



French Car Torque

Magazine of the French Car Club of Canberra



pure design

MEGANE
E-TECH ELECTRIC

October 2022



On the cover A tricolour of Megane EV's
in the Renault Showroom, on the Champs-Élysées, Paris
Photo by Geoff Pillans, September 2022.

FRENCH CAR TORQUE

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Bonjour Francophiles,

Aha, as predicted in last month's column, fuel prices have indeed jumped, with standard unleaded fuel back around \$2/litre in Canberra, and diesel around \$2.40/litre. There was a time when diesel was cheaper than petrol – is the price being jacked up by diesel-guzzling war machines, I wonder?

Despite the fuel prices, Sue and I did a road trip to Molong, recently, for a family funeral. With a distance of just over 300 km to cover (via Yass, Boorowa, Cowra and Canowindra), we allowed a generous 4 hours for trip. That meant leaving home around 9 am, to allow time to check into our motel for a quick change of clothes and get to the funeral at 2 pm.

Things looked like going completely pear-shaped, when we reached Hall, and were told that the Barton Highway was closed because of a bad traffic accident. After a bit of quick talking, I was allowed to proceed to Murrumbateman, knowing I could divert down side roads and get through to Yass.

We used Dog Trap Road, which runs parallel to and west of Barton Highway, but it was slow going and we lost a fair bit of time. Things were looking tight by the time we got through Yass, and no further time could be lost if we were to make the funeral.

Driving at the speed limit, it was almost inevitable that I would hit a deep pothole at some point – they were everywhere. And so it was that somewhere north of Boorowa the left front wheel hit a biggie, with an ominous bang and I thought we were done for. I slowed down, but the 508 was steering straight and smooth, so we pressed on.

We had 15 minutes to change in the Molong Motor Inn and arrived at the funeral with 10 minutes to spare.

After an overnight stay in Molong and an underwhelming dinner at the local Chinese Café, we headed home the next day without incident. It was only the day after that I noticed that the left front tyre was VERY low (about 20 psi) and hissing air when I tried to pump it up. When I took the wheel off, the cause was obvious – a dent on the inner wheel rim.

A week later and I'm still waiting for a replacement rim and new tyre to be fitted – the tyre, an almost new Michelin, also had a side-wall bubble, presumably from the pothole impact.

I have been unable to find anyone local who can straighten my bent alloy wheel, so have opted for a good second-hand replacement at about half the new price (\$900 from Peugeot for a new one). There will be no change out of \$800 for the replacement alloy and new tyre!



Expensive dent on my 508 alloy wheel

This month's club meeting will be the **ANNUAL GENERAL MEETING** at our usual venue, the Raiders Club, at 8 pm on Tuesday 25th October, with dinner and drinks from 7 pm. I look forward to catching up with you on the night.

Au revoir,

Brad Pillans

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CLUB EVENTS 2022

23 October French Car Drive, Lanyon Homestead for afternoon tea

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

5 November French Car Day at Telopea Park School fete, 10 am to
4 pm, with vehicle entry from 9 am to 9.30 am.

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

11 December Christmas BBQ at the Spanish Australian Club,
Narrabundah.

Other local and interstate events

Marques in the Park: Sunday 13 November, John Knight Park,
Belconnen.

French Car Drives in 2022 and 2023

Our regular “French Car Drives” are aimed to create opportunities for us to use our concessionally registered cars. Cars, and owners, of all ages are welcome. More details closer to the time of each drive. If you would like to propose a drive, please contact me.

Lisa Molvig, Social Secretary Reno1338@hotmail.com



The last French Car Day that was held at Telopea Park fete, was in 2019 – in pre-COVID times and pre-French Car Club of Canberra times. We are looking forward to returning to Telopea Park this year, on Saturday 5th November. Photo: Brad Pillans

French Car Drive: Barracks Café at Lanyon Homestead Sunday 23 October

Lisa Molvig

Eleven people braved the wet conditions to travel to Lanyon homestead for afternoon tea at Barracks Cafe on Sunday 23 October. The weather was fine while we were there, but torrential rain through Tuggeranong valley on the way home. Seven FCCC members and four from the Rover club. Another social connection within this group is three men belong to the same social cycling coffee club in Belconnen. We had the marquee to ourselves to enjoy a late lunch or afternoon tea. A major topic of discussion was electric vehicles, though there are not many French options available in Australia yet.

I'm now planning outings for next year, so please contact me if you have a suggestion of a cafe to visit in the Capital region.



Car photos are by Lisa Molvig, the people photos are by Geoff Fiddian of the Rover club

Peugeot 403-7 Confort

Colin Handley

Geoff Hill purchased his 403 new in Paris in 1965, and it was his only car, his pride and joy until he died in March 2022.

The midnight blue LHD 403 7 Confort (or sept), was the economy model, very few of which made it to Australia, and only as private imports. Built in 1965, the last year of the 403 run, it had no front vent windows, no stainless door trims or stainless bumpers, and it had a commercial grille, 203 engine (1290 cc compared to the standard 1468 cc), 203 steering wheel and 203 switch gear.

Geoff purchased his 403 while posted as Australian trade ambassador to France, he twice shipped it back and forth to Australia with different postings.



Photo: Geoff's distinctive LHD 403-7, with 1940's French "Gerry Can"

Geoff's faithful LHD 403 was a common sight around Canberra in public service carparks over the years.

When Geoff was posted to Auckland NZ and again when he was on deployments in the US he asked Peter Flanagan to look after his 403 who arranged for Lew Edwards the Peugeot guru in Queanbeyan to rebuild the engine and gearbox having done so many miles required attention. Peter provided Geoff with front seats of the same red vinyl after the original ones collapsed – Geoff blamed it on jumping kids!!

While minding the car, Peter drove Geoff's LHD 403 to one of the Peugeot Pageants with his son Luc. "We were pulled up by an overexcited Mr Plod who saw Luc, aged about 9 or 10 at the time, in the right hand seat, somewhere near Tocomwal. When Mr Plod came up to the window and started to get stuck into him Luc said something like ".....talk to my Dad he's driving!....." Mr Plod took one look and stormed off without another word. Luc and Peter laughed and laughed about it and still do every now and then". In Canberra on their way back from church, a constable started to do a breath test on one of Geoff's friends, Mr Swann, in the RH seat, till it was pointed out the car is LHD.

When Geoff retired he had the 403 tidied up and repainted including new windscreen seals. The car still bears the original French number plates, sales document from the factory and the various books that the factory provided, together with a folder of extensive service history 50mm thick. In the boot is the 1940s French equivalent of the "Gerry can" for additional fuel.



Geoff was quite a character, fluent in French and Spanish, he loved visiting Columbia Central America. In his South American adventures in his 80s he was jailed in mistaken identity and kidnapped for ransom. So much for adventure!

During Covid lockdown Geoff was in Canberra aged care which made it extremely difficult for his children to spend last days with him. Vale Geoff, missed by many, a colourful character and a passionate 403 owner.

Thanks to Kathryn and Susie Hill, and Peter Flanagan for contributions

CLASSIFIEDS

For sale, parts and wrecking

If you want to advertise something for sale or simply offer items free to a good home, then this is a good place to let other club members know.

Please contact either Colin Handley (0414 484 398) or Brad Pillans (0427 662 112) to place an ad.

For sale

Early Peugeot 404 instrument cluster

Also have front indicator light and bumper bar over-riders to suit same model. Make an offer. Contact Lisa 0412-011927 or reno1338@hotmail.com



Peugeot 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

For sale

2009 Citroen C5X708 2.0 HDI automatic sedan

Engine No KfV10DYXG4PSA011246

Not Registered – Axle shafts and CV Boots worn. Hydraulic suspension inoperable. RHF shock requires replacing.

Contact Geoff Thomas Ph 0269772278

Email jacqui_pic@hotmail.com

Best offer. Located in Temora, NSW



Topran 350 mm inner steering arms

For Citroen C4 and Peugeot; number 3812EO, \$40 pair
Contact Colin: 0414 484 398

CLASSIFIEDS

For sale

2001 Peugeot 406 SVDT automatic wagon

Not registered; no longer roadworthy; electronics not working.
Make an offer. Located in Temora, NSW
Contact Geoff Thomas Ph 0269772278
Email jacqui_pic@hotmail.com



Peugeot bit

505 power steering seals \$5 each, new 405 and 505 rack boots
\$10 each, 504 and 505 trapazoidal headlights
Contact Colin: 0414 484 398

2004 Peugeot 307 hatch

NSW Rego ARN 11R (valid until Sept 2022)
One owner regularly serviced, Petrol, 5 door Hatch back, Auto,
71,500KMs. In very good condition. Price: \$6,000 ONO.
Contact Abhi: 0419 231 220



Wanted

New or used brake booster for 1998 model 1.8 litre Peugeot 306.

I believe the part number is 3535H2, but the number may not be visible on a used booster. If you know of one, please contact Leon Arundell on 0431 979 184.

Renault Champs-Élysées

Lisa Molvig/Losange Magazine

In modern marketing terms, we speak of a "flagship store", an opportunity for any manufacturer not only to show what it is technically capable of, but also to set the mood for the brand in a contemporary way.

Celebrities

Louis Renault recognised the importance of this at an early stage when he signed the lease for the showroom on the Avenue des Champs Élysées in Paris on 23 May 1910. The street is now one of the most expensive and prestigious in the world, but at that time it did not have that significance. This meant that Renault was at the beginning of its development. But not only Louis Renault was convinced of the publicity possibilities. Even in the early days of the automobile, the showroom attracted numerous celebrities, who in a suitable ambience explained the specific possibilities of their new Renault in terms of colours, upholstery materials or special requests, right up to complete bodywork. In the 1930s, the building grew to its maximum size. Much earlier, in 1913, Louis Renault bought number 53, and seventeen years later the adjacent building at number 51 was purchased. From 1933 onwards, both buildings formed one beautiful whole and accommodated the complete Renault programme, not only cars, but also trucks, buses and agricultural tractors.



This function was maintained even after the Second World War. Not infrequently, residents and visitors in Paris flocked together in front of the arched windows to look at the latest models, which were always exhibited in an original way. Sporting victories were also highlighted in this way. The directors after Louis Renault also saw the importance of the showroom and that is why, at the end of the fifties, they decided to build a new building with a large showroom according to a completely different, for that time very modern, concept.

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The most extensive network

The question was whether Renault, in 2010, would have been allowed to completely demolish the classical-looking building and build a modern concrete structure. In the early 1960s, however, it was the epitome of modernity and progressiveness. Managing director Pierre Dreyfus had made Renault the largest French car manufacturer, and such a large brand required a grand presentation to the outside world. The new building had to be operated in a different way and be more open to the general public. Low-threshold was the right word. Moreover, Renault had the most extensive network of dealers and agents in the whole of France at that time, making the actual selling of cars a side issue on the Champs Élysées. The new premises were to become a showcase to the outside world, open to all. The prestige of the avenue, which Renault certainly helped build, could now radiate in the opposite direction to the brand value.



Photo left: Actress Michèle Morgan cutting the cake at the inauguration of the Pub Renault in 1963.

Photo right: Juan Manuel Fangio and Jean Rédélé on 10 July, 1964 at Renault.

Renault Champs-Elysées (cont)

Extension

After fifty years of presence, a new concept was sought, just as modern and visionary as in 1910. Slowly, ideas were taking shape. A place for Renault should have been created that was more attuned to the brand and its image, rather than specifically to its products. The showroom should become an extension of the PR department. Publicis founder Marcel Bleustein-Blanchet took the lead back in 1958 with his Drugstore at number 133 Champs Elysées, a place to meet, raise a glass or find a nice gift at any time of day. Publicis managed to make the Drugstore a phenomenon that became instantly fashionable while attracting a young target group and many tourists from the onset. It was no wonder Publicis became Renault's advertising agency in 1963.



Photo: The restaurant in the back on the ground floor. Guests were seated in old cars, so to speak.

More expressive

Even before this partnership, the two firms had already been talking about a Renault drugstore reflecting on how to create a meeting place around a car brand that would be even more creative and expressive than the drugstore. Everything was focused on publicity in the early 1960s. The French word 'publicité' was shortened to 'Pub', or rather 'Pub Renault', and the idea was born. Of course, this kind of development was watched in America. The Pub Renault became a place to watch and be seen. There was always something happening creating an ideal means of communication and much more than just an ordinary showroom. It would be a revolution, because no car manufacturer in Europe had ever tried this concept.



132 cars

Architect Albert Laprade was asked to make a design. Before the war he had already designed the façade of the factory on the Île Seguin for Renault. On 16 April 1959 Renault received the building permit, not only for numbers 51 and 53, but also for 49. The floor area of 1,660 square metres was virtually the same as that of the old showroom, but the three basement levels provided space for 132 cars, and there were eight more floors above ground level. These floors were occupied by the offices of finance company DIAC, Renault's commercial management for the Paris region and a flat for the company's president, among others. The total cost was 900 million French francs.



Photo: A familiar sight on the Champs Elysées for decades, the Pub Renault here in 1984 at the time of the launch of the Renault 25.

Renault Champs-Élysées (cont)

Immediate success

After two years of reconstruction, the Renault Pub opened its doors on 3 October 1962 during the Salon de l'Auto, which that year was held for the first time in the new exhibition complex at Porte de Versailles and no longer in the historic Grand Palais. It took another year before all the construction work was completed, but the Pub Renault was an immediate success. The large glass front showed already a part of what the visitor could expect inside. At the back, a restaurant with a modern kitchen and a bar were located, so that visitors could walk in at any hour of the day. The tables and benches were set in cosy booths that were reminiscent of cars from the early days. All of this was against the backdrop of a car brand and its products. It was also the time of renewal within the Renault product range. The 4 had just been launched, the 8 made its debut on the Champs Élysées in 1962, and the same happened with the 10 and 16 in 1965.



Photo: Bright, cheerful colours draw the attention in the early seventies, both in the showroom and the display case at the street side.

Automobile museum

The first floor of the Renault Pub, which could be reached by escalator, was the venue for events. Ten years after its opening, it became a museum, the first automobile museum in the French capital to display not only history, but also the future. In 1972, for example, Renault dared to show a number of prototypes that had never been exhibited before.

The permanent collection took shape from 1966 onwards when Renault exhibited some twenty models such as the voiturette from 1898, the Paris-Vienna car (1902), a Marne taxi, also the large models such as the 40 CV and Reinastella. There were also sporting models such as the Etoile Filante and Alpine A210. The museum was called l'Autobiographie Renault.



Photo: The image that former visitors will certainly remember of the Autobiographie Renault containing an anthology of its rich history.



Photo: Millions of people pass by Renault's history on the first floor in Paris' first car museum.

Renault Champs-Elysée (cont)

Renault Pub

The concept was successful and the Renault Pub partly leads its own life. Every Parisian understands what is meant when it is suggested to meet in 'the Pub'. The many entertainment possibilities (cinemas, theatres) in the immediate vicinity help this effect.



Cosmopolitan

The next step that the Renault Pub took was to provide space for new radio stations that would broadcast from the Champs Elysées and received many celebrities who in turn attracted whole hordes of fans. It was particularly remarkable that the state-owned Renault company was giving a voice to proper free radio in France. Musical sounds from all over the world would resonate there, making the Pub one of the most cosmopolitan places in Paris.

The Renault brand was not forgotten either. Every few months, the presentations behind the glass of the façade were refreshed with new models, thematic fill-ins, attention to sporting victories and other awards. It started with the Dauphine 1093 which won the Rally of Corsica on 10 and 11 November 1962. Many followed such as the winners of Le Mans, the Monte Carlo rally and the first Formula 1 Renaults. All kinds of Renault-related events and encounters took place, such as the reception of the entire Renault-Gitane cycling team after the last stage of the Tour de France, as well as the achievement of French market leadership with Renault agricultural tractors in the middle of the now most famous street in the French capital.



Photo: Not only cars receive attention on the Champs Elysées. In early 1979, Renault celebrated being number one in French sales for agricultural tractors.



Photo: Patrick Depailler, Jean-Pierre Jabouille, Jean-Pierre Jaussaud, Gérard Larrousse, Jean Ragnotti & Jean-Pierre Jarier after Le Mans victories in 1978.

Second phase

The second Renault stage on the Champs Elysées, Pub Renault, closed its doors in early 1999. The once splendid concept was outdated and it was President Louis Schweitzer who instructed his deputy and the communications director to draw up a plan as soon as possible for the third life of the brand in this famous spot. Atelier Renault opened on 13 November 2000 and immediately reflected the new advertising slogan devised by Publicis 'Renault, créateur d'automobiles'. Once again change was needed, and after six months of renovation, Renault would be sharing its newest flagship store on the Champs Elysées with the public.

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<https://www.losangemagazine.com/losange-magazine-issue-18-summer-2022/pub-renault-champs-elysees-1962>

Victorian French Car Day

Barry McAdie

On Sunday 16 October, I attended the Victorian French Car Day. The early morning rain had abated by the time our group had finished an early morning breakfast at the Little Rivers Coffeeshouse in Frankston. We then travelled in convoy in bright sunshine to the venue at Cruden Farm. It is a large property bequeathed to Victoria by Elizabeth Murdoch and run by a charitable trust.

By any measure the French Car Day was a huge success with plenty of Alpines, Renaults, Peugeots, Citroens and Simcas on display around the grounds.

Voting was by popular choice. The best Renault was won by Graeme Wingrove with his magnificent 1927 Renault Monasix, with the prize presented by Elena Wood of Renault Australia. Rob Pignolet won the Ladies Choice award and People's Choice award for his 1963 Caravelle. Only 3 awards were available so competition was intense. Plenty of photos of the event have been posted on the aussiefrogs website by Dave Cavanagh who attended in his Ex-Bob Watson R8 Rally car. Some photos of the event are below.



Best Renault winner (above) and the R8 rally car (below)



A beautiful Citroen Light 15



Doug's Le Mans GTA Alpine Turbo - very nice.



Part of the Renault display



Rob accepts the award for his 1963 Caraelle



A pair of interesting 404 utes, left and above

Renault 4 in Australia, 60th anniversary

Simon Fitzpatrick, Adelaide

In 1962, Australia was still emerging from the credit squeeze which had crunched Australian car sales. Renault sales were still bumping along at low levels since Renault (Australia) Pty Ltd had been set up by its French parent in 1958, in an effort to improve marketing and after sales support, by taking over from the previous State distributors.

The 750 was still available, being the cheapest four-door car on the market at £718, with the Dauphine struggling in the marketplace against the success of the Volkswagen Beetle. The only bright spot was the Dauphine Gordini, a sporting saloon which in late 1961 had taken out the Armstrong 500 production car race, winning the first three places in its class. With that, and the recent introduction of the R4L in Europe, dealers had reason to be optimistic.

In an effort to test the durability of their new R4, Renault had taken the new model to all their markets, with one of the final prototypes making its way to Australia in 1960. However, the first official introduction was the New South Wales dealer preview for the R4L on January 10, 1962. The NSW dealer network were invited to preview the R4L - as it was then termed - "somewhere" out the back of Bankstown, then an outer suburb of Sydney. A 2.5-kilometre test track had been laid out to simulate 80 kilometres of a trials "Horror Section", designed to demonstrate the indestructible nature of the R4. Dealer reaction to the new model was rapturous acclaim of its capabilities, resulting in a telegram to France praising the new model.

Keith Stephenson, the proprietor of Stephenson's Garage in Forest Road, Hurstville, recorded the event and prepared a film which was later placed in the Renault Australia library. Does anyone know the whereabouts of the film, or any surviving footage or photographs of the event? As well any as of those demonstration R4s, as they would have been quite early versions fully imported from France.

In the lead-up to the 1962 Melbourne Motor Show reveal, the model's name was confirmed as R4 for Australia, in lieu of R4L, with local assembly expected to commence in June 1962 by Clyde Industries at their Somerton, Victoria, assembly plant.

Minor changes had been suggested by the dealers, with the steel front door window frames to be painted body colour and a proposal the black front crossmember below the bonnet also be painted body colour. The painting of the crossmember was discounted on the basis of the chassis already being painted in the CKD kit, the finish apparently being chip-proof, which the body colour was not. Only one model was proposed, effectively the R1120 R4L, with six-windows, no sunroof and no Super - with the drop-down tailgate.

The launch of the R4 to the Australian public and press was on July 16, 1962, the press being invited to the Somerton assembly plant, where the first R4 off the assembly line was televised and presented to the South Australian Crippled Childrens' Association by the South Australian dealer. The press was equally glowing in their reviews about the "Remarkable" R4.



Renault R4, *Wheels*, December 1963

The R4 priced at £799 replaced the 750 in the Australian Renault line-up and was recognised as a station wagon, instead of a sedan. It was still the cheapest four-door car in Australia, competing with the Morris (Mini) 850 at £740 and Fiat 770 at £762.

Renault 4 in Australia (cont)

The motoring press were enthusiastic with the practicality and tenacity of the vehicle on poor roads, the main sore point being the three-speed gearbox having less than optimal ratios despite its competitive performance on the road. Regardless, the R4 was off to a good start, spurring sales for 1962 and comprising 25% of Renault sales for 1962 even with its mid-year start.

Further positive publicity was gained for the R4 when two New Zealanders, journalist Adrian Blackburn and photographer Bill Rowntree, set off from Sydney in late 1962 in an Australian assembled R4 to travel overland to Paris. The expedition inspiring Renault's Routes du Monde program with the R4. After eight months, 43,000 kilometres, 26 countries and 40 punctures, they made it to Paris with no mechanical breakdowns



Renault R4 mages from *Modern Motor* 1964 (left) and *Wheels* 1962 (right)

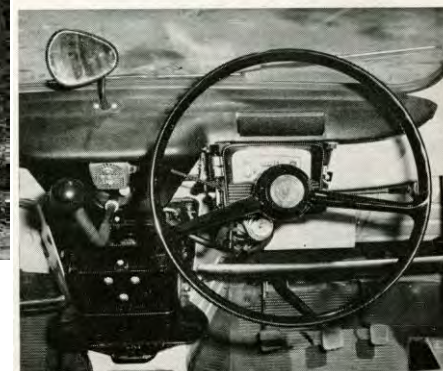


Crossing a river in Iran, en route to Paris (*Wheels*, August 1964)

Introduced in late 1962 were two additional models to the Australian R4 range, the R4 Deluxe (R1123) and R4 Van (R2104). The £839 R4 Deluxe effectively replacing the £850 Dauphine Deluxe, as well as the earlier R1120, which was not replaced once the last R1120 kits were assembled.



A cross between an H. G. Wellsian nightmare and a long-neglected attic. Driving position is very good.



The go-anywhere R4 was a 1960's equivalent of the modern SUV. "Driving position is very good" Images from *Wheels* 1963.

Whilst sales were buoyant, comprising 50% of Renault's Australian sales in 1963, deficiencies in the durability of the R4 transmission were showing. Loose crown wheels, clattering driveshafts from the outer BED joints, perished rubber boots on the inner Weiss joints - resulting in a loss of oil and consequent seizure - required quick remedial action by Renault Australia. The cost of replacing a whole driveshaft was an off-putting £27.19.00 plus labour, so a driveshaft reconditioning operation was set up in Sydney. Where failures occurred within the warranty period, new parts were used. For cars outside of the six-month warranty period, Renault Australia offered goodwill claims on the out of warranty parts up to 30,000 miles, where a locally reconditioned shaft replaced the old shaft, the owner being required to pay the two-hours labour for replacement. Despite this action, R4 sales collapsed and never recovered, sales for 1964 and 1965 were well down.

In mid-1964 all Renault assembly (R4 and R8) was transferred from Clyde Industries in Somerton to Continental and General at West Heidelberg. However, there was still a considerable stockpile of 1963 model year CKD kits, which took until 1966 to clear.

Renault 4 in Australia (cont)

For 1966, the Australian R4 was revised with sliding windows in the rear doors, front seat belt anchorage points, brass coolant expansion tank and extra dashboard cladding were assembled from CKD kits sitting around since 1964 – being 1964 French model year kits. The 1966 R4 van (R2104) was available in updated form, so timing chain in lieu of the fibre gear and glass coolant expansion bottle.

Once Renault Australia acquired the West Heidelberg plant from Continental and General in August 1966, the days of the R4 in Australia were numbered, the new Renault 10 considered a more suitable fit for the new Australian local assembly rules. The final R4s assembled received a black dashboard cladding instead of grey, being phased out once Renault 10 assembly commenced in volume, the R4 wagons selling through to early 1967.

As commercial vehicles skirted around passenger vehicle local assembly rules, Renault Australia still believed there was room for the R4 van, particularly as there was a large fleet buyer who utilised small vans. The Postmaster General's Office, however, required a 12-volt electric system for their service vehicles. In late 1966 Renault Australia released a R2106 van with 12-volt electrical system, but the PMG office appears not to have been interested. I'm yet to see any traditional PMG red R4 van. Surprise me, I'd love to see a surviving PMG van.

The 12-volt R4 vans were to be the last R4s sold new in Australia, selling through 1967 when they were discontinued. Outstanding demand for the new Renault 10 created a need for increased assembly capacity as well as a need for spare assembly capacity for the imminent Renault 16 in 1968.

Simon Fitzpatrick with his R4 at the Centenary Rally in Canberra in 1998



This car is no 'skin deep' beauty

yet chic Parisiennes buy them by the thousands

The fashion this year in Paris, Stockholm, London, Vienna, all smart cities of Europe, is R4 La Parisienne. Now the new R4 La Parisienne is here. It's the ideal car for your wife (you'll have fun with it, too). Just a turn of the key and she's off. The gears won't worry her, it's a new system made easy for women. When she strikes heavy traffic she'll be delighted with the manoeuvrability. She'll get into parking spots she's missed before. (Even loading zones.) The tail gate will rise with the touch of a finger and stay up without any props. Just pop shopping in here. There's space enough for almost anything, tall, wide or deep. Then she can duck around and pick up three, four or maybe five kids from school. She'll be delighted with the new

luxurious seats. Then home and unload without back-breaking stooping. Babies in car baskets go safely behind the back seat without using up passenger space and are always within easy reach. On weekends and holidays you can drive off the road right to your favourite spot.

RENAULT 4

RENAULT (AUST.) PTY. LTD.
153 George St., Redfern, 69-6551 • 199 William St., Sydney, 31-6252.

1966 R4 advertisement advocating putting babies in the boot for safety

Renault 4EVER Trophy: An icon reborn

Brad Pillans

With over 8 million units sold in more than 100 countries, the Renault 4 has been crossing generational and social gaps for the past 60 years.

Production of the R4 may have ended 30 years ago, but Renault is unveiling a modern electric version, the 4EVER Trophy, at the Paris Motor Show this year.

“To bring 4EVER Trophy into the modern era, we have infused its streamlined shape with technological sophistication. All these ingredients have been carefully crafted so that the design resonates with those who are familiar with the 4L and its illustrious history, and with younger generations.” Gilles Vidal, VP, Renault Brand, Design said. That might sound like advertising hype – and it is – but if you squint, you can just make out the ghost of the R4 across the front grille...

It's described as a lightweight off-roader with a “dune buggy vibe” and with a spare tyre on the roof and a shovel and waffle boards on the back, it looks the part. And each wheel is said to have an individual compressor for adjusting tyre pressures for variable terrain. Now let's find a charging station in the bush!



Full story: [Renault 4EVER Trophy, an icon reborn | Newspress Australia](#)

Citroën puts on a new face

Neil Dowling, GoAutoNews, 2 October 2022

Citroën's 103-year history has been given a new face as the brand shows its change of logo to reflect its transition into an electric mobility company and EV manufacturer.

The company said that its new logo – to be shown on a concept car later this month before being applied to all new vehicles from mid-2023 – marks its next chapter in history.

The new logo ‘reinterprets’ the original 1919 oval and chevron design and is the 10th evolution in Citroën's 103-year history. It will be used across digital, dealer and corporate environments.



The logo will be launched along with a fresh corporate brand identity program and new brand signature – “Nothing Moves Us Like Citroën”.

Full story: [Citroen puts on a new face \(goauto.com.au\)](#)

French Car Club of Canberra Inc
General Meeting
27 September 2022
MINUTES



1. Present

Glen Bryden
Greg Francis
Charles Birch
Lisa Molvig
Joel Krewaz
Neil Birch
Barry McAdie
Leigh McEwan
Ross Stephens
Colin Handley

2. Apologies

Brad Pillans
Dave Rowell
Bernard Wright
Ian Brock
Neil Sperring
Adam Rustowski

3. Introduction

The meeting opened at 8.12 pm.
Colin Handley chaired the meeting.

4. Minutes of the previous meeting

Neil moved that the minutes of the August meeting be accepted as a true and accurate record of the meeting, seconded Greg Francis. Carried.
Matters arising, if there are any, will be dealt with during the meeting as is our usual practice.

5. Financial Report

Account balance with Bendigo Bank is \$19,535.37. Nothing further to report.
Barry McAdie moved that the report be accepted, seconded by Greg Francis. Carried.

6. General Business

French Car Day:

Barry to organize trophies, and request ground plan from school and follow up with Shannons. New entry and voting forms developed by Greg, approved for copies to be made by Office Works.

Club logo: Several proposed examples submitted by Greg. Meeting endorsed a composite of two - French and Australian flags around Gang Gang cockatoos above the three corporate emblems.

Social events:

Murrumbateman French Car Drive was well attended and very successful. Next month is Lanyon homestead on October 23. Bookings by 20th with Lisa.

Council of ACT Motor Clubs:

Wakefield Park closed. Action to be taken through parliamentary representatives by public.

Financial: \$25374.81

Registrar: Rod Paul is our point of contact, now with Access Canberra.

60 day update: Anticipated implementation now May 2023, 5 years since application and approval. Delay being attributed to MAI policy. Committee can see no reason for this with Dave to seek explanation.

Publicity: Wheels 2023 on 19 February. Theme: 1950's. AGM. 2022 operating loss of \$768 over and above council fees largely due to insurance for Wheels.

Committee elected: President Roger Amos, V.P. Mark Saunders, Secretary Peter Atkinson, Treasurer Gary Smee, Events Director Geanine Webster, Registrar Dave Rogers, Ordinary Members Graham Gittins, Paul Hirencio, Greg Francis. Public Officer Gary Smee, Public Relations Graham Gittins, Auditor Leanne Major.

FCCC Website: At this moment the website is down.

Renewal for PAC domain is due, if not renewed and let lapse all the history will be lost. To be paid by October 24. To be renewed. Moved Neil B. Seconded Leigh. Website hosting to be renewed. Leigh to contact Mitch to do this. Renault Facebook still active

7. Meeting close/next meeting

The Meeting closed at 8.56 pm. Next club meeting will be at the Raiders Club at 8pm, Tuesday 25 October 2022.

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