



# The Rampant Frog

January 2016



**Austin 7 à la Française**

# The Rampant Frog

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## Cover Shot

*long view p22*

### **Austin 7 à la Française**

Lucien Rosengart was an engineer and business man, a contemporary of Louis Renault and André Citroën. He saved the Citroën and Peugeot car companies from bankruptcy between the wars by financing them through what we now call factoring. He took the sales invoices and loaned against them, paying the suppliers and subcontractors. Eventually André got fed up with the control he exerted on his enthusiasm for spending and he floated his company to raise the capital to continue into the 1930's.

Rosengart invented the Baby-Foot, once found in every French café. He also had a flair for body design and then began his own company with restyled cars based on the Austin 7. This was the sports version.

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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.

# The Rampant Frog

## A few words from the President...

Hi all,

A new year has begun, hoping that everyone had a great Christmas and is enjoying the fabulous weather that we are having this summer.

I have commenced work on my own cars starting with the Alpine. At present I am fabricating a new cooling system which will replace the many hoses and pieces of short pipe, I'm trying reduce the number of connections that the cooling system had which will reduce the number places where possible leaks may occur. Progress is slow because I have to make sure that it is all going to fit and also there is not much room.

The Dakar Rally has been run and won with lots of action as usual. The Peugeot team consisting of Sebastien Loeb (FRA), Stephane Peterhansel (FRA), Carlos Sainz (ESP), Cyril Despres (FRA), Romain Dumas (FRA). Renault also has three cars entered with drivers Christian Lavielle (FRA), Emilano Spataro (ARG) and Fernando Luis Bradach (ARG). Renault also has three trucks entered. Peterhansel won the car division making this his 12th Dakar win (6 wins in the bike section and 6 wins in the car section). Despres finished 7th, Loeb 9th after a huge crash, Dumas 20th Sainz DNF gearbox failure. The Renaults finished Spataro 18th and Lavielle 19th in the car division and one of the Renault trucks finished 6th.

We also have an Australian by the name of Toby Price competing on the bikes in this years Dakar, Toby also competed last year and did well finishing 3rd overall in his first attempt. He won a stage last year and has won several stages this year, which enabled him to win the Bike section and be the first Australian to win a section of the Dakar. Congratulations Toby on a great ride and well deserved victory.

There have been plenty of rumors floating around about the new Alpine that Renault will release in the next 12 to 18 months, the latest is that it will be a mid engine 1.8 litre affair from the Clio Sport and have a kerb weight of around 1100Kg, cost around AU\$90,000 and will be badged the A120.

*Cheers Col*



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# The Rampant Frog

## Upcoming Events



### A TWO-DAY CELEBRATION OF FRENCH HISTORY, CULTURE AND ROMANCE.

#### SATURDAY FEBRUARY 13

Opening ceremony  
Lady Nelson Lunch and Twilight Sailing  
Market Stalls FREE  
Petanque FREE  
French Dinner Banquet  
French Film Festival FREE  
Live Music FREE  
Classic Car Parade FREE  
En Plein Art Competition FREE

#### SUNDAY FEBRUARY 14

Valentine's Day French Breakfast  
Lady Nelson Sailing  
Petanque FREE  
Market Stalls FREE  
French Cooking Class  
Tour de Cygnet Cycling  
French Film Festival FREE  
Classic Car Parade FREE  
Closing ceremony

Tickets and more information  
available online.  
[www.cygnet.org.au](http://www.cygnet.org.au)



# The Rampant Frog

## Upcoming Events



### The Peugeot Pageant 2016

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>



# The Rampant Frog

## Upcoming Events



# RENAULT ROUND-UP 2016

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**Sunday,  
February 14th, 2016**

**@ Caribbean Gardens and Market**

**1280 Ferntree Gully Rd,  
Scoresby, Victoria**

**Show starts 9:30am**

**Trophies to be Awarded**

- ◆ Best Sporting Renault
- ◆ Best pre-2001 Renault
- ◆ Best post-2001 Renault
- ◆ Best Renault Commercial
- ◆ Best Renault in Show

Cars can arrive from 8:30 am,  
enter via Ferntree Gully Rd or Stud Road

**RENAULT CAR CLUB OF VICTORIA**

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# The Rampant Frog

## Upcoming Events



### Retromobile 2016



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Paris 3-7th February

For details and ticket purchase go to  
<https://en.retromobile.com/>

### Tri-Alliance Meeting - 07/02/2016

Valentine Park

Campbell Town Sunday Feb. 7

12 noon onwards.

BYO picnic and petanque gear (if possible).

We are hoping to have a strong contingent: the Baguette d'Or is at stake!!!

### *Karolina Damen and her 1967 Renault Caravelle*



Date	Day	Event	Location	Organizer	Coordinator/Contact
7 <sup>th</sup> February	SAT	Huon Aquaculture Wheels in the Park	Heritage Park, Geeveston	Geeveston Wheels, Huon Aquaculture	<a href="mailto:john@drysdalegroup.com.au">john@drysdalegroup.com.au</a>
13 <sup>th</sup> , 14 <sup>th</sup> February	SAT + SUN	Le Weekend in Cygnet	Mary St, Cygnet	The Cygnet Association	
14 <sup>th</sup> February	SUN	Renault Roundup 2016	Ferntree Gully Rd, Scoresby	RCCV	0484 258 498
6 <sup>th</sup> March	SUN	Old & New Car Show	Westbury Show Grounds	Rotary Club of Westbury	David Lee 0408 747 374
17 <sup>th</sup> – 20 <sup>th</sup> March	THUR – SUN	Australian F1 Grand Prix Classic	Albert Park, Melbourne	Australian GP Corp	<a href="http://www.grandprix.com.au">www.grandprix.com.au</a>
25 <sup>th</sup> – 28 <sup>th</sup> March	FRI – MON	2016 CITIN	Port of Echuca, Vic.	Citroen Classic Owners Club of Australia	<a href="http://Cit-in.org">Cit-in.org</a>
3 <sup>rd</sup> April	SUN	10 <sup>th</sup> Devonport Motor Show	Roundhouse Park	Shannon's	
8 <sup>th</sup> – 11 <sup>th</sup> April	FRI – MON	Nat. Peugeot Easter Pageant	Oberon, NSW	PCC of NSW	
11 <sup>th</sup> – 16 <sup>th</sup> April	MON – SAT	25 <sup>th</sup> Anniversary TARGA Tas.	Leg 1, TS4 Georgetown 11 <sup>th</sup> / 12 <sup>th</sup> April	TARGA Tas.	
24 <sup>th</sup> April	SUN	Shannon's Car & Bike Expo & Swap Meet	Charles Hand Park Rosny	Shannon's	
7 <sup>th</sup> – 13 <sup>th</sup> May	SAT - FRI	Shitbox Rally	Mackay to Hobart	Cancer Council	(Possible event 25-1-16) Colin Fuller
May TBA	SUN	Picnic at Ross	Community Sports Ground	PVCC Tas.	
16 <sup>th</sup> July	SAT	Bastille Day	Parliament Lawns, Salamanca Place, Hobart	FCCT	
August TBA		Memorial Run to Miena (Combined)	Great Lake Hotel, Miena	CCCT	<a href="http://citroentas.org">citroentas.org</a>
TBA		Men's Technical Day Ladies Craft Day	TBA	FCCT and CCCT	
TBA		Economy Run & Lunch	TBA	FCCT	
TBA		Peter Dodderidge Memorial Run	Moorina Power Station, near Weldborough	FCCT	
30 <sup>th</sup> September – 2 <sup>nd</sup> October	FRI – SUN	Baskerville Historics	Baskerville Raceway, Old Beach	Motorsports Tas.	<a href="http://www.motorsportstas.com.au">www.motorsportstas.com.au</a>
Sept/October TBA		Great Eastern Drive	East Coast Tas.	FCCT & local Councils	Bertrand Cadart
November TBA		Wogs 'n Frogs	NAMT, L'ton	FCCT	
Nov/Dec TBA	SUN	Christmas Lunch	The Stables, Oatlands	FCCT	Lisa Febey

# The Rampant Frog

## Club Social Events

### French Baking Class at Tarraleah - Article by Birgit Kruse

On a beautiful morning in spring a group of French Car enthusiasts and their partners arrived in Tarraleah for the weekend to undertake a baking apprenticeship under Monsieur Michel, Le maître boulanger de "Cuisine Sauvage" (senior chef at the "Wild Kitchen"). A few others gathered for a drive through the beautiful scenery to the Wall near Derwent Bridge.



After a short introduction and housekeeping the keen "apprentices" put on their Wild Kitchen red aprons and soon after the baking marathon was in full swing. The first challenge was to create a sourdough starter that would be ready for baking before the end of the class, which is as experienced scholars would agree, nearly impossible. But heureusement, Le Maître had one prepared a few days earlier et voila, we were able to jump straight to the dough preparation using a well proofed starter. The

leftovers of the starter were given to the enthusiastic students for practice at home (sourdough baking is a science in itself).

As the dough was put aside for proofing a dozen small jars appeared on the bench. These were soon filled with a mixture of about a dozen eggs, an equal amount of cream, a decent amount of sugar and a little pinch of salt, also known as creme brûlée. As the jars were happily sitting in a balmy 100C water bath it was time to turn our attention to "rough puff" pastry, which



quickly became everyone's favourite. Not surprising given its versatile

nature as a base dough and so much easier to prepare than its rich cousin, the real puff pastry. Flour, butter, salt and water were all that was needed. This time the dough had to be cooled. Now it was time for Madeleines, here one of the secrets was to mix dry and wet ingredients separately. Again, the dough disappeared in the fridge and the next subject of study was the choux pastry used for eclairs and profiteroles.



At this time it became a bit frantic in the kitchen. So far, a lot of doughs had been prepared and stacked up all over the kitchen but nothing baked. This was about to change.

# The Rampant Frog

## Club Social Events



The warmed and cooled doughs were returned to the kitchen bench for their next stage to become pains au chocolat, brioches, tartes tatins, lemon tarts, baguettes and last but not least, a loaf of sourdough bread. One after the other the trays and tins were put into the ovens. The lemon tart was based on a secret mouth-to-mouth recipe - "Oh la la!"

Soon after, the kitchen was filled with smells of fresh cakes and breads - "Mon Dieu!" In the meantime the crème brûlée received its final sugar coating, which was then also used for the tartes tatins and on top of the Madeleines. Everything was

arranged on serving plates, et voila, afternoon tea was served. The breads were enjoyed with some homemade chutneys and jams, donated by a more advanced student.

Malheureusement, Le maître had to excuse himself to get back to the main kitchen and supervise dinner preparations. Needless to say, the dinner was equally rich and délicieux.



Fortunately, we each were given a printout of the recipes in comprehensive detail. Any amateur baker who has made as many cakes and breads in such a short amount of time should be entered in the Guinness Book of Records!

Merci beaucoup  
Michel et au revoir a  
Tarraleah!



*Photos: Bernie James  
and Birgit Kruse*



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# The Rampant Frog

## The little car you can drive in France without a licence

*BBC Magazine 4 January 2016 submitted by Trevor Wise*

If you are planning on driving in France, beware - one could be heading straight for you at the next roundabout. Carolyn Brown, who lives part of the year in Brittany, has a cautionary tale about a very small car.

Losing one's driving licence in the UK is a serious matter - expensive and, to say the least, very inconvenient. But in France, no licence? No problem. You can simply go shopping for a VSP a voiture sans permis - a small two-seater car that anyone aged 14 or over can take out on the road with as little as four hours' experience behind the wheel, sometimes not even that.

It's impossible to say how many there are as no official figures exist. It is what the French call a chiffre noir - an unknown quantity.

You'll probably hear them coming first, a high-pitched whine like a sewing machine being run at full throttle. If you get stuck behind one on a windy rural lane, tant pis. Top speed is 45km per hour (28mph). It's probably a good idea to stop in the next lay-by and admire the view for a while rather than sit fuming in its wake.

On market day in my nearest town here in Brittany the little voitures sans permis splutter into the main street. Although the literal translation is "car without licence" it is in fact the driver who doesn't need to bother himself or herself with any proof of ability behind the wheel. Once seen as an anachronism that, given time, would inevitably be legislated out of existence they remain a vital means



of transport for an ageing rural population. For the most part they are scruffy and battered. Their bodywork is faded and peeling, often touched-up with a spot of household gloss paint. Wire and gaffer tape hold loose panels together and one I saw had its bumper held in place with washing line fashioned into an elaborate blanket stitch.

# The Rampant Frog

## The little car you can drive in France without a licence

My local notaire, or solicitor, admits she is nervous on Thursdays - which is market day. Especially of the old ladies. The problem, she told me is one of inheritance. A husband who always did all the driving passes away and the voiturette is inherited by his wife.



Because it's impossible to survive here without wheels she will nervously trundle into town at snail's pace. She won't do much damage because she is going so slowly. Insurance will only get expensive if she hurts someone, but most of the time it's just a busted wing mirror or a slight scratch and the insurance company just takes the hit.

I tell her that I am frankly astonished that VSPs still exist.

"Well," she says with a shrug, "there are people who would still drive without a licence but they would be in much more powerful, and therefore more dangerous cars."

The fact is that a lot of conducteurs who lose their licence because they are too fond of the pastis, walk out of court down to their local VSP outlet, et voila they can be back on the road in hours. Yes, they ought to have insurance, which is pricey if you have a record of illness or a fondness for alcohol - it can set you back as much 85 euros (£63) a month. A reputable dealership won't sell you a car unless you can show insurance, but it's not a problem if you pick one up from your mate.

I asked around in my local bar but the drinkers were coy about their reasons for driving sans permis.

One chap told me the theory exam for a full licence was too difficult. But in a quiet moment the patron told me what he said was a common story. One of his regulars lost his licence and bought an ancient voiture sans permis. When his licence was reinstated, he sold the voiturette to a drinking chum who had just had his licence taken away. It changed hands once more in the same way and then after a year or so the original owner (who evidently hadn't kicked his pastis habit) bought it back again.

The barman shrugged. "Ca roule," he said. That's how it goes. (So many people shrugged while I was investigating this story I looked to see what the French word was for "shrug". They don't have one.)

Curious as to how strict a dealership would be, I went to the local VSP outlet - it's not a regular garage, they are sold alongside tractors and motor-mowers.

# The Rampant Frog

## The little car you can drive in France without a licence

The salesman tells me they sell three a week on average. So, would they sell a voiturette to just anyone who walked in off the street? "Mais, oui," he says, "provided they have insurance." But what about knowing what to do at a roundabout? It turns out that the salesman takes the would-be purchaser for a spin. If he and the car come back in one piece, he'll do the deal.

"That's a big responsibility, isn't it?" I ask. Another eloquent shrug.

Here my eyes were opened to the new generation of VSP. I got to take a ride in the latest top of the range model - called, without any

intended irony, the "sports" model. (Top speed still 45km per hour.)

At a cool 14,000 euros (£10,000) it has air conditioning, a reversing camera and a top-flight sound system, which is essential for the new target market.

Microcar, Aixam, Ligier and other manufacturers are aiming their publicity at young urbanites. You can't take VSPs on motorways or expressways but they are cheap to run, turn on a centime and are easy to park.

They also aim the hard sell at parents. Since last November children as young as 14 can drive VSPs. They're deemed to be safer than a scooter and it's a way out of the cliché of "Mum's Taxi" service.

Youngsters at least have to take a theoretical exam in the French highway code (this is waived entirely if you were born before the law was last changed in 1988) and drive accompanied for a minimum of four hours, but no-one has to sit any kind of practical test to frapper la rue (hit the road) in a VSP.

So whether you prefer red, white or rosé, to stay safe on French roads there is perhaps another French "whine" you should be steering clear of.



# The Rampant Frog

## The little car you can drive in France without a licence

### Here is some background on these vehicles and their drivers

The French have since the 1880's have retained an interest in light cyclecars with three or four wheels and space for one or two passengers. Until recently safety has not been much of a consideration. The Léon Bollée that I described in a recent article was one of the first. At various times designers tried electric propulsion but the battery weight/power/cost seem to beat them every time except in the WW2 era. Then Peugeot produced small numbers of the three wheeler featured on the front page of our Dec 2015 issue and the electrical utility of the era sponsored a four wheeler electric designed by Gregoire. Post war some design regulations were brought in to define a class of vehicle known as quadricycles.

There are two sub-classes – the light motorised quadricycle, limited to 45 kms/hour and a petrol motor of 50cc or other motor not exceeding 4kw net output. The max weight empty was 350kg and the max load 200kg.

The others are heavy motorised quadricycles aimed at the little vans Vespa style. They are allowed up to a 15kw motor, an empty weight of 400kgms for passenger versions and 550 kgms for goods transport. The maximum loads 200 kgms and 1000kgms respectively.

This size of vehicle is of course evident in the millions in the cities of nearby Asian neighbours but has never been allowed on Australian roads. Similarly, the VeloSolex made in millions and standard transport for students in my youth is not allowed in most or is it all States in Australia.

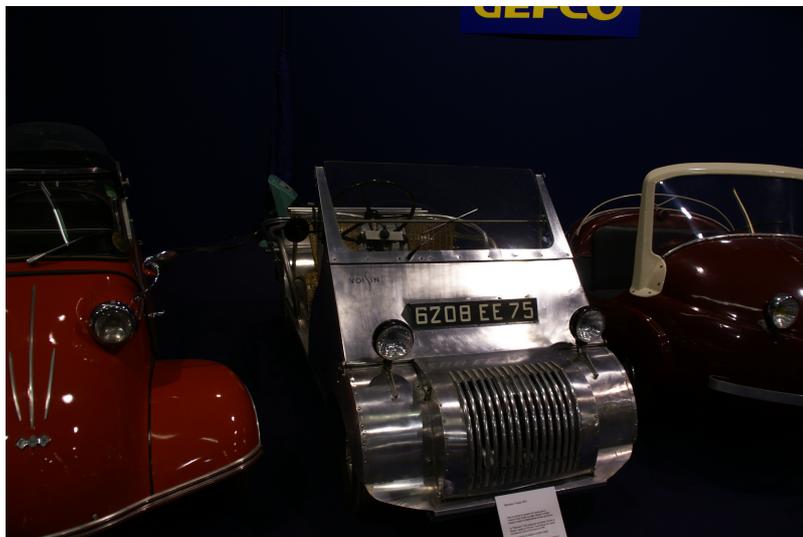
The British had a parallel set of standards for the 'light car' and for many years, an invalid car known as Noddy cars. These, like modern VSP, used glass fibre bodies to cut the weight down and were really dangerous ,in spite of being subsidised and issued by the UK government to the handicapped. They were banned around 1976.

There is another BBC article about these [noddycars](#)



# The Rampant Frog

The little car you can drive in France without a licence



The French have influenced the European approval of these light vehicles and there are now European standards similar to the French. In common with the European regulations they can now be driven by 14 year olds.

In spite of their appeal, they are still made in small quantities and so the cost of manufacture does not make them competitive with mass produced entry cars like the Twingo or C1.

The standard motor these days is a single or two cylinder Italian diesel made by Lombardini

of around 400cc. They are not exactly quiet but incorporate a balance shaft to keep the vibration down. Some offer air-con! Acceleration is glacial and top speed less than the limit on most urban roads. With the congestion in town streets in France, one in the traffic can create long lines of frustrated drivers. In navigating close to one, the first priority is to identify the class of driver.

The first is a teenager of wealthy parents, who has a picture of Sebastien Loeb on their bedroom wall. They only drive foot flat to the floor and corner, enter roundabouts and parking slots at 45kmh. They use the road like a slow motion race track and will occupy any lane so long as it gives the fastest cornering outcome. They are best avoided by overtaking on the outside lane on right handers, once they have left the outside lane kerb to scrub the opposite kerb for the corners.

The second class are those that have lost their licence usually through drinking or taking drugs. Now that they cannot



# The Rampant Frog

## The little car you can drive in France without a licence

lose it again they can go back to their old habits. They are easily spotted by their wavering trajectory down the road. Their behaviour is quite unpredictable and they are unlikely to know about you. That is until you overtake, when you realise that the reason that they keep the window open is to give you a Gallic salute as you pass.

The third are the geriatrics, which by survival statistics are mostly women. They are usually too scared to use the full



performance of the car and one determined shopper can bring Paris to a halt. They never use their mirrors and have tunnel vision so they will not be aware of you. They may stop abruptly to talk to a friend on the pavement or in search of one of the dashboard switches. Their best way of avoiding them is to choose a space with room to pass and then klaxon as aggressively as possible. They freeze and brake and you can pass what is effectively a stationary object. Look apologetic as you pass to minimise the effect of cardiac dysfunction.

Although these vehicles are small and fragile they are more safe than they look. As urban traffic in France moves to two and three wheels they are the ones with the greater kinetic energy in a collision.

The days of functionality and weight minimisation that determined the lack of design aesthetics have passed. The contemporary offerings are styled as small cars. See some of the best in the Ligier and Microcar ranges at [ligier](#)



I have yet to see any race meetings for VSP, but who knows ..... ?

# The Rampant Frog

## Snippets from France



The French governments, central and local are fond of introducing new regulations and if they prove unworkable they cease to police them. It is all very confusing for occasional visitors. If you have experienced the endless traffic jams on the Péri around Paris you will have been beeped at by 2 wheelers trying to get past you by slipping between the lanes of cars. It is a great source of road rage when they can't get through because a stranger unfamiliar with local customs does not stay on the edge of their lane to create a de facto third lane. Not only that but it is a common cause of accidents to vulnerable scooter and motor bike riders. The government has now decided on a four year experiment in congested cities in which this third lane will be recognised and legitimised but not marked. In slow moving or static traffic cars drivers will be required to leave adequate space for 2 wheelers to get through. They are required to leave adequate margin for a vehicle of 1 metre width to pass and that of course means taking mirrors into account. The bikies in their turn will be limited to 50 kms /hour and that width of 1 metre. The law comes into force at Easter 2016 so if you are renting a car on holiday – watch it!

A second similar experiment is to limit access for polluting vehicles to city centres from 2016. The proposal is to force car owners to display a round coloured sticker on their windscreen. The colour determines the zone access. The choice is determined by the vehicle and its engine and is targeted at older cars and in particular older diesels. It discriminates in favour of hybrids and all electrics. The legislation has run into trouble because of difficulties in rating every model on the road and as of mid January the sales outlets for the stickers, mostly newsagents and tabacs, have no supplies.

France has four companies that manufacture more than 10,000 cars per annum within its borders. They are Renault, PSA, Daimler/ Smart and Toyota.

The Renault-Nissan alliance builds most of its cars outside France

Daimler builds the Smart in France and also in Slovakia in the Renault factory

Toyota assemble the Yaris, which has the highest volume of any model in France. See [Yaris](#). They have made over three million there and turn them out one every 65 seconds.

Renault's best selling model globally was in 2015 the Clio (375,062 cars) followed by the Duster , Sandero and Logan with the Captur in fifth place at 240,000.

The Duster (60% branded Renault and 40% Dacia according to the marketing strategy in each country), is now manufactured in Romania, Russia, Morocco, Brazil , Columbia and India.

# The Rampant Frog

## Snippets from France



The alliance between automakers Renault and Nissan will launch more than 10 cars with self-driving technology over the next four years in the United States, Europe, China and Japan, announced Carlos Ghosn.

The alliance also said it hired technology executive Ogi Redzic to lead its connected car efforts as senior vice president for connected vehicles and mobility services. Redzic most recently worked at mapping business Nokia HERE overseeing the automotive business group.

Vehicles with self-driving technology will debut this year, said Carlos Ghosn, CEO of Renault and chairman of the Renault-Nissan alliance. The cars will have a feature called "single-lane control" that allows them to drive autonomously on highways without switching lanes.

Renault-Nissan will also launch an app for mobile devices this year that allows users to interact remotely with their cars, such as by controlling music or the car's temperature.

By 2018, Ghosn said the alliance will start selling vehicles with "multiple-lane control," meaning they can autonomously change lanes on highways and navigate heavy traffic. By 2020, the alliance will have cars that can drive through city intersections and heavy city traffic on their own.

Several companies, including Tesla Motors ([TSLA.O](#)) and Google Inc ([GOOGL.O](#)), are working to build self-driving cars and technology that allows users to control their cars from their smartphones.

Renault-Nissan is a partnership between Paris-based Renault and Japanese carmaker Nissan that combined the companies' engineering teams. They still operate as two separate companies.

(Reporting by Yasmeen Abutaleb; Editing by [Bill Rigby](#) and Andrew Hay)

Advertisement

"Made to measure" sunshades. Designed to fit your car and particularly handy for "unusual" cars.  
Call Grant West of Blackman's Bay who can come and measure up your car.

Contact him on: [west.sunshades@bigpond.com](mailto:west.sunshades@bigpond.com)



# The Rampant Frog

## Snippets from Australia



*This is a part of the PSA marketing release of the revised DS3 for 2016*

### **New-Look DS 3 unveiled in Paris**

- New design marks new marque
- Updates bring new drivetrain and automatic transmission to Australian market
- DS 3 scheduled for late 2016 Australian launch

A redesigned and repowered DS 3 hatch and cabrio have been unveiled in the shadow of the iconic Louvre in Paris.

Featuring new styling, new drivetrains and revised on-board technology the DS 3 will join the recently launched DS 5 as the second model under the newly formed DS Automobiles marque.

Scheduled for a late 2016 Australian launch the new look DS 3 will introduce an all-new turbocharged 1.2-litre petrol engine paired to a 6-speed Aisin automatic transmission.

This new drive train will join the existing EURO6-rated 121kW turbocharged, petrol-powered 1.6-litre manual model.

The most powerful DS 3, the all-new 154kW, 300Nm DS 3 Performance, is yet to be confirmed for Australia.

### ***Avant-garde design: from the new front-end to personalisation***

DS 3 has always been seen as a beautiful take on the avant-garde and was the first DS to feature the highly expressive “DS LED Vision” light signature.

Now it also sports the DS front end with “DS Wings”, sculpted like a work of art with a vertically-oriented grille in a hexagonal shape proudly bearing the DS emblem.

Surrounded in chrome to underscore its elegance the grille extends towards the LED headlamps and fog lamps via two chromed-trimmed wings – a new feature making its debut on the DS 3.

Other aspects of front-end have been upgraded to perfectly match the new touches, with the double “Wings” making their debut on a DS model.

The DS design team conserved the car’s singular looks with a floating roof, two-tone body/roof colours and the side body line with the shark fin so emblematic of the DS 3’s personality.

“The DS 3’s compact and dynamic body style, nuanced by chrome-finished signatures, makes it a unique, expressive and appealing car. These personality traits are underlined by its rear styling, notably featuring hypnotic 3D LED lights,” says DS Design Director, Thierry Metroz.

*It marks the integration of the DS3 into a common styling strategy for the new marque. Apart from the Cactus since the separation, the Citroën marque is yet to show its new strategy.*

# The Rampant Frog

## Snippets from Australia



We have been advised that Ken & Anne Bailey, formerly of Caravelle Imports P/L have re established themselves as suppliers of Citroen, Peugeot & Renault spare parts.

Caravelle was a long established Melbourne based supplier, and Ken's knowledge of parts requirements for both current and older French vehicles is highly regarded.

They look forward to hearing from old & new customers.

Ken can be contacted on Mob 0400 566119 or E mail: [ken.bailey55@bigpond.com](mailto:ken.bailey55@bigpond.com)

## Austin 7 à la Française



# The Rampant Frog

## Words of the Month...

### Words to strike a spark and light up your life

Lets wander through the ignition.

We start at the ignition switch on the dashboard. The general word for switch is *interrupteur* which suggests that it is there to break a circuit but to start the engine you really need something to make the circuit. They are often referred to as the *Neumann*, alluding to a manufacturer as in Hoover.

The current passes through the wiring harness or *faisceau* to the starter or *demarreur*.

Just a reminder that this is not to be confused with the French *starter* which is to you, the choke.

It also completes the circuit to the ignition or *allumage* which has a common derivation to *allumette*, a match and the hit of Johnny Halliday « *Allumez le feu* » which can be translated loosely as « Turn me on »

*L'allumage* begins with the coil or *bobine* and passes the courant to the distributor or « allumeur »

I have covered in a previous article the terminology of the contacts and the confusion over distribution.

The other side of the coil eventually meets the HT leads or *faisceau HT*

Somewhere in between the way may be blocked by a blown fuse or *fusible*. Why blown ? In French it is *brûlé* or burned which seems more logical.

Things like this, that are stuffed or f---ed in English or Australian, in France are generally *foutu* in the politeness of garage speak.

My Panhard bypasses this problem by having a *coupe batterie* or battery cutout which also provides a measure of theft protection or *antivol*

You will find it all in a *schéma électrique* or wiring diagram.

Should you lose your key, ask for a *clé* but not a *clé*. One is a key and the other is a spanner.

In the garage you may refer to someone as a *mec* or bloke or as a *mécano* or mechanic.

*Moi, je suis un drôle de mec mais un bon mécano !*

Gerry Freed Jan 2016

# The Rampant Frog

## Bon Appétit!

Pre-prepared food in France has reached a level of consumption which hopefully will never arrive in Tasmania. One of the effects is that supermarkets offer a range of plastic packaged food which bear the name of popular dishes but are more concerned with preservatives and colouring than authenticity. Mini Madeleines are taking over, bite sized lemon flavoured sponges in packs of 24, ideal for a kid's month of lunch boxes. Here is a typical example

[E.Lederc](#)

It is good to see that someone still knows how to make the real thing.

Help to keep tradition alive and enjoy!

Gerry F.



### Madeleines

*Recipe taken from David Herbert's Best Ever Baking Recipes*

2 eggs  
60g caster sugar, plus extra for dusting  
grated zest of ½ orange  
4 tablespoons plain flour  
pinch of salt  
50g unsalted butter, melted

Preheat the oven to 180 (less for fan forced), and lightly grease two 12 hole madeleine tins (or shallow patty tins) and lightly dust with flour.

Place the eggs, sugar and orange zest in a bowl and beat for 3 – 4 minutes until sugar has dissolved and the mixture is thick and pale. Sift the flour and salt on top and gently fold in with a meta spoon. Fold in the melted butter until just combined.

Spoon the mixture evenly into the madeleine holes to about  $\frac{3}{4}$  full. Bake for 8-10 minutes or until risen and firm to touch. Cool in the tin for two minutes, then transfer to a rack and sprinkle lightly with sugar while still warm.

These do not keep, and are best baked a couple of hours before expecting guests to discuss French cars!

Deirdre Wise

# 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 	

*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

## A bit of personal indulgence ...

### Panhard Stand at Lyon Epoqu'auto 2014



### My stand at the Bordeaux Auto Retro Show

The GS « Rallye » is still in Bordeaux and for sale. I bought and upgraded it for AussieFrog members who wanted to participate in European events but no one took me up. I only want 500 euros for it, the value of the rallye computer and the Cibiés. A little bit of work on the rusty spots emerging on those thin body panels will get it back in good order for touring Europe at low cost.

Gerry



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