



French Car Torque

Magazine of the French Car Club of Canberra



March 2025



On the cover Citroens galore. Some of Bob Shackley's wonderful collection of restored and partly restored Traction Avant Citroens at The Shed. Image: Brad Pillans

FRENCH CAR TORQUE

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

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The French Car Club of Canberra website is at:
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02 President's Report

03 2024-25 FCCC Committee Who's who in FCCC

04 Calendar Club Events 2025

05 Local events Two before Ten Cafe

06 Local events End of summer BBQ

07 Classifieds For sale, wanted, parts and wrecking

08 National news Circumnavigation centenary

09 National news 2025 Renault Roundup

10 Reminiscing Barry's cars: more Fuegos

12 National Capital Renault

13 Minutes Meeting minutes Jan 2025

14 Shannons

Bonjour Francophiles,

February was a busy month for club activities, including the annual Wheels exhibition at Queanbeyan showground, a French Car Drive to Murrumbateman and an end of summer BBQ at The Shed.

A report of Wheels was in last month's newsletter but reports on the other two events were held over until this month – see Lisa's reports and pictures on pages 5 and 6.

As usual, the end of summer BBQ at The Shed was popular, with the tantalising opportunity to see Bob's Citroens and Colin's Peugeots too good an opportunity to miss for many people. Nothing too fancy from the chef (me) – good old-fashioned snags, with onions and sauce. This year I popped a few vegie snags into the mix, which seemed to go down well.

Meanwhile on the home front, our e-2008 is racking up low-cost kilometres, with 17,000 km in the 10 months since we bought it in the Peugeot EOFY sale last year. With a fast charger and solar panels at home, its mostly used as a town car, though we have taken it to the coast a couple of times.

When we purchased our e-2008, Peugeot was clearing the decks for more e-2008s to be imported. However, many car makers, including Peugeot, have backed away from EVs in Australia, opting instead for hybrids. The upshot is that the next 2008 to be sold in Oz will be a hybrid, joining the 3008 hybrid (already here) plus the 308, 408 and 5008 hybrids (coming soon) as the face of things to come. That apparently leaves just two EV models in Australia -the e-Partner and e-Expert vans (the e-308 is here now, but in run-out mode).

Looks like our e-2008 is destined to be a rarity for the foreseeable future!

Although we have driven our e-2008 on short trips (a few hundred kilometres) out of town, I don't find it as comfortable as our 508, which will remain our principal touring car for any long-distance travel. Speaking of which, I sat in the new 3008 hybrid recently, at McGrath Peugeot, and the seats are stunningly comfortable – even better than my 508, though we have no plans to replace the 508 anytime soon...

Our next club meeting for will be held at 8 pm at the Raiders Club on Tuesday 25 March, with dinner and drinks from 7 pm. I hope to see some of you there.

Au revoir,

BRAD

Brad Pillans, Club President

P.S. Where am I and what am I holding? Best entry wins a beret.



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CLUB EVENTS 2025

Calendar

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

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

27 April **French Car Drive**, members shed visit, Googong

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

22 June **Battle of Waterloo**, details to be confirmed

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

29 June **French Car Drive**, Wildbark Café, Mulligans Flat

13 July **Bastille Day**, Breizh Café, Ainslie

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

24 August **French Car Drive**, Goulburn

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

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

26 October **French Car Drive**, Café Stepping Stone, Strathnairn

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

1 November **French Car Day** at Telopea Park School fete, TBC

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



All French Car Day

Sunday 13 July at Silverwater Park
2025
From 9 am.
Entry Clyde Street East

DS – 70 years of innovation – 403

All French vehicles welcome
\$10 display entry, EFT available. Spectators free
Presented by the Peugeot Car Club of NSW Inc.
Subject to weather conditions:
peugeotclub.asn.au or aussiefrogs.com
Chris 0412 306 504 or Ross 0499 708 108
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French Car Drives in 2025

These occur on the 4th Sunday of even months (except December). If you have any other suggestions of places to visit in 2025, 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 Drive: 23 Feb Two before Ten Café, Murrumbateman

Lisa Molvig, French Car Club of Canberra

Our first drive for 2025 was brunch/morning tea in Murrumbateman. I haven't been to this town for a while and am surprised at all the recent development- new housing, schools and shops. The café and bakery are adjacent to the new primary school in Rose Street. We had 20 people in total, 12 from FCCC and 8 from Rover club.

There are two adjacent businesses (café and bakery) so those wanting a cooked meal were inside the café and those wanting pastries and coffee sat outside near the bakery. Service was very good, the manager worked very well to ensure our group was accommodated and served promptly. It is a popular business, and all tables were constantly in use. We will return there for a future social event



End of summer BBQ at The Shed

Lisa Molvig, French Car Club of Canberra

Thanks to Bob Shackley, Colin and Shirley Handley, for hosting our club meeting and BBQ at The Shed last month. Always a popular event, this time we had Brad managing the BBQ and members Chris F, Chris R, Leigh, Neil, Charles, Greg, Bill, Lawrie and Jane, John, Tony and myself in attendance. We explored the Peugeot and Citroen collections in the shed and were able to see a Citroen 2CV engine under restoration by Bob's team.



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

Citroen 1975 2cv 250 van

This LHD vehicle has been restored in France, including an engine upgrade to 602 cc. Such a delight to drive and has potential to be used as a marketing tool if sensitively sign written. \$22,500. Viewing in Moruya.

Contact Ian 0404 821 153 or thegamboli@gmail.com



Citroen 2cv 1983

One for the adventurer, boasting the Swiss conversion to 4WD and powered by a Visa engine., this vehicle will truly go anywhere and at speed. The Swiss conversion comes at a cost of \$10,000 and this 2cv is priced at \$20,000. Viewing in Bega

Contact Ian: 0404 821 153 or thegamboli@gmail.com



Citroen DS drive shaft

Contact Manfred: 0408 232 273



Peugeot 2008 SUV hybrid. Coming soon to a Peugeot showroom near you.

Circumnavigation centenary

Centenary of the first car (a Citroen) to circumnavigate Australia

Lisa Molvig, French Car Club of Canberra

In 1925 Nevill Westwood drove a 1923 Citroen 5CV, called Bubsie, from Perth around Australia in just under 5 months. He was a Seventh Day Adventist missionary and together with Greg Davies travelled clockwise around Australia, visiting Aboriginal missions. The car stayed in the Westwood family, mostly, and his son Ron inherited the car after his father's death in 1969. He restored the car in 1975 and then again in 2000 when he hoped to repeat his father's journey for the 75th anniversary. This didn't happen and the National Museum of Australia acquired the car in 2005. It has undergone conservation and remains in the national collection. For more information see [Citroën tourer | National Museum of Australia](#).

In 2002 Perth couple Tom and Lois Newsome set out to repeat this journey in another 1923 Citroen 5CV, called Matilda. They had some mechanical issues along the way but were helped by various Citroen enthusiasts along the way. But on Dec 2, 2002, the car was hit from behind on the Hume Highway by an inattentive driver and the car and occupants were seriously injured.

The journey was being followed by French car enthusiasts on Aussiefrogs Forum and a group from the South Coast branch of the Citroen Car Club of Australia repaired the car while Tom and Lois recovered from their injuries. See the story in this forum post and a WIN News story. [5CV 'Round Australia Progress | aussiefrogs - The Australian French Car Forum Since 1999](#)

Citroen enthusiast in Canberra were waiting for the car to arrive on December 2 2002 but had to postpone their welcome until January 14, 2003. I went to arrival point on the Federal Highway, near Majura Parkway intersection, together with representatives from Citroen Car Club of Canberra and Canberra Antique and Classic Club. We escorted the Citroen 5CV to Gulsons in Fyshwick for a welcome function as he was the Citroen dealer at the time. In the name of safety for this escort my yellow R12 wagon was "tail end Charlie" as it was a bright colour and the only car in the convoy with hazard warning lights!



Repaired Matilda arriving in Canberra in January 2003. Photo: Lisa Molvig

You may notice that the background of the photo I took on the day is quite smoky, it was just a few days before the 2003 Canberra bushfire disaster. Tom and Lois completed their journey safely back to Perth a few weeks later.

A post on Aussiefrogs Forum last year alerted me to another re-run being planned for the centenary of this achievement. This time it is being organised by the Seventh Day Adventist Church and will take a year. [2025 5CV Recreation of 1925 Nevill Westwood Lap of Aus? | aussiefrogs - The Australian French Car Forum Since 1999](#)

You can read about the planning, and funding, of this centenary recreation of the first around Australia drive by a Citroen on this website.

[2025 Mission Journey - Retracing Westwood's Trip - Right Around Australia](#)

Looking at their blog posts of the journey so far, it looks like they are only visiting SDA churches and schools. It also looks like the car is being transported in a covered trailer between appearances. So, the focus this time is not the achievement of the car but the missionary aspect of the original journey.

The Citroen Car Club of NSW have had small displays of Citroens from their club in Cooranbong and Windsor where the 5CV has been on show at SDA churches. So we may be able to arrange something similar when the car is in Canberra in early November. Apparently, they have a second 5CV which is fitted out for camping and off-road travel and has been used to create a movie about the original journey. The movie is due to be released later this year.

2025 Renault Roundup

Barry McAdie, French Car Club of Canberra

The annual Renault Roundup was held in South Yarra, Melbourne, at the historic Como Park on Sunday 23 February 2025. In all, there were around 70 Renaults and Alpines on display, so a magnificent turnout and all credit to the organisers of the Renault Car Club of Victoria. They even brought along their own portaloos attached to a stretch Mercedes. It was great to catch up with fellow Renault and Alpine enthusiasts.

A viewing of the display by Rodney Apcar, my navigator in Targas, is on <https://youtube.com/watch?v=YIRn-WRafHc&feature=shared>

Prize winners were:

Best in Show and Best pre-1980: Mike Neil- 1968 Renault 16TS – trophy donated by Shannons Insurance and DynoLog Dynometers

People's Choice: David Jenkins – 1968 750 – trophy donated by Brighton Renault

Best Renault 1980 – 2000: Peter Rusmussen- 1985 Fuego – trophy donated by Stuckey Tyres

Best Sporting Renault: Rory Stark- 1968 R8G – trophy donated by Berwick Tyrepower

Best Alpine: Rob Sealey Alpine A110- trophy donated by Alpine Affaire.



As you can see from the photos and youtube video it was a bright, rather hot, sunny day, but typical of Melbourne, the rain came just as the prizes were being awarded. So, I was out of there, on my way to Ararat to visit my sister and two brothers and to attend to some family business in my 2018 Alpine A110.



My cars and their stories. Part 9: even more Renault Fuegos

Barry McAdie, French Car Club of Canberra

Red Fuego YDX 52J

I purchased this car as a wreck from Mike Neil in October 2007. The motor had seized as someone had poured sugar in the tank and rocker cover. The internal fittings were in very bad shape. The right-hand front had poorly repaired damage. The exterior paint was badly faded. I completely rebuilt the car and had it fully resprayed by my friend in Bendigo. The Fondmetal mags from my written off white Fuego YCK 831 were fitted. It became my daily driver. I also fitted power steering.

Unfortunately, it did sustain damage to the right-hand front caused when I rear ended a car in Fraser and it also sustained damage to the right-hand side rear caused by my future son in law jack knifing my trailer. He fixed the damage and resprayed the total right-hand side.

Sometime later I had a call from a guy from Port Macquarie, who was interested in buying a Fuego and he said it must be a red one. I said that I had two red ones for sale, including the Turbo (see below). I met up with him and his wife at the Autoitalia car show and they came out to my place. He opted for this car as he wanted air conditioning that is not in the Turbo. I sold it to him on 9 July 2018. He subsequently on sold it for a lot more. A deal I missed out on by the look of it.



1984 red Fuego turbo YGM 36A

My latest Fuego acquisition was a rare 1984 Renault Fuego Turbo that was never sold in Australia. I purchased the car on 10/5/08 and imported it from NZ.



The car needed to be picked up from Port Kembla. I happened to mention it to my mate from Customs. He said we could drive up in his nice new Mercedes sports car and I readily agreed. When he arrived at my place, he asked what was on the agenda. I said that we would need to go to the port and then to NSW RTA to get a day permit to drive it back to Canberra. He said we do not need to go to the RTA, just grab a pair of number plates off one of your other red Fuegos and she'll be apples. No problems so off we went.

I drove the car out of quarantine at Port Kembla but then it needed some fuel as the fuel tanks are drained for shipping the car. We obtained the fuel and then proceeded to attach the number plates off one of my other cars. The front plate was no problem, but the rear plate could only be attached with some wires. Opposite the port where we had the car was an old industrial site and we started looking around for any wires that might be on the ground. We soon realised that we were trying to dodge several used condoms that were lying around!!! We eventually found some wires and attached the rear plate.

My cars & their stories (cont)

Prior to registration in Canberra, it was engineered to comply with Australia's ADRs that mainly involved inclusion of side intrusion bars and I put it on club registration. I had all the documentation on the car since it was new. When I got the car, I immediately commenced a full ground up restoration. This involved rust proofing the chassis and petrol tank with POR15 and a full professional respray in the original rouge colour in November 2010. All new shockers, brake discs, pads, ball joints and brake master cylinder were installed, and the BBS wheels were sandblasted, and powder coated. New Bridgestone tyres were fitted all round. Despite its high mileage, a test showed it still had very good compression (more than 150psi on each cylinder). Unlike the Fuego GTX, it had disc brakes all round. The gearbox was in excellent condition and a new clutch and clutch plate had been installed. I had the Turbo stickers from France that are normally displayed on the car but were removed due to the respray.

Nothing had been done to the motor apart from regular servicing like oil and filter changes and new spark plugs. I installed an oil cooler on the front radiator and a water/oil cooled Garret 25 Turbo which is more responsive. There was some minor wear on the driver's seat, but all the rest of the upholstery was in very good condition. I eventually sold the car to a Sydney buyer on 10/01/21.

All my Fuegos are gone plus all the spare Fuego parts and now have just Alpines – their story is in the next instalment.

[Sadly, that's the final instalment on Barry's love affair with Fuegos, particularly red ones. However, next month Barry reveals his next automotive love affair – Alpines. I see a trend here: as Barry gets older his cars get faster. The next step up is F1, Barry. Ed.]

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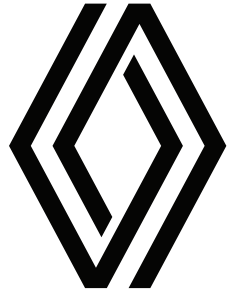
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March 2025

12



1. Present

Lisa Molvig	Neil Sperring
Greg Francis	Mike Ford
Neil Birch	Charles Birch
Leigh McEwan	Brad Pillans
Barry McAdie	Joel Krewaz
Ian Gamble	Bridgette Enders
Jim Taylor	Bill McNamee
Bryan Clark	Ross Stephens

2. Apologies

Colin Handley

3. Introduction

The meeting opened at 8.14 pm.
Brad Pillans welcomed everyone to the meeting.
It was noted that the date of the next club meeting
Has not yet been finalised – see Social Events.

4. Minutes of the previous meeting

Motion: Brad moved that the minutes of the
November meeting be accepted, seconded Barry.
Carried.

5 Matters arising from the October minutes

A review of public liability cover will take some
months to be conducted, commencing in 2025.

6. Financial report

Our Account balance with Bendigo Bank is
\$664.70, with three Term Deposits totalling
\$15,453.70. Neil Birch moved that the report be
accepted, seconded by Neil Sperring. Carried

7. General Business

Barry moved a motion to remove the Shannons ad
from the club newsletter and website because
Shannons financial support has not been received.
Seconded Brad. Carried

CACTMC report Famous Wheels

Famous Wheels 2025 (Famous Insurance Brokers are
sponsoring this event) on 16 February this year has the
following requirements on attendees:

A link to all details from CACTMC:

https://cactmc.org.au/cactmc_calendar.html

- The attendance sticker must be placed visibly on the
windscreen.
- \$5 fee per car if you pre book. CACTMC meeting
would be held in a week.
- Marshals were canvassed from the FCCC
- \$10 entry payment on the day. Exact money please.
- Clubs should get a 'captain' to sort territory early on
the day.
- Exhibitor entry from 7:30am to 9:30am.
- Gates close at 10:00 for 10:30 public entry. For safety
reasons no car movements from then 'till 1:00, which
will be the first opportunity to leave the event.

Pie Cart

The 'Pie Cart' is up for sale. It has been on display at
Kingston, Gungahlin Homestead and should be at Wheels.

Delegates should be the conduit for clubs to the CACTMC.
There is some confusion as to individuals approaching
CACTMC with issues not representing club business.

8. Social

Lisa highlighted:

- a good French Sounds of Summer event held at the
French Embassy On 1 December. Post rain the day
before, it was a very pleasant day
<https://frenchsoundsofsummer.fr/>
- The 15 December Christmas lunch at Hasset Park was
appreciated by attendees with the Crepe Van being well
patronised.
- The newsletter has social events included in the
calendar for 2025. More will be added as they come to
hand. Suggestions are still very welcome and can be
provided to Lisa via email or at the next FCCC meeting.
- The next social event will be at 10:00AM at the
2before10 café in Murrumbateman on 23 February.
- Next club meeting will be part of 'The Shed BBQ'. The
date will be finalised and emailed to members. Currently
it is set for Monday 24th February 6:00PM at Colin's Shed
at East Queanbeyan. To be confirmed.

9. Other business

Bill McNamee pointed out a substantial change in his
access to the Peugeot's Technical Services Box,
especially for later model cars. Stellantis have an
integrated PSA and Test system vital for Peugeot
electronic analysis on later model cars. Allowing access
to it is mandatory by legislation as requested by the
Australian Auto Service & Repair Association (AASRA).
However, small operators, like Bill seem to not to be
granted necessary access. It is vital for the ongoing
viability of Bill's business to support FCCC members.
FCCC exec to investigate a 'friendly' in Stellantis to
provide access to a solution for Bill. Joel to respond.

Bill reminded those with Peugeot engines with a wet belt
(Purtech and Ecoboost engines?) Including Peugeot
108, 208, 2008, 308, 3008, 5008? Should your car have
a wet belt it is recommended to get them checked as
some are prone to early failure for a number of reasons.
Early detection is a must.

- Greg provided a contact he has successfully used for
bodywork repairs, paint, scuffs, scratches and
headlights. Chad Cotton can be contacted on 0406 142
843 (email: autocolours@hotmail.com) He can also be
found on Facebook. A recommended resource for
those hoping to sort their car's bodywork.

9. Close and next meeting

The meeting closed at 9.05 pm. The next club meeting
is scheduled for 6 pm Monday 24th Feb. a Colin's Shed,
East Queanbeyan/ To be confirmed by email.



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March 2025 14