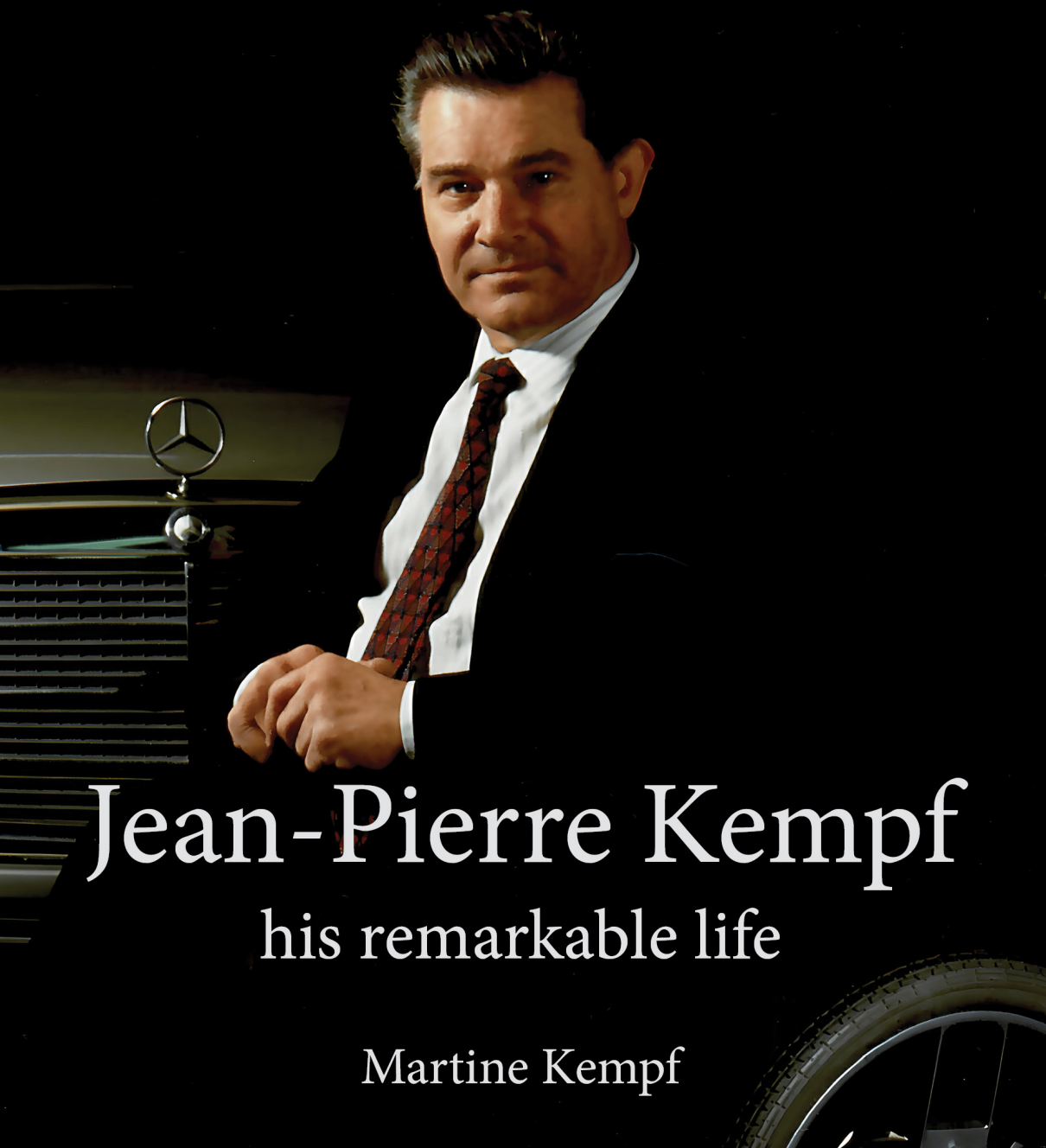
Freedom to drive



Jean-Pierre Kempf

his remarkable life

Martine Kempf

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Acknowledgments

I am deeply grateful to the many individuals who offered their support, guidance, and encouragement throughout the writing of this book — from the first ideas to the final pages.
Rather than risk forgetting someone, I simply wish to extend my heartfelt thanks to everyone who contributed their time, insights, and kindness during this rewarding journey.

I wish to express my special gratitude to Victoria, Théo, Sophie, Pierre-Bernard, Odile, Mireille, Martine, Marianne, John, Diane, Dany, Christine, and Céline.

Foreword

Who is Jean-Pierre Kempf, really?
Certainly, he was without question a man of great mechanical talent (and equally gifted in music and philosophy, though these abilities are probably less well known!). But he was also the son of exceptional parents who, from his earliest years, fought tirelessly to ensure that he could integrate as fully as possible into the society of so-called "able-bodied" people.
This combative spirit, displayed daily by his parents, profoundly shaped him, and he grew up with a constant determination to fight against discrimination and prejudice. And the challenge was enormous! Because if, even today, there is still much progress to be made in the field of inclusion, imagine what it was like in the 1950s!
His paraplegia, caused by poliomyelitis, confronted him from an early age with the limitations of everyday life. Among all the "inaccessible" aspects brought about by his disability, one subject especially preoccupied him: mobility. He wanted to do what everyone else could—he wanted to drive! As a mechanical engineer, he decided to find his own solutions and built an adapted vehicle, which he successfully used himself.
In the 1960s, drawing on the expertise he had developed in vehicle adaptations, he began to make a name for himself. At first in the area around Strasbourg, his hometown, and gradually further afield—especially across the border in Germany—his reputation grew and became firmly established.
At that time, I was the medical director of the Centre Mutualiste de Kerpape, a healthcare facility in southern Brittany near Lorient, specializing in rehabilitation and reintegration. Driving was, for us as well, a crucial issue. As early as 1976, we had established a driving school integrated

into our care center—the very first of its kind in France.
When I heard about the work of Jean-Pierre KEMPF, I naturally wanted to meet him. In 1981, I traveled to Strasbourg with the idea of building a research partnership that would involve users, many of whom still had no access to driving. Very quickly, our visions and goals aligned. And it was, fittingly, behind the wheel of his Mercedes—at 230 km/h on the German autobahn—that we sealed the deal.
Our partnership laid the foundation for an innovative strategy. It was not only about developing Kerpape's driving school service with vehicles adapted to all types of disabilities (amputations, hemiplegia, paraplegia, etc.), but also about structuring a dedicated multidisciplinary team (driving instructors, physicians, occupational therapists, neuropsychologists, and others).
All of this pursued a central goal: enabling the greatest possible autonomy for people affected in their health, while ensuring a safe model for gaining or regaining access to driving. Jean-Pierre came to Brittany on a regular basis to ensure the sustainability of the adaptations and to guarantee their customization.
For more than 15 years, our collaboration enabled hundreds of hospitalized patients to leave the rehabilitation center with the certainty that they could drive their own adapted vehicle. It was an extraordinary step forward… but it still excluded those who used electric wheelchairs due to impairment of all four limbs. Then the idea began to take shape: since they were able to control their wheelchair with a joystick, why should they not also be able to do the same with a car?
The challenges—technical, legal, financial—were countless.
In 1992, the solution came from a great visionary: Bernard Barataud. As President of the French Muscular Dystrophy Association (AFM) and founder of the Telethon, he was captivated by the project and agreed to fund this research, fully aware of the tremendous positive impact it would have for people living with muscular dystrophy.
That same year, Martine and Jean-Daniel, Jean-Pierre's children, joined the adventure. We would regularly meet all together in Paris for the development of compensatory solutions, trials, and testing. All this collective work led to the creation of the mini-joystick system, which was officially presented during the Telethon in 1994 — held that year in Strasbourg!
Six vehicles, driven by six functional quadriplegic individuals from Kerpape and Paris, appeared on live television. The impact was enormous. Not only had joystick driving been made possible, but for the first time

ever, voice commands were implemented in a vehicle. On the safety side, an electric wheelchair, validated through certified crash tests, was approved. Innovation was everywhere.

And the media response was immediate. From that point on, even the most severely physically disabled individuals gained access to driving: a true revolution that would resonate across the world.

Today, in 2025, the national association COMÈTE France, which brings together most of the largest rehabilitation centers in France, continues to promote the development of driving school services within healthcare institutions. In 2016, this association even issued, in collaboration with the French National Health Authority, a set of best practice guidelines on resuming driving.

So many remarkable victories have been achieved thanks to the vision, determination, and expertise of one man and his children. Jean-Pierre was a pioneer who understood—long before others—that driving is one of the major keys to independence. He fought relentlessly to make it possible, and I believe there is one quote that perfectly sums up his journey: "They didn't know it was impossible, so they did it."

Thank you, dear Jean-Pierre, for opening up new horizons of possibility.

Dr. Michel Busnel

Lorient, September 4, 2025

Early Years in Alsace

Jean-Pierre Kempf's life was profoundly altered at an early age by poliomyelitis, a viral disease that left him unable to walk at the age of three. This paralysis, far from dampening his enthusiasm or curiosity, became the driving force behind a life devoted to innovation and to improving the quality of life for people with disabilities. From a young age, he showed resilience and a determined will to overcome the challenges posed by his condition.

Jean-Pierre with his mother.

What's remarkable is that Jean-Pierre never complained about his inability to walk—not to his loved ones, not to his family and not to his clients. On the contrary, when people referred to him as paraplegic, he would point out that there was a major difference between a paraplegic and himself.

As a result of polio, he had retained sensation in his legs, unlike someone with a spinal cord injury, who typically loses all feeling below the site of the lesion. This spared Jean-Pierre many of the medical complications commonly associated with paraplegia.

It is thanks to a few newspaper articles published between the 1960s and 1980s that we know about the challenges Jean-Pierre faced during his childhood, his schooling, and the early years of his professional career.

Jean-Pierre standing at the age of 2 with his father and his sisters Gretel and Lisel.

As he grew up, Jean-Pierre was confronted with an environment not designed for people with reduced mobility. From primary school onward, he had to rely on the help of adults and older classmates to move around and access classrooms. The boys' primary school in Cronenbourg, a suburb of Strasbourg, was only 300 meters from his family home. Every morning, he went there on a hand-operated tricycle. This gave him independence, and he didn't need his parents to get to school.

During his childhood, physical challenges were constant, but one memory stands out from his primary school years. Each morning, the teacher would inspect the students' hands for cleanliness. Jean-Pierre, who used a tricycle to get around, faced a recurring problem: the handlebar, which remained outside, was rusty—so he would often arrive at school with dirty hands. Despite his best efforts, he was regularly struck on the hands with a ruler by the teacher—a punishment for something he could not control. This injustice left a deep impression on him, highlighting the misunderstandings he had to endure as he grew up.

Jean-Pierre with his mother and his aunt.

During the War

In 1939, with the outbreak of war, Jean-Pierre's family, like many Alsatians, was evacuated to the Dordogne. They first settled in Saint-Michel-Leparon, where Jean-Pierre attended school. There, he was carried into the classroom either by the teacher or by a 14-year-old girl.

Later, the family moved to Bagnères-de-Bigorre, a spa town in the Pyrenees. At his new school, there was only one step to overcome, and the teacher allowed him to enter the classroom directly with his tricycle, making his daily routine much easier.

Jean-Pierre experienced a childhood much like that of other children. When a journalist asked him in 1963, "Were you a spoiled child?", he replied: "Children with polio are often spoiled, treated like patients—which generally does them no favors. I grew up with four brothers and sisters, and I was never considered a special case, just another child. When I got into trouble with my friends, I got punished just like everyone else!"

Thanks to his tricycle, he could play outside with his friends and remain independent, fully participating in group life.

One day, during the war, a military convoy passed through the small town in Dordogne where Jean-Pierre's family had taken refuge. In a curve, a trailer struck and destroyed his small tricycle, putting an end to his independence. This hand-operated tricycle, made by the company Favor—which had been manufacturing motorcycles and mopeds in Chamalières near Clermont-Ferrand since 1924—was essential to him.

His mother, determined, took a train packed with soldiers to Clermont-Ferrand, hoping to find a new tricycle for her son. Thanks to her persistence and iron will, she succeeded and returned to the Dordogne with a new tricycle for Jean-Pierre, restoring the autonomy he so greatly valued.

Jean-Pierre on his tricycle with his two sisters and a friend at the Kehl bridge in 1941.

Back in Alsace

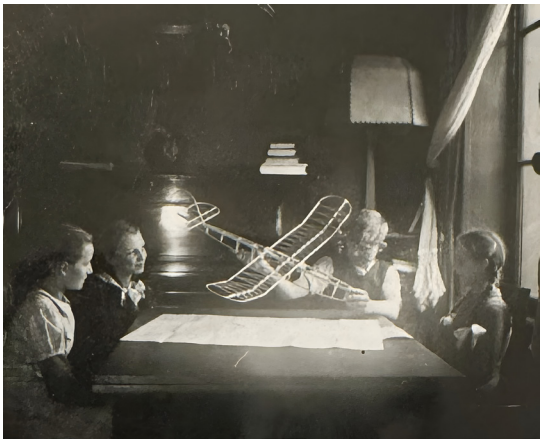
In 1940, due to his position as a land surveyor with the land registry office in Strasbourg, Jean-Pierre's father, a civil servant, was required to return to Alsace with his family during the German occupation.

Upon their return to Strasbourg, Jean-Pierre accompanied his father to meet Dr. Brudi, the director of the Karl-Roos-Schule, his new school, located on Quai Saint-Jean. His father carried him up to the second floor where the director's office was located. Without hesitation, Dr. Brudi agreed to admit him and arranged for Jean-Pierre's class to be moved to the ground floor. Each morning, Jean-Pierre would ride his tricycle up to the classroom window and, using the strength of his arms, pull himself inside.

For four years, Jean-Pierre took all his classes in German. One of the teachers who left a lasting impression on him was known for telling his students: "Kinder, werdet alles, aber nur keine Pfuscher!"—"Children, become whatever you want, but never be sloppy craftsmen!" Jean-Pierre took this advice to heart and applied it throughout his life. Whatever task he undertook, he aimed to complete it with the utmost precision and excellence. Later, he tried to pass this sense of discipline on to his own children. He would ask them to polish his car, a Chambord, using cotton wool and polish,

The Chambord well polished.

and every inch—from the roof to the bumpers—had to shine. If it didn't, he made them start over. Through this practice, he wanted to teach them that perfection is within reach in everything one sets out to do.



At age 10, Jean-Pierre builds model aircraft.

In his family, except during the period when they were refugees in the south of France—where speaking French was necessary—everyone spoke the Alsatian dialect, a Germanic language. His close relatives and friends called him "Hans" rather than Jean-Pierre.

After four years of schooling in German, during which speaking French was forbidden, Jean-Pierre, at age 13, had lost his command of the French language. When the war ended and Alsace was returned to France, all classes were once again taught exclusively in French, and speaking German was prohibited. This was the so-called "direct method." At first, the students struggled to understand, but little by little, they relearned French. Jean-Pierre recalled a striking incident from that time: one day, while stopped on a sidewalk due to a problem with his tricycle, a French soldier approached him and said, "Je peux te donner un coup de main", which literally could be translated as "I can hit you with my hand" but which is an expression in French for "Let me give you a hand." Jean-Pierre immediately replied, "Oh no!"—believing the soldier wanted to hit him. This episode, though humorous in hindsight, perfectly illustrates the linguistic confusion of the time. Yet within a few months, Jean-Pierre became perfectly bilingual.

Jean-Pierre in 1942 – he is 10 years old.

His Family

Jean-Pierre's grandfather, Georg Kempf, was born in 1870 in Ortenberg, a small village northeast of Frankfurt, Germany. Jean-Pierre's great-grandfather, the village pastor, had the daily task of ringing the church bells at noon to signal to the farmers working in the fields that it was time to return home for lunch.

As an apprentice tailor, Georg once decided to play a prank on his father by ringing the bells at 11 a.m. instead of noon. This caused numerous quarrels between husbands who came home too early and wives who hadn't yet finished preparing the meal. Georg was sternly reprimanded by his father, as he spoke of the incident often.

At the end of his apprenticeship, his father sent him on a journeyman's tour to refine his skills. It was in Strasbourg, Alsace, that he met his wife and started a family.

Maria and Adolf the parents of Jean-Pierre.

Deeply passionate about his craft, Georg couldn't help but run his fingers over every coat, curtain, or fabric he encountered, gauging the texture and quality with a subtle motion between thumb and forefinger.

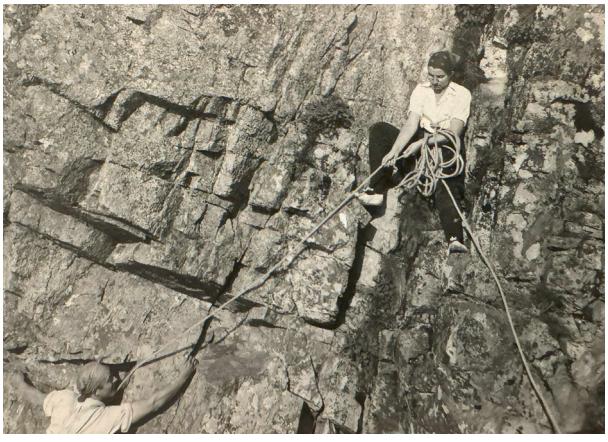
He refused to learn French,

often saying: “Red wie Dir de Schnawel gewachsen esch!” — which means: “Speak the way your mouth was made to speak!” (i.e., speak your mother tongue).

Jean-Pierre’s father, Adolf (Georg’s son), passionate about mathematics, chose a career as a land surveyor. A sports enthusiast, he enjoyed skiing and canoeing. It was during these activities that he met Maria Roedel, a woman equally fascinated by mathematics.

Maria, the mother of Jean-Pierre.

She worked as an accountant and shared the same passions—sometimes with even greater boldness. She would jump over locks in her canoe. Together, they frequently went on climbing trips in the Dolomites with friends before starting a family.
Later, when Jean-Pierre’s children came to visit, they would sometimes find the couple sitting at the dining room table, deep in calculations to determine the surface area of the radiators in the various apartments of their house—so they could divide the gas costs fairly among the tenants.



Jean-Pierre’s parents in the Dolomites.

His Studies

After the war, Jean-Pierre continued his secondary education at Lycée Kléber in Strasbourg, where he still benefited from the unwavering support of his classmates. They regularly helped him reach classrooms located on the upper floors, as the buildings were not accessible. Despite the physical obstacles, Jean-Pierre stood out for his intelligence and adaptability, developing a strong passion for mechanics and science.

Alongside his studies, Jean-Pierre began building model gliders and even a kayak—its dimensions determined by the size of his bedroom. Fascinated by engineering, he read specialized magazines for engineers and quickly gained a solid grasp of mechanical concepts.

Jean-Pierre in chemistry lab.

Jean-Pierre also developed a keen interest in history and philosophy. At one point, he became fascinated by the alignment of church steeples in Alsace and, proud of his findings, sent a letter to the regional newspaper Les Dernières Nouvelles d'Alsace. Unfortunately, it was never published. Disappointed and frustrated,

Jean-Pierre held a grudge against the paper and, for the rest of his life, refused to subscribe to it or read it.

It was during this period that Jean-Pierre began to take an interest in vehicles, fascinated by the independence they could offer. At the age of 18, he built a car from the parts of an old Salmson chassis. This achievement marked a turning point in his life, as it proved to him that he could overcome the technical challenges posed by his physical condition. His interest in mechanics quickly turned into a true calling.

The Salmson of Jean-Pierre equipped with his invention.

He adapted the car with hand controls of his own invention and manufacture, then obtained his driver's license. Nothing seemed impossible to him!

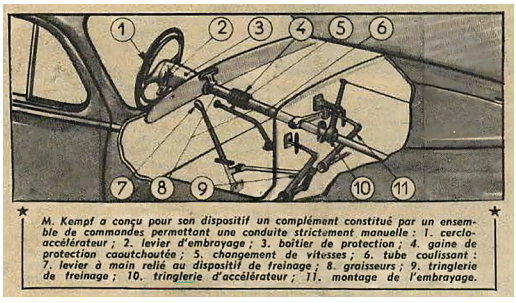
After completing secondary school, Jean-Pierre pursued a university track in mathematics, physics, and chemistry (MPC), and earned a bachelor's degree in science. His goal was clear: to gain admission to the École Nationale Supérieure de Chimie (ENSC) in Strasbourg. With unwavering determination, he took the entrance exam alongside 170 other candidates and ranked 17th among the 20 admitted. However, to his great disappointment, he was rejected due to his disability. The director at the time, Mr. Forestier, believed that Jean-Pierre's limited mobility would prevent him from evacuating safely in case of an accident in the chemistry labs. Despite the intervention of Dean Redslob, who strongly advocated for Jean-Pierre's potential, the school maintained its decision.

Undeterred, Jean-Pierre chose to continue on his path. He enrolled at the faculty of science, where he studied fluid mechanics, mineralogy, and chemistry, while continuing to work in the labs of the Institute of Chemistry. Ironically, this brought him back into contact with Mr. Forestier—now in a context where Jean-Pierre demonstrated daily that he could work safely in a scientific environment. This university period was also marked by an ever-deepening pursuit of independence.

L'Auto-Journal

Jean-Pierre now got around in a car he modified himself.
He designed an ingenious system, which he called the "accelerator ring," combined with a main handbrake and a hand-operated clutch, allowing him to drive using only his hands
Buoyed by this achievement, he realized he could improve the lives of other people with disabilities by adapting vehicles to their specific needs.

He decided to share his invention by sending a letter to L'Auto-Journal, a car magazine, in which he described his hand-control system for driving without the use of one's legs. The letter was published, and the response was immediate. Jean-Pierre received a flood of letters from people with reduced mobility, all eager to gain access to similar solutions. This early success encouraged him to devote himself fully to this work.



M. Kempf a conçu pour son dispositif un complément constitué par un ensemble de commandes permettant une conduite strictement manuelle : 1. cercle-accélérateur ; 2. levier d'embrayage ; 3. boîtier de protection ; 4. gaine de protection caoutchoutée ; 5. changement de vitesses ; 6. tube coulissant ; 7. levier à main relié au dispositif de freinage ; 8. graisseurs ; 9. tringlerie de freinage ; 10. tringlerie d'accélérateur ; 11. montage de l'embrayage.

Excerpt from his letter to L'Auto-Journal.

Jean-Pierre received an invaluable gesture of support that he would remember for the rest of his life: Heinrich, the baker from Cronenbourg, gave him a Citroën 2CV so that he could adapt it with his system. With great generosity, Heinrich told him he would only need to pay him back when he had the means. Sadly, the baker passed away shortly afterward.
In a final act of kindness, Heinrich wrote off the debt in his will, releasing

Jean-Pierre from any obligation to repay him. This gesture had a lasting impact on Jean-Pierre, reminding him of the vital importance of solidarity in the pivotal moments of life.

Jean-Pierre and Brigitte in 1954.

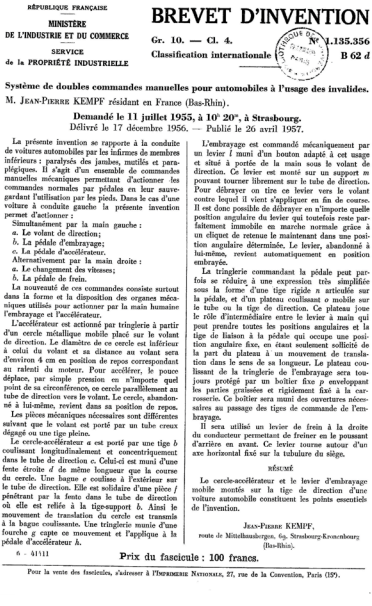
In April 1955, Jean-Pierre married Brigitte Klockenbring, a medical laboratory technician at the children's clinic in Strasbourg. After the birth of their first child, Brigitte chose to leave her job to fully dedicate herself to their family and become actively involved in the development of the business alongside Jean-Pierre. Together, they formed a strong partnership, with Brigitte playing a key role in managing the household while supporting her husband's ambitions. They raised three children: Jean-Daniel, born in July 1956, Pierre-Bernard in August 1957, and Martine in December 1958.

During their honeymoon in Paris, Jean-Pierre reached out to the Federation of War-Disabled Veterans (Fédération des Grands Invalides de Guerre). The director of the federation, recognizing the potential of Jean-Pierre's inventions, strongly encouraged him to begin manufacturing adaptation devices for vehicles. He saw in them a major advancement for the federation's members.

Jean-Pierre and Brigitte on their honeymoon.

His Patent for the Accelerator Ring

On July 11, 1955, Jean-Pierre filed a patent for his “accelerator ring” mounted on the steering wheel—an innovation that would transform driving for people with reduced mobility.
This patent granted him protection for 20 years, during which he maintained a decisive lead over any competition.



RÉPUBLIQUE FRANÇAISE
MINISTÈRE
DE L'INDUSTRIE ET DU COMMERCE
SERVICE
de la PROPRIÉTÉ INDUSTRIELLE

BREVET D'INVENTION

Gr. 10. — Cl. 4. N° 1.135.356
Classification internationale B 62 d

Système de doubles commandes manuelles pour automobiles à l'usage des invalides.

M. JEAN-PIERRE KEMPF résidant en France (Bas-Rhin).

Demandé le 11 juillet 1955, à 10h 20m, à Strasbourg.
Délivré le 17 décembre 1956. — Publié le 26 avril 1957.

La présente invention se rapporte à la conduite de voitures automobiles par les infirmes de membres inférieurs : paralysés des jambes, mutilés et paraplégiques. Il s'agit d'un ensemble de commandes manuelles mécaniques permettant d'actionner les commandes normales par pédales en leur sauvegardant l'utilisation par les pieds. Dans le cas d'une voiture à conduite gauche la présente invention permet d'actionner :

Simultanément par la main gauche :
a. Le volant de direction ;
b. La pédale d'embrayage ;
c. La pédale d'accélérateur.
Alternativement par la main droite :
e. Le changement des vitesses ;
b. La pédale de frein.

La nouveauté de ces commandes consiste surtout dans la forme et la disposition des organes mécaniques utilisés pour actionner par la main humaine l'embrayage et l'accélérateur.

L'accélérateur est actionné par tringlerie à partir d'un cercle métallique mobile placé sur le volant de direction. Le diamètre de ce cercle est inférieur à celui du volant et au distance au volant sera d'environ 4 cm en position de repos correspondant au ralenti du moteur. Pour accélérer, le pouce déplace, par simple pression en n'importe quel point de sa circonférence, ce cercle parallèlement au tube de direction vers le volant. Le cercle, abandonné à lui-même, revient dans sa position de repos.

Les pièces mécaniques nécessaires sont différentes suivant que le volant est porté par un tube creux dégagé ou une tige pleine.

Le cercle-accélérateur *a* est porté par une tige *b* coulissant longitudinalement et concentriquement dans le tube de direction *c*. Celui-ci est muni d'une fente droite *d* de même longueur que la course du cercle. Une bague *e* coulisse à l'extérieur sur le tube de direction. Elle est solidaire d'une pièce *f* pénétrant par la fente dans le tube de direction où elle est reliée à la tige-support *b*. Ainsi le mouvement de translation du cercle est transmis à la bague coulissante. Une tringlerie munie d'une fourche *g* capte ce mouvement et l'applique à la pédale d'accélérateur *h*.

L'embrayage est commandé mécaniquement par un levier *l* muni d'un bouton adapté à cet usage et situé à portée de la main sous le volant de direction. Ce levier est monté sur un support *m* pouvant tourner librement sur le tube de direction. Pour débrayer on tire ce levier vers le volant contre lequel il vient s'appliquer en fin de course. Il est donc possible de débrayer en n'importe quelle position angulaire du levier qui toutefois reste parfaitement immobile en marche normale grâce à un cliquet de retenue le maintenant dans une position angulaire déterminée. Le levier, abandonné à lui-même, revient automatiquement en position embrayée.

La tringlerie commandant la pédale peut parfois se réduire à une expression très simplifiée sous la forme d'une tige rigide *n* articulée sur la pédale, et d'un plateau coulissant *o* mobile sur le tube ou la tige de direction. Ce plateau joue le rôle d'intermédiaire entre le levier à main qui peut prendre toutes les positions angulaires et la tige de liaison à la pédale qui occupe une position angulaire fixe, en étant seulement sollicité de la part du plateau à un mouvement de translation dans le sens de sa longueur. Le plateau coulissant de la tringlerie de l'embrayage sera toujours protégé par un boîtier fixe *p* enveloppant les parties graissées et rigidement fixé à la carrosserie. Ce boîtier sera muni des ouvertures nécessaires au passage des tiges de commande de l'embrayage.

Il sera utilisé un levier de frein à la droite du conducteur permettant de freiner en le poussant d'arrière en avant. Ce levier tourne autour d'un axe horizontal fixé sur la tubulure du siège.

RÉSUMÉ

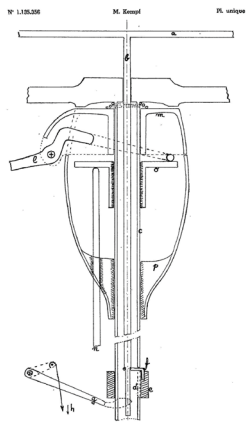
Le cercle-accélérateur et le levier d'embrayage mobile montés sur la tige de direction d'une voiture automobile constituent les points essentiels de l'invention.

JEAN-PIERRE KEMPF,
route de Mittelhausbergen, 6q, Strasbourg-Koenchbourg
(Bas-Rhin).

6 - 41111

Prix du fascicule : 100 francs.

Pour la vente des fascicules, s'adresser à l'IMPRIMERIE NATIONALE, 27, rue de la Convention, Paris (15e).



Patent filed on July 11, 1955.

It was only after this period that similar devices began to appear in France, but Jean-Pierre would remain at the forefront of innovation in this field.

The Citroën 2CV equipped with an accelerator ring, hand brake, and hand-clutch.

The accelerator ring consisted of a metal loop mechanically linked to the accelerator pedal by a rod passing through the steering column. Its range of motion, from idle to full throttle, was approximately 45 mm.

The brake lever, mounted to the right of the steering wheel, controlled the brake pedal via a mechanical linkage.

Finally, the hand clutch, located on the left side of the steering wheel, allowed the driver to disengage and re-engage the clutch with the left hand—without letting go of the wheel—while shifting gears with the right hand.

... here's a sample.

This book is available on Amazon.com:
https://www.amazon.com/dp/B0FTG2YH92

and on Apple books:
https://books.apple.com/us/book/freedom-to-drive/id6753323465

Enjoy your reading!

About the Author

Martine Kempf, daughter of Jean-Pierre Kempf, is passionate about electronics and astronomy, and a self-taught inventor.

She is the creator of the Katalavox, a pioneering voice-control system used in neurosurgery and in the adaptation of vehicles for people with reduced mobility.

Committed to developing innovative technologies that serve people with disabilities, she has been leading companies in both the United States and France for several decades.

In this book, she recounts the life of her visionary father with sensitivity and authenticity, through a series of short scenes — sometimes humorous, often moving — offering a vibrant tribute to an extraordinary journey.

https://www.kempf-usa.com


Martine Kempf

Freedom to drive

Deprived of the use of his legs at the age of three, Jean-Pierre Kempf never let disability define his limits.
A visionary and an ingenious inventor, he helped thousands of people with reduced mobility rediscover the joy of driving.

In this inspiring and moving account, discover an extraordinary destiny: a childhood marked by inaccessibility, revolutionary inventions born in a small kitchen in Cronenbourg, France and improbable adventures across Europe — and as far as Japan.

Through his trials, his commitments, his humor, and his unwavering perseverance, Jean-Pierre teaches us that the most meaningful journeys are those that lead us to serve others.

Martine Kempf, daughter of Jean-Pierre Kempf, recounts her father's life from 1931 to 2002 through a series of short, surprising, amusing — and often incredible — scenes.