



October 2016

Volume 44, Number 10 2016

www.clubautofrancais.com



**We Celebrate Formula 1 at Pt Wakefield South Australia
October 1955**

The French Connection

*Club Automobile Francais
P.O. Box 330
Campbelltown 5074
South Australia*

**CLUB MEETINGS LAST Thursday of the
Month (except DECEMBER)
At the Austin 7 Clubrooms,
262 Tapleys Hill Rd. Seaton**

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within this magazine supports and benefits our club ...
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MOTION & EMOTION



PEUGEOT

Australian Motors Prestige. 10 Goodwood Road Wayville. P 1300 854 318. australianmotors.com

^Driveaway price includes registration, dealer delivery and government charges. Price does not include metallic paint. †International Engine of the year Award for Access, Active, Allure and GT Line models. *Ice Silver available on Active, Allure, GT Line and GTi models. Ice Grey available on Active and Allure models. **restrictions apply. ***Available as option on Allure model only.

PRESIDENT'S PRATTLINGS

Hi All, The year is belting on and we have just past winter and now we enter Spring. It will be summer before we know it with Christmas knocking in the door. Thankfully Kathy is on the improve and starting to feel more herself. I am still concerned for when she starts doing the house work and sees the mess I have left the place in while I have been doing the chores. Thankfully she is a forgiving soul.

GUEST SPOT
Is our friend and fellow club member
Phil Thompson
NOTE meeting starts at 730 sharp

The club has certainly had some good events while I have been absent looking after Kathy. Colin Redmond's effort regarding the Economy Run was once again successful and the Larges Bay gathering that the girls organised. The only problem I understand was the small number of CAF members that attended. That is one of the areas that we must be attentive of. To be a successful club, we must attend events that are put on. We must all keep in mind the effort that people put in to organising these events and reward them by attending and of cause we get the enjoyment of participating.

Have a look at the event that are coming up soon and are advertisements on pages 5 and 11 in this issue and set those dates aside for the Barossa Run, The All French Car Day and of couse our Christmas dinner. All will be a great get-togethers.

Happy Motoring,
Trevor Donaldson

Editor's Rattle

Hallo everyone. As I write this edition of the magazine, I think of the strangeness with the fact that I am writing this Editor's Rattle on the 30th of August and that I will be arriving in Levanto, Italy when you get this magazine and are reading this rattle.

To make life easy for anyone who would have to fill in for me as stand-in Editor while I am away, I have super-charged the writing of this issue of the magazine so that I was able to send it off to Black Cat Printers at Blackwood before I went away and it could therefore be printed in time for you all. David at Black Cat who always does our printing had no problem with that. He is always helpful.



Thinking about our last meeting, I humour at Colin Redmond's thoughts on fuel conversion ... He noted, "To convert litres to a gallon, divide by 4.5 and to convert kilometres to miles, divide by 8 and multiply by 5 or just multiply kms by .625" Is that what it was?? Thanks Colin. There must be an easier way or did I not understand. We hope that Bob Manson's conversion table will come in handy and a bit easier to handle when we display them. Anyway Colin, Thanks for telling us more than we knew.

Well changing the subject onto my long winded project with my 750. Permanently hiring a mig welding gas bottle becomes so expensive after years of hire to carry out the restoration of my 1951 Reno 750. I have been trying to get all the welding done so I can send the bottle back. Yes I have recommenced the restoration of the 750 after another short break. The only things that are left to weld are the doors. I have had to cut and refabricate all of the bottom corners of the four doors ... or that is what I thought was all to do. Reality steps in and the more you look, the more you see: There were two small rust spots on the face of one of the doors so I touched them with the grinder only to find that the rust was coming from the hinge brackets. Moisture had over the years got between the hinge brackets and the door skin and eaten away both. The bracket I was able to reweld and the door face welded in patches to be finished off with filler at the end of the day. So far there is only two other areas on the doors that I have found that I need to cut and shut.

I know a bloke who is a panel beater and I had a chat with him hoping that he could tell me a way of not having to cut and shut the above mentioned section ... no luck. He told me I had to do what I already knew I had to do (with no short cuts). Oh well.

He went on to talking about heat shrinking panels when welding has stretched the panel. He said he would introduce me to a mate of his who is up on heat shrinking and would show me how to do it. Wow! By the time I have finished this car, I might know how to restore cars. Hopefully when I come back from the holiday in a month I will be all refreshed and get that welding finished off asap.

Cheers, Jeff

Think about your BUCKET List.

Time waits for no one -----so get into your dreams before its to late.

Well, that's exactly what has been going through my mind lately so my wife and I decided to catch up with the rellies in Canberra and while we were about it decided to go and have a look at the Historical Aircraft Restoration Society (**HARS**) at Albion Park Rail near Wollongong NSW.

Aircraft, especially their Engines, has always been a love of mine and I have fallen in love with several different Aircraft Engines whilst serving in the RAAF for over 20years.

One Aircraft I especially loved was the Mirage 111 Fighter/Bomber and I was privileged to serve on them for 5 years during my RAAF career.

I was an Aircraft Engine fitter and as such was responsible for minor and major Aircraft Engine servicings, engine running, test and trials.

It just so happened that HARS took delivery of an old 77Sqn Mirage (A3-42) this year and has plans of some day getting it running again so it could be taxied around the airstrip on Open Day.

It hasn't been started for over 27years so it will present quite a challenge to crank her up again.

I have volunteered to get this little darling running again so **HARS** will contact me in the new future to arrange to help a team of volunteers to bring her back to life.

I will show you some slides at the next meeting and give a short talk on my plans to see the Mirage re-borne.

Additionally whilst on our Canberra trip we went to the Gosford NSW Classic Car Museum. Wow, thought I had died and gone to heaven!!

450 most pristine presented old and some rather modern Classic cars in a huge enclosure about the size of 2 Bunnings buildings.

I will tell you all about this and the 40 Ferraris, 20 Porshes and 10 GT Falcons in the Car Park together with some photos at our next CAF Meeting.

Hope to see you there and promise you won't be disappointed.

Cheers for now

Phil Thompson (R8 owner)



DAY AT THE BAROSSA



WHEN: SATURDAY 15TH OCTOBER 2016

MEET AT: LOVELLS BAKERY

17 Shannon St, Birdwood

Across from Birdwood Motor Museum

TIME: 9 am

We will be visiting-Barossa Farmers Market/Breakfast

Gully Gardens Dried Fruit Shop

LUNCH

Lavender Farm

Coffee Stop/Barossa Chateau - Gift Shop

BOOKINGS ESSENTIAL FOR LUNCH

RSVP: Halinka 8289 7417 or

colredmond@optusnet.com.au

BY: 7TH OCTOBER

**MEMBERS ARE INVITED TO CLUB AUTOMOBILE
FRANCAIS' CHRISTMAS LUNCH**

***WHERE:* CLUB MARION**

262 OAKLANDS RD. MARION

***WHEN:* SUNDAY 11th December**

***TIME:* 12 Noon for Service at 12.30**

The Club will cover the cost of a 3 Course Christmas Menu

Drinks including tea and coffee at your cost.

Free Raffle with **GREAT PRIZES** The Social Committee look forward to your company!

(ONLY SEATING FOR 50 SO RSVP EARLY)

Please note change of Venue.

The Dining Room is upstairs but there is a lift.

Lots of parking on the premises

RSVP: THURSDAY 24th November 2016

1955 Australian Grand Prix

From Wikipedia, the free encyclopedia

The **1955 Australian Grand Prix** was a motor race held at the [Port Wakefield](#) circuit, in [South Australia](#) on 10 October 1955. The race, which had 22 starters, was held over 80 laps of the 2.09 km (1.3 mi) circuit. It was open to cars of unlimited capacity. ^[1]

It was the twentieth [Australian Grand Prix](#) and the first to be held on a purpose built motor racing circuit after the previous 19 were held on closed streets or country roads, or on airfields modified for the purpose. Future World Champion [Jack Brabham](#) won his first Australian Grand Prix in a streamlined [Cooper-Bristol](#) that Brabham, having recently joined the Cooper team, had assembled himself and sent to Australia. It was the first time a rear-engined car had won the AGP, although this was seen as an upset win and a rear-engined car would not win again until [1960](#).



Could there ever be dreams of reigniting Pt Wakefield?. Who knows with the twists of time, northern suburbs expanding and a future SA government seeing Adelaide being an International race force once again.



Pos	No.	Driver	Car	Laps	Time
1	6	Jack Brabham	Cooper T40 / Bristol 2.0L	80	1h 26m 44.43s
2	5	Reg Hunt	Maserati A6GCM / Maserati 2.5L	80	1h 26m 47.54s
3	3	Doug Whiteford	Talbot-Lago T26C / Talbot-Lago 4.5L	80	1h 26m 48.92s
4	10	Kevin Neal	Cooper T23 / Bristol 2.0L	78	
5	12	Murray Trenberth	Vincent Special / Vincent 1.0L	76	
6	16	Keith Rilstone	Rilstone Special / Vincent 1.0L	75	
7	14	Bill Craig	Alta / Holden 2.4L	75	
8	2	Eldred Norman	Eclipse Zephyr / Ford s/c 2.3L	75	
9	20	Bill Wilcox	Ford V8 Special / Ford 4.4L	74	
10	17	Greg McEwin	Austin-Healey 100 / Austin-Healey 2.7L	71	
11	30	Jack Johnson	MG TC Special / MG 1.3L	69	
12	7	Charlie Whatmore	Jaguar Special / Jaguar 3.4L	68	
13	27	Bob Burnet-Read	MG K3 / MG 1.1L	67	
14	29	Steve Tillett	MG TC / MG 1.4L	66	

14	29	Steve Tillett	MG TC / MG 1.4L	66
15	21	C.N. Norris	AC Ace / AC 2.0L	64
Ret	8	Tom Hawkes	Cooper T23 / Bristol 2.0L	
Ret	18	Clem Smith	Austin-Healey 100 / Austin-Healey 2.7L	
Ret	4	Stan Jones	Maybach Mk. 3 ^[3] / Maybach 3.8L	
Ret	9	Stan Coffey	Cooper T20 / Bristol 2.0L	
Ret	26	Bruce Walton	Walton / JAP 0.5L	
Ret	25	Murray Rainey	Cooper Mk.IX / Norton 0.5L	
Ret	23	Bill Patterson	Cooper Mk.V / JAP 0.5L	
DNQ ^[2]	35	John Cummins	Bugatti Type 37 / Holden 2.2L	

The Economy Run

The weather was promising as a disappointingly small number of members assembled at a BP service station on King William Rd. Colin Redmond had asked Mark Evans and Adam Mackie from Australian Motors Peugeot to join us to make up the numbers. Unsurprisingly, they were piloting new 308 and 208 Peugeots. Keith Pattinson was in his 308 diesel wagon, Colin Pauley with Dorothy in the Toyota Camry Hybrid, Craig and Ann in their 208, the Stacy's in their Golf and Ron Clark had his older Renault Clio.

After Colin R had supervised our fillups with the now very expensive petrol, we received our route instructions and briefing - all except Ron who had already departed- for home. A few questions had to be answered en-route but otherwise the navigation looked quite easy. And so it was.

We travelled down to Glenelg North, headed north, close to the coast where possible, and had to veer east at Outer Harbor. As usual there were lots of recently imported new cars corralled there, awaiting transport to dealers and eager customers. We then took Victoria Road down to the Port, drove over the Derrick Bridge and along the Port River Expressway. Valerie and I had never been this way and hardly recognized the Salisbury Highway. Most of our mob disregarded the 90kmh speed limit here and crept along trying to use the minimum of precious fluid. I did notice a couple of new Peugeots fly past though. Again, Valerie and I had no experience of this section or of the wetlands which we passed. We then reached the suburb of Mawson Lakes where Colin again supervised the final top-up of our tanks. Our odometer showed a trip of 54.5kms.

Then we backtracked a little and found our luncheon destination, the Watershed Café, leaving Colin to do the intricate calculations which would reveal who would get the magnificent Trophies/prizes. The café had a nice view overlooking the wetlands and was soon quite busy.

Most of us ordered fish dishes. Valerie and I shared a large fish platter and could not quite finish it - thanks for helping Colin R)

The big moment arrived - who were the winners and how little fuel had we used? Keith easily won the diesel section, (with a surprisingly high 7.78L/100kms) as the rest of us all used petrol. Colin's Hybrid was the best of the rest - how about a little over 100mpg (2.82L/100km)? The 208 of Adam got 85mpg (3.3) and the 308 achieved 58mpg (4.3). Craig's older 208 achieved (5.55) and our Golf got almost 70mpg (4.05L/100kms although the trip computer said 4.4), which was quite a surprise. (I understand there are some doubts about some of these numbers!)

I'm sure that we all had an interesting and enjoyable day out. The weather was great, the driving easy and the food excellent. We learnt that it is possible to use less fuel by anticipating traffic lights, squeezing the throttle delicately and limiting speed. Not always practical around town but usable on the highway. So, if you weren't there you missed a great event. Our thanks, once again, go to Colin and especially Halinka.

Don S



INFINITI VC-T ENGINE

Variable compression technology highlighted as the next big step in engine development.

NISSAN'S luxury arm Infiniti claims to have invented a revolutionary new petrol engine that consumes 27 percent less fuel yet can match the performance outputs of engines up to 50 percent larger.

Infiniti says this new Variable Compression Turbo (VC-T) engine technology is "a revolution in internal combustion engines" as significant as "liquid cooling, fuel injection and turbocharging.

The arrival of variable compression ratio technology will establish new benchmarks".

The engine's ability to deliver significant fuel use savings and increased performance lies in its capacity to vary its compression ratio - the ratio at which fuel is mixed with air inside the cylinder.

A 2.0-litre, turbocharged four-cylinder petrol VC-T engine will be shown at the [Paris Auto show](#) in September. Infiniti claims this engine produces 200kW and 390Nm - equivalent to a conventional 3.0-litre V6, says Infiniti engineer Shinichi Kiga.

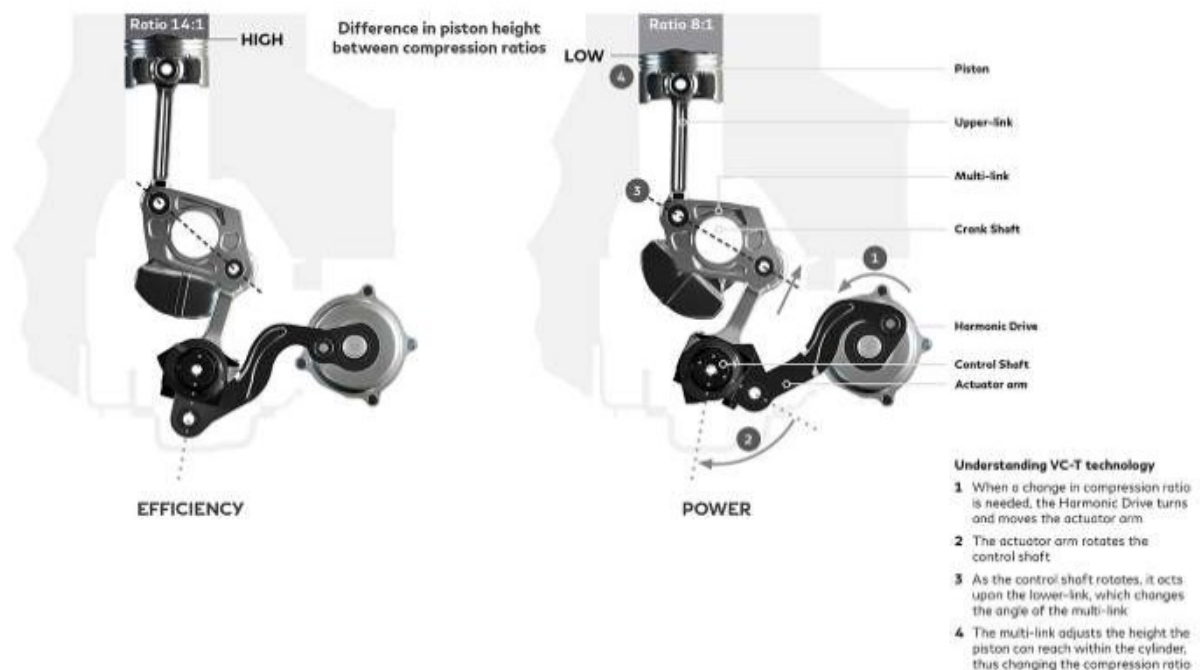
Infiniti says the engine "makes an intelligent choice between performance and efficiency in all [driving] conditions", and can move "seamlessly between any compression ratio between 8:1 and 14:1".

Infiniti CEO Roland Krueger says the VC-T engine will be exclusive to Infiniti - and not shared with its Nissan or Renault alliance partners - initially, but he wouldn't put a timeframe on that exclusivity.

"We are utilising this engine first in Infiniti. We will also make sure it is marketed together with a new vehicle, an Infiniti. We will position this definitely as one of the leaders in the technology area.

The forthcoming Infiniti QX50 [mid-size SUV](#) is expected to be the first vehicle to market with this technology, and even though it's not due for launch until 2018, Infiniti is confident no other carmaker will beat it to market.

"Other manufacturers have taken the 'VCR' challenge, though Infiniti will be the first to bring the variable compression ratio engine to market from 2018," it said.



© Provided by Bauer Media Pty Ltd INFINITI--VC-T-tech -jpg -4k -web

The VC-T engine is able to vary the amount of compression the air-to-fuel mixture undergoes between 8:1 and 14:1.

A lower compression ratio is better for performance, while a higher ratio improves fuel efficiency.

Infiniti says the key to unlocking variable compression capabilities in a conventional internal combustion engine is a multi-link that was actually invented 20 years ago.

It took until now for Infiniti's engineers to make it fit for production.

While searching google for interesting information to place in the magazine, I stumbled across the advertisement below about a lost item finder that is called “The TrackR Bravo”.

Two American blokes state how they have perfected this little unit that leads you to things that have been stolen or you have misplaced or lost including your pet. The unit sells for \$29 USD.

Type **TrackR** in the google bar and you will be led to the appropriate site.

How to track your car on the cheap, using just your smartphone?

Last updated August 22, 2016

New coin sized device lets you track anything for less than you think.

Now you don't need an expensive GPS unit or annoying monthly subscription service to keep tabs on your car. You can track your vehicle anywhere in the world without breaking the bank and **it's easier than ever before!**

As you know, most aftermarket GPS tracking units are expensive and must be installed by a professional. Similar services offered by car manufacturers as a “concierge service” are actually expensive monthly subscriptions that they conveniently hide in you car payment. Either way, they are both costly and require you to pay a monthly bill just to maintain the service. But don't we already pay enough monthly bills?

The good news for you is technology is solving many of life's most annoying problems: Like losing and forgetting where you parked your car!

One company has created a **tiny device with an advanced tracking app that works with iPhone or Android phones** and it could be exactly what you're looking for.

What is it?

[TrackR](#) is a small and discreet device the size of a coin that is revolutionizing the way people keep track of their most important things. Over 1.5 million people around the world are using TrackR everyday to find anything including: keys, wallets, purses, backpacks, cars, and even pets.



How does TrackR work?

Simple! You only need to install the thin battery (included) in the [TrackR](#), download the free app on your iPhone or Android, link the device to the app and then attach TrackR to whatever you want to keep tabs on. In less than 5 minutes you are ready to go!

Once it's all set up you can even attach it to your suitcases when you travel, cars, your keys, your wallet, your expensive electronics and anything else you can think of.

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Apr. 9 th	Victor Harbor Festival – Soldiers Memorial Reserve * PRE EVENT MEETING PLACE as per Club event notice on page 4
Apr. 17 th	McLaren Vale Classic Cars
Apr. 28th	AGM to be held at the Club Rooms. Pizza nibbles included
May 15 th	Annual Run to Mannum – BBQ Lunch at the Donaldsons
June 18 th	Club Social Night at the Club Rooms
July 16	Bastille Day Dinner
July 24	Rear-Engine Run
July 31 st	Annual Swap Meet
Aug. 7 th	Thank-you Lunch for Volunteers of Swap Meet Buckingham Arms Hotel – Walkerville
Aug. 14 th	Economy Run with Lunch to follow
Sept. 11 th	Lunch Largs Pier Hotel
25 th	Bay to Birdwood Vintage Cars
Oct. 15 th	Saturday Barossa Run—See advertisement Page 5
28 th – 30 th	Car SE Clubs Weekend at Kingston SE
Nov.	Stirling Markets - Lunch Stirling Hotel (date to be announced) All French Car Day (date to be announced)
Dec. 11 th	Christmas Lunch – Now being held at the Club Marion 262 Oaklands Road Marion 12.00 Noon

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Let us maintain your investment

Lion automobiles have relocated to Unit 3/56 Audrey Ave Blair Athol. This is located behind the BP service station on Main north Rd. Phone is still 8162 9350

Web Sites of interest to French car fans

Aussiefrogs.com.au
Bringatrailer.com/category/french
Themotorreport.com
Citroen.com.au
Peugeot.com.au
Renault.com.au
RenaultOwnersClub.org
Autonews.com
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SHARE THE PASSION

Membership Fees

Full membership	\$40
Concessional (student, pension or unemployed)	\$30
Family	+\$10
Payments to go to the Treasurer—see page 15	

CAF Life Members

Don Roberts (1999) deceased
Peter Bennett (2005) deceased
Max Easter (2011) deceased
David McDonough (2006)
Peter Roberts (2011)
Don Stacy (2011)
Colin Redmond (2012)
Bob Scobie (2013)
Max & Mary Medwell (2013)

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CLUB AUTOMOBILE FRANCAIS
BSB 105022 ACCOUNT 110593540

CLUB MEETINGS

7.30pm - **LAST Thursday of the month** -
Austin 7 Clubrooms, 262 Tapleys Hill Rd Seaton

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CLASSIFIEDS & MAGAZINE CONTRIBUTIONS

Must be received by end of week 3 of the month

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DISCLAIMER

Options expressed in French Connection are not necessarily those of the Editor, CAF or its officers and all articles are published in good faith and responsibility will not be accepted.

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