



# The Rampant Frog

**March - May 2013**



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# The French Car Club Of Tasmania Inc.

[www.facebook.com](http://www.facebook.com) and [www.allpartsautomotive.com.au](http://www.allpartsautomotive.com.au),  
P.O. Box 193 New Town, Tas., 7008

President	<u>Colin Fuller</u> <a href="mailto:vk7zcf@hotkey.net.au">vk7zcf@hotkey.net.au</a>	0407 353 034
Vice President	<u>Trevor Wise</u> <a href="mailto:taswise@internode.on.net">taswise@internode.on.net</a>	6225 2935
Secretary	<u>Lisa Febey</u> <a href="mailto:febey@internode.on.net">febey@internode.on.net</a>	6278 1956
Treasurer & Membership Secretary	<u>Damien Febey</u> <a href="mailto:damien.febey@treasury.tas.gov.au">damien.febey@treasury.tas.gov.au</a>	6278 1956
Committee	<u>Bruce Chetwynd</u> <u>Georgie Addison</u> <u>Wayne Stevens</u>	6225 0988 6249 2902 6344 1302
Merchandising Officer	<u>Christine Stevens</u>	6344 1302
Public Relations Officer	Trevor Wise <a href="mailto:taswise@internode.on.net">taswise@internode.on.net</a>	6225 2935
Club Captain	<u>Georgina Addison</u> <a href="mailto:gaddison2@bigpond.com">gaddison2@bigpond.com</a>	6249 2902
Editor	<u>Lisa and Damien Febey</u> <a href="mailto:febey@internode.on.net">febey@internode.on.net</a> , <a href="mailto:damien.febey@treasury.tas.gov.au">damien.febey@treasury.tas.gov.au</a> <a href="mailto:damien.febey@gmail.com">damien.febey@gmail.com</a>	6278 1956
Public Officer	<u>Derek Haigh</u>	

**Membership Fees:** Individual Subscription: \$49 Family Subscription: \$55

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

## Disclaimer

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

## Cover Picture:

The Panhard & Levassor 'Dynavia' was launched at the Paris Motor Show in 1946. Its' aerodynamic body, more carefully profiled than today's cars gave it a low fuel consumption of 67.2 mpg. Headlights were replaced by one powerful central spotlight. Source:

<http://citedelautomobile.com/en/collections/panhard-levassor-dynavia>

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## ***Up Coming Events***

### ***General Meeting***

Date: Saturday 8<sup>th</sup> June, Meeting 11.00 am, Lunch 12.30 pm  
Venue: JJ's Bakery, 52 Wellington Street, Longford [www.jjsbakery.com](http://www.jjsbakery.com)  
RSVP: [Febey@internode.on.net](mailto:Febey@internode.on.net) or phone: 62781956

### ***Bastille Day Display (Organized by CCCT this year)***

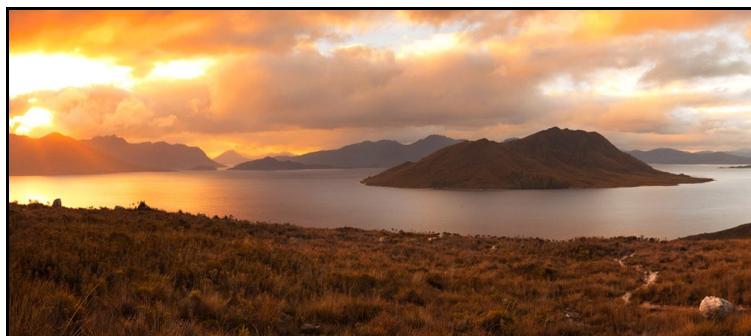
Date: Saturday, 13<sup>th</sup> July, 2013, 9.00 am  
Venue: Parliament Lawns, Salamanca Place  
RSVP: Evening Dinner details YTBA - Citroen Car Club

### ***Annual General Meeting***

Date: To be Advised  
Venue: " " "  
RSVP: [Febey@internode.on.net](mailto:Febey@internode.on.net) or phone: 62781956

### ***Other Events (TBA)***

Date: Spring, 2013 (Date to be advised)  
Venue: Doddridge/Sutherland/Mortimer Memorial Strathgordon Run & Lunch at Lake Pedder Chalet, Strathgordon.



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

I've thought about our membership over the past couple of years, and at all our meetings and outings it seems like most of our membership are aged 40 plus with the exception of a few. As well, I've been looking at the age of cars that members bring along to our events and social gatherings. This has had me thinking about how we go about getting younger members and older cars along to our events.



My solution is to have children come along and as it happens my wife Emily and I would like to announce the birth of our baby boy named Cody born on April 8, 2013. Although very special, things didn't quite go to plan and unfortunately he was born 14 weeks premature weighing only 961 grams. But thanks to the dedicated medical staff of the Neonatal Intensive Care Units at both the Launceston General and Royal Hobart Hospitals Cody is slowly making progress after a very shaky start!

The early birth of my son has meant that all the work on my cars has come to a halt over the past month. I was progressing well with the Alpine with finally finishing the rebuilding of the radiator and after testing for leaks; I installed the radiator back into the car. I had also managed to fabricate some brackets and install these into the car as well, which hold the jack in place.

I have done an engine change on the Renault R12 too, due to having a blow by problem with the rings. I will sort the blow by problem out at a later date when I have some more time on my hands. While I had the engine out I also did a rebuild and reset up the steering rack. After reinstalling the steering rack I did a wheel alignment.

Our next event is a general meeting at JJ's Bakery in Longford. I hope lots of you are able to come along. Unfortunately I'll be away interstate for this one, but look forward to seeing you at Bastille Day on 13<sup>th</sup> July, by then things should have settled down more with Cody and Emily.

**Cheers, Col.**

## Josef Chromy's - Heart Kids Car Display, Relbia

Sunday 24<sup>th</sup> February, was the second time the club has participated in this event (first time for the Febey's). Once again, we were really lucky with the weather! This year, the day was humid and overcast, but generally quite pleasant. Only very light rain fell - just once, early in the afternoon. On the way home was another story; the 12's small wipers found a heavy torrent of rain the southern side of Campbell Town rather challenging!

The Febey's had travelled sedately earlier in the day via the midland highway, making good time with the 12 not missing a beat. Rendezvous with other club attendees was a little way outside the entrance to Chromy's, at the pre-arranged time so we were able to make a grand group appearance – of course!

Our French display was especially authentic as Bertrand Cadart came *with* French visitors in his beautiful Peugeot 607 sedan. Colin and Emily Fuller brought their smart mystic green Renault 12 wagon, and travelling together, Ben Sturges and Noel Addison took Noel's mystic green Peugeot 504 sedan up the highway for the occasion. It was an opportunity to see Peter Davson-Galle's unusual sleek blue Matra Djet again, and likewise Alex and Karolina Damen came in their stylish, immaculate burgundy Renault Caravelle. It was good to see Mike and Evelyn McNear in their much admired, but newer Peugeot 407 sedan and as mentioned Damien and I enjoyed a steady motor up the highway, in our Renault 12 wagon. Also good to see, were Wayne and Christine Stevens minus their French car, but with the addition of two grandchildren at this children's fundraiser!

(Below: Members cars at Josef Chromy's. A picture of Alex and Karolina Damen's Caravelle (centre) was featured among other cars and spectators in The Examiner).



Other than our fine French vehicles in attendance, only a small number of cars from other clubs and individuals exhibited, which *was* a bit disappointing. It must have disappointed the organizers as well; however, proceeds from the day went to a good cause.

Around the middle of the day, after checking out cars displayed, some club members relaxed, and enjoyed catching up with one and other under a marquee, whilst soaking up the music, atmosphere and local food and wine. After 'chewing the fat,' some members agreed the 'Picnic at Ross' event coming up in May, would be a bigger and better display for members to aim for to see a wider range of cars. (See article in this issue)

Damien Febey



(Above: Members cars at this years' Heartkids Car & Bike Display.)

### *Exploring the Huon and 'The Taste'*

Members travelled from around the State for a drive 'down the Huon' meeting at the Cascades Brewery, South Hobart about 8.30 am on Saturday 9<sup>th</sup> March.

Those at the start of the trip were Trevor and Deidre Wise in their new charcoal Laguna wagon, Rip Shield in his silver Laguna, Colin and Emily Fuller in their silver Laguna sedan, Georgie Addison and Rod Johnson in Georgie's white Peugeot 306 HDI sedan, and the Febey's in the 'hearing aid beige' R12 wagon.

The group headed off around 9.00 am over the mountain through normally picturesque South Hobart, Fern Tree, Neika and then Longley and onto the Huon Highway towards Franklin. Instead, it was rather foggy so the magnificent vistas through dense valleys we were hoping to see were obscured. Nevertheless it was eerie and beautiful at the same time. Unfortunately, by the time we got to Franklin the threatening rain came down upon us!

Our first stop at Franklin was a guided tour of the wooden boat museum where we learnt about techniques of wooden boat building using beautiful Tasmanian timbers. The group viewed boats in various stages of meticulous construction and re-construction and pictures of completed boats (well heeled people now enjoy - on sunny days!) Dick and Anne Bryden met up with us a little later and after a group snap (below - what no Bryden's!) between showers, we ventured next door to the Living Boat Trust (LBT).



Volunteer staff on roster that morning gave us a run down on the organisation which also builds and repairs wooden boats too, but mainly spends its time teaching sailing. Volunteers take school groups (among others) out in a flotilla of small to medium sized wooden craft. Owing to the weather, the club members' *plan* to sail to Egg Island in a whale boat this particular morning looked ominous to say the least. Undeterred, after a nice cuppa and a leisurely chat to the spirited staff, when the clouds parted, we donned life jackets and headed for the jetty by the river where they showed us the ropes!



(Above: Taking turns rowing LBT's 'Grebe' boat with a number of oarsmen and women wasn't as easy as it looked! But eventually we got a rhythm going!)



(Above: The different styles of Renault Laguna's belonging to Rip Shield, Trevor Wise and Col Fuller - is the plural of Laguna; Laguni?)

Moored at the next jetty was the replica Viking boat that sailed from Russia to Queensland and the Wooden Boat Festival earlier this year. We learnt it was for sale; the crew no longer interested in doing a return journey!

After a refreshing row on the Huon River we jumped in our cars and headed off to the Red Velvet Cafe at Cygnet for lunch. Out of the rain, we enjoyed a cosy atmosphere and good food (unfortunately I didn't enjoy an allergic reaction to Wasabi; *bummer!*) After Bob and Leonie arrived we headed off to afternoon tea at their home at Deep Bay. Here, Dick and Anne's unique four wheel drive with sleeping pod on top that can be set up in seconds was admired by members as was '*all the goss*' on Bob's building and car projects. The couple's newly completed home in its' picturesque setting, was admired especially by those who had witnessed earlier building stages during club motorkhana's at their property. Bob and Leonie's hospitality made the day, including the grateful acceptance of accommodation by a couple of members whose tent wasn't rainproof!

Around 5.30 pm club members steered a course toward Peppermint Bay Restaurant at Middleton for Saturday night's meal. The improved weather made lovely vistas most enjoyable from one long table overlooking the river. Another great meal was enjoyed and the stimulating conversation included the wide variety of natives in the area like an occasional sighting of Penguins! Aware of the high road kill, after dinner we drove back in the dark carefully!



(Above: Dining at Peppermint Bay, on Saturday night.)

Next morning after breakfast, members gathered and took a scenic Channel drive to the 'Taste of the Huon' via Cygnet, Limington, Petchey's Bay, Wattle Grove, Glaziers Bay and Cradoc, through to Huonville and on to Ranelagh.



(Above: Leisurely wending around Channel corners. Photo taken by Col Fuller.)

It was amazing that with the (reported) attendance of 10,000 people each day, the group managed to *meet* up with Georgie Addison and Rod Johnson, *find* chairs under a marquee *and* enjoy gourmet fare for lunch! Despite our 'dunk' in the river at LBT and more dining than driving, the magnificent scenery and the Donaghue's relaxing hospitality made it a very enjoyable week end!

Lisa Febey

### Picnic at Ross, Classic Car Display      Sun 19<sup>th</sup> May

The Picnic at Ross car display run by the Post Vintage Car Club of Tasmania gets bigger and bigger every year. This was the 5<sup>th</sup> year the event has been run and an estimated 1,000 cars were on display.

A huge variety of vehicles travelled to the display, from the very old to the very new. There were all shapes and sizes and numerous countries of origin. It was a crisp drive to Campbell Town that morning, however, the weather improved as the day went on and the sun made an appearance just after mid-day.

Because of concern over increasing numbers, the organizers decided to change the location for the display from the centre of town to the Community Sports Ground a few blocks away.

This enabled a large number of cars to be grouped together, but it seemed to affect patronage to the local business. There were definitely fewer people wandering in to the township compared to last year's gathering. Do doubt traders will bring it to the organizers' attention before next year.

If you didn't get there but may be interested next year, it's a pretty informal affair. You can just turn up at the start time and officials will marshal your car to the display area.

However, as a French Car Club event, we wanted to assemble a group display so arranged for members to meet first at the Man o' Ross Hotel. Some from the north travelled in convoy. By chance, others who arrived early staked out a spot on the main ground and a little later the rest of the club filed in and joined them.

Club members who came along and made it an enjoyable day were; Col Fuller in his R12 wagon sans clutch cable (slight difficulty on the way), Peter Davson-Galle in his Renault 4CV; Bertrand Cadart in his Peugeot 607 sedan; Bruce and Brigitte Chetwynd in their Peugeot 406 diesel sedan; Ben Sturges in his Peugeot 504 sedan; Noel, Marijke and Georgie Addison and Rod Johnson in Noel's Peugeot 504 sedan; Mike and Evelyn McNeair in their Peugeot 407 sedan; Ron and Judy Gill in their Renault Clio; and Damien and Lisa Febey with Lisa's sister Sally Mayhead in Damien's Renault Feugo. It was very good to also catch up with present and past members Wayne Stevens and Alan Lade.

Another great club event!

Damien Febey



# PSA PEUGEOT CITROËN

Press Release

[www.psa-peugeot-citroen.com](http://www.psa-peugeot-citroen.com)  
Paris, 7 March 2013

## PSA Peugeot Citroën will begin local assembly in Kazakhstan

At the occasion of the annual France- Kazakhstan Joint Committee meeting held in Paris on 7 March 2013, PSA Peugeot Citroën and Agromash Holding signed an Agreement for the assembly and distribution of Peugeot passenger cars and LCV in Kazakhstan.

According to the agreement, assembly of the Peugeot passenger cars will start in June 2013 with a large range of models; 301, 3008, 508 and Partner.

The production capacity will reach 4,000 units per year at the beginning. In the future sales may total more than 10,000 units per year. The project is expected to provide employment for over 300 people in France and 150 in Kazakhstan.

Along with locally assembled models, Peugeot will offer to the Kazakh market the Peugeot 408 manufactured on the full-cycle Russian plant of PSA Peugeot Citroen in Kaluga.

Mr. Bernd Schantz, PSA Peugeot Citroën Managing Director for Russia, Ukraine and CIS commented: "This project in Kazakhstan is an important milestone for PSA Peugeot Citroën business development in the region of the Commonwealth of Independent States, which is one of the priority zones for our group, along with Asia and Latin America. It will contribute to our growing and diversified presence in the region, with a larger manufacturing base dedicated to our local subsidiary-driven operations in Russia and Ukraine and to our importer-based sales in Azerbaijan, Belarus and Moldova."

### About PSA Peugeot Citroën

With its two world-renowned brands, Peugeot and Citroën, PSA Peugeot Citroën sold 2.9 million vehicles worldwide in 2012, of which 38% were outside Europe. The second largest carmaker in Europe, PSA Peugeot Citroën recorded sales and revenue of €55.4 billion in 2012. The Group is the European leader in terms of CO emissions, with an average of 122.5 grams of CO<sub>2</sub>/km in 2012.

PSA Peugeot Citroën has sales operations in 160 countries. It is also involved in financing activities (Banque PSA Finance) and automotive equipment (Faurecia).

Forwarded by Noel Addison

# BELIEVE IT – OR NOT!

## FRENCH DRIVER TRAPPED FOR AN HOUR IN A SPEEDING 125 MPH CAR WITH NO BRAKES...



**Frank Lecerf finally came to a stop in a ditch in Belgium when his Renault Laguna ran out of petrol after a 200km trip.**

Lecerf managed to call emergency services while uncontrollably speeding through the fast lane on the motorway.

Earlier in the day, when Frank drove off to do his weekly supermarket shop in northern France, he was not expecting to embark on a high-speed car chase that would force him over the Belgian border and on to the national news bulletins.

Lecerf has filed a legal complaint after his Renault Laguna, which is adapted for disabled drivers, jammed at 200km/h (125mph) and the brakes failed, forcing him to continue careering along a vast stretch of French motorway and into Belgium. Police gave chase until he ran out of petrol and crashed into a ditch.

The 36 year old was on a dual carriageway on his way to a hypermarket when the car's speed first jammed at 60mph. Each time he tried to brake, the car accelerated, eventually reaching 125mph and sticking there.



While uncontrollably speeding through the fast lane as other cars swerved out of his way, he managed to call emergency services and they immediately dispatched a

platoon of police cars. Realizing Lecerf had no choice but to keep racing along until his petrol ran out, the police escorted him at high speed across almost 125 miles of French motorway, past Calais and Dunkirk, and over the Belgian border.

Puzzled motorists gave way as the high-speed convoy approached. Three toll stations were warned to raise their barriers as Lecerf ploughed through. After about an hour, his petrol tank spluttered empty and he managed to swerve into a ditch in Alveringem in Belgium, about 125 miles from his home, in Pont-de-Metz, near the northern French city of Amiens.

"My life flashed before me," he told French daily newspaper Le Courrier Picard "I just wanted it to stop." He was unhurt but had two epileptic seizures.

A Renault technician had been on the phone with police throughout the chase trying to help but couldn't come up with a solution.

Lecerf said that it wasn't the first time his speed dial had jammed but that Renault had looked at the car and assured him it was fine. His lawyer said he would file a legal complaint over "endangerment of a person's life". Renault told France 2TV that it would await the results of an investigation.

<http://www.guardian.co.uk/world/2013/feb/13/french-driver-200kmh-car-chase>

## **“VENTURI VBB-3 AIMING FOR WORLD SPEED RECORD FOR ELECTRIC CARS “**



**Venturi**, a manufacturer out of France, is hoping to break its own electric vehicle speed record of 495km/h. The VBB-3 will attempt to go much faster at Bonneville Speed Week this August.

With up to 2,200kW (3,000 HP) and 2800Nm generated by its twin electric motors, the VBB-3 will also become the most powerful EV in the world when it debuts later this year. Energy is generated by 2,000 lithium iron phosphate battery cells, with power channeled to all four wheels.

An 11.64m-long carbon fibre skin wraps around the car's carbon fibre/aluminium honeycomb composite tub. The Venturi VBB-3 weighs 3.2 tonnes – the batteries account for half of that weight – while its drag co-efficient is a super-slippery 0.13.

The 3rd generation "Venturi Jamais Contente" (never satisfied) will be the most powerful electric car ever built. Roger Schroer, test driver at the Transportation Research Center (Ohio) and current holder of the FIA world record (which he achieved in 2010 aboard the Venturi VBB-2.5 - reaching a top speed of 495 kph, is planning to hit 600 kph in 2013, followed by 700 kph in 2014 before pushing the limits still further in 2015.

The 1st public unveiling of the VBB-3 will take place on the Bonneville Salt Flats, where it will take part in the Speed Week on August 10 - 16, 2013. The FIA record attempts will take place on September 12 and 18, 2013.

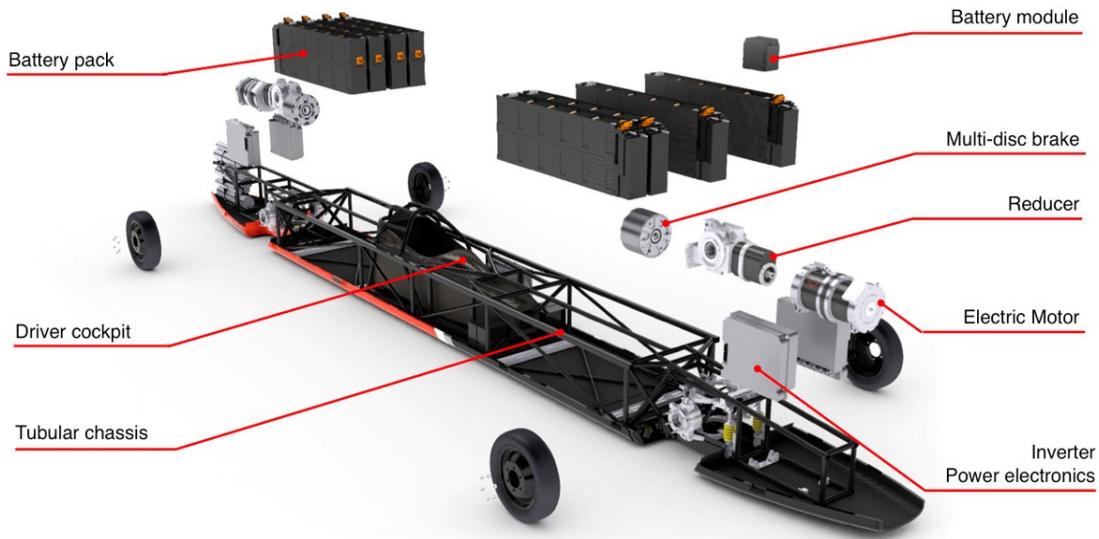
According to Gildo Pallanca Pastor, CEO, Venturi Automobiles, "... by designing the most powerful electric vehicle in the world, we are consolidating our lead in the field of electric propulsion, but perhaps more importantly, we are innovating in order to optimize energy efficiency, one of the greatest challenges facing not only the automobile industry, but society in general". An approach welcomed by Jean Todt FIA President came to support the teams of the President of Venturi and encourage the project.

Because the VBB-3 doubles as a fantastic test bed for electric power trains subjected to extreme conditions and environments, this new records program amounts to a truly strategic R&D initiative for Venturi. As far as the Ohio State Center for Automotive Research (C.A.R.) is concerned, this program presents our students with a unique experience to extend their engineering education. It is the culmination of 20 years of Electric Vehicle racing at Ohio State – we do not know of any other program that has embraced e-motorsports continuously for two decades, and we are grateful to Venturi for giving us the opportunity to seek ever higher challenges in electric racing", says Giorgio Rizzoni, Director of the C.A.R.

In this, the centenary year of his death, this program pays homage to Camille Jenatzy who, on April 29, 1899, became the first person in history to break the 100 kph barrier. Just like Jenatzy in his electric vehicle nicknamed the 'Jamais Contente', Venturi is

setting new benchmarks that were formerly the preserve of piston, diesel and petrol engines.

You can learn more about the car and the project at its dedicated website, [here](#) or at below source web address.



(Source: <http://en.vbb3.venturi.fr/>)

## PEUGEOT 208 T16 Pikes Peak HILL CLIMB



**Reaching for the clouds with one horsepower per kilogram!**

*Peugeot Sport* has pulled no punches in its bid to provide Sébastien Loeb with a singularly awesome machine for the 2013 Pike Peak Hill Climb (June 30). The 208 T16 Pikes Peak in which the driver who has dominated world class rallying for the past decade will attempt to become the 'King of The Peak' boasts a power output of 875 horsepower, tips the scales at just 875kg, and benefits from all-wheel drive, plus a spectacular aerodynamic package.

The mission of any race car designer is to juggle with the restrictions and constraints dictated by the regulations in areas like height, the forms of the body, the size and location of the power plant, etc. It's a stimulating challenge, of course, yet it can also be highly frustrating at times. Deep down, engineers have just one desire, to sweep the table clear of the rule books and design the ultimate, no-holds-barred machine with just one objective in mind: the quest for absolute performance.

The Pikes Peak Hill Climb is the only race in the world that permits the fantasy of freeing the beast that lurks at the back of every engineer's mind to become reality! The very mention of the event and its celebrated 'Unlimited' class is enough to bring a twinkle to the eyes of any designer. "Your imagination is the only limit when you set out to design a car for Pikes Peak," grins Jean-Christophe Pallier, the Peugeot Sport engineer tasked with the 208 T16 Pikes Peak project. "Designing this car was a tremendously rewarding experience, even though we still had to take the 'time' factor into account..."

The giddy altitudes visited by the Colorado hill climb present a unique technical challenge: that of ensuring the engines are able to breathe as freely as possible in the rarefied air... "In the case of a normally-aspirated engine, you basically lose one percent of the available power every 100 metres you climb," notes Peugeot Sport Director Bruno Famin. This is a fundamental parameter that has to be taken into account for this race which starts at an altitude of 2,865 metres and finishes at 4,301 metres! By the time they reach the start line, certain engines automatically shed some 30 percent of their potential. A powerful engine is consequently essential because there can be no question of Sébastien Loeb lacking power on the day.



Peugeot Sport's answer is a derivative of the bi-turbo V6 which was designed for endurance racing. With this 875-horsepower power plant under the bonnet, the 208 T16 Pikes Peak will boast even more power than a Formula 1 single-seater! It

goes without saying that it will be the most powerful car ever driven by world rallying's multiple champion. This will be motorsport in the extreme, especially since the guard rails that are a hallmark of traditional circuits make way for steep drops in the case of the Pikes Peak Hill Climb.

In its bid to reach out to the clouds, Peugeot Sport has also paid careful attention to providing Sébastien Loeb with a particularly lightweight car. "We've shaved it down to 875kg," observes Jean-Christophe Pallier. "As a result, we have achieved the magic and symbolic power-to-weight ratio of 1:1!" Meanwhile, to be sure that the car's handling is as agile as possible, the weight distribution of the tubular-framed machine has been meticulously fine-tuned, with the engine sitting in a mid-rear position, like the famous Group B rally cars of the 1980s and like endurance racing prototypes.

The 208 T16 Pikes Peak effectively shares its genes with those of the Le Mans 24 Hours-winning 908 in several areas. Indeed, last year's Pikes Peak took place for the first time on an entirely asphalted course, so the machine conceived by Peugeot Sport is practically an out-and-out endurance racing prototype. Common areas include the running gear, brakes and aerodynamic features like the air-intake and the spectacular two-metre wide rear wing which was originally used for the first-generation 908 HDi FAP. Unfortunately, there weren't any wider options in stock!

Also like that of a Le Mans car, the 208's aerodynamic package has been meticulously honed. "We believe efficient aerodynamics can give us a competitive edge over our rivals," notes Jean-Christophe Pallier. "The speeds reached during the ascension range from 50 to 240kph, and aerodynamics play a key role from 100kph." The 208 T16 Pikes Peak's hallmark rear wing and front splitter are not only extremely spectacular, but they are also awesomely efficient, in addition to bestowing the car with a truly beast-like stance. Meanwhile, although invisible, the design of the car's under-tray is responsible for generating almost half the car's down force...

Last but by no means least, the Peugeot 208 T16 Pikes Peak sits on bespoke Michelin tyres which provide the four driven wheels with invaluable grip. To tackle the 156 turns that stand between Sébastien Loeb and the Colorado clouds, the most successful driver in rallying history will most definitely benefit from one of the most potent purpose-engineered cars ever designed for motorsport!

**Source:** Toni Herbst  
General Manager - Public Relations  
Peugeot South Africa  
Email: [toni.herbst@peugeot.com](mailto:toni.herbst@peugeot.com)  
Web: [www.peugeot.co.za](http://www.peugeot.co.za)

Forwarded by Gerry Mullock  
(Technical Characteristics cont o/page...)

## TECHNICAL CHARACTERISTICS - 208 T16 Pikes Peak

ENGINE	
Type	V6 bi-turbo
Cubic capacity	3.2 litres
Number of valves	24
Position	Mid-rear
Number of cylinders	V6 (60°)
Maximum power	875hp
Torque	90mkg
Maximum revs	7,800rpm
Top speed	240kph
0-100kph	1.8s
0-200kph	4.8s
0-240kph	7.0s
TRANSMISSION	
Type	Four-wheel drive
Gearbox	Longitudinally-mounted six-speed sequential gearbox with steering wheel-mounted paddle-shift
CHASIS	
Frame	Tubular steel
Bodywork	Carbon
SUSPENSION/BRAKES/STEERING	
Suspension	Double wishbones and pushrod/rocker arm actuation at all four corners
Springs	Torsion bars
Dampers	Pressurised dampers
Anti-roll bars	Front and rear
Steering	Hydraulic power steering
Brakes	Hydraulic double circuit brake system with one-piece light alloy callipers
Brake discs	Vented carbon discs front and rear
	Diameter (front): 380mm
	Diameter (rear): 355mm
Wheels	Specific 18x13 magnesium alloy wheels derived from F1 technology
Tyres	Michelin (31/71x18)
DIMENSIONS	
Length	4,500mm
Width	2,000mm
Height	1,300mm
Front overhang	1,690mm
Rear overhang	1,690mm
Wheelbase	2,695mm
Wing	2,000mm (based on the rear wing of the Peugeot 908)
Fuel tank	40 litres
Weight	875kg

(An interesting article from RACT forwarded by Gerry Mullock gives a valid reason for some accidents involving Tee Boning. The familiar excuse; "I just didn't see the other vehicle!" You'd have to be less than honest *not* to have experienced this?)

## **Motion Induced Blindness ---how your eyes can play tricks!**

In a motor accident, wherein a speeding car hits a slower moving vehicle coming from the side, the speeding car drivers often swear that they just didn't see the vehicle coming from the left or right. Well, they aren't lying. They really don't see the vehicle coming from the side, in spite of broad daylight.

This phenomenon on the car drivers' part is known as "Motion Induced Blindness". It is definitely frightening.

Once airborne, pilots are taught to alternate their gaze between scanning the horizon and scanning their instrument panel, and never to fix their gaze for more than a couple of seconds on any single object. They are taught to continually keep their heads on a swivel and their eyes always moving. Because, if you fix your gaze on one object long enough while you yourself are in motion, your peripheral vision goes blind.

Till about three decades ago, this "heads on swivel & eyes moving" technique was the only way to spot other aircraft in the skies around. Now-a-days they have on-board radars, but the old technique still holds good.

Let me give you a small demonstration of motion induced blindness. Just click on the link below. You will see a revolving array of blue crosses on a black background. There is a flashing green dot in the centre and three fixed yellow dots around it. If you fix your gaze on the green dot for more than a few seconds, the yellow dots will disappear at random, either singly, or in pairs, or all three together. In reality, the yellow dots are always there.

Just watch the yellow dots for some time to ensure that they don't go anywhere!

<http://www.msf-usa.org/motion.html>

So, if you are driving at a high speed on a highway and if you fix your gaze on the road straight ahead, you will not see a car, a scooter, a buggy, a bicycle, a buffalo or even a human being approaching from the side.

**Now reverse the picture.** If you are crossing a road on foot and you see a speeding car approaching, there's a 90% chance that the driver isn't seeing you, because his/her peripheral vision may be blind! And you may be in that blind zone.



LTCOL D. M. Wyatt, OAM, RFD, (Retired),  
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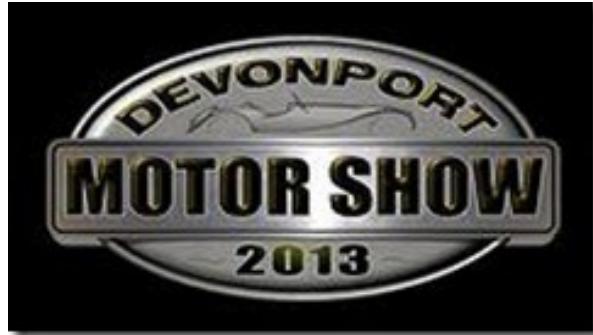
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Sunday 24<sup>th</sup> March, 2013

We were sitting around at Heartkids at Josef Chromy Wines having some lunch and Peter Davson-Galle came up with the idea some of the northern members of the French Car Club of Tasmania might like to attend the annual Devonport Motor Show, so a seed was sown to display a few cars and to also make an interesting drive to the event. The following is about a very wet day on the North West coast.

The day started out fine but a quick check of the Bureau of Meteorology web site revealed a few showers were on the way. After filling in the log book that is required for special interest vehicles and getting some petrol I was on my way to meet Peter at the Exeter Hotel.

When I got to the Exeter Hotel Peter and his 4CV were already there waiting for me. We left very shortly after exchanging greetings and advising Peter of the showers we were going to get on our drive to Devonport. We had got about three kilometres out of Exeter and rain drops started appearing on the windscreen which then developed into rain in the next few kms.

We had a run through to Frankford with very little traffic on the road but with few showers of rain. Leaving Frankford and going over the Saddle we caught up to a Mini that was obviously going to the same place we were. By now the rain had become very steady and quite hard which was limiting visibility and making it difficult to see far enough in front to be able to pass the mini safely. When I looked in my rear view mirror all I could see of Peter was two bright spots of his headlights. We were finally able to pass the mini when the rain stopped on the straight just before the Narawntapu National Park turn off. We managed to get to Devonport with no further rain but the road was still very wet.

Finally we arrived and were given our places to display our cars, which seemed to be split up into years. I was parked next to Balky from the CCCT who was displaying his nicely presented Citroen.

I walked down to Peter's car that had already had an audience gathering wanting to know more about his 4CV with its appropriate number plate 'NOT750'. It wasn't long before another shower of rain hit us so a mad dash was made to the MG Car Club marquee to shelter from the rain. We became quite friendly with the MG Car Club guys having about five trips to their marquee over the day as the showers came at intervals of about every twenty minutes to half hour.

In between the showers we managed to get to see some of the cars on display and chat to their owners about their pride and joy. There weren't many trade displays as the inclement weather probably put them off. The dyno supplied by the organisers didn't fire up until the last shower had past. By now the ground at the park had become quite soggy under foot.

We left about 2:30 pm after trophies had been handed out and thankfully it was dry trip back home.

Colin Fuller

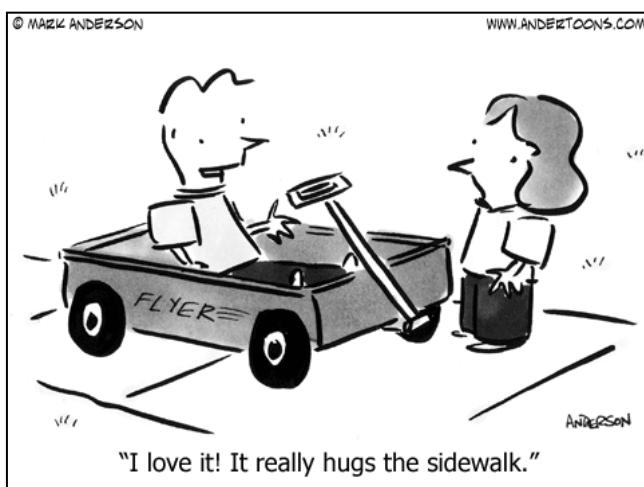


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In the NEXT issue of "The Rampant Frog"  
Contact a committee member - details page 2



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(PS Committee members are not eligible to enter this competition, sorry.)

# GENEVA: Renault Chief presses for replacing old diesels

By Graeme Roberts 7<sup>th</sup> March, 2013.



(Pic: <http://www.france24.com/en/20081210-carlos-ghosn-strengthen-hold-renault->)

## Pressure to replace old diesels in France

Renault chief Carlos Ghosn wants the French government to take measures to replace the most polluting old diesel models in France. He insisted that there was no reason to rule out diesel technology altogether, since the new models did not pose the same health risks as the old ones.

"We should perhaps remove the very old diesels that have not evolved technologically and that could cause health problems," Ghosn told AFP on the first day of the International Geneva Motor Show.

France has over the past 20 years undergone a widespread "dieselisation", with nearly 60% of cars in the country today relying on the fuel. (Source: AFP)

Heated debate has recently emerged over the health implications of such cars. There has been much publicity given to the World Health Organization's report into the carcinogens created by diesel engines, especially big ones. This has led to a call by some French politicians to call for a ban on the use of diesel engines in Paris. Ecology Minister Delphine Batho and Housing Minister Cecile Duflot have held the cars accountable for the some 40,000 deaths each year in the country linked to breathing in fine particles.

It's not just France, for instance there is an investigation into cancer cases along a major transport corridor in California, where trucks are heavily implicated. The mining

industry in Australia also concerned about the welfare of miners working with diesels underground.

So, what does this mean for our diesels? Are they all killers? Fine air particles (particulates, generally appearing as black smoke) are accepted as causing the cancer risk. These are mainly emitted by the old-style mechanically injected diesels which, as far as I know, have not been used in European cars since the 90's. Our 2001 model Peugeots have processor-controlled electronic injection, but they can still put out a small amount of black smoke for a second or less when the accelerator is "floored". This was fixed on the next model by the addition of a particulate filter, so our 2007 model wagon does not put out any visible particulates.

The latest trucks have "soot filters" as well, but they still appear to be in the minority locally, just watch the output of those vertical smokestacks! However, we did not see a single puff of diesel smoke during our recent 3 months and 14,000 K's around Europe. The future? Modern diesels are relatively clean and getting cleaner, so they will stay with us for a long time yet. At the same time, there are massive increases in petrol engine efficiency taking place at the moment with the tiny force-fed motors challenging diesel economy and carbon dioxide output. From my reading, the ratio of diesel to petrol cars will swing back towards petrol a bit, but diesels will stay on in the bigger cars. It looks like most small low-priced cars will return to petrol, mainly due to the fact that diesels cost more to build. No sign of petrol truck engines, or not that I have been able to find.

Our "e-Hdi" Peugeot 308 that we leased for our time in Europe was a "Micro Hybrid", using a diesel which stopped when the car was stopped in traffic, with an electric motor to get the car moving again while the diesel was starting. We loved it! Hybrid technology seems certain to become more and more prevalent, even in trucks. I read with interest Peugeot-Citroen's proposed move into compressed nitrogen as a short-term energy storage medium for hybrids instead of batteries. It will be coupled to their new 3-cylinder *petro*/motor.

Forwarded by Noel Addison

Source: [http://www.just-auto.com/news/renault-chief-presses-for-replacing-old-diesels\\_id132336.aspx](http://www.just-auto.com/news/renault-chief-presses-for-replacing-old-diesels_id132336.aspx)

# BON APPÉTIT!

## Gluten Free

### Chocolate Almond Cake

#### INGREDIENTS

250g dark, bitter cooking chocolate

150g castor sugar

150g butter

100g ground almonds

5 free-range eggs, separated

Icing sugar

Thanks to Deirdre Wise for sharing these  
authentic French recipes!



- 1 Pre-heat oven to 180 degrees. Melt chocolate, sugar and butter in a bowl over a pot of simmering water. Remove from heat, stir to combine, mix in ground almonds then beat in the egg yolks, one at a time.
- 2 Beat egg whites until stiff and peaked then stir a couple of spoonfuls into the chocolate mixture to lighten it before gently folding in the rest.
- 3 Turn into a buttered and floured 20-centimetre round tin and bake for 40 to 50 minutes.
- 4 Leave to cool before removing from tin. Dust with icing sugar to serve.

### Chocolate Macaroons with Chocolate Ganache Filling

#### Chocolate Macaroons

#### INGREDIENTS

1/2 cup ground almonds, sifted

1 cup pure icing sugar, sifted

4 tbsp Dutch-style cocoa, sifted

2 egg whites

1/4 tsp cream of tartar

## **METHOD:**

- 1 Preheat oven to 200 degrees centigrade. Prepare two baking sheets lined with baking paper.
- 2 Mix the sifted ingredients together in a bowl and set aside.
- 3 Beat the egg whites with the cream of tartar to snowy peaks. Fold a spoonful of the egg whites into the sifted mixture to blend and then fold in the rest of the egg whites quickly but with a light hand.
- 4 Spoon teaspoonfuls of the mixture onto the paper lined trays, leaving three centimeters between blobs. Do this as quickly as possible and place trays immediately into the preheated oven. Cook for eight minutes or until macaroons feel firm on the outside.
- 5 Wet a tea towel with cold water, wring out and place on the bench. Remove trays from oven and place on the damp cloth for a few minutes. With a spatula, slide the macaroons onto a cooling rack. Allow to cool completely before filling. If not needed immediately, store unfilled macaroons in an airtight container.  
Recipe makes 16 pairs.

## Ganache Filling

## **INGREDIENTS**

**75g dark good quality cooking or couverture chocolate**

**1 tsp butter**

**4 tbsps cream**

## **METHOD:**

- 1 Break chocolate into small pieces and chop in food processor into a powder.
- 2 Bring cream and butter to the boil in a pan.
- 3 With motor running, pour the boiling cream mixture onto the chocolate in a steady stream. Process until smooth. Refrigerate until just cold, and then beat in an electric mixer until soft peaks form. Use straight away.
- 4 Excess Ganache will become too stiff to spread. Allow it to return to room temperature and then re-beat for a few minutes to regain spreadable consistency.



## **French Car Festival**

**Seaworks Museum, Williamstown**

**Sunday 20<sup>th</sup> October, 2013**

**Host:**  
Renault Car Club  
of Victoria

For more details go to;

[http://frenchcarfestival2013.net/French\\_Car\\_Festival\\_2013/Bonjour.html](http://frenchcarfestival2013.net/French_Car_Festival_2013/Bonjour.html)

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