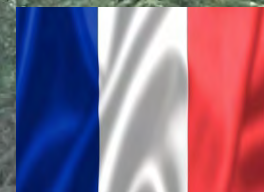




# French Car Torque

Magazine of the French Car Club of Canberra



September 2025





**On the cover** Looking pleased, Jeanette Pangallo with her much-loved 1958 Renault 4CV after passing its rego check for another year on club plates. Image: Brad 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,

It has been 5 months since John McGrath Auto Group dropped the Peugeot franchise in Canberra, and I have yet to hear any news about a potential replacement. Canberra was a strong market for Peugeot over many years, so it seems anomalous that Canberrans must now travel to Wagga Wagga, Nowra or Sydney to buy a new Peugeot. Needless to say, I remain hopeful that Peugeot Australia will bring the marque back to Canberra.

I was recently contacted by Greg Kennet, who is not a club member, but who had purchased a Peugeot 3008 GT from McGrath Peugeot, before they shut up shop. He was seeking advice on where he might get the car serviced, so I went through a few options, most of which he was aware of. However, Greg had been in touch with a workshop in Fyshwick called European Garage, run by Dean Hayes, and he ultimately decided to give them a go.

According to Greg, his service experience at European Garage was excellent, including a free loan car and a post-service clean. Their website lists Audi, BMW, Mercedes Benz, Mini, Renault, Porsche, Skoda, VW and Volvo as marques that they service, but I gather that Dean Hayes is a bit of a Peugeot man himself. It sounds like Greg's 3008 was in competent hands!

Speaking of Peugeot servicing: The service sticker on the windscreen of my 508 says that the next service is due at 175,000 and so, having reached that distance on the odometer, I duly booked it in with Bill McNamee. However, I should have checked the service book and receipts for the last service which had been done at McGrath Peugeot – it turns out that McGrath completely mucked things up, including mis-stamping the service book and getting the service interval wrong. They had done a service at 165,000 and the next service should have been at 180,000, so the sticker was wrong. I will make another booking with Bill McNamee in a couple of months when I have done the requisite number of kilometres.

Meanwhile, with a bit of help from Colin Handley and Bill McNamee, I have been fixing a few things on my Peugeot 404, which has lain idle in the garage for a few years. First step was refitting the reconditioned brake booster and topping up the brake fluid – no leaks evident, so that was good news. Then we drained the petrol tank, refilled with fresh fuel and tried to start it. Turns out that the fuel pump was cactus, so I ordered a new one online.

The good news is that the fuel pump has arrived and is ready to install. The bad news is that when I topped up the radiator it leaked – looks like a crack in the radiator body, so that will need to come out for repair. One step forward, one step back, but getting there...

My 404 was one of two that I owned in New Zealand – both NZ assembled, the same colour and with consecutive engine numbers! The one on the right is the one I brought to Australia. The one on the left had been repainted after a major front-end accident, which is why the paint is not faded, and it has a different grille badge – but the one on the right was the better car.



Our next club meeting for will be held at 8 pm at the Raiders Club on Tuesday 23 September, with dinner and drinks from 7 pm. I look forward to catching up with some of you then.

And a quick reminder, our club AGM will be held next month.

Au revoir,

**BRAD**

Brad Pillans, Club President

# 2024-25 FCC COMMITTEE

## President

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Brad Pillans



## This month's quiz question:

Where was the picture taken? Hint: that's a US Navy helicopter in the left foreground. First correct answer wins a beret. Reply to: [brad.pillans@anu.edu.au](mailto:brad.pillans@anu.edu.au)



# CLUB EVENTS 2025

## Calendar

**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 **AGM**, 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, 10 am to 3 pm, with bump in from 9 am.

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

**7 December** **French Sounds of Summer** at the French Embassy  
Details to be confirmed.



Club display at French Sounds of Summer, December 2024, in the grounds of the French Embassy. Photo by Brad Pillans



**French Car Club of Canberra**

Display Times  
**10AM TO 3PM**  
Bump in from 9 am

## FRENCH CAR DISPLAY

**SATURDAY, 1ST NOVEMBER 2025**

*La Grande Fete*

*Telopea Park School. Barton.*

**CONTACT**

club@fccoc.com.au  
<https://fccoc.com.au>



### French Car Drives in 2025

These occur on the 4<sup>th</sup> 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](mailto: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](https://www.cactmc.org.au/cactmc_calendar.html)

# Greg Francis steps down as President of the ACT Council Of Motor Clubs (CACTMC)

Brad, French Car Club of Canberra

Long time French Car Club of Canberra member, Greg Francis, has received plaudits from his successor at the ACT Council of Motor Clubs, after serving as CACTMC President for the past two years.

In an open letter to all affiliated clubs of CACTMC, incoming President, Paul Hrynko, praised Greg for the significant achievements and legacy of his presidency. An extract from that letter is reproduced here.

I can only echo Paul's words when I say that Greg did a fantastic job at the helm of CACTMC. In stepping down, Greg cited health reasons and on behalf of the French Car Club of Canberra, I wish him a speedy recovery.



Greg, looking very presidential, at the 2025 Battle of Waterloo.  
Photo: Ole Andersen



Council of ACT Motor Clubs Inc.

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web: <https://CACTMC.org.au>

September 2025

To all CACTMC Affiliates,

Welcome to all Affiliated Clubs of the Council of ACT Motor Clubs, with (CACTMC) from the new President of CACTMC.

I would like to congratulate and thank my predecessor, Mr Greg Francis, for his extraordinary efforts over the last two years as our President. Unfortunately, due to health issues, he was unable to continue, so on your behalf I would like to wish him well and all the best for the future.

During his two years as CACTMC president Greg was able to achieve the following:

- Assembled a highly functional and competent group of Delegates as the Committee;
- Co-organised two very successful Wheels events bringing in trade shows, vehicle dealers, Queanbeyan Markets and despite the unpopular decision to introduce entry fees;
- Managed the successful tender and sale of the Canberra Pie Cart;

Altogether, Greg has developed a significant legacy in just two years.

Your new committee is a mix of experienced and new members, with a lot of experience, and we see success in the future as we look forward to building a Council Executive who can lead our community into the coming decades.

I look forward to working with all of you to ensure the continuing success of the historic vehicle movement in our region,

Kind Regards,

Paul Hrynko

President, Council of ACT Motor Clubs Inc.

[President@CACTMC.org.au](mailto:President@CACTMC.org.au)

<https://CACTMC.org.au>



# 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](mailto:thegamboli@gmail.com)



#### Citroen DS drive shaft

Contact Manfred: 0408 232 273

#### 1962 Peugeot 403 motor

Complete in good condition \$500. Also 4x 16" wheels and old tyres with stainless steel trim - free.

Contact Peter Withington 0407 940 918 Batemans Bay area.

#### 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](mailto:thegamboli@gmail.com)



#### 1978 Citroen four speed manual Pallas 2400 sedan.

Mechanically faultless throughout. Maintained by one owner since 1991. No smash, body very straight. Exterior and interior need restoration. \$3,500. firm. Contact Ross (02) 6247 5345.

#### Peugeot 505 Familiale (7 seat wagon)

First Registered 1992. Acquired 2014 with intention of getting it back on the road; but that's never happened and becoming less likely than ever! VIN VF3551F8903245388. Driven into shed, but brakes and other things suspect so not used since. Have accumulated a range of spares which might be needed. Needs a home with less cars and more spare time. Price \$500 Very Negotiable. Paul Ballard, Cootamundra, 0419 973 822 or [westkinloch@outlook.com](mailto:westkinloch@outlook.com).



# CLASSIFIEDS

For sale, parts and wrecking

## Peugeot 307 XSE HDi touring

I wish to dispose of this car in the next couple of weeks while it is still registered. Date of manufacture, March 2007. One owner – me! I would be happy to part with the car for a nominal fee. I do not intend to sell it on the open market. The car is in reasonable condition with new clutch and battery, but the engine is not running well, and the particulate bag arrangement has failed. I have all registration, insurance and maintenance documents. I'd be happy to speak with anyone in the club who may be interested.  
Contact: Heath McMichael 0426 141 912



## Peugeot 203 ,403, 404

Second hand parts for sale  
Contact Colin Handley 0414 484 398

## Peugeot 505 STI auto sedan

Not going, sell whole or parts, cheap.  
Contact Neville at Bombala 0429 168 595



## Peugeot 504 sedan

White manual, aircon, GTi wheels, new tyres, no rust, very straight, interior very good condition, drives really well, \$7,500. Selling for owner who is unwell.  
Contact Geoff Boyd 0427 269 343.



## Peugeot 505/Renault 25 engines

Two 2.2 litre engines free to a good home; the same engine type, one from a P505 with high km, and one from an R25 with moderate km.  
Contact Matt 0427 275 038



# A rusty Peugeot 403 in NZ

Brad Pillans, French Car Club of Canberra

Although I lived in New Zealand from 1983 to 1993, I also spent much of 1975 and 1976 over there doing field research for my PhD thesis at ANU. Since it wasn't economical to hire a car for months on end, I bought one, then a second.

My first fieldwork car was a Triumph Herald – hard to believe I even fitted in, but I did. When the Triumph turned out to be a bit unreliable, I kept my eyes open for a backup, and that car was a Peugeot 403.

I first noticed the 403 in a front yard in Rotorua, just around the corner from a friend's house. It looked like it had been sitting unloved for some time, so I made enquiries. The sulphurous Rotorua air had taken its toll, so it had plenty of rust (and no carby). Ever the optimist, I think I paid \$100 for it. Finding a carby wasn't easy either, but I finally found one in a wrecker – not on a Peugeot, but on a Vauxhall.

The wipers were seized, and it needed a new battery, but I soon had the 403 ready for the road. The annual registration fee wasn't much, but getting a roadworthy certificate was going to be a challenge, because of the rust, so I drove it around for a while without a roadworthy (called a Warrant of Fitness or WOF). Since I was mostly driving on back country roads, the lack of a WOF didn't seem to be an issue, not for me, at least. However, in one country town where I spent a bit of time, a farmer warned me that the local cop was notorious – apparently, he had handed out so many traffic fines in his career that the police had to regularly move him around before the locals lynched him. Considering this, I was advised to go to a particular local garage, where the owner was sympathetic to the cause of rusty, but otherwise roadworthy cars. And indeed, he was!

The car was a 403A, with an overdrive top gear, and it drove beautifully at 100 km/hour. On one occasion I remember sitting behind a sports car – a British built Reliant Scimitar – being driven by a dapper looking older gent wearing a cap and driving gloves. I easily passed him on a long but gentle uphill climb, by dropping down to 3<sup>rd</sup> gear. The driver of the Scimitar looked crest fallen that his cool sports car was being passed by a rusty 403.



On another occasion I was passed by car full of Maori lads – a big American V8, hand painted in bright purple. The road was flat, and we were miles from anywhere, so I decided to stick on their tail. By the time my speedo needle had hit 100 miles an hour (it took a while), all eyes in the V8 were staring out the back window in disbelief.

When I finished my fieldwork, I sold the car to a friend who said he would not reregister it but use it on his farm. That turned out not to be the case, after I received a 'please explain' letter from Motor Registry – someone (not my friend) had applied to re-register the car and since I had not signed any paperwork to say I had sold it, I was still the legal owner. As it happened, before I could contact my friend, I spotted the 403 on the street, outside a corner store. At least it was a 403 with my number plates but looking much too presentable to be mine. I went inside the shop and located the driver (who I did not know). I said I would sign the car over to him, no questions asked, and that was that. He gave me his address and the next day I dropped the signed papers in his letterbox. I still have no idea whether he'd done a great restoration job, or the plates had been transferred to another car...

## My cars and their stories. Part 13: 1969 Alpine A110

Barry McAdie, French Car Club of Canberra

### CHALLENGE BATHURST

Challenge Bathurst in 2017 was certainly a challenge. Two friends driving Mazda MX5s and I were entered in the regularity event and the first day, Saturday, was very cold and raining. My first lap was somewhat daunting as my windscreen was fogging up going down Skyline at the top of the mountain being closely followed by a red supercharged Mustang. Down Conrod Straight I reached 170 kph but then the front end started to lift and I pitted.

While in the pits, I introduced myself to the driver of the red Mustang whose name was Johnny. He was very slightly built, and he said that his wife had died recently, and he went out and bought himself a brand-new supercharged Mustang. He said he was 89 years old!! We later got our lap times at the secretary's office, and his times were very fast for an old bloke. A reporter from the local paper visited me in the pits to talk about my car. He took some photos and made some notes. A friend of mine in Bathurst later told me I had made the Bathurst paper – what a surprise!



Miserable driving conditions at Bathurst as the A110 exits traffic



Barry leads a pack of chasing cars across the Skyline

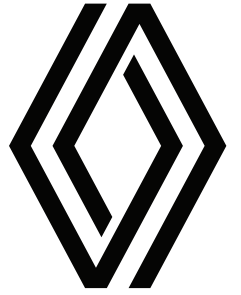
*I never had the chance to drive at Bathurst, but I did make the pilgrimage several times to witness the action from close range. My photo below shows the starting grid for the 1977 race, won by Allan Moffatt in the famous staged 1-2 finish with Colin Bond in second. Peter Brock had pole position but finished 4th – Ed.*





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September 2025

10

**French Car Club of Canberra Inc  
General Meeting, Raiders Club  
26 August 2025  
MINUTES**



### 1. Present

Greg Francis	Mike Ford
Leigh McEwan	Brad Pillans
John Hyslop	Joel Krewaz
Neil Birch	Ross Stephens
Linda Hyslop	Charles Birch
Colin Handley	Lisa Molvig

### 2. Apologies

Neil Sperring	Bill McNamee
Bernard Wright	Dave Rowell
Barry McAdie	

### 3. Introduction

The meeting opened at 8.09 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 Neil.  
Carried.

### 5. Financial report

Neil reported that our account balance with Bendigo Bank is \$1,909.53, with three Term Deposits totalling \$15,711.59.  
Neil moved that the report be accepted, seconded by Colin. Carried.

### 6. CACTMC Report

Greg informed the meeting that he has resigned as President of the Council of ACT Motor Clubs but will remain as a French Car Club of Canberra delegate.

### 6. CACTMC report (cont)

Greg advised that as the sale of the Pie Cart has been concluded he can let us know that the Mercure Hotel Group has purchased the vehicle and that it will go on periodic display at Mercure venues. There is also the possibility of the vehicle being made available for other auto gatherings.

### 8. Social

French Car Drives: Lisa covered the trip to Goulburn. A combined outing with 8 FCCC members and 10 members of the Rover Car Club. Morning tea was had at Valerie's Sunroom Café at Gehl Garden Centre in Goulburn's northern suburbs. A very pleasant, and busy, café with abundant parking. Ian, a Goulburn Rover Club member had us to his shed. Ian had a very early Range Rover in for restoration in his very organised garage.

Lawrie Nock (DS owner) and Peter McCarthy (Simca Aronde owner) have invited us to their sheds for a visit in 2026. The **next French Car Drive** is to be on Sunday October 26<sup>th</sup> (10:00 AM) to the **Strathnairn Stepping Stone Cafe**.

### 9. General business

Peugeot Club NSW Blackheath Worm drive day: Sunday 21 September 2025. Those owning or have an interest in 203s to 404s are welcome.

Newsletter: Brad thanked members for their contributions.  
Annual General Meeting: to be held at on 28<sup>th</sup> October at 8 pm. Brad noted that he had been club President and Newsletter editor for some years and encouraged members to consider whether they would like to take on either of these roles.

### 10. Close and next meeting

The meeting closed at 8.51 pm.  
The next club meeting is scheduled for the Raiders Club in Weston, at 8pm on Tuesday 23<sup>rd</sup> of September, with dinner at 7 pm. All welcome.



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