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CCCV

NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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December 2014

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CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

| | |
|---|----------|
| Metropolitan including printed newsletter | \$ 60.00 |
| Country including printed newsletter | \$ 45.00 |
| Online newsletter only. | \$ 30.00 |

CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At
AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the 2nd Wednesday of the month
Contact the Vice President for details. NOTE CHANGE:

CLUB BANKING DETAILS FOR SUBSCRIPTIONS AND PAYMENTS

BANK: Bendigo Bank - BSB: 633 000—ACCOUNT: 120 127 907

CCCV NEWSLETTER COPY DEADLINE: Sunday night, after the 2nd Wednesday of the month.

Club Permit Scheme

Peter Dekker and Ferd Saliba (refer above) are currently the only Secretaries authorised to sign CPS Applications/Renewals. Their signatures are recorded on the VicRoads database. Anyone else's signature (ie Club Secretary) risks rejection of your Application/Renewal. As club plate holders, each of you have certain responsibilities. These are spelt out in the CPS Handbook (current edition June 2011) which is available from the Association of Motoring Clubs Inc (AOMC - 1/3 Edgecombe Court Moorabbin 3189 phone 3 9555 0133) for \$6 including postage. There have been some amendments and additions (19 November 2013) since this Handbook was published. These can be downloaded from the AOMC website (<http://www.aomc.asn.au/>) and added to your handbook. Please note: The Handbook will be updated in 2014 following the introduction of VicRoads VSI 33. We will advise you when this becomes law.

VicRoads Customer Service Centres have capped to a maximum of two, the number of Club Permit applications per customer that may be processed across the counter at any one time. If more than two are contemplated, they can be left at the CSC to be processed with collection/payment to be made subsequently. Alternatively, an appointment can be made.

**A Merry Christmas to all
members.**



From the President, December 2014.



I read a forum discussion recently on “what makes a great car club?” Of course there were a lot of text book contributions about leadership, communication, participation, meeting members’ needs and we will certainly not prosper

without high standards in all of those areas. But the definition of a great club that summed it up best for me was from a car club member who said simply “friends with cars.”

You’ve already heard that I was a foundation member of our club in 1965. I’d like to be able to claim that my membership has been continuous, but I can’t. That honour belongs to Heather Greaves. There was a long period in the middle years somewhere when Citroens were expensive, I was broke, had children and a mortgage to feed, and they were all ravenous. So I saved money by driving old bombs and maintaining them myself. It was hard work; the old Skoda blew so many head gaskets that I was able in the end to replace one in seventeen minutes. The Austin Kimberley left me unafraid of any clutch, water pump, alternator, starter or suspension component falling off, and many did. Maybe that experience of surviving financial pressure by doing the work myself is the reason I am a restorer who gets on the tools rather than collects restored classic cars or project managers their restoration. For me it was simple; I did the work myself or it just couldn’t happen. It was the same with our house in Somerville. It is bigger than our previous place and has room for Helen’s dream garden, but it was a real fixer upper when we moved in. That was a ten-year project.

FRONT COVER

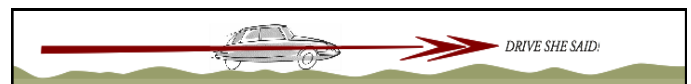
Brian James C4 VTS Coupe and a Renault Megane at the 2014 French Car Festival.

Those early years of CCCV membership carry lots of happy memories. I learned a lot about automobile engineering, motor sport, touring and club life. Mostly, though it’s memories of friends made. In 1968 I met a gangly young ID19 owner named Phil Cottrill and his petite and smiling fiancée Ann Roff. Nearly half a century later they remain our dearest friends and we tend to talk more about children, grandchildren, gardens, food, wine and travel more than we do about cars. Phil and Ann remain the CCCV’s greatest legacy to Helen and me. They remain club members, as do others as I discovered on renewing my prodigal membership. Heather, of course as well as Don and Dierdre Scutt and Frank Bristow. I’m sure there are others.

The one thing about CCCV that continues to surprise and delight me is the number and the depth of the friendships within the club. Many members, like the Scutts, Kirkaldys, Salibas, Kings, Gruzcas, Belcourts and Greaves measure their relationships in decades rather than years. Even then I know I have missed many. This, to me, is the greatest strength of the club.

It is because I owe CCCV a debt of friendship that I agreed to stand for president. I suppose my job is to help us all be friends with our cars and with each other.

John Parsons.



DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.

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1A Viking Crt. Cheltenham North, Victoria 3192



NOTICE BOARD



CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the username and the password supplied by email sent you.

Club password for the month: At a past committee meeting it was decided NOT to publish the password in the printed club newsletter. Members will continue to receive however an email advising them of the new password each month.

New Members (Subject to committee approval).

CCCV welcomes the following new members to our family: Bernd Huber, John Newton, Edward and Helen Cross together with Kevin Hogan, Mark Phelan, Ollie Ward, Herman Wijsma, and Greg Turner We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00 per l.

LDS available at club rooms on club nights only at \$25.00 per l.

| Events Calendar | | 2014 | 2015 |
|---|----|--|---|
| Dec | 3 | Club night—breakup at Batifoler. 400 Nicholson St. Fitzroy at 7.00pm. | Feb 20-22 Venus Bay weekend 22 RACV Classic Showcase British, European & Japanese cars. <input type="checkbox"/> 27-2Mar Dennes 4 day Safari |
| Jan | 18 | RACV Great Australian Rally— Melbourne to Mornington <input type="checkbox"/> | Mar 8 Vintage Yarra Glen S/Meet <input type="checkbox"/> 31-3Apr Teddies Terrific Tour see details in Nov News- letter. |
| Feb | 4 | Club Night. | Apr 3-6 Citin—Barossa Valley SA. |
| Denotes a Non CCCV sponsored event. <input type="checkbox"/> | | | Aug 22 AOMC Restoration Seminar <input type="checkbox"/> <u>60th Anniversary of the Citroen DS</u> |
| Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] from 10.30am | | | For more details on club events contact John Dorgan on 0428 358 095 |

| CCCV Club Advice Line | | | |
|-----------------------|---------------------------|--------------|-----------------------------------|
| Traction Avant | Ted Cross | 9819 2208 | |
| 2CV | Peter Dekker | 0425 703 899 | SM Garth Campbell 0406427657 |
| AX/Berlingo | Kirkcaldy | 9363 2464 | Xantia/Xsara John Wyers 9787 6280 |
| GS/GSA | Daniel Flinn/Andrew Smith | 9755 2439 | XM Roger Imrie 9890 1834 |
| ID/DS | Peter Dekker | 0425 703 899 | C2/C3 Don Scutt 9807 8999 |
| BX | John Wyers | 9787 6280 | C5 Leigh Snell 9772 1810 |
| | | | C6 John Fedorko 0438 597384 |

Forthcoming Club Events

December 3rd Wednesday

CHRISTMAS CLUB

NIGHT AND BREAKUP

400 Nicholson St, Fitzroy VIC 3065

"Batifoler" means 'to romp - to lark about'- appropriate description of this joyful suburban Bistro.

The restaurant opened in Fitzroy North in 2004 and has since then become a destination for Francophiles and food enthusiasts in the area and beyond. Built mainly on word of mouth, our clientele comes to us to

enjoy genuinely French dishes crafted from local and seasonal ingredients matched with quality beverages selected from our eclectic wine and beer list. We've worked hard to create and refine the elements we believe granted you an amazing experience: Taste, friendly service and the excellent value for money of an authentic French brasserie.



Time: 7—7.30pm in Rear Room Melway: 44/A1

Bookings essential by Sat 29 November.

Max 40 places (30 places left)

Phone or SMS Tom Gruzca 0431 396 277

See [Aux Batifolles](http://AuxBatifolles.com.au) website for an overview. They will offer a restricted menu on the night.

Table bills only. Suggest you bring cash to make payment simpler.



Entry Fee Prior 7th Jan—\$35-00
 Entry Fee at the starting points on the day—\$45-00
 Online Entry forms WWW.greataustralianrally.com.au

100% of all Donations and gate proceeds go to Peter MacCallum Cancer Center.

9.00am Gates open : Spectators from 10.00am.
 Enter from Racecourse Road
 3.00pm Show closes.
 Admission: Display cars \$15.00 on day. Spectators \$8.00 non car club members, \$5.00 car club members, \$5.00 on presentation of concession card.



VENUS BAY

February 20-22 2015

Camping Weekend

Venus Bay camping weekend at Don and Dee's holiday retreat at Venus Bay

Come along on Friday afternoon or evening 22nd Feb. so that you can set up for the Saturday and Sunday, or just come for one day..

If you prefer you can book into the Venus Bay caravan park which has some cabins. It is only 10 minutes away. Phone : 5663 7728 You will have a relaxing weekend where you can do as much or as little as you please. There are beautiful beaches, both surf and inlet to explore. Golf, croquet, boules and bowls to be played or just sit and chat. .Bring along food and refreshments to share.

Instructions for getting there:

On reaching Tarwin Lower drive through the township and continue along road by the river to Lees Rd (first right at pine trees). Follow Lees road and turn right at what seems to be a T intersection. Continue on to Black Ave (6th on the left) Turn left then 3rd left into Condon Cres.and then 1st left into Rita Court. Drive to end and up Scutt driveway number 6

Contact Don or Dee on 9807 8999 or Dee's mobile 0450644570.

If you are coming please let Don/Dee know.

FULL DETAILS IN THE JANUARY NEWSLETTER

Memo for 2015

Can I suggest an event I would like to happen? **YES!**

Have I booked in for the Venus Bay weekend?

Do I encourage CCCV membership to others?

Are my dues up to date?

Memo for 2015

What club events should I book in for?

Should I plan ahead and attend Cit In in 2015?

What about attending the "Dennes Run" first?

Have I asked for help on that car problem?

MONTH FEBRUARY-MARCH 2015

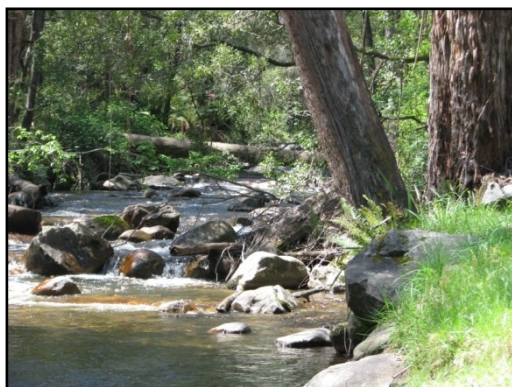
EVENT NAME: **4-DAY HIGH-COUNTRY SAFARI**

WITH LEE & GRAEME DENNES

WHEN: 27 February - 2 March 2015
FROM: Pakenham VIC
TO: Mansfield VIC
COST: At own expense
BOOKING: Essential - see below
BRING: Everything for a 4-day excursion
CONTACT: Lee Dennes
0438 286 181
activities@citroenclassic.org.au

Yes everyone, it is Safari time again and with something for everyone to enjoy. This time we are heading for Victoria's high country where we will be staying in Mansfield over three nights. An array of accommodation has been made available for you to choose from.

We will enjoy everything from the Mansfield's Farmer's Market, to the crystal clear waters of rivers to climbing mountain summits, both on foot and in our cars.



We go back in time to when the bushrangers ruled the bush and see their hideouts whilst enjoying spectacular views, both from on high and from the valley floor.

We will drive our cars on some of Victoria's most scenic roadways and soak up our fabulous outdoors.

We visit: The Bimby Car & Memorabilia Museum www.bimbi-museum.com

and the: Kevington Hotel *which was established in 1862* www.kevingtonhotel.com.au

Each evening we will gather at the camp kitchen to enjoy a meal, each other's company and a sing-a-long where hidden talents come to light.

The above itinerary will be expanded and advised as further details are determined.

PTO



Please note: We travel on some roads which are well maintained gravel.

Accommodation:

Our accommodation is at the High Country Holiday Park, Mansfield. Telephone 03 5775 2705.
www.highcountryholidaypark.com.au

Please note that cabins have been held for us until **31 January 2015**.

Speak with Jason, Nick or Lorraine and advise you are with the Citroen Group to obtain your 10% discount.

NOTE: Do **NOT** book your reservation online!

DS/ID DIAMOND JUBILEE CELEBRATIONS



To celebrate the Diamond Jubilee of the DS/ID the CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA will be hosting a 10 day event commencing on the 2 October 2015 and concluding on the 11 October 2015.

The starting point of the event will be on the Victorian side of the NSW/VIC border and will finish in the Southern Highlands of NSW.

CCOCA will extend an invitation to all Citroen Clubs to participate in this event. This will allow clubs to include the event on their calendars thus allowing their members to use "CLUB" registered cars on the event.

Full details including accommodation options and costs will be released early in the New Year.

An entry form will also be available at this time.

THE NEW CITROËN

I think that cars today are almost the exact equivalent of the great Gothic cathedrals: I mean the supreme creation of an era, conceived with passion by unknown artists, and consumed in image as a purely magical object.

It is obvious that the new Citroën has fallen from the sky in as -much as it appears at first sight as a superlative *object*. We must not forget that an object is the best messenger of a world above that of nature: one can easily see in an object at once a perfection and an absence of origin, a closure and a brilliance, a transformation of life into matter (matter is much more magical than life), and in a word a *silence* which belongs to the realm of fairy-tales. The D.S.-the 'Goddess'-has all the features (or at least the public is unanimous in attributing them to it at first sight) of one of those objects from another universe which have supplied fuel for the neomanu of the eighteenth century and that of our own science-fiction: the *Déesse* is *first and foremost* a new *Nautilus*.

This is why it excites interest less by its substance than by the junction of its components. It is well known that smoothness is always an attribute of perfection because its opposite reveals a technical and typically human operation of assembling: Christ's robe was seamless, just as the airships of science-fiction are made of unbroken metal. The *D.S. 19* has no pretensions about being as smooth as cake-icing, although its general shape is very rounded; yet it is the dove-tailing of its sections which interest the public most: one keenly fingers the edges of the windows, one feels along the wide rubber grooves which link the back window to its metal surround. There are in the *D.S.* the beginnings of a new phenomenology of assembling, as if one progressed from a world where elements are welded to a world where they are juxtaposed and hold together by sole virtue of their wondrous shape, which of course is meant to prepare one for the idea of a more benign Nature.

As for the material itself it is certain that it promotes a taste for lightness in its magical sense. There is a return to a certain degree streamlining, new, however, since it is less bulky, less incisive, more relaxed than that which one found in the first period of this fashion. Speed here is expressed by less aggressive, less athletic signs, as if it were evoking from a primitive to a classical form. This spiritualization can be seen in the extent, the quality and the material of the glass-work. The *Déesse* is obviously the exaltation of glass, and pressed metal is only a support for it. Here, the glass surfaces are not windows, openings pierced in a dark shell; they are vast walls of air and space, with the curvature, the spread and the brilliance of soap-bubbles, the hard thinness of a substance more entomological than mineral (the Citroën emblem, with its arrows, has in fact become a winged emblem, as if one was proceeding from the category of propulsion to spontaneous motion, from that of an engine to that of an organism).

We are therefore dealing here with a humanized art, and it is possible that the *Déesse* marks a change in the mythology of cars. Until now, the ultimate in cars belonged rather to the bestiary of power; here it becomes at once more spiritual and more object-like, and despite some concessions to neomania (such as the empty steering wheel), it is now more *homely*, more attuned to this sublimation of the utensil which one also finds in the design of contemporary household equipment. The dashboard looks more the working surface of a modern kitchen than the control-room of a factory: the slim panes of matt fluted metal, the small levers topped by a white ball, the very simple dials, the very discreteness of the nickel-work, all this signifies a kind of control exercised over motion, which is henceforth conceived as comfort rather than performance. One is obviously turning from an alchemy of speed to a relish in driving.

The public, it seems, has admirably divined the novelty of the themes which are suggested to it. Responding at first to the neologism (a whole publicity campaign had kept it on the alert for years), it tries very quickly to fall back on a behavior which indicates adjustment and a readiness to use (*"You've got to get used to it"*).

In the exhibition halls, the car on show is explored with an intense, amorous studiousness: it is the great tactile phase of discovery, the moment when visual wonder is about to receive the reasoned assault of touch (for touch is the most demystifying of all senses, unlike sight, which is the most magical). The bodywork, the lines of union are touched, the upholstery palpated, the seats tried, the doors caressed, the cushions fondled; before the wheel, one pretends to drive with one's own body.

The object here is totally prostituted, appropriated: originating from the heaven of *Metropolis*, the Goddess is in a quarter of an hour mediatized, actualizing through this exorcism the very essence of petit-bourgeois advancement.

Article: Graeme Thompson (Club member) from an unnamed source.



NEW!



A rare DS21 Prestige, in stunningly beautiful condition.

A 1969 model, it was imported to Japan in 1997, and fully restored at the Watanabe Jidosha garage in Nagoya. It is now registered in the Kansai area.

More about Watanabe Jidosha [here](#)



The ad in "Auto-Retro" says that the car was formerly used by a (supposedly French) cabinet minister.

The Prestige, an exclusive version made on demand by coachbuilder Henri Chapron, features a glass separation between the front and rear seats. On this model, the glass is manoeuvred manually. Only a few hundred such DS are said to have been built.



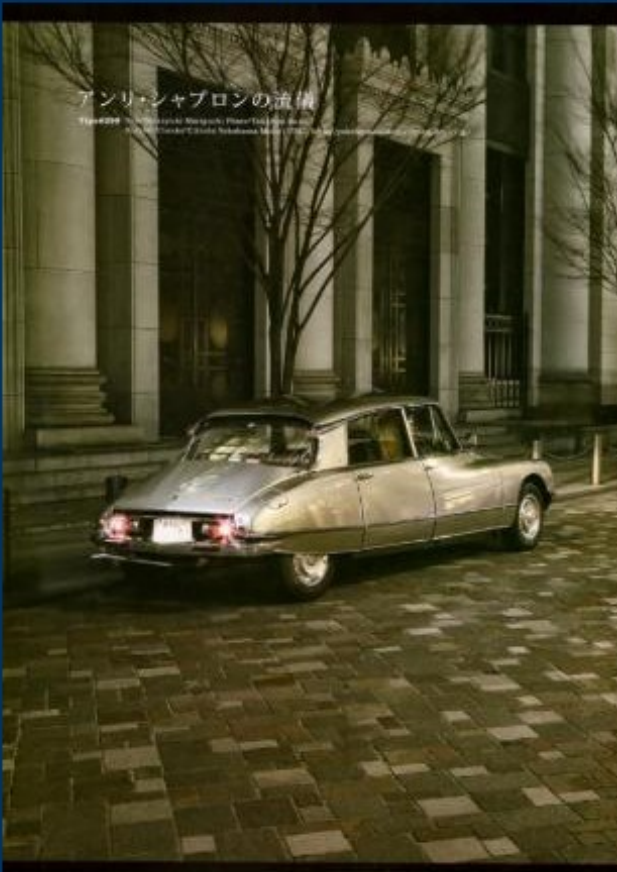
Left: a microphone and speaker allowed the VIP passenger in the back to communicate with the driver.

Below: Henri Chapron's emblem on the boot's lid.





Above and below: this superb car was featured in the Japanese car magazine Tipo (May 2014). Download the full article here (Japanese):



ED:
 There is heaps more on this website about French cars in all parts of Asia.
 EXPLORE!



Meet Ballarat's 'Citroen nut'

By GAV McGRATH

Oct. 30, 2014, 2:59 p.m

ALMOST every car brand has its fanatics. But there is no car nut quite like a Citroen nut.

Eccentric, oddball, quirky – we could be describing the old Citroens themselves, but it could equally apply to the people who love them.

In truth, Country Cars cannot think of a more obsessive car fanatic than a Citroen fanatic, and Ballarat has one who is as obsessed as any. Shane Levison of Magpie has old Citroens everywhere at his place.

About five (give or take) are running, four are strictly for parts, and several somewhere in between.

“I don’t know why,” he said. “I guess it comes from my father (Alan). As long as I can remember, Dad had a Citroen.

In fact, his first car (Shane points) is in the shed over there. He couldn’t sell the cars either.

“They are just interesting. Every thing about them is different. Not better, not worse, just different.

“They were so ahead of their time, with their technology and the way they looked, especially how streamlined they were. The Australian-built ones only had 65 horsepower (less than 50kW) but they comfortably sit on 90mph (145kmh) all day. There was just not a lot in the way of acceleration.

“They also had self-levelling hydraulic suspension, they were one of the first cars with big disc brakes, centre-point steering, hydraulic transmission and active headlights.

And this was back in the 50s and 60s.

“They attracted engineers and artists for a reason.”

Shane is a computer programmer with Dorevitch Pathology, so there is one stereotype box ticked.

And his love of computers and the internet fits in nicely with his Citroen obsession.

“I’m on the internet a lot. I’m a moderator on the aussiefrogs.com car forums for Citroens, Peugeots and Renault owners,” he said.

“When I’m working on the computer I have the forum on every day. It would be in the background

eight hours or more during the day – and at night.

Some people on the forum think I should look like a grumpy old man.

“People will sometimes be looking for parts but, the problem is, the part they want everyone else wanted, while the bits they don’t need, I’ve got a dozen of them in perfect working order.”

Shane’s first car was a Renault 4 which he quite literally built himself from parts commandeered from four Renault 4s.

“He had been asking me for a car to work on as a project, so I give it to him,” Shane’s father Alan said.

“He built it himself from four cars using a manual.”

Shane’s first Citroen, on the other hand, was a red CX he got as an 18-year old.

His existing collection now includes a pinkish 1963

Citroen ID19 (essentially a lower-spec Citroen

DS assembled in Melbourne), a similar ID19 in

black, a 1985 CX250 GTi series II in maroon, a 1976

CX2200 four-speed and a 1972 DS 21.

His father, meanwhile, has a 1984 2CV (which would not look out of place in 1954), a 1975 DS23 and a 1952 Light 15 (AKA Traction Avant).

Despite the eccentric take on engineering, Shane denies Citroens are unnecessarily complex to work on.

“Quite the opposite really. They were built by people so they can be repaired by people too,” he said.

He is less sold on modern Citroens.

“They are a bit too much like everything else. You might as well get a Camry,” he insisted.

So what does his wife Angela make of the Citroen obsession?

“I’m sure my wife would be happier if I got rid of all the stuff and bought a nice Camry,” he said.

“People would often knock on the door and ask my wife: ‘Is this the Citroen house?’ I think she might like to deny it but then they see eight cars out the back.

“They will say they have a relation who had one and ask if I want to collect it.”

In fact, Alan believes Shane takes it to a whole new level. His house has become like a lost dog home for the French machines.

“He’s worse than me,” Alan said.

“Shane has actually rung me up to tell me there is a CX in a paddock that will go to the scrappers if we don’t collect it. I say to him, just let it go.”



FRENCH CAR FESTIVAL



John Fedorko raking in the millions, at the French Car Festival.



John Parsons (in red) with Andrew Smith for his Silver GS, the winner of the Best in Show



Helen Parsons with Citroen 2CV—
Eloese



The best Citroen award went to Rob Turner for his yellow D series car and the popular choice was won by Rob and Kay Belcourt's DS21.



**FRENCH CAR
FESTIVAL 2014**
Macleay Park
Balwyn
26/10/2014



By midday, Macleay Park was virtually full of French cars.

In this image: Renault were far left and to the rear, Citroën were in the middle left, and Peugeot to the right, with Simca and Amicar further to the right behind the photographer.

There was a good sprinkling of old and new.





ars.
roens to the
far right and

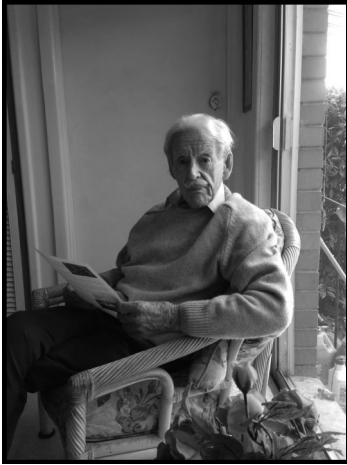
otos: Brian James



Photo: Tom Gruzca

An Engineer's Enduring Appreciation of Citroens

by Tom Grucza



At the recent French Car Festival I had the pleasure of meeting Jack White. Now in his 99th year, Jack told me that some 57 years ago he converted a near new 1956 DS19 to RHD. He is a retired aircraft maintenance engineer and I felt there was a longer story that needed telling so Jack invited me to meet at his home in Doncaster.

Before getting to the DS conversion story I asked Jack to tell me about his technical background and where his association with Citroen began. Jack's father, a keen motorist, had RWD Citroens back in the 20's and 30's. As a boy Jack would often help his dad with whatever maintenance issues arose. He remembers distinctly the unconventional herringbone gearwheels in the old Citroens (a technical innovation Andre Citroen employed and the very reason the double chevron defines the Citroen marque to this day). By the time he was fifteen Jack had a pretty good knowledge of the basics.

An amusing story followed about a neighbour who was rather an inventive fellow. He had French cars including an Amilcar and a small Austin. He set out to rebuild the Austin engine. This involved honing out the cylinders us-



Slough built Light 15

ing a billet of jarrah that was machined down and fitted with steel blades. He cast his own pistons using aluminium by melting down his wife's saucepans – “which didn't go down too well”. Jack helped him out, got it on the road and fired it up only to find the tops blown out of the pistons.

Jack also gave me an account of one of his father's pre-war Citroens that he sold to his brother who set off to drive it home to Geelong. The car overheated on the journey and a passing truck offered to take the car in tow. Apparently Jack's uncle had never “driven” as fast in his life. The Citroen had a transmission brake which had to be continually applied in this hair-raising experience. The differential was completely wrecked.

Jack bought the '56 DS from the French Consul M Le Bas, in Melbourne in 1957. It had done just 1200 miles after being brought out for the motor show of 1956. It was one of the very first in Australia at the time and Jack acknowledged that it drew a lot of interest. He showed me the original sale documents and registration authority. Because it was a LHD model a permit was needed to have



Jack with his son Paul and the original DS

it road registered. That authorisation came, via a family friend (a member of parliament at the time) who introduced Jack to no less than Chief Commissioner of Victoria Police, Selwyn Porter. Jack was given a letter of permit and thus proved no obstacle in getting it registered. Jack picked up the car from Commonwealth Motors in the city at 5 o'clock one day and, whilst having previously owned Tractions, was unfamiliar with the innovations Citroen had built into this futuristic DS. Setting off in peak hour traffic on his way home to Caulfield Jack got as far as Chapel Street before he just had to stop, get out to have a spell, before continuing. The hydraulic gear change, the strange brake button and being LHD was a lot to get used to under those driving conditions. However the appeal of DS dynamics was quickly ingrained as this car was a joy to drive and other D's would follow.

Being no stranger to hydraulics in aeronautics, setting about converting the DS to RHD held no fears. Jack took delight in solving technical problems so the conversion was

an enjoyable challenge. It required a new dash (bought for £5), a RHD steering rack housing and necessitated the moving of the hydraulic control unit and pedal assembly. Jack bought the hydraulic piping needed and had whatever connections bronzed as required, re-used the seals and completed the job. "It took a little while" he said in his understated manner.

Jack developed an interest in aviation from childhood. He recalls his mother taking him to Melbourne's main airport at Essendon which was then a field with a post and rail fence. He met and admired well known aviators of the time including Kingsford-Smith. He had his first flight at 12 years of age in a noisy WWI twin cockpit biplane. It proved to be an inspirational experience which led to his desire for a career in aviation keenly following the exploits of Kingsford-Smith, Amelia Earhart and other aviation pioneers.

for them until his retirement in 1980. In the 50's TAA also operated a helicopter service which led to him travelling all over the country on various missions including a stint with the army survey corps in the outback. Servicing helicopters included complete rebuilds as well as working at every TAA air base in Australia.

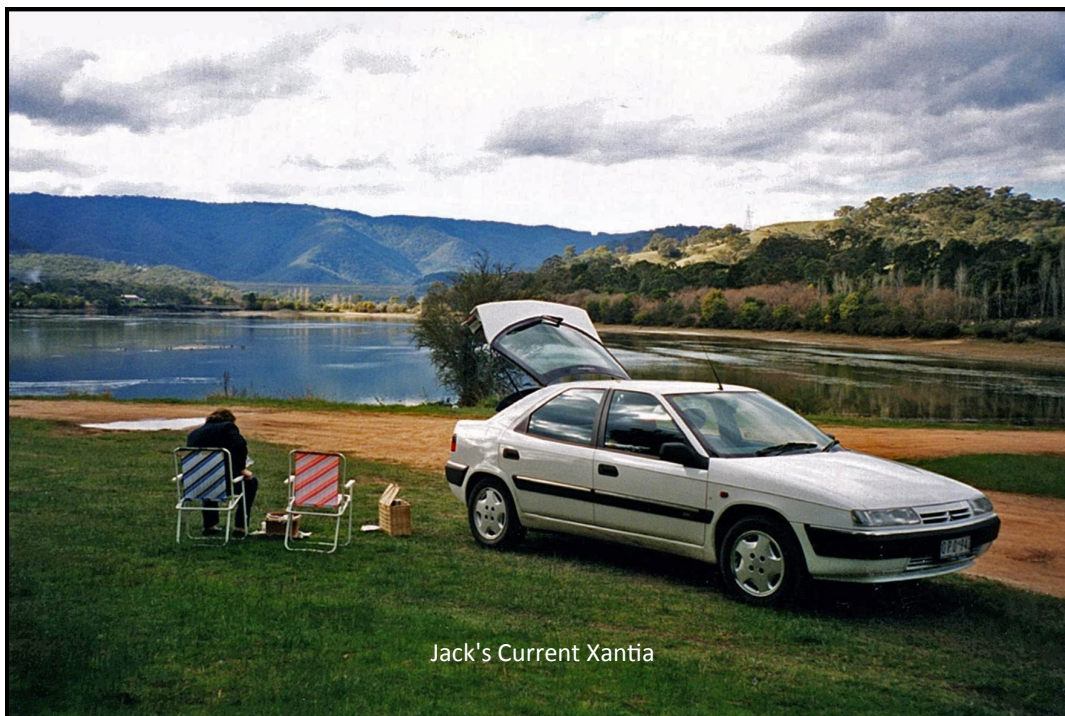
Once on holiday in Cairns with his family TAA needed him to fly outback to service one of the Flying Doctor planes. Jack was the closest engineer so was committed to the task which, he says, took some days. That's what life was like. Work took him all over the country and he even had a stint in the Antarctic. In fact Jack's crew was the first Australian helicopter contingent in Antarctica.

Jack had a very high work ethic and took great pride in his work. As far as he was concerned good enough wasn't good enough. His attitude was the work had to be

completed to the highest standard. One doctor who left his plane to have an ignition problem attended to left it in Jack's capable hands. Of his own volition Jack spent the whole day going through the plane making numerous tuning and mechanical adjustments. After that, It ran better than ever. Months later the doctor happened to be in Melbourne and took the opportunity to personally express his appreciation to the chief engineer.

After the DS19 Jack had a couple of ID19's and then back to Traction Avants. He couldn't understand why Citroen did not do more over the years to promote the cars in Australia given its history of engineering innovations. Jack currently has a 2.0L Xantia auto and still drives occasionally. "If I was a bit younger", he says, "I wouldn't mind a C5". After a cup of tea I was about to head home with a handful of photos, documents and a record of interview when Jack asked me for a favour. "Could I have a ride in your car?" Well, that was a pleasure for both of us and a particular treat for him as he later told me the ride in the DS23 had "made his day".

Jack's keen interest in Citroen lives on.



Jack's Current Xantia

Jack went to Swinburne school and later Melbourne Technical College (now RMIT) studying aircraft engineering and metallurgy. He joined the Citizens Air Force in 1937 and was later "called-up" serving more than 5 years in the air force, including three and a half years as a POW in Malaya. During the war he was in a bomber and surveillance squadron monitoring the Japanese fleet in the South China Sea. What followed in our discussion was Jack's harrowing account of surviving bombing raids in Singapore and his eventual capture. His prison camp was set to work clearing fields for the notorious Burma railway that was to follow. It invoked sad and bitter memories for him.

After returning from service Jack joined the newly commissioned TAA (Trans Australia Airlines) and worked



What did Citroën know about the 1935 Hoffman X-8?

Citroenvie! .com



At the 2014 Concours D'Elegance of America event in Plymouth Michigan, a one-of-a-kind of automobile, a 1935 Hoffman X-8 Prototype, was shown that truly peaked our interest. Its distinctive style, technology and history made it a favourite.



The Hoffman X-8 was designed and built by Detroit-based engineer Roscoe Hoffman, who worked for manufacturers such as Packard, Studebaker, and Ford from the 1910s through the '50s. It is thought that the X-8



was developed by Hoffman under contract to the Fisher Brothers in the early '30s, (prior to being purchased by General Motors), and was intended as a promotional prototype to be shown if they

successfully acquired

Hudson Motors. (Ultimately, in 1954, Hudson merged with Nash-Kelvinator Corporation to form American Motors).



The X-8 was revolutionary in many ways; it was a monocoque design (similar to the Traction Avant) whereby its structure supports loads through its external skin, (similar to an egg shell). And like the Traction, the monocoque body was developed at Budd Automotive in the USA. Hoffman was a pioneer of the streamlining movement and its shape is also very streamlined, like a Traction. The X-8 engine was also a marvel. It ports 8 cylinders in an X configuration. Both Hoffman and Henry Ford were proponents of the X-engine, but it is believed to be the only car to ever incorporate one.





Hoffman kept the X-8 until 1961 when he gave it to industrial designer Brooks Stevens. It was originally gunmetal grey but Mr. Stevens had it repined in Packard blue to match all his enclosed cars. The X-8 remained with the Stevens' family until 2010 when it was acquired by its present owner Myron Vernis of Akron Ohio. (Myron has owned Citroëns in the past, most recently a CX Break).



After Myron got the X-8,



and just by chance, he got a call from a friend who was browsing ebay for old car stuff and came across a listing for an old photo album of the X-8 under construction at Budd. Myron checked out the ad and made the purchase right away! A lucky find!! The photos are most interesting:

They show the unibody underside with passenger floor panels installed and the seat base, the roof section, various body bucks, the door frame section that is integral with the inner front and rear fenders, and in one photo a gentleman who is inspecting the roof on the wooden framework (buck) who could very well be Joseph Ledwinka. Also in the photos; – a drawing of an even more streamlined automobile that bears a strong resemblance to the aerodynamic rework Citroën was doing with the Traction Avant prior to the introduction of the DS.

Looking at the X-8, the front looks like the very rare Scarab Scout designed by William Bushnell Stout. It was really the first minivan. (9 were built, only 5 survive).



But from the front wheels to the back, one can't help but see the lines of the Renault 4CV (manufactured from 1947-1961).

Because the X-8 is a true one-off, there is much speculation about it. Jay Leno has suggested that the three-speed manual transmission looks like it may have been adapted from the transmission of the Cord L-29. It would appear that Hoffman was serious about taking it into production, where manufacturing efficiencies of components like the X-8's symmetrical front and rear doors would allow it to be produced cost effectively.

We wonder just how much Citroën knew about the car? André Citroën and Ford knew each other. Could they have spoken about it, or at least the intriguing X-8 engine? Although the X-8 was rear wheel drive Citroën may have dismissed the layout, but since Budd was building its compact monocoque body, would Citroën have been privy as to how it was being constructed? If Citroën were not aware of it, there is certainly enough similarity to the Renault C4 to suggest that Renault picked up on the X-8 when it was introduced in 1935 and designed their 2CV competitor to be very much like it. It too was unibody, but unlike the Hoffman, Renault's power plant was a modest 747 cc (later a 760 cc from 1950 onward) rear-mounted four-cylinder engine coupled to a three-speed manual transmission.

A remarkable car in so many aspects, it's rather a shame that the Hoffman never made it to production.

View the full resolution photo gallery [here](https://www.flickr.com/photos/62790594@N03/sets/72157645692719539/). <https://www.flickr.com/photos/62790594@N03/sets/72157645692719539/>

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12/14

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\$14,000 phone John 0266578077 This car is listed for sale elsewhere and we have the right to withdraw this item.

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(11/14)

I have for sale a workshop manual to suit Citroen mode 15CV or Six (22.6 hp) It is a 2 part volume and factory printed December 1950 and in very good condition.

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My contact email is crayville@iinet.net.au or telephone 0265631031.

Bruce Wells

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(11/14)

All original 1992 XM Auto V6 deep blue in colour (duco good for age) with velour seating in good condition. The speedo shows 90,000 km but I think it has done more. Probably double this at a guess. The log book shows that the speedo malfunctioned about 15 years ago or so.

Rego ran out in June. Needs some repairs for roadworthy including, so I am told, a couple of engine mounts, two front rotors and a few other minor repairs. Plenty of tread on the Bridgestone tyres.

I purchased it about four months ago but have lost interest in it owing to delay in getting repairs done. I don't want to lose on it so the price is \$2,500. The engine no. is 1FV50028008. The car is in Shepparton. I believe the first to see will buy. Contact Joe 0402443045

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(11/14)

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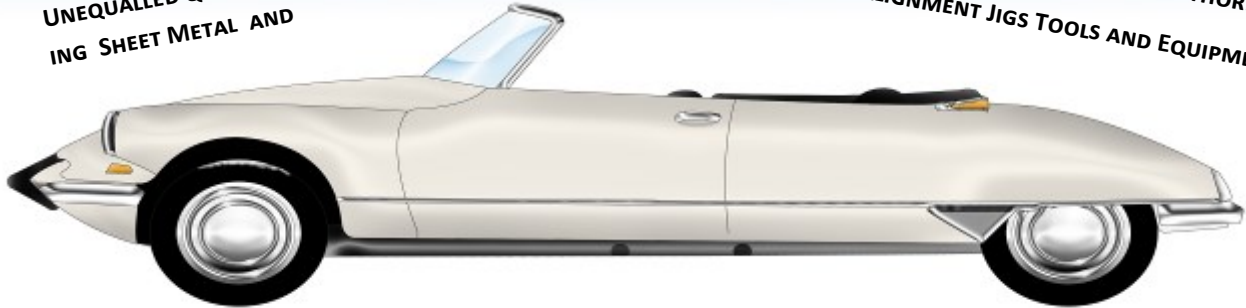


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