

Der Franzose



Citroën Peugeot Renault

MAGAZINE





2020

what a year!

It will remain a remarkable
one for each of us.



After a long reflection time,

I have finally decided to write some few words for our next catalogue. It's autumn and the weather in the north of Germany is as usual; rainy, windy - „trés british“! I just finished my walk with our dog. After two „everlasting“ hours in the drizzle, I'm soaked to the bones. Back home, I'm enjoying the warmth of the stove, giving me a feeling of well-being and calmness.

The last months in the media, everything is all about the pandemic, lock-down, first wave, lock-down, second wave, offering hope to an end of a pandemic that is devastating our business as well as private lives. All is dark, so dark that make us falling into a somber mood. Hence, all negative sides do have in a way, a positive side... Maybe we will notice it then in 10 years ! Who knows, perhaps this „kick in the back“ does have something good in it.

In our offices, we could noticed that most of you did stay at home. Some used the opportunity to do some restorations on their vehicles and others have tidied up the attic and found some nice pictures. Well, we noticed it as we have received incredibly 3500 pictures for the photo contest! Can you imagine this... WOW, AMAZING! It was such a pleasure looking at each of them for days, one as much as beautiful as the other one. No wonder that the calendar can be anything else as beautiful. While you are reading this actually, the beautiful calendar is hanging maybe on the wall in the garage or the kitchen or in the office. Some of you have not had the opportunity getting one as they were sold out in a glimpse. This year, we noticed something particular. Most of the pictures we received, are presenting your



car in your region, your village or town or your country of origin. We made an incredible voyage through your pictures, without moving.

Let us take a closer look at the pictures:

The Renault 4 on the cover photo was the most successful one among our female colleagues.

In January: we are driving through the street in the Normandie in a smart Peugeot 404.

In February: The so-called 4L beautifully adorned for the wedding of a member of the family. A Renault 4 being part of the family since 54 years - such an honor for the new wedded couple.

In March: We are here in the village of Lorraine - the DS from George elegantly parked on the cobblestone of the house, who's owner was surely enjoying a warm „Quiche Lorraine“ freshly coming from the oven.

In April: Antoine is taking us on his 2CV down to the coast for a fresh sea breeze. I can't imagine this picture with a modern vehicle.

In May: two 2CV under this picturesque waterfalls - the wonder of the nature. Amazing. This reminds me of my trip in 2CV4 in 2016 in Norway. I simply love it.

In June: La vie est belle - it's summer - a nice pick nick spontaneously - the rear bench can easily be used as „camping“ seat. Simple yet valuable.

In July: Special greet to the young adventurers. 6 closed friends sharing the same passion, on the explorer journey to Norway, jumped in at our office in Vechta. All cheerful and happy, though pandemic, seize the opportunity picking up some parts for the road. They informed us that they reached their destination safely except of the J7, which did not manage the return journey due to a break down and will be picked up later. Keep fingers crossed for them.

In August: Love - being in love is so beautiful! It reminds me of the young days.....

In September: a good old Type-H meets a young and good-looking lady, accompanied by a good rosé.

In October: And once again a very last fast lap before winter in this Ami 6 with those shiny chromes.... „you got to hidey-hidey-hide, the old man is down the road“

In November: Autumn, the first frost on each blade of grass, the smell of campfire smoke in the air... obviously here mostly from the engine compartment. Hope everything went well afterwards.

In December: Christmas time and a New Year ahead! I don't possess any crystal ball but just want to quote this: „The future belongs to those who believe in the beauty of their dreams. „ Such a year, such nice pictures, amazing people, crazy time! Our team Der Franzose/CiPeRe seize the opportunity to thank you that you give us the chance to assist you further in providing you the spare parts needed. And as sigh of gratitude, we increase the winning amount for the next year; the first place will get Euro 500. Looking forward to your pictures for 2022. Until then, enjoy life and all opportunities which we still can grab though the hurdles.

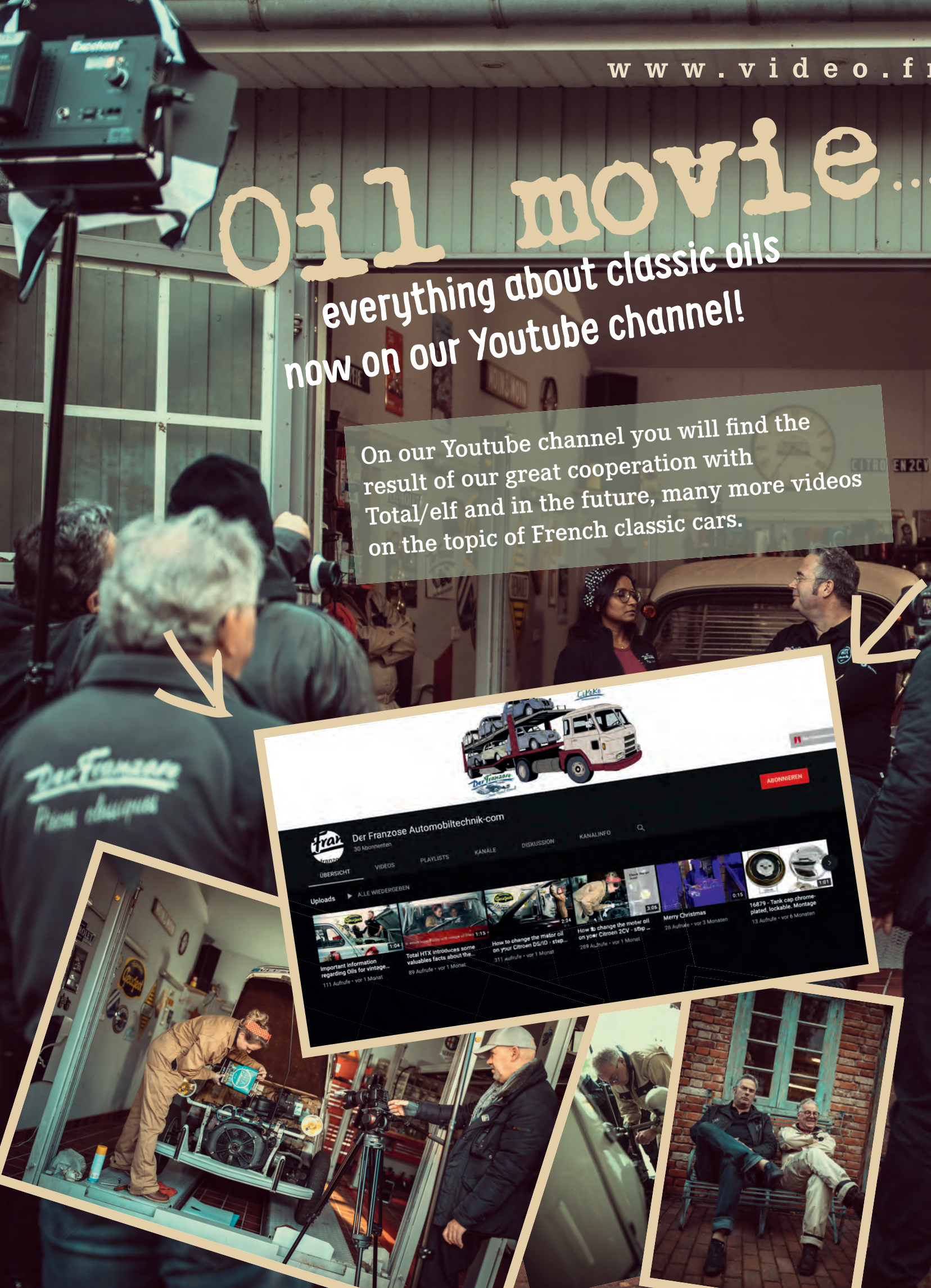
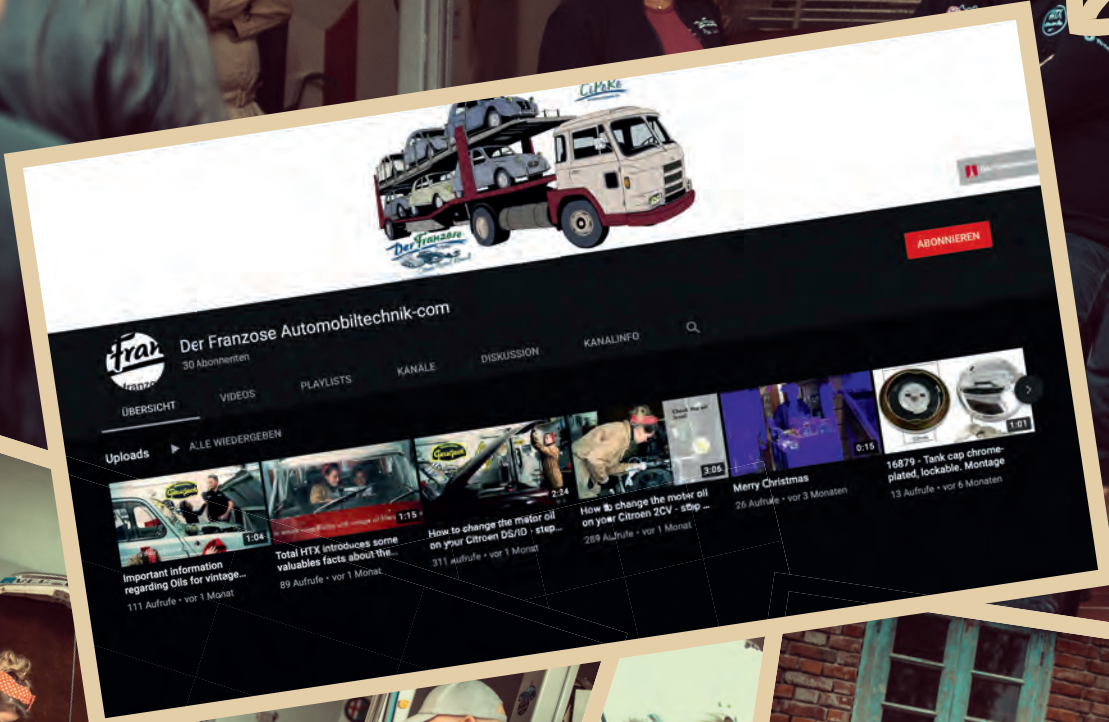
Take good care of you and all the best!

Ansgar Oberding

Oil movie...

everything about classic oils
now on our Youtube channel!

On our Youtube channel you will find the result of our great cooperation with Total/elf and in the future, many more videos on the topic of French classic cars.



powered by



A brand of TOTAL



THE LINK TO OUR YOUTUBE CHANNEL

We reported already about our cooperation but we didn't expect such a great "baby" out of this "marriage" within a short time.

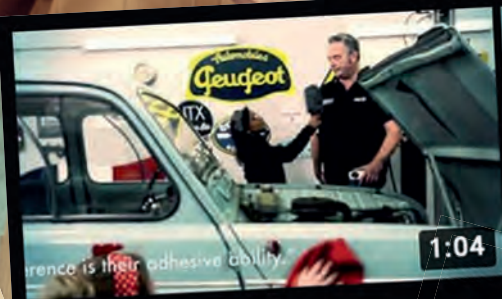
elf/TOTAL asked us if we were interested in intensifying the theme "oil for classic cars", while implementing tutorials on social medias channels. We agreed almost spontaneously without much hesitation. Together with Georg Kaiser, sales manager elf/TOTAL, we wrote a script, hire a film agency, polished our own garage to a high gloss condition and get the project "oil" started.

Ain't professional actors... self-promoters are better as who else can better talk about it than us.

Late Autumn 2019; "Final touches", "finals are done", "Camera ready?", "Quiet on set" aaaannd Action !

Here, we are: 4 actors, hmm I mean 4 experts, 4 cinematographers + 3 spectators... hmm "helping hands".

This can only be a success.



Important information regarding Oils for vintage...



Total HTX introduces some valuables facts about the...



ANNEL: www.video.franzose.com

What could I say.... We had fun and enjoyed those two shooting days. The retouching works, the repeating process and all tiny details, yet very important like the right sequences etc.. whose results obviously are not calculable and very expensive in time and nerves. Try to explain a cinema producer all related steps to an oil service... not an easy task at all. But at last, the ultimate product matters.

In Spring 2021, we (elf/TOTAL and Der Franzose) will publish the movie on various websites.

We are proud of it and can't wait to see the film.

Finally,
what belongs
together,
grows together.

YouTube



TOTAL
+ elf



Sometimes, coincidence is better than a thousand meetings. I must admit that, I often reject visits of "sales representative" with the argument that I have a fully booked timetable. Most of the time, I consider it as waste of time as in most cases, new products on the market are often compatible to modern cars. Yet, this particular sales representative surprised me with his understanding that I can't give him an appointment, due to the fact that I have to winterize



A brand of TOTAL

my cars, garden and so one. His response ; "Me too, got to hibernate the classic one" awakened my curiosity.

Ohhh, finally someone who knows what he is talking about, and not only a salesman on commission basis.

Couple of days later, we finally met at our company, to get to know each other. The main topics of the meeting was engine oil and lubricants. This two-meter-tall man, casually dressed, introduced him as the sales manager at Elf-Total. This meeting turns into a long, however very nice and interesting conversation of nearly 9 hours! We left the office at 10 pm!

After two further meetings, my knowledge about engine oil, greases and LHM were up to date. We then opted for a close cooperation. After all, what is better for french classics than oils from elf and TOTAL?

TOTAL is part of the Elf group, Citroen has been working with Total as original equipment manufacturer for more than 50 years, and who doesn't know the classic racing pictures of an Alpine A110 and R5 Turbo with ELF stickers? What belongs together will always find its way; elf-TOTAL and Der Franzose!

We are actually switching our entire range of oil and chemical products to Elf and Total. Yet, we still can offer you further oil brands until those are out of order.

Anyway, I'd like to share my extended knowledge with you.

Not all oil are the same. The old engines require a another viscosity than modern oils. The new modern oil are thin fluid and contain more cleaning additives, which can damage the engine gaskets. The classic engines require a special corrosion protection. Due to the fact that they do not have a closed oil circuit, humidity gets into the engines (via the carburetor, air filters and exhaust), thus causing rust in the engine. It is therefore advantageous, having an oil film on the metals in the engine. We wrote about it in our last catalogue. The right choice for our normal classic (2CV, R4, Floride, 4CV, DS, HY, 11CV, 203-604...) is the oil HTX Collection with the viscosity 20W-50. Even though, we are not really happy with the name "HTX", but at least the engine oil, delivered in a nice tin can, is therefore a nice decorative element for the workshop. And of course there is also a 2 litre can, which fits into the original bracket in the engine compartment. The HTX oil has an adjusted viscosity, and the high viscosity index enables a low-wear start, even after a long service life - the oil remains in the bearings and does not run into the



On tour with the 2CV



I have often been asked about the report of our trip in the 2CV to Lofoten.

My wife and I discovered the 2CV as being the best one for travelling by car: certainly not for getting from one corner to the other, as quickly as possible, since the 2CV is constructed for bon vivant!

Now, my 2CV4 with 21 HP, is a bit too weak for long journeys. By chance, however, I was able to acquire a 2CV6 as good as new, with a total mileage of only 28000 km and in absolute original condition - our new, powerful travel vehicle, with enough power to drive through the mountains.

Many interested people have asked what I would change on a 2CV to make it a touring car.

Well, dear explorer friends, the answer is: There is nothing that I wouldn't change on a 2CV, with which no long tours are undertaken.

The 2CV is, as it is, a beautiful hiking car. And thus, there are few things, which I will amend: The ignition system is exchanged to an electronic one (article 14300). The 2cv simply runs better. In addition to this, I will change the ignition coil

(our article 14395 - much less insensitive). It's not that the construction with ignition contact and condenser is bad, but nowadays almost nobody can adjust it! In addition, ignition contacts and condenser from current production are no longer as valuable as they used to be.

I always convert the light to H4 headlights - which simply give a better light than Bilux headlights. I drive the 2CV (Citroën DS) only on original Michelin tires. Every replica is worse, especially on soggy days. The Michelin tyres are simply the "best".

I exchange the original rubber band of the seats against our belts (article number 18099 + 18100) - finally, I also do not really correspond any more to the physical dimensions, of which Citroën specified in the 40's (male, 169cm, 67kg). The belts compensate the slight extra weight, and you simply sit much comfortable. By the way: My wife, who suffers from dorsal

pain, can drive with the 2cv for





8 hours, without any difficulty, compared to one hour drive in the new SUV, with its "super seats", causing her considerable difficulty.

I install a 12 volt socket (cigarette lighter) to charge electronic devices.

I no longer install any radio. Modern technology has produced great battery boxes that can be connected to the mobile phone via Bluetooth or cable. I'll have the phone connected, avoiding the tangled cables with radio and loudspeakers. And, the Bluetooth boxes are pretty good with a harmonious sound. I, personally use Marshall-Kilburn; Retro design with great sound and long-life battery

And now, the most important thing for me and the reason why the 2CV is also our "car for any season":. I mount an awning. Whether the sun is burning, or it is still a bit cool during spring days. With a sun sail, you can enjoy almost any



weather condition; Roof up, awning stretched, heating on, and everything is wonderful. Even with drizzling rain, no problem: You stay almost dry! Just try it out in a light drizzle - simply stunning!

Midsummer, 34°C, the sun is burning; too much sun for a convertible, too hot for a limousine.

But, 2cv - the ideal choice: roof opened, sun sail stretched, fan flap opened and off, we go! And in winter: I like to drive in winter when it is freezing cold and the sun is shining. Roof closed and winter protection installed. You don't freeze in the 2CV. Of course, provided that the heating hoses are in good condition (not bent or compressed) and that the heating flaps in the



heating bulbs are correctly adjusted - bits and bobs, which differentiate between either freezing or comfortable.

What else? For the road, I always take some tools, spare parts and petrol canisters along.

Important things for me are: iron wire, insulating tape, cable straps, fuel hose, spark plugs, V-belt, fuel pump, generator brushes, fuses, light bulbs, wiper blades, M7 screws and nuts. In addition to the normal tool, also a thin-walled 14mm nut for the belt pulley.

For some lazy people, a breakdown spray for the tyres! Something missing... oh, 1 liter engine oil 20W-50 and 1 liter hydraulic fluid and for 2CV with front drum brakes, 1 litre brake fluid DOT4 accordingly. Oh yes, my 2CV6 also got a tow trailer



14395



Citroen 2CV6
Dyane 6, Mehari, AM18
14300

coupling. Now, we can take both e-bikes with us with a small trailer. Off to the coast, and then continue by bike. Wonderful!



On tour
with the
2CV



FRANZOSE.DE

oil pan. Another advantage is the good thermal oxidation resistance, which minimizes sludge building-up in the oil pan.

Highly effective corrosion inhibitors delay the rusting process in the engine. The multi-range technology provides very good wear protection.

Not all classic oil from ELF-Total should be applied to our engines, except of some sporty one, like Alpine, R5 Turbo and other racers, where I will recommend the HTX CHRONO 10W-60.

The HTX CHRONO, in the tin canister, is a slightly blended synthetic engine oil for extremely high rotary speed and continuous racing and rallying loads.

Since I (rather my wife) also own an Alfa Romeo 1600 Duetto + Spider 2000, I prefer feeding that sport engine with the 10W-60 oil (one of the best in the world) . I only use the 20W-50 oil for the french classic and it works perfectly. Even the Citroen HY has stopped leaking and without me having to re-seal the engine.

Many manufacturers can mix oils for classic cars. Elf has indeed taken long time to offer oil for classic cars and it was worth waiting for it. The HTX oil, for example, has been specially de-



signed to ensure that an oil film adheres to the engine parts. That's important, because many classic cars have more to offer than just running. Even after months of using HTX, an oil film is

still present and thus a good corrosion protection in the engine is really assured: Even after the winter break, the engine is still supplied with oil. Of course, many other oil companies

advertise the advantages of their

products. But it was the adhesive oil film that really convinced us.

As Khalil Gibran beautifully said: "Faith is the knowledge within the heart beyond the reach of proof", I decided to make my very own experience, gaining much knowledge.

In Summer 2018, I dipped various engine parts in HTX oil and put them all, on an oil binding cloth on a shelf in my private workshop. Additionally, I dipped some parts into other oils and let them drain. 7 months later, I

can re-ally confirm that there was still an oil film on all HTX-oiled engine parts. That really convinced me.

So, from now on, all ELF-Total engine oils are being included in our range of products.

Authenticity above everything!



*Was already first
in the engine,
comes back in
the engine!*



10197



The mobile awning ...



Sun sails - Awning

Whether the sun is burning, or it is still a bit cool in spring days. With a sun sail you can enjoy almost any weather conditions. In midsummer you can sail without a cap. And then open the fan flap! There is nothing better. On cool days, turn on the heating, open the roof, the awning fends off the cool wind. You will enjoy it! And it also looks cool.

The awning is installed when the rolling roof is opened and can also be used with the closed roof in the 2CV. Another fun factor for your trips.



red-white 18198



yellow-white 18199



black-white 18250



orange-light beige 18249



grey-light grey 18255



dark red-white 18257



dark blue-white 18256



green-light green 18411



dark red-white 18257



blue-white 18410



green-light green 18411



- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14

MADE IN EUROPE

Made from electrolytically
galvanized sheet metal

Body
2CV

Since few years, there are new bodies for the Citroen 2CV. These bodies are made of 100% newly produced parts, made in Europe. The final fitting is very good. Each bodywork produced, is being checked for highest dimensional accuracy after production. In addition, all doors and hoods are assembled. This is documented photographically and a printed version of the pictures of each body is enclosed as proof. Upon incoming, We double check all bodies. After a positive assessment, a labelling is engraved on the front wall. This enables a 100% traceability, should this be necessary (e.g. in the event of insurance damage, accident or theft).

All bodies are designed for vehicles with hanging pedals (i.e. 2CV6) and some 2CV4. In addition to the normal body, we can provide you 2 further versions, namely a body with closed C-Pillar (like some 2CV6 Special and 2CV from the sixties). This version was indeed available for the 2CV6.

The third body version is much related to an imaginary one, but still harmonious. Besides the closed C-pillar, it also has a sloping tailgate, like the 2CV until the early '60s. Thus, a "vintage" conversion is possible without problem with every 2CV6.

All 3 body versions are made of electrolytically galvanized sheet metal.

If the body is now still properly sealed, this process will assure a long lifetime.

Of course, such a body has certainly its price. It sounds quite high at first, but it is absolutely justified.

Anyone who has ever had a 2CV body restored, knows the costs that can arise. Even if, a body at first sight, still looks very good, the perspective can change only after few procedures, e.g. with the angle grinder (Flex), by sandblasting or by thermal paint stripping.

In most cases, the following are to be replaced: 2x floor panels, 2x sills, the lower ends of the A+C support repair sheets, pedal floor pan, seat bench box, wheel house left + right rear and the corners of the rear end panels.

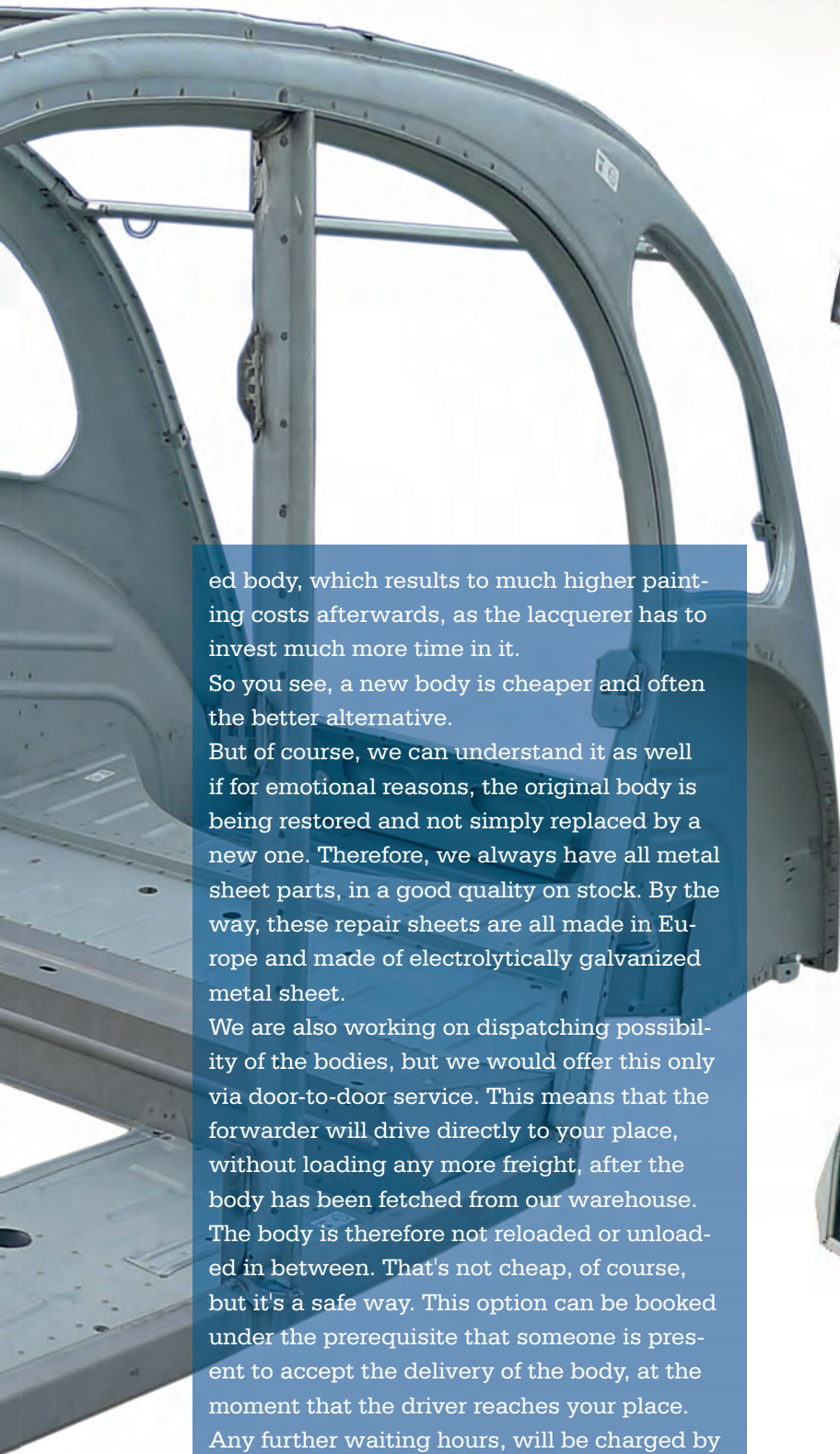
Only then, you have a good rugged body. The estimated cost is, at the stage approx. 1000€!

And now, you will have to get these fixed by a competent garage. A professional garage

needs at least 30 hours for bodyworks. Estimated cost for the garage: approx. 3000€

It might also happen that the restoration work lasts much longer than estimated. So, further costs are to be foreseen.

And, finally, you still have a welded, undulat-



ed body, which results to much higher painting costs afterwards, as the lacquerer has to invest much more time in it.

So you see, a new body is cheaper and often the better alternative.

But of course, we can understand it as well if for emotional reasons, the original body is being restored and not simply replaced by a new one. Therefore, we always have all metal sheet parts, in a good quality on stock. By the way, these repair sheets are all made in Europe and made of electrolytically galvanized metal sheet.

We are also working on dispatching possibility of the bodies, but we would offer this only via door-to-door service. This means that the forwarder will drive directly to your place, without loading any more freight, after the body has been fetched from our warehouse. The body is therefore not reloaded or unloaded in between. That's not cheap, of course, but it's a safe way. This option can be booked under the prerequisite that someone is present to accept the delivery of the body, at the moment that the driver reaches your place. Any further waiting hours, will be charged by the freight forwarder.

The estimated calculation for the transport will be approx. 1€ per kilometer distance as from our premises in Vechta, however, with a minimum cost of 250€.

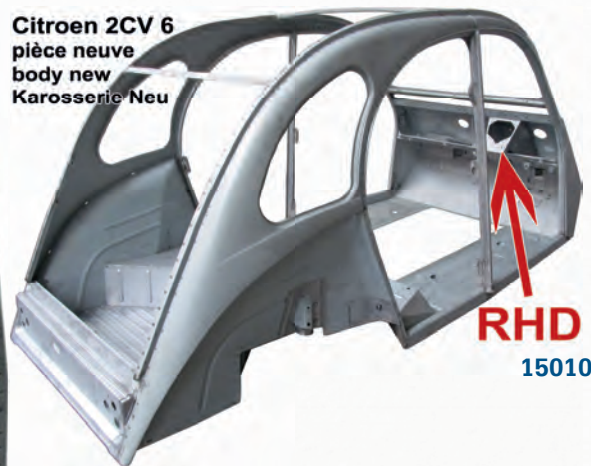
We will be pleased to send you a current daily rate or provide you the internet address, where you can easily place a pick-up order yourself.

In general, we can hand over the various new 2CV bodies ex stock.



15007

Citroen 2CV 6
pièce neuve
body new
Karosserie Neu



RHD

15010

Citroen 2CV6
>1990



15013

Citroen 2CV6
>1990



15011

A question of theory, but a matter of practice.

In our daily handling with our customers, besides specific technical enquiries regarding vehicles, we are also being questioned, frequently about the aspects mentioned in the title. Rest assured that themes, like environment, sustainability, logistics and personal data protection is a very important topic in our daily work. The following interview will help you having an overview in the "backstage scenes" of our day-to-day business.

Question:

Is Der Franzose environmentally conscious in his day-to-day business or does he merely sell parts for old stinking vehicles equipped with combustion engines, most of which do not even have a catalyst?

Der Franzose :

Romance and wishful thinking meet reality here. We all want more sustainability, ecologically responsible action and climate-neutral shipping. And that is why "Der Franzose" is very active in this field. Besides the catalytic converters, which we, ourselves developed for Renault and Citroen 2-cylinder boxer engines, we have integrated quite a lot in terms of ecology, sustainability and the environment. For example, since years we have not used plastic bags for shipping, but recycled paper-bags. The same applies to packaging: we do not use plastics, polystyrene chips or granulates as upholstery, even if it would be easier to handle. Instead, we use cardboard boxes, from the incoming department, which we ourselves shred in a special machine station. This process is quite tedious, but ecologically flawless. We, only use bubble wrap, exceptionally for padding glasses and chrome parts. In the incoming goods department, foil, paper, wood etc. are being sorted accordingly and disposed in provided containers (unfortunately also chargeable). In addition, we have been a member of the Dual System Germany (Green Dot) for years. This may not be the cheapest way for entrepreneurs, but the system ensures that packaging

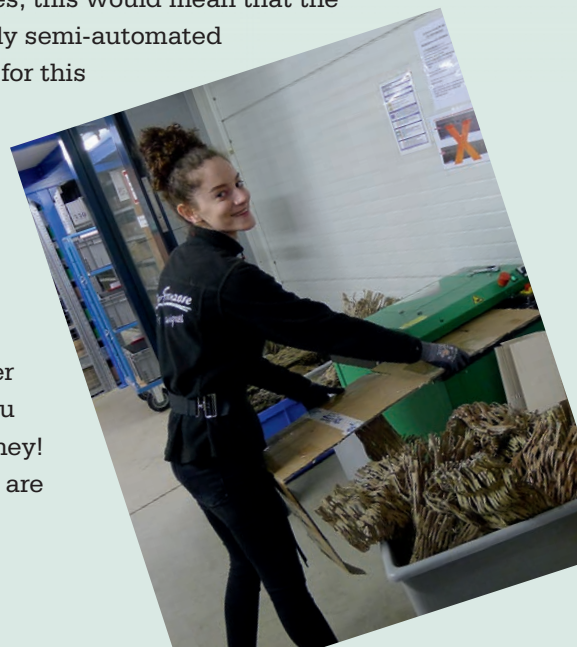
materials are sensibly recycled. For this reason, we use cartons that are most certified as far as possible, for shipping. Small parcels are sealed with paper-based wet adhesive tapes. Der Franzose has been operating a combined heat and power unit in his building, for almost 15 years now, with which we cover our heating and electricity needs. The surplus electricity generated is fed into the grid, and the colleagues in the warehouse are happy with the nice temperature. The small side effect is that, the more than 1 million parts, stored in our warehouse, are not exposed to large temperature fluctuations. Thus, they do not "age" due to a poor indoor climate.

Question:

Why does Der Franzose dispatch the smallest screw ordered in a big cardboard box instead of sending it in an envelope? That's environmentally not very friendly, is it?

Der Franzose:

Neither do we have a MOQ (minimum order value) nor do we calculate a minimum quantity supplement. But Der Franzose dispatch all parts, carefully packed via registered, insured and trackable parcels. From a commercial point of view, every order below a value of 40 euros, is a pure customer service, considering the necessary handling processes, i.e. issuing the invoice, printing, picking of goods from the warehouse, packing and dispatching. If that order were now to be dispatched via envelopes, this would mean that the normal, logistically semi-automated shipping process for this order - including the running conveyors! - would have to be interrupted. This procedure will slow down the handling of further orders. And as you know, time is money! Nevertheless, we are



pleased to offer this service to our customers, as we all know, from our own experience, how far a small part, like a screw, a nut or a gasket can penalise oneself. However, we have to do it as far as possible, in a most cost-effective way. In the daily business practice, it has been proven that it is more ecological to use a slightly larger box for a better handling. Small box is then to be handled in a particular way, most of the time manually as it does not really fit the conventional belt conveyors. Moreover, handling of boxes with a regular size is much efficient. Nevertheless, as in many other situations. the question is about "what do we want to" vs "what can we do", considering the fact what is economically reasonable! Perhaps this can help you understanding, why we don't send any parts in envelope - this simply disrupts the handling process and is therefore too expensive. Moreover, the parcel is not assured but also not trackable. Furthermore, we do not offer any express delivery for logistics and ecological reasons. This shipping option will not only disrupt the handling process but is also not really ecologically efficient. The transport vehicles are not fully loaded and more tours are being organised for delivery of such dispatching. It often happens that delivery delay of such "express shipment" does not really varies compare to regular shipment. Finally, we all want to get involved for a better environment, aren't we?

We are actually storing over 1 million spare parts in our warehouse. Those parts are partially not being in production since 50 years! You may have certainly noticed it yourselves: parts for modern vehicles are mostly available only upon request. There is nothing which is on stock in the next garage. Thus, a tour will be booked exclusively for the delivery of an oil filter! Is it much eco-friendly?

Question:

Why does it take several days until my ordered exhaust system arrives?

Der Franzose:

Bulky parcels are in general non-conveyable parcels. In that case, the same manual handling procedure is applicable. The dispatching of non-conveyable parcels are done manually and have to be forwarded manually from one station

to another and this process can cause a delay. So, please take into consideration that delivery of bulky and lengthy parcels, e.g an exhaust pipe, which is longer than 150 cm, might be done 1-3 days later.

Question:

Why can't I add something to my order, which I made just a few minutes ago? Shall I pay once again postage fees for the reorder?

Der Franzose:

After receipt of an order, via our website, Email, fax or phone, we consider that the customer has well prepared the order before closing the transaction. Thus, we handle that order including the payment as a closed transaction for us to proceed with shipping procedures as soon as possible. All logistics documents, like pick-up list for the warehouse, packing list as well as shipping label (size and weight of the parcel) to be transmitted to the postage service, are being printed. The inventory is being automatically updated. Now, to add an additional part to that parcel, means that the one at the sales department shall move to the shipping department, looking for that particular parcel, amongst hundreds of other parcel, get the registered shipping data cancelled at the post station, putting then that order on stand-by and issue a new invoice to get a further pick-up list for the additional item to then be picked up from the warehouse and added in the box! This procedure is unfortunately not possible to manage. However, for orders with "payment in advance" as payment method, is somewhat different. This order will not be forwarded to the shipping department until receipt of your payment. Thus, a amendment can be done at any time as far as the order has not been paid. And yes, even for the reordered "wiper blades", which one actually wanted to add to the order, postage fee is due again. After all, the postman will not carry the package for free, even a day later...

Over the years, we have gained the impression that this "reordering", especially of smaller parts, is often an organization problem. It often happens, particularly with workshop customers, that we get some reor-



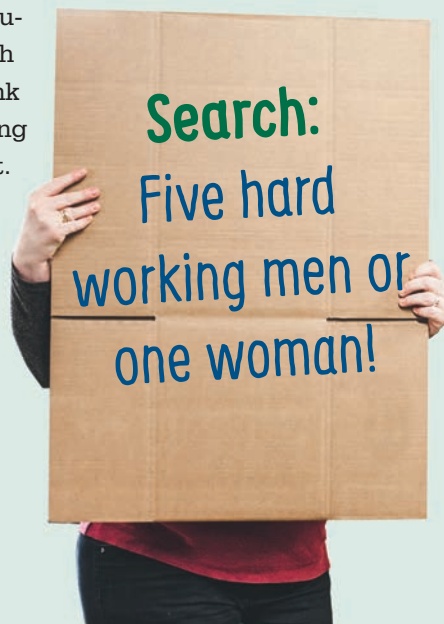
ders hours later after the previous order has been confirmed. Thus, a new invoice, including shipping will be issued and that tiny forgotten nut will be sent in a parcel. We, therefore always recommend to do first of all a check-list and send the order after the final inspection has been done. This process is much efficient, cost less money and definitely environmentally friendly. Moreover, we give you the option to insert the required parts in your shopping cart, which are being safeguarded for max. 6 weeks. You have then the possibility to send the final order, after all needed parts have been added in the cart. It is cheaper for you.

Question:

Is my parcel packed by a robot or do people still work in the shipping department at "Der Franzose"?

Der Franzose:

Some of our customers would stand open-mouthed in amazement if they could see, who pack all ordered parts. The whole shipping department is occupied by women. We've been sending spare parts since 31 years and throughout all those years, we have gathered enough experiences to know how to handle shipping of particular parts and we tried at the utmost to optimize handling at the shipping department as far as possible. Nevertheless, it was and is still a tough work. The daily itinerary of 10 km per person at the picking stations, is something usual. Besides, we do not only dispatch some bulbs or air filter, but also bulky parts, amongst complete exhaust system, floor panels and engine bonnet! This tough task is being done only by women, simply because they can do it, pretty much better than us men! Just think about how you handle packing of the last Christmas present. Quite complicated, isn't it? Even though, we have a very low fluctuation rate of employees because of the conditions of work and we do our best to offer all employees a good working atmosphere.



In other words; Franzose forever!

Question:

How does Der Franzose handle my personal data according to the GDPR (General Data Protection Regulation)?

Der Franzose:

The digital revolution has a massive impact in every aspects of our life. Rest assured that Der Franzose handle your data with strick discretion. We handle your personal data differently, compared to other famous international companies, where all your shopping lists are being saved and analysed for further marketing purposes, personalised on your purchases. To ensure more privacy, your personal data online are saved in an encrypted form. Our online server is located in Berlin, where the German data protection laws apply. We do not save neither your bankdata nor your creditcard details. Debiting of the credit card is being done directly on the website of our bank account, the CIC Bank of France, with a highest security level. That is why, each time you are ordering parts from us and wish to pay via creditcard, you are asked to enter the card number again.

We use your credit card data exclusively for a current payment process. All other data, required to handle your order, will only be stored in-house server complex at 2 different locations, namely in the server room in the hall complex and the in the server container. We don't use a cloud for this purpose, but invest in buying a specialised container, on our outdoor premises. This container is under video-surveillance and secured

with an alarm system and equipped with a fire extinguishing system and emergency power generator.

Our employees, who have to deal with your data within the framework of orders, have been thoroughly and specially trained and are obliged to absolute discretion.

This has been thus since long time but - unfortunately! - in the today's time, nevertheless worth mentioning.

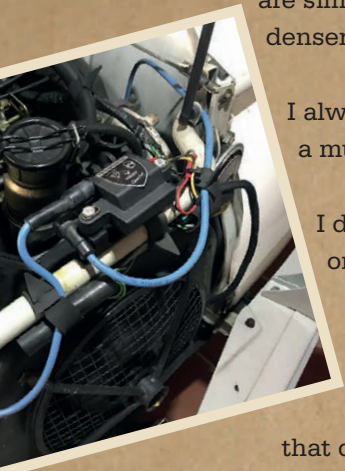
We are interested in your car, not more and not less, and that with great passion!



Enhancements

The French cars are simply fantastic one. Yet, there are always little things, which I change or improve on my own.

The ignition system is exchanged to an electronic one. It is not meant that the construction with contacts and condenser is bad, but nowadays, almost nobody can adjust it anymore! Many car workshops are simply overwhelmed with this. In addition to that, the newly produced contacts and condenser from current production are no longer of high quality, as they used to be.



I always exchange the Bilux headlight bulb against a H4 bulb with Bilux socle. The result is a much better light.

I drive the french cars only on original Michelin tyres. Every replica is worse, especially on soggy days. The Michelin tyres are simply the "best."

I install a 12Volt socket (cigarette lighter) to charge electronic devices.

I no longer install any radio. Modern technology has produced great battery boxes that can be connected to the mobile phone via Bluetooth or cable. I'll have the phone connected, avoiding the tangled cables with radio and loudspeakers. And, the Bluetooth boxes are pretty good with a harmonious sound. I, personally use Marshal-Kilburn; Retro design with great sound and long-life battery.

Anything else? I always have some tools, few spare parts and petrol canisters with me, while I'm on tour. For example: iron wire, insulating tape, cable straps, fuel hose, spark plugs, V-belt, fuel pump, generator brushes, fuses, light bulbs, wiper blades, M7 screws and nuts. In addition to the normal tool, also a thin-walled 14mm nut for the belt pulley. For some lazy people, a breakdown spray for the tyres! Something missing... oh, 1 liter engine oil 20W-50 and 1 liter hydraulic fluid (only for Citroen DS or SM).

All these only because you can't even buy them on a filling station en route. All these do fit in the spare wheel recess, including the spare wheel. Believe me!

Have fun on your journeys.

