



# French Car Torque

Magazine of the French Car Club of Canberra





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On the cover This 405 Mi16 Super Sprint could be yours. See the Classified ads on Page 9.

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(FCCC)

PO Box 711, Civic Square, ACT, 2608.

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Bonjour Francophiles,

Welcome back. I trust that you all had a safe and enjoyable Christmas-New Year break, even if some things were still not possible owing to coronavirus restrictions.

We finished 2020 on a high, with the French Car Display held at the Spanish Australia Club in Narrabundah, on Saturday 19 December. Despite the proximity to Christmas, we had a good roll-up of 19 vehicles, spread evenly across the three main marques, plus a beautiful 1923 Talbot Darracq. I would like to thank Chris Lander, manager of the Spanish Club, for enthusiastically supporting the event, including providing a BBQ. Event details are in Lisa Molvig's report later in the magazine.

Our first club meeting for 2021 was held in January, at the Raiders Weston Club. While numbers were down, it was a good opportunity to catch up after the break. Sadly, on the way to the meeting, in my 508, I was rear-ended by a 4WD ute, while stopped at an intersection. Bill McNamee was with me, and while the impact was quite hard, we were not injured.

Superficially, the 508 suffered little

damage, aside from some small dents and scratches. However, the subframe behind the bumper was bent and the boot was jammed shut. After exchanging details with the other (at-fault) driver, Bill and I continued to the meeting. On the way home, after the meeting, the boot lid popped open and could not be closed, so I continued on with the boot lid flapping in the breeze. The following day, I still could not close the boot, so I tied it down as a stop-gap measure. End result – the car was safe to drive, but could not be locked, so I will use it as little as possible until the necessary repairs are made.

After contacting my insurance company (CommInsure), I took the car to my preferred panel beater – Hume Body Works – who assessed the damage and submitted a report to CommInsure. They will need the car for a couple of weeks, once the parts (bumper and boot lid) arrive, but the big unknown is how long it will take to get the parts. We shall see...

Then, last week, our other car, Sue's 308, went to Bill for a major service (including timing belt and replacing a slightly leaking water pump), including a few days wait for the water pump to arrive. At this point I rang CommInsure again, to see if I could have a rental car while Sue's car was off the road. They then directed me to the insurance company (AAMI) of the other driver, who promptly arranged a rental vehicle to tide us over. The rental car was a Toyota Rav 4 Hybrid – pleasant to drive, but both Sue and I will be pleased to get our Pugs back on the road.

Unfortunately, my 508 will not be repaired before the Wheels exhibition at Queanbeyan Showground on Sunday 28 February, but I will probably bring it along so people can admire how



well the rear end engineering handled the impact. A gentle reminder for any other would-be attendees – don't forget to fill in the Wheels COVID sign-in sheet (page 7), which will be required to enter the showground.

Our club meeting this month will be a Fish and Chips night at Snapper, the café at the rear of the Canberra Yacht Club, starting at 6 pm on Tuesday 23 February. This is a fabulous outdoor dining area, where we can enjoy lovely late-summer, late afternoon views of the lake – if the weather gods are smiling on us, that is. The fish and chips will be paid for by the club, for all members who attend – you just buy your own drinks. Now that's a good deal!

Au revoir,

Brad Pillans

# 2020-21 FCCC 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

## Secretary

Neil Birch

## Treasurer

Paul James

## Technical Officers

Bill McNamee  
15 Finlayson Pl  
Gilmore 2905  
6291 6495, 0419 279 811  
fax 6291 4914  
mcnamee@amorphous.com.au

Barry McAdie  
bardor@homemail.com.au  
0415 907 614

## Magazine Editorial Committee

Peter Rees  
Allan Lance  
Lisa Molvig  
Chris Carder

## Membership Secretary

Barry McAdie  
bardor@homemail.com.au  
0415 907 614

## Web Page Editor

Mitch Jamison-Curran

## Social Secretary

Lisa Molvig

## General Committee

Lisa Molvig  
Richard Proctor

## Public Officer

Barry McAdie

## Delegates to CACTMC

To be confirmed

## Club Registrars

Brad Pillans  
Lisa Molvig





# CLUB EVENTS 2021

- 23 February 2021** French Car Club of Canberra: Club meeting, Snappers at the Canberra Yacht Club at 6 pm. Fish and chips will be provided. Drinks can be purchased at the Yacht Club.
- 28 February 2021** Wheels. Queanbeyan Showground. 10am - 1.30pm. See details in flyer on Page 6.
- 23 March 2021** French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston. Zoom facility will be available.
- 27 April 2021** French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston. Zoom facility will be available.
- 25 May 2021** French Car Club of Canberra: Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. 1 Liardet St, Weston. Zoom facility will be available.

# FRENCH CAR DRIVES 2021

These outings are held on the fourth Sunday of even months, an opportunity to take your CRS registered car on a longer outing and catch up with fellow French car enthusiasts.

Proposed plan for 2021, as long as COVID restriction stay at the current level for social meetings.

February 21                      Strathnairn Arts, Stepping Stone Café. 90 Stockdill Drive Holt. Afternoon tea, 2-4pm. On the edge of the new Ginninderry development, overlooking the Brindabella ranges. <https://www.strathnairn.com.au/facilities/cafe>

April 17                          Wheels of Wamboin- we decided to postpone trip to Braidwood planned for Anzac day and attend this event instead..

June 27                          Lanyon Homestead, explore this historic homestead and enjoy afternoon tea at the café

August 22                      Gunning, lunch at the Merino Café

October 24                    Hillbrook Hygge, afternoon tea at this Scandinavian café near Lake George

December 6:                  Christmas BBQ

Lisa Molvig  
Social Secretary  
French Car Club of Canberra

reno1338@hotmail.com

Calendar





# WHEELS

## 2021





### Queanbeyan Showground

**Sunday 28 February 10am – 1.30pm**

**All CACTMC affiliated clubs are invited to participate**

**Regional clubs welcome, please contact the organisers**

**Spectators, families all welcome**

**Entry by gold coin donation with proceeds going to *Technology for Ageing & Disability ACT***

For more information, contact:

**Bob Alexander:** [rjacgs@hotmail.com](mailto:rjacgs@hotmail.com)  
**Roger Amos:** [amosr@grapevine.com.au](mailto:amosr@grapevine.com.au)  
**Graham Waite:** [graham.waite@iinet.net.au](mailto:graham.waite@iinet.net.au)

Shannons Wheels is proudly supported by Queanbeyan Palerang Regional Council  
 Organised by the Canberra Antique and Classic Motor Club on behalf of the Council of ACT Motor Clubs (CACTMC)



## WHEELS 2021 COVID SIGN IN SHEET

One Sheet per Vehicle Please hand this in as you enter the Showground

	Club/Organisation Name	
	Names of All Occupants	Mobile or Phone Numbers
1		
2		
3		
4		
5		



## WHEELS 2021 COVID SIGN IN SHEET

One Sheet per Vehicle Please hand this in as you enter the Showground

	Club/Organisation Name	
	Names of All Occupants	Mobile or Phone Numbers
1		
2		
3		
4		
5		



# CLASSIFIEDS

## For Sale

### Peugeot 407 diesel sedan

407 Peugeot diesel sedan, 140,000km, needs some mech attention, \$2500. Warren Saunders 0418 641 306.

### Peugeot 203 station wagon

203 Station wagon 1954 sapphire blue and white 2-pack paint, redone interior, strong motor, reco gearbox and brakes. On full NSW rego. \$15,000. Reluctant sale, due to health, Keith 0405 388 602

### Peugeot 205 GTi

205 GTi, 1987, 260,000 kms 1.9 litre, naturally Aspirated 4 cylinder, 99% restored with a few spare parts to finish the job. Currently on club registration. Very much an appreciating investment. \$18,600. Contact: Riccardo 0413 103 302. Email: rrosadoni@stjohns.sa.edu.au



### Peugeot 407 HDi manual 2006

Peugeot 407 HDi manual 2006. 2litre hdi, rare 6 speed manual. Great condition and always well serviced. Good tyres etc. White Gold with tan/brown cloth interior. Just under 170,000kms. ACT Rego. Price negotiable, I want it to go to a good home. Email for more details and some pics or give me a call. Jim Taylor 0400 111 504 pug303@bigpond.net.au

### Peugeot 306 cabriolet

Series 1. 154,000 kms. 2 litre auto. Strong motor and transmission. Requires attention on several minor body issues: heating does not work, new elastics needed in the roof, tyres marginal. Offers. Cliff Carey. Evatt. 0403 242 584.



### Peugeot 203 sedan NEW

203, 1951. Original 38,000 miles. Matching numbers, Owned for 14 years. Distinctive dark grey, Re-painted re-upholstered. Re-wired. Registered, nothing to do but drive and enjoy. For sale in WA \$14,000. Barry, 0408 958 784.

### Peugeot 403 wagon

403 Peugeot wagon with 505 engine and running gear, needs interior and paint, \$4000 ono. View in Murrumbateman. Matt Baker, 0417 273 052.

# CLASSIFIEDS

## Peugeot 404 wagon

404 Wagon. Reluctant sale by third owner. Very good condition. No rust. \$14,500. Barry 0408 958 784.



## ACT Number Plate

ACT 3-digit number plate "408", has been in the Quinlan family since the early 1960s. We would be looking at offers around \$20,000 to \$25,000. Thanks and regards, David Quinlan, Pambula NSW. 0418 238 241 dat.quinlan@iinet.net.au

## ACT number plates 504 and 505

ACT number plates 504 and 505. I am considering selling them. I assume they would be of interest to you members ? Bill Arnold. 0419 491 919.

## Peugeot 405 Mi16 NEW

405 Mi16 Super Sprint Championship winning race car. Well sorted and reliable. New 2.2 litre engine, 195hp at wheels. Too many mods to list. \$23,000 ono. Also custom tandem trailer available separately \$4000. Both currently in secure storage in Melb. See photo on front cover of the magazine.

Please contact Jeff for further info and pics, 0438 106 430 or jrowles@alphalink.com.au.

## Wanted

### Peugeot 205 GTi armrests

Two armrests/door handles (interior) for 1988 205 GTi. Greg 0411 281 388.

### Peugeot 505 rubber door trim NEW

Can anyone help me find some 504 door rubber trims? See photo to right. Dean Fraught dmfaught@gmail.com



## Parts

### Peugeot 205 rear reflector

205 rear reflector. Brand new, still in original package. \$220. Greg 0411 281 388

### Peugeot 405 handbook and service book

Free 405 glovebox handbook and service book in wallet, Colin, 0414 484 398.

### Renault Clio 2003 5 door for parts NEW

Renault Clio 2003 5 door for parts

FREE · In Stock

<https://www.facebook.com/marketplace/item/253014856232101>

## Wrecking

### Peugeot 407 HDi's

Given my 2006 407 HDi is up for sale I'll be wrecking the spare cars I've acquired. Both have accident damage so things like lights may not be available. Otherwise 2 complete cars, both with black leather seats. Let me know if there is anything you need. Jim Taylor 0400 111 504 pug303@bigpond.net.au



## FCCC Social news -

### February

### Canberra French Car Day

In late 2020 we combined our French car day and Christmas BBQ into one event. It was held on the grassy area beside the Spanish Club on Saturday 19 December. The Spanish Club had a BBQ set up outside with a sausage sizzle.

It was quite a cool summer afternoon, but we had a good attendance of French cars and bicycles. Some members came just for the BBQ, others came to display their car, catch up with friends, to ask for advice on repairing/replacing hail damaged Citroëns, or to sell parts.

Nineteen cars were on display- 1923 Talbot Darracq, four Renaults (R25 Baccara, R12 wagon, Alpine A110, Clio RS Gordini), four Citroëns (C4 special, DS19, DS21 Pallas, 2CV), 10 Peugeots (508, two 205 GTi, 403, 504, 407 sedan and wagon, 306, 208 GTi, 205 cabriolet).

Two bicycles: 1975 Peugeot mixte (Lisa Molvig); 1990s Peugeot mountain bike (Chris Forsey).

Results of public voting:

Best Renault: Luke Drady (R25) and Phil Donrow (Clio Gordini) tied, Luke won on toss of coin.  
 Best Peugeot: Greg Francis (205GTi)  
 Best Citroën: Bruce McCubbin (2CV)  
 Best Alpine: Barry Mc Adie (2018 A110)  
 Best modern French car: Phil Donrow (Renault Clio Gordini)  
 Best outright: Greg Spackman (1923 Talbot Darracq)

#### Wheels 2021

Sunday 28 February at Queanbeyan Showground, from 10am to 1.30pm. Cars will need to be in place by 9.30am and you need to complete a sign in sheet and hand to marshals at the gate when you enter.

#### Renault 4CV Muster

This event will be held in the Yass and Canberra region during Easter, 2 to 5 April. If you are interested to attend any of their activities please contact me and I can send the program to you.

Lisa

## Targa High Country February 2021

Barry McAdie

Targa High Country is based around Mt Buller and Mansfield in Victoria's Alps and ran from 5 to 7 February 2021. It was a re-run of the event postponed from November last year due to ongoing complexities with COVID-19 shutdowns and quarantine.

This February, there were a total of 77 competitors competing on 16 stages over bitumen totalling some 266 kilometres – not counting the many more kilometres travelling between stages.

Rodney Apcar, my navigator from Melbourne, and I competed in the TSD Trophy class in my 1969 Alpine A110. Garth and Tracy Hoven from Sydney competed in the same class in their 2018 Alpine A110. Ted Mereweather and Jennifer Gillot, also from Sydney, competed in their 2007 Renault Sport F1 R26.

The weather on the Friday start was atrocious – windy, raining and cold. We were on pole for the start but ended up retiring about 700 metres into the first stage down Mt Buller because we could not see out of a badly fogged up windscreen and did not want to risk the car. Two people in a small car with no demister just didn't work. Two other cars retired for the same reason. So we immediately lost 700 points and were



On pole for the ceremonial start to THC.

out of contention.

We fared better on the Saturday. We were on pole again for the ceremonial start and ribbon cutting in front of TV cameras. We completed all stages and the car ran perfectly

except we had to install another battery en route. At Pizzini Wines, where all stopped for lunch, it was discovered that the alternator belt was slipping. When we reached the start of the last stage to go up Mt Buller, we found that our headlights were not working.

The marshalls let us proceed on the ba-





Winners are grinners Tracy and Grath Hoven second in TSD in their 2018 Alpine A11

sis that we fix the headlights for the Sunday stages. You are required to run all stages with headlights on for safety reasons. We could not find the problem and so we did not run on Sunday despite the great weather. I later discovered the problem back home and it was my fault.

Garth and Tracy in their 2018 Alpine came second in the TSD Trophy class which is basically a regularity event. Ted and Jennifer in their Megane came second

in the Early Modern Class 2 and 20th overall. So well done to the other participants competing in the Renault Alpine team and congratulations.

Rodney and I will be back for Targa High Country in November 2021 when hopefully it resumes its normal date. In the meantime, about 13 Alpines will be doing an Alpine Tour in March through the Victorian Alps. Even though my 1969 A110 is now running perfectly, I will be taking the new Alpine A110.



Ted Merewether and Jennifer Gillot on the podium with 2nd place in their Renault Megane in the Early Modern class



## How Citroën sabotaged Nazi trucks in World War II

Alessandro Renesis

When the Germans occupied France in 1940, they started sweeping the large factories, shutting down those that couldn't be useful, while forcing the rest to build equipment for them. Citroën had to build trucks. Obviously, they could not refuse but Pierre-Jules Boulanger, chairman of the Citroën at the time, hatched a brilliant plan to mess things up for the Nazis.

The details of Boulanger's plan were revealed in John Reynold's book "Citroën 2CV". Monsieur Pierre-Jules instructed workers to set about building trucks like the T45 and told them to set the oil level indicator a little higher than it should be, so that it would show more oil than it actually contained and the trucks would constantly run on low levels of oil. The German mechanics couldn't know that because the notch kept telling them the oil level was spot-on. Eventually, this would make the trucks would come to an unexpected halt, leaving the Germans stranded.

Drivetribe



Pierre-Jules Boulanger was chairman of Citroën from 1935 until his death in 1950.





## Canberra Transport Museum is taking ACTION to keep capital's public transport heritage alive

Jasper Lindell

7 February 2021

Take a retired ACTION bus for a drive around the streets of Yass and you'll be guaranteed to get some funny looks. The team behind the fledgling Canberra Transport Museum are well accustomed to the stares, scratched heads and confused gawks when people cotton on to the sight of an old Canberra icon over the border.



From a back lot in the NSW town, the museum's members are assembling a unique collection to keep the capital's public transport heritage alive.

"The way I explain it to people - because they do look at you funny when you tell them about it - it's just a bigger version of owning a classic car," museum director Joshua Cox said.

"If you want to buy a '60s Mustang, it's going to cost you three times what we pay for these."

The new star of the collection is Bus 717, an articulated Renault PR180.2 which entered service in 1988. Withdrawn in 2013, the museum recently rescued it from a

paddock where it had sat in original condition for the better part of a decade.

"Bar the mixed seat fabrics from when they've swapped seats out, it's pretty much as it was its



ACTION buses parked in Civic during a drivers' strike. Picture: Richard Briggs

entire service life. I think the only thing they came close to for renewal is in the last few years of service when they put MyWay in," Mr Cox said.

Another prized item in the collection is Brock Ginman's dinosaur bus, a Renault PR100.2 which since it first entered service in 1992 was emblazoned with a painted dinosaur skeleton and the legend: "Take ACTION ...

Museum treasurer Brock Ginman, president Zac Mathes, director Joshua Cox, and members representative John Tokaji with some of the ex-ACTION buses, currently parked in a yard in Yass, they'll be restoring to their former glory for a new museum site. Picture: Dion Georgopoulos



John Tokaji, Zac Mathes, Brock Ginman and Joshua Cox in the back seat of Mr Ginman's Bus 967. Picture: Dion Georgopoulos

conserve our fossil fuels.”

Mr Ginman feels the weight of responsibility to restore the bus and maintain a unique piece of Australian Capital Territory Internal Omnibus Network history.

“But it’s good. I’ve loved it for a long time. I actually arranged to hire it for my school formal,” Mr Ginman, who bought the bus from ACTION last year, said.

Just don’t ask about the fuel bill: “That’s 200 litres [a tank] and I haven’t done a full fill up,” Mr Ginman said. “I’ve put 150 litres in and that’s about \$170.”

“It’s an expensive hobby,” Canberra Transport Museum members’ representative John Tokaji said.

There’s the constant need for parts and tyres, while finding a storage site poses its own challenges.

Eventually, the museum hopes to secure a site in Canberra where the public can see the collection.

“It’s the biggest undertaking. It’s more of a pain than the vehicles themselves,” Mr Cox said.

“Because you’ve got to find somewhere big enough. Always preference undercover, because it’s quite a lot of money to repaint them every five years when they fade, and finding somewhere that’s central that people can get to. You wouldn’t bring people out here [to

Yass] because it’s too far. You’ve still got to stay in that tourist zone, but we will get there.”

In the meantime, the museum plans to run buses in this year’s Rise Above Cancer Convoy, offering tickets to ride along in the buses while raising money for charity.

Any talk of a motor-home conversion is sacrilegious at this museum, which wants the orange and blue buses - each with more than 2 million kilometres on the clock - driven long into the future.

“It’s very nostalgic. It wasn’t that long ago, but still the time after they’re withdrawn, they’re never to be seen again,” Mr Tokaji said.

“We’re trying to change that.”

The Canberra Times

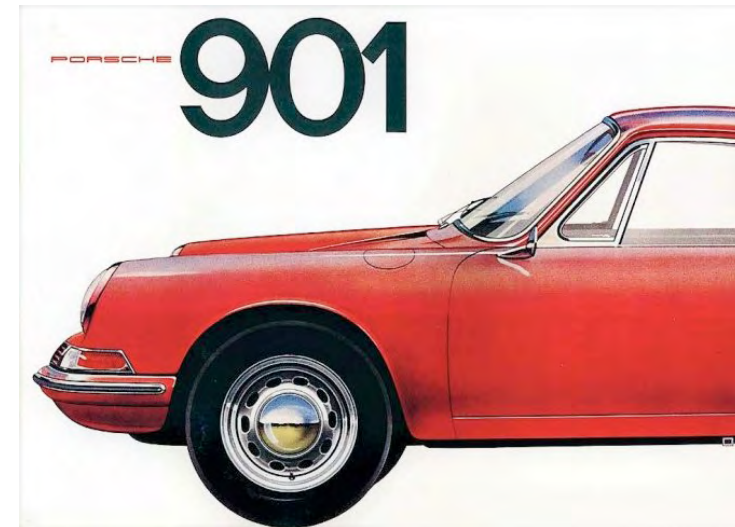
## Why Porsche lost its middle zero

For Peugeot it wasn’t simply business, it was personal, Bruno Vijverman explains on the Driven to write uk website.

Bruno Vijverman

It is well known that Porsche was forced to rename its 356 successor, the 901.

Peugeot legally secured the rights to model names with a zero in the middle in 1929, when the 201 was introduced, when Porsche showed the model at the Paris Salon in 1964 the Germans yielded to threats of legal action from the lion of Belfort. Instead, it chose 911 as the new model designation, re-





placing the badges on the entire production and the rest, as they say, is history. Or is it?

Because there is more to this than it would seem at first sight; the fact that other manufacturers such as BMW, Bristol and Ferrari marketed models with a zero in the middle for years without so much as a peep from Sochaux raises the question, why did Peugeot single out Zuffenhausen?

To answer this, we have to go back well over two decades before Porsche presented the 901 in 1963 at the Frankfurt Motor Show, to the dark days of occupied France during the second world war.

In June of 1940 France had surrendered to Nazi Germany and the new rulers quickly acted to utilise the French industrial complex in order to support the Reich's war effort. Together with Citroën and Renault, Peugeot naturally was among the prime candidates.

While Mercedes-Benz and Auto Union would assume control of Renault and Citroën respectively, an executive from Adler, Paul von Guilleaume, was assigned at first to take over the reins in Sochaux. The fact that a comparatively small manufacturer such as Adler was granted supervision of a far larger enterprise such as Peugeot was a result of a power struggle between the two larger manufacturers; Auto Union wanted Peugeot as well but was rebuffed by the German government which preferred a more balanced division of industrial powers.



Pre-war production of the 201 and 402.

From late 1940 onwards, Sochaux began producing vehicles and replacement parts in service of the German war effort.

Meanwhile, in KDF-Stadt, renamed Wolfsburg after the war, Ferdinand Porsche and Anton Piëch (father of Ferdinand Piëch) had their eye on Peugeot and would soon take advantage of their considerable influence with the Fuhrer to take control of Sochaux from Adler.

The KDF factory which produced the Kraft Durch Freude Wagen (by this time no longer for the German public as promised previously however but instead solely for military use) and also the Kübelwagen and Schwimmwagen, lacked something that Sochaux did have – a foundry. In February of 1943 Porsche and Piëch got their way. Von Guilleaume was out and Sochaux at their disposal. The



Peugeot factory henceforth produced parts in large numbers for both Kübelwagen and Schwimmwagen as well as for Focke-Wulf military aircraft. To increase production the foundry was enlarged, and prisoners of war added to the existing workforce.

Unsurprisingly, Peugeot's increased output for the benefit of Nazi Germany inevitably put it in the cross hairs of the allies: Sochaux became the target of bombing raids, of which the one of 15 July, 1943 did the most damage and killed 125 workers.

This event marked a tipping point; from what had up to that point been mostly passive resistance from the workforce turned into the active variety: sabotage. Arson in the tyre



# PORSCHE 901

Die Dr.-Ing. h. c. F. Porsche KG. hat mit dem Typ 901 ein wirtschaftliches und schnelles Automobil geschaffen, das unter Berücksichtigung der typischen Porsche-Linie alle Vorzüge der bewährten 356-Modelle und die langjährigen Erfahrungen seiner Konstrukteure und Versuchingenieure in sich vereint. Es ruht das gegenwärtige Verkaufs-Programm nach oben ab. Im Gewicht und Temperament dem Carrera 2000 GS ebenbürtig, in den Endgeschwindigkeitswerten ihn noch übertreffend, wird der Typ 901 die alte Porsche-Formel „Fahren in seiner schönsten Form“ von neuem beweisen. Dieses Modell stellt ein Optimum an Fahrkomfort, Straßenlage und Fahrbarkeit dar, wie es der anspruchsvolle Porsche-Kunde seit Erscheinen des ersten Porsche-Wagens gewohnt war.

Der Motor ist ein luftgekühlter 6-Zylinder-Boxer-Motor mit je einer obenliegenden Nockenwelle, bei dessen Konstruktion die Erfahrungen der Grand-Prix- und Sportmotorenentwicklung verwendet wurden. Die Kurbelwelle ist achtfach gelagert. Für die Bauteile wurde weitgehend Leichtmetall verwendet. Konstruktiv ist der Motor so ausgelegt, daß er im Rahmen seiner Entwicklungsstufen für Sportzwecke verwendet werden kann. Die beiden Nockenwellen werden, erstmals bei Porsche, über Ketten angetrieben. Für das Fahrzeug wurde ein neues Getriebe entwickelt, welches in seiner Funktion dem bisherigen gleicht, jedoch wegen des großen Geschwindigkeitsbereiches 5 Vorwärtsgänge besitzt. Die vordere Radaufhängung und Führung erfolgt durch unterliegende Querlenker und die beiden Stoßdämpfer, die Abfederung durch längsliegende Torsionsstäbe. Aufhängung und Führung der Hinterräder werden von Längslenkern übernommen, die über querliegende Drehstäbe abgestützt sind. Der Antrieb erfolgt über eine Pleuellagerung.



warehouse, blowing up part of the forgery and more; it became increasingly difficult for the German minders to supply the Nazi war machine.

D-Day and the subsequent re-conquest of an increasingly large part of France by the allies prompted the German occupying forces to take rear-guard action. In August 1944 the dismantling of the Sochaux factory of its equipment and stocks began, to be transported to Germany and distributed over the Third Reich's now ailing industrial apparatus.

Most of the remaining workforce was also moved to be put to work in Germany. On 14 November Sochaux was finally liberated, but the allies found the Peugeot factory completely stripped, with any faci-

ties and equipment that could not be transported destroyed, courtesy of Porsche and Piech. Jean-Pierre Peugeot and his workforce were as gutted as their factory.

With this knowledge it is not hard to understand that Peugeot had, to put it mildly, a bone to pick with Porsche, and seemingly used the zero-in-the-middle as a stick to hit back and exact some revenge.

Other car brands, even fellow-German carmakers BMW were left alone, since Peugeot had no personal animosity towards them.

It also explains why Zuffenhausen in turn retreated without making a fuss, as they perhaps understood that it was better to keep this unsavoury chapter of their history away from public view. Compared to what Nazi Germany did to Peugeot through Porsche and Piëch, the French firm's retaliation against Porsche may seem almost insignificant but it was the thought – a reminder of a partly odious and indelible past – that counted.

— Reprinted with permission, from driventowrite.com



Damage to the Sochaux factory after the bombing raid.







2020 French Car Day (Photos Lisa Molvig).





Barry McAdie left a door slightly ajar and flattened his battery. He was rescued by Peugeot. Greg's 205 supplied the jumper leads and Brad's 508 supplied the power. A good laugh had by all (except Barry of course.) He was ribbed mercilessly.





A 205 and 306 on display at the 2020 French Car Day (Photo Brad Pillans).





Daracq discussions at the 2020 French Car Day (Photo Brad Pillans).



## Compliance mystery solved

### Flash

The difference in the VIN stamped into the body and that on the compliance plate has been resolved. Motor rego at Queanbeyan were a big help as were Ogilvie's Garage here in Bungendore. Ogilvie's put in all the paperwork that they needed to do to the Compliance people as did the rego people.

A week or so later the rego people also gave me a copy of part of an email from their Compliance Section saying that as the 306 had been registered in NSW for the last 11 years the vehicle number stamped into the body, which is what their records showed, took precedent and the vehicle could be registered but that we as the owners would need to contact Peugeot Australia to have them resolve the discrepancy.

So I rang Peugeot, rego gave me the number to ring at Peugeot, and they suggested that I take the car to Allan Mackay Autos in Moss Vale. So I did, three times. One was to show them the problem and for them to contact Peugeot with their paperwork, two was to get them to take pictures from underneath and everywhere else to show it was not a cut and shut or a stretched limo or something and three a

quick trip to Moss Vale yesterday morning for them to fix the replacement compliance plate onto the car and destroy the old. While it was there they even washed the 306 before handing it back. We were impressed with Peugeot from my first phone call to fitting the plate took nine days or seven working days and Mackays were more than helpful too.

Now is all fixed and legal.

PS. While this was going on I found out that David Mackay had just retired and the business had been sold to the Walkley Group and Peugeot/ Citroën/Volvo that had been sold and serviced by Mackays are now just part of a Group that sells about 12 or 15 different brands. The service people though were still the same friendly, courteous and helpful people that I have dealt with before.

## Renault new car sales poised to switch to independent distributor

Joshua Dowling  
1 February 2021

French car maker Renault is poised to move to an independent distributor in Australia – after five years of continuous sales decline and the weakest result in almost a decade, CarAd-

vice understands.

Local representatives for Renault are yet to confirm the change in distribution, however an official announcement is believed to be imminent.

Renault cars will continue to be sold in Australia – and existing models will receive parts, service and warranty support – however the brand will be represented by the nation's largest independent vehicle importer, Ateco, which has been handling start-up and established brands since 1985.

It is unclear whether the existing network of approximately 60 Renault outlets nationally will continue to represent the brand, or if new dealers will be appointed.

Of note, Ateco helped deliver record sales in Australia for rival French brand Citroën between 1993 and 2013.

Renault returned to Australia in 2001 following a global merger with Nissan in 1999. After a peak of 11,525 sales reported in 2015, Renault has been in freefall in Australia ever since – and had reduced its model range to two SUVs, one hot hatch and three vans.

However, after 20 years of being sold in Australia under the umbrella of Nissan – and after a revolving door of local management changes – Renault has elected to appoint Ateco, which has previously represented French rival Citroën, among other brands. Ateco is Australia's biggest independent automotive distributor. When multinational car companies don't want to set up shop in a particular country, they appoint an independent agent.



In Australia, Ateco has represented brands such as Suzuki (1985 to 2000), Volkswagen (1988 to 1991), Audi (1988 to 1991), Citroën (1993 to 2013), Fiat (2002 to 2012), Alfa Romeo (1998 to 2012), Kia (2000 to 2006), Ferrari (2005 to 2013), Lotus (2011 to 2016), Maserati (2005 to present), Great Wall Motors (2009 to 2016), Chery (2011 to 2018), Foton (2013 to 2017), SsangYong (2012 to 2018), LDV (2015 to present) and Ram (2016 to present).

Renault first came to Australia in 1903 when 60 vehicles were imported, and the cars were assembled locally in 1964 in the Melbourne suburb of Heidelberg. After local assembly concluded, the brand was represented by various independent importers.

When Renault relaunched in Australia in 2001 after a five-year hiatus, the company boldly claimed it wanted to be the top-selling European brand locally by the end of

the decade. It never got close.

In 2010, Renault sold fewer than 2,000 cars. Leading European brand Volkswagen delivered more than 38,000 vehicles that year.

Data shows Renault sales in Australia have fallen

Year	Renault sales in Australia	Peugeot sales in Australia	Citroën sales in Australia	Vehicles sourced from France
2020	6904	2129	203	6216
2019	8634	2445	400	6759
2018	10,018	2838	494	7721
2017	10,812	3392	735	8181
2016	11,109	3129	965	7613
2015	11,525	4000	1106	7560
2014	10,014	4394	1307	6665
2013	7016	4413	1180	6148
2012	5011	5071	1702	7012
2011	3622	5220	1415	7074
2010	1907	5649	1603	7820
2009	2400	5744	1602	8817
2008	3191	7254	2703	12,101
2007	2909	8807	3803	14,761
2006	2860	8107	3507	13,787
2005	3301	7025	3005	13,452
2004	3354	7005	2400	No data
2003	3178	7309	2309	No data
2002	4565	6630	1705	No data
2001	1947	3542	1005	No data

Source: Federal Chamber of Automotive Industries. Country of origin data may include vehicles from other brands, and not all French-branded cars are made in France.



for the past five years in a row and 2020 was the weakest result in eight years – representing a 40 per cent decline compared to its peak tally of 11,525 set in 2015.

Other French brands have also continued to struggle in Australia.

Peugeot has posted three years in a row of sales decline – and its 2020 result was less than a quarter of its peak 13 years ago.

Peugeot's sister brand Citroën has been in reverse for six years in a row – and in 2020 posted its worst annual result since modern records were kept. Just 203 Citroëns were reported as sold in 2020 versus a peak of 3,800 vehicles in 2007.

Sales of cars sourced from France hit their lowest level in seven years in 2020, a tally that amounted to less than half the peak set in 2007 (see table below).

Amid the downturn, Renault reduced its range to two SUVs, one hot hatch and three vans, Peugeot currently has four cars and three vans, while Citroën is now down to just two small SUVs.

Since the arrival of French cars in Australia since the early 1900s, they have struggled to gain a foothold locally – even when certain models were manufactured here under licence in the 1960s.

While Renault returned to Australian showrooms in 2001, Peugeot and Citroën have been sold here through countless independent distributors over the decades.

However, official sales data over the past 20 years shows just how far French cars have fallen out of favour with Australian motorists – after showing some promising signs in 2007 in the lead-up to the Global Financial Crisis.

Caradvice

## Peugeot 205: best cars in the history of What Car?

Reviews editor Will Nightingale reckons the achingly pretty Peugeot 205 is the greatest car we've tested in our 47-year history – but do you agree?...

By Will Nightingale  
23 December 2020

On sale 1983-1998 | Number sold 5.3 million (worldwide)

The current regime at Peugeot must be sick to death of talk of the 205. Every car the French brand has launched since – good, bad or mad – has immediately been compared to this achingly pretty 80s classic. And I'm as guilty as anyone.

But anyone fed up with continual comparisons to the 205 would do well to remem-



ber that Peugeot's very existence today owes no small debt to this fabulous little hatchback. And if that isn't a good enough reason to vote it the greatest car of the past half a century, I'm not sure what is.

When the 205 first arrived in Britain in late 1983 – at a time when Peugeot had major financial worries – it made other small hatches of the time seem positively antiquated. And we're talking about the modest 'everyday'





versions of the 205 at this stage, like the 1.4 GR that picked up our overall Car of the Year award in 1984.

When we handed out the award we said:

‘The qualities that earn the Peugeot 205 our Car of the Year title are the traditional Peugeot values of comfort, civilisation and refinement. But the 205 itself is far from traditional, for by bringing much of the sophistication, smoothness and elegance of a bigger car into the competitive super-mini class, Peugeot has helped the small car come of age and [has] thus pioneered a whole new generation of ‘big’ small cars.’

The rival Fiat Uno, launched around the same time and another jolly fine car in its day, ran the 205 closest, ending up a respectable three points adrift in our scoring tables. But after that, the next best-in-class was the Polo and that was more than 40 points off the pace. That gives you some idea of just how far the 205 moved the small

car class on.

But it's all very well shining brightly for a short period back in the 1980s. Frankie Goes to Hollywood did that and I wouldn't be arguing they're the greatest band of the past 50 years. Nope, it's also the 205's longevity that makes it such a strong contender, something helped enormously by the GTi hot hatch that arrived in 1984.

First came the 1.6 GTi, which won our Sporting Car of the Year award in 1985



and 1986 and beat rivals like the Fiat Uno Turbo, Golf GTi and Renault 5 GT Turbo



along the way. Then in 1987 a new and more powerful 1.9 GTi snapped up the award and ultimately became the poster child for the 205 range to this very day. In fact, even when the GTi lost its Sporting Car crown in 1988 it was to something entirely different and vastly more expensive: the Ford Sierra RS Cosworth.

Had we had a designated Hot Hatch category back then, the 205 GTi's reign would almost certainly have been longer. Heck, in one of our group tests in late 1992 shortly before its demise, it even beat its eventual replacement, the Peugeot 106 XSi.

Which was actually the better GTi with the benefit of 33 years of hindsight? Well, that's still hotly debated, although my vote





goes to the 1.9 GTi. Sure, it had longer gearing so didn't feel quite as highly strung as its cheaper sibling, but an extra 15bhp (130bhp in total) gave it the firepower to crack 60mph from a standstill in 7.8sec and do 127mph.

Amazingly, those figures are still respectable today. And while the 1.6 GTi's 14in 'pepperpot' style alloys were certainly distinctive, the effortlessly cool 15in wheels fitted to the 1.9 were just about the best wheel design ever and a perfect shoe for the GTi's understated outfit.

Both GTi versions were utterly joyful to drive, with the sort of direct steering

that channelled the surface of the road to your fingertips like no modern car could hope, perhaps with the exception of 'toys' like the Lotus Elise. Admittedly, with fairly fat tyres and no power steering, the payoff was a serious upper-body workout whenever you attempted to park your GTi but, hey, you'd pay good money for that down at your local gym these days.

Even lesser versions of the 205, especially the mildly sporty XS and GT models, were great fun and all versions had a remarkably sophisticated ride by the standards of the day.

What Car?

\*\*\*\*

1 January 2021

With new car launches on ice for most of 2020, we decided earlier this year to look back at some of the greatest cars in the history of What Car?, making the case for 10 outstanding models, before asking readers to vote for the best of the lot.

There's obviously no right or wrong an-

swer to a question like this. However, a clear winner emerged in our online polls, with the Peugeot 205 edging out the Mercedes-Benz W123 and Renault Espace for the title of best car launched in the early years of What Car?, before attracting almost half of all support (47%) in the vote for the overall champion.

In that final poll, the 205 had to beat our other age group winners, with the E39 BMW 5 Series (which had been voted best car of the 1990s) taking the runner-up spot, the Volkswagen Golf Mk5 (best of the noughties) in third and the Audi A3 Mk3 (best from the past 10 years) fourth. Explaining their votes, some readers pointed to the fact that "there was a model in the 205 range for everyone"; others said "it still looks fresh today"; and some chose it because "every version drove brilliantly".

If you're wondering why there's no Ford Model T or Jaguar E-Type, let us explain the rules. To be eligible, a car had to have been launched since November 1973. That's when the very first issue of What Car? Magazine appeared on the shelves of your local corner shop.

We also focused on mainstream cars that genuinely moved things on and made a difference for real car buyers, rather than hypercars that sold in tiny numbers (that's why there's no Ferrari F40 or McLaren F1, for instance).

## Renault 16: find the sixteen differences

<https://www.losangemagazine.com/losange-magazine-issue-12-winter-2020/renault-16-16-differences>

### Concept

Between January 1965 and December 1979 Renault produced 1,845,959 examples of the emblematic Renault Sixteen. At its launch, it was a car, which met a growing demand for multifunctional vehicles from the ever-growing middle management and successful self-employed; such people lived outside the big cities, but they took their cars to go shopping, and they also made long business trips and went on holiday in such vehicles.

Anyone, who has ever driven on of the very first Renault Sixteens, will agree that, in terms of concept, the car is most closely related to an oversized Renault Four. In part, this is due to its front-wheel-drive, to the comfort, which it offers, to the wide range of its interior options and to the simplicity of the interior design. But, over fifteen years, Renault constantly introduced changes and improvements, which we are trying to reduce to sixteen differences.

### 1. Dashboard

Graced with simplicity, the very first Renault Sixteen had a wide, chequered base for the full-width dashboard, with an elongated speedometer on the driver's side, plus two small instruments and indicator lights on a metal-coloured surface. To the left of the steering column, the car had an open storage compartment and to the right, opposite the passenger, a lockable glove box. At the very top there were a number of flaps, by which the airflow could be adjusted.

Already for the 1967 model year, Renault presented a completely new dashboard in the Sixteen, which was much more in line with the expectations of a high-end car. The base was covered with artificial leather in vertical strips and, above this, Renault installed a three-lever ventilation grille almost across its entire width, which regulated the position of the air flaps. The speedometer remained



elongated, but the graphic representation of the entire instrumentation was different, and it had a frame of imitation wood.

Renault launched the TS version at the beginning of 1968. This extra powerful version was given a dashboard with four round instruments, including a rev. counter. The instruments were placed on a black background with, on the left, a number of control knobs and, on the right, a TS logo (if applicable), supplemented by the switches for the control of the electric windows. This type of dashboard was already modified a year later. The canopy was extended further to the right in order to be able to mount an analogue clock, in addition to the TS insignia. Furthermore, the black background was transformed into an aluminium-coloured panel. This was the same dashboard, with which Renault endowed the 16 TX in October 1973. Where the instruments initially had a chrome-coloured





surround, this changed to black for the last few years.

The 1973 model year saw the introduction of a completely new dashboard for the L and TL, with the theme of the elongated speedometer once again recurring in the design. The canopy was extended over the full width.

## 2. Steering wheel

As with all Renaults in the 1960s, the Renault Sixteen had a steering wheel with a slim rim and with an inlay of a transparent, metallic coloured plastic on the two, inverted V-shaped spokes. In 1967, this material

was replaced by imitation wood. In 1968, on the TS version, the same steering wheel was given black spokes, with a stylised Renault logo in the centre. With the last dashboard change, the Renault 16TL retained the shape of the steering wheel, which is completely black, except for a metal-coloured frame with no central logo. For the TX version, Renault designed a new steering wheel, with a soft, thicker rim. The wider spokes carried the new logo in the centre and three round openings on either side, in an aluminium-coloured material with a black background.

## 3. Upholstery

The Renault Sixteen saw the light of day with the front seats and a rear, bench seat upholstered in a soft fabric. This material was only applied to the faces of the seat and of the backrest. The sides and backs were covered with black artificial leather. Beige, light blue and green were other available colours. The customer could also choose artificial leather in beige, in grey or in black. In principle, the furniture did not change much, although Renault adapted the colours of the fabrics and of the artificial leathers to the current fashion, as it changed over the years. At the launch of the TS version, the upholstery was given a completely different pattern and dark brown was used for the fabric and bronze for the artificial leather, regardless of the body colour. From 1973, the Renault 16TS was launched with leather upholstery as a factory option, with the further option of black or gold/brown hues. This type of upholstery had its own stitching pattern. This option also remained available for a long time on the Renault 16TX. However, as standard, Renault launched this variant with a beautiful, thick velour, either in mid-brown, or in dark brown or in grey. From 1976, the TX adopted the fabric upholstery of the TS version and this continued until production ceased at the end of 1979.



#### 4. Interior options

One of the unique features of the Renault Sixteen was its interior options. The backrests of the front seats could be extensively angled. The rear seats had many more positions. The bench seat could be folded forwards, after which the backrest could be swung upwards and could be suspended with straps to the grab handles above the rear doors. This greatly increased the luggage volume and load carrying length. In its entirety, the bench seat itself could be removed, but the backrest could only be pulled out after the pivot points had been unscrewed. In the normal position, the entire rear seat could also be moved forwards, to wedge a carrycot between itself and the rear of the front seats. The backrest of the rear seat could also be inclined and, if the backrest of the passenger seat was then

also lowered backwards, a continuous surface was created, to give a relaxed sleeping position on long journeys. And, speaking of sleeping positions, the backrests of both front seats could be completely folded flat, thus connecting to the level of the rear seat. In 1965, this feature was marketed as a real sleeping mode - when the car was parked, of course!

#### 5. Types

The variations in equipment of the different versions of the Renault Sixteen were kept under constant review throughout the range's lifecycle. Initially only the Renault Sixteen was referred to, but soon the more richly equipped Renault 16GL (Grand Luxe) and the Renault 16 Super would appear. The Renault 16TS was added in March 1968, rendering the more luxurious versions of the normal Renault

16 Super superfluous. With the launch of the automatic gearbox, this Renault came with a special equipment level, the TA. It offered the imitation wood dashboard of the basic Renault Sixteen, but with the furniture of the Renault 16 TS. Just after the appearance of the TX as the top model, the nomenclature of the whole range became more comprehensible. The basic version became the Renault 16L, followed by the Renault 16TL, by the Renault 16TS and, finally, by the Renault 16TX. On the French market, among others, a 'commercial' version was sold for years, with the load capacities listed on the front mudguards, according to regulations.

#### 6. Headlights

Basically, the Renault Sixteen range had two types of headlights, the single, oblong units and the dual, square headlights, which were designed specifically for the TX version. However, some differentiation is still needed. At the launch of the TS version, there were separate, yellow-lensed Cibié fog/pass lights above the front bumper. At the end of 1973, the function of these auxiliary lights was integrated into the headlamp units. Thenceforward, Renault referred to the updated headlights as 'kangaroo' lights. The Renault Sixteen for the American market, amongst others, left the factory with twin round 'sealed beam' headlights, in order to conform to the local highway regulations.



## 7. Direction indicators

Renault used two types of indicators on the Renault 16, which were always mounted below the headlights. The side lights were also included in those units. On all variants - with the exception of the TX - they are less wide than the standard, oblong headlights themselves, whilst the TX' units are about the same total width as the double headlights, but they are slightly smaller in height. All variants of direction indicators/side lights were available in a white/white or white/orange version.

## 8. Taillights

The design of the rear lights changed with the facelift for model year 1971. The first units were vertically larger towards the outer ends and narrower towards the centre line of the vehicle, being slightly pointed at both ends (the so-called 'almond' shape). The shape of the brushed aluminium trim on the trailing edge of the tailgate was neatly contoured to match the lamps. At the end of 1970, the Renault 16 was given more rectangular, larger-lensed rear lights, to which the modified, black tailgate trim was adapted. In the autumn of 1968, the Renault 16TS was fitted with small, oblong reversing lights under the rear light cluster. There are versions of the second type of rear light block, both with and without reversing lights. If the latter were present, the bodywork carried separate reflectors on the rear panel,

just above the bumper.

## 9. Logos

Curiously enough, the Renault 16 appeared in 1965 without a logo on the front grille. At the end of 1966, this was changed. At the Paris Salon de l'Auto in October 1972, all Renaults for model year 1973 received the new logo.

## 10. Ventilation flaps

In order to cool the occupants, outside air had to be introduced into the vehicle via the ventilation system. For this purpose, the very first versions of the Renault 16 bore fourteen elongated slots on the far right of the scuttle. From model year 1967 onwards, these were superseded by a rear-hinged metal flap, which could be opened and closed from inside the vehicle.

## 11. Wheels

The Renault 16 range was always supplied with the 16-inch steel wheels. With the exception of the TX version, with its specific Gordini-type, Fergat steel wheels, Renault 16s always came either with or without a central wheel trim. For example, the L version had no such

trim. For the first two years of its manufacture, Renault 16s were fitted with hub caps, having a circular rim and a similarly shaped indent around the central fixing bolt. Three block-shaped elements were incorporated into the curve. At the end of 1967, these components were replaced by slightly smaller trims, which fitted neatly into the centre of the wheel. They carry a rhomboid shape around the central bolt and have four flat surfaces. These hub caps adorned almost all the variants and they remained in use on the Renault 16TL until the end of production.

## 12. Grille

The Renault 16 was launched with an anodised aluminium grille. Its shape was continued on the bonnet, with a wide aluminium strip on the leading edge thereof. The indent in the bonnet continued stylistically from the V-shape in the middle of the grille. For the 1975 model year, the only serious facelift of the front of the vehicle was introduced. In keeping with the



period, the aluminium grille was replaced by a black plastic one. Because of the specific shape of its headlights, the Renault 16 TX had a grille of its own, which was also made of black plastic with metal-coloured bars.

### 13. Engines

For the innovative Renault 16 range, Renault developed a completely new engine, a 1,470ccs, all aluminium, four-cylinder unit, with a bore x stroke of 76mms x 81mms, producing 55 bhp. This engine remained in production until August 1971 in the R1150 version. The Renault 16TS' engine capacity was increased by means of a larger bore and stroke (77mms x 84mms) to 1,565ccs and it left the factory with a twin-choke Weber downdraught carburettor feeding a cross-flow aluminium cylinder head. As a result of the increased engine capacity and the other modifications, the power output of the R1151 rose to 85bhp. The American Renault 16 (R1152) engine had the same displacement, but it was less powerful at 62bhp. As of the 1971 model year, the European Renault 16TL carried the same R-type number, but the engine put out only 67bhp. This power and displacement also applied to the Renault 16TA with its automatic gearbox (R1153). As from the end of 1970, the Renault 16TS could be ordered with an automatic gearbox as an option (R1154, 85bhp). Between the end of 1975 and the end of 1979, a further Renault 16TL

automatic with a 66bhp 1,647ccs engine was available (R1155), the engine displacement coming from the 16 TX, which is obtained by a larger bore of 79mms. The Renault 16TX had a so-called 'cross-flow' cylinder head, putting out 93bhp via a twin-choke Weber carburettor. The type number R1156 also applied to the 16 TX automatic, which produced 3bhp less. The highest R-number is the R1157, a version, which was built between September 1976 and February 1978 and it was capable of running on standard octane petrol. The 1,565ccs engine produced 55bhp in this variant - exactly the same output as the very first Renault 16 with its smaller power unit!

### 14. Gearboxes

To put it simply, the Renault 16 range had a four-speed, manual transmission and a five-speed, manual transmission for the 16 TX version. The manufacturer slightly modified the gear ratios of the four-speed gearbox for models offered from September 1973 onwards. In addition, there were two variants of the three-stage automatic transmission, in terms of ratios. The TX version had slightly different gear ratios, compared to the TA, TL, and TS versions.

### 15. Production sites

With large volume production, it is not difficult to understand that Renault manufactured or assembled the Renault 16 range in several countries around the world. In total, the car

was manufactured in fourteen different countries, although, in many cases, the numbers produced were often modest. Generally, the cars were slightly modified to meet local requirements. The countries, in which the Renault 16 range was manufactured/assembled, included (alphabetically) Algeria, Australia, Canada, Ivory Coast, Ireland, Madagascar, Malaysia, Morocco, the Philippines, Portugal, South Africa, Trinité, Venezuela and Yugoslavia.

### 16. Options

Whereas the modern motorist can choose from a multitude of factory-fitted options, this was not the case at the time of the production of the Renault 16 range. Nevertheless, some options were available. First of all, of course, the colour of the paint, and whether metallic or not. And artificial leather upholstery or even genuine leather. And do not forget the popular electric sliding roof, tinted glass combined with a laminated windscreen, rear screen heating, central locking and air conditioning.



**French Car Club of Canberra Inc**  
**Minutes of the General Meeting**  
**29 January 2021**  
**Raiders Weston Club and Zoom**



### Present in person

Brad Pillans  
Richard Morgan  
Barry McAdie  
Charles Birch  
William McNamee  
Ross Stephens  
Leigh McEwan  
Neil Birch  
Mitch Jamieson-Curran

### Apologies

Peter & Sue McCathy  
Anthony Meyer  
Bernard Wright  
Adam Rustowski  
Fred Cook  
Greg Francis  
Lisa Molvig  
Neil Sperring  
Colin Handley

### Introduction

1. The meeting opened at 8:41 pm.  
Brad welcomed everybody to our first meeting of 2021.

### Minutes of the November meeting

2. The Minutes of the November meeting were circulated at the meeting. Brad moved the minutes be accepted as a true and accurate record of the meeting, seconded Barry McAdie. Carried.  
Matters arising to be dealt with during the meeting as is our usual practice.

### Financial report

3. Our Account with Bendigo Bank Balance is \$17,700.07  
PAC account still has \$1,275.89 that was held over for any outstanding PAC bills.

Brad moved that the report be accepted, seconded by Ross Stephens. Carried.

### General Business

4. Council of ACT Motor Club (CACTMC)

If a CRS plated car is sold or retired their club registrar needs to be informed so the Council Registrar can update records.

Proposed 60-day scheme: Tentative agreement for flexibility with modification to historic vehicles.

Log books will have an image of the Pie Cart on the front and the council logo on the back. It will have sections for both 60 day records and club runs. The Log Book will be issued for a specific car and owner, Log Book to be returned if car sold. The new scheme is expected to be implemented by regulation not legislation. The 60-day system has resulted in influx of members in other states and creation of new 'clubs'. Clubs to encourage people to join existing clubs.

WHEELS: 28 February Queanbeyan at showground.  
COVID: Registration forms must identify everyone in the car, and the form needs to be completed before entering the showground.

Pie Cart: to be stored at Weston Park mini golf site. Agreement to build carport structure, 9m x 7m, to cover it. \$6500 from insurance to go towards cost. Site beside 'railway' line visible to patrons.

New Clubs wishing to join the Council must be incorporated. Existing member clubs need to be incorporated by June 2023.

5. French Car Day

French Car Day was very successful. The Spanish Club gave us great support, although the location is a bit out of the way and does not attract passers-by. We hope to be back at the French Australia School this year, COVID-19 permitting. It was noted that Richard Proctor, who was at the

French Car Day with his Citroën, has since died.

6. Social events

The event planned for February will be moved forward a week to avoid Wheels 2021. February meeting will be Fish and Chips at the Yacht Club at 6 pm.

WEB Site update. Mitch told the meeting that two domain names have been purchased <frenchcarclubof-canberra> and its abbreviation <fccoc>. Email addresses will be set up for some office bearers.

The PAC web site will point to the FCCC. The same will be done for the ROCC.

At the moment the FCCC site is still the PAC site.

### Close, next meeting

7. The Meeting closed at 9:20 pm.

The next club meeting is scheduled for Snappers at the Canberra Yacht Club, on Tuesday 23 February 2021 at 6 pm.