

GILLES FOURNIER

Gilles Fournier was born in 1951 and bought his first old car at the age of 17. Shortly afterwards, he came across an Amilcar cyclecar and was smitten by the virus of the marque. He was one of the first scientists to describe this virus whose symptoms can be summarised as follows: 'Once an Amilcar, always an Amilcar'.

His passion turned into an addiction the day that he first heard the wonderfully beguiling sound of the supercharged twin-cam 1100cc engine of the incomparable six-cylinder Amilcar.

Since then, Gilles Fournier has thought, spoken and dreamt Amilcar. He spends so much time behind the wheel of his C6, he's even suspected of being the source of an Amilcar epidemic!



DAVID BURGESS-WISE

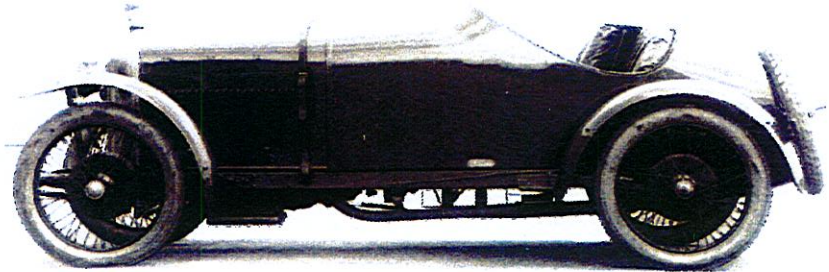
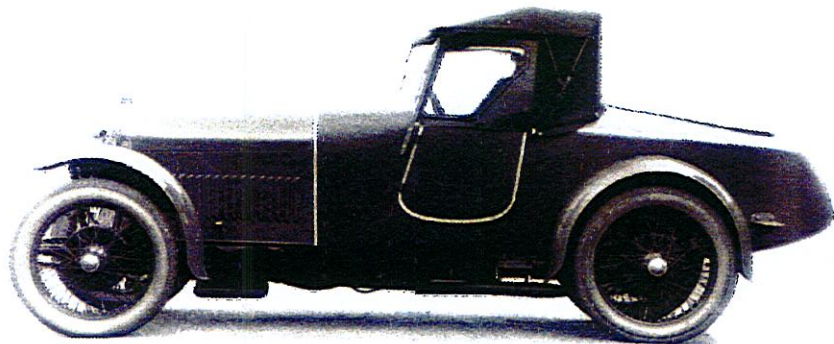
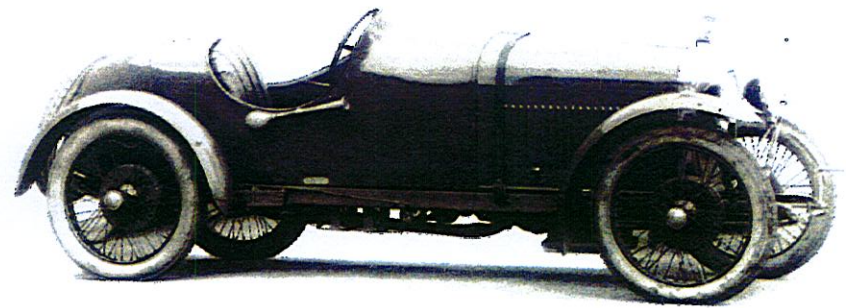
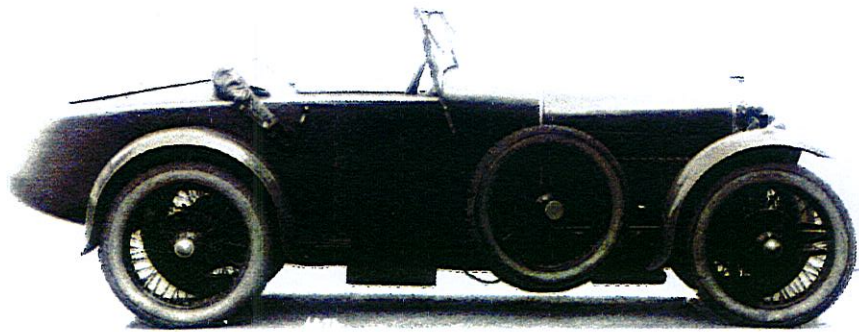
David's first car was a 1928 Morgan Three-wheeler, which he bought for £15 in 1958, as soon as he was old enough for a driving licence. Since then, he has never been without a vintage car. His stable is now entirely French: he owns a skiff-bodied 1926 Delage DISS, a 1903 De Dion-Bouton 'Populaire' and is restoring a 1911 Pilain 16/20.

A motoring writer since 1960, David joined *Ford Times* magazine in 1972 and subsequently worked in the company's British and European Public Affairs departments.

In 1986 he was appointed Manager of the Ford of Europe Corporate History Office, reporting directly to Ford Vice-Chairman Walter Hayes.

On leaving Ford in 1991, David established his own specialist editorial service. He has written some 25 books on motoring history. He also edits the award-winning *Aston*, journal of the Aston Martin Heritage Trust.

Dalton Watson Fine Books
1730 Christopher Drive
Deerfield Illinois 60015 USA
www.daltonwatson.com



*Two typically English CGSS variants offered by Boon and Porter.
The car on the left is fabric bodied while that on the right has
stubby-tailed bodywork*

Boon and Porter

During 1925, Vernon Balls incurred the (temporary) wrath of the St-Denis management with his involvement in the "grey import" of Amilcars via the Channel Islands. His agency was withdrawn from him and assigned to Boon and Porter. These two young partners had founded a motor agency in West London and had been selling Amilcars since 1924 in fierce competition with Vernon Balls using advertising inserts in the specialised magazines.

A contract signed by Joseph Lamy dated 20 November 1925 granted Boon and Porter "exclusive representation for Amilcar for England, Scotland, Wales and Ireland, from the date of the signing until September 30, 1926."

In return for these exclusive rights and concessionaire's title, Boon and Porter agreed to take delivery of 150 cars during the period of the contract, at the rate of some fifteen cars a month. If they fulfilled the contract, it would be

renewed for the year 1927, but with a quota of 250 vehicles.

This change of hands of the Amilcar agency did not extinguish the competition between Vernon Balls and Boon and Porter. On the contrary, the struggle intensified between the two rivals, who fought it out with full page advertisements, frequently in the same issue of a magazine! It was Vernon Balls who in June 1926 was the first to announce the import of the new CGSS model. Making the most of his opportunity, Vernon Balls published a splendid catalogue announcing the various CGSS models in which he specified that the purchaser had to choose whether he wanted the standard Amilcar radiator cowl or a "De Luxe Eldridge radiator cowl".

Boon and Porter threw down the gauntlet by going to print at the end of October with a sumptuous catalogue of a rarely seen quality in which they presented the Amilcar range, emphasising a choice of bodywork made in England and the

recent 1-2-3 victory of the six-cylinder racers of Morel, Martin and Duray in the 200 Miles Race at Brooklands. It would also be Boon and Porter who chose the winged horse Pegasus as the emblem of the Amilcar marque. Visiting the Paris Salon, Bob Porter noticed the "Pégase" on the stand of a sculptor named Daret who designed artistic mascots, and acquired the rights to it.

This mascot was then made in England and was used as the house emblem on all the cars sold by Boon and Porter. Bob Porter recalled that it was then noticed by a representative of the parent Amilcar company, which in turn adopted it as their symbol.

That explains why the Pegasus image did not appear on Amilcar pamphlets and documents in the early days of the marque and is only seen after the signing of the contract between Boon and Porter and Amilcar in 1926.