



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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August 2018



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Couple's travel blog of around Australia

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MEMBERSHIP RATE

Metropolitan including printed newsletter \$ 70.00
Country including printed newsletter \$ 55.00
Electronic only newsletter for above \$ 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 5.00 pm on the **3rd** Thursday of the
month. (Club night) 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.



We did you proud on Bastille Day. Eighty of us, actually. It was the first time other than at a French Car festival, that all four of the major French car clubs

had come together. Ourselves, CCOCA of course, together with the Renault Car Club of Victoria and the Peugeot Car Club of Victoria gathered at l'Auberge French restaurant in Lilydale to celebrate France's national day. Well, that's the excuse for getting together to eat, drink and talk, anyway.

The owners of l'Auberge have taken over an old church with gabled ceilings, exposed beams and a mezzanine and turned it into a very cosy eating environment, the large open fire being particularly popular. That said, we were in the old Sunday school hall next door which didn't have quite the ambience. We dined like kings on three courses of two choices each and I commend the place to you for a first class French dining experience. We talked well, too.

So where to from here? I invited Peugeot to join us, building on Renault's participation last year because it simply makes sense to be talking to each other, sharing common technical information (there is a lot of it too, even beyond the current PSA badge engineering policy; electrical and ignition systems for example) with the possibility of sharing some meetings, events and outings. The objectives are to widen our horizons, lessen the individual workload and improve individual club life. Right on cue PCCV events officer Val Gibson has booked CCCV member and French-trained mechanic Elliot Beniada to give a talk to PCCV.

During lunch an obviously satisfied and forward-looking Peugeot man asked about Bastille Day 2019, when 14th July is on a Sunday. I hadn't thought about it at all but I

reckon the success of the day will see something good happen. Meanwhile all the French car clubs will see each other again on Sunday, 28th October at Markham reserve in Ashburton for the 2018 French Car Festival. That is your advance notice. More details on that shortly.

Speaking of advance notice, I discovered that while Armand Peugeot built his first petrol-engined car in 1890, followed by Louis Renault in 1898, Andre Citroen was busy doing other things until 1919, when, in March of that year, he announced his first production car, the 10CV type A. The first of these was produced in March and the first customer took delivery of his car on 7th July.

So the centenary of our admired marque is before us, a potential highlight of our 2019 club year. How should we celebrate it? CCCV members mounted a memorable display of D-series cars in Federation Square in October 2005 to celebrate the 50th anniversary of the DS so we have a high benchmark to emulate. What can we do that would appropriately honour Andre Citroen's achievements, together with those of the key people in the development of the cars we love: Sainturat, Lefebvre, Boulanger, Bertoni, Mages, Aupron and others? The time to start thinking (freethinking in the best Citroen tradition) is now and the committee and I would love to hear your ideas. Please let us know.

John Parsons.

If undeliverable return to:

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Nunawading Victoria 3131

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FRONT & BACK COVER

A selection of some of the cars from the combined French Car Clubs at L'Auberge French Café in Lilydale for the Bastille Day Celebration Luncheon. Images: Ian Downie

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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.

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: Mark Robinson, Michael & Steffi Bates, James Love, Manny Vassal, Ken & Angela Creighton and Gerald Georges. 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	2018	Draft Activities Program	2018
NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH			
Aug 15	(Wed) Club night @ Healy Factory — NOTE CHANGE OF NIGHT (page 5)		Sep 20 Club night-BBQ & social night
25	Run -Fox Collection RSVP to John Parsons by 18th Aug: pastorjohnhelen@yahoo.com.au or by phone: 59 776 115		22 VACC 100 years. Run to Bendigo. <input type="checkbox"/>
Sep 11-15	Western Victoria Run -5 days (see June Newsletter for details & booking sheet.)		Oct 13 Motorclassica see page 5 & 9
			18 Club night AGM & restoration Sh/tell
			24 70th Fête d'anniversaire deux chevaux (p6)
			Frog Hollow Reserve Camberwell
			<u>RSVP</u> Lee Dennes 0438 286 181 or l.dennes@bigpond.net.au by 15 Oct
			28 French Car Festival TBC
			Nov 15 Club night La Bell Epoque
			25-26 Geelong Revival <input type="checkbox"/>
			Dec 20 Christmas BBQ
			2019
			Jan 20 Great Au Rally-Crudon Farm L/warren
			Easter CITIN WA. Bookings now open page 7
			For more details on club events contact Ian Downie on 0452 411 104

Monthly 1st- Chit-Chat Tuesday 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 sponsored event. ☐

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

August 15 (Wednesday) @ 7pm

In lieu of our **club night** on Thursday, we will assemble at

The Healey Factory

646 Whitehorse Service Road, Mitcham



Book attendance to: Wolfgang Siem at
woljen@gmail.com or 0425 872 082 by
5th August.

August 25 (Saturday)

Time: 11am, followed by lunch at 1pm at the Nixon Hotel which is about 250 metres further up Batman Hill Drive. The collection is open from 10 am to 1pm on Saturdays and takes about an hour and a half to inspect

Place: FOX CLASSIC CAR COLLECTION

49 Collins St, Docklands.

Entrance in Batman Hill Drive.

Lindsay Fox, founder of Linfox transport industries, has assembled an enviable collection of vintage, veteran, classic and high-end modern cars which are on display in a large restored brick building in Docklands.

Access: By train, it is 400 metres West down Collins St from the Southern entrance to Southern Cross station.

By car, there is a free car park at the entrance to the display in Batman hill Drive about 100 metres up from Wurrundjeri Way which seems to be the best access route via the Monash/Westgate freeways. The catch is that the car park closes when the display closes at 1pm.

There was plenty of on-street parking to which we can transfer our cars when we leave the display.

There are several off-street commercial car parks in the immediate area.

Cost: \$12 per person, concession \$10.
Pay individually at the entrance.

Booking: Please let John Parsons know at pastorjohnhelen@yahoo.com.au or on 59 776 115 by 18th August so he can notify the pub.

Further information: www.foxcollection.org.au



*for details on the
cars in the
collection.*



If you have a special car or motorcycle at home and have ever wondered what it might be like to experience the VIP treatment as an entrant at Motorclassica, then be sure to get your application in now. We are still looking for top flight entries for this year's Australian International Concours d'Elegance, particularly in the Vintage and Veteran classes.

On the other hand, if your car or motorcycle isn't quite concours but is exceptionally rare, valuable or has a fascinating provenance, then we would also like to consider it for our display-only classes. Cars and motorcycles that entered from 2010 to 2014 are now eligible to reapply so don't delay.

SEE PAGE 9 FOR ENTRY DISCOUNT

Contact Paul Mathers, Event Director for your application today on 03 9321 6760 or by email at: pmathers@etf.com.au

Note: You will need to deliver your car on the 11th.

AUTO INSURANCE

I recently received my comprehensive insurance policy from AAMI. The rated premium was \$1,062.36 with a discount offered for Diamond Status (Safe Driver Rewards) of \$144.13 leaving a balance of \$918.23 for a twelve year old car now valued at \$5,100.00.

I had decided to ring them because of the Disclosure Statement requiring me to advise them of how many kilometres I travel in a year.

The young lady sought to check a number of other things with me first, including whether I had been previously refused insurance or had a criminal record; which I was able to assure her was negative in both circumstances.

I confirmed with her that in the twelve years I have had the C4, I will have done 185,000km in July at the renewal date; meaning that it averages 15,500km a year.

She also commented that I had both my home and contents with them including the car, and had been with them many years. With that she put a smile on my face and stated that they could now do the policy for \$820.80.

What this shows me is that you should never neglect to read the disclosure statement each time you renew your policy, and be sure you have told them all they wish to know.

Simply a phone call reduced my premium a further \$97.43

What I am now wondering is, at what value is it no longer wise to comprehensively cover your car with insurance, rather than just choosing cover against for 3rd party claims etc?

Any advise from members appreciated.
Ed.



Are you lucky enough to be the owner of one of the several million 2CV's that were manufactured?

Come along and celebrate the 70th birthday of this iconic little car.

Everyone welcome, 2CV or not

YES, there will be cake!

70th
Fête d'anniversaire
deux chevaux



Paris Salon 7 October 1948

Where: Frog Hollow Reserve

When: 24 October

Why: 70th Birthday Celebrations for the 2CV

Bring: Everything for a BBQ/Picnic

Time: 5.30pm

RSVP: For the cake of course. Monday 15 October 2018

Lee Dennes: 0438 286 181

ldennes@bigpond.net.au



Ray Greenslade from **EVERY BATTERIES** giving us a talk at the June Club night, on the various methods of construction of auto batteries and the expected life of each method.

One point he made was that BIG is not always better. Rather it is the appropriate battery for your model and the

batteries' inner construction that is important to the reliability, longevity and power delivered.





Registration for Citin 2019 Katanning

Western Australia

Proudly hosted by the Association of Citroën Enthusiasts of WA Inc. (ACEWA)

Easter 2019 April 19th - 22nd

Registration Fee includes a light meal on Friday night
Lunch and Dinner for both Saturday and Sunday of the weekend
Farewell Breakfast on the Monday morning

FINAL BOOKINGS CLOSE 31st MARCH 2019

Name: _____
Address: _____ State: WA Postcode _____
Phone: _____ (Mob): _____
Email: _____ Club: _____

Accompanying Participants

Surname	First name	Age (if under 12 yrs.)

Special requirements (diet, disability, cultural etc) _____

Early Bird Registration Fee (Register before 1st December 2018) \$225.00

Registration Fee (up till 1st March 2019) \$250.00

Late Registration Fee (after 1st March 2019) \$295.00

Children 5-12 years \$150.00

Children 0-4 years (max 2) Free

Payment can be made by EFT/Direct Debit or Cheque Total payment = \$ _____

Account Name: ACEWA Bendigo Bank BSB: 633000 Account: 160 835 110

Please make sure you write your name as the reference (otherwise we have no way of knowing who deposited the money!)

If paying by EFT, please post or email your completed registration form!

If paying by cheque, please make payable to ACEWA, Post with completed registration form to:

Cit-In 2019, ACEWA PO Box 108 North Perth, Western Australia 6006

All Cit-In 2019 enquiries to Jack Gibney on 0489587587 or via email to jgibney@citin2019.com.au or visit our website at citroenwa.org.au

Refund Policy

In the unfortunate event that you have registered and paid your registration but are unable to attend the Citin due to unforeseen circumstances ACEWA will refund your registration fee in full or part in the following way:

Cancellations up to 1st December 2018.....Full Refund

Cancellations up to 1st March 2019.....Refund 50% of paid fees

Cancellations up to 1st April 2019.....Refund 25% of paid fees

Cancellations after 1st April 2019.....NIL

Special circumstances for cancellations will be looked at on a case by case basis (e.g. Sudden death, illness, catastrophic event etc.)

See you at Easter 2019 in Katanning.....the heart of Western Australia's Great Southern!



DS Brand to Sell Only Electrified Vehicles Starting In 2025

PSA Peugeot Citroën's DS brand plans to phase out gasoline and diesel power trains altogether within the next few years.

"Starting in 2025, each new DS will be launched exclusively with electrified power trains," CEO Yves Bonnefont said in a statement. This move follows Volvo, which announced last year that every new car it sells from 2019 on will have some degree of electrification. And other automakers have said they will offer electrified variants of every model in their line-ups.

DS is kicking off its electrification push with the DS 7 Crossback E-Tense 4x4, a hybrid version of its new crossover.



Sporting a 300-horsepower gasoline-electric power-train, it launches in Fall 2019. DS plans to unveil its first all-electric production model at the 2018 Paris Motor Show this fall.

Formula E will serve as a proving ground for future electric power trains, a DS press release said. However, given the series' many restrictions on technical development, it's unclear how much racing will actually benefit road cars. DS has been involved with Formula E since the series launched in 2014, first year DS became an independent brand. DS currently partners with Richard Branson's Virgin Racing.

If DS makes it's way to North America as part of PSA's plans begin selling cars here by 2026, we suppose it is a safe bet that it will pass the gas pumps and take the road travelled by Tesla. This – if it makes it here in USA at all!

Citroenvie July 2018



RARE RESTORATION.

Castlemaine Mail 29/6/2018 Eve Lamb

A Castlemaine business has won a major award for its restoration of what is widely regarded as the most important historic racing car in Australia.

Castlemaine's UP THE CREEK WORKSHOP, vintage car specialists used cutting edges laser scanning and 3D printing technology to help restore the world's only 1914 Delage Type-S grand prix car owned by Melbourne collector Stuart Murdock.

And last week at a black tie awards ceremony in Melbourne, the unique project saw UP THE CREEK WORKSHOP declared among the states finest automotive business, taking out Victoria's Best Restoration Project (Mechanical) in the 2018 VACC industry awards.

UP THE CREEK, owned by Grant Cowie were among Automotive businesses announced as winners at the Victorian Automotive Chambers of Commerce awards.

UP THE CREEK manager Daniel Clarke said the local business had engaged industrial designer Phil Guilfoyle as project manager for a significant aspect of the project – the replacement of the vintage racer's cylinder block – while the project also included the overall mechanical restoration of the Delage.



"We've been very fortunate to be trusted to do it and appreciate the owner's foresight and faith in us to be able to complete the project for him," Daniel said.

"It's probably the most important historic racing car in Australia. In fact it is the most important historic racing car in Australia and we're very pleased that we are able to deliver a result for it".

The project even attracted the attention of ABC personality and vintage car buff Jon Faine and was documented on the ABC's 7.30 Report.

But encounters with the rich and famous are nothing unusual for this niche local business, -which- fans of *Miss Fishers Murder Mysteries* will be interested to make – worked on the engine for Phryne Fisher's Hispano-Sunzo car as it appeared on the ABC TV series.

"We did some prior repair work to the engine in time for the series to start filming. It was a fabulous car to drive". Daniel laughs.

He describes winning the VACC award for the Delage restoration as somewhat humbling.



"Very pleased" he laughs – "and a little bit humbled." It means that there's an appreciative audience that finds the work we do interesting and useful."

NOTE: CCCV Visited UTC Workshop on 27th October 2017 and we saw this car for ourselves together with a description of the process from Grant Cowie.

Ed.



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MEDIA PARTNERS



Robb Report

CHARITY PARTNER



A Band of Brothers (well, two brothers)

We're Will (21), and Tom (18) Bibb. Two brothers with a thirst for adventure. Over the course of 2016/17, we're aiming to complete a three-legged circumnavigation of the globe. Supported along the way by Citroen and BP who are helping fuel our journey, our first leg from London - Tokyo begins on Tuesday 9th August.

(Part 9)

My apology to members, as last month I doubled up on a previous instalment. As least it is an encouragement that you are reading the articles. Thank you for your observations. Ed.

Stockholm and beyond...

Stockholm is breathtaking. As we drive into the city, the architecture seems to spring out of nowhere, suddenly becoming a Venetia-esque paradise. It's a truly beautiful day, which only intensifies the picturesque scenery which we enter. We park up and are quickly approached by people interested in the car and our route.

We visit the Town Hall, and take a viewing of most of the architecture around the river. We amble for a while, taking in our surroundings and doing our best to correct our milky white complexions. Amidst the multitude off goings on we find a jazz bar, nicely tucked away with music, clearly played by a live band, blaring through the door. We're instantly sucked in and listen intently. There seemed to be a rolling cast of musicians, as each in turn peeled off stage and more joined in - at times in the middle of a song! We've never seen anything like it, and we're itching to get up ourselves. However, with our schedule, we know we have to make a dash very soon. I pinch myself for not planning to stay here, as it's infinitely preferable to the cabin we'll be to the cabin we'll be staying in on the our way to Turku.

The boat leaves from close to the town itself. We find that we are quartered below the waterline and our cabin which, has 4 bunks, is so small one cannot even sit down. It reminds us of the steerage class bunks the Irish occupied in the film Titanic. Thankfully there are only two of us.

Up top - it's a long way to get there, with 12 decks to climb - the views of the islands that make p the archipelago are astounding. There are scores of perfectly located homes clinging to the edges of these tiny wooded islands. Most have steps down to a mooring and a boat of some kind. It would appear that not only is London the centre of property boom.

But living here on the water's edge must be heaven itself.

The Viking Line ferry boat has several restaurants and bars with surprisingly good food. There's live music too in every bar and lounge, plus a disco. The whole boat throbs as it's steered through the narrow channel; between the islands. As the sun goes down, the good times flow.

Several young Finns, Lasse, Anton and Jerry, who saw the car on the dock introduce themselves. More good times flow.

It's a truly five star evening, but we must scuttle back to our one star cabin, where there are no sockets to charge any electrical device and not even a tap and basin. There's one lavatory block with a couple of showers to serve around sixty one-star cabins. It's noisy, smelly and unpleasant. Just to make matters worse we lose an hour overnight and the early disembark demands a 05:30 wakey wakey! And as we drive onto Finnish soil at Turku, we get one star weather too, as a summer storm blows in. This was to be a beach day; a down day; a day to recover. Unlikely!

And then to Copenhagen...

We arrive in Copenhagen by mid-afternoon and take an expensive hotel around 12km out of town. Time to regroup, sleep some, blog (this!), and wash our first batch of socks and underpants.

Heading into town in the early evening, the traffic is sparse and still relatively slow - as in only twice as fast as us - but the drivers are always on their horns. Hesitate at a traffic light and you'll catch a blast. The good natured live-and-let-live nature of Amsterdam's road users is a distant memory.

Copenhagen's tourist agency - they actually have a *Mayor of Culture and Leisure* - had provided a list of must visit bars and venues. We head to the newly reclaimed former industrial zone known as the 'Meat Packing district; but finding it is less easy. We should

have taken a taxi!

We know roughly where we needed to be, but being a few hundred meters short of target is a disaster. In every city the coolest, edgy areas border those best avoided. London Soho is a prime example, but the 100m here is the difference between cool restaurants and bars filled with hipsters, and crack alley. As we lock the car, we realise that a drug sale is going down a door away from the tattoo parlour that seems to offer that little bit extra!

In search of the must see bars recommended by the press official for the city, we walk the streets. There's a hard edge to many bars and fast food joints. Beggars and prostitutes are all too evident. Suddenly we come upon a crazy Kiosk where people are sitting outside. Alcohol is banned at the tables. Instead it's all cafe and Kakoa and fabulous pumpnickel sandwiches. Students Emilia and Isabella are fellow sandwich eaters and at last we are guided in the right direction. Suddenly, not more than 150m away lies a plethora of cool bars.

But generally Copenhagen is disappointingly down on heel. There are a few fabulous areas and we find them the next morning.

One of the first places we check out is the Church of Our Saviour with its famous spire, from which all of Copenhagen, and indeed the Oresund Bridge to Sweden, is visible. It's a sweat inducing climb to the top, and once we reach it, we begin to feel like there's no good reason for us to be up there. I think I speak for both of us when I say we've never experienced vertigo like it, with its sloping surface and dodgy stairs, on the outside of the spire! Nevertheless, it's a must if you want an experience in Copenhagen, and actually solved many of the problems we had the night before.

We also visit a 70's hippy commune known as Christiana which was an intriguing place. It turns out it was initially established as its own state, free from 'tyranny of government', or some other hippy spiel. Although no longer exercised in the modern day, the place once had a no-cars policy, and there's a large focus on all things eco-friendly. Interestingly also, we were informed that in Christiana, people do not buy houses. You can only apply for them, and if successful, there are just given to you!

We depart Copenhagen after lunch crossing the bridge into Sweden. It might be that southern Sweden is a beautiful place but within 15 minutes the clouds are at ground level with horizontal train belts skidding across the motorway obscuring everything but the ever present swathes of forest.

It's a Friday evening and we know for sure we'll be in the middle of no-where trying to erect tents in a storm. Morale plummets. We endure one of the worst nights of sleep ever, and wake up soaking.

As we begin the day's driving, we begin to SAAB planes dotted aside the motorway, now standing as a monument to a dying industry. We're first struck by the beauty of Sweden when we pass the enormous lake near Jonkoping; a feeling that would only be reinforced throughout the day, as the sun beat down on the now-roofless 2CV. Now no more than 120 miles from the capital, the countryside has changed. The trees have given away to corn fields interspersed with rocky outcrops on which farmsteads sit like islands. It is beautiful and clearly prosperous despite the crisis in manufacturing.

As we stop to fill up, our car catches the attention of a charming Swedish chap by the name of Dimitri. He was intrigued and excited by our expedition and was keen to follow us on all our social media, as well as getting photos of us with the car. This seems to set a trend for the day as we draw closer to our destination. On the road numerous people beeped and waved, more so than anywhere else in Europe at this point.

Denmark...

Once in Denmark there is an immediate change. Cars travel at about a third of the speed back in Germany. It seems overtaking is disallowed. The swarm of Audis and Mercedes is no different, but it's as if everyone went to the same cafes in Amsterdam! After the freneticism of the German autobahn, this is chilled. Until you don't put your foot down immediately as a light turns green. Then things turn nasty!

We stop to adjust cameras at the side of the motorway, Will drops his phone. The mood changes when he realises twenty minutes later after fishing around in his pocket: standard gormless face with a look of surprise and shock. We double back. We see something on the opposite hard shoulder. Is it still there? No, it was a piece of tyre rubber. Nevertheless we are encouraged to keep on looking. We find it on the edge of the grass, explaining why he didn't hear it fall. It's like several birthdays rolled into one. His little face is a picture!

Thereafter we take time out driving on back roads tracking coastline. The cornfields rise and roll adjacent to the Baltic. Instead of seeing Combine Harvesters, sail boats glide by.



We arrived in Stockholm, one of the most beautiful places we've seen so far. We met a great new friend in Dimitri and hit a jazz bar in the evening. Much more to come on this next stage of our journey!



Stage one complete... London to Amsterdam! What a town!

Amsterdam is a crazy place! -

Will and Tom

An extraordinary dawn is followed by a short trip to Harwich which is now a major container port nestling on the surprisingly unspoilt and beautiful, rolling Essex and Suffolk countryside.

It's the very coast where Arthur Ransome frequently sailed – author of the bucolic children's adventure series *Swallows and Amazons*. Recent revelations have emerged of his secret life in Russia as a reporter and MI6 spy – including his friendship with Trotsky and suspected sympathies for the Bolshevik cause. All nearly ended when he was summoned to Moscow, a place we now must visit for our vital Uzbekistani visas.

But today could only be better and less stress than yesterday, right? No way. Driving into the port itself

we are assaulted by a Dutch maniac. We managed to catch the wannabe assailant on film, which shows him atop the island heading directly for us, sounding his horn as if it was my fault!

Never cease to be amazed at the people who just have to barge through to be at the front of the queue to get on the boat – or aeroplane. We're all going to get on, you'll just have longer sitting down and waiting.

There's the usual disparate selection of motorcyclists. Middle-aged Norwegian on their huge BMWs chat with an unconnected trio, riding a new Triumph Scrambler, a nicely parred-back Harley-Davidson. The Norwegians insisted on keeping their engines running while queuing, while both the Triumph and Harley rider refused to wear their helmets, perhaps to showcase their obviously *Peaky Blinder*-inspired haircuts and Hipster-tauches.

Probably our encounter with the wild Dutch driver affected our judgment and so before breakfast, we had begun to observe the fact that so many Dutch men and women wear glasses. If Holland has the same number as Britain of contact lens wearers, close on 90 per cent have corrected vision.

We wonder if it's somehow linked to that other noticeable characteristic of the average Dutchman - and women; their extraordinary height! They all seem at least six foot tall – or 'long', as they say.

Having been keen on a mention in our diaries, maybe the Stena line staff didn't like the look of us, because the discussed access to the bridge was ruled out for security reasons. Of course! How silly to imagine?

No such concerns were held by the Dutch customs. We were waved through with barely a glance. Not something we expect beyond Schengen into Russia and beyond – that's when you hear the disconcerting smack of rubber gloves.

Immediately on Dutch soil the foreign road layouts and signage stands out. There's either a shortage of road paint, or the idea of *shared space* has now spread from residential areas to most everywhere. Based on the notion that if instructions and warnings are absent, drivers will slow, it's all about protecting pedestrians and the hoards of cyclists. It seems to work. Main junctions are also narrower and tighter, so tight that our door handles almost scrape the road as we struggle to get familiarized with driving on the right (well, wrong) side and the peculiar road layouts.

Amsterdam

Within two hours we are entering Amsterdam. Here the same rules may apply, but now the cyclists are as numerous and as fast as the cars and scooters. Bike lanes are everywhere flanking the roads and we are often swarmed by the two wheeled devils. It's so confusing! Who has right of way? The cars? The bikes? And that's before we even mention the trams! It's outright chaotic, maybe even more intimidating than the sprawling, yellow-cab dominated streets of New York. More intimidating than anywhere I've ever driven anyway.

At this point, we've focused on getting paper maps only for Russia and beyond, and so we have to rely on an iPhone sat nav app throughout Europe. It takes the lead and with only a few U-turns we arrive downtown in an area of spectacular canals and wonderful old buildings.

Our AirBnB apartment host is waiting to open up and help us get our bearings. Premindra knows the city well and most importantly he knows where one can park safely without emptying the wallet.

It's no different to the service you'd get from a keen hotel concierge, except for the cost. Premindra says the income from AirBnB visitors is greater than tenants and so everyone is at it. We paid 100 Euros for the night. He says it's full almost every night in summer and it's getting that way in the off-season too. He's a really engaging chap, making further investigation seemed rude. But probably he's found a way to double his income. This must affect the rental accommodation market, reducing the number of homes available for families. While the impact of all the extra overnight space must equally cobbles the hotel industry, just as Uber is impacting the taxi industry the world over.

Amsterdam has been trying to ditch the stag night tag for more than a decade. Being only 18 and not a red-light district regular I can't say how successful it has been. What is clear is that the canal-zone is a great place to live and for visitors to wonder. There is an absence of litter, and it's generally quaint and cosy. Were this London or any British town between every parked cycle would lie an old newspaper and a discarded fast food wrapper. Not in downtown Amsterdam.

The Dutch seem to have an affinity with crisp design and graphics. It's sans serif central among the trendy loft bars and coffee shops. Many were surprised to learn that all our ancestors were African, but it's just possible that Amsterdam, along with Berlin, was the birthplace of the Hipster.

August 2018

The night was something else. Bars, coffee shops, red lights, fairy tale streets and canals drifted by in a Hunter S. Thompson style haze. I vaguely remember chatting with a blonde Californian, Mac Demarco-capped Canadian and Berlin Hipsterite German who had been on a 'EuroTrip' since Croatia. I'm not sure if it's the English modesty, or the American arrogance but the Californian was keen to speak of everything and everyone she'd seen: either way we didn't get a word in edgeways! Hours later she and I were still talking! Friendly and fun as they all were we were keen to move on and see more. They suggested seeing a rather bizarre show that involved a lady and a banana. Needless to say this sums up our experience of the Amsterdam nightlife. The hours in and around the red light district had taken their toll and we struggled to make sense of the tiny streets. We were lost within 20 minutes and only managed to get back to Premindra's flat an hour after that. Oh well. It's what this travelling malarkey is all about isn't it?

Tom continues...

Next morning and after a hearty breakfast in a Parisian café, Will volunteered to navigate round the tough one-way streets, and I willingly took a back-seat, so to speak. This was a decision he immediately began to regret. From this point onwards, a true spectacle unfolded. Will's usual calm headed demeanour had descended into complete and utter frustration. This played out in several phases. Phase one, the swearing begins, and he launches a verbal assault on everything he sees, lamenting the 'stupid Dutch system'. Cyclists seem to be aiming for us and trams just sit there in the most inconvenient places and then move unexpectedly. Phase two, he becomes quieter, as the true frustration begins to take seat. He does his best to find his way, too little avail. Stage three, utter desperation, and you can tell by his now stony silence that he has truly reached the end of his tether. By the time we had found the right way to the sticker place, and it really was just in time, he was no longer himself.

Before we left England, getting our boot lid map produced was impossible. At 15:30 one printer said, 'It's Friday! Call me Monday'. It all highlights that either the UK economy is strong, or that we are lazy. The only solution was to go on-line and get the sticker made ready for collection in Amsterdam.

This is a very long blog and is to be continued . Ed.

<http://tomandwilladventure.tumblr.com/>



BASTILLE D



The combined Car Clubs of:
The Citroen Car Club of Victoria
Citroen Classic Owners Club
Peugeot Car Club of Victoria
Renault Car Club of Victoria,
L' Auberge French Café in L



All people images above and to right: Ian Downie.



Bastille Day marks one of the biggest days in France. This signified the beginning of the republic. This occasion with parades, performances, and fireworks. For the Bastille Day weekend in Melbourne, *Le Marché* – the market – was filled with pastries from producers such as Philippe *escargo*? Now might be the time. We checked out the *Sur Le Mur* (*On the Wall*). Many were having a glass of bubbly while watching the show. Your mind was stimulated with the engaging and beautiful ballet performances from the Belle Époque as she previewed next year's French couture. There were master classes covering wine and cheese where you would be dining in the dark. Saturday night's Bastille Day Ball involved

BASTILLE DAY 2018

Victoria,
of Australia,
and the
celebrated Bastille Day at
Millydale on Sunday 15th July 2018.



L'Auberge French Café

es in the French calendar. On July 14, 1789 an angry mob stormed the Bastille, a royal fortress and prison.
olican democracy of France and the end of the monarchy. And because of that, thousands of people celebrate
s and firework displays every year.
ne, North Melbourne's Meat Market was transformed into a hub of French food and culture.
stalls selling handcrafted wares including art and clothing. There were also crepes, mulled wine, raclette and
Fourrier Champagne, [Agathé Pâtisserie](#), Président Cheese, M. Chapoutier and Luv-a-Duck. Fancy trying
Wall) art exhibition – homage to street art by three French artists – Lucy Lucy, DNART and Fanny Devert.
e you watched one of the live painting sessions.
ging Les Lumières talks. We learned about World War One (through miniature toys and sets) and enjoy ris-
poque era. Or we could join the National Gallery of Victoria's Fashion and Textiles curator Danielle Whitfield
ure exhibition, which will span the 19th to 21st centuries.
and cheese tasting and fencing (even a kid's session). And you could have tried the French Sensory Journey
ed a selection of bands and DJs – some from France.



Photo: David Bitton/Seattle Post-Intelligencer

Herman and Candelaria Zapp, with 13-month-old Pampa, are driving from Buenos Aires, Argentina, to Alaska in a 1928 Graham-Paige Model 610. They've travelled more than 40,000 miles.

"Two drifters/
Off to see the world/
There's such a lot of world/
To see ..."
-- "Moon River"/ Lyrics by [Johnny Mercer](#)

EVERETT -- Forget the monkey meat, the thrashing crocodiles, the wrecked axle, running out of gas, running out of money, going into labour. The hardest part of the journey from Argentina was simply starting it.

"We were very, very nervous. Very, very anxious. We made excuses and excuses," says [Candelaria Zapp](#), who, with husband, Herman, and baby, Pampa, arrived in south Everett last week after travelling a convoluted 40,020 miles in a 1928 touring car that tops out at 35 mph and gets 12-13 miles per gallon. The thing goes so slowly, even worms have time to get out of its way, they joke. "Any bugs killed on our windshield have to be suicidal," says Herman, a high-watt optimist who talks about his adventures with the fervor of a circuit preacher. After a visit today to [Pike Place Market](#), the Argentinean threesome leave Wednesday morning for the final leg of their trip, to the Arctic Circle in Alaska. Their journey began Jan. 25, 2000, in Buenos Aires, near where Herman, a 31-year-old electrician, had his own fibre-optics company and Candelaria, 29, worked as a secretary. Both were bored at work, itching for adventure. .

So the two dreamers, who've been fast friends since grade school, decided to chuck it, go see the world, via foot, bus and backpack. Cars weren't even part of the discussion.

Then Herman met Macondo Cambalache. "Macondo" is the magical Colombian town in [Gabriel Garcia Marquez's](#) novel "One Hundred Years of Solitude." "Cambalache" is the name of an Argentinean tango song. It's the hook the couple hung on their newly acquired black-and-blue '28 Graham-Paige Model 610 touring car, an antique beauty with original motor, upholstery and accessories, now decorated with decals from car clubs and museums, the names of the 20-plus countries they've visited, and two signs. One says "Driving from Argentina to Alaska." The other says: "Tres Americas -- Una Huella." (Three Americas -- One dream). A poster inside describes the car's snaking route up South America, across Central America and into North America, past New York to Nova Scotia and Quebec, then across the continent to California, most of it traveled on back roads. "America has a lot of dead ends," comments Herman. The car has no radio, no tape player, no GPS, no compass. "We have only the map of the next place we're going to be," he says. "If we get lost, so what?" Candelaria and Herman describe their car's personality as "very, very patient" -- masculine, with "Bohemian" tendencies.

"He smells like adventure, he smells like freedom, he smells like the road, like the road belong to you, like the whole world belong to you," says Herman. To the families back in Buenos Aires, he smelled like a whole lot of trouble. They warned the young couple the car would break down, that they wouldn't be able to find parts, that they probably wouldn't even get down the road 100 miles before everything fell apart. "When we say goodbye, it was like we see them again tomorrow," says Candelaria, who promised them she'd be back in four months.

Four months turned into a year, a year into two, two into three. Bailing wire became their favourite repair friend as they headed north in the rugged antique car. The square-bodied, wood-structured car with the bug-eye headlights -- a line that sold for \$875 back in 1928, about \$200 more than the Model T -- was designed for the dirty, rocky unpaved roads of its time. "They were made to last," says Herman, who proudly recounts how Macondo Cambalache crept 15,000 feet up a mountain in Bolivia, steadily chugging along on six cylinders. "The car was OK. But we were sick -- altitude sickness. You feel like you are drunk."

The Graham-Paige has some ingenious custom touches, including a small metal box attached to the exhaust manifold under the fold-up hood. It's the in-house oven. A hot dog, says Candelaria, takes about 20 miles to cook. A hard-boiled egg about 30. Candelaria also sewed a large tarp for the car, to cover it at night while the family sleeps, after pulling down the back seat to make a bed. But they've had to do so only rarely, relying on the kindness of strangers, who open doors and arms to the gregarious, free-spirited Argentinians. "We have been in the U.S. for 13 months and only 13 nights stayed in a motel," says Herman. Everywhere they've been, from Belize to the Bronx, families have taken them in, offering beds, food, clothes, car parts -- even car insurance.

Every time Herman logs onto his e-mail (three_americas@yahoo.com), there's another invitation. In south Everett, they've stayed with Rod and [Ann Willie](#), car enthusiasts with their own Graham-Paige, a 1929 model, and parts to spare. "In Seattle, we got more invites than anywhere else in the United States. If we took up everyone, we would have to spend 20 extra days here," says Herman, who plans to park the car at Pike Place Market around 10 a.m. today to chat up the inevitable looky-loos and, perhaps, make a few sales.

To finance their trip -- they ran out of their \$4,000 in trip money somewhere in Ecuador -- they sell Latin American crafts they've picked up along the road, paintings done by Candelaria and framed by Herman, and copies of their small, simple book, "Dream Chaser," about their adventures on the road. The self-published book mixes advice for dreamers -- "You are somebody totally free. Don't tie yourself down." -- with accounts of their adventures, including a daring trip down the Amazon River, from Ecuador to Brazil, with Macondo Cambalache situated just so in a variety of makeshift wooden vessels.

They met Amazonian Indians along the way who invited them to dine with them, serving smoked monkey on banana leaves and sharing stories of infants lost to malaria.

Their guides caught piranha and hooked crocodiles as they leapt for bait, leaving the animals to thrash for days on the side of the boat. Along with crocodile meat, washed down with brown river water, they learned to savour live ants, caught in the knots of branches. "You open them and eat everything: the eggs, the ants. It tastes like lemon," says Herman. Many of the Indians had never seen an automobile. They would surround the Zapps, pointing to the black-and-blue oddity with the bug eyes, asking what it was. "How can you explain what is a car?" asks Herman. Another kind of adventure unfolded in the not-so-exotic town of Greensboro, N.C., where a very pregnant Candelaria and Herman went to stay with a family who had written them. With his wife near labour, Herman started looking for a hospital to deliver the baby. But, with no insurance and no thousand-dollar bills to bankroll the procedure, he was turned away -- something that would never happen in Argentina.

So the media-savvy Zapps -- whose story has been told on CNN, "Good Morning, America" and the BBC -- decided to call a newspaper. When the story came out, the phones went nuts. People offered baby showers, baby clothes, strollers. Doctors and anaesthesiologists offered services for free. Their well-travelled son is now 13 months old. His little footprints grace the side of Macondo Cambalache, in paint, and his toys spill across the back of the car. He's too young to know it, but this car, the only home he's known, will one day be his. Not that Herman hasn't had offers. He paid \$4,000 for the car back in Buenos Aires. He says he has been offered \$50,000 for it, and Henry Ford Museum officials said they would like to have it for display. The answer's always the same. Herman points to Pampa. "I say, 'No, no, no. It doesn't belong to me. It belongs to this little boy.'"

The final miles ahead include visits to Victoria and Vancouver, B.C. Welcoming ceremonies are planned for Palmer, Alaska, on Aug. 22. After that, the Zapps will aim for Prudhoe Bay and the Arctic Circle. It's a one-way road north. At trip's end, the Zapps plan to ship their trusty Graham-Paige home. They'll either boat or fly home. Candelaria and Herman plan to get new jobs when they get home to Pilar, a small city an hour's drive from Buenos Aires. After zigzagging across three Americas in a car named Macondo Cambalache with Bohemian tendencies, their tolerance for boredom is at a new low. Life, says Herman, is just too short. "If you're not doing what you like, you are wasting your life!" he says. "It's only one life, and it's so, so, so easy to lose it."

The Zapps' advice for would-be dreamers: "Begin."



Couple's travel blog of around Australia trip, reveals it is not only 2CV Raiders who like the outdoors, and remote locations.

<https://www.travelblog.org/Oceania/Australia/Western-Australia/Fitzroy-Crossing/blog-436246.html>

Michelle and Dennis Shaw



Let us introduce ourselves, my name is Michelle & my Hubby's name is Dennis & we have travelled half way round Australia with our dogs (that we lost this year). We have two grown up sons both married to great girls & they live in the country so we don't see them much. We have three Beautiful grandkids & 1 beautiful Great Grandchild, we are known as GG's . We decided to go around Aus while our health was still good. We sold the house & took off, and we have had a great time. We are travelling in a 2002 Land cruiser gas & petrol and a 2009 21' Jayco, off roader with slide out bedroom, big fridge & washing machine. We love free camping & have met some great

people along the way. Dennis also bought a Hobbie Outfitter kayak for fun, recreation & fishing, it's his pride & joy, we have had some good times in it, If you are planning a trip like this do it while you can & your health is good. We are still living in our van & looking for somewhere to settle, but we are in no hurry.



We left Wollongong on the 20-04-2009 & saw a bit of QLD, NT, WA & a bit of SA. There is still a lot to see and we have not finished yet. Here are some of our adventures. Enjoy. Now it's time to see Cape York

13-9-09 Off to Broome today 396 km's , we left early; the scenery is a lot flatter & scrub-bier now, so we called into Willare Roadhouse (near Derby) for morning tea & decided to buy a coffee for a change. We saw this car (see pic) which was amazing as it was a 1928 Grande Paige Car (it looked like an old Roll's Royce) built in Michigan USA, driven by a young couple who had been on the road for nine years.

The sign on the back of the car was

"Argentina to Alaska".

They started their trip in Argentina & have been on the road ever since. They have had four kids on the trip, one of whom was born in OZ. How the six of them fitted in it was amazing. The wheels were wooden spoked, and he said spare parts were a bugger.

Graham-Paige

Industry	automobiles, trucks
Founded	1927
Founder	Joseph B. Graham, Robert C. Graham, Ray A. Graham
Defunct	1962
Headquarters	Evansville, IN, United States



Graham-Paige

In 1927, with the banking syndicate controlling Dodge trying to sell the company, the Graham brothers decided to enter the automobile business on their own. In 1927, they purchased the Paige-Detroit Motor Company, makers of Paige and Jewett automobiles, for \$3.5 million.^[1] Joseph became president, Robert vice-president and Ray secretary-treasurer of the company.^[1] The company's initial offering included a line of Graham-Paige cars with six- and eight-cylinder engines. For a while a line of light trucks was offered under the Paige name, soon discontinued when Dodge reminded the Grahams about the non-competition agreement they had signed as part of the sale of the Graham Brothers Company. Grahams earned a reputation for quality and sales quickly rose. Graham also had some success in racing, which helped boost sales. The Graham company logo included profiles of the three brothers and was used in insignia on the cars including badges and taillight lens.^[1]

Graham-Paige made most of their own bodies and engines. The Graham brothers had solved a long-standing Paige body supply dilemma by purchasing the Wayne Body Company in Wayne, Michigan and expanding the factory along with other body plants.^[1] They did not have a foundry and contracted with Continental for these services relative to their engines.^[1] Some models did use Continental stock engines. Graham-Paige's own engineering department designed most of the engines used in Graham-Paige cars. The 1938–1940 "Spirit of Motion" cars and Hollywood models are frequently incorrectly stated to use Continental engines. After World War II Continental produced a lesser version of Graham-Paige's 217-cubic-inch-displacement engine used in the previously mentioned models. These engines were used in the post-war Kaiser and Frazer automobiles.

Initially, Graham-Paige withstood the onset of the depression well, but sales fell as the decade wore on. The 1932 models were designed by Amos Northup.^[1] This particular design has been noted as the "single most influential design in automotive history." The new 8-cylinder engine was called the "Blue Streak." However, the press and public quickly adopted the name "Blue Streak" for the cars themselves.^[1] The design introduced a number of innovative ideas. The most copied was the enclosed fenders, thus covering the mud and grime built up on the underside. The radiator cap was moved under the hood, which itself was later modified to cover the cowl, and end at the base of the windshield.

<https://en.wikipedia.org/wiki/Graham-Paige>

August 2018

Traction Cabriolet Price Dips at Artcurial Le Mans Classic 2018



Over 12,748,930 euros exchanged hands at the Artcurial Le Mans Classic auction on July 7, but zero of that went toward the lone Citroën that was up for sale. A 1937 Traction 11BL Cabriolet remained unsold with estimates just 105,000 – 125,000 €. Even the ask was down by 20,000 € from what we thought would be an active bidding situation.

Imported from Germany by its previous owner the car had been completely restored in 2012 in Germany. The listing claimed that it was in perfect condition and had only 2,000 km added on since the work was done. The engine benefited from a complete overhaul including the gearbox. Brakes were redone and the exhaust replaced. In order to improve its usability, the previous owner fitted a 12V electrical circuit, along with an alternator. The interior was carefully refurbished in red leather upholstery, carpets and the mounting of a Quillery steering wheel, as well as a Becker Mexico radio. It came with a big history file including a certificate of authenticity.



So, why didn't it sell? Perhaps the lack of interest was that it was stated the windshield is fixed and not foldable and the rear seats had been removed in favour of increased loading volume. Still, for this price if one wanted the windshield to fold and the rumble seat back, for a few thousand euros more, that could probably be accomplished.

Citroën 14th July 2018

Citroën Eyes Another Aspect of Mobility



With data to substantiate that over 30 million Europeans are affected by motion sickness, with 1 in 3 people complaining of symptoms while travelling by car, bus or train, Citroën has teamed up with a startup group called Traction to create a solution

for those where queasy happens all too easy. The company has released Seetron, glasses you wear that tricks the mind into re-synchronizing and rid you of all unpleasant symptoms associated with motion sickness.

Made of soft-touch white plastic and blue liquid in the rims that moves when you move your head, they are unisex in that they can be worn by anyone at any given time, that is if you don't mind looking like Bib, the original Michelin man.



The glasses use Boarding Ring technology to create an artificial horizon line in the front and sides, which allows the resynchronization of sight and inner-ear, and thus “cures” motion sickness. Put them on and look at a fixed object, such as tablet or phone or book, and you should be able to remove them after 10 minutes, the result being that your motion sickness symptoms are gone. The company claims a 95 per cent efficiency rate after just 10 minutes.



As Apple has done with the iPhone, building a mobility market beyond home computing, PSA has stated they will be actively pursuing mobility with their Free to Move initiative. Could Seetron be PSA's initial interpretation of how Citroën should transition toward the mobility market? It would appear that Citroën is putting increasing emphasis these days on lifestyle product design.

Seetron glasses are now available for order through the company's lifestyle boutique for €99.



Citroën 12th July 2018

Sales and Wants

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.)

Send to

**The Treasurer
CCCV
PO Box 122
Nunawading
Vic 3131**

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

All "for sale" advertisements are accepted in good faith and the Editor or CCCV committee members accept no responsibility for the accuracy or otherwise of their content.

MEMBERS:

When you have sold or disposed of the article you have advertised here, would you please advise the editor ASAP at photoimage2001@yahoo.com.au that you have done so, otherwise as we normally leave it in for three months prior to removing we run the risk of the newsletter ending up containing a number of "dead" ads; and consequently you will receive a number of unwanted calls.

Thank you.



A **TECHNICAL TIPS** page has now been added to our website citcarclubvic.org.au. Featuring You-Tube servicing clips for a variety of models, this is just the start of a developing service to members. In time written articles will also be included. Suggestions for additional links and member articles are most welcome.

Clue:

7/18

Loch Victoria

2006 c4 hatch tdi, 140000 km some turbo trouble, free to a good home Ph. 0427832308"

1921 Citroen Barn Find

03/18

Vintage Citroen, approx 1921 year of manufacture, in original condition.

Has been in my family for over 90 years.

Rego 86766. Located Benalla, Vic.

Price \$30,000

Phone 0412 322 723



Sales and Wants

FOR SALE

7/18

Following the sudden death of our dear friend and Club Member, I have been asked by Shiona McMaster to advertise Bruce's 1954 Big 15, chassis number BPVLM771.

The beautiful pale green B15 has been fully restored from a country car, The car is in Coolah, NSW and further information can be obtained from John Wyers on 0423 930 999 or 03 9787 6280
Price: \$27,000



2002 Citroen C5 Sedan for sale.

5/18

Vin: VF7DCRHZE76354099, Engine No: 10DYKC4003281
Good condition, Leather interior, Not registered and no RWC. \$600
Contact Greg 0409548734 (Located in Longford, Victoria)

CLUB SHOP

Open at every club night. See Wolfgang for Clothing, Mugs, and other Citroen accessories including Oil Filters for various models.

SEW ON CLUB
BADGE—\$7.00



L108	Oil Filter for	Ds/Id
LS131	“” “”	2CV(A Series)
LS450	“” “”	GS?GSA
LS867B	“” “”	BX/Xantia/late CX
Z146	“” “”	CX LS923 C5 Diesel
CO234	“” “”	DS?ID Filter

Seals (O Ring) Spheres
“T” shirts, Polo shirts and Jackets with Citroen logo available for order from Club Shop and many other goodies.

Are you struggling for garage space? I have a garage/museum type space to display 6 motor cars, or store 10; and a adjoining space to store 5 more. All this for sale and the house and garden comes Free.
Ph. 0417321196”

7/18

For Sale

5/18

Victorian number plates in black and white

Reading as.....**TWOCV**

Would like \$500 for them

Phone Tim on 0403492899

(Car not included)



Sales and Wants

CLUB MEMBERS NOTE: SPHERE RE-GASSING SERVICE NOW AVAILABLE FOR \$25-00

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082

1996 Xantia Station Wagon

5/18

LAST CHANCE IF THERE ARE NO OFFERS, THE CAR WILL RELUCTANTLY BE TAKEN TO THE WRECKERS SOME TIME IN THE NEXT FEW WEEKS WHICH WOULD BE A SHAME I THINK.

1996 model but first registered in 1998 by current owner (registered in the name of my wife), was a dealer demonstration model with around 500 km on the clock when purchased. Silver colour with manual transmission (5-speed) and petrol 2.0 L engine.

Good condition, has been super reliable and has low km's for age (just over 100,000). Regularly serviced by Joe and his team at Paris Motors. In original condition apart from upgrade to electric wing mirrors and new sound system (have kept old radio/cassette "head" so new owner could re-fit if they wish to). Please note that car comes without RWC, and known issues include clutch, rear spheres and central locking (advice from Paris Motors). Looking to sell "as is" and any reasonable offer will be duly considered.

Reg PHG 864. The car is located in East Malvern,

Contact Rob Alexander robbalexander774@gmail.com or phone 0478 544 259



Wanted: DS EFi Cylinder Head

05/18

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