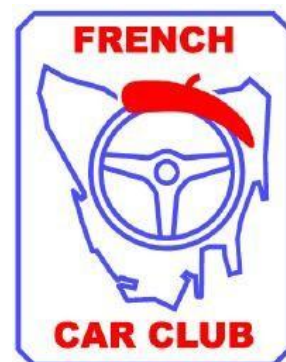


The Rampant Frog

March- May 2014



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The French Car Club Of Tasmania Inc.

www.facebook.com and www.allpartsautomotive.com.au,

P.O. Box 193 New Town, Tas., 7008

President	Colin Fuller vk7zcf@inet.net.au	0407 353 034
Vice President	Trevor Wise taswise@internode.on.net	6225 2935
Secretary	Lisa Febey febey@internode.on.net	6278 1956
Treasurer & Membership Secretary	Damien Febey damien.febey@treasury.tas.gov.au	6278 1956
Committee	Bruce Chetwynd Georgie Addison Wayne Stevens Peter Davson-	6225 0988 6249 2902 6344 1302
Merchandising Officer	Christine Stevens	6344 1302
Public Relations Officer	Trevor Wise taswise@internode.on.net	6225 2935
Club Captain	Georgina Addison gaddison2@bigpond.com	6249 2902
Editor	Lisa & Damien Febey febey@internode.on.net , damien.febey@treasury.tas.gov.au damien.febey@gmail.com	6278 1956
Public Officer	Derek Haigh	

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Disclaimer

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

Cover Picture: A Citroen Ami 6.

Some say it's ugly, some say it's crazy. I say I want one! (Not me! Ed's Assistant)

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Up Coming Events

Invitations to view 2 Car Collections at Devonport

Date: Sunday, 22nd June, 2014
Venue: 10.30 a.m. NAMT, Cimitiere St, Launceston & drive to Ghost Rock Vineyard, (ETA 12 noon), Northdown.
ETD Ghost Rock 1.00 pm & drive to view collections.
RSVP: Peter Davson-Galle P.DavsonGalle@utas.edu.au
By 16th June, 2014 (ASAP)

Bastille Day Display & Dinner

Date: Saturday, 12th July 2014
Venue: Display at Parliament House lawns, Hobart
Dinner: 6.00 for 6.30 pm Taroonia Lounge Bar, Taroonia
RSVP: Febey@internode.on.net Ph: 62 781956
Contact Mobile for Display: 0437 807 150

CCCT Invitation Drive & Lunch at Great Lakes Hotel

Date: August (date to be advised)
Venue: Great Lakes Hotel, Miena.
RSVP: Bauke Meijer mothersworry79@gmail.com

AGM and Special Meeting

Date: August (date to be advised)
Venue: TBA, Special Mtg 10 am, AGM 11 am, Lunch 12 noon.
RSVP: Febey@internode.on.net 62781956

'Wogs 'n Frogs' Car Display

Date: November (date to be advised)
Venue: Royal Park, Launceston
RSVP: Febey@internode.on.net Ph: 62781956

Xmas Lunch

Date: December (date to be advised)
Venue: (To be advised)
RSVP: Febey@internode.on.net Ph: 62781956

A Few Words from the President...

You may have seen in the news Australia has recently lost two motoring greats; Harry Firth aged 96 and Sir Jack Brabham aged 88. Both these Australian motoring icons had a French connection. Sir Jack won his first Formula One Grand Prix at Monaco in 1959, and Harry, between gigs with Ford and Holden, drove a Renault R8 Gordini and created the modified Renault R16TS. Harry will be best remembered for his creative solutions and rule interpretations, while Sir Jack will be remembered for three world championships in Formula One. His last was won in a car bearing his own name, and he was the only person to ever achieve this feat.



2014 is the 50th anniversary of the Renault 8 Gordini and to celebrate this milestone an event called 'Jour G 50' will be held on 4th & 5th October at the 22nd Autobrocante Festival in Loheac, France.

Daniel Ricciardo has been in the news recently winning his first Grand Prix in Formula One. He's in 3rd place on 79 points & doing well in his first year with Red Bull, finishing higher in the standings than German team mate Sebastian Vettel in 5 out of 7 races. He's broken the six straight wins of Mercedes. Red Bull has been struggling this year with the new Renault turbo 1.6 litre engine. It reminds me of when Renault first used the engine in 1977 when developing this new technology. Its' reliability seems to be a problem. Red Bull has had 3 retirements due to engine and turbo problems. Mercedes may well be the number one team this year and their engine the best performing power units.

Updating the Club's Constitution is on the agenda this year so that it reflects the way the club functions with our widely spread membership. The process is outlined on page 9. You can vote for or against proposed changes on the day of the AGM, so please come along.

FCCT had '15 minutes of fame' on national television recently, when a few of our members had an early start at the 'France to Freycinet' & Sea Fest Festivals at Triabunna Wharf. We put on a small display of French cars during the weather crosses on Channel 7's 'Sunday Sunrise' program. Members later joined others & contributed to a larger display at Triabunna Village.

While driving tonight I heard on the news that we'll have the Longford Revival again in 2015. The Revival takes us back to the 1950's and 60's when racing drivers came from all over the world to race at Longford. The 2011 and 2012 Revival events were not profitable so it was decided to make it a biannual event but this year it was cancelled. However, a partnership between local business owners and motor sport enthusiasts Greg Garwood and Clint Pease means we'll now see the return of the Longford Revival, following its acquisition from former owner Octagon Australia.

Cheers, Col.

Dodderidge, Sutherland, Mortimer Memorial Run Saturday 15th March, 2014

This trip has been on the drawing board for some time to honour former members who have sadly passed away: Peter Dodderidge; Rodger Mortimer; and John Sutherland.

Southerners (that included me and Lisa, Ben Sturges, Georgie Addison and Peter Davson-Galle) met at New Norfolk for coffee and then drove to Hamilton where we met up with Northerners (Col Fuller and Rhonda Mortimer).

After we met & a quick cuppa at a homely little café called 'The Cake Lady' in New Norfolk, it was on to Hamilton to meet up with Col & Rhonda. From there, I had an opportunity to drive Peter's R8 to Westerway, but my fun was spoilt stuck behind a very inconsiderate driver towing a Caravan travelling at a snails pace through winding roads unsafe for overtaking. He/she had no intention of pulling over to let others pass. This is not only a cause of driver frustration but potentially, of serious accidents.

Once clear of slow traffic we took the opportunity to exercise our cars more fully on the scenic open road to Strathgordon. Some (not me – had my eyes on the road) caught a glimpse of Bruce Chetwynd participating in a cycling trip in the area. Bruce & Birgit Kruse were also staying at the Lake Pedder Chalet which was our destination for lunch.

The meals were very nice, although it took a while to be served as the backpacker staff were short in numbers. But because we were enjoying ourselves out of the cold service wasn't an issue. Col said a few finely chosen words in remembrance of our dear departed members; Peter, Rodger and John and after lunch we headed back home.



(Above: Col Fuller and Georgie Addison share a joke at Lake Pedder Chalet)

Damien Febey

'France to Freycinet' Sunday 6th April, 2014



('From France to Freycinet' Festival is a biennial event celebrating French history on Tasmania's East Coast. First held in 2002, it commemorates a visit by the Baudin expedition. Featuring a range of activities held up and down the East Coast, the event coincided with "Seafest" at Triabunna.

It was a very early start (despite the end of daylight savings) for those who travelled to Triabunna on Sunday 6th April for Sunrise Television's live cross coverage of the Tour de Cure (cancer charity ride on route from Sydney to Hobart). This early start may have caused collateral damage to the front guard of Col Fuller's R12 as he travelled in the dark and collided with a kangaroo.

Some members decided instead to stay overnight in Triabunna (Peter, Alex and Karolina and Ray Stone) however, interestingly they were interrupted by a brawl that broke out among locals in the street. (Some thought it was Peter earlier revving up his Renault (not) 750 to a disbelieving audience that may have stirred them up!)

The "live cross" featured member Bertrand Cadart (Mayor of Glamorgan-Spring Bay) shamelessly promoting the East Coast in front of (mostly) our club's French cars on national TV; a coup for FCCT - thanks Bertrand!

When the "live crosses" finished we headed off to "The Village," (a community project of the East Coast Regional Development Organisation) the allotted venue of the French Car Display for the occasion, where we joined the Citroen Car Club folk. Our cars were a feature of the market place and attracted lots of interest from the passing parade. Prizes were awarded through a people's vote. The Kerr's Citroen 2CV, Peter's Renault not 750 and a locally owned Peugeot 407 were judged the favourite cars.

It was a great day and definitely one well worth attending again when the Shire next celebrates its French connection in 2016.

Damien Febey



(Above: Garry Kerr's 2CV (CCCT), Peter Davson-Galle's 4CV & other FCCT cars at Triabunna.)



(Above: Mayor Bertrand Cadart tipping his hat to the beauty of Alex Damen's Renault Caravelle.)



(Above: Damien Febey's Renault 12 & Ray Stone's immaculate Peugeot 404.)

Post Vintage Car Club 'Picnic at Ross' Sunday 18th May, 2014

Members again made the trip to PVCC 'Picnic at Ross' on Sunday 18th May.

Unfortunately skies were very grey with intermittent drizzle and it was pretty cold nearly all day. Although overall attendance was down on last year, some very fine machinery was on display.

The small number who braved the weather were; Col Fuller (Renault Laguna), Damien and Lisa Febey (Renault 12 Wagon), Bruce Chetwynd and Birgit Kruse (Peugeot 405 Diesel), Peter Davson-Galle (Renault 4CV) and Ray Stone (Peugeot 404). Numbers were boosted by CCCT members with two DS's, a GS, CX and a Xantia turbo.

The display was again located on the sports ground and combined with the weather made conditions less attractive for a walk to town, which probably affected retail sales. A treat once again this year was the opening of a local private collection of cars that included a C type & E type Jaguars, Jaguar XK 120, Rover, Mini, Austin Healy, and a Mustang, all impressively in pristine condition.



(Above: Peter Davson-Galle's spirited Renault 750 flew the flag for French cars at Ross.)



(Above: Not just cars, but hats, coats & tents a must at this years' 'Picnic at Ross'.)



(Above: Mike Barratt's (CCCT) classic Citroen DS at the display at Ross.)

Damien Febey

SPECIAL MEETING
At
AGM in August 2014
To discuss
**PROPOSED CHANGES TO
FCCT CONSTITUTION**



The committee has recently been giving consideration to making some changes to the Club's Constitution. The current Constitution was created when the Peugeot Car Club became the French Car Club about ten years ago. Since then, the club has evolved and technology has changed. The Committee is of the view that the Constitution needs review to ensure it is contemporary and meets the needs of the club going forward.

To make changes to the Constitution a Special meeting has to be called. A Special Meeting will precede the Annual general Meeting in August, 2014.

A copy of the *Constitution* will be forwarded to all members prior to the date of the meeting showing draft options for changes being considered. All members will have an opportunity to respond to the options or to raise others. These can then be put to all present at the Special Meeting for consideration & decision.

? *Peugeot 108* or *Renault Twingo* ?

It appears the French have been forgiven for not backing Bush junior's Iraq adventure.

I came across an excellent article on the website "French Cars in America" one that wouldn't have been well received in the "land of the free" a few short years ago. There are a lot of interesting articles to be found on this website, including a very detailed comparison of the latest 108 and Twingo.

Full details are on <http://www.french-cars-in-america.com/2014/02/peugeot-108-vs-renault-twingo.html>

A fragment of the text states: "Both of them are really exciting small cars. It is hard to say which one is better than the other one, but at least they are both on the top of the city car segment".

Fortunately, Peugeot and Renault are looking to different kinds of customers since their new brand positioning. Most probably, the Peugeot buyer will quickly prefer the Peugeot 108 and the Renault buyer will go for the Twingo!

The Peugeot will also have a big advantage: the retractable fabric roof, however the neo-retro style of the Renault Le Car ... oops! Twingo could be a plus for Renault."



Noel Addison

PEUGEOT UNVEILS THEIR NEW DAKAR BUGGY

Peugeot haven't entered the event for many years, but they dominated it from 1987 to 1996 with a series of purpose-built specials.

In '87 and '88 they won with a car based on the immensely successful **205 T16 group B rally car**. This was developed into the **405 T16** to take out the event in 1989 and '90.

They badged their cars with chevrons in '91 and the winner was a "Citroën ZX". Mitsubishi took out the top placing in '92 and '93, but the ZX won again in '94, '95 and '96.

Peugeot has decided to get back into the event this year, perhaps to build on the success of the "208" at the Pikes Peak hillclimb in the US. They have built the prototype (at least) of the "Dakar Rally Raid Special 208" and it was displayed "in the metal" at the Beijing motor show.

The photo was taken of it being unloaded for the show - I wonder if M. Peugeot would have been relaxed with the lifting arrangements?

Interestingly, it has massive 940mm diameter tyres and is rear wheel driven only; hence it's described as a "Buggy". I recall General Motors having a lot of success with their 2 wheel drive "Hummer" against the 4X4s.



(Above: The Peugeot 2008 DKR: a racer for Dakar based on the 208 Crossover.)



(Above: This 250 kW Hybrid4 petrol electric four door at the Beijing Motor Show.)

Noel Addison

Citroën Grand C4 Picasso Wins Best in Category Good Design Award

May 29, 2014:

Citroën's all new Grand C4 Picasso has won the top award for "Best in Category" in the Automotive and Transport' section of the Good Design Awards. The announcement was made at the Australian Good Design Award ceremony gala event last night. The Citroën Grand C4 Picasso was chosen out of entries which included automotive vehicles, automotive components, motorcycles, buses, trains, trucks, aircraft, watercraft and other modes of transport.

There are three levels of awards presented:

Design Good Selection - Which means you make the finals

Good Design Award - Any Good Design Selection can win a Good Design Award

Best in Category Good Design Award - Only one is given out per category

Design Award judges commented on a number of aspects of the design of the Citroën Grand C4 Picasso saying the car was beautifully refined and showed considered design from every aspect. They also said the designers really understood the target market well and have designed a perfect people mover. The exterior design and clever elements, such as the removable centre console,

fold down trays which are well built and sturdy, adaptable sun visor system and ample interior space were also highlighted.

The Australian Good Design Awards is one of the longest standing and most prestigious design awards in the world. The program has a heritage dating back to the Industrial Design Council of Australia established in 1958.

Today, the Good Design Awards are highly regarded by business, industry, academia and government for their important role in setting a benchmark for the design profession and for driving competitiveness in Australian business. Internationally, the program is respected for its rigorous design assessment process and for focusing the world's attention on Australia's high standards of design, creativity and innovation.

CITROËN Grand C4 Picasso Achievements:

- *Top Gear UK named CITROËN Grand C4 Picasso 'Family Car of the Year' for 2013.*
- *The Golden Steering Wheel for 2013 in the MPV category was awarded to CITROËN Grand C4 Picasso by AUTO BILD magazine and newspaper BILD am SONNTAG.*
- *The all New CITROËN Grand C4 Picasso has been named 'MPV of the Year' in 2014 What Car? Awards by British magazine WhatCar?*
- *The CITROËN Grand C4 Picasso was first 5 star diesel vehicle on Green Vehicle Guide Australian Government website (when published on 1st March 2014).*



(Above: Citroen's all new Grand C4 Picasso, winner of Australian 2014 design awards).

(Source:

<http://www.citroen.com.au/about-citroen/news/archive/2014/citroen-grand-c4-picasso-wins-best-in-category---good-design-award>)

PSA Peugeot Citroën generated a €4.5 billion trade surplus for France in 2013

February 14 2014:

Thanks to its solid manufacturing base in France, PSA Peugeot Citroën contributed a positive €4.5 billion to the country's trade balance in 2013. It exported 579,000 vehicles from French plants, and imported 262,000, for a trade surplus of 317,000 vehicles.

Solid manufacturing roots strengthened by the new social contract

The French automobile industry accounts for almost 1 out of 10 jobs in France, either directly or indirectly. With nearly 100,000 employees in its 5 automobile assembly plants and 11 mechanical component facilities and foundries, PSA Peugeot Citroën is France's leading manufacturing employer and the engine that drives the country's automobile industry.

To maintain its robust production base in France, PSA Peugeot Citroën has pledged, through its new social contract, to:

- Produce one million vehicles in France in 2016.
- Launched, (as announced) the production of at least one new model in each of its French assembly plants by 2016.
- Invest €1.5 billion in France over the 2014-2016 period.
- Carry out more than 75% of its R&D volume in France by 2016.

Moreover, as France's number one patent filer for the past six years, PSA Peugeot Citroën remains the leader in innovative automotive technology. (Source: INPI) When announcing these figures, Philippe Varin, Chairman of the Managing Board, said: "PSA Peugeot Citroën has been a major force in French industry for 200 years and is part and parcel of the country's heritage." "Our roots in France are key to the company's success, the automobile industry and, more generally, the French economy. Making France more competitive in the international marketplace represents an incredible opportunity for us to work together with the goal of developing our manufacturing expertise."

(Source: www.Autonews.com/)

Pure Leading Toe-control Arms

One of the nice things about looking at people's cars at the Junee meet was seeing that a good number of 4CVs had toe-control leading arms fitted to the rear suspension. In my view this is an excellent idea & I can't see why anyone wouldn't do it. I first fitted a pair to my second 4CV in around 1966 on the advice of an Adelaide Renault agent. I wrote an article on these for FourWord (or whatever it was called then) about twenty years ago when last a member of the register & what follows revisits that.

I'll cover 3 matters: why they're a good idea, how to make them & how to "tune" them.

1) Driven independent rear suspensions tend to pull themselves to toe-in (fronts of the wheels pointing inwards) under acceleration & get dragged to toe-out (fronts pointing outwards) on lift off. This move to toe-out is potentially a bad one for handling in that such a move to lift off toe-out reinforces an existing lift off tendency to oversteer generated by weight transfer which, if not under control, can lead to a spin. Contrary to some advice to never lift off in a corner in a rear-engined swing axle vehicle, I advocate a brief lift prior to the apex to point the nose in. However, one wants all of this to be controlled & having the axles flailing around longitudinally doesn't aid the cause of having things controllable. So, the more swing axles can avoid toe changes the better.

R8 family vehicles employ two semi-trailing (attached to the body forward of the axle & trailing back to the axle on a diagonal path) arms that provide toe control but 4CV/Dauphine family vehicles rely on the trunnion bearings or bushes alone. This is a dumb idea as, being at the transaxle end of the axle tubes they are at the wrong end of a longish lever that multiplies the forces generated at the tyres' contact patches on acceleration/deceleration. In short, it doesn't take long for such put-upon bushes/bearings to have developed enough slop to allow toe change. So, what to do?

One solution that I have employed with my current 4CV is to use the R8 style semi-trailing arms. But that vehicle was undergoing radical conversion & I was moving to a front mounted fuel tank. Short of something like that, the under-back-seat fuel tank of a 4CV/Dauphine is right in the way of those arms. However, there is clearer space to the rear of the axles on either side of the engine & the simplest sort of toe control arm

to employ here is a pure leading arm (for-aft orientation & mounted on body to rear of axle). The easiest place to do this is to mount it off the longitudinal chassis rails. Not as nice as the R8 style arms but a satisfactory way of controlling toe change. Apart from making the cornering behaviour of these beasts more sanitary, such arms have the supplementary benefit of lessening stress on, & wear of, the trunnion bearings or bushes. So, how to make them? There are a few ways of doing this but I'll explain how mine were done back then & some principles that should be complied with in any variation on the theme.

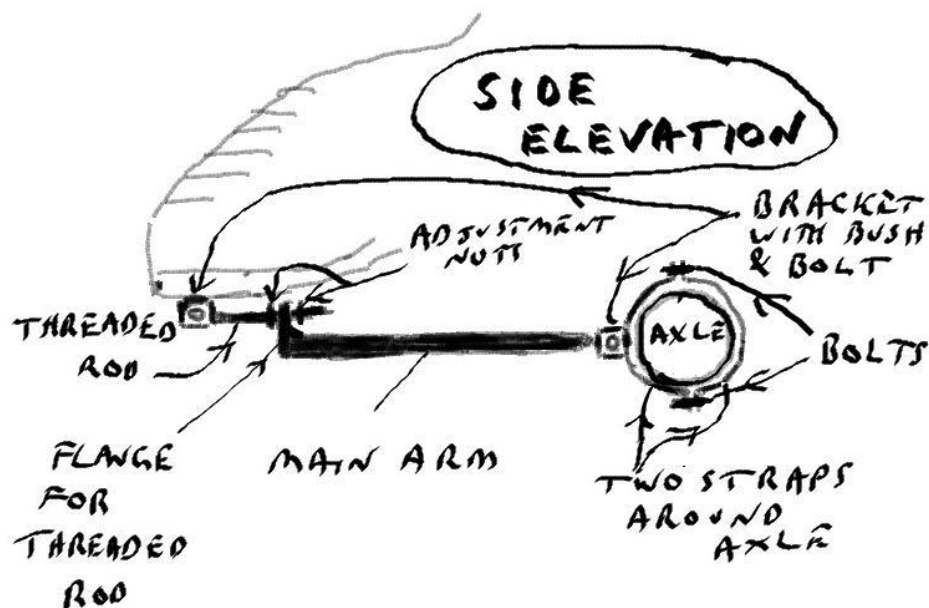
2) Crudely put, the components of the arm are the arm itself, a way of adjusting its length, a way of attaching it to the longitudinal chassis member & a way of attaching it to the axle tube. A poorly drawn diagram is below & should be referred to as one reads; but, in words: The arm has to have one main feature: being stout enough not to bend under compression loads along its length. I used simple square section tube (2.5 cm square).

To have it adjustable, I used a piece of threaded rod. A stout flange was welded to on the rear end of the arm (easier to get at for adjustment than the axle end). That flange had an unthreaded hole in it through which the threaded rod passed & the rod had a nut on either side of the flange. At the other end (the rear) of the rod is welded a piece of tube (hole orientated laterally) of a size to receive a damper style bush fitted inside it. A similar arrangement of a piece of tube (to contain a damper bush) was welded on at the front (axle) end of the main arm. Incidentally, I chose damper bushes as they are firm enough to exercise adequate control of toe but have some flexibility such that, as the arm sweeps through its arc on bump & rebound, they can give a bit to accommodate the effective shortening that thereby occurs. Making the arms as long as possible lessens this effect.

Attachment at the rear was by a bracket descending from as far back on the longitudinal chassis rail as possible. It descends far enough for the arm to be as near parallel to the ground as possible in static mode. (This "drop" will be best measured after the attachment of the rod to the axle tubes has been done.) The bracket is basically three bits of flat iron welded to make a "U" with the open end pointing down & a hole in each of the descending plates such that a bolt can pass laterally through it. The idea is that the bolt passes through the hole in the middle of the damper bush mounted at the rear end of the threaded rod on the arm.

So, what of the front? Basically, we clamped straps around the axle with another "U" shaped flange welded on to them to, again, bolt-mount the arm through the damper bush. The "straps" were simply more flat iron that was shaped into two half circles with bent ends. The ends had holes in them such that, as the two half circles met around the axle at top and bottom, bolts held them together through those bent ends.

3) As is predictable from the above, the method of tuning is to use the length of threaded rod to vary the length of a given control arm. Initially, one simply sets that length to suit where the axle seems to naturally "sit". However, that might not prove to be the best final geometry, especially if, as is likely, your trunnion bushes or bearings have already worn enough to have some slop. One possibility is that, having so mounted the arms, one half axle has a different toe angle to the other. This will be apparent when driving as the car will "torque steer" left or right on acceleration or deceleration. The solution is judicious lengthening or shortening of one arm or the other via the nuts on the threaded rod. Basically, the recipe for doing this is as follows. If the car steers left on acceleration (right on deceleration) then lengthen the right hand arm &/or shorten the left hand arm. If the car steers right on acceleration (left on deceleration) then lengthen the left hand arm &/or shorten the right hand arm. I'd suggest trying to correct the torque steer by fiddling with both arms (in different directions) rather than just changing the length on one arm as this is less likely to stress the trunnion bearings or bushes.



Peter Davson-Galle

MEGANE RANGE

• RUNOUT •

RENAULT MEGANE HATCH
EXPRESSION AUTO PETROL FROM

\$21,990 DRIVE
AWAY*



MEGANE R.S. 265
SPORT LIMITED EDITION FROM

\$36,990 DRIVE
AWAY*



RENAULT MEGANE WAGON
GT-LINE AUTO PETROL FROM

\$25,990 DRIVE
AWAY*



The Renault Mégane range is now in runout with low prices across selected Hatch, Wagon and Renault Sport models. Renowned for their elegant European style and innovative features, the Mégane Hatch and Wagon models combine efficiency with power and space. For high-performance driving, the Mégane R.S. 265 cannot be beaten on style or motorsport credentials.
RACE IN TO HOBART RENAULT WHILE STOCKS LAST.



HOBART RENAULT

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*Recommended drive away prices for the Mégane Hatch Expression CVT, Mégane Wagon GT-Line Petrol and Mégane R.S. 265 Sport Limited Edition, each with non-metallic paint. Valid for vehicles ordered between 01/05/2014 & 30/06/2014 while stocks last. Renault reserves the right to vary, extend or withdraw these offers. Offers not available for Govt. buyers.



Frogs' IN Focus

Dear Members

Please send us **YOUR** stories!

They are needed for **YOU** to read!

Thanks,
Ed.

Believe it - or not!

FRANCE CURBS PARIS CAR DRIVERS TO COMBAT DANGEROUS SMOG

16TH MARCH, 2014 ...

France will introduce driving restrictions in Paris on Monday to tackle dangerous pollution levels, the first such ban for twenty years as politicians try to get rid of health-threatening smog days before municipal elections.



Paris is more prone to smog than other European capitals because of France's diesel subsidies and its high number of private car drivers. A week-long spell of unseasonably warm, sunny weather has recently exacerbated the problem.

Under the scheme, drivers may only use their cars on alternate days, according to the odd or even numbers on their license plates.

Free public transport including cycle and electric car-sharing schemes, was introduced last week, as a visible haze hung over Paris streets.

"Our core objective is to ensure public safety because we want to end this pollution," Environment Minister Philippe Martin told a news conference on Sunday, warning that the air quality was likely to worsen on Monday.



Last week European Environment Agency (EEA) figures for Thursday showed there was 147 micrograms of particulate matter (PM) per cubic metre of air in Paris, compared with 114 in Brussels, 104 in Amsterdam, 81 in Berlin and 79.7 in London.

Political opponents and car associations criticized the decision, saying it would be tough to police, and accused the Socialist government of conceding to pressure from its coalition Green partners ahead of local elections in late March.

"This is impossible to enforce, stupid and an attempt to win votes," Pierre Chasseray, president of drivers' lobby '40 Millions d'Automobilistes', told French television and newspapers. Opposition UMP Chief Jean-Francois Cope and Mayor of Meaux in the suburbs of Paris said there was a lot of confusion about the scheme. "The ecologists have applied a lot of pressure on the government and the decision was rushed. It lacks coherence, explanation and — on the ground, as a mayor from one of Paris's suburbs — it's panic," he told Europe 1 radio.

The last restricted driving scheme was introduced in October 1997 in response to pollution from heavy diesel fumes. It lasted one day.

(Source:

<http://www.cbc.ca/news/world/france-curbs-paris-car-drivers-to-combat-dangerous-smog-1.2574747>)



\$6.6 Million 'French Mistress' (above) Tops Car Auctions

March 7-9 201

A rare, 1937 French Roadster just sold for \$6.6 million, proving that rich car collectors are still spending. Total sales for the collectible-car auctions at the Amelia Island Concours d'Elegance over the weekend topped \$66.8 million; a record for the event. That was up 20 percent from last year, and the average sale price topped \$400,000, up from \$366,787 last year, according to collectible-car insurance firm Hagerty.

The Amelia concours event has been held on the Florida Island every year since 1996. The star of the weekend was a 1937 Delahaye 135 Competition Court Torpedo Roadster by Figoni et Falaschi—one of only two surviving examples of the French-built model. RM Auctions sold the

car for \$6.6 million, topping the high estimate of \$6 million. The car had been owned by the famed collector and car dealer Malcolm Pray, whose wife playfully nicknamed the car "Malcolm's French Mistress" because of his fondness for the car. He died last summer.

<http://www.nbcnews.com/business/autos/6-6-million-french-mistress-tops-car-auctions-n49001>

Renault Kwid comes with RC drone

We're used to seeing motor show concepts with extreme accessories, but Renault has just taken it to a new height -- airspace level.

The French brand's Kwid crossover concept launched at India's Auto Salon includes a remote-control spy drone that launches from a dock at the back of the vehicle's roof and heads out on missions to find you parking spaces, scout for traffic problems and even take a few aerial holiday snaps -- presumably for loading to your social media updates.

The quadricopter drone is operated via a tablet in the cabin, but if your passenger doesn't want to play (or you don't want them to get their clumsy mitts on the controls), it can fly in pre-programmed modes using GPS to monitor its path and position.

The rugged-looking little Kwid crossover is a three-door hatch with offset positions for three -- the two passengers flanking the driver -- in two-tone elastic strap-design seating Renault says was inspired by birds' nests.

Are we going to see the drone offered as an option on future Renaults? It's highly unlikely, with the Kwid being just a show attraction. Which is something of a shame; because it probably does a more reliable job than the onboard satnavs that will lead you astray in many cars and would definitely be more fun.



(Source: http://www.carsguide.com.au/news-and-reviews/car-news/renault_kwid_comes_with_rc_drone_81820_20140206)



Columbo's car - 1959 Peugeot 403 Cabriolet

If you're not familiar with 'Columbo', the show is about police Lt. Columbo-a detective wearing a crumpled overcoat, cheap suits and polyester ties, a man so disheveled in appearance you could hardly take him seriously. His bumbling nature would lead you to think him incompetent, but this was his weapon against the perpetrator.

So, how does the car figure into this? Lt. Columbo needed a car for the show, but the producers did not want him in a standard police car. So, the producers escorted Peter Falk to the lot of cars they had sitting at Universal Studios for a look. Mr. Falk saw an odd, slightly beaten, boxy car tucked away, and selected the Pug as Columbo's car. A rare, boxy, and ridiculously underpowered car for the US, the car was the perfect fit for Lt. Columbo. Despite it being a Cabriolet, fan sites confirm Columbo always had the top up. And this was a rare car-Introduced in 1956, by the time Columbo's '59 was made; only 504 models were constructed. When production of the 403 Cabriolet ended in 1961, a scant 2,030 cars had been built.

While on duty, Columbo does not drive an official LAPD car; he prefers to drive his own car, which is equipped with a police radio. In the earlier series, the car used was clearly royal blue at one time although faded and sun-damaged. In the later series the car seems to be "primer"-colored. Columbo says he parks his car in the shade because the sun ruins the paint. The California license plate is damaged in later episodes, but is clearly shown undamaged in episode 1 of season 1 from both the front and back as "044 APD".

Columbo's car frequently has mechanical problems. This car can also be seen in a stock shot used at the beginning of the pilot of [The Rockford Files](#), the Backlash of the Hunter.

When the series returned on ABC, James and Connie Delaney of [Findlay, Ohio](#) owned the car but were unwilling to sell it, though they lent it to Universal for filming.

(Source: <http://thegarageblog.com/garage/the-columbo-peugeot/> and Wikipedia)

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Bon Appétit!

I'm sure Mareea Sutherland won't mind us re-printing this recipe – a winter warmer - from the May 2006 TRF.



Soupe de navet au curry (or Curried Turnip Soup)

INGREDIENTS:

500 g turnips/Swedes
1 large onion, chopped
60g butter
2 teaspoons curry powder
6 cups chicken stock
1 cup grated carrot
1 cup parsley, finely chopped

1 cup celery, sliced
1 large potato, diced
2 tablespoons cream (optional)
Salt & pepper to taste

METHOD:

Sweat vegetables (except parsley) in butter; toss in curry powder, then add stock. Blend when cooked, then add 2 tablespoons of cream (optional) and the sprinkle with chopped parsley. Season and serve.

Bon Appétit!

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Nostalgie,

General Meeting, Ross, 26th Feb, 2006.



(After a quick chat there's time for a group shot - of members - *and* cars too! By unascertained photographer!)



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6 x 1984 Renault Feugo's
1 x Silver, 2 x White, 2 x Red and 1 for spares

All go, except they are unregistered.

Contact: **David Brightmore**

Mobile: 043 936 6149



Daniel Ricciardo RB10

Chassis: Composite monocoque structure, designed and built in-house, carrying the Renault V6 as fully stressed member.

Transmission: Eight-speed gearbox, longitudinally mounted with hydraulic system for power shift and clutch operation.

Wheels: OZ Racing, *Front:* 12.0in x 13in diam, *Rear:* 13.7in x 13in diam.

Tyres: Pirelli

Suspension: *Front:* Aluminium alloy uprights, carbon-composite double wishbone with springs and anti-roll bar, Multimatic dampers. *Rear:* Aluminium alloy uprights, carbon-composite double wishbone with springs and anti-roll bar, Multimatic dampers.

Brakes: Brembo calipers. Friction material; carbon/carbon composites discs and pads.

Electronics: MESL standard electronic control unit

Fuel: Total Group

Renault Energy F1-2014 Power Unit Technical Specification:

Number of cylinders: 6

Capacity: 1600 cc

Max rpm: 15,000 rpm

Number of valves: 24

Vee angle: 90 degrees

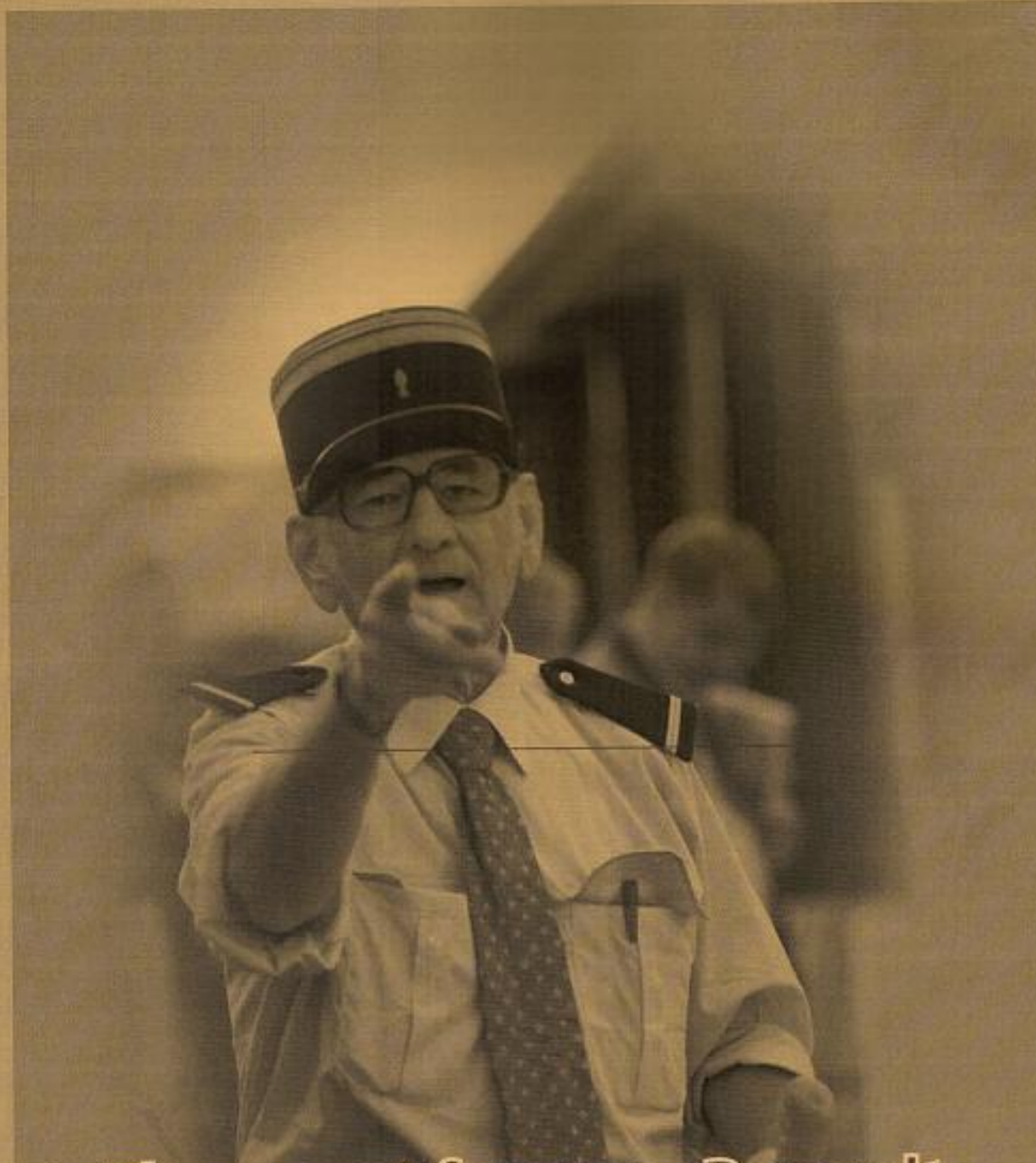
Power output: Not disclosed

Engine construction: Cylinder block in aluminium

Oil: Total Group

Weight: FIA minimum weight of 145

(Source: <http://www.danielricciardo.com/about.php>)



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