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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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August 2017



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1912 Lorraine-Dietrich driven - Brooklands monster

CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

| | |
|---|---------------------|
| Metropolitan including printed newsletter | \$ 70.00 |
| Country including printed newsletter | \$ 55.00 |
| Electronic only newsletter for <u>above</u> | \$ 50.00 / \$ 35.00 |
| For 2nd & subsequent members | \$ 15.00 |

CCCV GENERAL MEETINGS

8.00 PM **3rd** Thursday of the month except Jan. At
8/41 Norcal Road Nunawading Mel 48 / G11

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the month Contact the Secretary for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.
2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.
3. The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**..See note below.
2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2 - Road Safety (Vehicles) Regulations 2009** (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**..
3. Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
4. The car owner provides **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.
See also:
<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>.
6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorizing signatures are used and that the permit is assigned to the correct club.

Note: Our CPS secretaries travel a lot. Please contact them before sending papers for signature to avoid the possibility of them sitting in a letter box for several weeks. A stamped, self-addressed envelope would be appreciated.



It was great. Sitting in the ballroom of a nineteenth century stately home with over eighty friends both old and new, enjoying good food, good wine and good conversation.

Beaufort Manor, in the heart of Yea, was invaded earlier today by a squadron of DSs, 2CVs,

tractions and a few Renaults. Many were elegant in French dress; others, disgracefully like me, dressed in mediocre Aussie. All good fun and you will see the pictures next month. Rob and Libby Little, CCOCA members from Shepparton, did a splendid organizational job. People also travelled from such places as Myrtleford and Mansfield.

Those country members got me thinking. Having face-to-face contact with club members who live in regional centres is important for us all. Networking is a valuable part of classic car ownership and therefore of club life. Country members have fewer opportunities than their metropolitan counterparts for the personal contact which can lead to valuable technical and spares interchanges.

We have been asked to help in one regional meeting and I'm sure the potential is there for others. Committee is considering it and if you like the idea of meeting other club members who live within cooee of you, wherever you are, let me know.



You might also have some ideas of your own on this issue and you can include them in your responses to the forthcoming survey which we have flagged. For a couple of reasons it will be in next month's newsletter rather than this one.

The few Renaults? They belonged to Renault Car Club of Victoria members, headed by RCCV president Jeff Rasmussen. Jeff, whom we know from French Car Festivals, enjoyed himself and is keen to explore other opportunities to enjoy life together with the weird cousins of the French car community. We'll see what develops. If we can rope in the Peugeot club (and one of our number is also a PCCV member) who knows where it will end? A storming of the Alliance Francaise? What fun! And a great venue for a Bastille Day lunch.

I was encouraged today by the number of people who told me they would come to next month's first meeting at the new clubroom in Nunawading. That means it is going to be a bumper night. Read all the detail in this Newsletter because everything is different: date, time and place. Because we are supplying the food, there is a notification requirement. This means that if you turn up without letting us know, you will be given a Fork full of rabbit food for dinner. This would be a tragedy because, as I boasted to president Rasmussen, we do eating and drinking really well. Talking as well, really. Oh, and don't forget the books. Lots of books. You just have to be there. I'll look out for you.

John Parsons.

CLUB NIGHT THURSDAY 17TH AUGUST

The club will supply all meat, cakes salads etc tonight.

BYO WINE.

To assist with catering for members and their spouses, please register your attendance with Ian Downie on 0452 411 104 by no later than Friday 11th August

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.

FRONT COVER

As we move our Club Rooms from Glen Iris to Nunawading, John Parsons steadies a Library cupboard up the steps.

*The Newsletter proudly printed by Snap Printing
Factory 2, 8 Enterprise Avenue; Berwick.*

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

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 password supplied by email sent you.

Club password for the month: Members will receive an email each month, advising the new password to access Club Site.

New Members . CCCV welcomes the following new members to our family: Adrian Bird, Jacinta Ryan, Thomas Clarke, James Curtin, Carolyn Schuwalow and Ben Lambrick. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l. (see p/26 for your closest rep)

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

| Events Calendar | | 2017 | Draft Activities Program | 2017 | |
|---|----|--|--------------------------|-------|--|
| Aug | 17 | Club night @ New Clubrooms 6.30 BBQ & social prior to meeting. NOTE CHANGE OF NIGHT TO THIRD THURSDAY IN THE MONTH. | | Sept | 21 Club night 24 Concours CCCV & CCOCA @ Como Park. 27 Geoff Webber talk at CCOCA clubrooms. |
| 20 | | Maling Road Auto Classico (page 11) | | Oct | 1 French Car Festival @ Buchanan oval Macleay Park Belmore road, Balwyn. |
| 26 | | RUN- Modern Plating Oakleigh. 10.00am 4-6 King Street Oakleigh. | | 13-15 | Motorclassica—Ex/buildings. |
| NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 | | | | 19 | AGM—Club night. |
| | | | | 22 | Up The Creek Workshop Castlemaine |
| | | | | 2018 | Mar 30-Apr 2 Citin in Dalby Qld. See page 22 |
| Monthly 1st- <u>Chit-Chat Tuesday</u> Blue Bay Café, 667 Pt Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat. Denotes a Non CCV <input type="checkbox"/> | | | | | |
| For more details on club events contact Ian Downie on 0452 411 104 | | | | | |

CCCV Club Advice Line

| | | | | | |
|----------------|-----------------|--------------|------------------|-----------------|--------------|
| Traction Avant | Ted Cross | 9819 2208 | SM | Garth Campbell | 0406427657 |
| 2CV | Peter Dekker | 0425 703 899 | Xantia/Xsara | John Wyers | 9787 6280 |
| AX/Berlingo | Kirkcaldy | 9363 2464 | XM & late models | | |
| GS/GSA | Andrew Smith | 9755 2439 | | Salman Chaudhry | 0410 040 505 |
| ID/DS | Peter Dekker | 0425 703 899 | C2/C3 | Don Scutt | 9807 8999 |
| BX | John Wyers | 9787 6280 | C6 | John Fedorko | 0438 597384 |
| CX | Graeme McDonald | 9781 1649 | | | |

Forthcoming Club Events

Thursday 17th August Club night. NOTE CHANGE OF NIGHT-
See page 7 for location.

FIRST NIGHT AT OUR NEW CLUBROOMS

6.30PM BBQ & social—BYO LICENSE TILL 8PM -Meeting 8pm.

Spouses especially invited to this special evening to celebrate the first night in our purpose built and very comfortable Club Rooms. Meat, salads, cakes etc will be provided by the club for your enjoyment. **BYO WINE.**

Also: AVAILABLE FOR SALE

**SOME 200 BOOKS FROM THE LATE
GEORGE HAMADA'S COLLECTION AT**



Dave Rogers sorts George's books for tonight's sale.
Image: John Parsons.

Saturday 26th August 10.00am at 4-6 King Street Oakleigh

An advertisement for 'Modern Plating'. The top half features the company name in large, stylized letters, with a superhero figure (resembling Superman) flying above the word 'PLATING'. To the right, the text 'Superior Metal Finishes' is written in a cursive font. Below the company name is a vertical list of services with arrows pointing to the right: HOME, SERVICES, PLATING FINISHES, CLASSIC CAR RESTORATION, HEAT RESISTANT CERAMIC COATING, CONTACT US, and SITE MAP. On the right side of the advertisement is a black and white photograph of a classic sports car, likely a Corvette, shown from a front-three-quarter view.



Bob Watson

Australian Rally Champion.

FINAL CLUB NIGHT—GLEN IRIS

At our final club night in the Glen Iris clubrooms, Bob Watson gave a most entertaining and humorous presentation. Some highlights of the Europe to Australia Rally were:

- Mercedes were the best organised with Unimogs to pull their cars out of sand etc, but they were not available other teams.
- Mercedes had people to open gates into private properties but left them closed for other competitors.
- When travelling through Afghanistan, the local people were ordered by the ruler, to not use any roads for three days, until the competitors had passed. (They did not see any local cars).
- In travelling through India they were mobbed by locals.
- One competitor was suffering from gastro etc, and entered a field to drop his pants, squat and relieve himself; only to find he was surrounded by people holding out books for him to sign.
- On another occasion, they were leaving an area surrounded by locals. When driving off slowly they suspected that they had a flat tyre because of the repeated thumps coming from a wheel. *"We'll wait until we get well past the crowd to check it out, as we can't here with all these people around"*. After a couple of Km or so, the sound was reducing in frequency until it stopped. They checked the wheels and everything was okay, only to realise that the thumping sound, had been coming from the wheels running over the feet of all the locals who had surrounded the cars.

THIS CITROEN BANNER WILL BE PLACED IN NORCAL ROAD TO INDICATE WHERE TO DRIVE IN FOR OUR FIRST MEETING IN OUR NEW CLUBROOMS ON THE 17th AUGUST. →

BYO LICENCE TILL 8PM ONLY.

AN ILLUMIATED CITROEN SIGN WILL BE IN THE FOYER TO INDICATE CCCV IS UPSTAIRS. We even have an elevator (lift) to get you upstairs.



NEW CCCV CLUBROOMS



**ON THURSDAY AUGUST 17TH WE WILL BE MEETING IN OUR
NEW PURPOSE BUILT CAR CLUB CLUBROOMS AT**

Factory 8/41 Norcal Road, Nunawading VIC 3131 Melway 48/G11

ARRIVE 6.30PM FOR BBQ & DRINKS PRIOR TO MEETING AT 8PM

Home to the Vintage Drivers Club and a number of other clubs, CCCV will occupy rooms on the first floor. Fantastic facilities with carpeted floors, low ceilings, (no need for amplification) full audio visual equipment built in and kitchen on our level. Plenty of parking. BYO WINE.



On the ground floor, we can drive a car in for technical nights and there is a large modern BBQ indoors fully fitted and ready to use.

STRICTLY NO PARKING IN FRONT OF ROLLER DOOR



1912 Lorraine-Dietrich driven - Brooklands monster gets a taste for the Festival of Speed

Andrew English, Motoring Correspondent 29 June 2017



The old campaigner on the remains of the banking at Brooklands, where it would have competed in period Credit: Andrew Crowley .

This year's [Goodwood Festival of Speed](#) is celebrating 110 years of Brooklands, the world's first purpose-built motor racing circuit, so we snatched a drive in one of the stars of the Goodwood paddock; 105 years old, still making smoke and instilling fear in onlookers and its intrepid *pilotes*.

Almost exactly 105 years ago, the French Grand Prix was held at Dieppe. It was wet, the roads were unsurfaced and the 58 competitors departed on the 770km (478 miles) route at 5.30am on the first day and at 6am for the same distance on the second day. Each lap was 76.48km (48 miles), consisting of a triangle formed by Dieppe, Londinières and Eu, along unfenced roads, through railway viaducts and past picnicking families.

Most of the cars entered are referred to nowadays as Edwardians or brass-era cars, although in France the period was called *La Belle Époque*. Think massive, aero-engined, long-stroke monsters, though the winds of change were blowing through the sport with the introduction of (relatively) smaller, higher-revving engines.



The Lorraine-Dietrich at Brooklands. Malcolm Campbell called it Bluebird (the first in a distinguished line) but one owner, AR Pole, had it repainted bright scarlet and it was renamed Vieux Charles III

Typical of the old-school brutes, however, were four Lorraine-Dietrich team cars, which can be seen in period photos queued up in sepia-toned mud for scrutineering. With their 15,095cc, four-cylinder engines, each piston was six inches in diameter, the pushrods for the overhead valves were 20 inches long and the two separate cast-iron cylinder blocks with fixed heads weighed 80lb each.

The valve gear clacked away open to the elements and on the offside of the engine, twin Fellows magnetos fired two of the three spark plugs per cylinder, with a massive water pump mounted between them. On the nearside, a Dietrich carburettor fed a copper inlet manifold as tall as a fireman's dry riser.

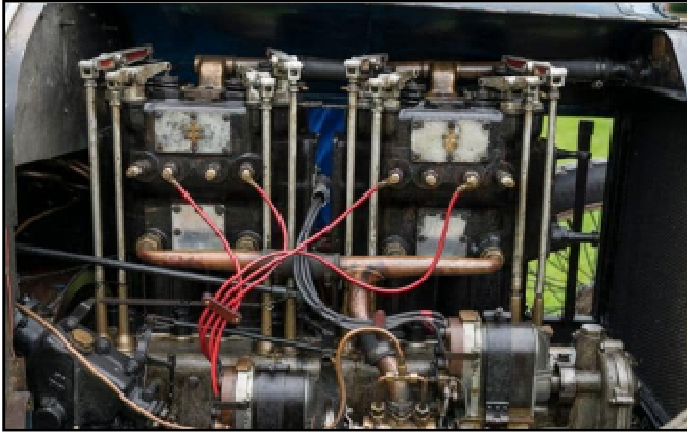
There's some chatter that this was actually a 150bhp Benz engine, commissioned from the German company and a copy of its 1909 grand prix unit. Evidence is both circumstantial - Lorraine had been situated at Lunéville in Lorraine on the border with Germany and had employed several ex-Benz test drivers - and visual - the engines are virtually identical apart from the badging. Either way, even in 1912, this was a pretty outdated engine, though its power output and 1,400rpm red line would have made it highly suitable for the gruelling Dieppe race.



English attempts to emulate the heroic men who raced these monsters Credit: Andrew Crowley

This car's driver was quite probably one Victor Hémery, a cheeky looking Frenchman, born in Sarthe some 15 miles from Le Mans, a former Darracq test driver and very experienced racer having campaigned Darracqs and Benzs in Europe and America. He was team leader, and in the 48-mile warm-up race he brought his monstrous charge in third behind the eventual grand prix winner, Georges Boillot in the very advanced 8.0-litre DOHC Peugeot.

None of the team cars fared well in the race proper, however; one retired with an engine fire, the other three with cracked cylinder blocks (Bill Boddy, former *Motor Sport* magazine editor, suggests that Benz might have supplied old-stock units to the works Lorraines). After the race, Hémery bought the old car to Britain to bag three still-extant Brooklands Class 'A' speed/endurance records.



The four-cylinder engine displaces 15,095cc - each piston is six inches in diameter Credit: Andrew Crowley

And there it might have ended for the machine as the lamps dimmed all over Europe with the outbreak of the First World War. Might have, but for another racer and speed record-breaker, Malcolm Campbell who, after the hostilities, found, purchased and imported this car, which is almost certainly one of the team cars (but quite which one is tricky to pin down). You need a magnifying glass to study the old pictures and identify wire wheels against wooden artillery items, not to mention a detective's perseverance, a degree of faith and a lot of supposition, but it seems more likely than not that this is the Hémery car. Campbell called it Bluebird (the first in a distinguished line) and while it was capable of amassing a sideboard's-worth of silverware, the old racer passed from hand to hand. In 1920 it was offered for quick sale with 100mph guaranteed at £500, and before the Second World War it changed hands for just £5. One owner, AR Pole, had it repainted bright scarlet and about this time it was renamed Vieux Charles III, though no one seems to know why.



The massive copper inlet manifold and even larger exhaust system. The engine only revved to 1,400rpm but developed 150bhp Credit: Andrew Crowley.

Former Royal Flying Corps pilot Alfred Ellison acquired the car in the Twenties and it was an irregular at Brooklands, dodging handicappers, rain showers - and the timing hut, after a burst tyre caused a lurid spin on the banking.

In 1929 it was purchased by CD Wallbank who drove this extraordinary old GP car non-stop from Birmingham and Brooklands. Its last owner was RG Nash of the Horseless Carriage Corporation's Collection, who comprehensively restored it and entered it in speed events at Crystal Palace and the Lewes Speed Trials. It's still owned by Nash's son Richard and is on permanent loan to the Brooklands Museum in Surrey, which is where we found it at bay.

How much is it worth? That's really difficult. There aren't many genuine Edwardian GP cars, those that there are seldom come up for sale as owners tend to hold on to them. In 2012 the Sam Clutton/George Daniels 1908 Fiat Itala GP car was sold by Bonhams for £1.74 million including premiums; you wouldn't expect the only extant Lorraine-Dietrich GP car which has been in the same family since 1934 to be worth any less, so let's settle at £2 million - no one is going to be able to dispute it.



The interior displays many years of respectful use Credit: Andrew Crowley.

The cockpit is like a bath tub; a battered old bath, chipped, repainted and repaired over the years. The string binding to the enormous steering wheel, the scuffing on the seats, the palm-shaped wear on the handbrake, show years of respectful use. There's nothing sweet and avuncular about the Lorraine-Dietrich. It's always been a racing car, with scant regard to comfort or ease of use. Sharp edges, hot surfaces, scalding liquids, it's like one big piece of unfenced machinery; even eager spectators take a step back.

Cont next page →

The controls are minimal: outside handbrake, inside four-speed gearlever, a forced greaser for the water pump and a sight gauge for the castor oil-based engine lubricant.



The lever for the four-speed gearbox: inside on the right, with an external handbrake Credit: Andrew Crowley

Clamber in using the chain guard as a step and you sit high with the wheel in your lap, legs either side of the column with your right foot dodging either side to access the centre throttle and fairly useless right-hand transmission brake, while your left foot presses the clutch pedal.

It hadn't run for six months after comprehensive water pump titivation, so we towed it to the Brooklands banking and pushed it down the slope while Colin Shaw, one of the Brooklands Museum's experienced engineering volunteers, tried bump starting it. Nothing doing. We did it again until the pushers were exhausted.

"It's nearly starting," said one, but it wasn't. Shaw and Nash looked guiltily at each other and dived under the bonnet. Something had been left off and on our next attempt there was a mellifluous pop and the old car burbled into a madly syncopated idle, jumping around on its half-elliptic springs and making splendid amounts of pungent smoke.



The car proudly displays the cross of Lorraine on the radiator grille Credit: Andrew Crowley

All or nothing might best describe the throttle and clutch action and, once moving, the old warhorse surges forward eagerly; it feels like riding an enraged elephant. On narrow, 34 x 4½-inch tyres, the steering is lighter than you'd expect and the worm-and-peg system is direct to the point of dartiness. There's a horrific shake at about 20mph ("You have to drive through it," said Shaw) and we rapidly reach the end of the Members' banking along which cars once bucked and weaved along at more than 130mph. At the Goodwood Festival of Speed it will be joined by several other Brooklands cars, including John Cobb's amazing Napier Railton, to celebrate 110 years of the world's first purpose-built racing circuit. Up the hill at Goodwood the Lorraine-Dietrich will get to more than 70mph in third gear; not much, you might think, but the red line at 1,400rpm equates to about 110mph. And however tame it might look from behind the straw bales, at speed the Lorraine-Dietrich has a reputation for being a bit tail-happy, so I'll vouchsafe its pilot will be a lot closer to the limit than the drivers of much more modern machinery.

Go along and pat its battered flanks, but be careful; it might be a survivor, but it still packs a fearsome bite.

THE FACTS

1912 Lorraine-Dietrich "Vieux Charles III"

TESTED 15,095cc, four-cylinder overhead-valve petrol engine, four-speed manual gearbox, rear-wheel drive

PRICE £2 million (estimated)

POWER 150bhp at 1,400rpm

TOP SPEED timed at 104.3mph at Brooklands in 1923

ACCELERATION n/a

FUEL ECONOMY 2.5 gallons per mile (including spills and starting)

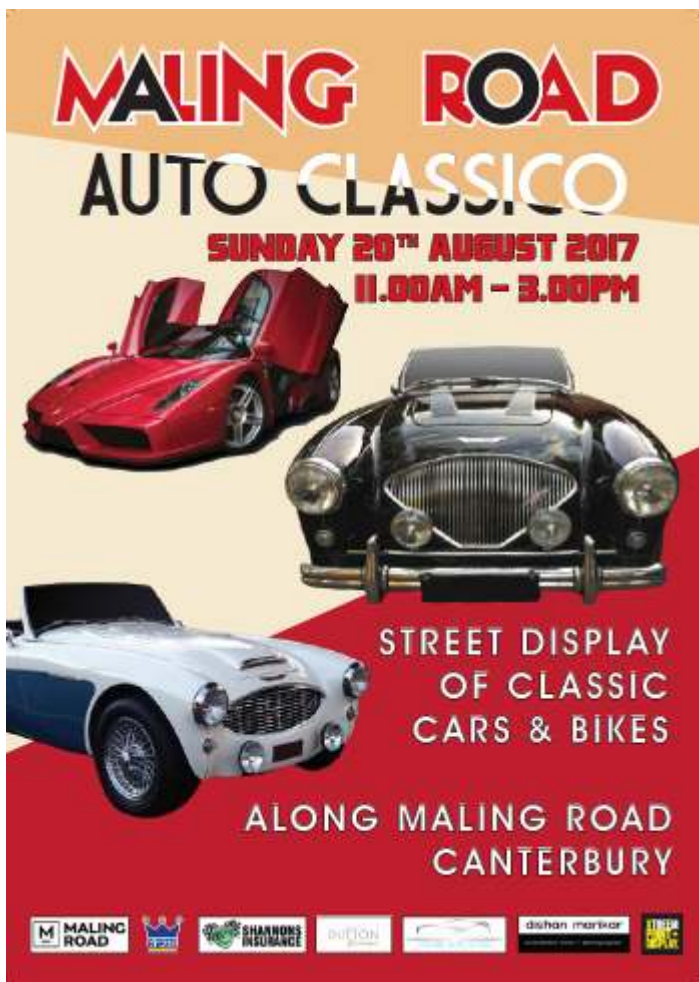
CO2 EMISSIONS heroic amounts of smoke

VERDICT What an extraordinary thing, a 105-year-old Grand Prix racing car in unmucked-around condition. Never mind the chips and scratches or the smoke, this is near as you get to what it must have been like to be an F1 driver a century ago; what brave men they were.

TELEGRAPH RATING Five stars out of five

<http://www.telegraph.co.uk/cars/classic/1912-lorraine-dietrich-driven-brooklands-monster-gets-taste/>





- Other Activities
- Their will be roaming entertainment
- Their will be awards given as follows:
- Best "original" car
- Best 'restored' car
- People's Choice
- We are not using "stickers" - developing another neutral voting method, or via judges etc

The Maling Road Traders will also do some specials on the day



Sunday 22nd October Club run.

UP THE CREEK WORKSHOP

at 22 Fitzgerald's Close

CASTLEMAINE

We first visited Up The Creek Workshop on 15th September 2013 when they were at Campbell's Creek. They are now in a large single purpose building in Castlemaine.

"For over 25 years we have restored, rebuilt, maintained and preserved almost every make of prewar car from Delage, Bugatti, Austin7, Sunbeam and Lancia through to Bentley, Frazer-Nash, Alfa Romeo, Benz, Talbot, Hispano-Suiza and Amilcar. One of our most recent projects was reconstructing the engine of the world's only surviving 1914 Delage Type-S grand prix car, as featured on the ABC's 7:30 Report". (CCCV NEWSLETTER MAY 2017 EDITION).

FULL MEETUP TIMES AND LUNCH DEALS IN OCTOBER NEWSLETTER



QUIZ: WHO IS IT?

The first correct answer drawn at our club night in August will win a bottle of wine.

This CCCV Member purchased a 1933 Ford Model B Tourer when he was 17 years old. Starting at the bottom of the driveway, he headed up to the front gate just managing to change from first gear to second; before slamming on the brakes. He got his license on his 18th birthday.

It had no shock absorbers, and he de-coked it monthly.

Well you did—didn't you?

Inside the world's largest classic car restorer

Malcom McKay 14 October 2016

<http://www.telegraph.co.uk/cars/>



Hundreds of classic cars await revival at BMT. These Jaguars were among 37 that founder Jim Byrnes rescued from a scrapyard in Texas Credit: Malcolm McKay

Where in the world can you find more than 200 people working in one classic car restoration complex – with vast hangar-like halls for bodywork, for Jaguar, for Rolls-Royce and Mercedes, for future projects and more?

Surprisingly, the answer is not the United States, UK, Australia or anywhere in Europe – it's the Philippines, on the former US airbase that is now Clark Freeport Zone.

The idea of Australian businessman Jim Byrnes, the Byrnes Motor Trust Restoration facility was established six years ago.

Choosing a location where workers are skilled and dedicated, but labour rates are a fraction of those in the world's main centres of classic car enthusiasm, meant that Byrnes could get his burgeoning collection restored well but cheaply, commissioning restorations in batches for economies of scale.

Byrnes's classic car credentials are clear. "My first job was in the car industry in 1976. I've had the smell of oil and rags in my blood for 40 years," he says.



Many of the Filipino workers are self-taught but they are fully trained to produce world class restorations

Credit: Malcolm McKay

"Car collectors are addicts – the sound, the feeling, the wind in your hair – I like cars that were engineering feats. I love things made with blood, sweat and tears. Jaguar E-types, early Porsches, Rolls-Royce, it's important to preserve them.

"I've been a collector for 40 years, but six years ago I sold a company for \$100 million and started investing seriously. If I buy the right cars, they're a currency hedge; if the currency is down in one country, I'll buy there. If it's strong in another, I'll sell there."

Byrnes explains that seven to 10 years ago it was not economically viable to restore most E-types, due to the cost of the parts and the small matter of 3,000 hours of work.

With labour rates of up to £100 per hour in the UK and most of Europe, and not much less in the US, five years ago a car bought for £25,000 would cost about £225,000 to restore, he says – but it would only sell for £125,000.

"Clark is a tax-free zone, so I can import cars, restore and export them without paying taxes – I only pay tax on profit made restoring them. The economy and tax advantages in the Philippines allow me to turn commercially unviable projects into very profitable ones." Byrnes explains that the business started with 35 project cars, but grew to 400 within two years, as space permitted. To keep up with the work rate he head-hunted from "companies that produced top-quality restorations".

Among those to join BMT were panelbeaters, painters and a lot of trainees. "The first two years were R&D, completely unproductive," he says. "We finished a few cars, but nothing special."

We'll put cars back on the road that otherwise would've been lost forever Jim Byrnes

Byrnes wanted to stay under the radar until BMT could produce world-class cars, and so did no work for outside clients for four years, instead focusing on its own stock. Only now is it ready to start taking on work, according to Byrnes – "Not for just anyone, but for major collectors whose judgment we can trust."

Of those clients, one has recently bought the second-ever right-hand-drive Jaguar XK120, and E-type no 16 (also right-hand drive) is on the books, too. By the end of this year, 50 per cent of BMT's work will be for external clients.

He explains that BMT has pressing facilities in Poland that makes a lot of new panels. The company has also reproduced the original Dunlop brake calipers for C-type, XKSS and D-type Jaguars.

On his travels he has been sourcing the original, sand-cast Weber carburettors for the C-types being restored. On one trip he bought 37 Jaguars languishing in a scrapyard in Texas, of which BMT managed to reassemble five.

"We'll also build 10 alloy XK120s. We'll put cars back on the road that otherwise would've been lost forever," says Byrnes.

The expanding Chinese market is an important one to BMT. "Predominantly cars have to be easy to drive – early 911s to 993s, 356, 190SL, E-type, Aston, Bentley Continental," believes Byrnes.

Cars older than that, such as Rolls-Royce Ghosts and 4.5-litre Bentleys, tend to be used as exhibition pieces. Byrnes shows me around the woodworking shop nearby.

Next door is an Aladdin's cave of cars to restore, with a row of Rolls and Bentleys, another of E-types and XKs, another of MGAs, MGBs and Sunbeam Tigers. "Every cheap MGB I see, I buy it," he says. "I've got eight twin-cam MGAs." There are also 40 Ford Mustangs from 1969-70, and 30 Mustang convertibles from 1964-65, which BMT will fit with modern mechanicals for a hire company in California.



E-type and XK Jaguars form a large part of the BMT inventory
Credit: Malcolm McKay

Byrnes is also in talks with Carroll Shelby about building 50 Trans-Am Boss Mustang replicas. Also visible are a '57 Chevy Convertible and a Camaro, alongside a Ferrari 330 2+2 chassis.

Byrnes stares across the vast hall full of derelict cars. Anyone else would be in despair at the work required to complete even a quarter of the vehicles at the facility, but he already has as many lost causes under restoration – these will move on before long, with many more en route to the Philippines.

He has a reputation as a tough businessman in his home country, but his passion for classic cars is unmistakable. Could it be his one weakness? Certainly the number of completed cars is smaller than one might have hoped, but Byrnes is unfazed and full of enthusiasm for his team.

The company's chief executive, Jason Lemberg, 43, came to BMT after running the restoration department at Symbolic Motors of California, where his restorations twice won "best in class" at Pebble Beach.

"The workers have a real passion and attention to detail," he says. "There's a worldwide shortage of good metalworkers and the locals are incredible. We've got 45 female workers, too, from mechanics to metalworkers."

"In the US, many restorers compromise restorations because of labour costs – that's not an issue here. Of course, we have to do a fair amount of training to hone their skills – all are self-taught or have learnt from their fathers or relatives."

"The only finished cars they've seen are the ones they build, so we use movies in the canteen to show them the standard required."

"I'd like to see BMT become a worldwide training facility, especially for metalwork, but also electrical and mechanical. We've already agreed to train a restoration team for a new museum of classics in China."



Classic Mercedes-Benches during the transition from wrecks to showcars
Credit: Malcolm McKay

Englishman Michael Harrison said: "I've been at BMT for 21 months and love it. I started out running body prep, now I'm special projects manager. To put out a quality product takes a lot of background effort."

Paint shop manager Carl Holland brought almost 30 years' experience from the UK, where he worked on custom cars as well as conventional paintwork. "I've been here a year. It's different, fast. It's great that they give women the chance to work here, too; they have real attention to detail."



On Saturday 8th July, John Parsons, Tom Grucza, Peter Moloney, Ian Downie, John Wyers, Wolfgang Siem, Dave Rogers and Brian James; collected all the Club's chattels from Glen Iris and transported them to our new Club Rooms in Nunawading.

It was made much easier in that Wolfgang had secured the lend of a truck with a power gate for the day. So much easier than using individual cars and trailers.



As you can see from a few of the images, we now have a fully carpeted layout, with a kitchen on our level.

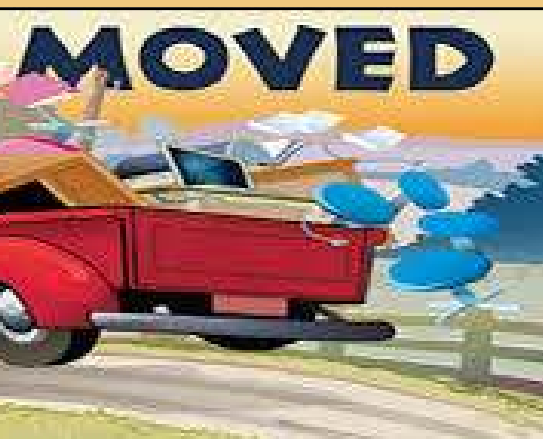


Coffee break and nibbles after the hard slog. A servery opens out into our meeting area. All crockery, a double oven and microwave ready to assist.

A separate Library room is now complete and lockable. Dave Rogers (Librarian) progressively sorted the books and car manuals into a logical sequence for accessibility. Wolfgang had already organised large Citroen logo decals, one of which was attached to the front window of the building along with logos from other clubs; and the second one on the Library room door.

For our first Club night on Thursday 17th August, we will have a BBQ starting at 6.30pm on the ground floor, followed by the meeting on the 1st floor at 8pm which will include an Auction of the late George Hamada's book. BRING CASH.

We even have a Lift for those who might find climbing stairs a bit difficult.



Peter Jelly returns from trip to UK.

What I spotted in the general car park at a Classic Car show at Shepton Mallet (in the UK) a couple of weeks ago, was this road registered Citroen race car.

Unfortunately the owner was nowhere in the vicinity, so no other details were available.

Images: Peter Jelly. Right hand column.





This Steam Powered “Black Pearl” Motorcycle Is Any Steampunk’s Fan Dream Come True .

The ‘Black Pearl’ is a one-of-a-kind steam-powered motorcycle created by Dutch bike builder René van Tuil, of Revatu Customs.

Looking like the love child of a chopper and an old steam engine, the unique vehicle can make any diehard steampunk fan simply drool just looking at it .



Although named after Jack Sparrow’s notoriously fast ship, van Tuil’s amazing creation is anything but fast. He was inspired “Train Wreck”, a 2012 fictional design by Colby Higgins, and spent eight months working on an actual real-life version of the steampunk motorcycle, before unveiling it at the Bigtwin Bike Show in Rosmalen. René van Tuil is known for his unconventional motorcycles, but he himself admits the Black Pearl is one of his craziest creations yet.



Designed to resemble an old locomotive train engine, this retro rider is actually powered by a real steam engine in much the same way steam locomotives turn their massive wheels. The rear wheel of the Revatu Black Pearl is turned by an exposed crankshaft rotated by an eccentric pivot. A bell and real steam horn have been added to keep this bizarre bike’s Iron Horse credentials squarely on track.

The handlebars, front wheel, and shock absorbers are more of a traditional bike design without which one might forget that this Iron Horse can actually be ridden. The Revatu Black Pearl top speed of 5 miles per hour may not get you anywhere in a hurry, but you will look decisively cool getting there.

<http://www.throttlextreme.com/steam-powered-black-pearl-motorcycle-steampunks-fan-dream-come-true/>

<https://www.youtube.com/watch?v=Ee9DP3M5Vtg>



Citroen Dispatch set for mid-year relaunch

28 February 2017



Ready for Dispatch: The Citroen van shares its underpinnings with the Peugeot Expert and Traveller and the Toyota ProAce.

New-gen Citroen Dispatch to re-enter the fray and take on the Renault Traffic

By [BYRON MATHIOUDAKIS](#)

CITROEN Automobiles Australia will add to its light-commercial vehicle line-up from around the middle of this year with the expected launch of the new-generation Dispatch mid-size van.

To be pitched at the 2.5-3.5 tonne van market dominated by the Toyota HiAce and Hyundai iLoad, the French designed and engineered Dispatch will compete with the slightly more premium Volkswagen Transporter, Renault Traffic, Ford Transit Custom and Mercedes-Benz Vito, which are all also out of Europe.

The Dispatch – also known as the Jumpy in some markets – underlines PSA Group's Australian importer Sime Darby Motors Group's push to make Citroen the commercial vehicle arm, while still offering passenger cars and crossovers such as the C4 Picasso, C3 and C4 Cactus.

According to Citroen and Peugeot Automobiles Australia national sales manager Nigel Wright, the move to introduce more Citroen LCVs means the Dispatch's Peugeot Expert twin is unlikely to be offered here.

"As of today, the view of the business is that, rather than spread ourselves too thinly, is for us to focus our commercial vehicle range with Citroen," he told Go-Auto at the launch of the Peugeot 2008 facelift in Sydney last week.

"So we've got the Berlingo right now, and then we'll essentially get the Hyundai iLoad competitor in the middle of the year, and that's the Citroen Dispatch." The Dispatch/Jumpy is built off a specially evolved version of PSA's lauded EMP2 lightweight architecture that underpins the latest 308 and Picasso.

Whether we see the multi-seat passenger wagon variants, sold as the SpaceTourer in Europe, alongside the workhorse versions remains unclear.

Most variants employ 1.6-litre and 2.0-litre diesel engines driving the front wheels. Citroen offered the previous-generation Citroen Dispatch Mk2 in pure commercial van guise in Australia from 2008 to 2012, powered by a 2.0-litre four-cylinder turbo-diesel.

While it retailed at a fairly competitive \$36,990, the utilitarian van failed to gain traction in this market. The previous-generation Peugeot Expert was also sold locally during that time-frame.

Sales in the Australian mid-size van market were up a healthy 17.4 per cent in 2016, with the venerable HiAce recording 7478 registrations. The iLoad came in second with 5467 units, followed by the Transporter (1960), Traffic (1730), Transit (1205) and Vito (1153).

Meanwhile, in the smaller sub-2.5-tonne segment, the Berlingo was the fourth best-seller in 2016 with 315 sales, behind the Suzuki APV (472 sales), Renault Kangoo (1118 units) and leading Volkswagen Caddy (1706 units).



However, the Citroen's sales rose 5.7 per cent in a segment that shrunk four per cent, to record the biggest im-

provement of the bunch. It was also Citroen's best-selling model last year, ahead of the C4 Cactus on 226 sales.

<http://www.goauto.com.au/mellor/mellor.nsf/story2/8097D9EABBB11BAFCA2580D400839E83#!prettyPhoto>

Jon Faine's Citroen DS: In The Shed

By: Jon Faine, Photography by: Jon Faine Date: 25.07.2016



Jon Faine's Citroen DS

Back in March this year I made yet another gesture of selfless philanthropy and rescued my umpteenth neglected Citroen DS.

Some people go to Cambodia and help maimed orphans. Some people go to Africa and feed the starving. Others adopt lame racehorses or slow greyhounds. I save DS Citroens from destruction.

It was languishing under a tree with a flat tyre and non-responsive motor. Its owner had become somewhat distracted by the energy transfer involved in raising two small children.

So despite having its steering rack replaced and boasting a totally new set of expensive and authentic imported seat covers, the poor gal had become a breeding ground for exotic spiders and the odd fungus, a role never intended by its designers.

First visit – jump starter connected, fuel poured down carburettor, plugs cleaned – nothing. Then with extra oomph from jumper leads from the 4WD she eventually fired. As expected, the hydraulic pump whirled and clicked, the suspension spheres did their thing and the mildewy carcass rose from the ground and hovered enough to reveal no potentially tragic and life threatening noises. The body was missing something though. No rust. Nil. Zilch. None at all.

Astonishing. Lots of dents, bent door skins and a slightly creased rear bumper – but no rust. Reassured that the old girl had just faked being dead, I took a punt, handed over my money and waited for a tow truck.



A fortnight later – don't ask – the now more subdued and sad looking DS23 arrived and was dumped out the front. Although it was Easter, nothing would resurrect this body and no matter what I tried she refused to run again. Praying to all and every god I could imagine did not do the trick, so instead I went back to basics and started checking the small things that make car motors go bang – spark and fuel. Neither was in evidence at all, so no surprise the car would not start.

The fuel issue was easily solved, but not before a skip load of filth, grease, mud and organic debris was hosed and flushed from throughout the engine bay.

Once I could actually see the machinery amidst the vegetation, a torn hose at the input to the fuel pump was soon dealt with, fresh juice poured in and at least that side of it was resolved. The absence of spark was weird. There was spark at the jumper leads that led to the battery which led to the coil which led to the ballast resistor which led to the distributor and then it all stopped. Stuck points seemed likely – so off came the cap.

Mr Marchal had me stumped – the boffins at Citroen had crafted a 'pointless' distributor. A research-break revealed that this quirky French engineering version had replaced traditional points with a cartridge set of contacts that are impossible to repair. The internal fibre tongue that bridges the rivets that hold the points had broken. The rotation of the distributor drive cam against the spring was wasted – it simply moved the broken piece of fibre but not the points themselves.

A new cartridge is called for, which of course is not available anywhere that I can find in the entire country. Hours on the internet reveals – in the entire world – one supplier only, and that is in the UK. I order two cartridges and wait a fortnight until they arrive. In the meantime a spare distributor from a different model of DS is substituted. New leads, cleaned points, fresh fuel – new curses in several languages – and the car eventually starts.

Several weekends of pressure washing, dismantling, degreasing, cleaning up wiring, fixing dodgy terminals, loose fittings... and new life glows through the resur-



rected machine. It is now stripped of adornments, running sweetly and ready for paint. A make-over from Bill the panel wizard sometime in the next few months and the forlorn faded icon's sad days hiding in a grotto will be nigh to a distant blur. Another lost soul saved to smooth my passage to eternal paradise.

<https://www.tradeuniquecars.com.au/features/1607/jon-faines-citroen-ds-in-the-shed>

The club would be pleased to post a WANTED/SALE advertisement for you.

Email the wording you would like in the advert. If a vehicle is to be sold please include details including year, condition, history etc. VicRoads require the registration number (or VIN/engine number) and asking price. Limited number of photos may be included. Where the car is located is also useful.

The one-off payment of \$20 applies. When payment is confirmed the advert will be posted. If you are a CCCV member there is no charge. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement.

Email ad to: editor@citcarclubvic.org.au or ring (03) 97285526

Please send cheque, or money order, made out to "Citroen Car Club of Victoria" (include a note saying what the payment is for.)

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CCCV

PO Box 751

Frankston

Vic 3199

Payment can also be made by direct debit.

Account Name **Citroen Car Club of Vic Inc.**

BSB **633-000**

Acct **120127907**

Include your name as reference eg Smith Adv



Festival of Speed

This crazy Citroën 2CV has two engines and 4WD

• Author: Adam Wilkins 2nd July 2017



number of months to get it ready for FOS, but Stéphane is now loving driving it. “The forest stage is the perfect condition for it,” he says. “It’s easy to drive, it’s a 4x4 and it’s very smooth.”

FOS visitors are getting a kick out of seeing it, too. I’m happy because all the spectators are asking many questions about the car. It’s strange to see a 2CV with all those fantastic cars. It’s a curiosity in the paddock.” Now that the BiBip has been woken from its slumber, don’t expect it to lay dormant again

for long...

Photography by James Lynch

This crazy Citroën 2CV has two engines and 4WD.

According to the rather tired legend, the Citroën 2CV was originally designed to transport a basket eggs across a ploughed field without breaking them; it was all about off-road utilitarianism. But what if you wanted to up the ante and switch the ploughed field for a desert?

To tackle the gruelling Dakar Rally, this 2CV was fitted with an additional engine. Welcome to the 2CV BiBip 2 Dakar. A second air-cooled two-cylinder engine is installed in the rear to drive the back wheels. It gives the car four-wheel-drive and double the power. More than double, in fact, thanks to Citroën Visa cylinder heads.

It was converted to its twin-engined arrangement for the 2007 Dakar Rally. It was then owned by Stéphane Wimez of Club Cassis, a well-established maker of original 2CV parts and Mehari bodies using the original tooling.

After its cross-desert epic, the BiBip went on display in the Club Cassis showroom, and that’s where it stayed until they received a call from the Goodwood Motorsport Content department asking if they’d bring it to the Festival of Speed presented by Mastercard. “We took the car into our workshop to wake it up after 10 years of inactivity,” says Stéphane. It took a



Sales and Wants

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1951 Citroen Light 15.

04/17

Trimmed in leather hide. ACT Club registered to Oct 17. In excellent condition as has not been driven much since top quality full restoration. Registered "150" in ACT. Asking \$30,000.

Also advertised on Just Cars at <http://www.justauto.com.au/justcars/cars-for-sale/1951-CITROEN-LIGHT-15-JCW3981947/>

Contact Les Rhyne: jalopy.36ford@bigpond.com Ph 0439367388



2007 C4 Auto

06/17

2007 C4 Auto, excellent condition, 90,000 km, fully optioned, includes Satnav, amazing sound system, reversing sensors, leather seats, seat heating. It has every option you could get in 2007. \$8500 neg. Can negotiate on RWC. This is my daughter's car, selling due to arrival of first child. Reg: WBB 595

contact: brian@desktop-eda.com.au for more info and more photos.



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<https://www.surveymonkey.com/r/drivinganger>

Henry Gunson: Student Researcher
Centre for Human Factors and Sociotechnical Systems
University of the Sunshine Coast

2006 Citroen C4

10/16

The vehicle for sale is a 2006 one owner since new C4 in wicked red. It has a genuine 7297 kms and is fully optioned with automatic transmission, panoramic roof and cream leather trim.

VIN: VF7LCRFJF74340021 REG: TYA622

ENGINE NUMBER: LH1V1369768

The vehicle can be viewed in Richmond, Vic by appointment. It has been looked after extremely well and has hardly been driven over the years. Asking price is \$14,500 ONO

Please call David (ph 0427239630) to arrange an inspection of this fantastic example of Citroen history.



Sales and Wants

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Owner Search

04/17

Hi, I live in Sydney but bought a 1964 Chapron red in NZ. It is on a different chassis. Last owner in UK was ERIC DEBEGGER. He moved to Australia in 2004. I need his authority to get info on car so as to restore it to original. Do you know him? Could you put a message in your magazine? Many thanks,

Klaas Akkerman. Email: akkerman@tsn.cc

For sale:

07/17

August 2006 Citroen C5 HDi wagon. Silver/Grey leather. 88,200 always garaged country kms. Zagame, Lance Dixon and Swedish Prestige maintenance with books and extensive history file.

Belt and water pump change 300 kms ago and all services up to date. New correct Michelin tyres. No structural accident damage. Fussy one owner non smoker owner.

964-965 (Plate not included in sale). VIN: VF7RERHRJ76755371

Can be viewed by appointment in Toorak, South Melbourne and North Coburg.

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Club mugs with various models of Citroen cars on mug. Available at CLUB SHOP at general meetings \$9.50 each.



1947 Citroen Light 11BL .

05/17

1947 Citroen Light 11BL The car is in good running order and has been restored.

The car is located near Bright, Vic. Chassis no: 473345. **Price reduction: now asking \$26,000 ono.**

For further information or photos please call :
Kim 0448 081 132



Garage Space Wanted

I am looking to rent secure under cover parking for my 1974 DS 23 . My preference would be for something in the Richmond , South Yarra ,South Melbourne , Prahran areas , or other locations of similar distance from the CBD .

Please contact Des Fitzgerald at 0419351342

04/17

1991 Citroen AX GT

06/17

For sale is a Citroen AX GT 1991 white two door hatch asking \$750.
VIN: VF7ZAZW0000ZW9153

The car drives very well, however body has seen better days. Selling complete as donor car. Selling unregistered. The car is located in Carlton.

Call Jan for details on 0428 096 683

I am considering whether to take the step and purchase a wonderful DS, ID or D.

I am based in Victoria, and I am in the process of selling my daily car, before being able to purchase a D. I would love to have D that can be used as a daily car. So it ideally must be rust free, great hydraulics, and be loved. I am not too fussed in terms of spec, but prefer original specifications, preferably with Michelin XAS/ XVS tyres. Prefer a Deesee with Power Steering and Power Brakes.

I am also open minded as to whether you have a Sedan or Safari (Wagon). Both are fantastic. Much more interested in condition and history of the vehicle.

I have listed my daily driver on Carsales in the hope of procuring the required funds to buy a D Series. If you have one that you are interested in selling, please feel free to contact me via email.

Contact Syd on 0422 216 619 or email syd.balachandran@gmail.com



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