

# The Rampant Frog

December 2015



**PEUGEOT SHOCKS  
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# The Rampant Frog

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## 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.

Cover Photo  
Peugeot VLV, Peugeot Showroom, Paris Champs Elysées Gerry Freed

# The Rampant Frog

## A few words from the President...

Hi all,

Christmas is nearly upon us again and when I look back at what I have achieved on my cars this past year I came up with not very much. I started to think why is this the case and started list all the things I did achieve like painting the exterior of the house; building a cubby house for my son; installing window shutters; working on my 2nd eldest son's cars; and various other small projects. I'm not really into making new year resolutions because like everyone else they lucky to last the first few weeks, but next year I will try harder to get some work done on my own cars.

Renault's Chairman and CEO have announced that Renault will return to Formula One in 2016 with its own team. Renault will take over the Lotus F1. Renault has been involved in F1 since 1977 when it introduced its revolutionary turbo charged engine. Renault has decided to continue because it sees motor sport as an essential part of the brand and also show cases technological expertise that Renault dials into its products.

Redbull have announced that they will continue to run Renault engines in 2016 but the power unit will be branded TAG Heuer, after the team's timing partner. Renault has had a disappointing year with Redbull finishing 4th in the Constructors Championship with also Daniil Kvyat and Daniel Ricciardo finishing 7th and 8th respectively in the Drivers Championship.

We have all heard about driverless cars that will soon appear on our roads. Now we are going to see driverless cars racing on the same tracks as Formula E starting from the 2016/17 season. These races will be known as "Roborace" and will last for one hour. There will be 10 teams entering two cars each. The cars hardware will be identical and the teams will be free to develop their own algorithms and artificial intelligence. This will be cutting edge technology and will speed up the development of driverless cars.

We had a good turn up at Velo Wines at Legana for the French Car club's annual Christmas Lunch. Lunch was a two-course meal, wine and lots of idle chatter amongst members.

I would like to take this opportunity to wish everyone a Merry Christmas and a prosperous New Year

*Cheers Col*



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# The Rampant Frog

## Editorial Notes...

As the year races to a close, it is time to plan next year's motoring. Managers and even politicians now talk not so much of change but of disruption. So what dramatic moves are there in the automotive world to change our plans?

Well, the long awaited disruption created by the scarcity of fossil fuels is yet to happen. Electric cars are with us but the financial push to change is not there. International politics is keeping the price of petrol low and that gives time for alternative fuel strategies to catch up with battery powered cars.

The digital revolution is still in play, as is evident to the taxi drivers who have to adapt to software apps that change the way they earn a living. There is more to come as software is being tested that displaces the car driver and allows the computer at the wheel not only to drive but to talk to its mates and make decisions to avoid each other. Peugeot have prototypes on the road, one of which drove recently without driver intervention from Paris to Madrid on public roads. Don't plan on your new car next year to have only passenger seats but the major manufacturers are expecting the traffic infrastructure to incorporate their autonomous vehicles around 2020.

The French, who drove the shift to diesel engines in passenger cars initially as a political ploy to reduce dependence on foreign energy supplies, took the lead in designing the engines and their pollution management. Now, again for political reasons, they are seeking to phase them out and in two year's time diesel there will be the same price as petrol in France, while some of its cities are seeking to ban diesels.

Designers' brushes have sketched the family sedan with ever lower lines and less headroom for passengers in pursuit of fashion. The market has reacted strongly with a disruptive change of preference. Enough is enough and buyers have rushed to urban SUVs. They buy the same platforms but with more ground clearance and more body height. France was late to admit this but now Renault/Nissan have a wide range of these more practical cars, while Peugeot is trying to add some originality with styling innovation like the Cactus.

With the heavy global regulatory pressures and the widespread badge engineering, it is hard for any large scale maker of cars to stand out from the crowd. More important than ever for uninformed buyers are the referrals from enthusiasts like us. We cannot easily point to superior engineering when there is so much sharing of components and platforms. What stands out is the quality of the relationship at the dealer level. If you have had outstanding service and want to share the experience, drop me a line to publish your letter here. If the experience is bad, I won't publish without giving the offending dealer the opportunity to respond first.



In the interests of political, multicultural, and ecumenical correctness, I wish you a happy holiday period and for next year open roads and following winds.

Gerry Freed

# The Rampant Frog

## Up Coming Events



### Next South East Rally - Sat. 16/01/2016

The Wrest Point South East Rally is an annual event held every January and organised by the Post Vintage Car Club. The premier yearly event of the PVCC, this rally is a time trial held over one day on the picturesque roads of Southern Tasmania. The event is open to all types of classic and vintage cars and is not restricted to PVCC members. There separate average speed classes, so all types and ages of cars are catered for. During the week leading up to the rally there are car displays at Parliament House giving the public a taste of what they will see on rally day. Everyone who has an interest in classic and vintage cars should make time to head down to the displays and check out the cars... After a day of touring the rally ends with a delicious meal!

Due to the meticulous planning involved in the organisation of the South East Rally participation requires the completion of an entry form available at

<http://www.postvintage.org.au/south-east-rally/>

### Renault Motorkhana at Jugiong - 24/01/2016

Jugiong, for the uninitiated, is a town approx 40 km north of Gundagai in NSW. The Renault Car Clubs of Australia (NSW) and Vic have been meeting here for a challenge motorkhana since 1965.

In its heyday they had in excess of 100 competitors. Now we are down to around 20 - 30. It is still a fun weekend and a chance to catch up with friends we have made over the years.

Details at

<http://rcca.org.au/uncategorized/jugiong-2016/>

# The Rampant Frog

**National Peugeot Easter Pageant - Oberon, NSW  
From Friday, 8 April to Monday, 11 April, 2016  
Organised by the Peugeot Car Club of NSW, Inc.**



## **The Event:**

The next Peugeot Pageant, which the [Peugeot Car Club of NSW](#) is hosting, will be held in NSW 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 around 2700 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.

The format will be similar to most other Pageants commencing with dinner on Friday, then concours on Saturday morning, motorkhana and hopefully driving skills events on Saturday afternoon, and observation run on Sunday morning which will end up for lunch at the largest privately owned garden in the southern hemisphere. This will be followed by an afternoon of free time where you will be able to inspect the 10 acre garden and water garden, or see some of the many other interesting museums (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 which will only be available for a very limited number and will take 1½ to 2 hours.

## **Accommodation**

We have two motels fully booked and we encourage you to book your own accommodation ASAP otherwise the motels may release the rooms to the public.

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.

You need to book your own accommodation at either The Big Trout Motel or Titania Motel (both 3½ star and both have free WiFi), which are the two we have fully booked and are only 550m 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 1 single bed in them and are very clean and spacious. These will be \$125 per night for room only for 2. You will have to talk to Maria or one of her assistants for prices of other room configurations which include queen and 3 singles; 2 queens, 1 single with a spa; and a 2 bedroom unit with one 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 per night for 2 (or smaller double rooms for \$109 per night) for room only. You will have to talk to Denise for prices of other room configurations which include queen and single with kitchenette; queen and 3 singles; 2 bedrooms self-contained with 2 separate toilets; a 1 bedroom self-contained unit; and a 3 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 includes all meals incl hot breakfasts.

Pricing is available on the Registration Form

## **Registration and Enquiries**

We hope you will join us at the Peugeot Pageant in Oberon in 2016.

Registration form is available at <http://www.peugeotclub.asn.au/pageant/pageantrego2015.pdf>

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## Club social events

### **Wildside Tarraleah French Cooking Class – 28-29 November 2015**

After meeting at the Café, the men folk attending (other than Bruce who also donned an apron), Randall, Peter and I headed off to the “Wall,” an amazing exhibition of one man’s passion for carving Huon Pine slabs into a series of murals depicting earlier settlers, native animals and flora. (No picturing taking allowed).

As there were only the three of us we travelled together in the (Febey’s) Scenic. After the Wall we dropped into Derwent Bridge for a quiet drink, but on the way back, red lights appeared on the dash of the Scenic. Its alternator chose the week end to die. With luck on our side, there was enough charge in the battery to get us back to Tarraleah, but it meant the trip back to Hobart would need assistance.

Meanwhile at Wildside, Michael the Chef impressed attendees with his abilities of preparing, explaining AND producing batches of mille feuilles, profiteroles, chocolate éclairs, madeleines, pain au chocolat, a baguette, a loaf of sourdough and crème brûlée all within a few short hours. The delighted apprentices dusted themselves off after much hard work assisting Michael and shared the spoils with us upon our return. Bernie’s excellent camera shows the hard work/fun.

Later in the afternoon partners headed over to Tarraleah Lodge to taste whiskey. Not being a whiskey drinker, this was a bit of an experience! Seven different bottles of single malt (which we were advised means from the one distillery and not blended) were tasted belonging to the owner of the Tarraleah Lodge and presented by a hostess. The easier drinking Irish whiskeys were sampled first, then more challenging Scottish drams. The Laphroaig (pronounced La-froyg) from island of Islay (Eye la) was the most ‘peat smokey’ which had an alluring hint of antiseptic (from iodine in the water apparently). Last to be tasted were Japanese and Tasmanian whiskeys and Bourbon, both much easier on the palate.

In the evening we all gathered together for dinner in the restaurant enjoying more of Chef Michael’s good cooking and the company of a few members not seen for a while (Anne and Randall Gray who own the lovely Le Zebre). Next morning after breakfast Bruce and Birgit offer (among others) was gratefully accepted to assist us and the Scenic return safely south. Everyone departed except Bruce, Birgit, Lisa and I tackled the bush walk to the previously unknown about Tarraleah Waterfalls, that some trekked the day before. Three or four stops off the side of the road were needed on the way home for re-charging its battery. It was a slow trip, especially for Bruce and Birgit, but we got there eventually!

### **Christmas lunch – Velo Winery 5 December 2015**

The weather wasn’t looking very promising for we Southerners travelling to Launceston that morning. Unusually, it wasn’t until well past Oatlands, that the weather improved. And by the time we got to Legana, it was a beautiful fine warm day.

Velo Winery was a last minute choice for Christmas lunch but as it turned out, the location was very pleasant with a nice rural view over part of the winery and the Tamar. Their facilities were modern, welcoming, light and very relaxing.

Some enjoyed wine tasting while waiting for others to arrive. Velo wines were all very pleasant tasting, making it difficult to decide which one to select for lunch.

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- Lunch - Birigt Kruse
- Pannacotta - Lisa and Damien Febey
- The Leguna at Legana - Trevor Wise
- Chocolate cake - Lisa and Damien Febey

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## Jean-Albert Grégoire and the Flat Twin

J-A Grégoire was a French engineer whose inventiveness had a profound effect on the technology of passenger cars and yet his name only appeared on a very few bonnets. Renault lovers would know his work that appeared as the aérostable suspension on the Dauphine. It would fill several articles to give an appreciation of all his creations but I will just mention his contribution to front wheel drive.

Front wheel drive had been attempted from time to time since the invention of the motor car but it never took off because of the difficulty of merging steering and drive on the same axle. Some low volume vehicles appeared like the Cord but the breakthrough that led it to be the system of choice in today's cars was the work of J-A. He patented, at the end of the 1920's, the first practical universal joint for the drive shafts and went on under the Tracta brand to produce some 200 cars using them. One of his cars one won its category in the Le Mans 24H. This work provided the inspiration for the Citroën Traction Avant, arguably the first mass produced front wheel drive sedan. It went on to find its way into the wartime Jeep and eventually was displaced by several other solutions to the problem.



During WW11 he worked on a prototype of an aluminium bodied family car under the patronage of Aluminium Français, the



precursor of Pechiney. There he proposed a light weight aluminium car with a flat twin cast aluminium engine and matching gearbox and with, of course, front wheel drive. When the war ended Simca, where he was based, were not interested and so he tried to find another buyer. Panhard et Levasor who were makers of luxury cars pre-war were cut out of steel allocations that the government gave to the three majors

# The Rampant Frog

## Jean-Albert Grégoire and the Flat Twin

to restart car production for the mass market. The Panhard family chose to go in competition without the steel and the Grégoire design met the need. They signed an agreement and then what happened next is now distorted by different versions written by historians of the Grégoire and Panhard camps.

In 1948 the Panhard Dyna went on the market embodying most of the Grégoire design features. Grégoire received no royalties on his design, in spite of legal battles. Panhard claimed the development as their own.



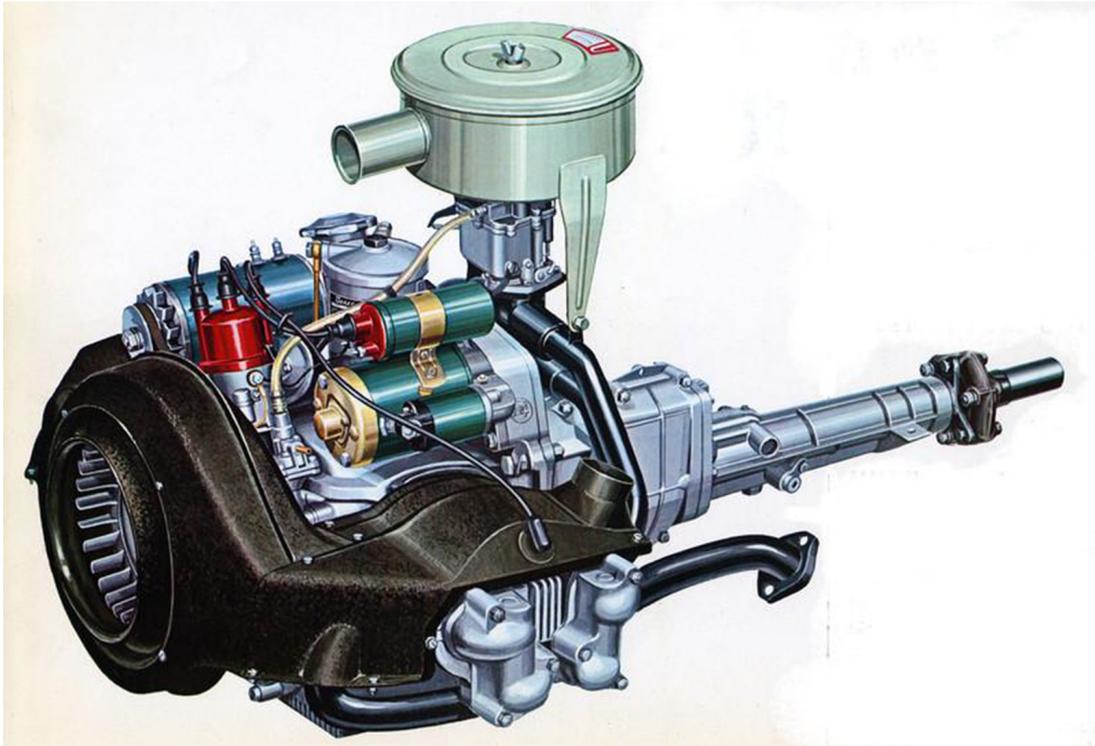
Grégoire was free to look for other users of his design and found a start up in the UK to make his design. It foundered and the assets were bought by Laurence Hartnett and transferred to Australia. Hartnett was the CEO of GM Holden in Australia and left to produce his own car. He set up a company in his name and received a grant from the Victorian government to build a factory. It made a few cars and failed. Hartnett's autobiography blames this on pressure from GM on the government. He was getting (or in his view, not getting) the aluminium bodies from the Government Aircraft factory.

Meanwhile Panhard was sold to Michelin/Citroën and the Dyna concept that had switched to steel when it became available, evolved to the 24CT model in 1963. Citroën shut the factory down in 1967. The engine remained much as Grégoire had conceived it as is evidenced when you compare a Hartnett engine with the Panhard.

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## Jean-Albert Grégoire and the Flat Twin

The Japanese government after the war followed much the same path as the French and encouraged their industry to build a small, low cost car for the masses. Toyota responded with the UP10 Publica, an example of which is in the Launceston Auto Museum. The only reference I can find to its design history suggests that the engine was designed with the inspiration of the 2cv. However, the engine visually has more in common with the Grégoire of the period. It was a 1950's design that was launched in 1961. The layout was a boxer twin, air cooled by an axial fan, vertical quill shaft to distributor and fuel pump. However Toyota did not have the front wheel drive technology and it used an unimaginative rear wheel drive. Several



Panhard enthusiasts have speculated about the extent to which the Toyota engineers reviewed the Panhard and Grégoire products.

Jean- Albert Grégoire ranks with Boulanger and the other French innovators working in secret during the 1940's that created a new technology platform for the automobiles of the post-war period.

Gerry Freed - December - 2015



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## 1966 R8 1100 (warm)

Article by Peter Davson-Galle

The story really starts pre-R8. My father's first car (& only one, he died a couple of years after buying it - no causal connection) was a 1955 4CV. In replacement of it, my mother bought a Dauphine Normale in 1960 & that was the car upon which I learned to drive. It was also the car upon which I learned to drive vigorously. Bog standard, on cross-plies, with no toe control at the rear beyond that supplied by the trunion bearings, regrettable camber settings (& excess droop permissible) & a steering ratio which is bizarrely slow (4.2 turns lock to lock!) for such a light-fronted car, it's hardly a sports machine. And yet, and yet.....

It was a very good training vehicle for fanging & encouraged smooth driving, anticipation & speedy & judicial remedial interventions at the limit. And despite its many limitations, it was fun - especially on dirt. Adelaide has lots of nice fanging roads easily accessed by someone living on the Eastern (hills side) fringe of the city.

During the Dauphine's period of tenure chez ma mere, the 956 R8 was released & then the R8 1100. Predictably, the technical superiority of the R8 over the Dauphine attracted me & I lobbied for an R8 1100. This was purchased by my mother in January 1965.

It lasted one year of wild driving by me (& mild driving by my mother) & died on New Year's eve during one of my wilder drives (only time I've had an R8 on two wheels & down again). Not entirely my fault (a longish story) but... What to do? Replace it with another one! So, a 1966 R8 1100 came into the family & hasn't left. I got my first (D-Gordini engine) 4CV about the same time so this R8 managed to survive me (that 4CV didn't). Basically, it was to remain bog-standard during my mother's 30 years of owning it except for my fitting of a camber compensator in the 70s (at the same time that my third 4CV got one). From 1970 to 1996 I was but visiting Adelaide from various other states but each visit involved revisiting some favourite roads in the R8 (after raising tyre pressures).

When my mother died in 1996, the ("one owner, driven by little old lady") R8 came across to me. This was partly sentiment but mostly enthusiasm for R8s as drivers' cars (even bog-standard & certainly if partially "smoothed" in behaviour on the limit by a camber compensator). Of course it would be an even better driver's car if modified in various ways &, as my interest in them is in driving them, not preserving them in original form, some molestation is what I set about doing. The conversion is not as wild as that of my 4CVG but the R8 is as close as I get to a "daily driver" so some restraint was apt. Almost all of the modifications were to make it accelerate faster &, in particular, handle better.

Almost immediately, a 1.4 R12 Virage engine was installed. Initially this was standard but, over time, it was mildly modified. The modifications were aimed at torque rather than high-revs power. This brief was achieved. The dyno gives a power peak at the wheels of about 44 kW at 5,600 rpm (with a near linear climbing graph from 15 kW at 2,000) & a torque peak of just over 112 Nm at 3,800 (with an almost flat graph giving over 90 Nm from 2,200 to 5,700). Not as brisk on the road as the revvier 4CVG or the Djet can be when wound out, but very satisfying anyway.

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## 1966 R8 1100 (warm)

An obvious conversion candidate was a Weber 40DCOE twin throat side-draught. A pair of second hand ones off a racing Cortina was sourced & a Lynx crossflow manifold chosen for fitting one of them. Only one side draught is always a baddish idea but it was only meant as a mild conversion & wouldn't be revving out enough to properly utilize a pair. An ordinary inlet manifold, with one carby throat feeding cylinders 1 & 2 & the other feeding 3 & 4, has conflicting pulses interfering with gas flow. The Lynx seems like a good idea as one throat feeds 1 & 4 & the other 2 & 3 so the pulsing effects from the cylinders' activity is more attuned within a throat's path. The trouble is that achieving this involves a rather bendy-pathed manifold & side-draughts like straight paths. The upshot is that the Lynx is a good choice for a torquey mid-range motor that won't be revving wildly; a normal manifold will do less well in the mid range but flow better at high revs. My 1.4 has but a mild "fast road" cam from Collier's but is no screamer, so the Lynx suited it.

In my view, fitting filters (socks, pods, pancakes or whatever) on the ram tubes & having the carby breathe from above a hot exhaust manifold is decidedly less than optimal. So, a cold air box is a good idea. But there's not a lot of room for it in an R8 (& less in my 4CVG). Solution? Some major "cutting & shutting" of the left inner guard to form a space in which my large cold air box could sit. It feeds from a hole cut in the radiator panel (divided from the adjacent radiator intake by a barrier wall, R8G-style) through a largish K&N panel filter & has a rubber fabric panel in its side to allow the ram tubes to rock a bit with the motor as they poke through holes in the sheet rubber. Not original (or even reversible given the surgery) but a "good thing" (& I couldn't care less about originality anyway).

The exhaust is a 4:2:1 design with the usual R8 space-dictated defect of no tertiary pipe to speak of unless one counts the "muffler". The choice of this over a 4:1 design was again dictated by me being more interested in mid to upper range torque than in high rev power. One error was not getting the exhaust ceramic coated. I relied on fibreglass wrap but it breaks up & is near impossible to replace without dismantling things. So, there isn't much anymore & we've fitted a heat shield between exhaust & Weber. When the engine comes out of the car for some reason, I'll get the manifold ceramic coated. It can be done on a used system & I'm very impressed by the job done (by JetHot in Victoria) on the primary & secondary pipes of my 4CVG - the radiant heat is noticeably considerably reduced.



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## 1966 R8 1100 (warm)

Apart from that, the motor is standard apart from a points-&-condenser-replacing Hall effect electronic ignition conversion (Crane Cams in a Bosch distributor).

The other major focus of conversion has been on handling.

As it arrived from my mother's place, it was bog-standard except for the camber-compensator. So, it still had the stupidly slow standard 3.7 turns steering, 4x15" wheels, slight negative camber at the rear (a bit more than standard, despite the leaf, as the coil springs had sagged) & disgusting 135/80-15 Michelin tyres (by then, ZX in place of the snappier "Stop" pattern X tyres it had on it when new). I ran it for a while like this & then had a pair of wheels cut down to become 4.5x14 & these went on the rear using 165/70 Michelin MXT tyres. This was Stage One of a plan to convert completely to 14" rims. A staged plan because I was too tight-walleted to simply chuck the ZX tyres out. It sort of worked but the ZXs on the front didn't help the normal pathetic front lock-up under wet braking of rear-engined Renaults. Finally, the ZXs died. The MXTs went on the front & some more rims were cut down to become 5.5x14. On went some 185/60-14 Pirelli Drago P5000 directional tyres.

Things were getting better. The Dragos were very good wet tyres with good limit behaviour & the car was much improved with tyre pressures for my preferred Things were getting better. The Dragos were very good wet tyres with good limit behaviour & the car was much improved with tyre pressures for my preferred neutral-to-oversteer handling balance being near even all round (mid 30s psi as I recall). I am persuaded that a 20 mm tyre width difference front to rear is optimal for these vehicles & this was my first experience of it (at that time, the not yet radically converted 4CV was on 4x15 fronts with unloved 145/80 XZX Michelins & 5.5x13 rears with 175/70 Pirelli CN36 SM, then 185/65 Michelin MXF tyres - both loved). I'm also persuaded that 14" is the perfect wheel diameter for rear-engined Renaults but that's another story.

A few things grated however. First, I wanted quicker steering (a hunt for an R8 Gordini RHD 3.3 turns rack & pinion began).

Second, the design-fault tendency to lock front tyres under wet braking was somewhat diminished (the MXT was better than X, ZX or XZX) but still not acceptable. Third, I wanted better front tyres than the MXT - not that they were total rubbish.

The hunt for R8G steering had partial success. I ended up with two RHD pinions (one an ex Bruce Collier rally one with one chipped tooth) but no racks. Grr!! Fortunately, eventually a NZ contact (Frans, for those of you who frequent AussieFrogs) apprised me of the existence of "steering quickeners". I'd not heard of them before. Quickly put, it's an in-steering-column reduction gearbox. The origins of them are American dirt-oval racing. I have them on the R8 & on the 4CVG.



# The Rampant Frog

## 1966 R8 1100 (warm)

Each has a standard 3.7 turns lock to lock R8/10 rack &, with the 1.5:1 reduction quickener in, this reduces down to a little under 2.5. The difference is amazing & of all the modifications I've ever done to any of my rear-engined Renaults, this is the change which has done most for my driving pleasure. Renault is to be condemned for putting stupidly slow steering (& Dauphines & 4CVs are even slower than 3.7 - why?!?) on cars with such light front ends. 2.5 is hardly heavy steering (even on the 4CVG with loads of extra front weight) &, if concerned, 3.3 (R8G) would had been a good compromise on standard vehicles (I have 3.3 on the Djet.)

The standard modification for reducing the tendency for front brakes to lock in the wet under even merely-firm braking is to remove the rear pressure distributing valve which restricts flow to the rears. This has been done on the R8 & does indeed make a marked difference. It's recommended for any limiter-valved rear-engined Renault. (Well, almost any; the 4CVG has had so much weight shifted to the front that locking front brakes is not a problem demanding remedial action.) Which segues nicely into the next matter: wheels & tyres.

Apart from the stupid valve limiting rear pressure & thus overfeeding the fronts, a major reason for locking fronts in the wet is that there are no decent tyres available to suit the standard 4 x15 rims if one persists with standard-sized 135 or 145 /80 types. Fortunately, even with the standard 4x15 rims, there is one non-standard tyre size which fits & one pretty decent tyre type in that size. These are 145/65-15 & Continental EcoContact EP respectively (first generation Smart fronts). One possibility I briefly considered was to retain the 165/70-14 rears & simply re-tyre the front standard wheels with the Contis. I chose another path; but later had cause (broken wheel, see below) to temporarily run something like this set-up using a couple of spares & it would have been a satisfactory choice. The handling was sweet (although the roadholding was down on my usual setup) & the Contis are good tyres for front wet braking. One merit of the fitment is that one can use such tubeless tyres quite happily on the standard 4" rims (the rivets don't seem to leak & the absence of "safety ridges" is not an issue & one should emphatically not put tubes inside tubeless tyres; it's dangerous). Anyway, I chose to do 14" all round with 165/65-14 fronts (Conti EcoContact 3) replacing the MXTs & 185/60-14 rears on 5.5 rims (also, until recently, EC3 tyres after a few other fitments).

All of the initial batch of 14" wheels were cut down standard R10 15s. These rims are weak & have a poor stud hole design. Under high lateral loads, the wheels' centres tend to "flap" in the 180° arc of unsupported metal between the stud holes & crack around those holes. My solution? Reinforce using a 3 mm plate "spacer-style" ring welded to the centre at a couple of points (60° & 120°) between the stud holes. It works (&, as a side benefit, gives circular holes again



# The Rampant Frog

## 1966 R8 1100 (warm)

that won't flog to oval). But: my wheel man didn't listen to instructions properly & only welded right up by the stud holes on one pair of 5.5s (see previous page). 'They'll be right', he said; 'no they won't', I said. One cracked. 'Must be weak steel', he said; 'must be poorly placed welds', I said. All the other cut down 15s have the welds in the right places & have been problem-free & the broken one & its mate have been replaced using a superior system employing stronger, better, R16 centres (which I recommend if one can get 14" rims with a wheel well depth to mate with them).

A neat feature of the wheel/tyre conversion is that I've used an instrument pack from an early R12 (ditto in the 4CVG). The R12 transaxle's top gear & final drive are the same ratio as the R8/10 & its 155/80-13 tyres have nearly the same circumference as the 185/60-14 rears on the R8, so the speedo reading is fine. The afore-mentioned 145/65-15 tyres also have that circumference & I use them as spares on the R8, 4CVG & Djet (whose 165/65-14 tyres also have near enough the same circumference - sometimes planets do align!).

185/60-14 has become a rare size in Australia with a less than wonderful menu of tyres after the withdrawal of the EC3 in this size. So, for that matter, has 165/65. The latter is not an issue as 165/70 has become more popular owing to the VW Up & a splendid tyre, the Conti PremiumContact 2, has become available in it. I'll switch the fronts of the R8 to them when the current EC3 tyres die. 185/60 is more of a problem. As dwellers on Aussie Frogs might recall, I chose Bridgestone's T001 Turanza as what I adjudged to be the best of a mediocre bunch (the rest on the short-list were Pirelli's P1, Kumho's KH17 & Yokohama's C-Drive 2). I knew it was a fairly sloppy structure but so is the EC3 & the usual fix is tautening the structure by increased pressure. This worked nicely for the EC3 but not the T001. Blast!

I decided that some softer (thinner wire) rear springs would move weight transfer from the rear axle to the front & lessen load on the sloppy rear tyres. If they were roughly the same unloaded length as the ones that were on it (the shortest R10 springs from my collection), then I would also end up with greater -ve camber (apart from the usual benefits, this acts to pre-tension side-walls - a good thing for the T001s). So, I sourced some of the thinnest wire rear coils made for rear-engined Renaults - those for the Aerostable version of the Dauphine Normale - & had one turn lopped off. It all worked nicely & the combination of the springs & the transverse leaf camber compensator yielded 4°+ of -ve camber & gave much less wayward rear tyre behaviour. Proof of the pudding is that the T001 set-up tyre pressures were 24F & 38R prior to the spring change & are 28F & 36R after it. The feel is transformed. So, a success then, &, although partly motivated by the T001 problem, this combination of softer coils plus CC strikes me as a good one for improving a road R8/R10's behaviour at the limit.



# The Rampant Frog

## 1966 R8 1100 (warm)

Basically, the body is unrestored & scabby. I've had R17 seats fitted at the front, raised the driver's door armrest to where I want it, fitted a steering column arrangement with a universal joint (R12/R16 combination) & R12 shroud/stalks & a wheel from an R5 Alpine. This is a very nice driver's wheel; it's a good diameter & has a nicely judged rim thickness; I had a new rim cover & spoke spats made up from furniture (off-cut) leather by an upholsterer & "invisible"-stitched it in place. (I have put an R5A wheel on the Djet as well.)



Externally, I've removed the rear bumper & had a two-tube wallaby bar fitted at the front with a light bar mounted on it. Concerning the last, I wanted to put Cibie Oscars on. I've used them on other cars since 1970 & love them (the 4CVG has a pair). The trouble with the R8 is the clamshell bonnet sweeping forward & downward when it's opened. It passes right through the desired Oscar space. After various contemplated workarounds, I gave up & fitted a dimensionally friendlier light bar. Compared to the Oscars, a light bar (I've used different models on a couple of Foresters as well) is splendid on sideways spread & floods

the near & middle distance but doesn't have the reach of an Oscar spot. The sideways spread is, however, a decidedly "good thing" on winding "C" roads & the reach is good enough for legal speeds (up to 110 in Tasmania) &, I surmise, up to around 130. All in all, I'm quite impressed by them.

The R8 is due for a respray over the summer of '15/'16 (in French Racing Blue) but, when fitting the wallaby bar, we just temporarily sprayed it black. Playing around with the black light bar on it, I rather liked black on black & sprayed the area behind the bar black to match (using a cheap pressure pack can). Hmm! I did some further thinking & ended up feeling that a blackened lower bit all round would crisp the shape. Some cardboard & another can later, I had a rough test of the concept & rather like it; so its final form will be blue with a black base (albeit less raggedly than my exploratory rough squirt).



# The Rampant Frog

## 1966 R8 1100 (warm)

At the risk of irritating the purists I'll not just be painting it FRB & putting white stripes on it (narrower than R8G ones though & in the middle) but putting a 'Gordini' badge at the rear. It'll be placed where I want it & combined with an Audi 'R8' badge. It is not intended to look like an R8G but to look as I (obviously influenced by the R8G) wish it to be.

Although the purists will recoil, I rather suspect that Gordini himself might rather approve of what I have done & not feel insulted by my intended appropriation of his name (I think that he'd like the 4CVG as well). YMMV



So, a nice conversion for my taste. It feels as strong in the mid to upper range as an R8G (1296) although it's pointless revving it out much beyond 6k rpm. It would definitely outhandle one. I await its repainting (delayed by the Djet having its transaxle rebuilt).

Peter Davson-Galle



The Gendarmerie are watching you!

# The Rampant Frog

## Snippets from France



### The battle for Renault

The government passed a law to allow shareholders to acquire significant holdings without having to make a takeover bid but giving control to them as their voting power would be doubled. The current government's, leaning to the Left, prime interest is in preserving jobs in France and is keen to block leakage as Renault globalises. It has announced its intention to increase its holding to gain that control, to come into force next year.

The management wants the freedom to expand where operations are appropriate so as to have the full flexibility to compete. Nissan understandably are not happy as they are the second largest shareholder in Renault. Meanwhile the other shareholders in Renault, mostly large investment funds, are not unhappy as the company is doing well. The shares continue to rise in price and are close to 100 euros. An agreement has been reached to defuse the situation. The government undertakes to sell down in the future but in the short term needs the right to block strategic change. Nissan will block any attempt by Renault to increase management control in Japan. If the government does not honour its pledge to sell down, then Nissan will exercise its right to buy unlimited numbers of shares of Renault on market. The management will not cede any opening for interference in operations by government. The Alliance remains in place as a commercial and operational agreement. Ghosn who is at the head of both companies has time on his side as Renault is likely to outlast this French government, judging by current election trends.

### Renault in motor sport

Following the September announcement of the signing of a Letter of Intent with Lotus, teams at Renault continued to evaluate the possibility of a return to Formula 1. Particular attention was paid to competing successfully with its own team in a financially sound way starting in 2016.

“Renault had two options: to come back at 100 percent or leave. After a detailed study, I have decided that Renault will be in Formula 1, starting 2016. The final details supplied by F1's main stakeholders gave us the confidence to accept this new challenge. Our ambition is to win—even if it will take some time,” said Carlos Ghosn, Chairman and CEO, Renault.

As a full team, Renault will take maximum benefit from its victories. The payback as an engine supplier proved to be limited. The return on the investment necessitated by the new engine regulations and the return in terms of image were low.

Work continues on finalizing the terms of the acquisition of the Lotus F1 Team in the shortest timeframe possible. The principal contracts were signed on December 3, 2015. The Lotus F1 Team effectively stands out as the best partner. Renault and Lotus F1 have known each other for 15 years and were world champions together in 2005 and 2006.

# The Rampant Frog

## Snippets from France



Renault has had uninterrupted involvement in Formula 1 for almost 40 years. In 1977, it revolutionised the championship with the introduction of turbocharging, a technique that soon became the norm in the sport. Renault has since taken part in more than 600 grand prix, claiming 168 race wins, 12 Constructors' titles and 11 Drivers' crowns.

Renault's decision to continue its involvement in Formula 1 is confirmation that it sees motorsport as an essential part of the brand's identity. Formula 1 is the ultimate symbol of the passion for automobiles. Passion defines Renault as expressed by its brand signature, 'Passion for Life'. In addition to attracting many customers, Formula 1 also fuels employee motivation. As the pinnacle of motor sport, Formula 1 demands technological and operational excellence. The championship serves as a showcase for the technological expertise that Renault dials into its products for the benefit of its customers.

Formula 1 is a means for Renault to accelerate development and remain at the forefront of the sport's technological progress. It simultaneously allows Renault to build bridges between the advanced technologies seen in the world championship and its road cars, particularly in the fields of electric and hybrid vehicles. Consistent with its commitment to F1, Renault will develop its R.S. range by stepping up investment in order to be active on every continent and in even more segments with vehicles that meet the needs of their different markets.

Formula 1 serves to promote awareness of the Renault brand and its image in all its markets across the world. Formula 1 is one of the sports that enjoys the most media coverage worldwide thanks to a following on five continents, particularly in emerging markets. It attracts 450 million television viewers annually and its scope for growth is enormous thanks to opportunities founded on new technologies, social networks, video games, etc. that have yet to be fully exploited.

In January, we will provide more detailed information about Renault's F1 programme ahead of the 2016 championship that begins next March.

Renault Press

Tel.: +331 76 84 63 36

### PSA in motor sport

PSA has centralised its motor sports activities in a "Centre of Excellence" at Versailles Satory. From Jan 1 2016 it will be headed by Jean-Marc Finot who moves over from being head of Research, Innovation and Advanced Technologies. He will link its operations to the directors of the three marques, Peugeot, Citroën and DS.

In the DS camp they have created a auto sports division "DS Performance" which is involved in the FIA Formule E Championship in partnership with Virgin Racing. This will be run by Xavier Mestelan Pinon again from the 1st Jan. He has been with Citroën Sport since 1995 and drove their WRC program promoting the Sebastian Loeb and Bruno Thiry successes.

# The Rampant Frog

## Snippets from France



### *Citroën's new product for France only*



Citroën announce the e-Mehari, an all electric beach car. It was designed by Bolloré who created the Bluecar and the kerbside electric car rentals.



### **Driverless cars**

A driverless prototype made by Valéo did a 4000km trip around France at the end of November without human intervention. In October they did some serious tests in the Bordeaux city traffic and narrow roads, which is a challenge to the best of drivers.

### **Paris restrictions**

The city of Paris has a growing aversion to motor vehicles. The latest restriction is that from 2016, six arrondissements will have blanket speed limits of 30 kmh. Holiday makers beware!

# The Rampant Frog

## Words of the month

There are similar words which in one language do not have the same meaning in the other. The French call them *faux-amis* or false friends.

The most common one in cars is in French *starter* which is in English the choke. The French word for the English starter is *demarreur*.

Another one is *distribution* and distributor.

The nearest English to *distribution* is timing but the French usage encompasses all the bits that go together to manage the valve and ignition timing. A timing chain or belt is *une chaîne de distribution* or *courroie de distribution*. While on belts there is another catch. A belt which transmits movement is a *une courroie* but a static one that goes around your waist is *une ceinture*, as in *ceinture de sécurité* meaning a seat belt. Having sorted that out, the French mess it up with *une courroie de laurier* which is static and worn on the head by ancient Romans as a sign of victory.

In English a distributor is the ignition component that includes the points and firing sequencer. In French the ignition is *l'allumage* and the component is *un allumeur* but sometimes the word *distributeur* is used.

With most meanings of the word point in English, the French is similar but not for the points in the ignition which are *les vis platinées*.

*Stanley* in France is not an explorer of Africa but a knife with a replaceable blade. If it has a flat handle, unlike the true Stanley knife then it is *un cutter* which is not a ship. That is a *cotre*.

Lastly *Scotch* is not a drink but Sellotape. The French prefer the 3M marketing.

# The Rampant Frog

## Bon Appétit!

The magic of these Christmas delights comes from the Russian fairies who dance as they make them. A little will rub off onto you if you follow this recipe while listening to

[Tchaikovsky - Dance of the Sugar Plum Fairy](#)

The finished product can be shared around until the children are let at the presents, be given to Santa to put in stockings (not for walking), decorate the Christmas bûche or be stolen when no one is looking. Reindeer are known to adore them.



### ***Sugar plums***

Quantity: makes 45

Difficulty: easy

Dietary: not for diabetics, those with nut allergies or those who do not believe in Father Christmas.

Ingredients:

2 cups whole almonds

¼ cup honey

zest of two oranges

1 ½ teaspoons ground cinnamon

½ teaspoon ground allspice

½ teaspoon ground nutmeg

1 cup finely chopped dry apricots

1 cup finely chopped dates

1 cup icing sugar

+ a glass of vodka for Santa (keep aside)



Method:

Pre-heat oven to 200°C. Toast almonds in the oven for 10 minutes. Cool. Chop finely.

Combine honey, zest and spices. Add almonds, dates and apricots and combine thoroughly.

Pinch off pieces and roll into 3cm diameter balls. Roll balls in sugar. Refrigerate in single layers between sheets of waxed paper to mature for 1 week or up to 1 month.

*Yolande F*

# The Rampant Frog

## Wanted & For Sale

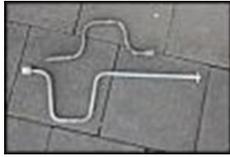
### Peugeot Memorabilia

<p>33off Sew on patches</p> 	<p>1off Peugeot the Peugeot Collection</p> 	<p>1off Sticker</p> 	<p>4off Peugeot The Australian Story</p> 
<p>3off Peugeot pins</p> 	<p>8off Sticker</p> 	<p>1off Sticker</p> 	<p>1off Sticker</p> 
<p>4off Sticker</p> 	<p>18off Peugeot 10 yr pin</p> 	<p>1off Peugeot NSW 1890-1990 pin</p> 	<p>10off Peugeot Pageant 1990</p> 
<p>4off Peugeot iron on badge</p> 	<p>2off Sew on Peugeot badge</p> 	<p>1off Sew on Peugeot badge</p> 	<p>4off Peugeot iron on badge</p> 
<p>5off Sew on Peugeot 1990 centenary badge</p> 			

# The Rampant Frog

## Wanted & For Sale

### Peugeot Parts

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

# The Rampant Frog

## Wanted & For Sale

### Bearings

2off SKF 442882 	1off 6203 2RS 	2off NSK 6302 VVCMVA2S 	2off NSK 6002 VVCMVA2S 
1off NSK GB 6203B 	1off FAG 535411 	1off 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.

# The Rampant Frog

## Wanted & For Sale

### Cars

#### **CLASSIC CITROEN 2CV 6 Special**

Unique opportunity to purchase a 1984 Citroen 2CV 6 Special known as "Celeste"

Imported from the UK with full restoration and modifications by a specialist in Queensland to comply with Australian standards in 1997.

These included a new galvanised chassis, roof, headrests, inertia reel seatbelts and anti intrusion bars in the doors. New Cibie headlights recently fitted.

Having only one mature owner since then, the car is in very tidy condition, it has been regularly serviced and runs very well.

Serious offers should be directed to Peter Larkey in Hobart on Mob 0408 124616.



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Beata (Be-arta) Parry is selling her (recently deceased) father's white 1973 Renault 12 sedan which is located at Cygnet, on behalf of her mother. She has a good knowledge of the car's mechanical condition and said up until the time he stopped driving it, it was in good condition for its age, but it hasn't been driven for around 5 years, and is un-registered.

It needs a new clutch, as its slipping, and needs a bit of maintenance, new seals etc ...

Tyres are in good condition, bodywork (no dents) and upholstery.

She can ring for it to go to the 'crusher' (no charge), or get it going with a day's registration permit and drive it there for small remittance, but she'd prefer it to go to someone who wants it or can use it for spares, if possible.

Would like about \$200, but negotiable.

Contact number : 62 971979 (Geeveston).

# The Rampant Frog



What happens when a boat builder encounters a 2cv.  
Photo taken in Scotland by Bill Waugh



Club magazine production by Nik Haddon - [nikhaddon@gmail.com](mailto:nikhaddon@gmail.com)