



The Rampant Frog

March 2016



Waiting at the station for the end of WWII (reconstruction)

The French Car Club of Tasmania inc.

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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

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Cover shot

In May 2015 Britain celebrated the end of WW2 in Europe with a series of parties and re-enactments across the country. We were touring at the time in a Renault Safrane and got caught up in the celebrations at Tenderden in Kent. This elegant Renault was waiting at the station that was filled with locals in the dress of 1945 or military uniforms of the era. We took a steam train ride with them and ate a lunch of the era in the station cafeteria.

The Rampant Frog

A few words from the President...

This year is going quick with almost a quarter of the year gone and I have only done a small amount of what I was hoping to get done. We have had a cracking summer here with the best weather in years. We have had water restrictions for the first time that I can remember; bush fires with smoke haze covering much of the state; and the threat that we will run out of electricity due to the umbilical to the north island being severed.

I have still been progressing with the Alpine cooling system that would be further progressed if not for my daily driver needing repairs. I have also been getting back into one of my other hobby, which is Amateur Radio by getting involved in moving a radio repeater from Mt Barrow to Mt Arthur, which has meant lugging batteries; solar panels and associated hardware up Mt Arthur.

I had a problem with my ever-reliable Renault Laguna Series 1 with the auto gearbox going into limp home mode. Time to get out Renault's XR25 diagnostic computer and hook up to the car to analyze what the problem is. After a re familiarization with the diagnostic computer I could see what the problem was, the computer was telling me there was a problem with EV1 (electro-valve 1). So out with the multi-meter and the factory manual for the gearbox to work out which of the pins in the six plugs is EV1. After locating the appropriate pins and checking the resistance of EV1 it was found to be open circuit. The next job was to work out how to dismantle the gearbox, which meant translating my factory manual from French to English (which was the hardest bit of all the job). After getting the gearbox apart and confirming my diagnosis next on the list was to locate some replacement solenoid coils. After a few phone calls I was able to locate a set of coils locally (thanks Ron). These were installed along with a service kit and some fresh oil, the level checked and now the car runs like it did when I first got it eight and a half years ago.

This gearbox problem with the Renault Laguna 1 got me thinking about how much longer a 20 year old car would last with some parts beginning to be hard to source. So I started looking around and found myself a nice 2002 Renault Laguna 2 that needs a timing belt kit; couple of oil leaks; and few minor electrical gremlins sorting out. I have been busy with this little project as well. Until my next installment safe driving.

Cheers Colin

The Rampant Frog

From the editor

This issue features a number of conversions -those vehicles that started as a French factory design and formed the base for unintended applications or flights of artistic fantasy.

February marked a new milestone for French cars depending on your definition of « French ». The marque Bugatti was founded by an Italian who set up his factory in what was Germany and is now a part of France. The rights to the name were acquired by VW and they now assemble the cars carrying the EB emblem in France. Their latest product is the Chiron, designed by a German and hand built in a small factory adjacent to the château of Ettore Bugatti.

It is the first production car built in France to offer 1500bhp 'under the bonnet'. There is no reason to suppose that VW have fudged the figures this time. The speedo is calibrated to 500 kms/hr and if they ever come on the spares market, I want one for my Panhard.

The Club Website is gaining momentum and my thanks to all who have made contributions to its design. We have delayed the complete implementation while we code some stronger protection against malicious hackers. Sadly this has become a big constraint to site design. When it is ready all members will be able to upload and modify their own information without having to get involved with the technology.

I was disappointed that no one from Australia wanted my GS Rallye as a runabout in France. It has now been sold and moved to a new life on the Cote d'Azur.

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FCCT CALENDAR OF EVENTS 2016

Date	Day	Event	Location	Organizer	Coordinator/Contact
17th – 20th March	THUR – SUN	Australian F1 Grand Prix	Albert Park, Melbourne	Australian GP Corp	www.grandprix.com.au
25th – 28th March	FRI – MON	2016 CITIN	Port of Echuca, Vic.	Citroen Classic Owners Club of Australia	Cit-in.org
3rd April	SUN	10 th Devonport Motor Show	Roundhouse Park	Shannon's	Colin Fuller
9th April	SAT	CCCT AGM	Entally Lodge Hadspen (Old Rutherglen site)	CCCT	
8th – 11th April	FRI – MON	Nat. Peugeot Easter Pageant	Oberon, NSW	PCC of NSW	
11th – 16th April	MON – SAT	25 th Anniversary TARGA Tas.	Leg 1, TS4 Georgetown 11 th / 12 th April	TARGA Tas.	
24th April	SUN	Shannon's Car & Bike Expo & Swap Meet	Charles Hand Park Rosny	Shannon's	
7th – 13th 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.	
16th July	SAT	Bastille Day	Parliament Lawns, Salamanca Place, Hobart	FCCT	Trevor Wise
August TBA		Memorial Run to Miena (Combined)	Great Lake Hotel, Miena	CCCT	citroentas.org
TBA		Men's Technical Day Ladies Craft Day	TBA	FCCT and CCCT	
TBA		Economy Run & Lunch	TBA	FCCT	
TBA		Peter Doddridge Memorial Run	Moorina Power Station, near Weldborough	FCCT	
30th September – 2nd October	FRI – SUN	Baskerville Historics	Baskerville Raceway, Old Beach	Motorsports Tas.	www.motorsportstas.com.au
Sept/October TBA		Great Eastern Drive	East Coast Tas.	FCCT & local Councils	Bertrand Cadart
November TBA		Wogs 'n Frogs	NAMT, L'ton	FCCT	Peter Davson-Galle
Nov/Dec TBA	SUN	Christmas Lunch	The Stables, Oatlands	FCCT	Lisa Febey

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Le Weekend Cygnet

French Festival at Cygnet 14-15th Feb 2016

The town of Cygnet inaugurated on the 14-15 February what is hoped to be an annual French Festival weekend. This region of Tasmania was explored by the French and many local places are a record of their names. Only a few weeks separated the voyages of the British and the French at the turn of the 18th Century. As a percentage of the time passed since, this is a tiny amount. One might consider that we are, as the French say, moitié-moitié French.

The Premier launched the event arriving in a peleton of bikes, style Tour de France. The organisation provided plenty of France inspired entertainment and activities, one of which was a display of French cars.

The turn out was good considering that this was the first effort and the organisation has a strong base on which to plan next year. There were several other car activities on that weekend that perhaps reduced the car numbers. In spite of that there was an interesting and eclectic selection of French cars on show, ranging in youth from the Peugeot RCZ to the Le Zèbre of 1920.

The weather kept fine for us and there was no shortage of camaraderie, croissants and coffee. What else can one ask for?



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Le Weekend Cygnet



Photography - Bob Donaghue

The Rampant Frog

Le Weekend Cygnet



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Photography - Bob Donaghue

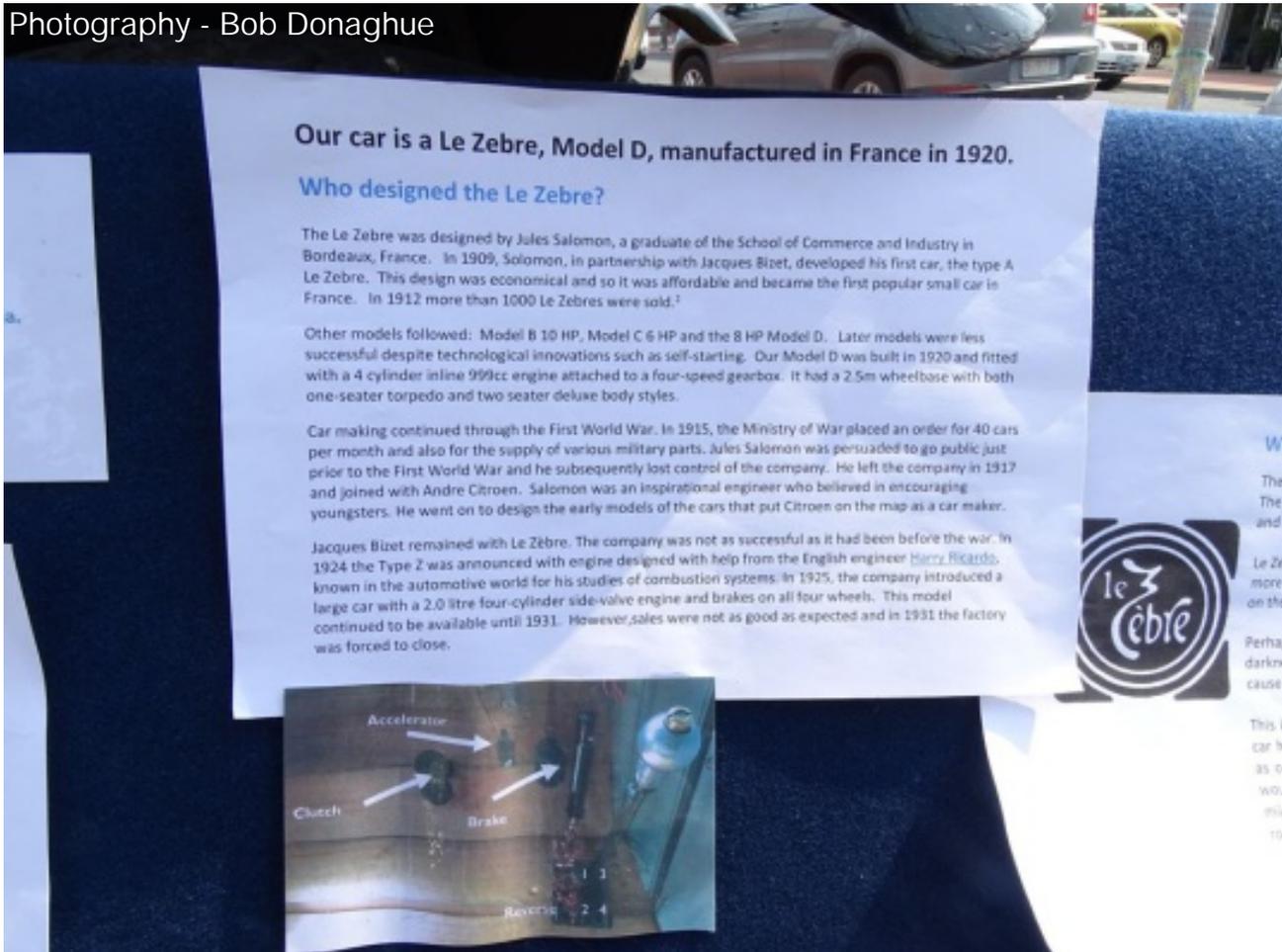


Photography - Bob Donaghue

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Le Weekend Cygnet

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Conversions

Some people are never satisfied with car designs

Factories, coachbuilders and artists with a welder and an airbrush are all responsible for producing some eccentric variations on car designs. Some add utility, some add amusement, some art and some....

The Citroën 2cv or Deuche has particularly in Germany and Holland provided a canvas for fertile minds comparable to the creativity of street graffiti artists.

Scattered through this issue are some examples of departures from the conventional drawn from the editorial photo library.



DS Ute

Photo supplied by Trevor Wise

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Conversions



A 2CV beach buggy



Tissier camper conversion

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Conversions

XM towing vehicle



2CV skip carrier

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Conversions

2CV motorbike



2CV with matching trailer

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Conversions



*The tactile CX
(gothic?)*



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Conversions



Overkill



Peugeot farmer's vehicle

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Conversions



Police cars

Peugeot trailer



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Conversions



Renault 750 and child

Tissier at its best



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Conversions

*Renault
workhorse*



The pompiers

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Conversions



*Talbot Matra
Popemobile*



Panhard spares van

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Conversions



*The carry all
Traction,
preparing for a party*



Citroën XXXM - but why?

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Heading for Peugeot in Tasmania



This photo is heading towards Waddamana Power Station from the Wayatinah direction.

The maroon wagon is owned by Mike Jolley from Torquay and this vehicle was the delivery vehicle for a funeral parlor in Launceston until it was put under a carport for many years. It had only done 24,000 miles when Mike rescued it last year.

The yellow Breadvan is owned by Hank Verwoert from Frankston and this vehicle has done many, many outback trips including trips to Cape York and from Cairns to Busselton with us.

Our ute is on its maiden voyage and on its second outing, the first to the French Festival in Cygnet.

Bob Donaghue



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Snippets from France



Want a restoration project? Or several?

Move quickly, time is short to register a bid
70 old vehicles have been found in a 'barn' in Brittany. They are being auctioned on Saturday 26th March
Here is the catalogue and some photos of the cars

<http://www.svruellan.com/encheres/catalogue-675-0.aspx>

<http://www.largus.fr/actualite-automobile/70-vehicules-anciens-retrouves-dans-une-grange-en-bretagne-7555384.htm>

Parking for the day ? Hire out your car instead of paying parking fees

An interesting experiment run by a startup Tripendrive.

<https://www.tripndrive.com/en>

PSA has joined in with a trial of a service to Parisian Citroën owners. You can park free in their garages at Nation, République and Vincennes. In exchange, you make your car available to the car sharing service. They are running it till the end of March to gauge the interest.

Advertisement

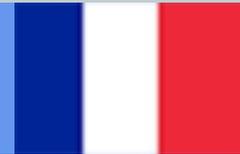
"Made to measure" sunshades. Designed to fit your car and particularly handy for "unusual" cars.
Call Grant West of Blackman's Bay who can come and measure up your car.

Contact him on: west.sunshades@bigpond.com



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Snippets from France



Integrated transport and energy supply

Renault, the Dutch town of Utrecht, ElaadNL and LomboXnet are working together to develop a franco-dutch solution for solar charging of electric vehicles. Renault will provide the town with a fleet of 150 Zoé by the end of 2017. The other partners will manage the infrastructure and the charging stations. In the first phase of the project 1,000 smart charging points will be installed, powered by some 10,000 solar panels around Utrecht.

At the same time Renault is putting into the town a system for car sharing which will use the internal charger of the Zoé. Then, in the second phase they will be developing a software infrastructure to optimising the charging and discharging of the cars according to usage and fleet needs.

In Europe, with its heavy urban concentration and the large numbers of under-used cars, a lot of thought is being given to better usage of the capital investment in cars. It is one of the ways that they are hoping to stimulate electric car sales, these vehicles being well suited to integration in networks to optimise their availability.

The Paris system, the first real application Autolib' was started by Bolloré, the battery maker, with their BlueCar. <https://www.autolib.eu/en/>

and they are now developing globally in conjunction with Renault.

Where to buy petrol

In France, in 1980 there were 40,000 petrol outlets. Today there are 6,197 and 5,000 supermarkets with a forecourt. France now has one of the lowest installation densities in Europe, with a long way to drive outside of the cities between pumps.

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Words of the Month...

This time it is a bit of reverse engineering. Michel was adjusting the play in his crankshaft which he understood as *jeu* and wanted to know how to say it in English. This is an example of a multi-purpose word in French which meets up with some specific words in English, all set to confuse.

The French word doesn't seem to distinguish in this meaning between clearance and play. To me the difference is that clearance is the fixed spacing between surfaces and play is the movement permitted.

If you look in the usage dictionaries, the French seem to go to great lengths in sentence design to avoid using a word like the English clearance. *Dégagement* is one close word but once you come to mechanical bits, *jeu* is the catch-all. If you do not leave enough space around something there is *un manque de jeu*. Having used *jeu* wherever possible in matters of clearance they are not content to leave it at that.

Not being an etymologist, just a participant in garage chat, I am unaware of the origins of the English relationship between game and play and why play has acquired an engineering meaning. The French don't care. *Un jeu* is a game as in *jeu de foot* and also play as in the *faites vos jeux!* of the roulette table. *Jeu* is also a set as in *jeu de clés*, a bunch of keys but in tennis a set is *une manche* and the game is *le jeu*.

Le or *la manche* is another multifunction word in French which can be the masculine or feminine version. When a game like a TV quiz or a sport is split into sessions they are *manches(f)* as are the parts of a shirt between the shoulder and the wrist – the sleeves. The English Channel is a sleeve of water and from France it is La Manche. You meet this meaning of the word in car parts particularly with rubber sleeves. However, if they are corrugated they are *soufflet* as in bellows and not to be confused with *une bague*, which is a ring.

The masculine version of *un manche* is used to describe a flexible pipe and also the sort of handle that you pull as in *manche de balai*, a broomstick. This are not only used by French witches to fly but are to be found in aircraft, as it is the phrase for the control column.

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Bon Appétit!

My friend Michel in France has just sent me this recipe of his grandmother and it sounds as if a noisy party was in progress to enjoy it.

Difficulty: Medium

Dietary: Contains plenty of alcohol, unsuitable for diabetics and prohibitionists.



BABA AU RHUM

Ingredients for the cake :

- 150 g. of plain flour
- 150 g . of sugar
- 3 eggs
- 1 packet of chemical raising powder
- Vanilla Extract
- Rum

For the syrup:

- 3/4 of a litre of water
- 1/4 of a litre of Négrita rum
- 120 g. of cane sugar
- Vanilla extract

and of course, you need a baba or similar mould with a hole in the middle.

Preparation :

Separate the egg whites. Beat the whites to a firm froth with a pinch of salt. Set aside.

In an electric beater blend white the sugar and the egg yolks and add a soup spoon of rum to soften the mixture. Then add little by little the flour mixed with the raising agent.

If the dough is too dry add one or two soup spoons of water at room temperature or if you prefer it, more rum. (This depends on the taste of the gourmets who will eat the Baba)!

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Bon Appétit!

You should aim for a consistent mixture without it being too soft.

Add the egg white gently without breaking it up using a wooden spoon. Turn it just enough to get a good even mixture.

Generously coat the Baba mould with butter. Then put it in the freezer for 5 minutes to set the butter in place. It must not be absorbed immediately by the mixture. Pour the mixture into the mould and turn it to get an even distribution and a level height.

Preheat the oven to 180° . Cook for 25-30 minutes. Watch to see that the mixture does not climb over the edge of the mould. Test the cake with a wooden cocktail stick to see if mixture sticks to the wood. If it does not and the cake is a good golden colour, it is ready. Otherwise, keep cooking.

Let it cool before removing it from the mould. If stuck over the sides, cut off the surplus first. Turn it out quickly on to a wooden working surface and don't break it!

When totally cool move to a large plate with raised sides and leave it under a clean tea cloth until tomorrow as when dry it will soak up the syrup better.

Syrup:

In a saucepan, put the water, rum and sugar; heat and let boil for several minutes until all the sugar has dissolved. Add the vanilla essence.

The intensity of the rum is a question of the taste of the consumers. To compensate for the alcohol that has evaporated you might want to add some high octane white rum (Dillon or other)

Pour it on the baba with a ladle so that it absorbs most of the syrup. Hint: as the baba is difficult to thoroughly impregnate, I use a large syringe given to me by my neighbour, a nurse. With the syringe full, I prick the baba in several places to thoroughly soak it in syrup.

Put the baba in the fridge for at least 4 hours before serving it with a custard, cream or ice cream to taste

BON APPÉTIT!

Michel Borie, Panhardist extraordinaire et pâtissier sans pareil

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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> 			

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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 

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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

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.



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).

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