

***The French Car Club Of Tasmania***

***The.....***

# **Rampant Frog**



**November 2015**



**Emergency brake??**

# **The French Car Club Of Tasmania Inc.**

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**Membership Fees:** Individual Subscription: \$ 51      Family Subscription: \$58

**Concession Subscription:** \$10 discount for holders of a Pensioner Concession card or full-time students

## **Who is editing this literary gem ?**

An ancient chariot racer nearly as old as Ben Hur, who has owned French vehicles since 1962 and has been living in France for the last 12 years. Currently a member of the Club but also a life member of the Citroën Car Club of New South Wales, a supporter of Les Amis du Type H and member of Dynamic Cub Panhard et Levassor. He currently drives the only Panhard 24CT in Australia, a situation due to the oversight of Australian French car enthusiasts. The car, in a continuous state of restoration, has circumnavigated the circuit at Le Mans following the honourable history of the founders of its pedigree, who won their class in the 24 Hour over many years.

## **Disclaimer**

Opinions expressed herein are not necessarily those of the editorial staff, office bearers or members of the French Car Club of Tasmania Inc.

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**Cover Photo:** Gerry Freed in Wapping, London

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## *A Few Words from the President...*

The time for me to write again comes round fast with our new editor cracking the whip and putting out a newsletter monthly.

We have just had the Wogs & Frogs car display at the National Automobile Museum Tasmania in Launceston. The number of cars seemed a little lower than last year but the quality and variety was good. Weather was also a big improvement on last year. The day was followed by an evening meal a Calabrigella (local Italian restaurant) that was enjoyed by all.

Formula One still has lots of things happening behind the scenes, looks like in 2016 Infinity Red Bull will be using a base engine supplied by Renault and Red Bull will develop the engine independently alongside their own hybrid energy harvesting systems, in a newly created division headed by Mario Illien.

Daniel Ricciardo is currently in 8<sup>th</sup> place in the championship with his Renault powered Infinity Red Bull car.

Paris has been hit again by several coordinated terrorist attacks on Friday the 13<sup>th</sup> with more than 120 people killed 350 people injured and about 100 people seriously injured, a 19 year old Tasmanian girl was amongst these. This is just terrible news and our thoughts go out to all those people that are directly affected by this tragic event.

We have had two of our members Mike McNair and Bertrand Cardart on the sick list, both have had extended stays in hospital. We wish them a speedy recovery and hope to see them both at our Christmas event in early December.

So till next month everyone stay safe.

Cheers Col

## *Editorial Notes...*

*There is a lot going on in the world of French car ownership and a wealth of historic material for us to share. What is in limited supply is an appreciation of the activity in Tasmania. I am looking to you all here in Tasmania with an interest in French cars to give me the stories to publish, to share with our members and to add to the momentum globally. I am reserving a page each month to feature a member with a car or cars of interest, so please send me words and photos.*

*We are all familiar with the themes of Peugeot and of Renault. They, however, are but the economic survivors of an industry evolution in France that fostered creativity in engineering, styling and marketing in hundreds of enterprises, now faded from sight. Following some conversation about a Léon Bollée seen in Tasmania, I am starting off a page devoted to the history of a lost marque and in particular the people behind them. So read on about the Bollée family in this issue.*

*A long time ago I spoke with a descendant of the founders of the Audibert et Lavirotte of Lyon, a marque which ceased production in 1901. Audibert patented the tubular steel chassis and the sealed gearbox in its own housing. Three of their cars are known to reside in French Museums. However, the descendant, who is now a well known DS restorer, believes that another one existed at least post war and was sold at auction to a buyer in Australia or New Zealand. Should you come across one in your travels let me know and I will pass on the information.*

*Enjoy this issue and let me know what you liked and/or disliked, so that we can make the next ones even better.*

*Gerry Freed*



An Audibert Lavirotte



## Up Coming Events

**French Cooking Class at Wildside, Tarraleah.** Arrival time 11.00 am for lunch before class starts at 12 noon on **Sat/Sun 28 + 29<sup>th</sup> Nov.** The afternoon activity for those not cooking is a drive to Waddamana Museum.

Contact info for this event is : **Tarraleah Lodge 6289 0111** and [febey@internode.on.net](mailto:febey@internode.on.net)

## **FCCT Xmas Lunch will be at the Barrel Room, at Velo Wines, Legana, 12.00 noon.**

This is Velo Wines website : <http://www.velowines.com.au/#our-story>

And Google maps directions: <https://www.google.com.au/maps/@-41.371089,147.0451523,16z>

**\$58pp**

### **Christmas Menu**

#### **Main**

Turkey saltimbocca, sage, potato & parsnip puree and broccoli

Blue – Eye Trevalla, asparagus & lemon beurre blanc

Chargrilled pork porterhouse, sweet potato mash, caramelized apple & fresh asparagus

#### **Dessert**

Plum pudding with brandy crème anglaise

Vanilla bean panna cotta with ‘Glengarry Farm’ berries

Chocolate ‘nemesis’ cake (G/F)

**Subject: 70th Birthday Celebrations 4CV & 60th Birthday Celebrations Dauphine in France**

Hi to all. I have been sent the date of the celebrations in France to be held Saturday 21 May 2016 at Autodrome de Linas Montlhery (30 klms south of Paris). One of our members John Waterhouse from WA had this information given to him by Jean-Pierre Delaunoy (many of our members who have been to France have met Jean-Pierre, he also runs the business for old Renault parts – Web-Pieces-Retro).The event will be publicised at

<https://fr.renaultclassic.com/renault-classic/evenements/>

Also I have included a link to the Wikipedia page about the Autodrome ([https://fr.wikipedia.org/wiki/Autodrome\\_de\\_Linas-Montlh%C3%A9ry](https://fr.wikipedia.org/wiki/Autodrome_de_Linas-Montlh%C3%A9ry) ).

There will be more information forthcoming and perhaps John could be the contact between Australia and Jean-Pierre. If anyone is interested in more information please email me and I can pass this on to John.

Linda & I visited France in 2006 for the 60th 4CV Birthday/ 50th Dauphine Celebrations along with a few other members – George Cook, Bruce Slade and Roger & Christine Copp. It is a great experience. Apparently Jean-Pierre has mentioned they are hoping to have up to 800 Old Renault's including up to 100 4CV's.

Regards, Frank Wicks

## Peugeot Pageant Oberon 2016 – Apr 8 to 11

The Peugeot Car Club of NSW is hosting the next Peugeot Pageant at Oberon from Friday 8 April to Monday 11 April 2016. This is two weeks after Easter.

Oberon is a cool climate country town of about 2,700 people, about 2½ hours west of Sydney, and is 40 minutes SE of Bathurst and 40 minutes SW of Lithgow. There is plenty of spectacular scenery in the area and on offer for our navigation run.

This is to advise you of the venue, and to enable you to plan ahead to include the next Pageant in your 2016 itinerary.

We have two motels fully booked and for those who envisage going to the Pageant, we encourage you to both book your own accommodation and definitely advise us, for catering purposes, of your intention of participating. There is no commitment by returning your Expression of Interest form to actually attend, but we ask that you let us know if you are thinking of attending.

This year due to the size of some of the eating and accommodation venues, we may have to limit numbers to 80 so you will definitely be registered in order of receipt of the Pageant fee and having a motel booking.

The format will be similar to most other Pageants, commencing with dinner on Friday, then concours on Saturday morning, a motorkhana and hopefully a driving skills events on Saturday afternoon, and an observation run on Sunday morning will end up for lunch at Australia's largest privately owned garden.

This will be followed by an afternoon of free time where you will be able to inspect the 4 sq km garden, or see some of the many other interesting museums – they include military, district and heritage railway – a private tractor collection, etc in or around town.

The presentation dinner will be on Sunday night and will conclude with breakfast on Monday morning. All meals will be included from Friday dinner to Monday breakfast (inclusive).

For those who are fortunate enough to have Monday off, we have arranged an inspection of the large Borgs MDF panel factory at Oberon after breakfast. It will take 1½ to 2 hours and be available for a very limited number.

You need to book your own accommodation at either The Big Trout Motel or Titania Motel (both 3½ star and both have free wi fi), the two we have fully booked and are only 550 metres apart.

The main Pageant motel will be **The Big Trout Motel** which will also be the venue for **all** the breakfasts. Most rooms have a queen and a single bed in them and are very clean and spacious. These will be \$125 a night for a room only for two. You will have to talk to Maria for prices of other room configurations that include queen and three singles; two queens, one single with a spa; and a two-bedroom unit with a bathroom. Ph 02 6336 2100 (Maria) and mention the Peugeot Pageant for the special rates.

The **Titania Motel** has queen and single rooms for \$125 a night for two (or smaller double rooms for \$109 s night) for room only. You will have to talk to Denise for prices of other room configurations that include queen and single with kitchenette; queen and three singles; two bedrooms self-contained with two separate toilets; a one-bedroom self-contained unit; and a three-bedroom cottage. Most have air cond. Ph 02 6336 1377 or 1800 462 376 (Denise) and mention the Peugeot Pageant for the special rates.

*Otherwise, there is the **Highlands Motor Inn** (3½ star) – Ph 02 6336 1866, or the **Jenolan Caravan Park (in Oberon)**, which has sites and cabins – Ph 02 6336 0344. Please note: The Pageant registration fee will include all meals incl breakfasts.*

## Expression of Interest

Name(s).....

Postal address..... State..... Postcode.....

Email address.....

Phone: Hm ..... Mob 04.....

I will represent the ..... car club at the Pageant. I/we are interested in participating in the: motorkhana driving skills tests neither (circle 1 per driver)

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at ( )Big Trout Motel; ( )Titania Motel; ( ) Other:

(please nominate).....

I/we are interested in participating in the Borgs factory tour on Mon morn: ( )N; ( )Y (number) ...

**On completion**, either: Email the completed form to [pageant@peugeotclub.asn.au](mailto:pageant@peugeotclub.asn.au).

Or mail to: Anne or Graeme Cosier, 61 Woodcourt Rd, Berowra Heights NSW 2082;

**Questions to** Graeme or Anne Cosier 02 9456 1697 or 0418 203 195

or email to [pageant@peugeotclub.asn.au](mailto:pageant@peugeotclub.asn.au).

Final registration forms will be available shortly.



La 204 à Retromobile, Paris photo Gerry Freed

# **La Bertrand Bolide**

Yes, Betrand Cadart has new wheels, a Peugeot RCZ



photo Bertrand Cadart

Bertrand has been visiting other French Colonies and has had an unforeseen and unwelcome spell in hospital. Lets hope that he has made a full recovery and is now back at the wheel of the RCZ

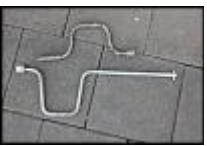
# ***WANTED and FOR SALE***

## **FOR SALE:**

### **Peugeot Memorabilia**

33off sew on patches	1off Peugeot the Peugeot Collection	1off Sticker	4off Peugeot The Australian Story by Ewan Kennedy
			
3off Peugeot pins	8off Sticker	1off Sticker	1off Sticker
			
4off Sticker	18off Peugeot 10 year pin	1off Peugeot NSW 1890-1990 pin	10 off Peugeot Pageant 199
			
4off Peugeot iron on badges	2off sew on Peugeot badges	1off sewon Peugeot badge	4off Peugeot iron on badges
			
5off sew on Peugeot 1990 centenary badge			
			

### **Peugeot Parts**

2 off 3 stud axles	Wiper blade and frames	Peugeot 504 front pads	Hub caps 280mm dia
			
1 off Bosch points GB 529	Accelerator pedal rubber	Sealed beams low & high beam 5 1/4 inch Lucas & General Electric	Wheel braces
			
Assorted bolts and nuts	Ball joint repair kit	Bosch distributor cap GB 514	Bosch distributor cap GB 514
			

## Bearings

2 off SKF 442882	1 off 6203 2RS	2 off NSK 6302VVCMAV2S	2 off NSK6002VVCMAV2S
			
1 off NSK GB 6203B	1 off FAG 535411	1 off FAG 32005X	
			

If interested in any of the above, please contact Col Fuller

Email; [vk7zcf@iinet.net.au](mailto:vk7zcf@iinet.net.au).

**Money raised from items will go into Club funds.**



## CARS FOR SALE

Got a car for sale? Include it here with a photo by e-mail to the editor

## Words of the Month

There are many words in one language which have multiple meanings in the other. Here is one for which the French has a lot of versions. In English "valve". In French .....

If you find one in an old radio or poste TSF (télégraphie or téléphonie sans fil) it is a *lampe*. In US English (an oxymoron) it would be a tube, which in French means a pop hit song.

If you met it in a car.....

The ones in the combustion chamber are *soupapes*.

A non-return valve common in Panhard plumbing and Citroën hydraulics is a *clapet*

A valve using a pivoted vane as in the heating circuit is a *vanne*

A PCV is *une vanne de recyclage des vapeurs d'huile* or a *VPC*

The pressure relief valve that you find in the fuel pump return or a water boiler could be a *souape de décompression*, *souape de surpression*, *clapet de surpression*, *souape de détente* or *souape de sécurité*.

At the heart of it all, your mitral valve is a *valve mitrale*

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# The Bells are ringing.....

Like the Peugeots, the Bollée family came into motor car manufacture as a diversification from an established business. In their case, it was not bicycles or pepper mills but bells.

The enterprise was started in 1715 and its history as bell founders is a feature of local museums in their native Sarthe from Le Mans to Orléans. They would get a

contract to cast the bells for a church or cathedral but many were too heavy, fragile and bulky to transport. So they would just arrive at the bell tower with the metal and build on the spot the sand moulds and furnace to do the casting.. All this, no doubt, involved a lot of creative technology which became a driving force for the succession of family patriarchs.

The first of them, Ernest-Sylvain, was the Southern Cross of France. He patented a wind turbine and pump which was the first of the metal structures to capture wind energy. They started production in 1872. Today wind generators are called éoliennes, a word that he coined. This one is a National Monument to be found at Quarante in the Hérault.



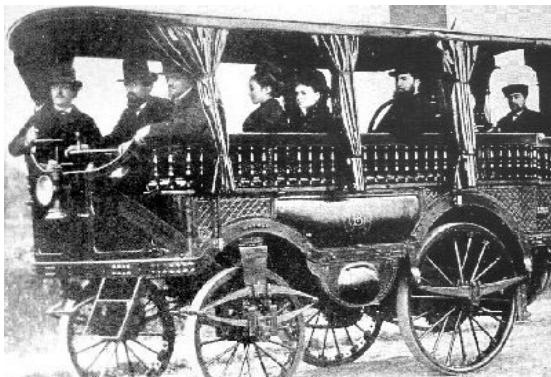
Photo KZO

He also invented a water pump for irrigation and a solar clock, two of which remain in parks in Le Mans. In between his busy inventing he had time to produce three sons. The third one took over the wind turbine business and the second one the other family invention, a water pump.

The eldest, Amadée-Ernest carried on the series of inventions that got him into self propelled vehicles. His first, on the road in 1873 was the first people carrier, way before the Renault Espace.

This little photo taken in 1875 was a family portrait with Amadée at the wheel. It was steam powered, of course, with a V twin engine on each rear wheel and the

boiler at the back. It had gears using the sliding cogs of today's boxes. The steering was by chain from an elliptical pulley under the steering wheel which provided the asymmetrical angles needed for turning without sideslip. Other modern innovations included independent suspension on all four wheels and the control cluster on the steering column. It seated 12 and could reach 48kmh. He got permission to use it in the Sarthe but it took two years to get approval to drive to Paris. He did that in 1875, taking 18 hours. The Traffic Rules of the day were not written for vehicles like this and he got 75 tickets from the police before he parked for the night. After the fuss died down, it became the first private car to be allowed to be driven in Paris streets. In 1879 he made the first road train – a steam powered prime mover and two trailers able to carry 35 tonnes. He in his turn produced two sons [Amédée-Ernest-Marie](#) (1867-1926) and [Léon-Auguste-Antoine](#) (1870-1913), the Léon Bollée of the car company.



He encouraged Amadée junior to look at internal combustion engines and turbines. The trubine innovation failed with a life of two hours because of the limited material technology of the day.

first streamlined aluminum body. In 1899 for the first Tour de France for cars he anticipated the Hillman Imp. His car had the four cylinder motor cast in a single block and mounted horizontally at the rear. With a low ground clearance and streamlined aluminum body it got to 90kmh.

When the Wright brothers arrived to show their plane in France he diverted his interest to flying and helped them organise their tests and exhibitions near Le Mans.

From 1900 until 1923 he continued to build top of the range car in batches and never got to more than fifty in a year. These cars were very robust and many of them survive. He still innovated in these cars and one invention that has endured was the hydraulic tappet, way before GM and Panhard. When he quit making cars he continued to use the factory to build piston rings and that company still exists.

Meanwhile brother Léon was also dreaming of inventions. In 1885, when he was just 14, he conceived the pedalo. Then at 19 he invented and built a mechanical

calculating machine, which did direct multiplication and won him a first prize at the Paris Exhibition of 1889. He went on to design a range of these mechanical computers and even tried to manufacture Babbage's difference engine, a concept never fulfilled by its inventor of the first programmable computer.

That must all have been pretty boring because he still had time in 1896 to design and build the "Voiturette", a three wheeler, with a motor from brother Amadée at the rear and the passenger in front (known as the mother-in-law killer). It was put in production with pneumatic tyres and examples of these are still seen in the London to Brighton run, it having won the first in 1896.

In 1903 he made his first full sized car in two versions, one with a 4 cylinder, 26 HP, 4.6 litre motor and the other also 4 cylinders but developing 45HP from 8 litres. By 1911 he was making 600 vehicles a year.

Here are some photos taken from Wikipedia



Henri Barbereau winner of the Bordeaux–Périgueux–Bordeaux race in 1899 in/on a Bollée



Léon Bollée 1904, 4 cylindres, 20 ch, 7 places, [at](#) the Vendée car museum



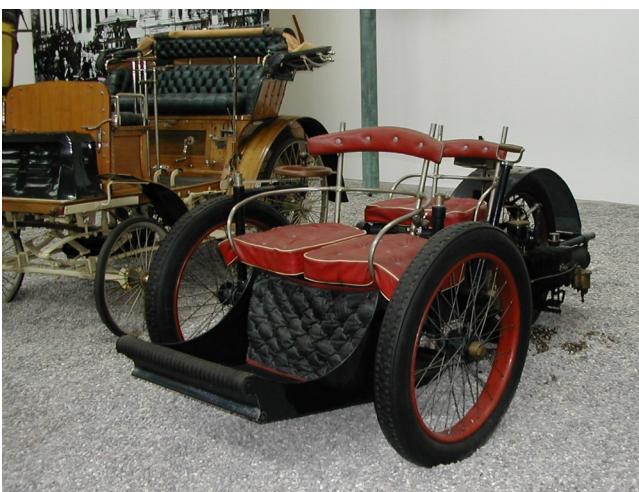
Léon Bollée G3 racing car of 1912, bodywork by Delaroche & Turquet



Morris Léon Bollée of 1932, bodywork by [Henri Chapron](#)

Léon died in 1913 but his widow continued the manufacture of cars and armaments. She finally sold the business to William Morris and it became Morris-Léon Bollée located at Le Mans. They recommenced manufacture in 1925 using the Hotchkiss motors that also powered the Morris Oxford in the UK. The market for luxury cars was fading fast and sales were dismal so they stopped production in 1928 and closed the factory in 1931.

I am amazed that they ever attempted British control of a French factory, the culture was so different. Anyway, they were caught out by the oncoming depression and the market shift to cheaper cars in volume for the masses, which Morris captured with the Morris 8.



The mother in-law killer in the Schlumpf collection, photo gerry freed

# Bon Appétit!

(Note from editor: Once upon a time when good country food was untouched by supermarkets, you could go into the village bistro and be served the lunch of the day. The waitress would plonk on the table a large terrine of pâté with a bayonet-like knife buried in its heart and a big basket of fresh crunchy bread. You tucked in until you were full and then realised that there were three more courses to come.

The French like the Chinese use all of a pig except perhaps the squeak. French terrines in spite of being labelled rabbit, quail, partridge etc are always at least 50% pork and ham. This recipe may be need negotiation with your butcher but will be make a serious starter for a Club picnic.)



**Difficulty:** easy but you need a processor with blending and mincing tools

**Dietary considerations:** Those on a low fat, vegetarian, kosher or halal diet should open a packet of chips

## Terrine de Campagne

Serves 4 to 12 dependent on greed..

### INGREDIENTS:

250 gms pork loin, 250 gms boneless veal, 350 gms pork fat, 250gms diced ham pieces

3 large crushed garlic cloves, 1 peeled red onion, 2 eggs, 1/3 cup dry white wine

brandy to taste (2 tablespoons at least), 2 teaspoons salt

1 heaped teaspoon black pepper, preferably whole peppercorns

spices to taste – eg pinch of allspice, thyme, ground bay leaf, nutmeg etc.

### METHOD:

Pre-heat the oven to 180° or fan forced 170°. Mince the pork, veal and 120 gms of the pork fat to a coarse mixture.

In the processor blend the ham, 100 gms pork fat and all the rest of the ingredients.

In a bowl, combine the meat and these blended ingredients and mix well by hand.

Now you need a terrine or baking dish of about 1.5 litres and a disk of wood that fits inside. Line the terrine with the remaining pork fat, saving a little to lay in strips on top. Fill the terrine with the mixture and put the pork fat strips on top or use bacon if you prefer. Cover it with a heavy duty aluminum foil and bake it in the oven until it becomes a solid block and separates from the dish.

Remove the dish from the oven and place the piece of wood on top. Weigh it down with a frozen wombat or several cans of baked beans and let it cool. When cool put the terrine in the fridge. Go to an outdoor shop and buy a serious camper's knife. Serve it at room temperature or slightly warmed with the knife in place, some good peasant bread and lots of pickles – walnuts, cucumbers, onions, olives etc and all washed down with a robust red.

No plates need and so no washing up afterwards, just vacuum the crumbs off the table



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## FROGS & WOGS IN LAUNCESTON

Saturday 7 November saw us heading North to Launceston at 7am for the annual French & Italian car display.

Previously held down by the Tamar River, this year's event was held at the National Automobile Museum where we can take time out to see the exhibits while the Saturday market and shops are close by for those that don't want to concentrate on the cars.

A great idea to combine French and Italian cars showing off the design flair, sportiness and ingenuity of some of the oldest car brands in the world, many with a motorsport heritage to match.

And so it was that we saw both classic and new Ferrari, Maserati, Alfa Romeo, Fiat, Renault, Citroen, Peugeot, Matra, and Panhard gathered together on a sunny Saturday with their enthusiastic owners, supporters and visitors - and the added benefit of coffee on site!

Advance publicity about the display with a photo of event organiser Alfio in "The Examiner" set the scene for an enthusiastic gathering. An enjoyable Italian meal was held in the evening.

My favourite car on the day was Graeme Vaughan's red Citroen ID - a true classic in a marvellous red colour.

Glenn Shaw's 1956 Slough built 2 CV also attracted attention, as did the white Fiat Topolino of similar vintage sitting beside the latest model Fiat 500.

As well as some sleek modern Italians there were too many others to mention, including the Panhard's first Northern display outing, the Matra and Allen Lade's R5.

However special mention must be made of Gerry Whittingham's 1964 R8 Major (1100) which he has with many hours of effort restored to it's former glory after rescuing the car, which had been sitting around in a badly neglected state for many years.

Overall an enjoyable occasion, and I'm already looking forward to next year's event!

Trevor



## **Renault reno - Part 3**

**by Damien Febey**

It has been some time since I wrote the previous chapter in this story. Unfortunately progress has been slow due to family and other work commitments which has limited my availability to work on the project.

However, in recent months and with warmer weather I have had a spurt of activity and it is time to update readers. So here is Part 3...

### **Painting the car**

I now understand why people pay large sums of money to get a professional to do this.

However, my lack of funds and the desire to do as much as possible myself (as a therapeutic exercise) led me to the decision to paint it myself. I hope to eventually develop this skill as it will come in handy with any future repairs.

By doing it at home I was limited to using either air dried enamel or an acrylic paint system. While two part paint is the norm for new cars and spray painters, it is very toxic and requires breathing equipment and a spray booth to apply. So not an option for home application.

I chose acrylic as it has the benefit of being more forgiving in its application because it is fast drying so bugs have less of chance to coalesce with the paint finish, it easily redone if you bugger it up (which I did frequently), and it is easy to retouch/blend if it is chipped or a repair is needed later. As mentioned in my previous article the colour is called Blanc Rejane which is an original colour used on Dauphines, including the 1093 rally version.

I thought the car was fairly straight and after filling the obvious dents and applying primer it looked OK. But of course once the top coat was applied and polished, a myriad of small ripples and dents appeared. This is understandable given the very thin metal used on the bodywork of the Dauphine so the small dents and ripples have accumulated over time. After many attempts to smooth these out I have reached a point where I can't be bothered trying to fix them all and will settle for near enough and to move on. I may have another go down the track when I have spare time??

### **A new face**

The next job I thought would give me the incentive to keep going was to finally give the car a face again. So on with the new headlights and the polished bumper bar. I also tackled a job that I had trepidations about doing myself – installing the front and back windscreens. This requires first inserting the glass and chrome trim into the rubber seal and then placing a piece of string inside the lip of the windscreen seal. Starting in the middle bottom of the screen, carefully pulling the string so that the rubber lip is pulled over the flange in the bodywork. After talking to a few people that had done it before, and watching YouTube video of people doing it themselves I had a go. With an assistant to kindly press on the glass from the outside, and after a bit of lost skin from having to pull hard on the

string in the corners, the screens went in. I then squirted windscreen sealer around outer lip and the job was done. The side glass were also installed and finally the car was weatherproof again.



### **Signs of life - the wiring is installed**

To make the car safer and more reliable I have converted it from 6 volts to 12 volts, apart from the gauges which stay at 6v with a voltage reducer. So now it has better lights (halogens), horns, wipers and starter motor.

I also fabricated and installed master panels under the dash and in the luggage compartment to hold all the new fuses and relays. The car only had one fuse and no relays. This makes the wiring more accessible and less prone to overloading. This took some time to figure out where the wiring was meant to go. I had labelled the wiring before I disassembled the car but as it has been a couple of years since I did this, some of the writing on little tags was a bit illegible due to fading and the tags getting damp. After much trial and error, testing, references to wiring diagrams and blowing fuses, it eventually came together.

I installed the dashboard and connected up the lights and the horns and finally there were signs of life. The horns work very well when in “country” mode. The car is now like the small dog with the loud bark. The headlights are also a vast improvement on the original incandescent bulbs. There’s a reassuring click as the relays kick in when I switch the lights on.



I deleted the side indicators on the C pillar as I prefer to have the indicators at the front and back where they can be seen. So new indicators were installed on the front. At the back the rear brake light unit does not include an indicator. I thought I would just tack on a set of separate rear indicator lights. However, I like the simpler original look and found an electronic module made in the US that combines the function of the brake light with the indicator so that when the brake light is on and you then apply the indicator the brake light flashes as though it were an indicator. The module however requires led globes be used.

Finally, I installed a new windscreen washer bottle and pump as used on a R4, as the car did not have a windscreen washer.



### **Next - the engine...**

Hmmm perhaps a Chev small block V8? or maybe a Porsche turbo engine? Then again, why go past the original Ventoux 38 hp power plant.

To be continued...

