

June – August 2012

The Rampant Frog



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The French Car Club Of Tasmania Inc.

Allparts automotive + Facebook		
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Cover Picture: Noel & Marijke Addison at IPM 2012; (International Peugeot Meeting), May, 2012 at Lahnstein, Germany. Picture courtesy Alastair Inglis, Peugeotist, UK.		
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Up Coming Events

Day Trip & lunch to 'The Wall,' Derwent Bridge

Date: Saturday 6th October, 2012

Venue: 'The Wall,' near Derwent Bridge www.thewalltasmania.com

RSVP: Georgie Addison, email; maudikai@gmail.com or
Georgie.addison@humanservices.com.au

FCCT Xmas Lunch

Date: Saturday 8th December, 2012

Venue: 'Rivers Edge Café', Longford www.riversedgelongford.com.au

RSVP: Club Secretary, Febey@internode.on.net

NEW - Huon/Cygnets 2 day – week end (overnight) trip

Dates: TBA – possibly Feb, March, 2013.

An old 'Huon Rd' drive over Mt. Wellington through areas of the Huon valley. Exciting offer received from Living Boat Trust to use traditional wooden dinghies to sail around South Egg Island Canal may appeal to the 'boaties' among us. Meal stops include Red Velvet Lounge, Cygnets. Stay tuned for further info...

East Coast 4 day – long week end trip

Dates: TBA – between April and June, 2013.

Idea originated after successful West Coast Trip; discounted accommodation at White Sands Resort, & Iron House Brewery, Four Mile Creek. Car films courtesy of various members to be shown in White Sands' Resort theatre. Hopefully will include 'Pub in the Paddock,' and Weldborough Micro Brewery, possibly other attractions. Stay tuned...

Other 2013 events;

- * Doddridge/Sutherland/Mortimer Memorial Strathgordon Run & Lake Pedder Chalet (Summer or autumn, 2013)
- * Winstead Winery, 'Pinot & Pizza, 'Bagdad
- * WOGS 'N FROGS Display with ICETAS.

A Few Words from the President...

Since my last installment we have done many things like the West Coast Wilderness Experience 4 day Trip in April with a good turn-out of members enjoying the changeable West Coast weather; lunch at The Rivers Edge at picturesque

Longford; Bastille Day Car Display on the lawns of Parliament House Hobart followed by an evening meal at Environs Restaurant in Sandy Bay in July; the 2012 AGM held at Lake Leake Inn which saw the same office bearers re-elected for 2011/2012 and economy run.



On a personal front I have decided do some repairs to the brakes on my 1976 Renault R12 because the corrector valve has started leaking and also the brake fluid is long over-due for replacement. I have completely dismantled the entire brake system draining the brake fluid and flushing everything out with methylated spirits the blowing lines out with compressed air. I am replacing the corrector valve and also replacing all rubber seals in the rear wheel cylinders; master cylinder; and will be replacing rubbers and pistons in the front calipers because the pistons have lots of pitting; I have also honed the rear wheel cylinders and master cylinder. So far I have managed to re-assemble rear wheel cylinders and replaced the corrector valve.

I hope everyone is progressing well with their French car projects and also giving some thought to where we can drive to in our cars. Until next time drive safe and take care.

Bastille Day Car Display 2012



This year's Bastille Day Car Display actually fell on Bastille Day (14th July) and also (once again) the French Car Club's turn to organise the event. Thankfully, the weather was kind for most of the day but it was typically cool for the time of year.

There was a good turn-out of about 40 cars travelling to join the display which included rare and unique vehicles; Alex Damen's superb Renault Caravelle, John Knibbe's R10 and new member Peter Davson-Galle's Matra Djet (pronounced jet). See photos below and an article in this issue.

Bastille Day Awards were generously provided by Shannon's again this year. A lovely blue DS Citroen owned by Peter Rigall received the 'Best Presentation on the Day.' Owen Reeves' beautiful black DS Citroen was nominated by most as the 'People's Choice' and Peter Davson-Galle received the FCCT's President's Award for his Matra.

Later in the morning, around 11.00 am about 40 'Sing Australia' songsters gave Car Club participants and passers by a medley of well known songs including 'Le Marseillaise.' This added jolliness to the festivities and luckily, just as they finished singing rain chose to fall.

A number of members enjoyed 'bonne vivant' and 'haute cuisine' at a French themed Bastille Day dinner at 'Environs' of Battery Point. Walls and tables were lightly decorated in red, white and blue. Chef Warren Glover made the night more interesting talking about his new Cafe venture, learning pastry making and creating the delicious menu.



John Knibbe's finely restored Renault 10 and Alex Damen's iconic Renault Caravelle (above) travelled from the North West.



The rare Matra Djet owned by Peter Davson-Galle travelled from the North (above).

Numerous late models were on show. New member Andrew Oakham's magnificent Peugeot RCZ came down from Launceston (below). Mareea Sutherland proudly displayed her newly acquired Peugeot 206 convertible next to her son Anthony's (and husband John's) Peugeot 504.



Cars owned by Citroen Car Club members were displayed in force; a 2CV and here (below) are a number of beautiful DS's two of which received awards on the day.



Entertainment during the middle of the day was from *Sing Australia*. Their extensive repertoire included a rousing rendition of *Le Marseillaise*, (below).



And the Bastille Day Awards went to....

Shannon's – Best Presented Car of the Day... 1974 Blue Citroen DS; Owner Peter Rigall.
Shannon's – People's Choice Award... 1975 Black Citroen DS; Owner Owen Reeves.
FCCT's - President's Choice Award... 1966 Matra Djet; Owner Peter Davson Galle

Bastille Day Dinner at 'Envirens' in Battery Point.



Good company, great food and service were in ample supply! Chef Warren Glover created a superb meal and an entertaining talk on how he came to establish Envirens Cafe.

Annual General Meeting and

Fuel Economy Run

Saturday, 11th August 2012, Lake Leake Inn.

This year's AGM was held at the Lake Leake Inn and for those interested in testing the fuel economy of their car, an economy run was conducted during travel to the meeting. Southerners filled up at Brighton and Northerners at Perth, then drove to Campbell Town where they refilled, noted the number of litres used and continued to Lake Leake.

Twenty two members were in attendance for the Annual General Meeting and it was good to see new members there as well. Mayor of Glamorgan/Spring Bay Municipality, Bertrand Cadart came despite being without his Peugeot 607 due to it having been in an unfortunate accident involving a "juvenile kamikaze wombat" and new member Peter Davson-Galle brought a highly modified 4CV which generated much interest from members.

The meeting was followed by a generous pub lunch and before everyone headed home in various directions, calculations made to confirm results of the Economy Run for those who participated.

Below are the Minutes of the AGM followed by a couple of great pictures taken on the day by Trevor Wise. Also included are results of the Fuel Economy Run.

Minutes

The French Car Club of Tasmania Inc

Annual General Meeting (AGM)

11th August, 2012

Held at Lake Leake Inn, Lake Leake, TAS

1. Welcome and Apologies

The meeting was called to order by Colin Fuller, President at 11.45 p.m. who **welcomed attendees** and **apologies** were made for; Gerry Mullock, John and Dot Knibbe, Alex and Karolina Damen, Clyde and Jan Eastaugh, Ray and Jeanette Ware, Mareea Sutherland and Andrew Oakham.

In attendance [Damien and Lisa Febey, Trevor and Deirdre Wise, Georgina Addison, Bruce and Brigitte Chetwynd, Rip Shield, Colin and Emily Fuller, Mike and Evelyn McNeair, Noel and Marijke Addison, Ben Sturges, Lawrie Rhodes, Wayne and Christine Stevens, Don and Jan Willing, Peter Davson-Galle, Bertrand Cadart]

2. Approval of Minutes

The minutes of the previous AGM held in August, 2011 at Campbell Town Hotel were presented. Approval of minutes was **moved** by Wayne Stevens, **seconded** by Rip Shield.

3. Reports;

3.1 Presidents' Report

Colin Fuller reported much of the success of events held during the year was due to club member's suggestions and he called for more suggestions for events or locations to travel to. The West Coast Wilderness Experience combined

a number of club member's ideas and was a very successful 4 day event. Strong interest has been demonstrated by good attendance at events this year. Colin thanked the Vice President; (Trevor Wise), Treasurer and Secretary (Damien and Lisa Febey) for their hard work. He thanked club members for supporting events like the West Coast trip which had enabled members to receive group discounts for trips, attractions and accommodation.

The Presidents report was **moved**; Marijke Addison and **seconded** by Noel Addison.

3.2 Vice President's Report

Trevor thanked Colin for creating a Facebook page for FCCT at the start of the year. He thanked Bob Donaghue for agreeing to make available his photos of a (VPCC) trip to Cape York which was a very inspired evening at Shannon's Club Rooms in January. Grey and gloomy weather had not been particularly noticeable when the club met to celebrate Xmas well with a lunch at Casaveen in early December. Trevor expressed the club's good fortune receiving support from Shannon's with trophies for the Bastille Day display, it being FCCT's responsibility organizing the event this year and he earlier thanked Rod Belbin. The event was capped off well with an enjoyable dinner at Environs' Restaurant in Battery Point. Trevor emphasized the importance of continuing good connections with various affiliated interstate car clubs, and organizations such as Alliance Francaise to the importance of the overall wellbeing of the club and success of future events.

3.3 Treasurer's Report

Damien reported the slightly better financial position of the club this year being due to reduction in costs rather than growth in revenue. The balance of the clubs accounts stood at \$2957.31 at 30th June 2012, an increase of \$192.52 or 7 percent up on last year's balance of \$2764.79. Losing the printing facilities has forced the club to send newsletters electronically, now common practice among recreational organizations. Lack of support has made club CAMS affiliation social rather than competitive; saving \$100, but is still accessible if demand returns. Damien **moved** a motion to increase club fees by one dollar in line with the CPI and this was **seconded** by Lawrie Rhodes.

3.4 Membership Secretary's Report

Damien reported that memberships for the club stood at 61 as at 30th June, 2012; five fewer than last year. The club lost nine members including the sad loss of Rodger Mortimer. Four new members have joined during the year.

4. General Business

Colin requested the club purchase two new trophy boards as the current boards have no room for further awards; **moved**; Marijke Addison, **seconded** by Rip Shield.

4.1 Perpetual Trophies

Colin **moved** Damien and Lisa Febey be awarded these for their contributions in the last 12 months; **seconded**; Rip Shield.

Don Willing recommended FCCT does not need the services of an auditor as it is no longer a legal requirement. He said because the club has a small budget, it can apply for an exemption. There was much discussion and there was general consensus this function be replaced by making bank statements available to members. Ben Sturges suggested the club's constitution would need to be amended first with a special resolution passed each year. Marijke Addison **moved** this matter be pursued and Don **seconded** this. Ben **moved** the club's constitution be reviewed to ensure it is in line with model rules; **seconded** by Rip Shield. Ben requested he participate in the review.

4.1.5 Club Person of the Year

As there have been no motorkhana events this year the award for Club Person of the Year will be postponed and decided at Xmas by Club Captain Georgie Addison.

4.2 Proposed hosting of a national French car event in Tasmania (P Davson-Galle)

There was much discussion regarding this proposal; the location and timing of this event; agreement to hosting multiple marques; acquiring any available Government financial support; contacting Tasmanian and interstate clubs to align with other proposed events. Peter Davson-Galle **moved** a steering committee be created to plan the event and Damien **seconded** this.

4.3 Other events for the year;

- **Saturday 25th August, 2012; National Auto Museum Community Awareness (Weekend).**

Wayne Stevens **moved** attendees meet at Kmart Car Park at the bottom of Racecourse Crescent at 9.30 a.m. prior to ETA at 10.00 a.m. in NAM Willis Street Car Park, **seconded** by Lisa. Trevor is to obtain number cards from Shannon's for cars to display.

- **FCCT Xmas Dinner;** location and date - yet to be decided (YTBD).
- **Winston Winery 'Pizza and Pinot' at Bagdad;** date YTBD.

There was a suggestion the club travel to a winery in the Tamar Valley and one for a winery on the East Coast.

- **Another 3-4 day-er (a suggestion from attendees of the West Coast Trip) based at White Sands Estate, Four Mile Creek;** details YTBD.
- **Informal, impromptu drives to scenic locations;** details YTBD.

Trevor introduced new member Bertrand Cadart who informed the club of his membership in a new East Coast tourism organization in the process of being set up. As a committee member and Mayor of Glamorgan Spring Bay Council he is initiating attracting car and bike clubs to a **'France to Freycinet' Festival** to be held sometime in 2013. Bertrand said he would keep FCCT informed of its progress and offered to help with potential financial and planning assistance if available.

5. Election of Office Bearers.

The committee stepped aside and Mike McNeair declared the current positions vacant and called for nominations for office bearers and committee for 2013.

6. Appointments

The following nominations were appointed;

President	Colin Fuller, nominated by Evelyn McNeair and passed.
Vice President	Trevor Wise, nominated by Marijke Addison and passed.
Secretary	Lisa Febey, nominated by Deirdre Wise and passed.
Treasurer	Damien Febey, nominated by Christine Stevens and passed.
Magazine Editor	Lisa Febey, nominated by Damien Febey and passed.

2 Committee members; Bruce Chetwynd nominated by Lisa Febey and Wayne Stevens nominated by Damien Febey; both passed.

Public Officer	Lisa Febey, nominated by Ben Sturges and passed.
Auditor	Phillip Sloane, nominated by Damien Febey and passed.
Director of Sporting	Georgie Addison, nominated by Trevor Wise and passed.
Merchandising Officer	Christine Stevens, nominated by Wayne Stevens and passed.
Public Relations Officer	Trevor Wise, nominated by Lisa Febey and passed.

There was no further business.

The meeting Closed at 1.15 p.m.



The AGM was an opportunity for members to test drive (some) new committee members.



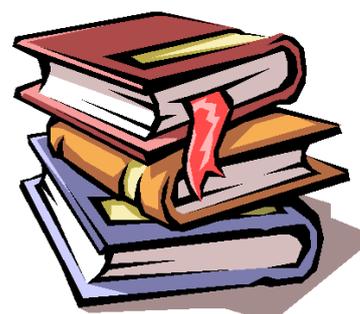
Peter Davson-Galle brought a wild 4CV which generated interest when fired-up!

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Fuel Economy Run Results

ENTRANT/S	FRENCH CAR	RESULT Litres per 100 kms
Bruce and Brigitte Chetwynd	Peugeot 405 TD	5.15 Litres
Noel and Marijke Addison	Peugeot 407	6.08
Don and Jan Willing	Citroen C5 TTD	7.01
Ben Sturges	Peugeot 405	7.4
Damien and Lisa Febey	Renault Feugo	7.69
Mike and Evelyn McNear	Peugeot 407	8.07
Rip Shield	Renault Laguna II	9.7
Colin and Emily Fuller	Renault 12 Wagon	10.32

RECOMMENDED READING :



Driving Innovations: A Brief History of Renault 1898-2008

Compiled by: Robert J Sprague

“This book is a factual presentation of Renault’s history compiled from a large number of sources. The book has lots of black and white photographs of Renault’s early history plus many colour photographs of most of the models made by Renault after the Second World War.

It is easy to read with lots of facts about the life of Louis Renault and his brothers Marcel and Fernand. It also covers Renault’s early history as well as all the models made by Renault up to 2008.

I found it a good read containing many facts I was not aware of and I would recommend it to any Renault enthusiast.”

Note: “Driving Innovations” is available from Trevor Wise (6225 2935) for the price of \$30 with a \$5 donation going towards the FCCT.

Colin Fuller, President, FCCT.

BELIEVE IT – *OR NOT!*



A rare Citroen 2CV "Picasso"



For this pick-up truck owner (below), on the outskirts of Flagstaff, Arizona on U.S. Highway 100 - it was a good day to buy a lottery ticket!

Read the caption about the photo below, and then look over the page at the second photo.

The driver in the picture below broke through the guardrail, on the right side of the culvert - where the people are standing on the road. The pick-up was travelling about 75 mph from right to left (of picture) when it crashed through the guardrail. It flipped over-end, bounced across the top of the culvert outlet and landed right side up on the left side facing the opposite direction from which it was travelling. The 22-year-old driver and his 18-year-old passenger were unhurt except for minor cuts and bruises.





Linear thinking!

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches.

But why was that size gauge used?

Because that's the way they built them in England, and English expatriates designed the US railroads.

OK, so why did the English build them like that?

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Mmm, why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools they had used for building wagons, which used that wheel spacing.

OK, so why did the wagons have that particularly odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that was the spacing of the wheel ruts.

So who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

Bureaucracies live forever!

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses - two horse asses wide!!

Thank goodness for small mercies!

Can you guess what this is?



No?

Answer: It's a hard disk circa 1956...In September 1956 IBM launched the 305 RAMAC, The first computer with a hard disk drive (HDD). The HDD weighed over a ton and stored 5 MB of data.

It makes you appreciate your 8 Gb memory stick!

National Auto Museum, Launceston - Community Open Day, Display - Saturday, 25th August 2012.



“Ta – Da!” Club Mascot Hop-To at NAM Display Day with convivial mates; Lisa and Damien Febey, Bruce Chetwynd, Deirdre Wise, new member Andrew Oakham and Rip Shield (above).

On a fairly crisp Launceston winter morning, a small gathering of FCCT devotees assembled early at the Kmart car park in Racecourse Crescent and after a short chat waiting for members to arrive, drove in precision convoy around the corner to the NAM display; after having travelled from around the State.

The roll-up was smaller than last year's; nine cars and their owners attended. It was good to see was a wide range models and years representing the club. Among other clubs present was an impressive show of Rolls Royce's. Excellent hot food and drink was available on site but *some* members (wives) lunched in Launceston. Afterwards there was an inspection inside the museum before heading off home around 2pm.

Damien Febey.

links...

FCCT is on **Facebook!** Pictures of cars and recent events, including those in this issue.

FCCT details & events can be found on www.allpartsautomotive.com.au a website selling car parts that also advertises parts on behalf of individuals.

FCCT details can be found on www.shannons.com.au insurance website.

Details for links to affiliated interstate and overseas French, Peugeot, and Renault clubs and organisations will be posted here.... **Next issue!**



FROGS' IN FOCUS

This new section includes two stories from club members; Vice President Trevor Wise assessed the unusual looking electric Renault 'Twizy' whilst in Paris recently – and new member Peter Davson Galle recounts the history of his Matra Djet.

Renault TWIZY - Electric Dreams!



A couple of years ago I had the chance to drive the little Mitsubishi IMEV at the Melbourne Motor Show. It was really a small but expensive hatchback with a big difference – it was smooth, silent and very lively with brisk acceleration. And like its entire breed, no visits to the petrol pump and zero emissions.

The only issue is range; many new “plug in electric” cars can only travel between 100 and 150 kms without recharging or swapping the battery packs. So if the use is Mum’s taxi or a few suburban deliveries before plugging in for an overnight recharge then such a car may be ideal, but if you want to go to Oatlands or Ross and back forget it.

We recently had the chance to see Renault’s electric urban runabout – the TWIZY. This is in fact a quadricycle, which incidentally means it cannot be registered for road use in Australia. But for Europe’s crowded cities and environmentally conscious population this is sure to be a big hit. The TWIZY has a 13kw electric motor and weighs only 690 kgs, so is

able to reach 80 kmh. Its range is up to 100 kms. The McPherson type suspension has been developed with Renault Sport for handling and stability, hence the ride is on the firm side – brakes are discs all round.

It is classified as a two-seater – there is a seat in the small space behind the driver – and the price is in the 7,000 to 8,000 Euro range depending on specification. The battery leasing costs are additional. It is noted that the doors are optional but highly recommended if wet weather use is envisaged!

The AUTOCAR (UK) road test concluded that the TWIZY owes its caveat to the amount of fun it provides its driver, and to the fact it is a remarkably cute piece of product design. They also noted it lacks windows and a heater, but nevertheless represents another step in the steady shift towards mainstream sales of electric vehicles.

Trevor Wise

1966 Matra Djet

Peter Davson Galle has responded to the feature article request and (no doubt) to many questions he receives about his Matra Djet...



I have three French toys (and a warm 1310 Moke). First, a 1966 Renault R8 1100 that my mother bought new (and which I recall fanging around the Adelaide hills). When it came to me upon her death, I fitted a (44kw at the wheels) single 40 DCOE 1.4 motor and made other modifications to improve its handling; I now fang it around Tassie hills. If I have a "daily driver," - then that's it.

The second is a heavily modified 1960 4CV which some of you saw at the AGM. It has a 5 Alpine motor with twin Weber 40 DC0Es, making 65kw at the wheels (about 120bhp at the flywheel) and a string of other modifications (to the extent of requiring modification approval and certification). I bought it from the original owner in January 1968.

The last, and my focus here, is a 1966 Matra Djet V.

Most of you will know of Alpine's A110 Berlinette of rally winning fame (and realise that Col Fuller has a Mexican built Dinalpin version of one). The Djet is similarly R8-based, steel backboned and plastic bodied but with a mid-engine, Renault Estafette commercial van transaxle and a proper wishbone geometry and double jointed half-shaft rear suspension. Its designer, Rene Bonnet, started the series in 1962 as a road car version of a circuit racer and it was the first production mid-engined car in the world. 'Djet' is pronounced 'jet', as in jet engine. They had another, R4-chassis based cabriolet called the Missile! (One ought to be thankful there was no Fregate based model called the Bomb.)



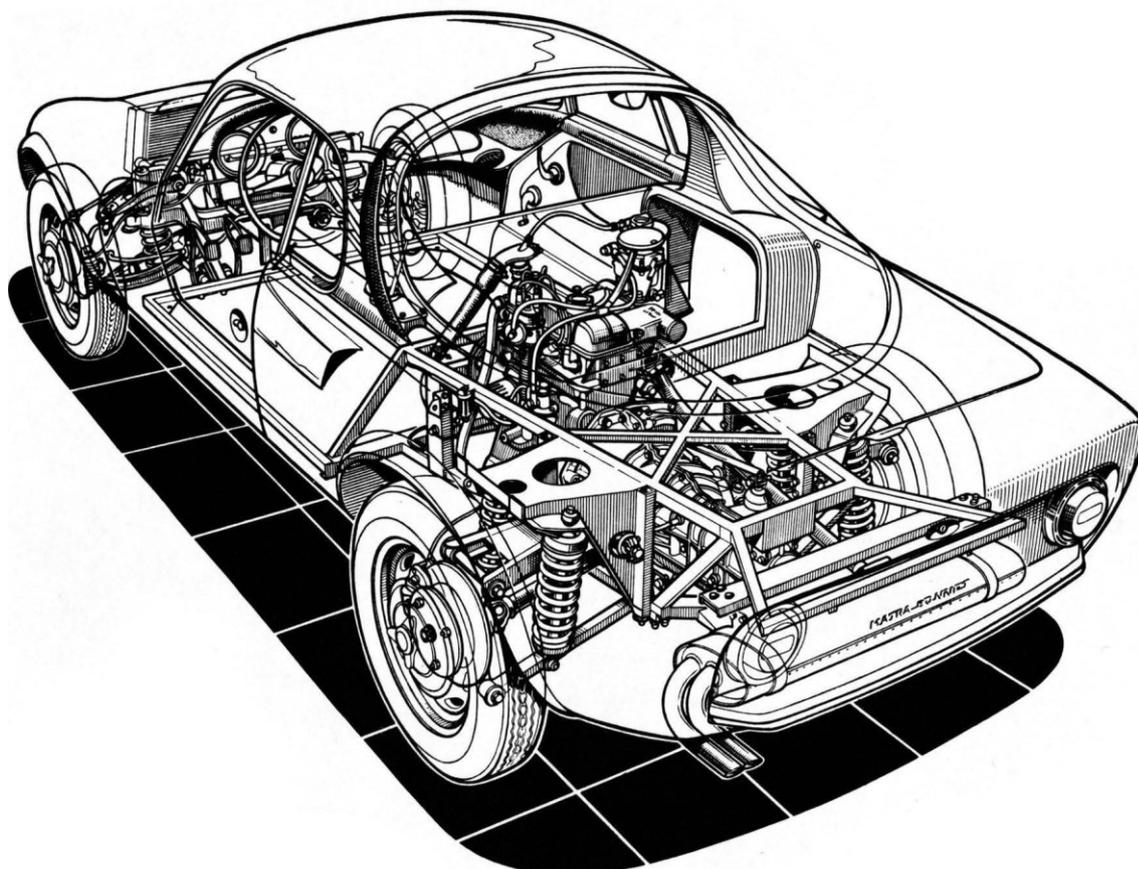
Matra, an Aerospace firm, had done the aerodynamic work for Bonnet (Cd.26) and was building the glass-reinforced polyester bodies when he went bust. It took over the firm and made some modifications to the Djet. It then had some minor commercial success. After a bewildering variety of minor name changes, production ceased in '68 as Matra switched to a replacement vehicle, the Ford Taunus V4 engined 530. Matra continued to make vehicles (notably the Espace and including two more mid-engined sports coupes) until a few years ago. It is now amalgamated into E.A.D.S., the Airbus manufacturer. Around 1700 Djets were made in total and, as far as is known; less than half those numbers remain. Many "died" in competition.

My Djet's first owner was the son of the Olympic skier Jean Louis Allard and he reportedly ran it as a private entry in the 1966 Criterion des Cervennes rally (despite it only being a 70bhp V, not the 94bhp Gordini -engined V S). It was then almost immediately bought by an Australian journalist, Frank Valmos, who was a student in France at the time. Valmos became based in England as a journalist and the vehicle was

stored there until 1976 when he moved back to Perth in Australia. The Djet had long periods in storage unused owing to him being on extended assignments overseas and also to it having its windscreen broken in transit to Australia.

Valmos owned it until 1996 when it was sold to a Melbourne architect, Peter Carmichael. At this stage the Djet had only done 32,000 kms since new. Carmichael gave the Djet a thorough restoration with parts bought from Matra and fitted a brand new 1397 motor modified to the specifications of a Renault Australia prototype sports motor which was intended for use in a quasi R12 Gordini sports model of the R12. (That model did not proceed to production). Fitted with a Dellorto 40 mm twin throat side-draught carburettor and a pulse-effect Lynx inlet manifold (pairing 1 and 4 cylinders to one throat and 2 and 3 to the other) the motor gives 57kws at the wheels (approximately 105bhp at the flywheel). I still have the original 70bhp 1108 engine but won't be refitting it. Carmichael also fitted 4.5x14 wheels (R16TX centres with reversed rims). I have reverted to them (with 165/65-14 Conti Premium Contact 2 tyres - lovely "wet"-compounded beasts) from the standard 4x15 wheels refitted at one point.

Carmichael owned the car for almost 15 years and then circumstances dictated its sale. The car was briefly owned by Chris Ralph (who ran an orange Ford Perana in the last Targa Tasmania) and then Clive Massel (an ex champion classic racer in South Africa in BMW 2002s) before being bought by me from Massel in February 2012. The Djet had received further refurbishment from



Ralph and was returned to its original 4x15 wheels and fitted with Vredestein Sprint Classic 155x15 tyres (now destined for Damien Febey's warm Dauphine project).

Apart from looking quirkily cute, the Djet's main merit is its dynamic prowess. It turns in crisply, will four wheel drift nicely and will throttle-adjust its line mid-corner in a perfectly predictable and controllable way - even in the wet. It's very un-mid-engine-like in its extraordinarily benign and "tossable" behaviour around the limit of adhesion. I attribute this partly to its relatively long wheelbase - although the "quick" R8 Gordini rack helps. Delicious!

When sold to me, the Djet had done 37,700 very well documented kilometres from new and I had met or spoken with each Australian owner (including Valmos who had given me a ride in it in Melbourne in 1978). Colin Stark, at Alpine Affaire in Melbourne, did the pre-sale inspection for me. At the time of writing, it has done another 3,000 kms in my hands. (I am thus its most intensive user to date.) As far as is known, it is the only Djet still in Australia (although there have been two others). Some of you will have seen it in Hobart on Bastille day and it will also make an appearance in Launceston at the Automobile Museum meet. As with my other toys, the Djet will never be sold by me but will be kept until either it dies or I do (quite conceivably at the same time in the same, albeit untoward, event).



Peter Davson-Galle

BON APPÉTIT!

Soupe de Betterave avec le Gingembre (Beetroot Soup with Ginger)



Everyone has a favourite family recipe for pumpkin soup, a great winter stalwart. I've been getting awfully bored with pumpkin soup but still want a colourful splash to liven up the cooler months. I love the warm, earthy flavour of beetroot and the ginger adds a bit of a spark.

INGREDIENTS

2kg Beetroot
2 Litres Chicken stock
40g fresh Ginger root
Salt and pepper
Sour cream
Horseradish cream

METHOD:

Trim the leaves from the beetroot leaving the base of the stalks; the beetroot goes too mushy during the initial boiling phase if the stalks are completely removed.

Place the beetroot in a large, deep saucepan with enough water to cover and bring to the boil with the lid on until they are tender - approximately ½ an hour.

Remove the beetroot from the heat and when cool enough to handle, peel them.

Return the peeled and roughly chopped beetroot to the cleaned pan along with ½ a litre of the chicken stock, peeled and grated ginger, salt and a generous amount of pepper. Puree with a stick mixer. Ensure you have good control of your stick mixer or your kitchen could end up looking like an axe murder has taken place.

Add the remaining chicken stock and bring to the simmer for 20 minutes.

Mix horseradish cream to taste through the sour cream and serve the soup with a dollop of this.

Georgie Addison

Oven-roasted ratatouille

INGREDIENTS;

60ml (1/4 cup) olive oil and one tblspn oil extra
1 eggplant trimmed and cut into 2cm wide circles, sprinkled with salt and after ½ hour rinsed, patted dry and cut into 4cm chunks
2 zucchini, trimmed & chopped*
2 red onions, halved, cut into wedges
1 red capsicum, seeded & chopped*
1 yellow capsicum, seeded & chopped*
3 chopped garlic cloves, or about 1heaped teaspoon bottled garlic
¼ cup fresh rosemary leaves
5 or 6 large Roma tomatoes chopped*
1/4 cup chopped fresh continental parsley

METHOD:

Preheat oven to 200°C. Brush bottom & sides of large deep baking dish with one tblspn oil and heat in oven for 5 minutes. Place chopped vegetables in a large deep mixing bowl and stir ¼ cup of oil into the mix with a large spoon ensuring they are well coated. Add rosemary leaves and garlic and continue stirring till well mixed. Empty vegetables and herbs into the baking dish.

Remove from the oven when the vegetables have been baked for about 40 to45 minutes or when well cooked and tender. Before serving, stir in parsley. Excellent dish to accompany BBQ or roast meat, one its own or marinated.

*Note: Chop veggies other than eggplant and onions into about 4cm size pieces.

Lisa Febey

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