



French Car Torque

Magazine of the French Car Club of Canberra



July 2026

Cover Page:

A Renault 9 with Massey Fergusson tractor in rural Cyprus. The Renault 9 was never sold in Australia. Photo courtesy of Rob Pillans and Kate Bray, who visited Cyprus recently.

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Bonjour Francophiles

This month, Inchcape announced it would no longer distribute Peugeot in Australia. This follows hard on the heels of their decision to drop Citroen in 2024.

With distributor Inchcape dropping Peugeot from its portfolio, that leaves parent company Stellantis with some tough decisions: either they find a new importer, or take up the task themselves. Or, shock horror, they withdraw Peugeot from Australia all together.

While the final decision is being made, Inchcape have said that they will continue to support the sale of existing stock and handle warranty and servicing work for existing Peugeot owners during a transition period of 12 months.

One option would be for Ateco Automotive to take over distribution - they handle Stellantis brands RAM and Maserati, and handled Citroën imports for decades.

If no new distributor appears, Stellantis could add Peugeot to the other brands it imports locally – Jeep, Fiat, Abarth, Alfa Romeo and Leapmotor – though their sales are not exactly stellar.

On the bright side, there has been heavy discounting of new Peugeot vehicles this month, with bargains to be had for savvy French car buyers.

Steadily growing imports of Chinese marques, particularly EVs, has meant tough times for all other vehicle manufacturers – even market leaders Toyota. The old saying, “If you can’t beat them, join them”, comes to mind...

Meanwhile, back in Canberra, club activities continue apace, with Bastille Day celebrations at the Breizhe Café in Ainslie proving to be popular with members.

On the home front, Sue's e-2008 needed 4 new tyres and my 508 is about to get 2 new tyres after a recent rego check. The Michelin Primacy tyres on the e-2008 had travelled just under 50,000 km since Sue bought the car, new, in 2024 and we replaced like with like – not cheap (a touch under \$1500 including wheel alignment), but the Michelins come with a factory guarantee of free replacement if they get a puncture that can't be repaired. I have already benefitted from that warranty, a few years back, when one of the tyres on my 508 got badly damaged, at highway speed, by a large pothole.

This month's club meeting will be held at 8 pm on Tuesday 28 July at the Raiders Club in Weston, with dinner and drinks from 7 pm.

Au revoir,

BRAD

Brad Pillans
Club President



2025-2026 FCC COMMITTEE

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Renault has never been backward (pun intended) in automotive design. The Renault 900 Variant, a Ghia design by Sergio Coggiola was rear-engined, 6-passenger V8. Two other versions were commissioned. The surviving gold Ghia car can be found in the Renault Heritage Historical Collection, and you **virtually wander around it** here: <https://theoriginals.renault.com/en/projet-900>

BTW if you look for the steering wheel, the windscreen is on the left. **Article** here: [Renault Heritage Historical Collection](#).

July 2026

CLUB EVENTS 2026

Tue July 28

French Car Club of Canberra – monthly meeting

July 28 @ 7:00 pm - 9:00 pm

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

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

Sun 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

Sun 25 October

French Car Drive – Two Before Ten Café, 47 Rose St, Murrumbateman.

October 25 @ 9:00 am - 12:00 pm

French Car Drive. Two Before Ten Café, Murrumbateman

Homologation Specials



If you want to own a French classic car, but prefer one with a huge dollop of smugness, you cannot go past a Homologation Special. Amongst your peers at any 'Concours D'Elegance', you will be a class above, just by turning up.

This RHD Renault Clio Williams is up for grabs with a £ 30,000 estimate. Looking almost identical to its brethren but costing 10 times as much. Your homologation Renault, is incredibly rare and highly sought after, allowing you to use your string backed gloves to brush the dust of your lapel, at every club meeting.

You can bid here: <https://www.carandclassic.com/car/C2099547>

You can also read a more detailed homologation article below.

CLASSIFIEDS

For sale, parts and wrecking

Hubcaps – Peugeot

Three early Peugeot hubcaps for sale, \$10 each.



Genuine Peugeot **workshop manuals, spare parts manuals, technical bulletins** for P203, P403, 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



Two car covers,
1 medium Kenco Tyvek cover for outdoor use, \$30.
1 large indoor cover, \$80.
Make an offer.
Contact Lisa via email reno1338@hotmail.com

Le Festivals des Automobiles Française

Sunday 18th of October 2026

A **French Car Festival** will be held in **Victoria**, not far from Frankston, toward the Mornington Peninsula.

The program, including address, is at this link:

<https://www.pccv.org/wp-content/uploads/2025/10/FCF-program-2025-web.pdf>

Thanks to the Citroen car clubs in Victoria for sponsoring the event this year.



April 30th to May 3rd 2027

CitIn 2027
Citroëns in the Highlands
Mittagong NSW



All Citroens are welcome to the Annual CitIn

To **register** for [CitIn2027](#) please go to [this link](#).

Should you wish to join a pre CitIn run before going to Mittagong. A **southern run**, will take about 5 days heading off from Wangaratta and going through Sale and up the NSW south coast. Contact Andrew Shouksmith on 0404 080 683 or at shouky.aj@usa.net

A **northern run**, 3 days starting south of Brisbane but travelling through Armidale and Pokolbin will be taking place.

Contact **Victor** on president@citroenclubqld.org

Lisa Molvig



Our celebration of Bastille Day this year was a very popular event. We had a total of 22 people attending at Breizh Café in Ainslie. This café is a French style creperie with sweet and savory versions, plus pastries to satisfy all tastes.

People in attendance included Lisa, Barry, Leigh, Nick and Helen, Janette & Phillip, Paul, Wayne, Nick & Jo, Mike & Lorna, Karl, Joel & Doreen, Neil & Charles, Lawrie & Jane and two guests.



Many years ago, we would hold our French car day event around Bastille Day. This meant standing around in a carpark in freezing conditions displaying our cars. This indoor event was cosier, and we could eat our crepes in air-conditioned comfort.

But afterwards we did hang around the carpark to view the French cars in attendance:

Lawrie's DS Special 'Citronella' (above)



New members, Nick and Jo Drew's 2CV Charleston



Janette and Phillip's R16TS



(Lisa's own 'jaune vif' Renault R12 Wagon sporting a pair of period driving lights - Ed)

Afterwards Lawrie told us that his departure was delayed due to a flat tyre in 'Citronella' the D Special. Unfortunately they were last to leave, and no other club members were there to assist. But he was able to use the inbuilt Citroen tyre changing protocol, much to the amusement of others in the shopping centre.

Here Jay Leno shows you how.

<https://www.youtube.com/shorts/EXYyBusqjTM>

Quite the Bastille Day brunch out. Bonne Fête Nationale!

Cover Photo: Renault 9 in Cyprus



The Renault 9, manufactured from 1981 to 1988, was never sold in Australia. Named as European Car of the Year in 1982, it was the 4-door saloon counterpart of the Renault 11 hatchback.

Peugeot spanners

Lisa Molvig

Back in the day, your car came with a tool kit which comprised of some marque branded spanners. I have a few Renault spanners which I have found in antique stores over the years.



At the Battle of Waterloo event, Simon Hermes (Motobecane Mobyette owner) gifted me a set of Peugeot spanners. Thank you! He had acquired them at a recent meeting of the Vintage and Veteran car club ACT. There are 8 spanners ranging in size from 14 – 28mm

I have been trying to find out more about these tools, with little success. Using various search engines, I found a translation of the branding: Surpans is French for “on sections” which refers to a “flank drive” wrench which applies its driving force to the flats of a nut rather than the corners. Brevetes means patented.

Peugeot Freres translates to Peugeot Brothers and was the registered trademark from 1858, being used on the tools they made prior to cars. But Peugeot Freres wasn't used on cars. This set of tools look quite modern, so I am not sure about when they were made.



Does anyone know any more about these tools?

ALPINES FOR SALE

Barry McAdie



I have been a subscriber for some years to Mille Miles, the Alpine magazine. I have all issues up to the current issue number 174 except for issues 1 -7.

The text is in French but thanks to Google translate I can read articles of interest, particularly technical articles about how to fix Alpines. Unfortunately, such articles seem to have disappeared over the last few years.

The rear of the magazine contains classified ads for the sale of Alpines, including some sporting Renaults, as well as for spare parts and manuals.

The latest issue (No 174) contains numerous ads to sell over 100 Alpines of various models. Here is a short list of asking prices (Euros converted to \$A):

22 Alpine A110s \$112289-\$193653

33 Alpine A310s \$22783-\$138327

38 Alpine GTAs \$29293-\$81206

4 Alpine A610s \$53703-\$87878

6 Modern Alpine A110s \$89505 - \$123680.

Prices vary greatly according to each model's particular specification and condition.

What stood out for me is the asking prices for the original A110s and the large number of used Alpines that are up for sale. What do the French know that we don't??? Is it a switch to electric Alpines and Renaults?? If you watched "Foreign Correspondent" on the ABC on 21 July you would have seen how the Chinese are well ahead of the game in producing electric vehicles and that Renault is actively involved in China with one of the manufacturers. Renault clearly is betting on EV as the next evolution of automobiles, including the Alpine.

I recently drove a customer car provided by National Capital Motors whilst my 2018 Alpine was in for a routine matter. The customer car was a Great Wall Motors Haval hybrid and I must say I was impressed with its power and instrumentation (not so much its handling). Not that I will be going electric at all.

All 110 of the Alpines imported to Australia have been sold and were a limited volume import because it does not have side curtain air bags. So, a limited supply means prices of used Alpines are not far off what they originally cost on the road when you look at those on <https://www.carsales.com.au/>



Wikimedia Commons photo - [Thesupermat](#)



Barry at the wheel of his Alpine, arriving at the Battle of Waterloo, in June 2026. This one is definitely not for sale!
Photo by Ole Andersen

Homologation and Holy Grail

or why does this Greek word matter to French car enthusiasts?

What the heck is homologation?

The term 'homologation' originates from the Greek root *homologos*, meaning "to agree". It refers to the granting of official approval by an authority. You commonly hear it used in the context of automotive racing or manufacture to certify that a vehicle meets specific regulatory, safety, and technical standards before it can compete or be sold into the market.

Why is it interesting?

Car manufacturers, who go racing, are deathly interested in the details the governing bodies (like the FIA, the Fédération Internationale de l'Automobile, or the International Automobile Federation which has been based in Paris since 1904, that certify if a vehicle meets all technical regulations to compete in a specific racing series. Often, regulations require manufacturers to build a minimum number of street-legal versions of that car, known casually as "homologation specials."

Why do homologation specials matter?

Car enthusiasts will do anything, absolutely anything, to own one.

"Win on Sunday, sell on Monday" has been the catch cry of all marketing teams in the car industry since Peugeot sold the first production cars.

To do the 'winning part', car manufacturers firstly pick a race category they believe they can win in, then ask their racing departments to specify what they would consider as all the crucial engineering and mechanical items that the manufacturer needs to build into the production car in order to win that race series.

The manufacturer will then, usually, spend excessive money to build the minimum number of such cars with the racing 'goodies' built in. This is often done at great expense with the manufacturer taking the loss on the homologation cars but getting their money back on the "sell on Mondays" daily driver cars they sell. In other words homologation cars are ridiculously well engineered, don't make financial sense in their manufacturing and are rare, as only the minimum needed to comply are built.

Which French Cars are in fact homologation specials?

French car enthusiasts are fortunate. French manufacturers favoured rallying and touring car championships as target races. This influences their road-legal homologation cars, so they are lightweight, durable, superb handling, and often very cleverly redesigned from the economy cars they were based on. French Manufacturers built some of the most successful, purposeful and occasionally radical homologation specials ever engineered.

I also note that the definitions of specific models as homologation specials can be contentious. Every sporty car wants to be one.

The List of French H Specials:

- **Renault 8 Gordini** 1100 / 1300 (1964–1970)
- **Alpine A110 1600S / 1800** specifically 1970–1973.
Other 110 Alpines live in the halo of this model, and do very well thank-you.
- **Renault 5 Turbo** (Group 4) and "Cevennes" & "Tour de Corse" (1980) for Group B.
The standard road going Renault 5 Turbo had the goods, mid engined and turbo charged, however, the Cevennes and Tour de Corse competition packages had the strengthened competition bits to endure FIA Group B requirements.
- **Peugeot 205 Turbo 16** (1984) The ultimate French Group B rally weapon unleashed on the world and lasted 2 years in competition before Group B was cancelled. In that time, it managed sixteen victories, two manufacturer titles, and two driver titles between 1985 and 1986. The legacy is a homologation unicorn of 200 road versions made.



<https://commons.wikimedia.org/wiki/User:Alexander-93>

- **Citroën BX 4TC** (1985) Very quirky and aping the Audi Quattro, was not well sorted and embarrassingly unreliable. The cars were bought back by Citroen. 40 are thought to survive.
- **Renault Clio Williams** (1993) See page 3 for a picture. It was actually the Renault Clio S16 that was homologated but the shop dressing was the Williams name and colours to commemorate their Formula 1 success. 2,500-unit quota for Group A, and they were so successful, thousands more were made.
- **Peugeot 405 T16** (1993). An interesting case of applying a 4 wheel drivetrain to a warm sedan in order to allow Peugeot to use it to make ultra hot radical bespoke and very exciting race cars.
Climb Dance is award winning video, well worth watching:
<https://www.youtube.com/watch?v=UEuZG37qFdM>
- **Citroën Visa 1000 Pistes**. A micro H Special with 200 made to secure the 4 wheel drive system for competition in the sub 1.3 litre Group B class.
Yours for a mere 40,000 Euro.
<https://www.carandclassic.com/car/C1910667>

Affordable H unicorns,

- **Peugeot 106 Rallye** Phase 1 was Petite, had a bespoke 1.3 litre motor, bespoke gearbox, bespoke chassis, and, not an alloy wheel to be found.
<https://www.youtube.com/watch?v=T1xf1aUz8fE&t=23s>

\$20,000 for a clean one:

<https://www.carandclassic.com//C2078990>

- But, the weirdest oddity, and the cheapest French homologation special you can buy, is the...**Peugeot 206 GT (1999)**

In order to make the minimum FIA length, they glued on a weird, slightly awkward-looking factory body kit onto the standard 206GT. That's it. That is all they did to comply. Net result. 10,000 Euros for a good one and often a lot less. A historic oddity.



<https://euro-uk-motors.com/2024/05/27/peugeot-206-gt/>

Cars you thought were H Specials but are not:

- **Peugeot 205 GTI.** Great hot hatch, built as a production car and then went racing.
- **Peugeot 306 GTi6** or Rallye, uses a Peugeot Sport manufactured 6 speed gearbox, has 4 wheel steering, brilliant chassis, but were halo cars for the 306 range, and again, then went racing.
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-

- **Renault Alpines from the A310 on.** Great sports cars all.
- **Renault Cleo V6 Sport.** Mid-engined, had 2 series, and fantastic sports car.
- **Renault Sport Spyder** – Great track and halo car.

Now, when you wish to entertain someone at a bus stop, you can ask them to sit down, and entertain them with your view, of your favourite, French homologation car.

Fini

Joel Krewaz



How to look tough on a Peugeot scooter, Smith Street Collingwood in Melbourne.

FCCC Meeting 263 june 2026 Raiders Club, Weston

Present

Brad Pillans, Mike Ford, Barry Mc Adie, Greg Francis, Leigh McEwan, Lisa Molvig, Ross Stephens.

Apologies,

Colin Handley, Neil Sperring, Bill McNamee, Neil Birch, Joel Krewaz.

Introduction

The meeting opened at 8:09 pm.

Minutes of the previous meeting

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

Financial Report

Working Account balance is \$2,338.84, plus \$60 cash for three membership renewals (Flash Flanagan, Bob and Sam Edwards), and 3 Term Deposits totalling \$14,611.30.

Motion: Brad moved that the report be accepted, seconded by Leigh. Carried.

cactmc.org.au – report:

Ross and Leigh attended the June CACTMC meeting.

Dave Rogers has been given a plaque of thanks for 18 years service as the Registrar.

Ollie's Garage- now an affiliated council member.

Battle of Waterloo: request for marshalls on the day.

National Archives of Australia: Rear Vision- The Holden collection exhibition to Oct 11, 2026.

Upcoming events: Distinguished Gentlemen's Ride, Fish and Chip run to Batemans Bay, see website for details.

CRS logbooks: are to be signed at beginning of club financial year to confirm club membership. The 60 days private use starts at registration renewal date

Social events

Battle of Waterloo: June 21: attendance was down on both sides, 28 French and 72 British vehicles. Chris Wells sent email to say that \$550 was donated by participating clubs and this passed on to the Spanish club; prizes were donated by local businesses; FCCC won best club display for diversity of cars and number of interstate cars attending; Lawrie Nock won best French car (Citroen DS "Citronella"); food and drink sale by Spanish club totalled \$1500 so they were pleased.

French car drive: June 28: Fyshwick- Patinations furniture restoration workshop.

Bastille Day: July 15 at Breizh Café, Ainslie.

French car day: Saturday 31 October at Telopea Park School Fete.

General Business

Barry has asked Shannons Insurance for sponsorship for BOW and newsletter advertising but no response.

Barry said that 34 membership renewals received to date, Lisa will send reminder via email.

Lisa showed Peugeot and Renault cycling team badges she recently bought and a Peugeot spanner gifted to her by Simon Hermes.

Lisa offered motoring related DVDs from her fathers' collection to those present, all gratefully received.

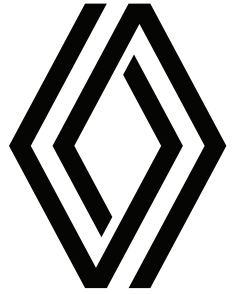
Close and NEXT MEETING

The meeting closed at 8:51pm.

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

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.

July 2026

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