



The Rampant Frog

September - December 2014



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Disclaimer

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

Cover Picture

Renault R4 and Citroen 2CV cornering in true French style. Watch those door handles!

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Up Coming Events

Observation run Devonport (Citroen Car Club Tasmania)



Date: 14 February 2015

Venue: Wynyard area

RSVP: Bauke Meijer mothersworry79@gmail.com by 7th of February

An observation run starting in Wynyard and finishing at an undisclosed location.

We will start at Splash Cafe, 30A Old Bass Highway, Wynyard on the 14th of February at 1:00pm. The run involves around 100km of driving consisting of mainly on country roads that are all sealed.

Dinner will be provided at the finish please BYO drinks

Cost of the run including dinner is \$10.00 per person

There will be a prize for the most correct answers

People travelling from afar won't have time to travel back home after the dinner, so Bauke is happy to organize something of interest for the Sunday morning for people who are staying overnight. But please let Bauke know ASAP if you are interested. Free camping facilities are provided for campers. There are also quite a few hotels in Ulverstone; e.g., Furner's Hotel, Lighthouse Hotel, Beach Way Motel.

Longford Revival

Date: 20 to 22 March 2015

Venue: Longford

RSVP: Colin Fuller vk7zcf@inet.net.au 0407 353 034

Further details will be emailed closer to the event

See also <http://longfordrevival.com.au/>

Devonport Car Show

Date: Sunday 22nd March from 9:00 am to 3:00 pm

Venue: Devonport

RSVP: Colin Fuller vk7zcf@inet.net.au 0407 353 034

Contact Col for details of meeting time and location

If you would like to display your car, you can register at this link
<http://www.devonportmotorshow.com/>



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A Few Words from the President...

Hope everyone had a great Christmas and is having a good new year; there is lots of thing happening in the next few months with the Devonport motor show and the Longford revival back on this year in March. Also looking forward to this year's Formula One season and seeing if Infinity Red Bull Racing powered by Renault has bridged the performance gap to Mercedes. Daniel Ricciardo is now Infinity Red Bulls Racing number one driver, now that Sebastian Vettel has defected to Ferrari. The second driver for Red Bull is Daniil Kvyat from Ufa in Russia who like Ricciardo comes from the Toro Rosso Team.



Since my last installment we have had a combined car display with the Citroen Car Club of Tasmania and Italian Car Enthusiast, which has been dubbed Wogs & Frogs by our local media. When I got out of bed and pulled the curtains back I could see that we had early morning rain and it looked like the day was going to be a disaster but after a quick check of the Bureau of Meteorology rain radar I could see that the day weather wise was not going to be too bad. We had an early afternoon shower and wind blast which had about 10 of us holding down the ICE gazebo for about 15 minutes which also caused a lot of people run for their cars and leave before we could present some prizes. I would like to thank Wayne and Christine Stevens; Mike and Evelyn McNeair for running the BBQ and also Georgie Addison for organizing the public liability insurance, also like to say thanks too for the support from Launceston Peugeot; Motors Launceston; and Greg Crick Motors for supplying us with latest French and Italian cars.

On the 8th November the motoring world lost Francois Guiter, not many people will know this name, Francois was the marketing Director for Elf Oil in the 1960's through to the 80's and responsible for Alpine winning many F3 titles in the 1970's. He is also responsible for the funding of Matra's racing program; the V6 engine created by Francois Castaing and also funding the world's first F1 turbo charged racecar. His contribution to French motor sport was enormous and he will be sadly missed.

Cheers, Col.

Recent events

Fogs 'n' Wogs

Royal Park Launceston, 1st November 2014



This annual event is one not to be missed.

Col had a very busy time organizing the Wogs 'n' Frogs Display which required much filling out of council paperwork. The requirements these days seem a bit over the top for a static car display. Fortunately organising the event is shared with our good friends the Italian Car Enthusiasts Tasmania (ICETAS) and Citroen Car Club Tasmania (CCCT)

The weather was a bit cool and windy however held off for most of the day until it finally let go and the wind and rain sent people running for cover when for most, it was time to go home.

Once again there was a good turnout of cars with a few new ones from last year. It was good to see a SM Citroen, a Berliot and a very original 4CV owned by new club member Rod Packham. Ray Stone's gorgeous maroon Peugeot 404 also made an appearance.

To ensure there was food available, once again, it was great Mike and Evelyn McNeair and Wayne and Christine Stevens volunteered to operate the BBQ facilities at the park churning out numerous snags for the hungry hordes and raising funds for the club!

In the evening a dinner was organised at Calabrisella Restaurant in Launceston that again had a good roll up ensuring a convivial time was had by all!



Damien Febey



Above: Rod Packham's Renault 750



Above: An old timer still looking good - Berliet



Above: Ray Stone's Peugeot 404



Above: An early and new Alfa



A fabulous SM Citroen appeared on the day and then disappeared

Christmas Lunch Darlington Park

Christmas lunch - Darlington Park Cressy, Saturday 29th November

This time, for something different, the club Christmas lunch was held at Darlington Park (circa 1830), situated 15 kilometers south of Cressy. Many thanks to Mike and Evelyn McNear for organising with owners Ross and Rose Davey to allow the club to use their property to hold our Christmas lunch. A lovely spread of food was set out on the garden lawns with platters of meat and French champagne supplied by the club and salads and desserts provided by club members. It is always a risk holding lunch outside in Tasmania, but we were fortunate the weather was warm and sunny with no wind. The fine weather helped set off the beautiful cottage gardens surrounding the historic homestead.

After lunch, Ross and Rose provided a talk about the history of the property and shared a scrapbook of their extensive renovations since they moved in.



Above pics: Great food, lovely weather, good company and fine surroundings guaranteed a great picnic lunch at Darlington Park at Cressy.



The Knibbe's gorgeous R10 looked the part outside the homestead.



Christmas Lunch with the Citroen Car Club

**Christmas lunch with CCCT at Shaw's Vintage Tractor Museum, Westbury.
Saturday 6th December 2014**

An invitation to this regular CCCT Christmas event was year kindly extended to FCCT this year and taken up by a few FCCT members (Damien, Ray and Peter) who thoroughly enjoyed the great hospitality provided.

The museum setting is fantastic with a huge display of tractors including a Renault. It was great to have a ride in a 2CV, as I have not previously had the pleasure. It's an amazing little vehicle. Let's hope there are more joint functions between the two Clubs so members can participate in new events.

Damien Febey.



Above Pics: A relaxing Christmas lunch and a joy ride in a 2cv made it a great day with the Citroen Car Club at Westbury.

Diesel Cars – Do they have a Future?

The following editorial was published on the Just Auto website in early December. I love our diesels, but maybe they are losing their appeal – Noel Addison.

The rise of diesel cars in Europe (over 50% of cars sold in Europe are diesel powered; it was nearer 10% in 1990) may now be past its peak and it will be interesting to see how the regulators tweak the levers (especially taxation) at their disposal over the next five years. There has been something of a rethink lately based on some alarming evidence of high pollution levels in European cities and the health effects of diesel engine emissions.

The rush into diesels in recent decades was helped by the fact that they had become much cleaner and more acceptable to motorists. More importantly, they do higher miles-per-gallon and therefore put out less CO₂ than gasoline engines and so were deemed to be A Good Thing. The car companies invested huge sums in diesel technologies and things like particulate traps to deal with the worst of the tailpipe nasties.

That all seemed fine and dandy for quite some time, but the evidence on the harmful effects of small particulates and other noxious diesel emissions has accumulated. Particulate traps don't catch everything. The exhaust fumes from gasoline engines aren't exactly recommended for human consumption, but they contain less of the harmful soot particles that diesel engines emit into the atmosphere. Some European cities have pretty bad air quality at times - notably, Paris and London - and the finger of blame is being firmly pointed at diesel engine vehicles.

And, let's not forget, the innate CO₂ fuel efficiency advantage of diesel engines over gasoline has been steadily eroded as gasoline engine efficiency has improved significantly over the past ten years.

With an estimated 80% of the French car parc accounted for by diesel, it's perhaps especially striking that moves are afoot in France to make some major regulatory changes to discourage diesel. That tells you how concerned politicians are becoming about the evidence that officials are putting in front of them. Inaction could be a big vote loser down the road.

If the French are moving that way, then we can probably expect similar moves elsewhere across Europe. Will gasoline benefit if diesel is discouraged? Yes. But then so will hybrids and, potentially, electric vehicles in urban areas could be huge beneficiaries.

Now there's a thought. Do you think the French government might be interested in giving EV-specialist Renault a little lift?

Dave Leggett
Managing Editor
Web: <http://www.just-auto.com>

The End of the French Car

When I started travelling alone, French cars were enthralling. They were quirky-looking with ingenious technology. And they had an attachment to motor-sport. Eighteen years old, hitch-hiking back from Florence, I got stuck in a field near Strasbourg. Sitting in the sun doily looking at rolling green Alsatian hills for most of a day, I saw and will never forget a Renault R8 Gordini driven hard on a lonely road, punctuating my boredom. All crackling exhaust, French racing *bleu* with two longitudinal white stripes and hilarious negative camber rear suspension.

Later on that same trip I eventually arrived in Paris. Being intellectually ambitious, I had my pockets stuffed with Livre de Poche editions of Sartre and I went, my rucksack and I, straight to the vast Renault and Citroen showrooms on the Champs-Elysee to confirm my feelings about the superiority of French culture. The showrooms seemed intoxicatingly sophisticated, places of worship for a more advanced civilization. Does anybody now remember the Renault Fuego ? I saw one spot-lit on a plinth in the first arrondissement of Paris. It was bright green, like a tree frog.

There were other witnesses to my infatuation. Back in London, the ceramic tile tableaux at Michelin House were a reference point. Those grand old moustachioed Frenchmen on heroic roadraces between Lyon and Marseille, Dijon and Pau. In all the books I read when small, there was almost always the dream of the RN7. Never mind that this Route Nationale is now a neglected blacktop, murderous when it is not desolate, it was for me the road to pleasure. As soon as I had a car of my own it was an old Citroen : and I enjoyed hot breezes though the open roof, jazz on the radio, the Med in prospect, if never actually, in sight.

Rewind. Volkswagen currently has its Paris HQ in the Seventh, but now plans to move into the vacant Virgin Megastore on the Champs-Elysee. Meanwhile, the Citroen and Renault premises are deserted. Recent figures show that the majority of EU purchases are to replace existing cars. Only about 2% of sales are net additions, compared with 70% in the developing world. Europeans are not buying many new cars. Especially new French cars. If you can find a French person wanting to buy a

car.....they are looking at a Volkswagen. They are drinking Coke and munching Pringles.

When did the decline start ? Back in those first paragraph student days, I could sit on a train for thirty-six hours to Madrid and have for company only my French philosophers and the latest copy of Auto Journal with all its fabulous news of new French cars with oleo-pneumatic suspension and strange seating arrangements. Who can say whether it was cause or effect, but when French culture as a whole lost its authority, the cars became boring. Who reads Sartre today ? Exactly.

The glorious hauteur of France was once revealed in its cars. As soon as I could afford it, I bought a Citroen GS. In this car you had to remove the entire engine to replace a spark plug. Magnifique. The Peugeots of the day had three rows of seats plus worm-and-roller steering.

And no-one who has ever seen one can forget the 1967 Panhard CT. With the size and style of a Chevrolet Corvair, this large 4.267m car was powered by an air cooled 850 cc twin dating back to the 1940s. It was en plein ciel at 90 mph.

But it was the simple French cars that most impressed, in the way that Duralux glasses and Opinel knives are still the best of their kind. I have driven the fastest and most expensive cars in the world and I cannot say that any of them gave me more pleasure than the 1948 Citroen 2cv I once played with in Paris or the 1961 Renault 4 I recently drove in London. Design being the ordinary thing done extraordinarily well, the 2cv was a masterpiece. The dear quattrelle ? Early ads said "Elle supermarche bien" and made the boxy car look like a supermarket trolley. But if your trolley is full of foie gras, Roquefort and Gevry-Chambertin, as it once might have been, who's to complain ? Besides, driving a cheap 845 cc Renault 4 to the limit is more satisfying than being thwarted and threatened in an overheating and expensive Ferrari F40. It really is.

But soon this will be only memory. If present figures are extrapolated, like Noilly Prat and foie gras, French cars will cease to exist in the next decade or so. Forty years from now if someone like me is sitting a field near Strasbourg, the only interruption of his ennui will be an EU official explaining that it is absolutement interdite while the latest Indian and Chinese personal transport modules glide silently by. Alas, the people who said vive la difference forgot what it means.

<http://www.stephenbayley.com/w/the-end-of-the-french-car>

On the road with Australia's classic car enthusiasts

Eric Bana's got his 1974 Ford Falcon XB coupe, Clive Palmer's got his 1965 Newcastle Rambler and Lindsay Fox has his gull-wing Mercedes 300SL*: but they're in a very small minority. According to the latest findings from Roy Morgan Research, just 0.5% of Australia's driving population own and drive cars manufactured between 1950 and 1979. So how does this rare breed of motorist compare to owners of more modern cars? Read on...

Overwhelmingly men, and more likely to be Pre-Boomers (born before 1946) than any other generation, people who own/drive cars manufactured in the 1950s, 1960s or 1970s tend to view their autos — and life — in a different light than those with more recent models.

Australia's motorists, by decade of car owned/driven



Source: Roy Morgan Single Source (Australia), October 2011 – September 2014 (n=125,856). NB: chart does not add up to 100% because 3.8% of motorists have 'no idea' what year their car was manufactured

The high-maintenance 1950s and 1960s

Hailing from a time when fins were in and chrome was cool, cars of the 1950s and 1960s turn heads wherever they go. So it comes as no surprise that owners of classics from these decades are 130% more likely than the average Aussie motorist to agree with the statement, 'I regard myself as a bit of a car enthusiast' and 60% less likely to regard their car 'simply as transport from A to B'. After all, isn't that what second vehicles are for? (And nearly all have one...)

Of course, old cars tend to need a lot of maintenance, and owners of 50s and 60s vehicles are especially well qualified in this regard. Not only are they 75% less likely than the average Australian motorist to agree that 'I'm not very good with mechanical things', they're 220% more likely to have worked on their car in the last three months.

The fun-loving 1970s

While owners of cars manufactured in the 1970s are also more likely to work on their car in any given three-month period, what really sets them apart from other drivers (including those with older classics) is their focus on fun. Compared to the average Australian driver, this group is:

- 150% more likely to agree that they 'will only buy a car that is fun to own'
- 125% more likely to prefer 'a car that has lots of sex appeal'
- 115% more likely to 'like a car that handles like a racing car'

Don't go changing

But it's not just in their automotive attitudes that drivers of old autos distinguish themselves. Choosing to own and drive cars of this advanced vintage appears to be consistent with a certain ambivalence towards the modern age.

For example, owners of 1950s and 1960s vehicles are 58% more likely than the average Australian motorist to agree they 'don't like to know too much about what's going on in the world today' and 32% more likely to feel that 'technology is changing so fast it's hard to keep up with it.'

Meanwhile, people with 1970s cars are 21% more likely to believe 'there's too much change going on these days' and 16% more likely to 'like things to stay the same'.

Norman Morris, Industry Communications Director, Roy Morgan Research, says:

"While wealthy, high-profile enthusiasts like Lindsay Fox are famed for their large collections of classic, vintage and veteran vehicles, they represent just one end of the spectrum. People who own and drive cars from the 1950s, 60s and 70s are actually less likely than the average motorist to be on incomes of \$100,000 or more and more likely to be in incomes between \$15,000 and \$25,000.

"So on one hand, we have these famous collectors of historic prestige models and on the other, the retired enthusiasts channelling their nostalgia for the 'good old days' into a car from the era. And between them, they comprise half a percent of Australia's motoring population!

"But though they are a very small group, these motorists represent a passionate and potentially lucrative niche market for insurance companies, auto parts retailers, mechanics and restorers who take the time to understand and reach out to them."

* NB: Of course, Palmer and Fox own so many historic and rare cars they each have their own auto museums to showcase them!

Source: Roy Morgan Single Source (Australia), October 2011 – September 2014 (n=125,856). NB: chart does not add up to 100% because 3.8% of motorists have 'no idea' what year their car was manufactured. Thumbnail image: copyright Beverley Goodwin (Flickr Creative Commons)

The Half-Track Citroen

The first Citroen cars were made in 1919, after the First World War had ended. The Kegresse patent half-track rear drive system was used by Citroen from 1921 until 1937 for off-road and military vehicles. Andre Citroen and Adolphe Kegresse were both innovative French engineers.

Kegresse had worked at the court of the Russian tsar in St. Petersburg. He applied his half-track system to some vehicles in the Imperial fleet, including a Rolls-Royce car and a Packard car. In 1935, Kegresse invented the dual-clutch transmission, but did not develop a working model.

Small and medium Citroen cars with Kegresse half-tracks had 2 conventional steerable wheels at front, the steering being assisted by selective rear braking. There were 4 tracked wheels at the rear, 2 being driven and 2 being idler wheels. Each track was an endless flexible canvas and rubber belt, suited especially to travel over snow or sand. An articulated bogie between each driven wheel and its idler had 4 smaller wheels for load-spreading. A total of 14 wheels thus shared the laden weight of the car.

In 1921-22 Andre Citroen planned and organised an expedition to test his new half-track cars. The idea of crossing the Sahara Desert in North Africa had come to him during the Great War when the human, oil and rubber resources of Equatorial Africa were needed by France for its war effort. In December 1922 six Citroen Kegresse half-track cars attempted the first crossing of the desert by car, leaving the Mediterranean coast at Tunis for Timbuktu, which is in present-day Mali. The expedition covered about 3200 km in 30 days, on a route which took fast camel



Caravans 6 months or more to traverse and which included 400 km in the desolate Hoggar Mountains in Algeria. On 4 January 1923 all 6 cars drove into Timbuktu.

After the successful desert crossing, Andre Citroen conceived a grandiose tourism development plan for hotels along the Sahara route from Algiers to Timbuktu, but the French government later vetoed the scheme, on grounds a

tourist crossing of the desert placed too much responsibility on the army, because of the unsettled tribal population.

The first Citroen Kegresse car to come to Australia arrived in 1923. Some were used in W.A. desert conditions and in N.S.W. In Tasmania, Roy Lade of Latrobe used one to provide a passenger transport service from the Mersey River to Cradle Valley, from 1924 until c. 1927. Gustav Weindorfer of Waldheim was photographed with the car in 1924. Other Citroen Kegresses were used in the Himalayan Mountains, the U.S.A. and Poland.

Sent from Col Redmond 4CV Register of Australia



Web links

French people leaving the Paris region in summer of 1958 to go south on holidays.

<http://www.ina.fr/video/AFE03006780/departs-en-vacances-sur-la-nationale-7-video.html>

Renault chooses Tasmania for journalists 2014 Drive Days.

Renault Australia recently chose the winding and scenic roads of Tasmania's East Coast to hold some drive days for Australian motoring journalists to try the latest Renault Sport models.

With total 2014 sales of 10,000 cars, Renault is busy winning new customers in Australia - and significantly around 1,000 of these are RS models. As a result Australia has now leapfrogged Japan to become the world's second largest market - after France - for the RS cars. The Clio RS 200 EDC has played it's part too with a very strong first year on sale, winning urban buyers with the flexibility of it's easy to drive "regular" auto mode on weekdays and sport mode for weekends.

Orders are being taken for the Megane RS 275 Trophy R - 50 are coming to Australia out of a total production of 250. A less extreme RS275 Trophy is on sale now, with 25 of the local allocation of 100 already sold. The main Megane RS seller of course is the current RS 265, alongside the Clio RS 200 EDC. Top spec versions of the RS Meganes have consistently won the record for the fastest front wheel drive production car around Germany's famed Nurburgring circuit - the current record lap time is 7 minutes 54seconds.



For Sale ...

I have a **1988 505 Peugeot GTI Automatic** for sale (attached photo) and thought I would let you know as one of your members may be interested. I was at the all French day in Royal Park Launceston recently.

It has 162,000 kms on the odometer, has just had a major service including a new cam belt and a few other things done. The paint work is quite good but with a few scratches. The interior is also very good.

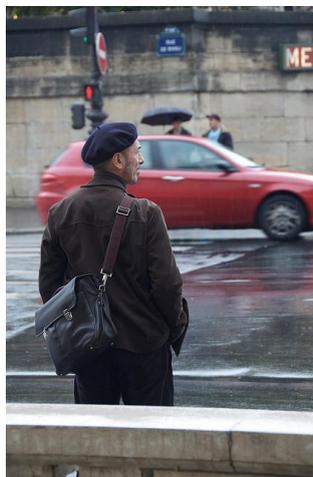
I have also advertised it on Gumtree for \$3,900.



A **1991 505 wagon** for spare parts is offered for free with the sale. It was still on the road three years ago when I purchased the GTI but my wife preferred to drive the GTI. The GTI has been used as an everyday driver and is our 6th 505. I will be sorry to break my connection with them but we recently updated and it is time to let it go.

If anyone is interested I live on the West Tamar at Legana and they can ring me on 0418789209.

Regards
Alan Hardman



French navy blue woollen fabric berets, size to suit men or women ... \$15 00

Phone Lisa Febey: 62 781956 or febey@internode.on.net

Wanted ...

EDITOR, *Rampant Frog*, newsletter of the French Car Club of Tasmania. Training can be provided. Contact Lisa Febey, febey@internode.on.net or phone: 6278 1956



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DRIVE THE CHANGE



Frogs' in Focus

Stories to put here ↓ about your lovely French cars!

X



Believe it – or not!

In the suburb of Ingleburn NSW 2565, there is an area where the street names are based on car marques.

There is: Peugeot Drive, Renault Place, Alvis Place, Bugatti Drive, Maserati Reserve, Berliet Place, Lancia Drive and Citroen Place, just to name a few.



Above: Spotted recently by T and D Wise is this well known French cafe at Flaxton, on the Sunshine Coast hills. Qld.

Bon Appétit!

Here is a recipe that's passed the taste test!

Cherry and Almond Tart



INGREDIENTS:

Sweet short crust pastry:

1 cup plain

½ cup SR flour

125g butter – cold and cubed

1 tablespoon icing sugar

Chilled water

METHOD:

Put flours, butter and sugar in bowl of food processor and process.

Gradually add sufficient cold water to form a ball. Knead lightly and chill for at least an hour.

Roll to fit a 20cm loose bottomed flan tin, keeping trimmings.

Bake blind at 200C for 20 minutes.

Filling

METHOD:

90g butter

90g castor sugar

2 eggs

3 tablespoons plain flour

125g ground almonds

1 cup stoned lightly cooked cherries

Reduce oven temperature to 180C.

Cream butter and sugar until pale.

Add eggs, flour and almonds to make a paste.

Spread a thin layer of paste over base of pastry case.

Scatter cherries over evenly.

Dab on remaining paste and smooth as much as possible.

Optional: Cover with a lattice of pastry strips made from trimmings.

Bake for 25 minutes until tart feels springy and firm.

Optional: Cool for a few minutes, and then glaze with a very thin mix of icing sugar and water and return to the oven for 5 minutes. Serve warm or cold.

Cherries may be exchanged for fresh, ripe apricot halves, or other soft fruit.

Enjoy!

Under the spotlight

HOBART RENAULT

If you're wondering why you're seeing so many Renault Meganes on Australian roads recently, this journalist would suggest first looking at the roads a little further from home.

Because with a presence in 128 countries around the world and countless

significant motorsport victories, it's fair to say that Renault always has something to celebrate. However, with the recent launch of their latest European masterpiece in Australia - the stylish Renault Megane - we're guessing those celebrations are far from over.

With one eye on their innovative history and the

other fixed firmly on the future, Renault are a brand to watch in 2014. In fact, few Australians are aware that the European industry leader employs over 120,000 workers around the world, many of whom are strongly involved in Renault's innovative electric vehicle development plans. And, with a 37.1% share in the electric car market last year, it seems their spot as

eco-leader is already well cemented.

But it's Renault's flagship model, the Megane, that really illustrates everything the French brand has become famous for. Style. Sophistication. Substance. In fact, while the range may appear worthy of the catwalk, the Renault Megane RS model is just as worthy of the winner's podium - the

model recently setting a new front-wheel-drive lap record around the Nürburgring.

With the number of Meganes on Australian roads now reaching record levels, it makes sense that Renault are continually working to make owning one of their distinctive vehicles a rewarding experience. The brand is pleasing all of its new passenger car owners

with an impressive five year warranty and a reassuring three year capped price servicing arrangement.

All in all, Renault is a brand to watch - particularly if you enjoy the idea of driving a European style icon that is surprisingly affordable.



- ✓ 5 YEAR UNLIMITED KM WARRANTY*
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*Conditions apply see www.renault.com.au. Capped Price Servicing: Earlier of 3 years/45,000km

DRIVE THE CHANGE





Annual subscriptions are due on 1 March

French Car Club of Tasmania Inc Application/Renewal Form

Please provide your details for our records

Name.....
Other family club members.....
Address.....
Post codePhone numbers
Email.....

Annual membership rates¹

Social membership – Individual \$49, Family \$55
Sporting membership² – Individual \$69, Family \$75
Pensioner or full-time student - a \$10 discount off the relevant membership rate

Payment

By cheque to:

*French Car Club of Tasmania
PO Box 193
NEW TOWN TAS 7008*

Or by direct debit:

BSB 807009
Account Number 51264814
Member Number 707824 (only needed if you are a MyState member)
Account Name French Car Club of Tasmania Inc
Reference "your name"

List your current French cars

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Of interest to club members the French cars (if any) you have owned in the past.

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Club Contacts

President Colin Fuller (North) 0407 353 034
Membership Secretary Damien Febey (South) 6278 1956/0447 833 301
FCCT email: frenchcarclubtas@gmail.com



¹ For new members the rate is prorated depending on the month of joining. If you join from January to March it is 100% of the annual rate, from April to June 75%, from July to Sept 50%, from Oct to Dec 25%.

² For those interested in participating in CAMs approved sporting events this rate covers the additional insurance cost for CAMs sporting affiliation.