



French Car Torque

Magazine of the French Car Club of Canberra



November 2020



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On the cover Two Pugs in Brad's driveway. On the left, the new 2008 GT, and on the right, the Pillan's 508. Story on the new 2008 test drive commences on Page 9.

FRENCH CAR TORQUE is the official journal of the French Car Club of Canberra Inc. (FCCC)
PO Box 711, Civic Square, ACT, 2608.

The French Car Club of Canberra is soon to be on the Internet.

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Bonjour Francophiles,

While coronavirus restrictions seem to be changing on a daily basis, in other states and territories, Canberra has stayed on a steady path of slowly relaxing what we can and can't do. Furthermore, while I live in Queanbeyan, the ACT border has remained open and life is not far from normal – for me, at least.

In last month's column I suggested that we might hold a French Car Display at the Spanish Australia Club, in Narrabundah. After a couple of false starts, we have settled on Saturday 19 December for the event, which will also double as our club Christmas party. The event will run from 2 pm to 6.30 pm, with a BBQ outside the club and alcoholic beverages available inside the club. All alcohol will need to be consumed inside and participants will not be able bring their own alcohol, because of liquor licencing rules at the club. By all means, bring some Christmas food to supplement the BBQ. See further details on

page 08.

Also in last month's column I flagged my intention to reveal more details on the oldest French cars in Australia. As it happens, Barry McAdie has had a long-time interest in the oldest Renaults in Australia, so his excellent report is first cab off the rank in this issue. All going well, I will have my own report ready for the first issue of 2021.

On Thursday 29 October, I attended the launch of the new 2008 GT, at Canberra Peugeot & Citroën. Tony Watson's immaculately restored 203 wagon was also on display, alongside the 2008. I didn't do a head count, but I would guess there were around 30 people attending. There were speeches, of course – Mirko Milic (Peugeot Canberra), a representative from the French Embassy, Nancy Waites (Alliance Francais), Christophe Rebut (French Flair), Kate Gillies (General Manager, Peugeot Citroën Australia) and myself – but they were short and sweet. An excellent selection of French wines and nibbles, provided by French Flair and Les Bistronomes restaurant respectively, made for a very enjoyable evening, culminating in the unveiling of the 2008 by Kate Gillies and local Dealer Principal, Robert Hush.

I spoke with Kate Gillies for a few minutes at the launch and, among other things, we discussed the importance of strong links between PCA and the clubs. Before she joined PCA, Kate worked in marketing for a range of companies, including several years as Marketing Manager for Waterford Crystal, in Ireland. When I asked her about the transition from crystal to cars, she quickly pointed out that Waterford and Peugeot had one very big thing in common – a quality product! Here, here!

A couple of days after the launch, Robert Hush offered me the opportunity to test drive

the 2008, before it was being whisked off to another launch. Needless to say, I jumped at the chance and Sue I took a leisurely drive out to Googong to see how it shaped up – see my pictorial report on page 09.

Our last club meeting for the year will be held at 8 pm on Tuesday 24 November, at the Raiders Club in Weston. Dinner and drinks will be from 7 pm, as usual. A Zoom link will be offered for those unable to attend.

There will be no magazine in December, so I will take this opportunity to wish all club members a safe and happy Christmas.

Brad Pillans

P.S. I have had a couple of enquiries from members of other Peugeot car clubs, asking why we decided to merge the Peugeot club with the Renault Club to create the French Car Club of Canberra. Well, for a start, we have been holding joint (French) car displays and events for several years, so we all knew each other, plus we always had a good turn-out of Citroën owners (who did not have a club in Canberra). Also, Peugeot and Citroën are one company these days. With all car clubs (not just ours) suffering from falling memberships, consolidation seemed the way to go, plus all our Citroën friends (and owners of other French marques) now have a local club they can join. Club members with Peugeots will still attend Peugeot pageants and the FCCC will take it's turn in hosting Peugeot pageants.

2020-21 FCCC COMMITTEE

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To be confirmed

Club Registrars

Brad Pillans
Lisa Molvig



CLUB EVENTS 2020

24 November 2020

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. See President's column.

19 December 2020

French Car Display, at the Spanish Club 5 Narupai Pl, Narrabundah. Off Jerrabomberra Ave, behind the Garden City Motel. From 2 pm to 6.30 pm, with a BBQ outside the club and alcoholic beverages available inside the club. All alcohol will need to be consumed inside and participants will not be able bring their own alcohol, because of liquor licencing rules at the club. By all means, bring some Christmas food to supplement the BBQ.

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 28 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 25 Braidwood, explore this historic town. Details to be confirmed.

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

Renault 4 limousine

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



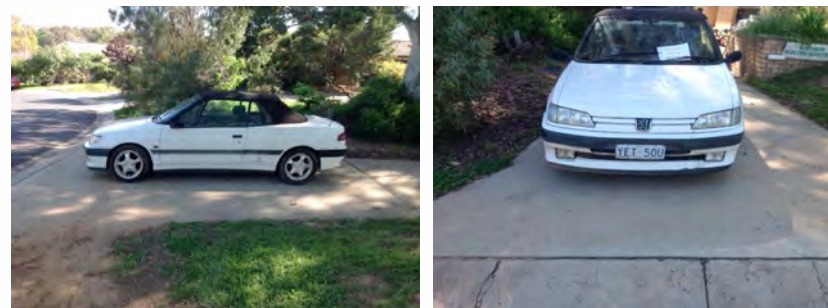
Peugeot 407 HDi manual 2006

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 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

ACT Number Plate

ACT 3-digit number plate "408", has been in the Quinlan family since the early 1960s. We now don't have any family members residing in the ACT, so the plates have been placed in storage and we are looking at selling them.

I thought it might have some interest to a Peugeot owner, although I now realise the Peugeot 408 was not sold in Australia. Nevertheless, if anyone from your Club is interested in purchasing the rights to these plates they are welcome to contact me. 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

Peugeot 306 hatchback

2001 Peugeot 306 - 2 litre Hatch - Auto 155K's - Registered till 27th November 2020. Was daughter's car for past 6 years through and after university in Canberra. Has a few car-park dings in the body and 2 window motors are no longer working. Key remote needs to be re-programmed after putting in new battery late last year. Drives really well.

Auto transmission overhauled by Mackay Motors in Moss Vale 3 years ago. Car in Wagga Wagga NSW. Can bring as far as Bundanoon - have relative there. Contact: Andrew Petersen 0400312620



Wanted

Peugeot 205 GTi armrests

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

Gearbox to suit 1909 AX Renault

Gearbox to suit a 1909 AX Renault. Rob Woolley, Macgregor ACT 2615, 0409 549 485.
Email robwoolley275@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.

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 -

November

Canberra French Car Day, Saturday December 19 at Spanish Club 5 Narupai Pl, Narrabundah. Off Jerrabomberra Ave, behind the Garden City Motel.

This year we will be combining our French car day and Christmas BBQ into one event. The event will run from 2 pm to 6.30 pm, on the grassy area beside the Spanish Club – image attached showing a nominal layout for 20 cars, with room for more. Dots show access route to display area. We will have voting for best presented cars of each marque and trophies will be awarded, as per previous French car day events.

The Spanish Club will have a BBQ set up outside – standard sausage on bread with onion option (Bunnings style) \$3.00 or the Spanish Chorizo on bread roll \$5.00. Soft drinks are \$2.00 and any liquor sales must be sold inside the club and also consumed inside the club. We are not permitted to bring our own alcoholic beverages, but people may wish to bring their own food, such as nibbles and Christmas treats. A marquee will be available for shade and hand sanitiser as per the event risk management plan. You will also be required to sign in, for the purposes of contact tracing.

Come along to display your car, or bicycle, catch up with fellow French car enthusiasts and enjoy an early evening Christmas BBQ.

Any questions, contact Lisa on reno1338@hotmail.com or 0412011927.

Lisa



Vale Greg Delaney

Greg Delaney

8 July 1952 – 29 September 2020

Long-time member of the Peugeot fraternity, Greg Delaney died on 29 September following a traffic accident in which the truck he was driving left the road on Burley Griffin Way on the way to Young.

Greg's first Peugeot was a 504 Diesel and while I knew him he owned several 505s and two 306 Cabriolets.

I worked with him on several projects including transplanting the engine from his much loved and sadly written off 504 into a 505 in need of an engine. That worked very well, including a trip across the Nullarbor and back.

Eventually, a tree fell on that 505 diesel so we transplanted the engine into yet another 505, where it resides to this day. Greg moved on to have an affair with the elegant lines of the 306 cabriolet. He had two excellent examples in yellow and grey and were a joy to drive.

Back in the days when members dropped in to my workshop on Saturday mornings to discuss Peugeot related problems, Greg was often in attendance and participated enthusiastically in discussions of the joy of driving a Peugeot and how to handle those rare occasions where things needed fixing.

A sad loss to our fraternity.

Bill McNamee

A few thoughts on the new Peugeot 2008 GT

Brad Pillans

Car manufacturers can squeeze a lot out of a small engine these days and the 3 pot 1.2 litre turbo petrol engine in the new 2008 GT is a good case in point. I wonder how long they will last, but Peugeot is obviously confident of their durability because they offer a 5-year unlimited km warranty. Mated to an 8 speed gearbox, I found the 2008 GT very easy to drive, with good acceleration when needed –



not the kind of acceleration that pins you to your seat, but very good, nevertheless.

I'm a tall bloke (192 cm), so finding a comfortable driving position in any car can be a challenge, but that wasn't a problem in the 2008 – excellent head-room, too. However, and this is my gripe with the e-cockpit of all new Pugs, I could not find a steering wheel position that simultaneously allowed me to adequately see the 3-D instrument display, and also allow me to easily get my legs in and out of the car.



I also sat in the passenger seat, only to disappointingly discover that the seat has manual adjustment, not the smooth electric adjustment of the driver's seat. As for the back seats – I could fit in, but felt rather claustrophobic, so I might tolerate a trip to the local shops at best. Children and adults of smaller stature than me would be just fine...

I like the look and feel of the centre

console and dashboard of the e-cockpit. The large touch screen display is excellent, although, as with any new car, it would take time to become familiar with all the buttons and functions on offer. Having enjoyed keyless stop/start and heated seats in my 508 for the past 5 years, I was pleased to find that both feature in the 2008.

Overall, I liked the interior, though



black leather coupled with black paintwork would make for a hot car in summer. The

leather trim had green stitching and I was told that you could choose to have matching colour inserts on the alloy wheels, which are 18 inch and fitted with Michelin Primacy tyres. The car was also fitted with a sunroof and comes with a reversing camera – neither of which I have on my 508, but the latter is becoming common on many new cars.

The boot has an interesting design feature – an extra panel that folds down to create a false bottom, with space to store valuables out of sight. The spare wheel is a space-saver.



I will come out and say that I don't like the gear change in the 2008 and other new Pugs – the need to squeeze two buttons on the gear stick, to get out of park, is annoying, and I much prefer the simpler gear stick in my 508.

In summary, despite a few minor niggles

(mostly peculiar to me), the 2008 GT is a fine, good-looking car, and if the price is right, PCA should expect good Australian sales.

My thanks to Dealer Principal, Robert Hush, at Canberra Peugeot, for the opportunity to test drive the 2008 GT.







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A Renault Contender for the Oldest French Car in Oz

Barry McAdie

In the last club newsletter, President Brad Pillans wondered what might be the oldest Peugeot in Australia and then, more broadly, pondered what might be the oldest French car in Oz. One possible contender suggested by Lisa Molvig was a 1909 Renault AX owned by Rob Woolley in Canberra.

There are other contenders. In the recent issue of *Veloce Magazine* (velocetoday.com), John Waterhouse, the President of the 4CV Register, mentioned a 1903 Renault Type N located in Western Australia (see photo) imported as early as 1904 and recently restored.

An even earlier car is the 1900 Type A also located in Western Australia. The Type A is the first car produced by Renault Frères and featured the first ever direct drive transmission invented by Louis Renault in 1898. At the time, all other cars were either front wheel drive or had the rear wheels driven by chains or belts.

The Type A in WA is numbered 110 (coincidentally the same model number as the famous Alpine A110), is owned by Peter Briggs and is located in the York Motor

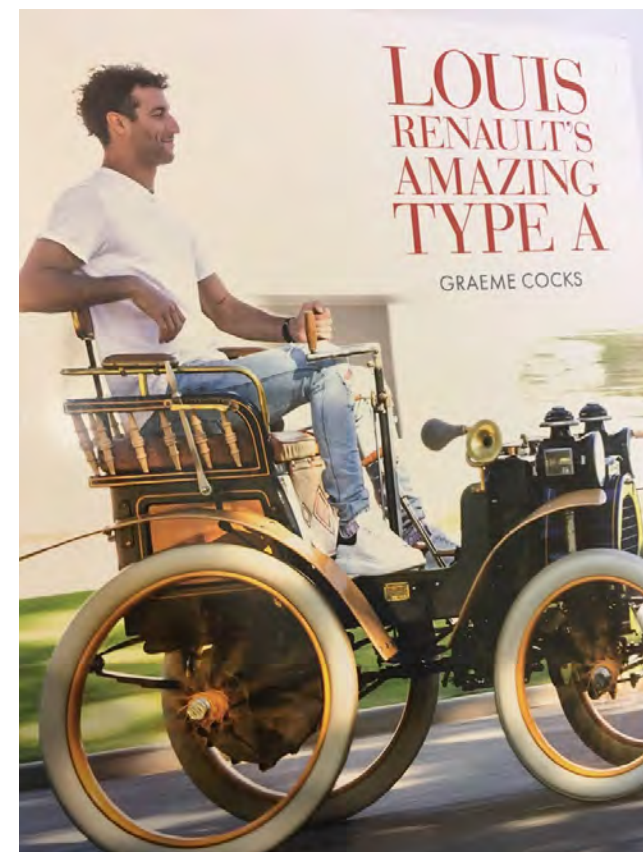


Museum. It is one of only 6 or 7 known to exist. The others are car No 15 in the National Motor Museum of Andorra, Car No 22 in Le Musée National de la Voiture et du Tourisme, Compiègne, France, Car No 27 owned by Renault Classic, France, Car No 75 in the National Motor Museum, UK and a car with unknown number last seen at Laganland Museum, Sweden. Apparently Car No 17 is under restoration in France.

Car 22 was a gift of Louis Renault and his company La Societe Anonyme des Usines Renault in May 1929 and has remained a part of the collection in Compiègne ever since. It is probably the most original type A in existence.

The Renault Group also produced eight replicas for its centenary and six have replica De Dion engines that powered the original Type A. These were commonly used in the late 19th century to power tricycles. They have a single cylinder producing 1.75 hp. All up the original Type A only weighed 200kg

and had a top speed of 32 km/hour. Leigh McEwan, a fellow club member, and I were fortunate to view one of these replicas in L'Atelier (the Renault shop) at 53, *Avenues de Champs Elysées* in Paris in July 2018. Photos show the car including its direct drive mecha-

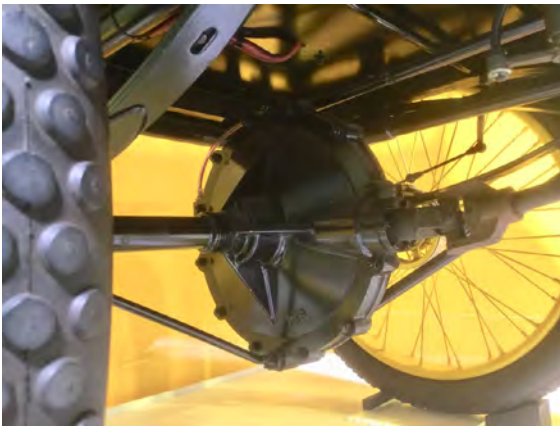


nism and connection to the engine.

The Type A in WA is featured in an excellent book by Graeme Cocks titled "Louis



Renault's Amazing Type A" and includes a detailed history of the early cars and the Renault company. It is the source of some of the information above. The front cover (see photo) show the WA car being driven by Daniel Ricciardo, Renault's F1 driver. The book (it cost me \$55 including postage) is available through this link <https://www.motoringpast.com.au>



History of the Peugeot 205 GTi – picture special

As Peugeot confirms the GTi badge remains important to the brand, we take a look back at the history of the best light-footed French hatchback to carry it. The 205 GTi is considered by many, including us here at Autocar, to be one of the greatest hot hatchbacks of all time.

27 October 2020

Peugeot has never really captured the magic of that car since it ended production in 1994, but with news that the brand still considers the GTi badge an important part of its heritage, hopes have been raised for a modern take on the formula. While hot hatch fans wait with baited breath, we're looking back at the his-



tory of the storming original.

Life for the Peugeot 205 began in 1983, when it was launched as the successor to the 104 supermini. Created to fill the gap between the 104 and the larger 305, the 205 was penned in-house by Gerard Welter with interior touches done by Paul Bracq. In its debut year, the Peugeot 205 finished runner-up in the European Car of the Year but was right-





fully awarded the 1983 Car of the Year by What Car?.

The French manufacturer quickly realised the model's sporting potential and a year later, in April 1984, released the Peugeot 205 GTi. Powered by a 105bhp 1.6-litre engine and tipping the scales at less than 900kg, it could shoot from 0-62mph in 8.7sec and had a top speed of 116mph.

The faster GTi 1.9 was launched at the end of 1986, boasting 130bhp. It was capable of completing the 0-62mph sprint in 7.8sec and boasted a top speed of 127mph. During 1986 the 1.6-litre version was also upgraded, with peak power now quoted at 115bhp.

To this day, opinion is still divided among motoring journalists as to which variant provides the better GTi experience, with some preferring the peaky power delivery of the 1.6-litre derivative and others favouring the increased torque of the 1.9. However, the Peugeot 205 GTi in either form is still



comfortably regarded as one of the greatest hot hatchbacks of all time.

In 1984 Peugeot Talbot Sport - led at the time by current FIA President Jean Todt - unleashed the 205 T16 on the World Rally Championship. There were also 200 road-going examples built for homologation purposes.

Despite adopting four-wheel drive and a transverse mid-engined layout, the production T16s shared little in common with the WRC cars, and initially had less than half the power at around 200bhp. However, the 205 T16 Evo



2 changed that, coming with 450bhp and a reputed 0-60mph time of 3.3sec.

In 1985, Peugeot exploited the skill of Pininfarina to design the 205 cabriolet and a 'CTi' version was released partnering the same sportier styling as the GTi, but without its roof, and the 1.6-litre and later, 1.9-litre powerplants.



Other potent Peugeot 205s which gained brownie points among petrolheads included the underrated 205 XS built from 1986 to 1992 and the rare ultra-lightweight 205 Rallye. With almost all luxury items and soundproofing stripped and only the bare essential electrics left, the Rallye's kerb weight was down to 795kg, with a 1.4-litre 75bhp engine propelling the car to 60mph in 11.3sec.

In 1992, Peugeot UK revealed a special limited edition of the 205 GTi - badged the 1FM - to celebrate BBC Radio 1's 25th birthday. Only available in black with bespoke 'Radio1FM' badging and decals, grey alloy wheels and individual brass-plate numbering marking the build number, only 25 examples were made.

When production finally ground to a halt, Peugeot had sold 5.2 million examples of the 205. The 106 GTi and 306 GTi would go on to find a new generation of fans,



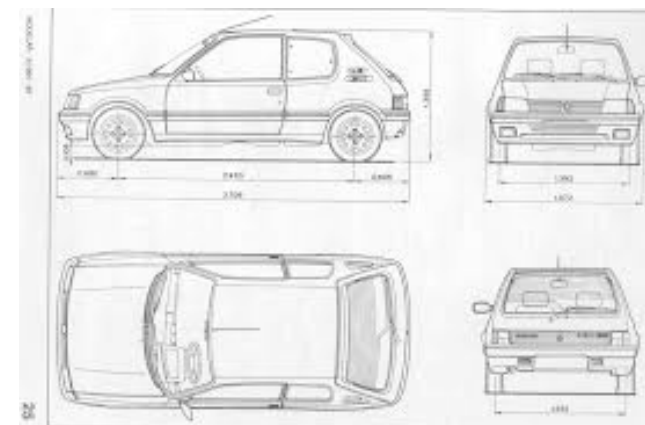
but critics agreed that neither could replace the 205 GTi as the best hot hatch to wear a Peugeot badge.

The 306 GTi-6, released in 1996, came close with the combination of 167bhp 2.0-litre engine and close-ratio six-speed gearbox. The 306 Rallye that followed it shaved 52kg from its kerb weight, though was limited to just 500 cars.

1998 saw the 205's direct replacement wear GTi badges for the first time, but the 206 GTi was largely considered a disappointment on account of its lack of handling panache. The 207 GTi was better, but it wasn't sharp enough to hold court with the Renaultsport Clio-s and Vauxhall Corsa VXRs that were fighting it out at the top of the class at the time.

Peugeot would celebrate 30 years of the 205 GTi in 2014 with a limited-edition version of its latest-generation supermini. The 208 GTi was unveiled at the Goodwood Festival of Speed that summer, and was limited to just

100 UK cars. It featured a 1.6-litre THP petrol engine that produced 205bhp and 221lb ft, while its Torsen differential was taken from the RCZ R sports car. Lowered suspension, widened front and rear track and larger 18-inch alloys completed the package, but what it clawed back in on-the-limit performance it lost in daily usability.



What about the future? A new-generation 208 GTi makes sense - though it is unlikely to be petrol-powered, and could be the last of the breed to wear the badge. The electric e-208 is a more likely candidate than the 1.2-litre three-pot currently found in the standard 208, as Peugeot sees EVs in its future and would gain little from producing a more potent engine for its smaller cars.

The company is also testing the waters with a Peugeot Sport Engineered (PSE) plug-in hybrid version of the 508 saloon, and has said that it will be used for any electrified



performance models going forward.

In the meantime, Peugeot-sanctioned restorations are on the cards. Adventure Peugeot will see cars restored at the company's Musée de l'Aventure Peugeot in Sochaux, France, and sold with a Certificate of Authenticity. Already obtained parts will be used, with 3D printers helping create the

parts that are no longer available, with the aim of restoring cars to as-new condition. A 205 GTi 1.9 will be the first model to receive the treatment.

Autocar



Michelin Built This Freakish 10-Wheeled Citroën to Test Truck Tyres at 177 kph

This is the Trojan Horse of the car world

By Rob Stumpf

3 November 2020

Ten tons, 700 horsepower, and 11 tyres actually touching the ground. The Citroën PLR is one of the most unique vehicles the world's ever seen, and it's also been called many names throughout the years. Whether you know it as the Mille Pattes, the Citroën Centipede, or the Michelin test car, the absolute absurdity of this French masterpiece



remains the same.

The official name for this custom Citroën is *Poids Lourd Rapide*, which roughly translates into “fast truck” in English. It was built by a team of Michelin engineers in 1972 as a testbed for the company's commercial vehicle tyres, and while you might think that having 10 visible wheels means that the vehicle would be able to test a number of tyres at once, you've fallen for Michelin's Trojan Horse. Inside is a contraption used to test even larger tyres, and the surrounding shell is merely nothing more than a safeguard for the driver.

The PLR is an odd specimen. Michelin chose the Citroën DS platform (front-engine, front-wheel-drive) as its starting point given the company's on-and-off relationship as the majority stakeholder in the French automaker. It further crafted bodywork from the DS Safari into the project's heavy customization and

ended up with a wheelbase nearly 7 m long.

About the wheels. There are 11 of them total, 10 of which were sourced from another commercial application, the Citroën H van, and



are used for core vehicle operation. The front four are for steering and the rear six are drive wheels, and all in all the contraption tipped the scales at 99.5 tonnes, which is roughly the weight of six brand new Toyota Camrys.

To move all that weight, the PLR needed some power. At the rear of the vehicle, you can peer into one of its three hatch-mounted rear windows to see not one, but two GM-sourced 5.7-litre small-block V8s sourced from the mid-tier C3 Chevy Corvette. Each engine reportedly produced about 350 horsepower, so about 700 ponies total. Five vertically stacked radiators were used to cool the engines and the PLR's bodywork was sculpted specifically to direct airflow to the coolers.

Now here's where things get even trickier. Only one of the engines sent its power to the three Peugeot 504-sourced drive axles, while the other powered a secret 11th wheel

tucked deep within the PLR.

This 11th wheel was the PLR's secret sauce: the reason for its existence. The idea was that Michelin could place a large commercial tyre in the centre of the 9.5-tonne PLR and bring it up to speed without worrying about a blowout causing the vehicle to lose control—that's where its 10 other wheels came in handy. The tyre was surrounded by a large fender to prevent shredded rubber from flying around inside the vehicle and was placed directly behind the front row of seats.

The heavy hunk of metal could reach a top speed of 177 kilometres per hour—nearly as fast as the Corvette its power was garnered from. Between the power, weight, and simple inefficiencies of disco-era automobile engineering, the setup proved to be quite fuel-hungry, so engineers installed dual 87 litre fuel tanks to support the car's thirst. It's not clear how much range that gave the PLR, but we're guessing the answer is far from praiseworthy.

As technology improved over the years, the PLR became obsolete. Gone are the days where this multi-wheeled monster would spend its days testing at Michelin's Test Track Ladoux in Clermont-Ferrand, France. Tyre manufacturers began moving their testing inside of their factories using advanced machinery and treadmill-like devices to measure wear and load.

Michelin didn't say just how long the

PLR stayed in service, nor how much it cost to the manufacturer, but it is an important piece of company history nonetheless. Rumour has it that Michelin sometimes puts the vehicle on display at L'Aventure Michelin, the company's dedicated museum in France.

The Drive

Huiles Renault

It is not strange that Renault started making its own oils and lubricants as early as 1911. Louis Renault wanted to produce everything himself as much as possible. Huiles Renault remained active for no less than 80 years, until the brand was withdrawn from the market by Elf in 1991.

3 November 2020

The history of Renault cars, trucks, tractors, buses, vans, planes, trains and even stationary engines can be found in books, magazines and on the internet. But who wants to delve into the history of Huiles Renault, will discover that this activity took place mainly in the shadow of the vehicles.



Packaging

Renault preferred to prescribe its own oils and lubricants. That's why references can be found in instruction manuals, lubrication schedules and, in all these years, also at Renault dealers who, for example, sold cans of oil from displays in workshops or at the counter. It is not without reason that, especially in France, packaging of various Renault products is frequently offered at flea markets and car fairs, ideal for decorating the garage.

Raw materials

The start was made on May 6, 1911, when Mister Richardière, a Louis Renault brother-in-law, deposited the statutes of the Société Anonyme des Huiles Louis Renault. The address then reads 6, place Nationale in Billancourt.

On June 15 of the same year, the head office moved to the 119, route de Versailles in Billancourt, where the first factory of Huiles Renault was located. At the beginning of the 1920s, major changes were on the way. On 23 October 1920, the office moved to rue Camille Desmoulin in Issy les Moulineaux, on the other side of the river Seine. Ideally situated between the river and the railway for the supply of raw materials as well as the transportation of finished products, a brand-new factory was built there and was soon put into operation. Starting the same year, Huiles Renault focused more and more on exports by opening a branch in Antwerp. This was soon followed by branches in numerous French cities throughout the country.

The automobile as a phenomenon grew enormously, as did Renault's other motorised products. The dealer network expanded and the need for maintenance grew, including the demand for Huiles Renault products. It was not surprising that a second factory started up in Marseille in June 1923. At the same time, exports proved to



be equally successful and in 1924 Huiles Renault found its first foreign factory in Antwerp-Merksem.

This was where the sales office for export had been established for a number of years. Here too, in the immediate vicinity of waterways for supply and transport. The company looked even further ahead with the opening of a warehouse and packaging workshop in Algiers to better serve the French-oriented North African markets. A second branch soon followed in the port of Oran, in the western part of the country. Agents were appointed in London and Amsterdam.

1925 Huiles Renault oilcan

Issy les Moulineaux

The fact that Huiles Renault was the largest independent manufacturer and distributor of lubricants in 1935, in addition to the major oil companies operating in France, is proof of its growth.

The Second World War had an immediate impact on Huiles Renault. In June 1940, the factory at Issy les Moulineaux was destroyed by the French army in order to prevent the German troops from having access to supplies and packing materials.

It took no less than ten years (1945-1955) before the factory at Issy les Moulineaux was completely rebuilt.

In the meantime (1953) a branch was set up in West Germany and in 1957 the same expansion followed in Italy.

Elf

Eventually, all of Huiles Renault's activities were sold in 1968 to the French state oil company Elf. Huiles Renault's products came under the name of Société des Lubrifiants Elf Aquitaine in 1983. In 1991, the brand name Huiles Renault disappeared definitively.

Losange Magazine

LA TERRE FRANÇAISE
DOIT ÊTRE MISE EN VALEUR PAR UN
TRACTEUR FRANÇAIS



LE NOUVEAU TRACTEUR
RENAULT, CONSTRUIT
EN GRANDE SÉRIE EST D'UN
PRIX D'ACHAT RÉDUIT ET D'UN
ENTRETIEN ÉCONOMIQUE —
STOCK DE PIÈCES DE
RECHANGE CHEZ TOUS
LES AGENTS RENAULT

VENTE A CRÉDIT
PAR LA D.I.A.C.
44 rue de Lisbonne
— PARIS —

RENAULT
BILLANCOURT (SEINE)

DRAEGER IMP.



Council of ACT Motor Clubs Inc

PO Box 505 Woden ACT 2606

web: <https://CACTMC.org.au>
email: info@CACTMC.org.au

Council Communique

September 2020

New Council Committee

At the Council of ACT Motor Clubs' AGM, held on Thursday evening 15 October 2020, a new committee was elected:

President: Richard Jackson
VP: Mark Saunders
Secretary: Peter Atkinson
Treasurer: Garry Smee
Registrar: Dave Rogers

Other committee positions were:

Events Director: Peter Atkinson
Ordinary committee members:
Ray Arbon
Graham Gittins
Alan Cooper

Public Officer: Simon Whittaker
Public Relations: Graham Gittins

In his opening remarks following the election President, Richard Jackson, said the coming year will be focused on getting the CRS 60 day usage up and running. We expect to launch on 1 July 2021.

Vale Don Campbell

It is with much sadness that we announce the sudden death of Don Campbell, BMW Club member and Council Delegate for many years.

The committee and delegates of the Council send their condolences to Don's family.

Pie Cart on display

Council of ACT Motor Clubs endorsed unanimously, the use of the Canberra Pie Cart at a Canberra Museum and Gallery (CMAG) event on Wednesday 2 December in Civic Square. The event will feature the Pie Cart as a centre piece and speakers will detail the history and restoration of the 1939 Chevrolet van.

Pies and soft drinks will also be for sale close by.

Council is appealing to members to support the event by attending at lunchtime between 1.0pm and 2.00pm and by

contacting Council publicity officer Graham Gittins at: gittins@iinet.net.au with any Images or stories about the pie cart.

Shannons Wheels

The Southern Tablelands Heritage Automotive Restorers Club (STHARC) had advised Council that it will not be able to organise Shannons Wheels in 2021.

Council would like to hear from any affiliated club willing to organise the event.

Coming Events

December 2
Pie Cart Display
Civic Square
Canberra Museum & Gallery

December 6
Terribly British Day
Queanbeyan Park
Admission by gold coin donation

March 7, 2021
Shannons Wheels
Queanbeyan Showground

Note: **Marques in the Park** has been CANCELLED!

CACTMC Committee 2020-21

Left to Right:

Dave Rogers, Registrar;
Peter Atkinson, Secretary;
Mark Saunders, Vice president;
Richard Jackson, President;
Garry Smee, Treasurer



Photo by: Graham Gittins (also a member of Committee)

CACTMC has a new PO Box

Clubs, please update your address for all CACTMC correspondence.
The address to use is:

Council of ACT Motor Clubs
PO Box 505
Woden
ACT 2606

or by email:
info@CACTMC.org.au

These and other events are listed on the web site: <https://CACTMC.org.au>

French Car Club of Canberra Inc
Minutes of the General Meeting
27 October 2020
Raiders Weston Club



Present in person

Brad Pillans (President),
Allan Lance
Chris Carder
Jim Taylor
Barry McAdie
Neil Sperring
Greg Francis
Ross Stephens
William McNamee
Charles Birch
Leigh McEwan
Lisa Molvig
Glen Bryden
Neil Birch
Bryan Clarke

Present on Zoom

Ian Brock
Peter Minson
Bernard Wright

Apologies

Flash Flanagan
Adam Rustowski
Richard Morgan
Peter Rees.

Introduction

1. The meeting opened at 8:16 pm.
Brad welcomed everybody.

Minutes of the August meeting

2. Barry McAdie said he was only at the last meeting

once, but the minutes had him attending twice.
Noting that error, Brad moved the minutes be otherwise accepted as a true and accurate record of the meeting, seconded Greg Francis. Carried.

Matters arising to be dealt with during the meeting.

Financial report

3. Our Treasurer, Paul James, has resigned, due to a change in personal circumstances.

An FCCC bank account is being created with Brad and Neil Birch as signatories. Brad reported that the account is expected to be up and running tomorrow and he will be able to transfer the PAC funds into it. Neil Sperring said that under the model rules the committee can appoint a new Treasurer to the vacancy and the ORS will need to be informed of the change. Brad invited anyone to contact him if they wished to self-nominate for the vacant position of Treasurer.

Council of ACT Motor Clubs (CACTMC)

4. The council had its AGM (at the Spanish Club) and elected a new committee.

The FCCC has formally replaced the PAC and ROCC. Lisa Molvig and Brad Pillans have lodged their paperwork to be registrars under the Historic vehicle scheme. Lisa will be the primary Registrar with Brad as secondary Registrar.

Pie Cart: the insurance for the hail damage has been paid but repairs are yet to be performed.

General business

4. The Spanish Club is keen to be a venue for the French Car Day. Saturday afternoons suit them; they have offered to run a BBQ in the club grounds. Due to the COVID-19 pandemic, only Canberra region entrants will be invited to FCD this year.

Neil Sperring proposed that we hold the French Car Day on 5 December, seconded by Greg Francis, carried.

Brad has renewed the domain name "Peugeot Canberra" for 2 years, for \$45. Hosting of the FCCC web site has not yet been decided. There was a brief discussion of email address needs.

Club Insurance: There are 3 components. Public Liability Insurance, Volunteers Insurance and Management Liability. After some discussion it was decided to have the lot.

Membership: After some discussion it was confirmed/agreed that all ordinary memberships will expire on 30 June. New memberships will be close to pro rata (10% of the annual charge per month) plus a \$5 joining fee. Anybody with concessional rego through FCCC must renew before 30 June.

Social events: Lisa reported that the Drive to Yass (Roses Café) had 25 people, 15 FCCC and 10 from the Rover Club. The next event will be the Christmas BBQ to be combined with French Car Day this year.

Neil Sperring asked if we will hold a beginning of year function like the PAC had in recent years, namely, Fish and Chips at the Canberra Yacht Club. Neil Sperring recommended that we hold a club meeting in January, with Fish and Chips at the yacht club in early February.

Brad said the launch of the new Peugeot 2008 SUV in Canberra will be on this coming Thursday; he has been invited to speak. In preparing his speech, Brad has been doing some research to identify the oldest Peugeot car in Australia. There is a Peugeot chassis, probably made in 1897, in the Birdwood Motor Museum in South Australia, but that is not a complete car. Lisa Molvig's family own a Peugeot chisel made in the 1860s, which may be the oldest Peugeot product in Australia.

Close, next meeting

13. The Meeting closed at 9:23 pm.

The next club meeting is scheduled for the Raiders Club in Weston, on Tuesday 24 November 2020.