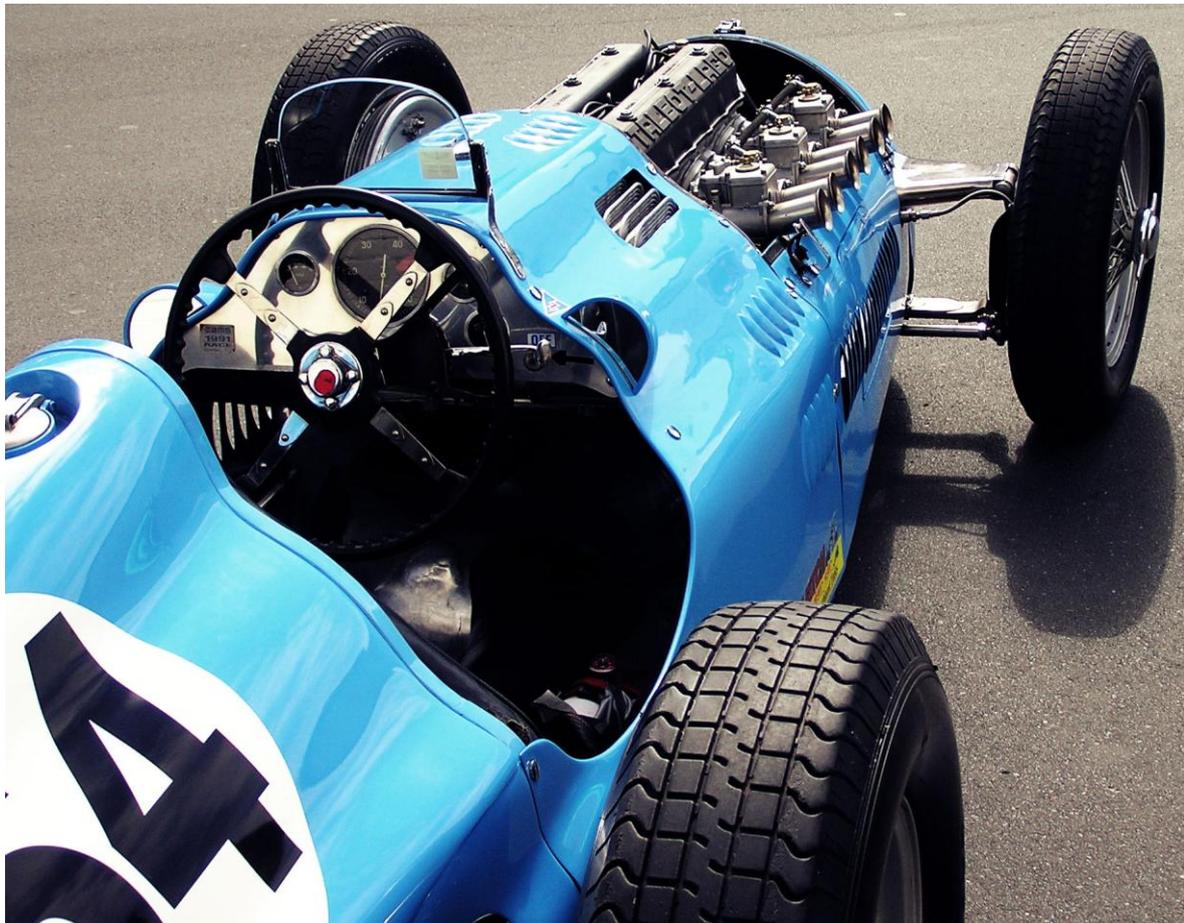


March – May 2012

The Rampant Frog



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Coming Events:

West Coast Wilderness Experience

Friday 27th to Monday 31st April, 2012.

Friday 27th April:

Travel to and meet outside Zeehan Museum mid day – 12 noon.

Lunch at Zeehan and visit; West Coast Pioneers Memorial Museum, Spray Tunnel, Gaiety Theatre (information link:)

<http://www.tasmaniavisitorsguide.com.au/zeehan.php>

Travel to and check in at Tullah Lakeside Lodge.

Arrive in time for evening meal (link) <http://www.tullahlakesidelodge.com.au/>

(10% group rate obtained - see website for accommodation rates.)

Evening meal at Tullah Lodge.

Saturday 28th April:

Travel from Tullah to Strahan; depart no later than 8.30 a.m. for West Coast Wilderness Railway

Recommended travel time to Strahan; 1 Hour, 6 Minutes (Distance; 84 kms).

<http://www.westcoastwildernessrailway.com.au/> (Rates discounted 20 %.)

Train departs Strahan 10.15 a.m. Packed lunch on train arrive at Queenstown at 2.30p.m.,

Depart Queenstown 3.00 p.m., travelling back by coach, returning to Strahan by 4.00 p.m.

Evening meal at Strahan (TBA).

Cars return slowly to Tullah.

Sunday 29th April:

Travel from Tullah to Corinna for Pieman River Cruise.

Recommended travel time to Corinna; 1 Hour, 15 Minutes (Distance, 78 kms).

Additional time must be allowed as vehicles need to cross river at Corinna on a two car (maximum load) punt.

Cruise leaves Corinna at 10.00 a.m.

<http://www.corinna.com.au> (Rate discounted 10%)

Morning & Afternoon tea and packed lunch included.

1 Hour 30 Minutes at Pieman Heads – stroll on shore.

Cruise arrives back at Corinna 2.30 p.m.

Depart Corinna (allowing time to cross river on punt) and travel to Grange Resources for mine tour ETA 3.30pm.

Evening meal provided by Grange Resources.

Cars return to Tullah.

Monday 30th April:

Final day get together for Morning Tea 10.00 a.m. at Tullah Lakeside Lodge – outdoors if weather permitting.

Depart Tullah for safe journey home.

For more information or to RSVP, contact Lisa Febey on 6278 1956.

Other upcoming events:

Late May – General Meeting and midday lunch/BBQ event. Details TBA

A Few Words From The President

Hope everyone had a great Christmas and is having a good year so far. Things have been a little quiet on the surface but behind the scenes the committee have been working hard with up and coming events like Pizza & Pinot at Winstead Vineyard and the West Coast Trip which is over 4 days.

We started the year off with an easy to organize outing by joining in with Heartkids, which is a charity that supports children with heart disease. We had about nine members with about five French cars turn up at Josef Chromy Wines. All participants enjoyed viewing a wide selection of cars; eating some fine cuisine; enjoying local beers and wines while listening to local artists.

There was a great turn up for the Pinot & Pizza with people coming from the north and the south of the state. All enjoying Stuart Addison's gourmet pizzas and some fine wines from Winstead's house collection. We were very lucky with the weather as it was raining most of the way for the trip down from the north and also with some rain while returning home.

Our next club outing is The West Coast Trip, which is a four day affair of getting away to the Wild West. Until then drive safe and take care.

Col

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Classic French Marques – the Citroën Pt 5



The biggest postwar news from Citroën came just seven years after the birth of the 2 CV, and just two years before the grand old TA finally gave up the ghost. Again the most unbelievable rumours had been circulating about the new Citroën, fed by such clearly significant clues as the new hydropneumatic suspension added to the TA two years before. But when the DS 19 (the letters for "Desirée Spéciale," the number for its 1.9 litre long stroke four) finally did show, it outdid nearly all predictions: a literally fantastic body shape, skillfully designed by Flaminio Bertoni to produce as little air resistance as possible, hydropneumatic suspension all round, and sophisticated hydraulics for steering the car, stopping it and even lifting it off its hydropneumatic knees, first at one end and then the other (rather like a camel), once you fired the engine.



Citroën's hydropneumatic suspension, which entirely replaces conventional springs, has at its heart, a belt-driven high-pressure hydraulic pump which among other functions supplies hydraulic fluid to four spherical containers, one at each wheel. The spheres are half-filled with fluid, bisected by a diaphragm, and half-filled with nitrogen gas. Pistons in the fluid half are connected to the suspension link of the adjacent wheel, and pressure within each sphere controls piston movement, which in turn raises or lowers car height independently at each corner. A rod at the center of the car's anti-sway bar connects to the height corrector control valve, and this device regulates the flow of fluid into the spheres, maintaining a static height independent of load or surface factors.



An ID 19 completes a Canadian double transcontinental record, Halifax-Vancouver-Halifax - 7,604 miles in 134 hours 27 minutes.

Bertoni's novel body for the new DS - and later the cheaper and less exotic ID - was possessed of almost limitless innovations ranging far beyond its unmistakable outward appearance. The doors and fenders, for example, are easily removable - indeed the rear fenders must be removed for wheel changes, after the hydropneumatic system has lowered the car onto its special jacking block. And the wheels slip onto splined hubs, being held on with only one bolt. If tire changing isn't ever fun, it's at least interesting on a DS or ID.



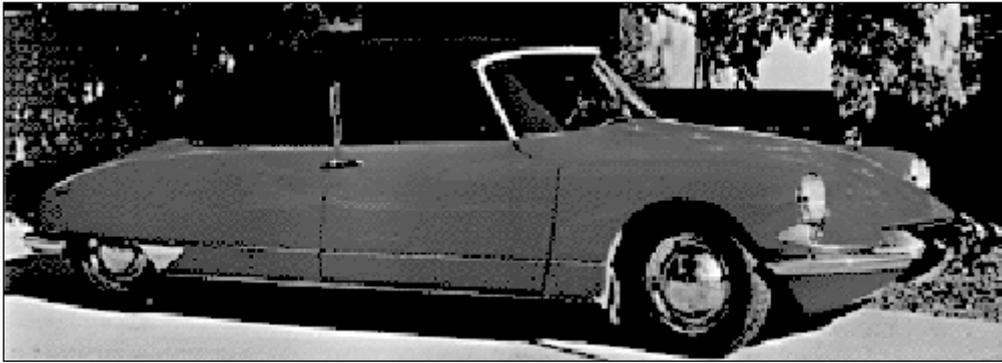
Two DS's contest the Monte Carlo Rally in 1967.

Inside, the DS/ID's unique single spoke steering wheel is an important safety feature. It's really the top of the steering column, bent down and away from the driver, designed to yield harmlessly in the event of accidents. The spare tire is mounted diagonally in front of the radiator in another collision defense mechanism, and it doesn't block radiator air flow because the air sweeps in below the bumper. Rear directional signals are placed high at the corners of

the rear window where they can never be missed. Later models feature rubber bumper guards affording the same protection as is today mandatory in the United States. All in all, an eminently safe motorcar, especially when these features are combined with Citroën's exceptional hydropneumatic handling and good ride. The car "could be hurtled around the corners," said *The Autocar*, "braked violently, accelerated violently, with nothing untoward happening."



Performance, in terms of road scorching acceleration, was never a high point of the DS specification - the hemi four carried over from the TA was giving 0-60 times in the seventeen second range as late as 1960. Still, with the 119 hp DS21, it became the highest powered production car able to provide one mile an hour for every single horsepower. And the DS/ID was a formidable rally competitor. One of the first DS19's to come off the production line was best-in-class at the 1956 Monte Carlo Rally, and it started a string of victories including first and fourth overall with thirteen Citroën finishers at the 1959 Monte, a feat which won Citroën the Manufacturer's Cup. Through the Sixties, the cars continually placed high in the Liège-Sofia- Liège, Alpine Cup, Thousand Lakes, and other international rallies.



DS 19 DÉCAPOTABLE

Its initials reading "Desirée Spéciale," its body by Henri Chapron, this 1964 convertible is owned by Mrs. Paul Rossigneux.

Obviously a design as chock full of innovations as this is here to stay. So in many ways it comes as no surprise to find it still in full production nearly twenty years later. Yet there have been plenty of changes along the way: estates, station wagons, and a "Majestée" limousine by Henri Chapron; a number of cabriolets by everybody from Chapron to Georg Autenrieth of Darmstadt. Hydraulic gearchanges, centrifugal clutches (these came first with the 1954 2 CV), long range iodine vapour driving lamps linked to the steering so they light your way around bends, fuel injection, and five-speed gearboxes have all been added to the original prescription, and well over a million of the DS/ID range have been made so far.

But the success of the DS carried with it the seeds of another problem. Increasing complexity and rising costs were carrying the car slowly but surely towards the upper end of the market, and the only other really big seller, the 2 CV/Dyane series, was right at the opposite extreme. In between was a very unhealthy gap, right across the biggest and most lucrative part of the whole car market. The 3 CV Ami 6 was too small and too bizarre in its appearance to plug this gap properly - it would be succeeded by the Ami 8 which was just too small supplemented later by the 6 CV Ami Super - and year after year went by with no new model to make the range complete.



DS 21 PALLAS (American model) The most luxurious of all Citroëns

During the 1960's, a decade which saw numerous collapses and takeovers, one answer would have been a merger with another company with a successful middle market range of its own. But one consequence of paddling your own canoe in such an individual way for so long, is that you don't take easily to other people's ideas and attitudes. So discussion during the mid-Sixties for an amalgamation with Peugeot foundered - according to Peugeot - because Citroën directors insisted on treating the deal as a takeover of Peugeot instead of a merger with it. Peugeot's equally prickly family pride being offended by this, off they went to a research and development agreement with state-owned Renault instead. In the French car industry at least, Citroën had been left out in the cold. And for the first time ever, the late Sixties saw the demand for Citroën cars beginning to fall. Hard times lay ahead.

Slide Night – Bob Donaghue’s Cape York Adventure

It started out as an offer from Bob to display his photos of his trip to Cape York on a laptop at the Club Xmas lunch. However, as Bob was unable to make it to the lunch because of other commitments, it became a slide night instead held at Shannon’s meeting room in North Hobart.

There was good rollup (17) packing the small meeting room. Bob and Leonie’s presentation was very entertaining and informative and was an inspiration to us all to take our vehicles beyond the urban fringe. I take my hat off to Bob and Leonie and fellow travellers for having the confidence to travel so far in a 30-40 year old vehicle.

Following the presentation supper was provided (courtesy of Lisa and Deidre) and an opportunity to chat and quiz Bob more on his amazing trip.

Here are some of Bob’s pictures from the trip.



The group of cars is on the first day on the Victorian coast. The 404 wagon was just put on the road but the owner Alan Parker decided that the gearbox left a lot to be desired and so he hopped into a sedan in Albury and took that instead. The 203 was rumoured to have cost \$20 at a clearing sale.



Water crossing as we headed south from the tip. We turned left and headed towards the township of Old Laura and the down to Cooktown along the coast. This crossing was one of the many that day.



The 403 wagon is owned by Barry and Tina Moritz from WA. It is the first vehicle to slide down this steep little pinch and at the moment it is balancing on the sills. It was pulled backwards by the 4wd and the knoll was dug off and down we all went. Mike Jolly is leaning on the wagon and Bob has the bright swimmers on.



Heading into Elliot Falls. There was a deep crossing with the headlights going under on most cars. Here they all fitted tarps onto the front of their vehicles. The 504 wagon had no problems at all with wet ignitions.....Leonie being a nurse brought along some spray on skin to cover and seal wounds.....it also worked a treat on distributors !



Line up on the beach alongside the very tip of Cape York



The group on the tip....look closely and you will see a few familiar faces from the Easter pageant in Ulverstone



Some of the local wildlife.

Damien Febey

307 Left foot braking

Mark Besley, who writes about technical problems in smaller series 06, 07 and 08 Peugeots in the PCCV Torque magazine, describes an interesting problem with automatic 307s

I will relate a story about a 307 XS automatic owned by my father and long-time PCCV member, Max Besley. He had purchased a second-hand 307XS 1.6 litre petrol automatic and was experiencing hesitation when starting off – basically a “lag” between pushing the accelerator and the car actually doing anything. The 1.6 auto is somewhat notorious in this regard and I didn’t have any suggestions to offer.

Max persisted in trying to get to the problem fixed – although second-hand, the car had been purchased from a dealer and had a warranty. After a long time and persistence in getting the fault reported to “higher” levels in the Peugeot hierarchy, a recommendation finally arrived from Peugeot France. Do **NOT** use your left foot to brake.

Thinking about this, I can see the logic. The sensor switch on the brake pedal does a lot more in a 307 than just turning on the brake lights. It provides a significant input into the engine management system. Those of us who have seen the effects of a faulty switch (all too common but that’s another story) will testify to the displayed warnings and odd behaviour can occur. If your left foot is sitting on the brake at the same time as the accelerator is pressed, I can see this upsetting the logic of the engine and transmission management systems.

I have always regarded left-foot braking in automatics as a practice to be avoided. How often do you follow a car with its brake lights on along the freeway? I frequently see this and think about the premature pad/rotor wear and boiling brake fluid.

French Car Market 2011

While we drive here amongst a lot of Japanese and Korean cars these days, some of them even sporting Renault badges, it is interesting to see what the French are buying at home.

The total market eased just 2.1% from 2010, with the 2 local compacts continuing to dominate the sales race - first place to the Clio with 128,498 and a close second to the 207 at 103,332.

This has been the pattern for decades now - if there is a new compact model from Renault or Peugeot it will ease ahead in the sales race till the other company responds. In 2012 Peugeot will launch the 208 and later in the year the fourth generation Clio will be launched, together with the Zoe electric version. This will be a fierce battle for supremacy!

Third this time was the Citroen C3, but a little way back at 79,000.

After that the top 10 is made up with:

Renault Megane 3	78,853
Renault Twingo	68,236
Renault Scenic 3	66,362
Peugeot 308	62,279
VW Polo	53,586
Peugeot 3008	53,302
Citroen C4 Picasso	46,982

2011 also saw the 4WD Dacia Duster, from Renault's low cost brand, in the top 10 at one stage, the first time ever for a "compact 4WD".

Trevor Wise

GM/PSA partnership could bring mutual benefits

A European partnership between General Motors and PSA Peugeot-Citroen could assist both to achieve benefits from joint development and manufacturing alliances, Frost and Sullivan analysts said in a note.

Martyn Briggs and Pietro Boggia, of the global consultancy's automotive and transportation unit, noted that a rumored alliance between the automakers had "resurfaced" in news reports and was likely to involve PSA and GM Europe's Opel/Vauxhall brands jointly developing engines, transmission, and vehicles.

"With other major players like Renault and Nissan, and Fiat and Chrysler, forming strategic alliances, this may be the key advantage of Peugeot and GM working together, able to share investments and technology development," the analysts wrote.

"This could lead to significant economies of scale for each partner, however, any detrimental social and political effects need to be considered carefully."

Briggs and Boggia noted that Europe was challenging for many automotive manufacturers in 2011 as the difficult financial/economic climate, natural disasters in core component manufacturing countries Japan and Thailand, plus elimination of financial incentives, such as scrappage schemes, all contributed to a reduction in sales.

That was around a 1.5% reduction in Europe for Peugeot which reported a loss of EUR497m in the second half.

"What's worse, the macro economic conditions in Europe are not forecast to recover until 2013 at least," the analysts added.

Though GM posted record global results for 2011, with a net profit of \$5.8bn, its European operations, essentially Opel/Vauxhall, booked a loss of EUR540m.

"Therefore, both companies are looking to restructure and be more cost effective in Europe and a potential partnership will assist the firms in

realising respective benefits from component and manufacturing alliances," Briggs and Broggia said.

"For example, GM has developed strengths in electric vehicles which could be advantageous in the long term, as well as having several vehicle platforms and capacity to leverage in the short term, whereas PSA has known strengths in diesel hybrid engines; this could be an example barter between the companies.

"Also, while Peugeot has a strong market share (over 13%) in Europe, its goal is to expand sales outside of Europe. In 2011, 38% of sales were from outside of Europe; the goal is to increase this to 50% by 2015, a strategy both in response to challenging European conditions and buoyant conditions elsewhere. GM may be able to offer Peugeot a cost effective route/market entry to emerging markets such as India and China.

"However, we believe such a partnership would be more likely to have an impact in the short term on European operations."

The analysts noted that both automakers already have several strategic alliances.

"However, it may be the case that Peugeot in particular does not have a strong global strategic alliance that can bring effective cost reduction and manufacturing synergies," they added.

Graeme Roberts | 22 February 2012

French Car Club Facebook Page

The French Car Club of Tasmania now has a Facebook page. This is a place where we can store photos of our previous events and also place our forthcoming events.

For those people not in the know you can find the FCCT Facebook page at:

<http://www.facebook.com/photo.php?fbid=140366229411195&set=a.138101202971031.27069.138067886307696&type=3&theater#!/pages/French-Car-Club-of-Tasmania-Inc/138067886307696?sk=photos>

If you are not a user of Facebook you will need to sign up with Facebook to be able to view all our photos, which is a simple matter of filling in a few fields with your name; e-mail address; a password; your sex and date of birth.

At present I'm the administrator of the FCCT Facebook page, but in the future others can be added if required to upload photos.

If you have any photos from previous events feel free to email them to me along with which event they were taken and I will place them on our Facebook page.

Col