



French Car Torque



Magazine of the French Car Club of Canberra



January 2024



On the cover Geoff Boyd (left) and Murray Knight (right) take delivery of Flash Flanagan's 508 GT wagon at Regan Peugeot, Melbourne.
.Photo by Paul Mascuso

FRENCH CAR TORQUE

Official journal of the
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(FCCC)

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Bonjour Francophiles,

Happy New Year. I trust that you had an enjoyable Christmas break with family and friends. Sue and I spent Christmas at home, with 10 family members for Christmas Day lunch and about the same number on Boxing Day. I particularly enjoyed the cool wet weather, which came despite predictions of a hot dry summer courtesy of El Nino. I also enjoyed the fact that fuel prices did not jump up, as they often used to do at Christmas.

No real dramas with cars, but with the rear brakes on my 508 making untoward noises I got Bill McNamee to investigate. It turned out that the rear pads and discs needed replacing, a job that Bill efficiently carried out while I waited – a good opportunity to catch up after Bill had been away on another cruise.

This years' club program is looking good (see page 4), with one or two events each month, in addition to our regular club meeting at the Raiders Club. Last year was one of our best years in terms of member participation in events and meetings, so let's continue the momentum in 2024.

The first event for 2024 is the Shannons Wheels exhibition at Queanbeyan Showground on Sunday 18 February – see the flyer on page 8. Sadly, I will have to miss this big event because Sue and I will be in New Zealand. However, the club is keen to put up a strong display of cars, so please help make it a great event in my absence. Reminder emails will be sent closer to the time.

The first club meeting will be held at 8 pm on Tuesday 23 January, at the Raiders Club, in Weston, with dinner and drinks from 7 pm. Since this will be the first meeting for the year, think about joining us to start the year on a high note.

Au revoir,

Brad Pillans

Brad Pillans, Club President

P.S. With Lake George "full" of water, everyone wants to know why and whether it is here to stay, and the go-to expert is apparently your club president! Front page of the Canberra Times and not a French Car in sight!

As well as the newspaper pics and article, there was also a documentary in the Canberra Short Film Festival last year. See: <https://youtube.com/watch?v=og-zA3P8Lqk&si=qUZZubzfcRw4o1ZJ> And an interview to accompany the Canberra Times story can be found here: <https://www.dailymotion.com/video/x8ranuo>



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CLUB EVENTS

2023/24

Calendar

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

18 February 2024 **Shannons Wheels**, Queanbeyan Showgrounds

25 February **French Car Drive** to a café in Hall Village

27 February Summer BBQ at the The Shed, in Queanbeyan

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

20 April **Wheels of Wamboin**, 10th anniversary event, from 9 am. Bingley Way, Wamboin

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

28 April **French Car Drive** to Wildbark Café at Mulligans Flat

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

16 June **Battle of Waterloo**

23 June **French Car Drive** to Fedra Olive Grove, Collector

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

14 July **Bastille Day morning tea** at Breizh Café in Ainslie

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

25 August **French Car Drive** to Sutton Village Bakery

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

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

27 October **French Car Drive** to Mt Stromlo Observatory Café

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

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

French Car Drives in 2023 and 2024

These occur on the 4th Sunday of even months (except December). If you have any other suggestions of places to visit, please send me an email on reno1338@hotmail.com. Lisa Molvig, Social Secretary

The website of the Council of ACT Motor Clubs has a calendar of car club events in the Canberra region – always worth a look...
https://www.cactmc.org.au/cactmc_calendar.html

I now have a Peugeot 'truck'

Flash Flanagan

I always said "...if you wanted a diesel buy a truck...." We now have a truck as we have a "new" 508 GT wagon. It is 2012 2.2 litre diesel with all the fruit, except the Napa leather seats. One owner from new, all the service records stamped and a very tidy example.

Unfortunately, my 407 wagon disgraced itself with the power steering sensor springing a leak and losing all the fluid from the power steering reservoir. Mixed up 2-pack plastic (like mixing Araldite), took the connector off and smeared the mix over where it was leaking and it took three applications to get it to a small weep and I could drive it to the local shops. Apparently the part I want is no longer available and I would have to buy the complete set of "pipes and stuff" to get it fixed at a cost far in excess of the value of the 407. The wreckers wouldn't sell me one (if they had any) as they all weep and leak so as far as they were concerned they would not sell me something I would come back at them for.

So, after a bit of a discussion where I said I wanted a 508 GT wagon, I had a bit of a look around and found one at Regans in Melbourne. Young Murray Knight went and had a look at it and after a more than positive report we said we would have it. Things were a bit complicated with wife Carolyn in hospital but she was discharged and was able to get to the bank and transfer the money to Bob so he could pay Regans for the 508 (we don't do on-line money transfers or banking but Bob does). People apparently don't take bank cheques or cash over \$10,000 anymore.

With Carolyn home and not allowed to be on her own and needing help showering and walking I was not able to go and collect it (Bob and Biggles had gone to Parkes to see his daughter and help celebrate her birthday over a couple of days). Boydie (Geoff Boyd) stepped up to the mark and despite the train being 2½ hours late he jumped the "red rattler" in Harden at something after 3.00am instead of 1.45am as intended, arriving in Melbourne mid-morning and taking a cab to Regans to collect the 508. Young Murray Knight was there to meet him and after much shaking of hands and a picture for the records (see front cover), Murray led Boydie out of Melbourne so he would not get too confused and swear at all the idiot Victorian drivers and Boydie then drove it to his place in Harden.

Then I drove the 407 over to Boydie's and we took the plates off, wandered down to see Wayne and get a blue slip, before motoring over to Young, to cancel the rego on the 407 and register the 508 with my old plates. After dropping Boydie off, I then motored home in the 508. Took me about 4kms to work out how to set the cruise control and another 20kms to sort the radio and get a station I could listen to and all was right with the world again. Carolyn and Bob were both surprised when they saw the 508 as it is almost like a new car. Carolyn thinks it is far too good for me!

Taking a bit of getting used to as I am not used to touching handles to unlock and lock the car, push button start (haven't had a car with that for probably 40 or more years), having no handbrake to release or apply, fiddling with the "heads up display" so I don't have to keep looking down at the speedo and even how to get the bloody fuel cap to close after it had its first fill of fuel - 54 litres of diesel since it was filled in Melbourne. Oh the flap, you massage it closed rather than just "pushing" it.

From having a quick read of the "book" that came with the car, it has far more gismos than I will ever need. Not quite as comfy as the 407 yet, controls don't come to hand without looking just knowing where it is in space as I drive but with the fullness in time it might come. Yes I miss the 407, as it did everything I wanted and more but ever forward and upward and don't be surprised if I turn up one day in the white 508 just because I can.



The Peugeot 'truck' safely at home in Bungendore

Dakar Classic 2CV

Lisa Molvig

There are very few French vehicles in the Dakar Rally this year. Two Renaults in the Truck class and a Renault 4, Citroen 2CV and Peugeot 504 coupe in the Classic class. The Classic class is a regularity challenge, i.e. you compete on a stage at a specified time and average speed.

This year two Czech women are competing in a Citroen 2CV, to celebrate the 75th anniversary of the 2CV.

Barbora Holicka and Lucie Engova drove one of the most recognisable cars on the bivouac at Dakar 2024. The Czech duo made their debut in Dakar Classic, in a Citroën 2CV that they decked out in a kaleidoscope of fluorescent colours with the help of Czech pop artist Josef Rataj. You couldn't miss it!

Barbora has been racing in the Czech rally championship for over a decade, but she's new to rally-raid and admits she never expected to line up on the Dakar. Whereas she has no family background in motorsport, her co-driver Lucie Engova comes from proper racing stock. Her father Bretislav Enge had a long career in touring cars, racing for the BMW factory team throughout the 1980s, and later teamed up with Lucie to compete in the Czech rally championship for historic cars. Meanwhile, her brother Tomas Enge -who completed Dakar 2021 in an SSV- is one of the biggest names in Czech motorsport, and the only driver from his country to have raced in Formula 1. Sadly, the head of the Czech Samurais team, Olga Rouckova, was forced to withdraw from Dakar Classic a few weeks ago because her driver, Ondrej Martinec, had to undergo heart surgery. Barbora and Lucie therefore decided to represent the team in their 'Duck' - the Czech nickname for the iconic 2CV.

Barbora has always raced in a Citroën, and after flirting with the possibility of entering a ZX Rallye-Raid, she decided to pay tribute to 75 years of 2CV production by prepping one -and in some style- for Dakar Classic. The Czech duo definitely brought a splash of colour to this 46th edition, which could pave the way for a future appearance in the main Dakar.

[Barbora and Lucie finished 63rd out of 71 finishers in Dakar Classic]

B.H.: "I've been doing motorsport for more than 10 years, driving in the Czech rally championship. My family isn't into motorsport at all, but I always wanted to go to races and see the cars. When I got the opportunity, I put everything into it -no holidays, no shopping! I have a background in traditional rally and I also do hill climb competitions, but cross-country is brand new for me, and the Dakar was something I never imagined. I knew people working there as mechanics, and I used to joke with them 'Take me with you!' Then I met Olga, because I organize a smaller version of Dakar Classic back home. I asked her, 'How it is possible to go to Dakar?' She told me how it all works because I didn't know anything... 'Are there showers, or do you go 20 days in the desert without washing?' I came to Dakar 2023 for two days to see her and the team, and I was already planning how to go myself. Olga suggested starting with Dakar Classic, because it's the easiest way to discover the rally. I was tempted by the ZX Rallye-Raid, but it's impossible to pay for it! Then a friend said, 'You have to go with the 2CV, that'll be the best fun'. So I found a 2CV and a specialist mechanic, Tomas. It might have been easier and cheaper to go with another car, but I think it was the right move, because everybody loves the project. There's an amazing community around this car. The nickname for a 2CV is a 'duck' because it moves like a duck! So this is our Duckar project! And the car is from 1979, which was the year of the first Dakar."



Sources:

<https://www.dakar.com/en/competitor/712>

<https://www.dakar.com/en/news/2024/stage-2/classic/the-duck-ar-girls/186334>

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

Peugeot 205 GTI 1987 model

Registration YBQ 49V, current to 27 February 2024. Interior good, mechanical problems, e.g. broken clutch cable. Ideal restoration project. Some engine spares. Contact Pat Stone: 02 6254 5525, or 0405 127 457



Citroen Xantia

Registration YLC465, current to 26 January 2024. Suitable for restoration or parts; some engine spares. Located in Weetangera, Canberra. Contact Pat Stone: 02 6254 5525, or 0405 127 457



Peugeot 205 wheels

Set of four white wheels for Peugeot 205 with unused Bridgestone RE001 tyres, red gutter guard trim and Peugeot wheel valve caps and centre badge. \$500. Contact Greg: 0411 281 388.



Peugeot 504 trapezoidal headlights

Contact Colin: 0414 484 398

For sale (cont)

Peugeot 403 sedan

Expressions of interest for grey 1959 403, mechanically vgc; brakes and tyres vgc; body has "patina"; full reg just expired. Formerly owned by long-time club member, Nev Gare. Contact Colin: 0414 484 398



Free to good homes

Workshop manuals and books offered free to interested club Members:
Citroen CX Repair Manual Dec 1980 (2 volumes)
Citroen CX Haynes Manual 1980
Citroen CX2000 Owner's Manual
Citroen 2CV, AMI & Dyane Haynes Workshop Manual 1990
Peugeot 404 Owners Workshop Manual Autobooks 995 1972
Peugeot 504 (petrol) Haynes Manual 1985
Kennedy, Ewan. *Peugeot: the Australian Story*, Marque Publishing, 2002.
Broad, Raymond. *Citroen* London, Luscombe, 1975. ((Great Car Series)
Long, Brian and Phillippe Claverol. *SM: Citroen's Maserati-engined Supercar*, London, Veloce, n.d,
2CV Xpert magazine avril- mai-juin 2007
2CV Magazine (2 issues) janvier- fevrier 2002 and mai - juin 2006

Collect or pay postage.
Contact Pat Stone: 0405 127 457

Shannons Wheels 2024



The Council of ACT Motor Clubs inc. presents

Shannons Wheels 2024

An Autumn Show & Shine for all marques

Celebrating the Hot Hatch

in aid of : **Respite Care for QBN**



Queanbeyan Showgrounds

Sunday 18th February

Exhibitor entry from 8:00am to 9:30am

Public entry from 10:00am to 1:30pm

Sponsored by Shannons Insurance

& held in conjunction with the **Queanbeyan Markets**

enquiries: info@cactmc.org.au

web: www.cactmc.org.au

Renault 4: The Malagasy Taxi

Masika Sipa, MadaMagazine

Everywhere in Madagascar's towns and villages they travel as normal taxis: the Renault 4s. Elsewhere one sees them at most still as well maintained classic cars on exhibitions or in lover garages, on Madagascar however they belong to the completely normal street scene. But why the R4?

As early as the end of the 1950s Renault wanted to plan a small car under the name "Project 112", which would offer as much space as possible, have five doors and be suitable for poor road conditions. These initial ideas alone give us an idea of why Madagascar of all places is still an Eldorado for the R4 today.

The finished Renault 4 began its triumph at the International Motor Show (IAA) in Frankfurt in autumn 1961. At that time still as Renault R4 – only four years later the R was dropped in the official sales name. A little later, the new car was also presented at the Paris Motor Show. The name of the car was inspired by the built-in four-cylinder engine. For the first time Renault had built front-wheel drive in one of its cars, and the price was surprisingly low by the standards of the time: it was not even supposed to cost 13,000 Francs, i.e. less than 2,000 €. The Renault 4 was to become a car for the masses, the successor to the famous Renault R4 CV. Contrary to all prophecies of doom, the R4 also made its triumphal march through France, and was soon even produced in South Africa and Madagascar.



Renault 4 taxi in Antsiranana, also known as Diego Suarez, Madagascar

Over the years, different variants supplied the right R4 for every driver: from the "plein air" convertible to the sporty "GTL" with 34 hp, Renault provided a whole range of differently equipped R4s – the "Sinpar" model even had all-wheel drive. The basic model was always only slightly changed. The R4 was supplied as standard with 0.6 to 1.1 litre engine, tubular steel seats with canvas covering, a weight of just 600 to 720 kg, an engine capacity of 603 to a maximum of 1108 cc and 26 to 34 hp. In 1957, the three-speed transmission used until then was replaced by four gears, what remained was the characteristic turret shift. Drum brakes were part of the R4 until 1982, after that the models GTL and R4 F6 had front disc brakes.

Exactly 8,135,424 Renault 4 cars rolled off the production line in 68 countries worldwide – the R4 is still the second best-selling car in France today. Production was finally discontinued in 1992. The only drawback of the R4 until then: was its body, which is very susceptible to rust. The different wheelbase of the car is still odd and widely known today: right 2401 mm, left 2449 mm. It was caused by the torsion bars placed one behind the other on the rear axle, which was also a feature of the following model.



More street scenes in Madagascar

Malagasy taxi (cont)

Via France, the R4 quickly found its way by ship to the former colonial country of Madagascar. Unlike many other cars imported or produced there, however, the Renault 4 has remained for decades. Three reasons make it the most popular Malagasy taxi:

- The independent and soft suspension. Malagasy [roads](#) are bumpy, uncomfortable and full of potholes. Besides the [Route Nationale](#) and major roads within cities, the fewest roads are asphalted. If you are a taxi driver here, you need a car that can also be used on rough terrain. The fact that the R4 is not designed for more than 110 to 120 km/h as standard doesn't matter in Madagascar – the roads anyway don't give any higher speed.
- Its longevity and simple mechanics. Hardly any other car is as durable as the R4 with few failures at the same time – and once something is broken, one gets suitable spare parts in almost every city in Madagascar. However, most Malagasy taxi drivers know their car well enough to carry out all kinds of repairs themselves with the simplest means. Often they screw and work completely without plans: As long as it holds, it's OK. R4 models built before 1975 can, if necessary, even be started through a hole in the bumper with the jack crank.
- Low fuel consumption: the R4 consumes 5.4 litres of petrol per 100 kilometres on average. Since gasoline in Madagascar is as expensive as in Germany, but most people earn much less, it must never be used more gasoline than is absolutely necessary. Some curious do-it-yourself constructions help the R4 on Madagascar to an even lower consumption – or at least to smaller tanks, which the driver first fills together with his passenger at the beginning of the journey.

There is no odometer on Madagascar, each passenger negotiates his price individually with the taxi driver – preferably before the trip. Small breakdowns are quite normal due to the age of the Renault 4s and countless flickering: homemade fuel hoses and reduced tanks, starting without keys or holes in the bottom metal are simply part of the Malagasy taxi. In short: For short trips the R4s offer a real Malagasy experience in an original classic car.

Besides the Renault 4, the Citroën 2CV, another famous vehicle in automobile history, is also used as a regular passenger taxi in Madagascar. About 8000 cars are registered as taxis on the island. In Madagascar there are taxi ranks in the real sense only in the capital, mostly one finds taxis simply everywhere at the roadside. In Antananarivo and most other cities the vehicles are light beige, in Antsirana (Diego Suarez) in the north bright yellow, in Sambava on the north-east coast painted yellow-red. They travel smaller distances between nearby cities or within them and are slightly more expensive than [Taxibrousse](#) or [Taxi Be](#), but much more comfortable and a little safer.



Renault 4 taxi at the street edge of Antsirabe

Source: [Renault 4 - The Malagasy Taxi - MadaMagazine](#)

Renault Megane RS Ultime

David McCowen, News Corp Australia Network

The Renault Megane developed a cult following with car enthusiasts, but unfortunately its time is at an end. Thankfully, Renault is sending it off with a bang.

Renault has called time on turbocharged hatchbacks, and the new Renault Megane RS Ultime will be the last car offered by the brand's performance car arm. Ultime means au revoir.

Renault Sport has stopped building turbocharged hatchbacks, electing to sign off decades of fun-loving compact cars with a final spin in the Megane RS. Limited to 1976 examples around the world – a nod to the year of its origin – the last Megane represents one of the most potent front-wheel-drive cars on the road. Just 40 are coming to Australia, many of which will be snapped up by collectors

The fourth-generation Megane RS was probably a case study in how not to launch a car: Renault slashed warranties from five to three years and deleted desirable features such as Recaro Seats, Michelin tyres and the titanium Akrapovič exhaust of previous models. Once-standard elements such as lightweight alloys, a limited-slip differential and track-honed “Cup” suspension became optional extras, and divisive four-wheel-steering technology drew plenty of criticism back in 2018. As a result, rival brands including Honda, Toyota, VW and even Hyundai snatched market share. Later examples of the Megane fixed many of those flaws with a sharper focus and more equipment, including the Recaro sports seats, lightweight alloys and high-performance tyres of the Ultime.

Renault Sport's last cars represent a return to form, with an engaging combination of grip and agility that encourages you to approach corners in a way that isn't advisable in most sportscars. Huge brakes and fat tyres help you attack the entry of a corner before the rear-steer kicks in to help the car find an apex. It then rewards early commitment to the throttle with turbocharged torque and outstanding traction thanks to a limited-slip diff. Powered by a turbocharged 1.8-litre, 4-cylinder petrol engine, mated to a 6 speed EDC auto gearbox, the Megane RS Ultime delivers 221kW at 6,000rpm and 420Nm at 3,200rpm (400Nm for the 6sp manual).

There is still room for improvement. The suspension is punishingly firm and the gear shift paddles are awkwardly fixed to the steering column, rather than the back of the steering wheel. We also experienced electrical gremlins in our time with the car, and a quick search suggests that many owners have had issues with an undersized battery in late-model Meganas. There's also the small – or large – matter of its asking price, which is about \$73,000 drive-away in manual trim or \$76,000 for the auto tested here. That's big money.

However, the Megane Ultime is not the end of the road and Renault has not turned its back on performance cars altogether. Having re-branded its Formula 1 team from the yellow of Renault to Alpine blue, the company says “Alpine, Renault Group's sports car brand, will write the next chapters in this story”. Expect to see Alpine-fettled fast cars in the future, including hot hatchbacks for the electric age – an eR5 hot hatch, perhaps?



Sources and more images:

[Renault Megane Ultime review | news.com.au — Australia's leading news site](https://www.renault.com.au/news/final-evolution-megane-r.s.-ultime/5666/)

<https://www.renault.com.au/news/final-evolution-megane-r.s.-ultime/5666/>

Peugeot utes in Gaza

Brad Pillans

No matter how you look at it, the war in Gaza is heart-breaking, and like most wars, there are no winners, only losers. All media sources – newspapers, online and TV - are full of appalling images of destruction and human suffering.

One recent image, in the Canberra Times, showed an overloaded Peugeot ute (looks like a 504), pressed into service in Gaza as a removals truck. I went searching for the image online, but could not find it, so I reproduce the Canberra Times page, below.

The humble 504 ute had a surprisingly long production history, from 1980 in France, until well in to the 2000's in places like Nigeria. Twin cab (four door) versions were also made in China and Argentina, until the late 1990's. Never common in Australia, they made a name in Africa, Asia and South America as reliable, robust vehicles that could carry enormous loads for their size. As the Canberra Times image shows, that is still the case!

I never owned a 504 ute, but I did have a 404 ute, for a few years, in New Zealand. They were also renowned for carrying huge loads. Indeed, I recall taking the ute to a landscaping place and asking for 1 cubic metre of topsoil. The loader operator looked at my ute and scoffed – “it will never take it, mate”, he said. When I said I'd take my chances he lifted the full bucket as high as he could above the tray and dropped the load. The ute suspension did its job and the guys eyes nearly popped out of his head. A few weeks later, I went back for more and was treated with great respect!



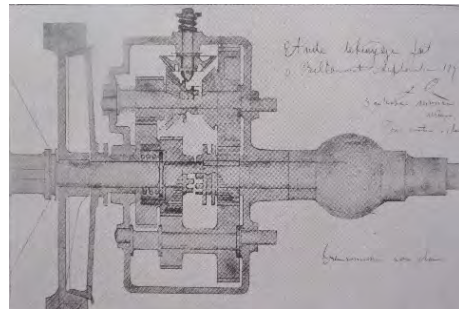
The 125th Anniversary of Renault & the appearance of the de Dion Bouton vis-à-vis

Rodney C Anderson, Guildford WA

Louis Renault going up and down one of the steepest and highest hills in Paris (Rue Lepic in Montmartre) on 24 December 1898, in an automobile of his own design, featuring a direct drive transmission, is one of the best-known Renault stories.

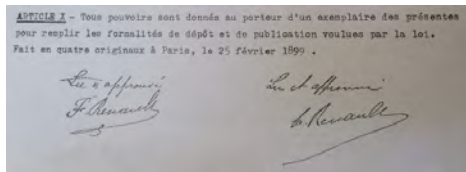
Whatever happened that Christmas Eve in 1898 the fact is that Louis Renault became the foundation stone for a huge industrial empire – an empire that is described by Charles de Gaulle in his *mémoires* as the first and finest factory in France.

In 2023 Renault, de Dion Bouton, and other French motoring enthusiasts gathered to mark the 125th anniversary of the direct drive



transmission - at various places including Cobram on the mighty Murray River, in Australia, and gathered again both there and elsewhere including France, England, Wales, and Germany to mark the time Louis Renault purchased the de Dion Bouton motor.

Above: Drawing dated September 1898 showing clutch & gearbox



Left: the signed 1899 agreement

[Next month will mark the 125th anniversary of the application made on behalf of Louis Renault dated 9 February 1899 for a patent to protect his invention described as '*mécanisme de transmissions et de change-ment de vitesse pour voitures automobiles*' and the registration of the agreement dated 25 February 1899 which officially established Renault Frères - Editor]

Recently, I was made aware of nuances in the terminology used in production and am now satisfied that on 14 March 1899, at 139 rue du Point du Jour, Billancourt, the prototype with revolutionary direct-drive transmission, Michelin tyres and 1 cv. $\frac{3}{4}$ de Dion Bouton air-cooled motor appeared. The same day, Renault Frères received an advance payment for a Type A – *Système Louis Renault* from M. Georges Bartaumieux. [In First Gear – The French Automobile Industry to 1914 James M. Laux 1976 p.50]. Soon after, at 36 Quai National, Puteaux, another prototype with a rigid rear axle and a reported 3 cv. $\frac{1}{4}$ de Dion Bouton water-cooled motor appeared.



Above: 1898 prototype, artist's impression

To celebrate the 125th Anniversary of Renault & the appearance of the de Dion Bouton vis-à-vis and other 'fetes' coming up in 2024, devotees of Renault, de Dion Bouton, Michelin, and other French motoring enthusiasts will be gathering at various places to pay tribute to the contributions made by de Dion, Bouton & Trepardoux to the science of mechanical and aeronautical engineering and Louis Renault - the person Lord Montagu of Beaulieu described as 'epitomizing the age of the motor-car in France during the first half of 'last century'.

There will be a gathering at Echuca prior to the Veteran Car Club of Australia (Vic) Inc. RACV 1 & 2 Cylinder Rally and a celebratory luncheon on Thursday 14 March 2024. [For information on the gathering at Echuca contact John (02) 4878 5227]. In Western Australia a celebratory dinner will be held at Guildford - please contact me: andersonroyalparade773@gmail.com

The arrival in Australia of the Renault 4cv. – the last '*Louis Renault*' model – with sales in the week beginning 21 February 1949, also provides a wonderful opportunity for 4 cv enthusiasts to celebrate this 75th anniversary in 2024.

For all the information:

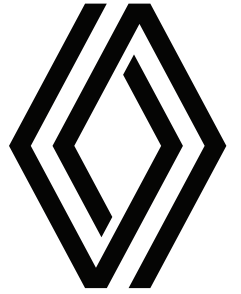
www.veterancarclubofwa.asn.au/EarlyAuto/2021DecEA.pdf

www.veterancarclubofwa.asn.au/EarlyAuto/2022JanEA.pdf

www.veterancarclubofwa.asn.au/EarlyAuto/2024JanEA.pdf

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January 2024 14

**French Car Club of Canberra Inc
General Meeting
28 November 2023
MINUTES**



1. Present

Lisa Molvig
Neil Birch
Barry McAdie
Leigh McEwan
Charles Birch

Neil Sperring
Bill McNamee
Greg Francis
Brad Pillans

2. Apologies

Colin Handley
Ross Stephens

3. Introduction

The meeting opened at 8.25 pm.
Brad Pillans welcomed members to the meeting.

4. Minutes of the previous meeting

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

5. Financial report

Our Account balance with Bendigo Bank is \$3,411.73, with three Term Deposits totalling \$15,029.92.

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

6. General Business

CACTMC report

Wheels has been moved forward a week to 18 Feb 2024, the same day as the Queanbeyan Market Day, so food and drink will be available nearby. After very productive discussions, the fee for the showgrounds will be \$450 and Wheels only gets the parts of the showground needed. Help from Volunteers on the day will be gratefully accepted from 8:30 am.

Two new clubs have affiliated with the council, The Mixed Grills Car Club and In Rust We Trust (the Rusties). Greg wishes all clubs could do their paper work as well as these two.

More info on council activities: <https://www.cactmc.org.au/>

Social

All the dates for events next year are in the latest FCT; Wheels at Womboyne needs to be added.

Christmas BBQ: The meeting decided to have it on 12 December at Snappers, Canberra Yacht Club.

Neil Sperring moved that the Club fund up to \$20pp for food, seconded by Greg Francis, carried

6. Other business

There will be no FCT in December; next edition will be in January. Brad will check with Colin Handley to if we can have a meeting at the Shed in Queanbeyan in February.

7. Close and next meeting

The meeting closed at 9.03 pm. The next club meeting is scheduled for the Raiders Club in Weston, at 8pm on Tuesday 23rd of January.



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