

THE QUARTERLY MAGAZINE OF THE FRENCH AND FANTASTIC AUTOMOBILE CLUB (WA)

LA VOITURE



See all the pics from...
FETE DE LA VOITURE BONJOUR PERTH 2016
+ Our 2016 Club Xmas Party at Chez Pierre's + Celebration of the Motorcar

- + CLUB WELCOMES NEW PRESIDENT JOHN BOLDOCK
- + PICS FROM THE BROCKWELL RUN
- + TARGA WEST DISPLAY
- + UPDATE ON CONCESSIONAL LICENSING
- + RARE FRENCH ONE OFF WAGONS

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ISSUE 11

SUMMER/AUTUMN 2017



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From the New President

Hello everyone! As you probably know, you now have a new President – hope I can do at least half the job Justin has done in the past. I look forward to the help provided by our team - Justin, Paul Blank, Greg, Paul Nitschke and the only lady on our team, Eileen. There is a fair bit that goes on behind the scene from these supporters, I look forward to their continued help during the club year.

I guess being the new President I should introduce myself, I was hatched in the UK and emigrated as a teenager to Adelaide (for those of you who haven't been to Adelaide, the Hills are fantastic place to go driving, with numerous roads twisting and winding around hills and valleys, quite often with a destination of a winery).

I have a strong passion for cars and motorcycles, getting my first a Mobylette at the age of 12 in the UK. I was too young to ride on the road so had to push it 3 km to the local forest and ride around there. I later progressed to trail bikes. When I emigrated to Australia with my parents I then got involved with cars.

In my late teens/early 20s I worked as a car detailer at car dealer Chateaux Moteur on Gilbert Street in Adelaide, driving Saabs, Porsches, Alfa Romeos and of course Citroens! Currently I drive a Megane RS250 which I have had from new, it's been great so far and has that real go-kart feel to it with some suspension tweaks.

FFAC had a busy period at 2016 end with several events - in October, Rotary club at Como, a general meeting at Mean Machines then Bonjour Perth, the Brockwell Run in November and the last but not least event – the Christmas Party in December at Chez Pierre in Nedlands.

Hope I can lead us on in 2017, with interesting events and social activities that keep you all interested and participating. Please contact us if you have any creative suggestions/ideas for events and we will see if we can accommodate them. Look forward to catching up with you.

Regards **John Boldock** - President.

This rendering of a modern Renault 4 has appeared on the internet.



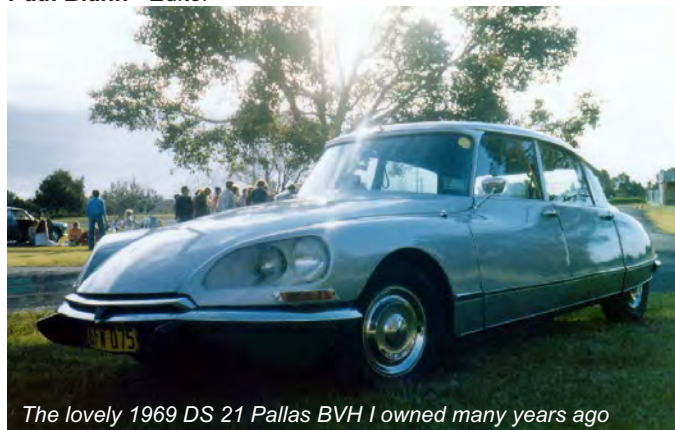
Editorial

Welcome to the latest issue of the French & Fantastic Automobile Association's **La Voiture** magazine. We have a good variety of articles for this issue. My thanks to those who have contributed.

In the past few months there have been some great events which members have participated in - reported in these pages. And there's plenty to come in 2017 - see the calendar for the next few months on the inside back page.

We are keen to encourage you, if any of you have stories to tell - about their French cars past or present or photos of interest, please contact me and I'll be happy to assist, guide and help in any way necessary - for upcoming editions of this publication.

Paul Blank - Editor



The lovely 1969 DS 21 Pallas BVH I owned many years ago

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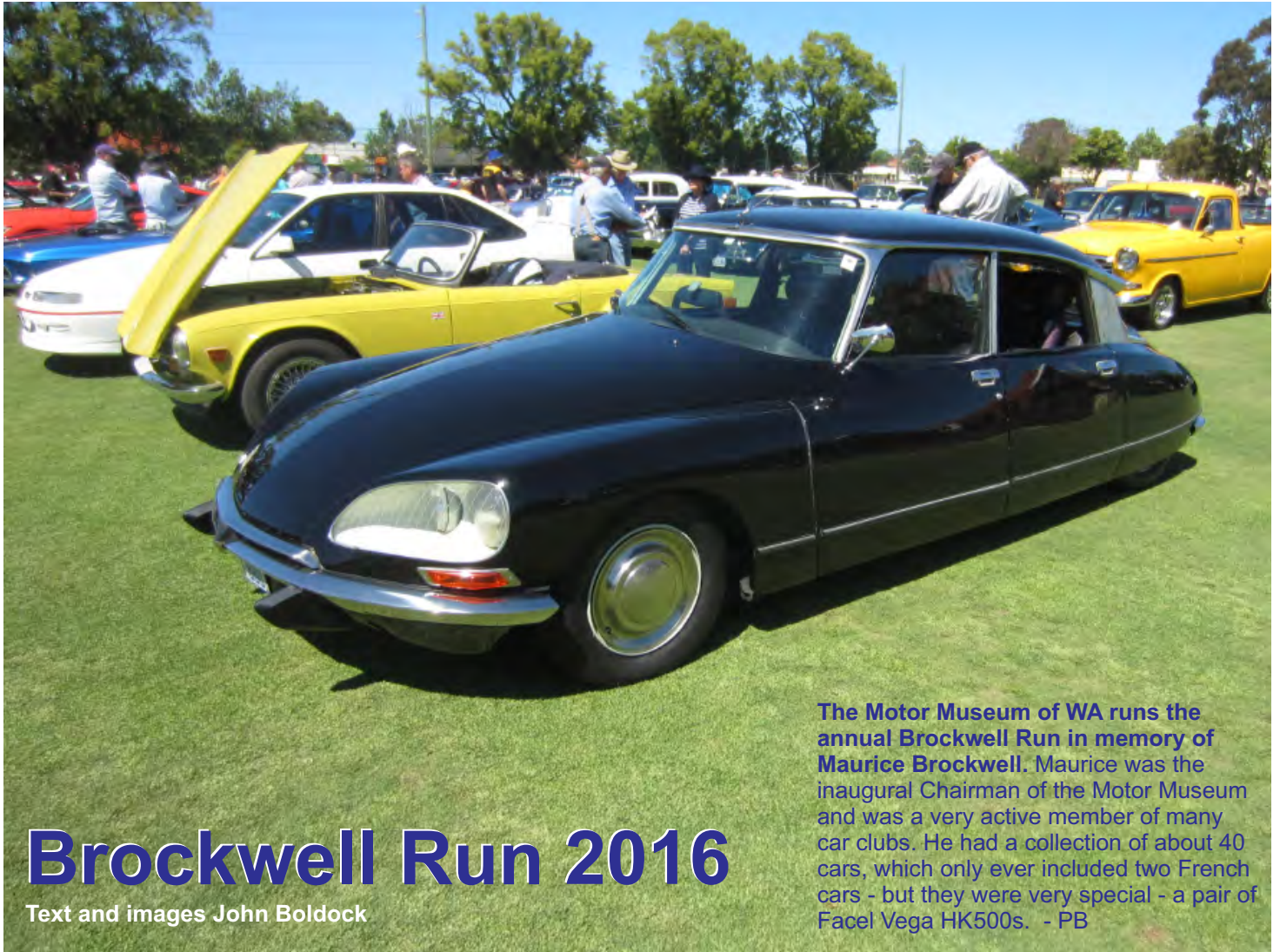
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The French & Fantastic Automobile Association is a member of the Council of Motoring Clubs of WA.

Membership forms can be found at: frenchandfantastic.com.au



Brockwell Run 2016

Text and images John Boldock

The Motor Museum of WA runs the annual Brockwell Run in memory of Maurice Brockwell. Maurice was the inaugural Chairman of the Motor Museum and was a very active member of many car clubs. He had a collection of about 40 cars, which only ever included two French cars - but they were very special - a pair of Facel Vega HK500s. - PB

The annual Brockwell run started from Wesley College in South Perth with car assembling at around 8:30 am and departing at 10:30 to Whiteman Park via a route that took us up to Kalamunda, down zig-zag road into Guildford than out via the Swan Valley.

Weather was perfect with a top of around 30 degrees.

FFAC had five cars attend at Wesley among the 150 cars, then three of us progressed to Whiteman Park; Myself (Renault Megane RS250), Robin (convertible Citroen DS) and Graeme (Renault 8 Gordini).

It was a laid back atmosphere at Whiteman Park with about 100 cars on display, mostly they were pre-'80s vintage, the only modern cars being my Megane and a couple of new Ford Mustangs.



We all had a look around the Motor Museum and departed mid afternoon.





A great mix of cars at the Brockwell Run start in South Perth





Targa West Display

The club once again proudly displayed some of our vehicles at the Shannon's Classics on the Park in Langley Park. This event is held in conjunction with the city sprint final leg of the annual Targa West Rally.

We had 11 cars which was one of the larger club displays. Fortunately the weather was kind and it turned out to be a nice warm sunny day. We were treated to plenty of action as the competing cars raced against the clock weaving through the car park before emerging onto the long straight of Riverside Drive.

I was fortunate to represent our club in the parade lap of clubs on display. This was a lap of the city sprint circuit, at slightly more than the normal speed limit, great fun!! It was another great French and Fantastic day.

A big thank you to our new member, Sean Breadsell, for the excellent photos of our display and of Mike Edmondson's Renault Clio competing in the Targa West event.

Checkout some more of Sean's great shots on his website at the address on the main photo, right.

Greg Fogarty



<http://immaculatephotography.zenfolio.com/>

Concessional Licensing

The Department of Transport has now granted our club the ability for club members to put cars onto Concessional Licensing, under Code 404, run in conjunction with the Council of Motoring Clubs. This allows cars 25 years old or older to be licensed at a significantly lower cost, but with restrictions to use of the vehicle.

The cost is around \$100 per year, but vehicle use is restricted to club events and for road testing purposes. Each state in Australia has a similar system, but with quite different regulations. Overall, ours is very good, with no logbooks, no special number plates nor restriction of days of use which some other states have.

If a car is already fully registered, there's no examination of the car required. You need a form from the club confirming you're a member, as well as your own application form. The car must not be modified (and you're required to sign a declaration to that effect). If the car is not licensed, it must have an inspection.

Your car will have to wear approved plates or stickers above or below its numberplates saying "HISTORIC" (which the club can provide at a nominal cost).

Stamp duty is not payable on a vehicle licensed on Code 404 when transferring ownership to another club member, or on first time club concessional licensing, which can be a great benefit.

It is vital that your club membership fees are paid on time, as the system allows no grace period, even though clubs may otherwise allow it. As soon as the date of renewals occurs, for anyone who hasn't paid, their car is deemed by the Dept of Transport to be unlicensed (and therefore uninsured). The DoT has emphasised this in the latest rules covering Code 404, released in December.

Concessionally licensed vehicles may not be used to earn money. There is no extra restriction to who can drive the vehicle.

There is a great deal of discussion about modifications, options and changes to vehicles. A certain minimal leeway is allowed, beyond which the Council of Motoring Clubs Technical Committee must be consulted, though very few modifications will be allowed, and each is assessed on a case by case basis.

There is no restriction on use of concessionally licensed cars for club events.

For Road Testing purposes, a new (and quite frankly nonsense) regulation has been introduced. That is that cars may not be driven more than within a 30km radius of where the vehicle is kept. If driven beyond this, the vehicle is deemed to be unlicensed and therefore your insurance will be null and void. Why this rule was introduced is beyond my comprehension. The only answer that anyone has given to my question about this is that we should count ourselves lucky because they were considering 15km!

by Paul Blank

When I asked, nobody could answer what would happen in the situation where someone drove to the 30km limit, then roadworks forced them further, after which they ran over a child...

Perhaps due to my continual complaining about this idiotic regulation, the DoT has provided an equally nonsensical band-aid solution. Club members may participate in what's termed an "impromptu event", for as few as one car. The owner need to advise an appointed club person in advance, in writing (by email is acceptable) prior to their run, giving details of their intended drive, which is kept on record by the club. Then there's no restriction as it's become a club event, not a road test.

The other new imposition on clubs is that a club's appointed official must sign-off on a new application that a car is not modified. This may be possible in a single model car club where someone knows exactly what a car was like when it left the factory, but for a club like ours which covers potentially thousands of different models, it's an unrealistic demand.

There's also a category, called Unique & Historic, which applies to vehicles less than 25 years old, where the owners must demonstrate a car is significantly rare or has important history. I was involved with creating this category about 20 years ago and only a relative few cars have been accepted over the years. The DoT has added some new and conflicting rules to this category in the latest rules.

These and a couple of other more minor issues with the new regulations will be discussed shortly by the Council of Motoring Clubs Technical Committee (of which I'm the Secretary), in the hope that better solutions might be possible. Here's hoping!

In the meantime, the system, which has been around since the 1960s offers considerable savings for owners of classic vehicles which they don't use every day. It's pleasing that our club is now approved for this. If you wish to consider Concesional Licensing for your car, the best steps are as follows:

1. Go to the Council of Motoring Clubs website and download the Code 404 Information Booklet
www.councilofmotoringclubs.asn.au
2. Read the booklet to ensure you have a full understanding of the rules and how they would apply to your car.
3. Download and complete the E81 Application form.
4. Contact our Club Registrar, Eileen Senn to advise you intend applying. A Form CMC1 will be provided to you by the club.
5. If your car is currently fully licensed, take the two documents plus the current registration papers to a Licensing Centre for processing. If not licensed, an inspection will be necessary (refer to details on the Code 404 Booklet).
6. Ensure you put HISTORIC plates on the car before use.



At Celebration of the Motorcar, well-known Perth Renault enthusiast Stef Brayley took the opportunity afforded by the Briggs Renault Type A to recreate a historic photo with Louis Renault behind the wheel of his own Type A. See more on page 10.

Motorclassica

By Paul Blank

I had a stand at Melbourne's big classic car show, Motorclassica in October to promote my overseas automotive tours. I'd been before and while they get some very exotic cars at the show, not many French cars feature. In fact this year there were just two inside - a Citroen ID19 which was in the unsuccessful auction they held, plus a cute Vespa 400.

I know, it's a Vespa, and that's an Italian brand, but Vespa had an agreement with Fiat not to make cars in Italy if Fiat didn't produce scooters - hence Vespa cars were built in France.

Not even a sole Bugatti was there, in the state with the most Bugattis... Outside different clubs display their cars on each of the three days of the show, and Citroens and Renaults featured on different days. An excellent Citroen H-Van coffee van outside made buying a coffee a must.



More Motorclassica photos



Rally Legend at Motorclassica

At Motorclassica, a real highlight for me was when Finnish rally and racing legend Rauno Aaltonen visited my stand and we had a chat. Aaltonen, now aged 78 is well known in Australia for having won Bathurst in 1966 behind the wheel of a Mini. But he's better known around the globe as a rally driver with enormous list of successes through the 1960s to the 1980s.

He drove Citroen, Saab, Opel, BMC, Lancia, Datsun, Mercedes-Benz, Fiat and BMW including many drives with factory teams. Aaltonen's rally wins included Rallye Monte Carlo, the 1000 Lakes Rally, the RAC Rally in England and three second places in the African Safari Rally.

He is a real gentleman, with quite a sense of humour. Aaltonen was in the BMC Austin 1800 team in the original 1968 London-Sydney Marathon. He told me a story about the Australian police and how eager they were to catch speeding drivers in the Marathon. A police Mini Cooper was following his car closely for many miles "in the middle of nowhere" and his co-driver Henry Liddon had worked out that if he stuck to the speed limit for much longer, they'd lose too much time.

The police were following so closely that he couldn't see the nose of their car in the mirror "but I could see the look in the driver's eyes"... so he hatched a plan. Where a bush cast shadow across the road as a distraction, he briefly ripped on the handbrake – and the police Mini slammed into the back of the rally car, breaking the Mini's front-mounted distributor and disabling the police car.

Aaltonen and Liddon came 5th outright.

- Paul Blank

Below: Rauno at the wheel of a Citroen SM rally car



Celebration of the Motorcar

The 2016 Celebration of the Motorcar show, held in the beautiful grounds of the Cottesloe Civic Centre had a strong French car representation, with some exceptional cars in the display.

The two greatest eye-catchers were Peter Briggs' 1899/1900 Renault Type A, fresh from a restoration, making its debut at the show. This quaint and charming little car is one of the oldest Renaults in the world and gained a great deal of attention - including coming third in the People's Choice voting, by a mere six votes.

Stef Brayley's Formula 1 car 1:1 scale model was placed immediately behind the veteran car which made a real statement.

The rest of the Renaults were all painted blue: Sport Spider, R5 Turbo, R8 Gordini, Alpine A110 and Clio V6. It certainly made a great statement.

The Renault 5 Turbo 1 hadn't been seen by many enthusiasts, who were very pleased to see the car.

Nearby, the 'other' French cars displayed included a Facel Vega HK 500, clubmember Robin Thomas' Citroen DS Convertible and a Citroen SM - all looking resplendent.

In the VSCC 30th Anniversary display was a spectacular 1936 Bugatti Type 57TT. This car had been a factory team racing car when new, and was shipped to Perth in 1939, having remained here ever since. The car has been with the same owner since the 1950s and he has slowly restored the car to its original configuration.

There was over \$35 million worth of cars at the show, with many exceptional cars rarely seen. 2017's show will be held on December 3rd - mark your diaries...



Celebration of the Motorcar



Left: This magnificent 1933 Rolls-Royce Phantom 2 Continental has recently been restored by local coachbuilder extraordinaire, Roger Fry. Originally wearing a sedan body, the car eventually became a tow truck at an American wrecking yard before being rescued. The work that has gone into the car is exceptional.

The car made its debut at the Celebration of the Motorcar and won not only its class, but the People's Choice award.

Celebration of the Motorcar



Above: The first Bentley to race at the Le Mans 24-Hour event. Below, unique BMW Z1 with drop-down doors, came from Melbourne especially for the event.





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There's plenty for partners who are less car-oriented... we always ensure that there's plenty to please any participants with less car-focus. The Roadbook is full of ideas of interesting highlights and destinations. Our schedule allows free time to explore, shop and wander around many of the great destinations we visit. Great gastronomical delights, wonderful galleries and museums and sights of the ages are certain to delight every participant in our group.

October 2017



Many great, lasting friendships have been created during our tours, with participants enjoying sharing the many experiences and highlights these trips offer.

As a past participant emphasised: "Don't miss out, don't put it off - you only live once, make the most of it!"



Below: French-made CG at Automedon show



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Above: Thanks to Paul Nitschke for sending in this charming Peugeot 404 publicity shot and below, 403 Grand Luxe material.



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Profile: John Boldock

I am John and have been a car (and motorcycle) nut since an early age. My dad was a motor mechanic and did his apprenticeship on Austin A30/40 and Minis in the UK. He worked for Kennings Motor Group for a while and I distinctly remember his company cars – Austin 1300 & 1800, Austin Allegro, Austin Princess, Rover SD-1, Jaguar XJS – it was a mixed selection for sure!

Dad bought me my first motor scooter a Mobylette – French – when I was 13 years young, this was followed by a trail bike – a Yamaha DT175 three years later when we emigrated to Adelaide.



The Yamaha was followed by a Mini 1000 which I had for about a year before purchasing a Datsun 1600.

The Datsun was, compared to modern car, a very simple car to work on, mechanical points and fuel pump, carburetors – all very straight forward and easy to access. I learnt a lot with that car and by the time I had finished with it 10 years later, it was on it's fifth engine, each engine a larger higher revving version of the previous. It did the ¼ mile in 15.5 seconds at 86 mph – this was when a 5.0 V8 Commodore did the ¼ mile in the high 16s – the Datsun was spritely for it's time. I competed in local motorkhanas and sprints of Mallala race circuit.



During the 1980's I worked at a car dealership in Adelaide, Chateaux Moteur – they were dealers for Citroen, Alfa, Saab, Porsche and Ferrari back then. I was a car detailer and delivery person and got to drive a huge variety of cars, not just the showroom stock, but also all the trade-ins that passed through the workshop. The Audi Quattro and RUF Porsches always stick in my mind as stand-outs.

After finishing my study and gaining full time employment working on offshore oil rigs I purchased a brand new Kawasaki Z750 – the last of the air-cooled Kawasakis of that era. I felt like King of the road on that bike, took it down to the drags and it did the ¼ mile in 13.0 at 105 mph! I thought I was on a missile!



I then moved overseas and had a very dull company car (a Toyota Kijang) for many years. On returning to Australia in late 2000, I rode a bicycle for 5 years before purchasing a Mazda 6 – this was then followed by the Megane RS250 which I purchased in January 2012. I have been very happy with the Megane, it has a great balance of performance, handling and looks great!

That's all from me for now, hope to meet you all in person at the coming events. Regards, John Boldock





There must be something about Citroens and the Concorde...
Not sure what it is, but it seems to be a much repeated
theme. - PB



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WAGONS HO!

Following on from the conversions to stretch limousines based on French cars, here's something closer to my heart... wagons. In addition to some excellent factory-built wagons, many firms and people have done their own conversions. Here's a selection.

Right: This one's legit - made by Pininfarina who designed the original Peugeot 504 Coupe, called the Riviera, it was an attractive show car. **Below,** I photographed this Pichon Parat converted Panhard at the Automedon show in Paris a few years ago. A very professional conversion.



Above: Lovely mockup by Panhard never saw the light of day.



Above: German-modified Citroën SM. Not a thing of beauty...

Citroën AX-based prototype by coachbuilder Huilliez



2-door Citroën BX Dyana prototype by Huilliez

EBJ offered this conversion on a Renault 25, by replacing the hatch with a glass box...



Renault Safrane "Long Cours"



Developmental model 16 Break made by Renault in the 1960s



Early Peugeot 104 Break prototype



1946 Delahaye 135
by French coachbuilder Guilloire



Peugeot 205 wagon



Photoshopped Facel Vega



Peugeot 205 break "Verve"
(proto Pininfarina - Turin 84).



2-door Peugeot 309
wagon by Huilliez



6x6 Renault 5 with Rancho inspired bodywork



Renault 14 Break

There was no limit to the extensions which Tissier would build on your Citroen CX. This one of the longer and taller variations offered.



Peugeot 604 conversion



Bonjour Perth

October 22nd saw the second Bonjour Perth French Festival which incorporates the French Car Festival or "Fete de la Voiture" in which our club participated.

As with 2015 we had along a large variety of WA's best French cars spanning all the way from the late 1800s to the latest offerings from Peugeot, Renault and Citroën. This year we also had a great display from Richards Tyrepower who handles antique Michelin classic and racing tyres. Their display with the Citroën HY Van was very popular.

Around 90 cars attended from our club, the Association of Citroën Enthusiasts, Peugeot Car Club of WA Inc, Simca Car Club Australia and the Veteran Car Club of WA. It was great seeing so many of the vintage and veteran cars along which were all crowd favourites.

Big thanks to sponsors; Renault Australia, Allpike Peugeot-Citroën & Richards Tyrepower/Michelin. See you this year for the 3rd Bonjour Perth! Be sure to keep up to date via the Bonjour Perth Facebook page (or our clubs of course!) and at bonjourperth.com.au.

Stay tuned for details of an exciting new venue for 2017!





Photos: Justin Walker

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COMING EVENTS

Details will be emailed to members and on the website

2017 Calendar

March

2 - Northam Flying 50 - Not an official club event, but several members usually attend and park together in the club display area adjacent to the Pits. Always a great variety of historic competition cars competing in the Regularity Trials held on the streets of Northam town centre.

19 - New Members Breakfast - All members welcome, especially anyone new to the club. This was a tremendously successful event when held for the first time last year. We have a new destination this year. Meet at Parliament Place, West Perth at 8.30am for a short convoy drive to Neil McDougal Park in Como. There, we'll have a barbeque breakfast being readied for attendees - at no cost. Juice will be available - and there's a coffee shop a block away for those in need. Please RSVP to Eileen Senn.

April

19 - General Meeting - to be held at Mean Machines restaurant and emporium, 33 Rudloc Rd, Morley. 6.00pm if you'd like dinner, 7.30pm the meeting starts. We are organizing an interesting guest speaker for the evening.

23 - Classic Car Show - A new venue this year(!) is certain to bring new life to this show. The show will be held at Ascot Racecourse. Members will need to confirm their attendance in advance as spaces will be strictly limited to the number the club applies for - you can't just turn up on the day. Cars must arrive between before 9.30am, and remain in place until 3.00pm. We will have a tent there as our club hospitality area. No alcohol may be brought in to the venue. Food and drinks available on site. Expect to see 1000 classic cars, plus traders, kids area, etc. Contact Justin Walker to secure a spot for your car.

May

21 - Drive Day - We will be inviting other French car clubs to join us on a drive day to lunch. Details to be advised.

June

12 - General Meeting - to be held at Mean Machines restaurant and emporium, 33 Rudloc Rd, Morley. 6.00pm if you'd like dinner, 7.30pm the meeting starts. We are organizing an interesting guest speaker for the evening.

F&F XMAS PARTY

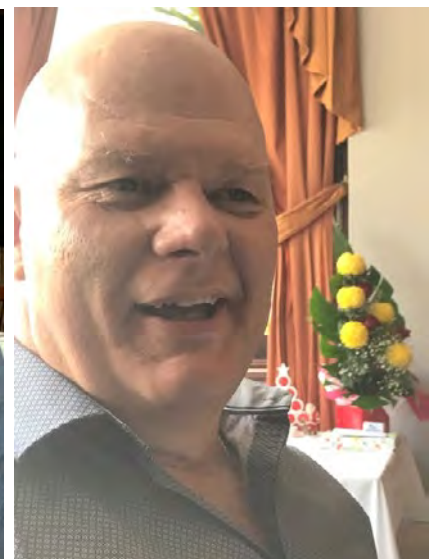


Our club Christmas Party at the end of last year was a great success, held at Chez Pierre restaurant on Stirling Highway in Nedlands - it was thoroughly enjoyed by all who attended.

Above: Who wants dessert?

Other photos: Many happy souls at the Christmas Party.

Photos courtesy Justin Walker



PROUD SUPPORTERS OF
THE FRENCH AND FANTASTIC AUTOMOBILE CLUB

WA'S LONGEST RUNNING AND BIGGEST



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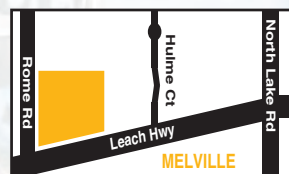
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