

June – August 2012

The Rampant Frog



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French Car Club of Tasmania Inc.,
PO Box 193 New Town, 7008 Tas.

The French Car Club Of Tasmania Inc.

www.frenchcarclubtas.org		Club Telephone: 0407 322 820
President	<u>Colin Fuller</u> vk7zcf@hotmail.net.au	0407 353 034
Vice President	<u>Trevor Wise</u> taswise@internode.on.net	6225 2935
Secretary	<u>Lisa Febey</u> febey@internode.on.net	6278 1956
Treasurer & Membership Secretary	<u>Damien Febey</u> damien.febey@treasury.tas.gov.au	6278 1956
Committee	<u>John Knibbe</u> <u>Bruce Chetwynd</u> <u>Rip Shield</u>	6225 0988 6244 4577
Merchandising Officer	<u>Christine Stevens</u>	6344 1302
Publicity Officer	<u>Mareea Sutherland</u> jmsuth@optusnet.com.au	6249 2499
Club Captain	<u>Georgina Addison</u> gaddison2@bigpond.com	0429 321 525
Editor	<u>Sam Poynter</u> sdhpoynter@gmail.com	6228 3346
Public Officer	<u>Derek Haigh</u>	
<p>Membership Fees: Individual Subscription: \$48 Family Subscription: \$54</p> <p>Concession Subscription: \$10 discount for holders of a Pensioner Concession card or full-time students</p>		
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<p>Cover Picture: Peugeot 403 Wagon quietly rusting in peace</p>		
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Coming Events

Bastille Day car display and dinner

Date: Saturday July 14th, 2012

Venue: Parliament House Lawns

'French Style' Evening Dinner: Environs Restaurant, 38 Waterloo Crescent, Battery Point.

A reminder with details will be emailed closer to date.

RSVP: Club Sec, Lisa Febey: 62781956, Febey@internode.on.net

Annual General Meeting & Economy Run

Date: Saturday 11th August, 2012

Venue: Lake Leake Inn, 320 Lake Road, Lake Leake.

Meeting & Lunch Times will be announced closer to the date.

Meal Prices: \$20 to \$30

A reminder with details will be emailed closer to date.

RSVP: Club Secretary, as above.

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Froggy Trading

I have a selection of new and used 505 parts I wish to sell and wondered if anyone in your club was interested.

1 power steering belt - new

1 lower rad hose - new

1 upper rad hose - new

1 starter motor - new

selection of fuses - new

3 spark plug tube units - s/h

3 various cold start units - s/h

2 Dashboard roller switches/dimmers - new

1 drive train to diff flex coupling - new

1 set of brown carpets for sedan - new or near new

Total price \$400.00 (which represents good value given the starter motor alone is worth approximately \$325.00)

- plus delivery charges if required - prefer not to separate.

Leigh Murrell - Launceston

Phone: 6326 3638

Classic French Marques – Delahaye



Wild styling, with fully enclosed wheels and lots of chrome. This is the 1948 Delahaye 135MS, with bodywork by Figoni & Falashi. Although

originally commissioned by the Aga Kahn, this car eventually came to the ownership of actress Rita Hayworth.

Emile Delahaye started producing his first automobiles in 1894 in Tours, France. The first automobiles were single or twin cylinder, belt-driven power units. Emile Delahaye departed his company in 1900, just one year before a factory was constructed in Paris. It is unknown why the founder left his company.

Four cylinder engine production began in 1908 in sizes of 1,460cc and 2,120cc. As well, a V6 was built in 2,565cc size. Delahaye production was boosted by manufacture under licence in America and Germany. By the end of WWI lorry production was Delahaye's mainstay.

In 1934 two new cars were introduced, the 12cv and the 18cv. The 12cv was motivated by a 2,150cc four while the 18cv was powered by a 3,200cc six. The engines were derived from the lorry powerplants. It was in the following year that Delahaye introduced its most famous cars, the Coupe des Alpes and the 135.



© Sébastien Morliere

The Coupe Des Alpes (1935)



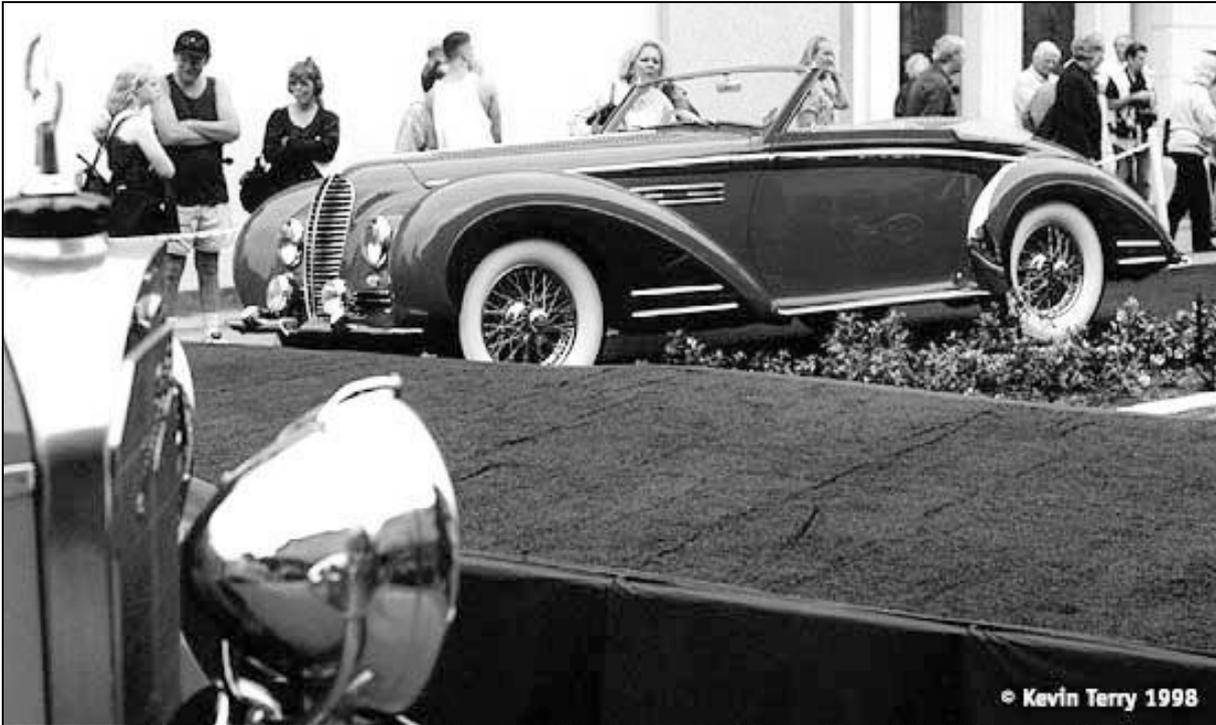
Type 135M Roadster (1938)

Following the release of the successful street cars came racing success. Although the German manufacturers of Mercedes-Benz and Auto Union were already dominating sportscar racing Delahaye managed some level of victory. Prosperity on the track resulted in demand for the street cars.

Delahayes carry some of the most astounding coachwork ever created. Of special note are the Figoni et Falaschi (eg the car at the front of this article), Chapron and Letourneur et Marchand bodies. Despite these very special cars, Delahaye continued to build lorries.

After WWII, in 1948, the 135 was continued and the 4,500cc 175 was introduced. Hard times hit and sales slowed and the final new models were released in 1951. This was an advanced Jeep-based vehicle of 3,500cc. Delahaye was taken over by Hotchkiss in 1954 and car production ceased as lorry production continued under the name Hotchkiss-Delahaye. After

several months the Delahaye name was dropped and history closed on one of the world's most intriguing vehicle makers.



The 1946 Delahaye T135 MS Chapron Cabriolet.

With limited chrome (compared to previous Delahayes), this is a more conservative car, but still very stylish. No wonder the Benz in the foreground is looking down its nose!



A small selection from another photo of the above car shows a feature I have never seen before – a transparent steering wheel.



Delahaye produced a 4wd for the French army in 1951 and designated it the VLRD (Voiture Légère de Reconnaissance Delahaye). Designed very much with off-road capability in mind, its sophisticated features included adjustable four-wheel independent torsion bar suspension, four-speed synchromesh transmission with high/low gear ratios and differential locking capability, aluminium dry sump engine and 24 volt electrical system.

Vale Rodger Stuart Mortimer

9th July, 1941 – 23rd April, 2012

Recently, club members were saddened by the news of the loss of Rodger Mortimer who passed away after a battle with cancer, at his home peacefully on 23rd April 2012.

Rodger and Rhonda are well known to many of us, and have been great contributors and supporters of the FCCT attending numerous events over the years. Club members extend their deepest sympathy to Rhonda.

Rodger, pictured below at front left, enjoying the camaraderie of a French Car Club lunch held at Richmond a few years ago.



West Coast Tour 27 – 30 April 2012

(Text: Damien & Lisa Febey, Photos: Colin Fuller, Trevor Wise & Dick Bryden)

Friday 27 April

French Car Club members travelled from the South, North and North West; some arriving early, some slightly late to rendezvous (a French word - gee they crop up everywhere) at the Zeehan Museum between 12.30 – 1.30 pm. The weather from Hobart was pleasant during the morning run, but became overcast by mid-day, with the odd shower on our drive through Queenstown into Zeehan. After a leisurely lunch at the local café (French word again), members toured the museum with its records of mining disasters and life at the turn of the century. On display was mining machinery, a train and boat, precious rocks (osmiridium) and minerals unique to the West Coast and Zeehan. A surprising find among the buildings was a well preserved Freemasons lodge complete with all the Freemasons' paraphernalia, as well as the large Gaiety theatre still in fairly original condition.

Entry fee included viewing historic films in the Gaiety Theatre. Members saw Australia's first silent feature film "Jewelled Nights" starring Louise Lovely; also a documentary about daily life as a miner in Queenstown circa 1905 and a film about early Australian sporting events. Afterwards some drove a few kms out of Zeehan along a winding tree covered lane in pursuit of the 100 metre 'Spray Tunnel;' now disused, that cuts through a hill for ore trains to access the silver spray mine.

Around mid to late afternoon participants made their way to Tullah Lakeside Lodge, accommodation for our 4 day trip.

On the first night a pleasant evening meal in the timbered dining room was followed by a fun activity – a multiple choice trivia quiz on the topic of French Car Marques! Noel Addison and Colin Fuller asked pre-prepared questions of members divided into five teams. It was amazing that extremely good sportsmanship dominated the evening because questions got pretty tough. Trevor Wise's marvelous memory banks took "Wise Guys" team across the line first, followed by "Club Febey;" hubby Damien and Rip Shield who came second with *massive* support from me!



WC Railway Engine at Lynchford Station.

Saturday 28 April

After an early breakfast at 7.30 am on Saturday morning, French cars motored to Strahan where Bob and Leonie Donaghue joined the group aboard a luxurious Wilderness Railway Coach that slowly travelled the windy road to the Queenstown West Coast Wilderness Railway Station.

Although fairly misty, cool and wet (well it is the West Coast!), French car club team spirits were not dampened. Some enjoyed excellent cappuccinos in the train station cafe waiting to board the beautifully restored steam train. As we were waived off by train station staff, we looked forward to the trip; up, down and around dense Tasmanian rainforest on the Abt rack and pinion railway that would eventually take us back into Strahan. Along the way the train stopped at four stations. At Lynchford, passengers were shown how to pan for gold although no one struck it rich; at another the train re-filled with water having climbed the steep ascent on the rack and pinion track, whilst some passengers dashed through the rain at the designated toilet stop; there being no toilets on the train. Photographic scenery stops allowed magnificent views of the King River. Refreshments and entertaining stories told by talented railway staff ensured passengers enjoyed their travels.



Marijke, Noel and Georgie Addison enjoy the West Coast Rail journey.

When the train eventually arrived at Strahan after stopping to remove a fallen tree, we were met by Bruce and Brigid Chetwynd who increased the numbers on the trip to seventeen. Later, whilst investigating Strahan, there was just enough time to catch a performance of the longest running play in Australia; “The Ship That Never Was” before tea. This highly recommended dramatization of the story of ten convict commandeers of m. v. Frederick in 1834, was performed outside under canvas. Audience participation meant some club members got the chance to act *dream* roles! Thankfully, heating was generously supplied in the form of heavy woollen blankets because the *famous* West Coast weather also turned on a show!

Cold, tired, but *invigorated* club members warmed themselves back to life at Hamers Hotel where they tucked into a nice warm meal and later headed on back to Tullah Lodge via the Murchison highway.

Sunday 29 April

Another early start around 7.00 am Sunday morning saw us head to the tiny West Coast town of Corrina via the picturesque countryside of the Bastyan and Reece Dams and Pieman River. Luckily the weather had improved

dramatically! Car pooling meant just four cars were ferried across the river on the two car “Fatman” punt enabling us to board our gracious Huon pine cruiser; the m. v. Arcadia II. As we journeyed down the Pieman listening to safety instructions that might stop would-be racing drivers (or lasses wearing heels because they forgot their walking boots) skidding into the prehistoric depths; I felt a strange bond between the convict sailors of the Sarah Island story we heard the night before. However, *our ship’s experienced* sailors told entertaining stories about the history of the area and pointed out unique characteristics of the “gallery” of rainforest trees lining the river banks; Huon Pine, Myrtle, Blackwood, Leatherwood , Celery Top and ferns.



The infamous Peugeot 504 of Bob & Leonie Donaghue on “the Fatman.”

The Arcadia moored at the head of the Pieman River and we disembarked and strolled along a sandy button grass track toward the beach, the site of our lunch provided by the crew. On such a calm day it was amazing to see waves breaking heavily on a rocky shore. The beach was strewn with remnants of logs washed down from the Pieman River. Skeletons of dead penguins or dolphins were half buried in the sand.

Conditions on the trip back were perfect. A few of us almost had a nap as the Arcadia motored calmly in the sun. A couple of sea eagles were spotted perching in a tree on the river bank as we returned back up the river.

Arriving at Corrina late around 3.00pm, we sped north through the Savage River township to Grange Resources (GR) where Alex Damen hosted a tour of the mine at which he works. After organizing inductions, safety jackets and hats, we boarded a bus to one of the open cut pits. En route (good French word) club members bombarded Alex with many questions about Caterpillar trucks, blasting, drilling, excavating and grading operations. The processes involved obtaining and transporting ore are impressive. The extracted slurry travels 83 kms through a 230mm gauge pipe to the north of the State at Port Latta in only 14 hours.



FCCT members disembark the m.v. Arcadia at Corinna.

The bus made a stop at the truck training facilities where driving the Caterpillar Simulator became very popular. I learnt GR could train my sons as driver's here - inside 3 months - *and* they'd have a job afterwards! Interestingly though; female Caterpillar truck drivers are more highly regarded because they treat the expensive equipment more respectfully.

Safety is taken very seriously at GR. I guessed there'd be a few OH&S jobs needed here, unlike the past – my how mining *and* jobs have changed!

We bussed back from the mine site where our tour finished and dined with staff at the Mine Canteen. Although the dinner was courtesy of Grange Resources, it was generally agreed as the *best* meal on the trip! The amount and quality of food could easily constitute a health hazard!

After probably the best day on the trip it was back to Tullah via Waratah and south down the Murchison Highway.



An iron ore pit at Grange Resources – 2 Caterpillar digger sat the bottom!

Monday 30 January

A leisurely breakfast was taken at the more sedate time of 9.00 am and then in fine conditions, we gathered behind the Lodge on the lawn by the lake and thanked Alex Damen on behalf of the club. After morning tea and home cooked pastisseries by Georgie Addison and Deidre Wise, members said their farewells and departed for home.

It was agreed it had been an enjoyable event and a suggestion was made a similar trip be planned next year to another Tasmanian destination.



Thanks Alex Damen on behalf of FCCT!

Below is a story from Alastair Inglis, Editor of Club Peugeot UK about his recent trip to Cape York. Travelling from the UK, Alastair missed the start of the trip FCCT members Bob and Leonie Donaghue took part in, organized by PCCV (feature article in the last edition of Rampant Frog). Undaunted, he and a group of Victorian friends went on their own expedition ...

“To The Tip in Style “

(Text and photos: Alastair Inglis)

One of the iconic Aussie journeys is up the Telegraph Road to The Tip – the northernmost tip of Cape York (the pointy bit on the right-hand side of the country). This year Hank, PCCV’s arch Outback Adventure organiser, had planned such a trip from the southernmost tip (Wilson’s Promontory, southwest of Melbourne) to the northernmost tip but we were unable to get there in time due to the dates clashing with our daughter Pippa’s wedding. So our friends in Dunkeld, Les and Lenie Jennings (Les is also a member of CPUK and came to our AGM at Pinley House in 2008) organised a trip for us, his family and mutual friends to start a little later.



Packed and ready to go ... Alastair's Peugeot 203 Styleside aka 'Pesa Mingi'

After a 56 hour door-to-door journey from UK and preparing *Pesa Mingi* for the journey, 3 cars set off on Sunday 10th July. Frustratingly, Les's 505 wagon (Aussie for Estate car) developed a hydraulic oil leak the evening before leaving. There was no time to fix it so he was relegated to his Ford Falcon ute. Our first stop was Ouyen to take a look at Big Lizzie with its remarkable specification and then on to Mildura for our first night 'under canvas' – it rained all night, but we slept really well (it must be something to do with the ozone). Next day we were in Broken Hill and dined in the Musicians Club with an ex-Kenya couple that we'd met quite by chance when we were looking for a distributor cap for a borrowed 203 after another Outback Adventure in 2008, but that's another story. Four more friends met us here: Karen and Graham in their 404 wagon and Terry and Don in a 504 Sedan. I had first travelled with Graham and Don in the 2003 Redex Re-run and we'd met & travelled together several times since. That evening Les cooked sausages for everyone around the campfire in Tibooburra. In the morning, while filling up with fuel, someone came out of the adjacent café and exclaimed "a 203 Styleside!". When I remarked that he was only the second person I'd met that knew what the car was, he said he had owned one many

years ago. After a bit of a chat he reckoned this was the car he'd owned. What a coincidence, especially being so far out in the bush and both of us over a thousand kms from home! Tibooburra has an excellent local museum, typical of so many of the small Outback towns – huge effort had been put into preserving what little history they have (compared with us).



“Big Lizzie” at Ouyen, Vic.

We were heading for Bulloo Downs Station that evening, a huge 3 million-acre cattle station 150 kms NE of us. A call to the Station told us that the road was impassable due to washaways during the recent rains, so we had to travel via Noccundra and Thargomindah which added 370 kms to our journey. We stopped at Thargomindah for the night where another couple, Phil and Kaye, joined us from Brisbane in their 505 wagon. Phil has a 203 wagon, the same as *Sacre Bleu*, which he used on the Redex re-run. He was so taken with the translation of *Sacre Bleu* that he named his car ‘*Bloody Hell*’ and this now appears on the bonnet!

After another night of rain, 5 of us decided to go to Bulloo Downs, 100kms away, in the Nissan Patrol that Andrew, Les’ son-in-law, had been driving to

tow his caravan. It was a wise decision as the mud would have bogged any other vehicle. This was a special journey for me. I was named after my great uncle who was drowned in the Bulloo River after a day's fencing in 1881. On a previous visit we had discovered his grave behind the Station's aircraft hanger near the dump. As it was unmarked, I wanted to place a plaque on it for posterity. A quick look round the dump also revealed a 203 ute! The Station Manager, Steve, and his wife, Genny, made us feel so welcome and gave us a guided tour around the Station buildings followed by lunch with the family and the jackaroos in the Station kitchen – both quite unexpected but typical of Outback Aussie hospitality.



Alastair's Wife Myra and Peugeot 203 Styleside.

It was a quick 200kms to Quilpie for the night, but we were stopped in our tracks on our way to Windorah the next morning after a conversation on the CB between Les and a Low Loader we were following elicited the information that the road was closed just before the town due to road works and the temporary by-pass was impassable. Fortunately we'd only covered about 30 kms so turned around and headed for Charleville. We lunched in

the pouring rain in a park with a memorial to Clement Wragge who, during the 1902 drought, brought 6 Stiger Vortex canons to the township to make rain. He failed (or was it just delayed action?!) We stayed that night in the Barcoo Hotel in Blackall to get a bit of respite from camping in the rain. The Hotel was typical of the large Outback pubs, most built towards the end of the 19th century. It was large with basic, but adequate and clean facilities. We had our brekkie with Graham and Karen on the veranda overlooking the main street. Very civilised and good value for \$50 (£33) for the two of us for B & basic B (coffee & toast). That morning we visited the last complete Woolscourer, built in 1908 and operated for 70 years years At lunchtime we stopped in Ilfracombe to see the Tree of Knowledge memorial, a sculptured shelter over a Ghost Gum that died in 2006 famous as being the silent witness to the struggle between the Shearers and Pastoralists over wages and conditions and led to the National Shearer's Strike in 1891 and the formation of the Australian Labor Party (the current Government). The main street is also famous for its outdoor museum of heavy vehicles, both ancient and modern. That night we met up with the last of our group, Chris and Val Hall (they came to the CPUK 25th anniversary lunch), at Longreach. At the end of our first week, our party was now complete with 7 cars, 14 adults and 3 boys aged 2 to 11. We had covered 1600



miles.