

The Rampant Frog

August 2016



The French Car Club of Tasmania inc.

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

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.

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Cover shot

The RHD Traction of Mick Popka on tour in France Aug 2016

photo: Mick Popka

Membership Fees

Individual Subscription: \$ 51 | Family Subscription: \$58 | Concession Subscription: \$10

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Introduction by our new President

Mr Editor Gerry opined to me that a president's report for TRF would be in order. Fine, through I've only been in-role for ninety seconds.

As you might know, I was reluctant to accept nomination. This was not due to laziness (although that is a major personal trait) but because I felt that my personality did not suit the role. You seemed happy enough to elect me though and we should be able to work together to continue to have the club as one that French car enthusiasts wish to be part of.

Dominating my time recently has been the so-called Great Eastern Wander. A bit of context for those not on the previous committee might be in order. The East coast authorities have spent some time getting funded, setting up & publicising The Great Eastern Drive. This is basically a marked road down the East coast & the intention in setting up the Drive is that people might tour down it & appreciate some of the coast's attractions along the way. With all that in place, Bertrand Cadart suggested that the club might want to organise an event driving down the GED. He asked for a club helper &, as no-one else offered, I volunteered (there's a pattern emerging here!). We met (successfully) with the two relevant councils & then things went a bit wobbly as Bertrand is leaving the state for personal reasons. It's now back on track with me (vice Bertrand & on behalf of the club) & various other parties running it. It was intended to be run in November 2016 but a very recent decision has been to defer it until 2017. Basically, the initial Wander is to be a limited pilot, or trial (advertised intrastate) so that we can bed things down for expansion to an interstate market in the future.

I'll be emailing (via Lisa) all members later down the track as details firm up but the plan of the Great Eastern Wander (as we've called it) is that it runs on a Saturday & Sunday from lunch to lunch (to allow ferry connections for anyone not intending a longer state visit). The core activity is a leisurely drive down the coast sampling various attractions & experiences as chosen from a "menu" the organisers supply. So: Saturday lunch & car display followed by wander through various attractions (not usually available to visitors) ending in a fairly informal Saturday evening. Then, on Sunday, more wandering, culminating in a lunch, car display & closing ceremony.

The success of the Wander depends on the attractiveness of the menu of temptations available on the Saturday afternoon & Sunday morning drives. We have scored a small grant and this will be mainly used to employ someone to liaise with various businesses along the coast to craft that menu. So that won't be our task directly but suggestions to me are very welcome.

So, apart from my efforts and any ideational input you might have, what will be asked of the club? As currently conceptualised, basically two things: some members to act as traffic marshals at the two lunches & the club's web page functioning as the event's homepage for information & registration.

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Introduction by our new President

What's in it for the club? We will get a small honorarium payment but the major merit for us is increased visibility as part of what will become a fairly high profile event. Anyway, it's a nice event that we would, I hope, be happy to be involved with & which mostly involves little work by us except for me & Gerry (re web page).

More later.

Apart from the Wander, of considerable satisfaction to me has been the continuing closer, & manifestly successful, ties with the CCCT &, at the AGM, the club agreed to moving towards combining the Xmas lunch with our Citroen colleagues. More on this later but it doesn't apply to the 2016 lunch.

We should, I think, be continually active in recruiting more members & one initiative will be seeking cooperation of the French new-car franchises in this. Also, I urge you also to carry a couple of our business cards in your purse/wallet to stick into the driver's window rubber of any likely looking French car you come across parked (I put my first name & phone number on the back to make it a bit more personal).

Anyway, that'll do for now.

Peter Davson-Galle
President

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From the editor ...

From the keyboard (still an AZERT) of the Editor

Changes to the information flow from the Secretary and Treasurer

We have taken advantage of the centralised database that lies behind the website to simplify a lot of the 'backoffice' tasks needed to keep the Club running smoothly. Now, any notification of interest like a new event is posted on the website. This automatically invokes an email to each member to have a look at it. If you don't want to receive these mails you can always opt out by changing your profile.

The website is slowly getting populated by members' profiles and car photos. If you would like yours

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From the editor ...

featured but are having difficulty with the uploading procedure, contact me by email with your material and I will post it for you. You may display up to 4 car photos with their description, using image files limited to 2Mb. You can also upload a personal photo and a profile of yourself and your interests. Your first car photo uploaded will also be made available on the open 'Vehicles' page for all to admire. See what other members have already posted by going to the members' area and scanning the members' list.

The website provides members with an ever open suggestions box. Any ideas or criticisms for making membership an even better experience are welcomed by the Committee. If you have something to offer, contact a member of the Committee or if you want to have it discussed by a broader audience, post it on the News and Views page of the Club website.

As an experiment I have printed some visiting cards for sticking on any French car that slows down or even stops for long enough. They are printed on a magnetic medium and so can be planted adjacent to the driver's door lock. They also double as a fridge magnet. If you want to try some or have any feedback as to their effectiveness, please contact me.

.....

In the last magazine I translated for you the diary of the weekend AGM of my Panhard Club in France. It was just to give a sense of how they organise these gatherings over there. A friend in the Club apparently shared a copy with their magazine editor. An article then appeared with a copied page of the Rampant Frog. It would appear that they have never heard of Tasmania, as they quoted Wikipedia on the subject! I have included in this edition a scanned copy of their article about our article about their AGM. This could go on for ever but I intend to write them an article explaining the French role in the early European exploration of the island.

You will also find in this issue the history of Si..... as provided by Bertrand Cadart. If only Nicolas Baudin had arrived with a Panhard the French may well have taken over Van Diemen's Land for their own.

If you are ever in Quebec, you might find a lot in common with the members of this Club
<http://www.vea.qc.ca/documents/magazine/AutosiasteVol38No2.pdf>

Gerry

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Recent Events

The two recent meetings held jointly with the Citroën Car Club of Tasmania were both a great success. The photos of the Bastille Day presentation of cars and of the dinner are in an album accessible from our website.

I cannot report objectively on the second one, on the 21st Aug when we met at Miena on the Great Lake for lunch. We had an argument with our GPS and it went feral. Miena is 138 kms from our house but we drove 354kms to arrive as the restaurant was closing and barely in time to hear Bertrand reminiscing about his worst Panhard experiences. We claim this as a Club record for getting lost. The bright side of it was that we climbed up to the lake on the Poatina zig-zag. The Panhard much enjoyed the bends but I did not, as the hairpins were a challenge without power steering, especially when the brakes have the disadvantage that they slow the car down.

Fortunately, Damien guided us back to the Midland Highway afterwards, until we were on familiar territory.

Net result, we had no time to take any photos. If anyone took some please let me have a selection to post on the website.

We have been going to Sandy Bay Beach on the first Sunday morning of the month. There is an informal gathering of interesting cars and their owners, where we feel somewhat lonely as the only French car presenters. Why not join in if you live in the Hobart area and can get there while there is still parking (before 09:30) ?

Gerry Freed August 2016



photo: Trevor Wise

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Minutes of the AGM August 2016

Minutes

**The French Car Club of Tasmania Inc
Annual General Meeting (AGM)
27th August 2016**

Held at Man O' Ross Hotel, Ross.

1. Welcome and Apologies

The meeting was called to order by Colin Fuller, President at 11.15 a.m. who welcomed attendees and apologies were made for; John and Dot Knibbe, Clyde and Jan Eastaugh, Lawry Rhodes, Bertrand Cadart, Christine and Wayne Stevens, Anne and Randall Gray, Evelyn McNear, Yo Freed, Birgit Kruse and Chester McKaige.

In attendance [Colin Fuller, Damien and Lisa Febey, Trevor and Deirdre Wise, Bruce Chetwynd, Mike McNear, Peter Davson-Galle, Gerry Mullock, Gerry Freed, Rhonda Mortimer, Rip Shield and Alex and Karolina Damen]

2. Approval of Minutes

The minutes of the previous AGM held on 20th September at Jay Jay's Bakery, Longford, were presented and approved by Peter Davson-Galle seconded by Gerry Freed.

3. Reports;

3.1 Presidents' Report; Colin Fuller... (See attached report)

3.2 Vice President's Report; Trevor Wise..... (See attached report)

3.3 Treasurer's and Membership Secretary's Report; Damien Febey (See attached report)

Reports were moved by Damien Febey, and seconded by Rhonda.

4. General Business

Rhonda suggested Damien ask New Town Post Office about a cheaper post box rate. Gerry has printed business card size thin waterproof magnetic stickers. Damien to collect some and consider for future distribution.

Peter suggested new car outlets be approached and asked to include 1 years' free car club membership with all new French car purchases. The meeting decided copies of latest newsletter should be distributed to car dealers. Alex and Gerry to organize production of 12 (colour) copies.

Gerry distributed a copy of an article about Tasmania and FCCT that appeared in a French Panhard Car Club magazine. He also stated he has scanned a book written by Bertrand's grandfather, Paul Arosa that he will post on the club website. Lisa to notify members of both.

Gerry updated the meeting on website development work. Email notifications of new events and reminders, the club's newsletter, publications and news articles will now be automatically generated by the website replacing emails sent by Lisa.

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Minutes of the AGM August 2016

Lisa to seek permission from editors of other clubs for their periodicals to be posted in the websites' members' section. Gerry called for urgently needed articles. Peter suggested that the deficiency of club donated material be, in part, filled by road tests from car magazines.

There was a general discussion about website security due to a recent breach of security. Damien informed the meeting that only email addresses of committee members are posted on the website. The current Google advert on the net states an incorrect club address. This seems to be sourced from the Club Gmail address. Damien to discuss this with Georgie who set up Gmail. Col to check FB has a link to club website. Gerry discussed the vulnerabilities of personal data held on website. He advised the meeting that only current browsers (not Internet Explorer prior to 2009) must be used to access the website. Lisa to forward this information to club members ASAP.

Peter updated the meeting on the progress towards the Great Eastern Wander event that will now be held in November, 2016. He recently helped submit a proposal for a grant. Funds that will include employing a consultant to liaise with East Coast businesses to negotiate special deals on tourist attractions. The date for Wogs 'n Frogs display will be determined subject to finalizing the date of the Great Eastern Wander.

Gerry Mullock proposed and the committee agreed to 4 people being awarded Lifetime memberships; Noel and Marijke Addison, Ben Sturges and Trevor Wise. Trevor Wise, present at the meeting, was awarded a certificate. Damien to contact other nominees to notify them of their certificates.

5. Election of Office Bearers

Appointments

The following committee members were appointed by members present at the AGM:

President.....	Peter Davson-Galle nominated by Karolina Damen
Vice President.....	Bruce Chetwynd..... nominated by Alex Damen
Secretary.....	Lisa Febey... nominated by Peter Davson-Galle
Treasurer.....	Damien Febey..... nominated by Trevor Wise
Membership Secretary.....	Damien Febey..... nominated by Rhonda Mortimer
Editor.....	Gerry Freed..nominated by Damien Febey

Two additional Committee members were appointed: Colin Fuller, nominated by Peter Davson-Galle and Trevor Wise, nominated by Rhonda Mortimer.

6. Other Appointments

The following other positions were appointed by those present at the AGM:

Public Officer.....	Derek Haig nominated by Damien Febey
Auditor.....	Richard James nominated by Damien Febey
Director of Sporting.....	Georgie Addison nominated by Col Fuller
Merchandising Officer.....	Col Fuller nominated Trevor Wise

Peter Davson-Galle put forward a motion that FCCT and CCCT hold joint Christmas Lunches and that the hosting and organizing of the lunch be alternated, in the same way as Bastille Day. Peter

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Minutes of the AGM August 2016

noted that CCCT will want to hold their 2016 Lunch at their usual venue (Westbury Tractor Museum) in support of the recently deceased owner (member) and his family. He proposed the alternating Christmas Lunches start as of 2017. The motion was agreed to by members at the meeting.

The meeting closed at 1.20pm



FCCT LIFE (Antique!) Member driving his new Bordeaux Red R10
Sydney 1967.

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Treasurer's Report

TREASURER'S REPORT

13th ANNUAL GENERAL MEETING OF THE FRENCH CAR CLUB OF TASMANIA INC

2016

The balance of the Club's account stood at \$4,121.11 at 30 June 2016, a 19 per cent increase of \$648.55 on last year's balance of \$3,472.56.

The main reason for the surplus was a significant reduction in club expenditure. Last year there was above average expenditure on corporate promotional materials such as business cards, stickers and posters and other promotional items. There was no expenditure of this kind this year.

There was also less expenditure on social activities such as the Christmas lunch and Bastille Day.

Given the improvement in the Club's financial position, it is recommended that membership fees remain unchanged.

Damien Febey
Treasurer
French Car Club of Tasmania Inc.

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Treasurer's Report

FRENCH CAR CLUB OF TASMANIA

Cash at MyState Credit Union at 1 July 2015	\$	\$
		3,472.56

RECEIPTS

Subscriptions - family	1,053.75
Subscriptions - individual	558.00
Sales of merchandise	137.55
Newsletter income (advertising)	120.00
Social events - receipts	0.00
Other income - donation/refund	0.00

Total Receipts	1,869.30
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EXPENDITURE

Corporate - CAMS	465.00
Corporate - other	631.75
Social	124.00

Total expenditure	1,220.75
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Cash surplus	648.55
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Opening cash balance plus cash surplus	4,121.11
---	-----------------

RECONCILIATION STATEMENT

MyState Credit Union cash balance at 30 June 2016

BALANCE AS PER WORKBOOK	4,121.11
--------------------------------	-----------------


.....
Colin Fuller
President


.....
Damien Febey
Treasurer


.....
Richard James
Auditor

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Photos of new Life Members



Trevor Wise receiving his
Life Membership

photo: Bruce Chetwynd

Noel and Marijke
Addison receiving
theirs

photo: Lisa Febey





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A Failure of Excellence - the Vel Satis

During the 1990's , Renault and Peugeot saw themselves as generalist manufacturers of motor cars, offering a complete range covering all market segments. In fact they made most of their profits from the large scale production of small to mid-market sized cars. We did not perhaps appreciate this in Australia, where the local importers chose to cherry pick the range and import the higher specified and priced models in small quantities. Tariffs and other protection barriers made the French products too expensive relative to the Japanese and Koreans for an importer to challenge the small car, high volume segments.

Meanwhile back in France the situation was the opposite. The top of the range was dominated by the Germans for private or corporate buyers , who had the additional street appeal of being foreign.

Neither French company had competitive products as perceived by their local market at the high priced end. When they tried to get a margin from excitement they offered the hot hatch and other sporting options on what were essentially small family cars. Mercedes, BMW and eventually Audi owned the market for driver satisfaction in the medium to larger segments.

Faced with the desire to fill the vacuum, both companies ran projects at the end of the 20th century to offer a product to be of higher quality, performance and status than the range on which their reputations in France were sustained.

The outcome of the Peugeot effort was the Citroën C5 and C6, in parallel with the 607. Renault followed suit with the Vel Satis. You might have thought that this was the segment that would fit in Australia but for Renault that was not to be. The C5 achieved modest sales and the C6 very few, with its very high price and we never saw the Vel Satis.



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A Failure of Excellence - the Vel Satis

Back home, this segment had a protected corner. Government departments and government controlled enterprises (of which there were many), preferred a French car for their executives, senior public servants and political masters. As a result the most common colour for these cars was black and many were chauffeur driven. When they were sold after relatively low mileages five to ten years on, their second hand prices were low. Reviewers of the cars commented adversely on the complexity of the C6 and the Vel Satis and forecast high maintenance costs, which didn't help.

Were the cars just not good enough to match the Germans? There is little evidence that it was the case. The electronic gremlins that dogged the C5 also hit Mercedes in the decade 2000. The Vel Satis was hard to criticise. Its styling was a little unconventional for the era but it was well built and well suited to its market positioning, yet sales were not sustained and it faded from sight. It left Renault without a product "haute de gamme" top of the range a gap that exists even now in spite of the Latitude. The Vel Satis started deliveries in 2002, was revamped in 2005 and by 2009 it was phased out. In total, they sold 62,000 as opposed to 310,000 Safrane in the same period. Renault made a loss on their billion Australian dollar sized investment.

Peugeot held out a bit longer. The C6 appeared in 2005 and they quit in 2012 after selling only 23,000. Their project investment was similar to Renault and so their loss must have been even larger.

In all three model cases, the cars were designated "French official cars" and the proportion of sales to private buyers was very modest. The CEO of a private company had no reason to trade in his

relationship with the Merc or BMW dealership only to find himself rubbing shoulders with the peasants as they brought in their Twingo or C2 in for service.

It is amusing to read the French reviews of the Vel Satis before its release as the journalists already had concerns as to whether the French could recover their old positioning as the creators of the cars of "class".



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A Failure of Excellence - the Vel Satis

Auto Moto in Jan 2001 did one of those pre release 'scoops' in which they quoted an anonymous but well respected designer commenting on the efforts to address the luxury market. He said that if the C5 adopted the theme with a dismal blandness, the Renault seemed excessively outlandish and lacked any elegance.

In fact, what they had done was to take the Laguna II platform and build a more roomy car on it by expanding upwards. It had the height to make access easier and for 5 passengers to sit comfortably upright, needing less leg room. Their achievement was to anticipate the urban SUV of today but then it was rejected by a market expecting designs that each year got longer and lower. They made the mistake of giving the market what it needed and not what it had been conditioned to want.

On the engineering side there was little to complain about. They offered a Nissan V6 3.5 litre petrol engine developing 230bhp or a turbo diesel which came from Isuzu. It was fitted with a 6 speed manual or a 5 or 6 speed automatic gearbox. The best combination gave it a maximum speed of 230 kph and a 0-100 time of 7.9 seconds.

At the time there was concern at Renault that their build quality lagged behind the Japanese and perhaps the finish was just not quite up to the competition.

The interior was quoted by Renault's head of industrial design as representing the French life style, the car being truly anchored in French culture unlike say, the Audi.

The President of the Republic, Nicholas Sarkozy used one on State occasions, a bullet proof version (in black, of course) but I suppose one has to call in question whether there is a buyer segment that wants to emulate the taste of a politician. It worked for the DS with De Gaulle but society has become less deferential to public figures since the time he was saved from an assassin by the qualities of his car.

One is left to wonder if, the Vel Satis was released today with a few modern tweaks and current Renault quality, would it not be a success?

Gerry Freed Aug 2016



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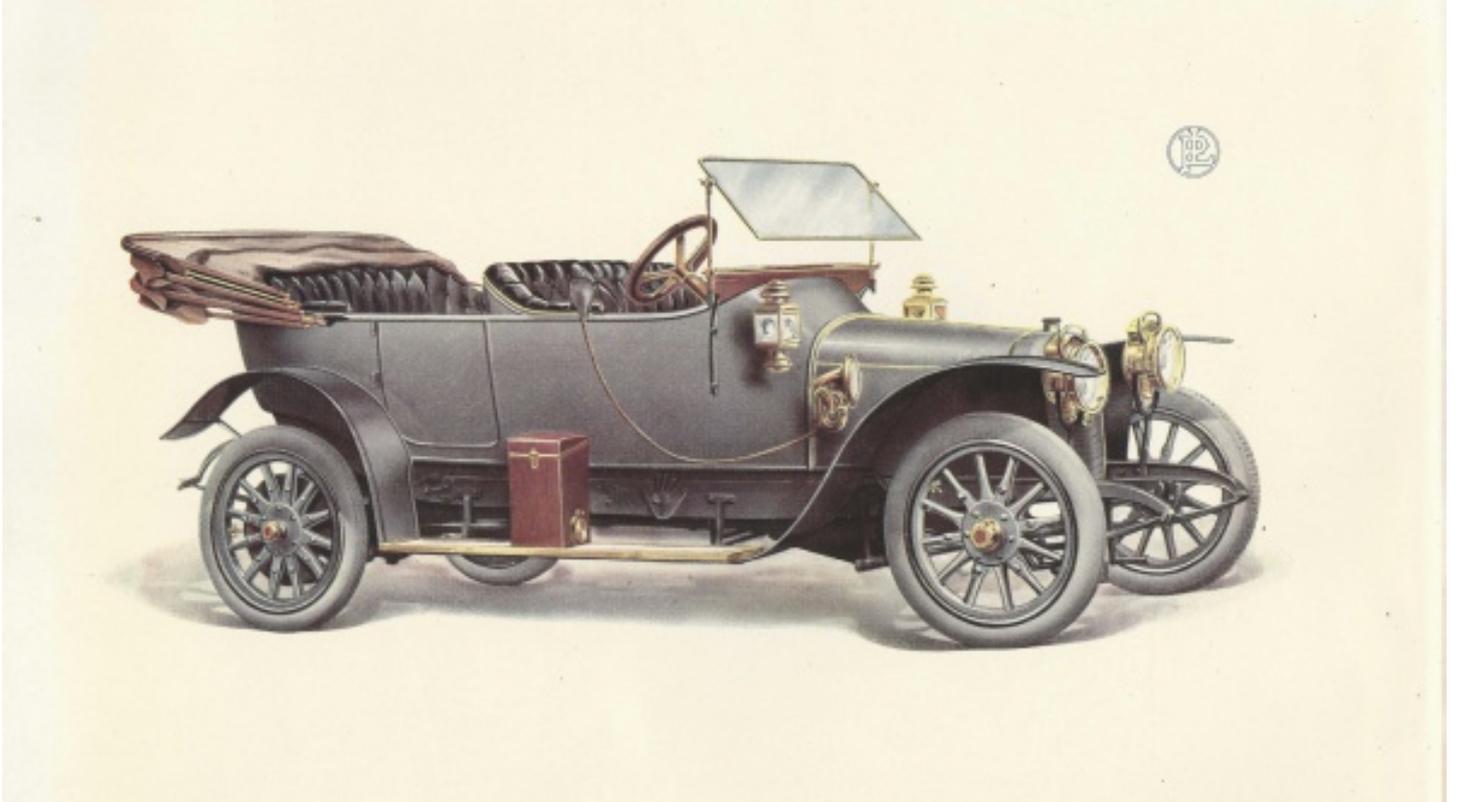
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The History of "Si..."



Earlier in the year, Bertrand Cadart gave a poetry reading at the Hobart Alliance Française interspersed with anecdotes of his family history. He read eloquently some of the works of his great grandfather, Paul Arosa.

Paul Arosa was also the author of some fantasies which today might be classed as science fiction. In 1912 he rewrote the stories of several pivotal battles in history and mythology, with the outcome revisited since the heroes had in his imagination the use of Panhard vehicles. In 1913 this book was published by the Panhard et Levassor Cie of Ivry as its catalogue, under the title "Si..."!

Bertrand has an original example which he kindly loaned to me for scanning.

You can now share this unique view of history at

<http://french-cars-tasmania.org/albums/Si>

As Panhard at the time were makers of luxury cars, the publication of such a quality book in a limited edition was entirely appropriate. The upper classes in France in those days mostly had a classical education and so the stories of Greek and Roman mythology and history gave amusement and added status to the marque in their target market.

Marketing documentation and publicity have come a long way since then.....

Gerry Freed Aug 2016

ALLEMAGNE

Pour les 125 ans de la marque doyenne, le club allemand a occupé une partie du stand Citroën du très grand salon Techno Classica d'Essen pour y exposer une Dyna X, une Dyna Z1, une 24 CT et une P2D de 1892 prêtée par la famille Panhard. Là encore, merci à eux de promouvoir cette marque afin d'éviter qu'elle disparaisse des mémoires.



TASMANIE (État d'Australie)

La Tasmanie est un État australien situé à 240 km de la côte sud-est de l'île principale de l'Australie, dont il est séparé par le détroit de Bass. L'État de Tasmanie comprend l'île de Tasmanie et mille autres petites îles.

Wikipédia

Superficie : 68 401 km²

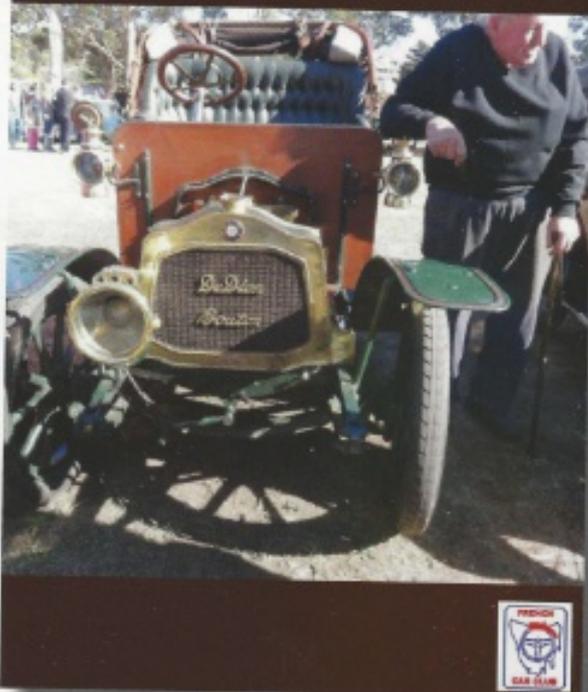
Capitale : Hobart

Population : 515 000 (sept. 2014)

Figurez-vous que dans ce petit pays lointain il existe un club d'amateurs de voitures françaises et que, parmi eux, il y a un amateur de Panhard qui a vécu en France dans le Sud-Ouest. C'est ainsi que dans leur revue du mois de Mai 2016, treize pages sont consacrées à un reportage sur notre Assemblée Générale de Pelvezey et au Périgord, extraordinaire, Non ?

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May 2016



The Rampant Frog

How they do it in France



The Rampant Frog

How they do it in France

The A.O.B. of the Dynamic Club, Panhard of Landeron
May 2016 in the Dordogne

A first challenge of organizing a motor Club meeting in France is to select a venue. It is sufficiently interesting to justify driving an older car perhaps better than a modern one. This year the Dordogne was chosen by the DCL. For those who have never been in Dordogne, this is really a must in a tour of France. It has been a little area for almost 2000 years of human history with impressive cliffs and caves. There are thousands of years of prehistoric art to be seen in the region. The Dordogne is a beautiful area with a rich history. It was here that the prehistoric inventor of the wheel lived. The seven have been installed on the grounds in Chalignac and modern ones. The seven have been installed on the grounds in Chalignac and modern ones.



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Words of the Month...

If you lease a car for your holiday in France this may never happen to you. If you want to enjoy your touring of rural France then you really should do it in a classic car. Then you can add to the pleasures with an occasional breakdown that allows you to meet the locals. Explaining your troubles on the phone or to a small crowd of the inquisitive, calls upon a vocabulary which is not very dictionary friendly.

That is apart from 'la langue verte' or swear words that express your feelings. These are not easy without knowledge of the local 'argot' or slang, so best to keep it polite.

"My car has broken down" is a reasonable if undesirable statement which cannot be translated word for word. The French look at it in another way and say "*Ma voiture est tombé en panne*" which literally looks like "my car has fallen into a state of non functioning".

What exactly is not functioning? Here you need the right choice of verbs. If the car won't proceed "*elle ne roule pas*", if the motor won't go "*il ne tourne pas*" and if some other mechanical part is non functional "*il ne marche pas*". If it is broken "*il est cassé*"

Note that a car is feminine, a choice made no doubt in times when male chauvinism was still politically correct. To use these phrases you need to know the gender of the object they describe. There is nothing obvious in this and they have to be learned one at a time.

It may just be a matter of lack of fuel in which case, without admitting liability, one might say "*le réservoir est vide*" implying some miraculous happening that has sucked the tank dry. That might lead to the question "what fuel?" or "*quel carburant?*" Don't ever reply "*pétrole*" or "*fioul (fuel)*" as they are something entirely different. It will be *essence* or *diesel* and *l'essence sans plomb, E10, 95 etc.*

Some names of the major parts of the car may help to explain your predicament.

Le moteur, le radiateur, la boîte de vitesse, la batterie, la transmission, les ressorts, l'amortisseur, les freins, l'embrayage etc and for a situation most common these days you need to know "*La voiture est verrouillé et ma famille et moi sont piégés à l'intérieur*" - The car has locked itself and my family and I are trapped inside.

It may be that you have a puncture which is unlikely but possible, Asian hornets are very common in France now (*frelons*). It is much more common that it is a tyre that has deflated "*un pneu est crevé*" and following the English confusion you may also say "*j'ai crevé*". In either case you may like to explain your lack of resources. "*Je n'ai pas une roue de secours, une chambre à air, un cric, une clé*" I don't have a spare wheel, inner tube, jack, spanner. "*Ma femme ne veut pas se salir les mains*" My wife does not want to get her hands dirty.

The verbs *gonfler* and *dégonfler* are handy in this situation as you may have to explain inflation and deflation.

You may want to say "*Je suis totalement dégonflé*" or "I have completely given up"! and « *La voiture est foutue !* » or « *The car is stuffed* »

The Rampant Frog

Bon Appétit!

Two similar recipes for adding zing to bland white meat. The first from Deidre Wise needs verjuice or verjus which may not be easy to get. This is a very interesting but now rare ingredient with a long history (see <https://en.wikipedia.org/wiki/Verjuice>).



Chicken Breast with Verjuice and Capers

This is a quick, easy and tasty dish for two.

2 single chicken breasts

salt and pepper

2 tbsp butter

1 tbsp small capers

½ cup verjuice (or white wine)

¼ cup cream (optional)

Place the chicken breasts between two sheets of plastic wrap and flatten lightly with a meat tenderiser or rolling pin. Season with salt and pepper.

Heat butter in a frying pan and brown the chicken for 7-10 minutes on each side, then remove from pan.

Add capers and verjuice to the pan and stir to deglaze the pan, then boil to reduce sauce. Add cream and boil again for a minute.

Pour sauce over chicken to serve

The Rampant Frog

Bon Appétit!

The second from Yo Freed's French kitchen uses thin slices of escalope of turkey, which while easily found on the shelves of French supermarkets may require a special request of your butcher here in Tasmania. Those with sharp knives might buy a larger lump and slice it, avoiding fingers, to a thickness of around 5 – 7 mm.



Scalopine of Turkey with Lemon Sauce

This is a quick, easy and tasty dish for six.

6 slices of turkey breast

Plain Flour

Salt and Pepper

2 tablespoons Olive oil

1 oz butter

3 tablespoons lemon juice

3 tablespoons of water

Parsley

As above, roll or bash the slices until flat and tender. Dip them in seasoned flour. Brown briskly in oil and butter (in batches if the pan is small). Return all the meat to the pan and pour in juice and water. Simmer on a low heat until it thickens. Sprinkle with parsley and serve.

These recipes might work well with ostrich if you can get hold of a clothes mangle for the tenderizing.

The Rampant Frog

Wanted & For Sale

Peugeot Memorabilia

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

The Rampant Frog

Wanted & For Sale

Peugeot Parts

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

The Rampant Frog

Wanted & For Sale

Bearings

2off SKF 442882 	1off 6203 2RS 	2off NSK 6302 VVCMV2S 	2off NSK 6002 VVCMV2S 
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.

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



PEUGEOT PAGEANT MERIMBULA 2017

Hosted by the Peugeot Car Club of Victoria Inc.



Expression of Interest

The next Peugeot Pageant will be held at Merimbula on the Sapphire Coast of NSW from Friday 21 to Monday 24 April 2017, hosted by the Peugeot Car Club of Victoria Inc.

Merimbula has a great climate, fabulous beaches and abundant natural beauty with a population of approximately 18,000 people.

This early advice is to enable participants to plan their itinerary for 2017, as well as facilitate planning by PCCV Inc as the host club. **By returning the Expression of Interest, there is no commitment to attend but we do ask you to indicate if you are thinking of joining in.**

The Pageant Program will basically follow the format of previous pageants. Commencing with dinner on the Friday night, there will be a concours on Saturday morning with a motorkhana or driving skills test in the afternoon.

Sunday morning will involve an observation run, after which we will have lunch at a venue yet to be determined.

Sunday afternoon will be free time during which you can explore the many attractions Merimbula has to offer including the Aquarium and the Potoroo Palace, perhaps even a 27km drive to visit the Eden Killer Whale Museum which is definitely worth a look.

The presentation dinner will be on Sunday night and the weekend will conclude with breakfast on the Monday morning. **All meals (including breakfasts) from Friday night to Monday morning will be inclusive.**

Accommodation:

The main Pageant motel will be the **Black Dolphin, 2 Arthur Kaine Drive, Merimbula**, which will be the venue for all breakfasts. Rooms range from a Standard for \$85, Deluxe for \$100 and Deluxe with a kitchenette for \$115. The contact number is **(02) 6495 1500 and speak to Hannah or Werner**. The Black Dolphin has 45 rooms and the restaurant can accommodate around 80 people.

The Black Dolphin requires a deposit of one(1) night's accommodation from those attending the event by the end of October. If this is a problem or you are not sure, please let me know at vsgmjk@bigpond.com ASAP.

Other accommodation options are the **Pelican Motor Inn – (02) 6495 1933** or **The Sands – (02) 6495 2107**.

cut out and return this completed form

Peugeot Pageant Merimbula (Friday April 21 to Monday April 24) Expression of Interest

Name(s):

Postal Address:

Email Address:

Phone: Home: Mobile:

I will be representing the.....Car Club at the Pageant

I/we are interested in participating in the: Motorkhana Driving Skills Tests Neither

NO accommodation will be included with the final pageant registration.

I have booked my accommodation at: Black Dolphin The Pelican Motor Inn Other

Either: Email completed form to vsgmjk@bigpond.com Or mail to: Val Gibson, 13 Sunset Drive, Kilsyth South VIC 3137

The Rampant Frog

The Back Page

The remaining 2016 events of the Motor Sports Club of Tasmania

11th October	Committee Meeting	Gunners Arms
15th October	Gymkhana	Silverdome
29th October	TRS4 Mountain Stages Rally	North-East
8th November	Committee Meeting	Gunners Arms
26th November	Khanacross Round 5	Powrana
10th December	Motorkhana Round 4	Symmons Plains



photo Mick Popka 2016