radiator out of a wrecked car. Then we settled down having a few beers and laughs in front of a small fire to keep warm. As it started to rain, we all retreated to our cars with our girlfriends except Dave. He was standing in the rain in his army great coat holding the raw chook by the wing over the fire. It was the same chook he had pinched earlier from the chicken shop in East St Kilda. I don't think he succeeded in cooking it, but he must have been really hungry.

The next day, I was driving down the main street of Ararat to play in a football practice match in Landsborough. I spotted Ross, Dave and Brendan drinking milk outside Olgivies Milk Bar. Ross said his radiator was fixed after visiting McAdie's Garage. They spotted a sign over one of the shop fronts that advertised Uncle Bill McAdie's stock and station agent business. They asked where they might be able to go and play billiards. I said that the shop down the street was still closed but that they could go around the corner to the VRI Hall and ask for a Bob McAdie. At this point, they burst out laughing as they thought that Ararat was completely ruled by McAdies.

One weekend, Dot and I were returning to Melbourne from Bendigo followed by Gub in his Datsun 1600. The engine blew but we kept going until it stopped just beside the Melbourne General Cemetery Engine opposite Melbourne University. I thought what an appropriate place to die. Gub said that all he saw was that we had disappeared in a cloud of smoke and gave us a ride. It turned out that a valve had dropped into one of the pistons and also took out the bottom of a spark plug. I retrieved the car and had the engine repaired and vowed then that it was time to buy a new car.

[By this time, Barry should have figured out that French cars were the way to go. So, what did he buy next? Answer in next month's newsletter. Ed.]

TO BE CONTINUED NEXT MONTH

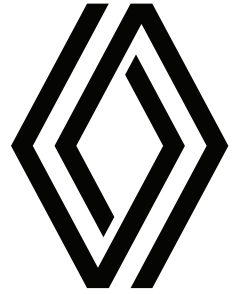


Barry's future wife, Dot, adorning his oddly parked Mini.

[Supposedly, no alcohol had been consumed – Barry says he was just trying to take an interesting picture. Ed.]

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1. Present

Lisa Molvig	Neil Sperring
Neil Birch	Mike Ford
Barry McAdie	Greg Francis
Leigh McEwan	Brad Pillans
Bill McNamee	Charles Birch
Joel Krewaz	

2. Apologies

Dave Rowell	Colin Handley
Pat Stone	Fred Cook
Ross Stephens	

3. Introduction

The meeting opened at 8.06 pm.
 Brad Pillans welcomed everyone to the meeting,

4. Minutes of the previous meeting

Motion: Brad moved that the minutes of the June meeting be accepted, seconded Joel.
 Carried.

5. Financial report

Our Account balance with Bendigo Bank is \$1,695.22, with three Term Deposits totalling \$15,198.42.

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

6. General Business

CACTMC report

The Stroke Foundation offered guest speaker. A Kambah community organisation asked for a car show in Kambah, Council agreed if they organise it, heard nothing since.

SDMA track owner has agreed to host a static car show by the Nissan club allowing demonstration runs of special Group A historic cars with the potential of resuming hosting Hill climbs and motorkhanas in the future.

Everybody who has had a car on the 60 day concessional from the start should now be on year 3 in their log book. The council has reminded affiliated clubs that only authorised Registrars can sign registration papers and the registrar must physically inspect the car each year.

Social

We had a good turnout for the run to Collector. Our Bastille Day celebration was at the Breizh Cafe in Ainslie, a bit disappointing that they had no decorations for Bastille Day this year otherwise quite enjoyable. Next French Car Drive is to Sutton on 25 August. See the latest FCT for full report.

7. Other business

The club's Marquee is stored in Greg's garage. Highlife Magazine requested ideas for a possible article on an interesting French car. Joel agreed to be contacted by the magazine.

8. Close and next meeting

The meeting closed at 8:29 pm. The next club meeting is scheduled for the Raiders Club in Weston, at 8pm on Tuesday 27th August.



MOST MAKES & MODELS

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