



French Car Torque

Magazine of the French Car Club of Canberra



June 2026

Cover Page:

A 'Jaune vif' Renault 17TS owned by club member Matt Dennis. Thanks to Ole Andersen for the photo.

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Bonjour Francophiles

My wife, Sue, has recently taken her e-2008 on a road trip to Melbourne, via Mildura. A long way to Melbourne, I know, but when you want to visit family and friends in both places, then that is how it is. She bravely chose to drive to Mildura in one day which at just over 800 km is a long day's drive, made even longer by a troublesome charging station in Wagga that added an extra hour. Plus, the days are short at this time of year, so despite leaving at 7 am, she reached Mildura well after dark.

With still no Peugeot dealer in Canberra, Sue also chose to have her car serviced in Melbourne. She says she highly recommends the service at Bayside European.

Sue's Mildura-Melbourne trip overlapped with the Battle of Waterloo event, held here in Canberra on Sunday 21 June, so she was unable to reinforce the French ranks. However, despite not winning the battle (we were outnumbered by 71 British to 28 French vehicles), we did win the trophy for the best club display on the day.

In last month's newsletter I invited readers to identify the make and model of a rusty wreck in Namibia. Although it looked like a 404, I thought it could be a Morris Oxford. After consulting with a 'brains trust' of British car club members, Paul Ballard reckons it could have been one of the "Big BMC Cars" (Austin Princess, Wolseley 6/110 or similar), rather than a Morris Oxford or any of other "Big 4" or "Small 6" BMC cars designed by Pininfarina. "If the aspect ratio in the picture is correct, then the boot is too long", says Paul.

According to Paul, back in the day, there was a story going around about these Farina designs. Supposedly, three manufacturers (Peugeot, Fiat & BMC) managed to keep their new models under wraps until it was too late to change, and there was significant discomfort when all three discovered they had paid for what was, essentially, the same design – to the extent that there was talk of taking legal action against Farina. However, as that plot developed, the Italians pulled out because they didn't want to take action against an Italian business, the French pulled out because they didn't want to admit they had been conned, and BMC (who were "always" broke) couldn't afford to go it alone! True or False? No Idea!

Our club meeting this month is at the Raiders Club on Tuesday 23 June at 8 pm, with dinner and drinks from 7pm

Au revoir,

BRAD

Brad Pillans
Club President



2025-2026 FCC COMMITTEE

President

Brad Pillans
30 Aspen Rise, Jerrabomberra, NSW, 2619
0427 662 112
brad.pillans@anu.edu.au

Vice President

Colin Handley
4 Bains Place Lyneham ACT 2602
0414 484 398

Treasurer

Neil Birch

Technical Officers

Bill McNamee
15 Finlayson Pl Gilmore 2905
6291 6495, 0419 279 811
mcnamee@amorphous.com.au
Barry McAdie
bardot@iinet.net.au
0415 907 614

Magazine Editorial Committee

Brad Pillans
Lisa Molvig

Membership Secretary

Barry McAdie
bardot@iinet.net.au
0415 907 614

Web Page Editor

Leigh McEwan

Social Secretary

Lisa Molvig

Public Officer

Barry McAdie

Delegates to CACTMC

Greg Francis
Neil Sperring
Ross Stephens

Club Registrars

Lisa Molvig
reno1338@hotmail.com
Brad Pillans

Secretary and Magazine Editor

Joel Krewaz
gjoelsk@gmail.com



Citroen always had a novel design flair. Back in 1972 Citroen commissioned this GS Camargue — a futuristic French concept car, which was created by Bertone based on the Citroën GS platform. What could have been.

CLUB EVENTS 2026

Tue June 23

French Car Club of Canberra – monthly meeting

7:00 pm - 9:00 pm, **Raiders Club**

1 Liardet St, Weston Creek, ACT, Australia

Sun June 28

French Car Drive to a fine antique furniture restoration workshop

French Car Drive to a fine antique furniture restoration workshop, Fyshwick Patinations Conservation Services - Patinations, Unit 4/157 Gladstone St Fyshwick. Arrive at 10am for a 1 hour tour

Wed July 15

Bastille Day, Breizh Café, Ainslie

Date and details to be confirmed.

Tue July 28

French Car Club of Canberra - monthly meeting

Sun August 23

French Car Drive – Morning tea at a Station Stop Café in Weston Park

August 23 @ 10:00 am - 12:30 pm

Weston Park, Station Stop Café - Yarralumla Play Station

Tue August 25

French Car Club of Canberra – monthly meeting

August 25 @ 7:00 pm - 9:00 pm

Raiders Club 1 Liardet St, Weston Creek, ACT, Australia

Rent a Duck

Should you find yourself in France, as people do, and you wish to turn your trip into a genuine holiday, you can..... wait for itrent a Deuche.



You too can buzz around Routes départementales gripping a small thin steering wheel and scraping the doorhandles on corners.

If you find yourself en Provence, plan to wind up a 2CV and try and blow some petals off of Claude Monet's flowers at Giverny.

<https://uk.destinationluberan.com/page/oh-my-deuche---en+57077.html>

CLASSIFIEDS

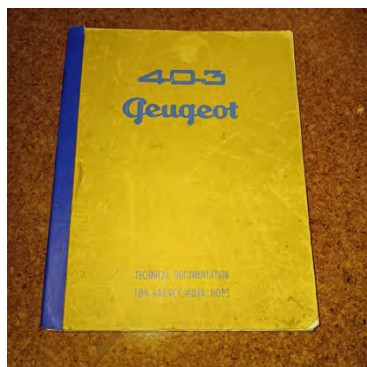
For sale, parts and wrecking

Hubcaps – Peugeot

Three early Peugeot hubcaps for sale, \$15 each.



Genuine Peugeot **workshop manuals, spare parts manuals, technical bulletins** for P203, P403, P404, P504, P505.



Many to choose from. Contact Lisa via email reno1338@hotmail.com for details.

Example photo.



Pair of **retro COBO fog lights**. Clear reflector, yellow globes. 6 inches across, 4 inches high. Excellent condition, untested. \$100 pair. Contact Lisa via email reno1338@hotmail.com.



Retro driving/fog light. Narva (?). 7 inch diameter. Slight deterioration on edge but reflector is unblemished. Not tested. \$50. Contact Lisa via email reno1338@hotmail.com



Three car covers, 2 medium and 1 large. Make an offer. Contact Lisa via email reno1338@hotmail.com

Of donkeys and quadricycles

Our much-travelled foreign correspondents, my brother Rob and his partner Kate are currently holidaying in Greece and have spent several days on the islands of Hydra and Spetses where transport options are rather limited.

On Hydra, transport options are very limited, with no cars, motorbikes or even bicycles allowed - the only way to get around is by donkey, water taxi or on foot.

On Spetses, private cars are not permitted within the town limits, and common modes of transport include horse-drawn carriages, scooters, bicycles, mopeds, motorbikes and (of course), walking. This is the therefore the perfect place to own a Citroen Ami, because it is classified as a quadricycle, not a car.



The modern Ami, named after an earlier Citroen model that was produced between 1961 and 1978, is powered by a 6 kilowatt electric motor. It is manufactured at the Stellantis Kenitra factory in Morocco. The vehicle is just 2.41 m long and 1.39 m wide, with one motoring journalist describing being in an Ami as like being inside a Lego brick!

To keep costs down, the Ami uses symmetrical panels – the front and rear bumpers are identical as are the left and right doors, the latter meaning that the driver's door is front hinged and the passenger door is rear hinged (otherwise known as a suicide door, like the front doors on a Peugeot 203)



Depending on local regulations, its classification as a quadricycle often means that the Ami can be driven on a moped licence or without a full car licence. In France, it can be driven by teenagers as young as 14, and in the UK by 16-year-olds.

Brad Pillans (who would never fit in an Ami)

After the Battle



28 French contenders took on the might of 71 British chancers at the annual Battle of Waterloo in Canberra. In the crisp earlyish Sunday morning air, on the fields of Spain (Narabundah Spanish Club) a rolling sea of sharp, and sometimes rounded, metal saw the French vanquished, yet again.

Not for want of quality steeds, such as the beautiful 1923 Talbot Darracq parked in front of Barry's shiny blue modern Alpine A110.



Smoke drifted from the hard working fires of the Spanish Club's grills as hearty breakfast, and lunch fare was provided to all the, seemingly, somewhat aging soldiers.

Handshake to handshake verbal thrusting and parrying went on all day, a liberal flow of coffee and , it is rumoured, the occasional ale lubricated the arm wrestling.



A line of the most modern and respendent French hatchbacks, sadly, with their back to the wall this time.



Slightly older light horsemen (29 horsepower actually) 2CVs pushed up against the best (concourse contenders) the Morris Garages (MG) battalion that the British had to offer. With the British banners dangerously close to leadership encampment of the French.



The English elected the indiscreet yellow Citroën DS as the champion of the French.



A newcomer from The Orient (2CV Bamboo) was sharp looking and very welcome to the depleted French ranks. If a little green (insert eyeball roll here) to the contest.



This ivory Renault 16 made it through the battle with no injury to its resplendent carriage and colours.



And we had music...



This Armstrong Siddeley was judged the champion of the British by Brad Pillans and Ole Andersen



Matthew Jones's elegant Peugeot 203 held its own.

You can read Matthew's article on field dressing an ailing generator below.



The spoils that could be gathered by Brad and Barry, the trophy of the Best Club Display and a lucky door prize. A soothing skirmish victory on the day.

After the battle, the French Car Club of Canberra will focus on winning the peace. Cars to be serviced, restorations to be furthered and discussions about underdog strategy lay ahead of us.

Thank you to Leigh McEwan, Ole Andersen and Brad Pillans for their photos for this report.

À bientôt
Joel Krewaz



The author's pick of the British dragoons was this late model MGA 1600 coupe. Elderly but purposeful in its desert colours.

The MGA would only be beaten by the Bristol Coupe which, as it is the British Field Marshall, stayed well away from the action.

Regulating the Generator

Matthew Jones
(Peugeot 203)

Until the mid-1960s most cars were equipped with a direct current (DC) generator, or 'dynamo' to power the electrics of the vehicle.

In a DC generator, a commutator and a pair of carbon brushes mechanically convert or 'rectify' the alternating current from the generator's windings to give a DC output, whilst the voltage, current, and other functions are controlled by an electromechanical 'regulator'.

By the mid-1960s silicon diode rectifiers and transistorised voltage controllers became cheap and readily available and alternators, which utilise these solid-state devices, quickly superseded generators. Alternators are cheaper to make, lighter, smaller, more efficient, more reliable, and far more powerful than generators, and car manufacturers were quick to adopt them. By the early-1970's most new cars were equipped with an alternator instead of a generator and by the mid-1970s generators were a 'thing of the past'.

Due to the superior performance of alternators, the generators of many older cars have been removed and replaced with an alternator. Nevertheless, lots of old classics still retain their original generator. My 1956 Peugeot 203C is still equipped with a Ducellier 265C (17 Amp) generator, whilst my 1955 Land Rover has its original Lucas C39 (19 Amp) generator. If the generator, the electromechanical regulator, and the wiring loom are all in good condition then a generator is adequate for daytime driving and occasional night use. But, as Shakespear's Hamlet might say, 'there lies the rub'.

Most generators are robust and can be repaired and restored to good working condition even after decades of service (or neglect). Wiring looms can be repaired or replaced, but electromechanical regulators are a different story. These critical devices gradually wear out and no amount of careful adjustment can compensate for burned out points or badly worn mechanisms. The generator of my Peugeot 203 is in good condition and so is the wiring, but the original regulator was defective and gave a miserable output, and it was beyond repair.

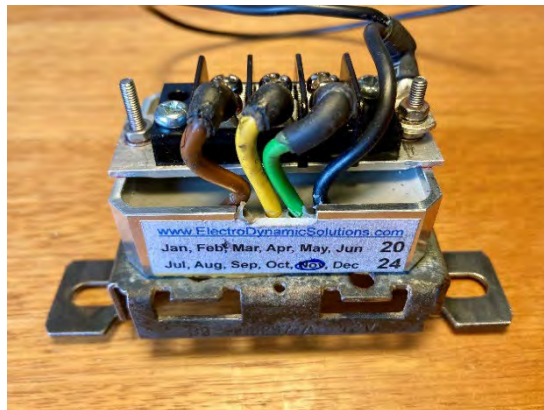
Fortunately, UK company [Electrodynamic Solutions](#) manufactures electronic regulators suitable for most English and European DC generators. Recently, I replaced the old regulator of my Peugeot 203 with an Electrodynamic Solutions DVR3 15 Amp electronic regulator (photo below shows an 11 Amp unit). The new electronic regulator allows the generator to deliver maximum output (15 Amps) at moderate RPM and, after the engine starts, the battery quickly climbs to 13.5 Volts and then to a steady 14.2 Volts. When the headlights are off the ammeter shows a charge even at idle, and with the headlights switched on the generator maintains strong charge and good voltage at moderate engine speeds.



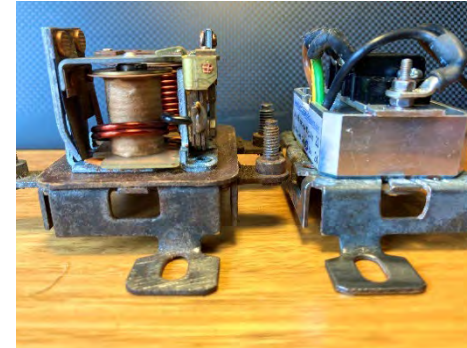
DVR3 electronic regulator for DC generators (12 Volt, negative earth, 11 Amp)

The electronic regulator was easy to install. I removed the coils and terminals from the base plate of a burned out Ducellier regulator and bolted the new electronic regulator onto the base plate with a terminal-block mounted over the regulator to ensure a neat and secure junction for the wiring.

No significant changes were needed for the wiring loom of my Peugeot 203, just repositioning a few wires to fit the new assembly. I cut a hole in the underside of the original regulator housing to accommodate the wires from the generator. The new assembly fits neatly inside the old Ducellier housing and is hidden from view so that the engine bay appears 'original'.



DVR3 electronic regulator and terminal-block mounted on Ducellier base plate.



Ducellier electromechanical mechanism (left) and DVR3 electronic regulator



Housing with cutout.



New assembly looks "original" in the engine bay

Matthew Jones



It's too hard to be the person your cat wants you to be.

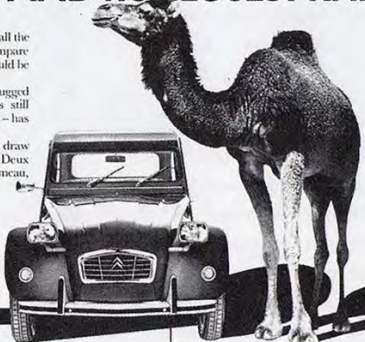


A COMPARISON BETWEEN THE CITROËN 2CV AND ITS CLOSEST RIVAL

Comparison advertising by car makers is all the rage, so we thought we'd have a go. Why not compare the 2CV with other cars, you ask? Well, that would be unkind. To other cars.

No, our nearest competitor – in terms of rugged transportation, economy, reliability, numbers still being built and generally endearing personality – has to be the camel.

So, gentle reader, compare carefully, and draw your own conclusions. When you see what the Deux Chevaux has to offer compared with Un Chameau, it's no small wonder the camel has the hump.



PERFORMANCE	2CV	1 CAMEL
Fuel consumption.	49.6 miles per gallon at a constant 56 mph (official French Government tests).	6 miles per kilo of thorny-bush at a constant 3 mph (unofficial Sahara tests).
Top speed.	68 m.p.h.	30 m.p.day.
Water consumption.	Nil (air-cooled engine).	5-7 gallons a day.
Suspension.	All-independent. Hydraulic shock absorbers. Very comfortable, even on long journeys.	Leave your fids teeth at home.
Seating.	4 very comfortable seats.	1 desperately uncomfortable seat.
Upholstery.	Hard-wearing vinyl.	Slightly fly-blown camel-hair.
Boot space.	Roomy: 9.3 cu. ft. Roomier: removable rear seat and front passenger seat.	None (luggage has to go on the roof rack).
Transmission.	Front-wheel drive.	A good thump on the backside.
Steering.	Rack-and-pinion ("Reassuringly responsive" – 'What Car', June 1975).	Rein-and-bit ("Inclined to back bite" – 'What Camel', June 1977).
Sunshine roof.	Yes. But this one closes too.	Yes.
Wheels.	15 in. fitted with long-lasting Michelin X radial tyres. If you have a blowout, use the spare.	Four legs. All tire. If a leg breaks, shoot the camel.
Price.	£1,599 (Delivery £48.60 and number plates extra).	For you, effendi, a youngish daughter, plus 1 cwt. of salt.

CITROËN 2CV

FCCC Meeting 26 May 2026

Present

Brad Pillans, Mike Ford, Barry Mc Adie, Charles Birch, Matt Dennis, Greg Francis, Leigh McEwan, Lisa Molvig, Ross Stephens, Neil Birch, Joel Krewaz.

Apologies,

Colin Handley, Neil Sperring, Bill McNamee.

Introduction

The meeting opened at 8:17 pm.

Minutes of the previous meeting

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

Financial Report

Working Account balance is \$1,788.84, with 3 Term Deposits totalling \$14,611.30.

Neil mention two items of interest, a notification of provision for the costs of the upcoming Battle of Waterloo (BOW) and anticipated affiliation fees for CATCMC.

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

cactmc.org.au – report:

The BOW was mentioned (Sunday 21 June) at the Spanish Club.

The Council confirmed that under the historical registration protocols, any affiliated club member can attend an event of any other affiliated club and record it in their logbook.

Affiliation fees are due in June.

Social:

Lisa mentioned the Battle of Waterloo event will require appropriate contribution from the club for the provision of

amenities including making food available to be purchased on the day.

Prizes on the day are to be scaled down and an appropriate donation from all clubs, including \$50 from us, will be made aiming for a \$500 total.

Motion: \$50 to the organising MG car club for this purpose. Joel seconded. Motion carried.

The club Marquee will be available. Volunteers are required for the pickup, transport and set up of the marquee. Volunteers, please advise Lisa.

Upcoming events include a visit to Fyshwick Fine Furniture on 28th of June and, in mid-July the Bastille Day Brunch at Breizh Café Anslie. Details to be advised.

General Business

Brad thanked Joel for getting the previous edition of the newsletter turned around given the one day window afforded on his return from family holidays in the Pacific Northwest.

Newsletter Contributions

A reminder that contributions are **always being sought and are welcome**.

All members would have a story or an experience, spotted a particular car, had a conversation with another enthusiast or simply want to showcase what they think other members would be interested in hearing. A photo and a short paragraph would be fine. An article if you can. Send it on to Joel or Brad at any time. They would be happy to follow up.

Close and NEXT MEETING

The meeting closed at 8:51pm.

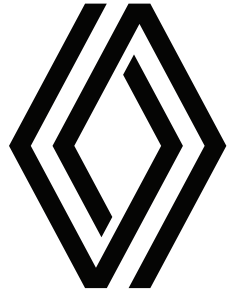
The next club meeting is scheduled for the Raiders Club in Weston, at 8pm on Tuesday 28th of June, with dinner at 7 pm. All welcome

https://fccoc.com.au/?tribe_events=french-car-club-of-canberra-monthly-meeting-29

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



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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.

June 2026

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