



JUNE 2016

Volume 40, Number 6 2016

clubautofrancais.com

Renault e.Dams makes a show for the future



Formular E Championship Leader Sebastian Buemi dominated free practice

find full Renault Formula E article on pages 6 and 7

The French Connection

*Club Automobile Francais
P.O. Box 330
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South Australia*

**CLUB MEETINGS LAST Thursday of the
Month (except DECEMBER)
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LMVD80

PRESIDENT'S PRATTLINGS

Thanks (I think !!) for having confidence in me by re-electing me as your President for 2016/17. We have much the same Committee members as last year so I am confident of another good year. We are short 2 Committee members for a period of 2 years, so if any members not at the AGM who would like to join the Committee , contact one of the Committee to express your interest.

We had our annual BBQ at our place at Mannum last Sunday. The weather was perfect and about 20+ members , family and friends enjoyed themselves. A great day was had by all.

Our next social event is the BBQ at the Austin 7 Car clubrooms on Sat June 18th. The Club will provided the bbq and sweets and members are asked to bring a salad to share. More details will be in the Mag and on the website ,but PLEASE DO NOT FORGET TO BOOK.

Coming up rapidly is our SWAP MEET on July 31st at Globe Derby as usual. Please make note in your diary and plan to come along and assist on the day, because we need as many members , family and friends as we can to cover all the responsibilities.

Don't forget our new webpage where you can find all the information about the club and activities. If you do not have the webpage address or club access password , contact Steve Chamberlain for that information. The webpage is very comprehensive and after all this time, it is great to have this facility available to club members – Congratulations to Steve for developing such a great website.

Happy Motoring,
Trevor Donaldson

EDITOR'S REPORT

Hi again everyone, though it would have been nice to have more members attending our AGM, it was a good meeting anyway ... with a new committee elected and pizza for all to share (and take home for breakfast, lunch and dinner) ... yes there was enough pizza supplied with a massive variety to choose from. A great dinner.

As Editor, I have the honour of choosing the member to receive the "Editor's Award" which I awarded to Don Stacy. As our past editor, Don has given the club hours and hours of serious effort over years of service to our club so that we as members have a corner stone in the club where we can gain and share our club information and be entertained reading interesting and informative stories. Thanks again Don for all of your past effort and the articles and assistance that you even give now.

The second V.I.P. honoured was June Fromm who has looked after the club raffle at every club meeting year after year and also put in so much other effort helping out in every way that she can on countless occasions. Trevor Donaldson as President, chose June to receive the Club Service Award for the incredible amount of effort she has so happily given to us all.

Thanks again both Don and June and here we go for another exciting year. Cheers, Jeff



VOLUNTEERS NEEDED

Bastille Day Celebrations
16th July



We are looking for a couple of volunteers to help with this celebration, If you think you would like to help contact Matt Cottrell by phone 0499450829 or see him next week at the club meeting.



JOIN US FOR A BARBECUE

WHEN: 18TH JUNE 2016

WHERE: AUSTIN 7 CLUB ROOMS
262 TAPLEY'S HILL ROAD, SEATON

TIME: 6 PM



MEAT AND DESSERT WILL BE PROVIDED
PLEASE BRING ALONG A SALAD TO SHARE

BYO - DRINKS



FOR CATERING PURPOSES

RSVP: HALINKA - colredmond@optusnet.com.au

Phone: 8289 7417

BY 1ST JUNE

WHAT A GREAT DAY IN MANNUM

Thanks Trevor and Kath for inviting Club Automobile Francais to your magnificent retreat in Mannum.

Those club members who didn't attend missed a really good gathering ... Heaps of food cooked on the BBQ and salads from every direction. We even got to share some birthday cake celebrating Craig's big day (again it is proved that only the good die young). A holiday house good enough to live in permanently and a fantastic spot. Thanks again for the invite. Jeff



Colin Pauley's adventure on a leisurely 2 day drive to Mt. Gambier turned into a nightmare as told in Colin's article which can be referred to in our March 2016 magazine. Things went astray when he stopped for lunch in Meningie and the spark disappeared from the engine. After many hours, an RAA journey home and son Glenn coming to the rescue with a new set of points, coil and condenser, the trip continued after a night's sleep. **Here Colin's story continues ...**

MT. GAMBIER PART TWO (RIVER TO RIVOLI)

.....
The new electrics now fitted I was confident that the problem was solved. Friday morning we started the trip again this time needing to drive the whole distance in one day.

This time we headed down the highway to Keith where we stopped for lunch at the bakery. Then on to Mt Gambier where we arrived at 3pm. The clubrooms opened at 3pm so after settling in we went there to collect our rally pack and on the way back to the Motel I filled the car with petrol ready for the next day. At 6pm it was time to go back to the clubrooms for a sausage sizzle and a chat with other entrants.



After the official opening we left the clubrooms at 9.45 on Saturday morning for a short drive to the showgrounds where a 2 day AUTOFEST was being held. The Autofest covered driving skill competitions to Burnouts. As the cars entered the Showgrounds they were directed into the arena and past the spectator Grandstands. On leaving at 12.00 we drove past the spectators again. Now we were on a 45 min. drive to Nelson for lunch. This was on the GLENELG RIVER which gave the title for the rally.

After lunch we visited a private aerodrome. The hangers here are used for maintenance of TIGER MOTH planes. The owner is one of a few engineers licenced to work on TIGER MOTHS. This was the end of the official part of Saturdays run and you could choose to return home by a various number of routes. At 6 pm we were back at the clubrooms for dinner after which there was a quiz time with a twist. Sunday morning the cars were displayed at the Lady Nelson Visitor Centre at 8 am. The cars were displayed for an hour before we headed off for Kalangadoo for a morning tea stop. From there it was off to Beachport (on the RIVOLI COAST) for lunch at the Beachport Bowling Club. After lunch you were able to do your own thing. I chose to drive over to the coast before returning to Mt. Gambier via a different route to which we came.

6 pm saw us at the RSL Bowling Club for dinner and windup. Monday morning the clubrooms were again open for breakfast. We chose not to go to the clubrooms because it meant getting a late start for the trip home.

We again stopped at the Keith Bakery for lunch before arriving home at about 3 pm. The car ran well all of the rally So if the RAA had a coil and condenser on Thursday, we would have continued.

COLIN PAULEY





Ahead of the inaugural Formula E season two of the biggest names in French motorsport, four-time Formula 1 World Champion and Renault ambassador Alain Prost and championship-winning DAMS founder Jean-Paul Driot, got together to create an all-new team for the FIA Formula E Championship. And together with the support of the French manufacturing giant, Renault e.dams was born...

Having won the Teams' title in the inaugural FIA Formula E Championship, Renault e.dams returns for its second campaign in 2015/16 with one goal: to secure both the Teams' and Drivers' titles, celebrating their renewed partnership with Renault who, this year, have supplied the all-new electric powertrain that has been designed exclusively for the team by Renault Sport F1.



Alain Prost's legendary duels with Ayrton Senna have become the stuff of racing folklore. With 51 grands prix victories and 106 podium finishes he is acknowledged as one of the most talented and successful men to race in Formula 1. His accomplishments behind the wheel have been based on far more than raw pace; many of his grand prix triumphs came through comprehensively out-thinking the opposition. Indeed, during his time in F1 he was nicknamed 'The Professor' for his rational approach to the sport, and it is this attention to detail – as well as his global recognition – that he brings to the Renault e.dams Formula E team.

JEAN-PAUL

DRIOT



NATIONALITY: FRENCH

1 FORMULA E TEAMS' TITLE (RENAULT E.DAMS - TEAM OWNER)

5 GP2 SERIES TITLES - TEAM & DRIVER (DAMS)

4 FORMULA RENAULT 3.5 SERIES TITLES - TEAM & DRIVER (DAMS)

7 F3000 CHAMPIONSHIP TITLES - TEAM & DRIVER (DAMS)



Renault e.dams back on top in first free practice

Sebastien Buemi put Renault e.dams back on top in the opening practice session for the Visa Paris ePrix.

The former championship leader out-paced his title rival Lucas di Grassi in the Abt Schaeffler entry by 0.1s, in a session that hinted at a super-close qualifying and race to come.

The honour of being the leading Frenchman fell to Stephane Sarrazin in the Venturi, who was a further 0.1s. Sam Bird was fourth fastest for DS Virgin, just ahead of fellow Brit Mike Conway for Venturi.

Loic Duval was fifth fastest for Dragon, but it was a tough session for his team-mate Jerome D'Ambrosio, whose car stopped on track, causing the session to be red flagged. As a result he was 18th and last.

New Formula E driver Ma Qing Hua also stopped on track in his Aguri entry and has to be pushed down the pitlane. He wound up in 17th, with a lap of 1:05.9s

The layout of the Paris track and the cool morning temperatures caught a number of drivers out, with the track limits and run offs being explored throughout and a number of drivers clipping the wall as they pushed to find the limits.



Buemi leads the way in Paris

Paris | 23 Apr 2016

"I'm delighted to be remaining with Renault e.dams for this year's FIA Formula E Championship. It's important to stay in the same team for the sake of continuity. Everyone knows each other well and it's much easier to work with the same guys and in the same environment. It'll be exciting to see what we can achieve this year, especially with the new powertrain from Renault."



"I think the most important thing is to make sure you have a good preparation, that's the key to success in Formula E. You have to treat your mind and make sure you get prepared very well for places."



CAR:

Renault Z.E 15

LOCATION:

France

KEY PERSONNEL:

Jean- Paul Driot: Co-founder, , Alain Prost: Co- founder

DRIVERS:

Nicolas Prost
Sébastien Buemi

WEBSITE:

<http://www.edamsrenault.com/>

SPONSOR:

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MOTORS:

1

GEARS:

2

EPRIX ENTRIES:

14

CHAMPIONSHIPS:

1 (2014/15)

WINS:

6

POLES:

7

PODIUMS:

7

FASTEST LAPS:

5

MEDIA ENQUIRIES:

Amy Easton

Email: media@e-dams.com



Article taken from **Ran When Parked. Net** Interesting automobiles since 2007



Ran When Parked was founded in 2007 and focuses on unique and unappreciated vehicles from around the world. It is published by Ronan Glon and Ian Rothwell. We write about our own cars, cars we work on, cars we find, and other automotive things we find interesting.



Durand drew the Jidé in 1969 and story has it he was inspired by the Ford GT 40 – a quick look at it and that claim becomes believable. It had a polyester body designed and built in-house and used a plethora of Renault parts: the windshield came from a Floride, the radiator and fan came from an R16, the rear brakes mixed R8 Gordini calipers and R12 discs, and so on. The engines were all Renault units and mid-mounted.

The car was first noticed by Pierre Madelaine, a Sovam/Matra dealer around Paris, who liked the car enough to field one in the 1969 Tour de France Automobile. It was piloted by Madelaine himself and Patrick Champin but it unfortunately abandoned the race early on. Other pilots would later have more success behind the wheel of a Jidé, including Jean Ragnotti of Renault fame and Michel Robini.

Durand displayed the car at the first annual salon de la voiture de course (a sort of car show opened only to race cars) that took place in Paris from February 21st to March 2nd of 1970. As a result of the show he gathered a large handful of orders and saw his business boom.

Before he could fill the orders Durand had to homologate the car. It was tested by the U.T.A.C. in France in several areas, including front impact, impact against steering column, road handling, braking and even the strength of seat belt anchors. The Jidé passed all of them with flying colors, both doors even opened after the front impact.

With that out of the way Durand started selling the car under the name Jidé, the phonetic pronunciation of his initials in French. The cars were sold either as kits, engine-less shells or complete cars.

In 1970 the kit cost 6,300 francs and consisted of the body, the doors, the front and rear decklids, the chassis, the dash, all of the necessary hardware to put it all together plus a blueprint of everything. No engine was provided. To put that price into perspective, in 1970 a Porsche 911S cost 58,000 francs, a VW 1300 L (aka Bug) 8,690 francs, a BMW 2002 TI 23,500 francs and a Citroen 2CV6 cost 7,180 francs.

That same year the next expensive version retailed for 10,000 francs and consisted of an assembled shell without an engine.

JIDE article continued

As far as complete cars went, the 1300 model started at 23,800 francs and used a Renault 8 Gordini four-cylinder engine which Durand claimed was good for 202km/h (125mph). It came standard with light alloy wheels, halogen lights and four disc brakes and had a single option, a sunroof that would set a buyer back 1,000 francs.

To complement the lineup there were versions of the Jidé that were designed to race in the 1600cc class. Both had the Renault 8 Gordini's 807G engine; one was carbureted and retailed for 47,500 francs, the other had fuel injection and sat at the top of the Jidé lineup, retailing for a rather hefty 51,000 francs, more than the aforementioned 911 S!

In spite of that the diverse lineup helped Durand's grow and he was building about one car per week in the early 1970s, a very respectable amount for a small manufacturer. There were some upgrades over the years. In 1972 a 1300cc Renault 12 TS engine was available, as was a 1600cc borrowed from the ill-fated Renault 12 Gordini. A front-mounted spoiler came in 1973.

The press was thrilled about the Jidé. It weighed just over 1,400 pounds and went around corners like a go-kart, it cornered flat and many claimed it was more rigid and in that in many ways it handled better than Alpine's A110. Durand was on the brink of expanding his operations, going from a garage-run coachbuilder to a small company but things took a turn for the worst in 1973.

The first and main hit was, of course, the 1973 oil crisis. Almost overnight driving became more of a luxury than a leisure and cars like the Jidé simply couldn't compete. Durand's operations could have probably survived the crisis but its consequences were even harder than then initial blow. As a result of the oil crisis, the French government started posting speed limits on public roads, a move that caused general outcry in France and made cars like the Jidé less appealing. The Jidé's last remaining market was essentially the race car crowd, but that came to screeching halt when the French government temporarily outlawed motor racing in late 1973, essentially declaring it a useless waste of gas.

When all was said and done about 130 assembled cars and 50 kits were sold. Most were heavily modified for race use and they are hard to come by today, especially original examples.



Description of Fuel Pump operation by Keith Pattison

I recently had a situation with my Peugeot 206 GT1 180, where the fuel pump started to leak. As a passenger, my wife complained of a strong petrol smell in the cabin, so I went looking. No smell in the engine bay or boot area, so after a trip to Google, I lifted the back driver's side seat and discovered a plastic access cover in the floor. On lifting this cover, I found that the area surrounding the top of the fuel pump assembly was saturated with petrol. This was coming from a crack in the top housing in the area of the fuel return.

The unit was removed and I carried out some temporary repairs, with the aid of some donated units, all having failed in one way or another. Once re-installed, the pump is now working, leak free. A description of the pump unit is as follows: The pump assembly is in two halves—top and bottom. The top section is attached to the fuel tank and comprises of the outlet feed, return inlet and a system pressure regulator. The bottom section is mainly a buffer tank, to smooth out fuel movement, in which the actual pump and filter is mounted. The fuel tank level sender is mounted on the outside of this tank. Both the pump and level gauge electrical connections terminate at a plug on the top section. Fuel is drawn into the pump and is forced upwards through the pump lubricating the bearings and exiting the top. As a small bleed port is in the top to maintain fluid movement at all times. Fuel travels to the common rail mounted on the engine where it is injected into the engine as required. The return fuel is then fed back into the pump assembly and through a pressure regulator that maintains a rail pressure of approx. 3.5 bar.

As I had a unit with a failed pump, I decided that as it went together in manufacture, it would come apart, so my inquisitive side went into action. I thought that as this was mounted in the tank, submersed in petrol, it would be a brushless motor. I checked the continuity of the electrical feeds into the motor and found a high resistance which I would expect if it was brushless. On opening up the motor, I found that it did have brushes. The commutator was not cylindrical in design but at right angles to the spindle and showed considerable wear. The brushes, of a segmental design were also worn, one to the stage of no longer bearing on the commutator, hence the high resistance that I got when measuring. The following photos show its construction



Pump body



Brushes



Rotor/Comutator



Pump rotor and housings

The actual pumping section comprises of a vane type pump element, enclosed in an aluminium housing mounted at the bottom of the pump body. I am not sure how old this pump was or how many km the car had travelled but there was very little wear in this section. Although this pump motor has brushes that would be inclined to generate an arcing effect, it is quite safe to use in the environment of a tank full of a flammable liquid. Petrol as such does not ignite: the vapour does. For any ignition to occur, oxygen must be present and this is not the case when the pump is immersed in the liquid. For petrol vapour to ignite, it must be above 1.2% by volume to air (lower explosive level) and below 7.1% by volume to air (upper explosive level). Outside of these quantities it will not ignite. I would imagine that most of the time, the void above the fluid level in the tank would be above the 7.1% as well.

I hope that this will give the reader some insight as to how the fuel pumping system in their car operates. The overall design may vary dependant on the manufacturers of both car and pumps but the principle will be similar on most modern cars.

Did you ever think Disney would enter France!!

Yes, Disneyland Paris, originally Euro Disney Resort, is an entertainment resort in Mame-la-Vallee, a new town located 32km east of the centre of Paris, and is the most visited theme park in all of Europe. So when the kids want to go to Disneyland in the States, head over to the varied beauty of France instead to enjoy the rich culture there. Daffy Duck and Elma Fud would have a hell of a time with the locals.



While some of us slog it away at work, club members Kim and Jean are enjoying their adventure and making the most of it while away

KIM and JEAN TURN Alfa Romeo

“Yes, we’ve driven the Alfa Romeo Quadrifoglio and it is downright spectacular”

The weather here in the UK is not too stormy. We’re presently in west Hampshire UK and enjoying a sunny, but chilly afternoon. Budget/Avis people kindly gave us a Pug 208 for our month in the UK, great but wish it was an auto (prohibitive cost, as is 2nd driver). Have spent a week in Kent and are using self catering accommodation, which has been fine and presently in a barn conversion. Pugs were plentiful in Kent, but Audis seem most popular here.

We were supposed to get a Cactus from Budget, but they didn’t have any Cactii in when we called at Gatwick.

Our river cruise in Bordeaux is now a distant but enjoyable memory, although it had a heavy focus on red wine (Medoc area), Jean and I prefer sweet white.

And we did go to Sauterne and made up for the not drinking rough reds!



Kind regards—see you early June.
Kim and Jean

CLUB AUTOMOBILE FRANCAIS SOCIAL CALENDAR OF EVENTS 2016

| | |
|-------------------------------------|--|
| Apr. 9 th | Victor Harbor Festival – Soldiers Memorial Reserve * PRE EVENT MEETING PLACE as per Club event notice on page 4 |
| Apr. 17 th | McLaren Vale Classic Cars |
| Apr. 28th | AGM to be held at the Club Rooms. Pizza nibbles included |
| May 15 th | Annual Run to Mannum – BBQ Lunch at the Donaldsons |
| June 18 th | Club Social Night at the Club Rooms |
| July 16 | Bastille Day Dinner |
| July 24 | Rear-Engine Run |
| July 31 st | Annual Swap Meet |
| Aug. 7 th | Thank-you Lunch for Volunteers of Swap Meet Buckingham Arms Hotel – Walkerville |
| Aug. 14 th | Economy Run with Lunch to follow |
| Sept. 11 th | Fort Glanville & Largs Police Academy Tours Lunch Largs Pier Hotel |
| 25 th | Bay to Birdwood Vintage Cars |
| Oct. 16 th | Barossa Run |
| 28 th – 30 th | Car SE Clubs Weekend at Kingston SE |
| Nov. | Stirling Markets - Lunch Stirling Hotel (date to be announced) All French Car Day (date to be announced) |
| Dec. 11 th | Christmas Lunch – Hahndorf Old Mill - Hahndorf |

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Bringatrailer.com/category/french
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| Family | +\$10 |
| Payments to go to the Treasurer—see page 15 | |

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CLUB AUTOMOBILE FRANCAIS
BSB 105022 ACCOUNT 110593540

CLUB MEETINGS

7.30pm - **LAST Thursday of the month** -
Austin 7 Clubrooms, 262 Tapleys Hill Rd Seaton

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CLASSIFIEDS & MAGAZINE CONTRIBUTIONS

Must be received by end of week 3 of the month

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