



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

Dec-Jan 2018-19



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Divine Provenance

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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 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.



The Citroen Whisperer

There is no President's report this month because...well...there is no President

Yes, after a number of years in the job John Parsons has decided to play with his C6...I mean play with his ever increasing population of grandchildren

But, as someone has said, John did not simply go to the back-bench (the committee), he has left the house (the committee) completely; forcing a by-election (the committee needs a new member)

And while John had announced his intentions some months ago, when it actually happened it was a shock to all of us

So what to say about all of this.

Put simply, John has been a superb leader of CCCV.

So why do I say that; What does the President of CCCV actually need to do? How good was John at all of this?

- Chair committee meetings... always done and on time... a big tick
- Get the views if all committee members. None of them are shy but some like a forum... Another big tick
- Liaise with other car clubs...particularly CCOCA. And I believe you can lay at John's feet the fact that co-operation between the 2 clubs is much better than for many years. Another big tick
- Run the Club nights. There is no better public speaker than John Parsons. There is none better at handling any situation (the video does not work, the guest speaker is late). Yes, another very big tick
- Be available. Always, no matter how trivial a phone call may seem. Big tick

FRONT COVER

A new DS3 at the FCF. Courtesy from Bayside Citroen.

BACK COVER:

A restoration waiting to happen.

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

.He will be missed.

However we have a new Committee member, Michael Faulks. Michael has just completed what must have been a

very difficult re-assembly of a 1969 (I think) DS 21 ie hydraulic. This came to him entirely in pieces (imagine all those pipes!) but now runs well. I saw it have its steering rack replaced recently...this car really works. We welcome Michael to the committee

But we still need a volunteer to come forth and be President. The remaining committee members are being very coy about taking up the cudgels.

The French Car Festival has come and gone. A success which was as much due to the close relationship between one of the organisers and the weather gods as anything else. It was a beautiful day with a huge turnout. A lot of hard work was put in by the organisers (2 from CCCV and 2 from CCOCA plus good doses of input from Renault and Citroen clubs)

There were some fabulous cars. The 1929 Delage, recently completed, with a plywood body covered in leather was stunning and a worthy winner of Best in Show. And the immaculately restored Orange Renault Caravelle seemed just made for those long hot nights down at St Kilda beach. And who could forget the Devaux (not really a French car but it looked like one of those pre-war, post-war Delages, styled by "Phoney" and "Flashy" (Figoni and Falaschi to the aficionados)

Finally, and psst .. is it true that a certain committee member is looking to expand his collection. Watch this space!

Ian Downie.

If undeliverable return to:

CCCV PO Box 122
Nunawading Victoria 3131
ACN A29766N
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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: Ken Olsen. 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	2019
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				
Dec 9	Christmas BBQ.	12.00pm-4.00pm		Jan 20 Great Au Rally-Cruden Farm <input type="checkbox"/>
	Frog Hollow Reserve	(p5)		Langwarren
	Fordham Ave Camberwell	Melway 60,B3		Feb 21 Club night.
				22-24 Venus Bay Weekend (p5)
				Mar 21 Club night
				30 Tintern Grammar Fair & Show & Shine
				Apr 5-16 Teddies Terrific Tour (p 8-9)
				Pre- Citin to Katanning WA.
				Apr 18 Club night
				Easter CITIN WA. Bookings now open
				(p7)
				April 22-May 4 Post Citin Tour (p9)
				Katanning-Norseman
				May 17-19 Historic Winton—Benalla <input type="checkbox"/>
				July 12-13 Bastille French Festival Fed/Square
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.			For more details on club events contact Ian Downie on 0452 411 104	
Monthly BOY'S DAY OUT-Port Arlington Golf Club WHEN: The fourth <u>Thursday</u> each month and the third <u>Thursday</u> in December (<i>See p/7</i>) 10.30 am for 11.30 departure & leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate. CCOCA & CCCV event for coffee & chat. <input type="checkbox"/>				
Denotes non sponsored CCCV event. <input type="checkbox"/>				

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

CCOCA/CCCV Christmas BBQ



WHEN: Sunday 9 December 2018

TIME: 12.00pm – 4.00pm

WHERE: Frog Hollow Reserve Rooms
Fordham Ave, Camberwell
Melway 60, 83

COST: All foods including meats, salads, condiments and bread along with an ice-cream for dessert will be supplied and cooked by COCA and CCCV.

BRING: Everything for a picnic including cutlery, crockery, tables, chairs, glasses and drinks.

BOOKINGS: Essential

RSVP: Monday 3 December
activities@stmoenclasic.org.au

Lee Dennes 0438 286 181

February 21 2019 Club Night

Let's get 2019 off to a great start with gusto and many tales of our adventures over the Christmas break.

Wild fibbing and exaggeration accepted.

VENUS BAY February

Fri 22nd—Sun 24th 2019

Camping Weekend

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

There is plenty of room for tents and caravans. Bring along food and refreshment to share and on Saturday night there will be a spit roast. BYO salad to share. To help with the ordering for the spit roast please let us know if you will be attending.

It is a leisure weekend of sitting, chatting, eating, drinking, pretty walks, swimming, croquet, boules or whatever takes your fancy. Weather permitting there are Solex bikes to ride and a steam boat on which to cruise.

"On the Sunday, for those interested there will be a short car run or beach walk"

Instructions for getting there:

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

KNOW

Contact Don or Dee on

9807 8999 or

Dee's mobile 0450644570.





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: 160 935 110

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 6906

All Cit-In 2019 enquiries to Jack Gibney on 0409587567 or via email to lovemonkey@westnet.com.au or visit our website at citroenwa.org.au

MONTH-ONGOING — **NEW**

EVENT: BOY'S DAY OUT

WHEN: The fourth Thursday each month and the third Thursday in December.

TIME: 10.30 am for 11.30 departure.
Leaving from 1/29 Everist Rd,
Ocean Grove Industrial Estate

WHERE: Portarlington Golf Club

COST: Lunch is \$10-\$12, plus drinks

BOOKINGS: Not Essential

BRING: An interesting car

CONTACT: Mike Killingsworth 0417552446

The "Boy's Day Out" is designed for blokes to get together and talk about cars or anything else to their heart's content. We meet at Mike's shed and embark on a short drive around the Belarine, stopping on the grass at Portarlington for a chat before proceeding to the Golf Club for lunch. There we have a private room and conduct a raffle (tickets are free) for a magnum of wine and maybe a dinner voucher. After lunch everyone is free to travel home at their leisure.

It's definitely designed for the boys rather than couples and the only other requirement is to bring an interesting car (we're not pedantic about that - just don't want a procession of SUVs!) We do get some interesting cars of all ages. The definition of Interesting may be shape, age (very new or old), rarity, performance etc. Or maybe just an old Holden Statesman with a wardrobe tied to its roof!! Of course ANY Citroen is welcome!



Car Club BBQ—above.



Refund Policy

In the unfortunate event that you have registered and paid your registration but are unable to attend the Clinic 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 20% 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 Eason 2019 in Katanning—the heart of Western Australia's Great Southern!

Teddie's Terrific Tour to Katanning Western Australia - CITIN 2019.

For those folks who would like to have a bit of fun and enjoyment before CITIN 2019, we are inviting you to join us on "Teddie's Terrific Tour", to be held over 14 days and nights. We are starting out from Melbourne and finishing up at Katanning.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks, and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money.

Interstate people from all states (as well as Victoria) are most welcome to join us along the way.

We are suggesting some accommodation, but you are welcome to arrange your own accommodation. At quite a few places we are staying in country pubs and hotels, and some caravan parks with cabins.

You will need to book your own accommodation - I have let places know that people may ring to book - please mention that you are part of the Citroen car group.

At the time of writing, accommodation was available at the suggested venues.

I **strongly** suggest that you book it ASAP.

If you are interested in being part of the tour group, please contact the organising crew ASAP - Ted and Helen Cross -

crossfam@ozemail.com.au

home phone (03) 9819 2208

Ted 0400 59 2208

Helen 041 935 69 63.

Looking forward to hearing from you.....

Ted and Helen Cross - Citroen Classic Owners Club of Australia.

Day 1 - Friday 5th April

Melbourne to Ouyen

We will leave Melbourne mid-morning, head out on the Calder Freeway and stay overnight at Ouyen.

Suggested accommodation - Victoria Hotel, 22 Rowe Street. Phone **03 5092 1550**

<https://www.facebook.com/victoriahotelouyen/>

Day 2 - Saturday 6th April

Ouyen to Burra

Suggested accommodation - Paxton Square Cottages Phone: **0488 513 101**

<http://paxtonsquarecottages.com.au/>

Day 3 - Sunday 7th April

Burra to Quorn

Suggested accommodation - Austral Hotel phone **(08) 8648 6017** or Quorn Caravan Park phone (08) 8648 6206

<https://australinn.info/Current/>

<https://quorncaravanpark.com.au/>

Day 4 - Monday 8th April

Quorn to Coffin Bay via Port Augusta and Whyalla

Suggested accommodation - Coffin Bay Caravan Park phone (08) 8685 4170 or Longbeach apartments (08) 8685 4087

<http://www.coffinbaycaravanpark.com.au/>

<http://www.longbeachapartments.net.au/>

Day 5 - Tuesday 9th April

Rest day in Coffin Bay

Day 6 Wednesday 10th April

Coffin Bay to Ceduna via Streaky Bay and Smokey Bay

Suggested accommodation - Ceduna Big 4 caravan park phone (08) 8625 2150 <https://cedunatouristpark.com/>

Day 7 Thursday 11th April

Ceduna to Eucla

Suggested accommodation Eucla Motel and Caravan Park phone 08 9039 3468

<https://www.australiasgoldenoutback.com/business/accommodation/eucla-motor-hotel>

Day 8 Friday 12th April

Eucla to Caiguna Roadhouse

Suggested accommodation John Eyre Motel (08) 9039 3459 <https://www.travelin.com.au/accommodation/BP-John-Eyre-MotelCaravan-Facility-21069>

Day 9 Saturday 13th April

Caiguna to Norseman

Suggested accommodation Norseman Hotel phone (08) 9039 1023 Gateway Caravan Park phone 08 9039 1500

<http://www.acclaimparks.com.au/gallery/norseman/gateway-caravan-park/> <https://publocation.com.au/pubs/wa/norseman/norseman-hotel>

Day 10 Sunday 14th April

Norseman to Kalgoorlie

Suggested accommodation Discovery Holiday Park Kalgoorlie/Boulder phone (08) 9093 1266

<https://www.discoveryholidayparks.com.au/caravan-parks/western-australia/lane-st-kalgoorlie-boulder-boulder>

Day 11 Monday 15th April

Kalgoorlie to Southern Cross via Coolgardie

Suggested accommodation The Palace Hotel phone (08) 9049 1555 <https://www.facebook.com/palacesoutherncross/>

Day 12 Tuesday 16th April

Southern Cross to Perth

Suggested accommodation Banksia Tourist Park 219 Midland Rd, Hazelmere 6055 phone (08) 9250 2398

<http://www.banksiatourist.com.au/accommodation/>

Day 13 Wednesday 17th April

Perth

Guided tour of the Swan Valley offered by Citroen enthusiast Serge Doumergue.

Day 14 Thursday 18th April

Perth

Guided tour of Kings Park offered by Citroen enthusiast Serge Doumergue.

Day 15 Friday 19th April (Good Friday)

Perth to Katanning for the start of Citin 2019

=====

Once Citin is over, Jack Gibney is running a Post-Citin Tour which looks great - for the bones of it see below. Jack will be forwarding more information shortly.

Post Cit-in Tour

22 April 2019 – Katanning to Nannup - 194 km.

23 April 2019 – Nannup to Margaret River – 71 km.

24 April 2019 – Margaret River to Augusta to Pemberton – 174 km.

25 April 2019 – Pemberton to Northcliffe to Walpole – 134 km.

26 April 2019 – Walpole to Denmark – 67 km.

27 April 2019 – Denmark to Albany – 56 km.

28 April 2019 – Albany.

29 April 2019 – Albany to Stirling Range – 91 km.

30 April 2019 – Stirling Range to Bremer Bay – 137 km.

01 May 2019 – Bremer Bay to Hopetoun – 258 km.

02 May 2019 – Hopetoun to Esperance – 191 km.

03 May 2019 – Esperance.

04 May 2019 – Esperance to Hyden – 383 km, or Esperance to Norseman - 204 km.

05 May 2019 – Farewell.

The Devaux is a “French” Car made in Australia.

Devaux Cars PO Box 203 Beaconsfield Upper Ph: 03 5944 3104



At first glance, anyone who knows about the country's automotive design language will tell you it's a French car from the 1930's. Only to discover it's built in Australia by an Aussie man.

The company started out in 2001 building their first production car, the 'Coupe'. Named after the company's founder's mother's maiden name (French ancestors) and inspired by the cars from the 1930's, it beautifully reflects the extreme French curves of the era done by the coach builders from France and other cars from the same era such as the Bugatti 57 SC Atlantic, the Alfa Romeo 8C 2900 B Lungo and the Bentley 41.4 litre Streamline. From the narrow front grille, the swooping front fender, the long bonnet, the big round externally mounted headlights and the narrow pram wheels with multi wire spoke rims, it very much looks like a French car from the 30's. David Clash (CEO and founder) started working on the Devaux since his teenage years. The original prototype was taken from an existing vehicle sub-frame and built on it. Later, it was built from the ground up



as a production variant.

Even the interior is lovely place to be. An elegant cockpit including comfortable Muirhead Aviation leather seats, simple with the traditional circular gauges on the dash clustered in Aluminium and the large 4 spoke steering wheel also finished in

Aluminium with wooden trim around them with all the auxiliary functions on the lower edge of the dash give it the very period appeal all inside a fiberglass body-work.



The Devaux has two options for the power units under the leather strapped bonnet. Either an 3.4L inline-6 featured in the Jaguar XR6 or an LS1 5.7L N/A V8 with 361 bhp and 470 Nm of torque. But I'd rather go for an inline-6 since the LS V8 in a retro car feels out of place. This power is sent to the differential at the back via an 4-speed automatic gearbox which makes it underrated as most transmissions back in 30's were mostly 3 or 4-speed. Although a manual transmission would sound more edible. The Devaux sits on fully adjustable stainless steel double wishbone on the front while the rear sits on live axle with 4 bar links Panard rod both on coil over dampers. Brakes are 300mm all round disk.

David Clash was our guest speaker at the November Club night when he gave us a run through of his industrial design history and experience in creating the Devaux sports car.



You have probably guessed it by now just by looking at it's extreme dimensions, it's very long and low. At 4800mm long, 1612mm wide and just a height of 1230mm, it certainly is as long as a Land Rover Range Rover but weighs at just 1125 kg.

The Devaux costs around \$200,000 AUD mark. But if you're not satisfied with the coupe, there is the Spyder which offers the same level of comfort with a retractable leather roof introduced later around 2010. With just 4 cars being produced per year, it certainly is very exclusive and rare. I'd definitely would love to own the Spyder if I had that sum of money.



So is \$200,000 for a car that's just inspired by other cars from the history worth? Well, if you have watched one of Mr. Regular videos, he'll tell you about the simulation and the simulacra. A car which simulates the original thing at a fraction of the cost is a simulation. But a car simulating based on something which doesn't exists, is a simulacra. And that's what the Devaux cars do, they are simulacra. It's like a tribute to some of the most extreme curvaceous design era in automotive history. And for that reason, I think the price is just right and I would love to experience it.





Some people know how to have fun. Joe Caudo had already built and raced an ID19 for the 1995 Round Australia Trial and a DS21 for the 1997 Panama-Alaska. But he had something even more special in mind for his next expedition the 2000 run of the famous London to Sydney rally. SMs had been successfully rallied by Citroen, winning the 1971 Rallye du Maroc, one of the toughest rallies around. Joe reasoned that something along those lines should be up to the task of London to Sydney. Maybe he got closer than he expected. Joe sourced an SM through SM World in California, who found one in Phoenix, Arizona. It had 35Ks on the clock, 3 spare engines, a spare gearbox and no known history – an enigmatic ‘barn find’ with a suggestive history. The car was relocated to Joe’s home in Western Australia to be stripped and rebuilt. The heads from the SM’s Maserati motor were sent to be tweaked by the local Maserati dealer. They were returned as ‘not standard’, and couldn’t be improved. The chassis was stamped 066660, but these identification numbers didn’t match any records for SMs, and approaches to Citroen met with a Gallic shrug. This made registration a bit difficult, but Joe and his associates pressed on to assemble the car just 3 days before its first shakedown at the 1999 Classic Adelaide (where I first saw this amazing apparition in gold yellow and green). Further development followed, a 2.7 Litre engine swapped for a 3 Litre one and further fettling before the off. The 2000 London to Sydney Marathon was 16,000 kms of gruelling roads, through 14 countries, in just 32 days. The start at London involved the cars being on display. Amongst the SM admirers were Frenchmen who showed a focused interest in the car, checking it over very carefully – perhaps it was understandable Gallic pride? After the start, Joe and co-driver Ivan Limb rallied robustly through Europe, becoming intimately familiar with the strengths, and weaknesses, of the

SM’s remarkable hydraulic system and hybrid heritage. The rally airlifted the cars over regional hot-spots, as Joe and Ivan brought the SM down through Asia, Darwin and on to the finish in Sydney. That trip is a ripping yarn in itself, but its what happened after that makes this story even more special. After the rally, the car joined Joe’s stable, doing the odd hill-climb and Sunday drive. After a few years, Joe was again contacted by Frenchmen, who checked over the car very thoroughly and made an offer to buy it. Joe declined and thought little more of it ... until he was contacted by Claude Gau, the President of the SM Club of France. Monsieur Gau was charming, but direct; he had been commissioned to buy Joe’s SM as part of Cit-roen’s display (complete with rocks and a crocodile !!) for the 2007 Retromobile car show, after which it would go into the Conservatoire Citroen. It came with an offer Joe didn’t refuse, including first class treatment throughout the event, as a guest of Citroen.

To Joe the car was special, but why had it attracted so much interest from the factory? Joe is not sure, since the new owners were never revealed their reasons for acquiring a car that they would not originally identify as an SM, or for the intense interest it seemed to have aroused by cadre of Frenchmen. Officially, there were 5 (or was there a 6th?) SM’s prepared by the factory for the Rally du Maroc, way back in the early 70’s, but it is not entirely clear where they all went did Joe end up with one of the factory cars?





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.

NEW CLUB TOOL REGISTER

CCCV is putting together a Register of both Club tools and Members tools that would be available for members use.

If you would like to be part of this scheme then please advise Peter Moloney of the tools you have available to list.

Peter Moloney: treasurer@citcarclubvic.org.au

French Car Festival

The organisers pulled a rabbit out of the hat by bribing the sun gods. The weather was superb; the venue (Markham reserve) looked stunning.

The only thing missing at 8 o'clock in the morning were the cars. Would they come?

Come they did!

At about 9.30 we ran out of entry bags. At about 10 am we ran out of all the other goodies.

The area we had allocated filled up by 10.30am. We estimate there was about between 230 to 250 cars that came including the Solex Mopeds (if that is what they are).

There were approximately equal numbers of Renaults, Peugeot and Citroens. Plus a scattering of Simcas, Alpines, Amilcars and Delages. And the Devaux, which is not a French car but looks like one.

The dealers turned up...and who could forget the new and stunning Alpine. Porsches now look very last week!!

The food venues were busy and most had a French theme (Oo la la, Crepes down under were very French); (Rotary were not at all)

The event would not have been possible without our sponsors, Stuckey's Tyres, Bayside Citroen, Brighton Renault, Shannons, Every Battery, 123 Ignition and Total Oil.

Yes, the sound system was slightly off (not loud enough). But this forced people to come closer to listen to the award presentations. Much more friendly and involved. Normally there is a noisy, crackly audio system which people ignore

Yes the toilets blocked up and the second toilet was locked. No upside here.

But my impression was all had a great day.

For those who are interested, the winners of the awards were —

Category	Owner	Car(s)
Collection	Robert and Kay Belcourt	Citroen 2CV, Citroen DS 21, Peugeot 306 Cabriolet, Renault Megane, Renault Caravelle
Peugeot	Allan Horsley	Silver 404 cabriolet
Renault	Rowena Rasmussen	Orange Caravelle
Citroen	Andrew Smith	Silver GSA
Simca	Peter Walker	White/green Simca Vedette (Chambard
Best in Show	Arnold Chivers	Burgundy and Grey Delage 3.2 litre 1929
Solex	John Maertzdorf	190 Solex
Classic	Rowena Rasmussen	Orange Caravelle
Veteran	Arnold Chivers	Burgundy and Grey Delage 3.2 litre 1929
Modern	Anthony Ket	Red Renault Clio Sport Trophy

Citroen Whisperer



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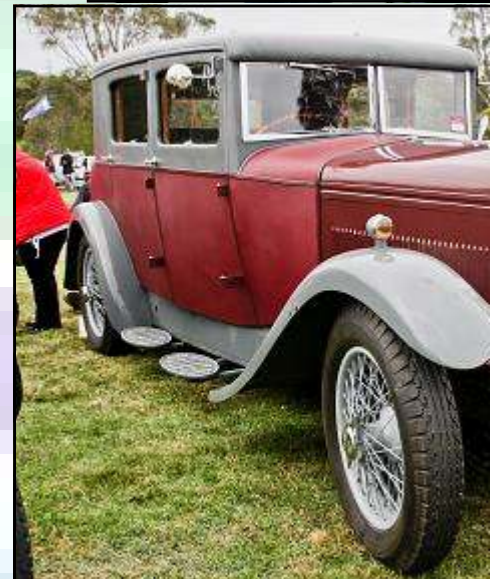
Above: John parsons presents Andrew Smith with the Best Citroen (GSA) trophy.

Right: A range of Solex bikes on display. Below: A variety of roasted nuts here and other food vendors on site.



Right:
John
Maertz-
dorf

Best 190
Solex



Below: Rob & Kay Belcourt awarded the best collection car award.



Below: Rob
for the Or



SERVE ASHBURTON 2018



Left: Arnold Chivers wins Veteran and the best in show with his 1929 Burgundy and Grey Delage 3.2 litre sedan.

A green convertible and blue race Delage below.



owena Rasmussen wins the best Renault award
range Caravelle.

Right: Trophies waiting
for presentation.



Below: David Clash brought his hand made Devaux convertible.



70th Fête d'anniversaire



John Parsons and Ted Cross

For the 70th birthday of this iconic little car, on the 1st of October, the introduction of the 2CV deux chevaux at the Frog Hollow Reserve with both CCOCA enthusiasts who wished to participate. Even non owners were welcome.

BBQ and picnic enthusiasts were the order of the day. Wine was flowing.

And cake? **YES CAKE!**

What better reason for a birthday get-together.

saire deux chevaux



ss about to cut the cake.



the 24th October 2018, celebrations marking
e Paris Salon on the 7th October 1948, were
and CCCV together with any other 2CV



A Famous French Philosopher Perfectly Explained What Cars Mean To Modern Culture

ALEX DAVIES

OCT 2, 2013, 11:45 PM



REUTERS/Charles Platiau Roland Barthes explores what makes the Citroen DS, and all cars, so significant

One of these essays is dedicated to the Citroen DS, widely recognised as one of the best and most beautiful cars of all time.

Without mention of cylinders or horsepower, Barthes explores what makes the DS (a play on the French word “Déesse,” for goddess) such an unusual vehicle, calling it “first and foremost a new Nautilus.”

But it’s the first line of “The New Citroen” that really caught our attention, because it applies to cars in general:

I think that cars today are almost the exact equivalent of the great Gothic cathedrals: I mean the supreme creation of an era, conceived with passion by unknown artists, and consumed in image if not in usage by a whole population which appropriates them as a purely magical object.

It’s the best explanation we’ve ever seen of what makes cars so remarkable and important. Like massive cathedrals in large cities (more in Europe than the U.S.), they are omnipresent, but in the background. They serve a practical purpose, but most people appreciate them from the outside. You rarely know who made them, and it doesn’t matter anyway. (The DS, for the record, was designed by Flaminio Bertoni).

Since the 1950s, and especially in recent years, cars have become more homogeneous and less interesting (though also more powerful, comfortable, safe, and reliable).

But the truth Barthes explored in “Mythologies” holds. Cars are more than machines. They are major cultural creations.



Article recommended by: Graeme Thompson, John Parsons and Peter Dekker. Source unknown.

The DS by Roland Barthes

Mythologies by Roland Barthes (ISBN 0374521506) was published in 1957. It is a collection of essays examining the tendency of contemporary social value systems to create modern myths.

The New Citroen

extract from MYTHOLOGIES by Roland Barthes 1957
I think that cars today are almost the exact equivalent of the great Gothic cathedrals: I mean the supreme creation of an era, conceived with passion by unknown artists, and consumed in image if not in usage by a whole population which appropriates them as a purely magical object.

It is obvious that the new Citroen has fallen from the sky inasmuch as it appears at first sight as a superlative object .. We must not forget that an object is the best messenger of a world above that of nature: one can easily see in an object at once a perfection and an absence of origin, a closure and a brilliance, a transformation of life into matter (matter is much more magical than life), and in a word a silence which belongs to the realm of fairy-tales.

The D.S. - the "Goddess" - has all the features (or at least the public is unanimous in attributing them to it at first sight) of one of those objects from another universe which have supplied fuel for the neomania of the eighteenth century and that of our own science-fiction: the Deesse is first and foremost a new Nautilus. This is why it excites interest less by its substance than by the junction of its components. It is well known that smoothness is always an attribute of perfection because its opposite reveals a technical and typically human operation of assembling: Christ's robe was seamless, just as the airships of science-fiction are made of unbroken metal.

The DS 19 has no pretensions About being as smooth as cake-icing, although its general shape is very rounded; yet it is the dove-tailing of its sections which interest the public most: one keenly fingers the edges of the windows, one feels along the wide rubber grooves which link the back window to its metal surround. There are in the D.S. the beginnings of a new phenomenology of assembling, as if one progressed from a world where elements are welded to a world where they are juxtaposed and hold together by sole virtue of their wondrous shape, which of course is meant to prepare one for the idea of a more benign Nature. As for the material itself, it is certain that it promotes a taste for lightness in its magical sense.

There is a return to a certain degree of streamlining, new, however, since it is less bulky, less incisive, more relaxed than that which one found in the first periods of this fashion. Speed here is expressed by less aggressive, less athletic signs, as if it were evolving from a primitive to a classical form. This spiritualization can be seen in the extent, the quality and the material of the glass-work. The

Deesse is obviously the exaltation of glass, and pressed metal is only a support for it. Here, the glass surfaces are not windows, openings pierced in a dark shell; they are vast walls of air and space, with the curvature, the spread and the brilliance of soap-bubbles, the hard thinness of a substance more entomological than mineral (the Citroen emblem with its arrows, has in fact become a winged emblem, as if one was proceeding from the category of propulsion to that of spontaneous motion, from that of the engine to that of the organism).

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

One is obviously turning from an alchemy of speed to a relish in driving. The public, it seems, has admirably divined the novelty of the themes which are suggested to it. Responding at first to the neologism (a whole publicity campaign had kept it on the alert for years), it tries very quickly to fall back on a behaviour which indicates adjustment and a readiness to use ("You've got to get used to it "). In the exhibition halls, the car on show is explored with an intense, amorous studiousness: it is the great tactile phase of discovery, the moment when visual wonder is about to receive the reasoned assault of touch (for touch is the most demystifying of all senses, unlike sight, which is the most magical). The bodywork, the lines of union are touched, the upholstery palpated, the seats tried, the doors caressed, the cushions fondled; before the wheel, one pretends to drive with one's whole body. The object here is totally prostituted, appropriated: originating from the heaven of Metropolis , the Goddess is in a quarter of an hour mediatized, actualizing through this exorcism the very essence of petit-bourgeois advancement.



UK's rarest cars: Citroën GS Pallas, one of only 15 left on British roads



The 1970 Paris Motor Show saw Citroën display two crucial new models. The SM has, of course, passed into legend, while the slightly more modest but no less significant GS became Car of The Year 1971 but since then has become curiously neglected by our collective nostalgia for the era.

Indeed, the never-easily-pleased *Car* magazine stated that it “could rate as the car of the decade”, adding that “every aspect of its design and behaviour demands superlatives”. Citroën’s achievements here seem even more remarkable when you remember that 48 years ago, when this car was released, it was still possible to purchase a brand-new Morris Oxford.

The GS was devised as a means of bridging the vast gulf between the Ami and the ID19, as well as providing a direct competitor to the Peugeot 204/304, the Renault 12 and the Simca 1100. Its Hydropneumatic suspension (a first for such a small car) was derived from the DS and it benefited from all disc braking, while the Robert Opron-designed coachwork anticipated the CX. France’s tax regulations meant that the GS was initially powered by a 1,015cc ‘Boxer’ engine, but this was augmented by a 1.2 litre unit in 1973.

In the UK, the Citroën instantly appealed to those motorists who regarded the Viva, Escort and Avenger as antediluvian in terms of their engineering. The flagship Pallas trim, introduced in 1975, offered “comfort and appointments usually associated with 2-litre plus cars”, while also being ideal for anyone who watched subtitled films, wore sun glasses when it was not strictly necessary to do so, and who staged fondue parties on a bi-weekly basis.

By 1979 the GS was replaced by the five-door GSA and production ceased in 1986. This 1978 example, owned by Graham Wilson, is one of a mere 15 examples of the Pallas known to still be in use in the UK. Graham came by his Citroën in early 2005, and describes it as a low mileage car with 18.6K on the clock.

“It required work on the doors boot lid and front wings,” explains Graham, who cites the “centre-point steering, ride comfort, lack of road noise and the many safety features” as just some of the advantages of GS ownership.



The top-of-the-range version originally cost £1,953.90 and its main rivals were the Alfasud, the Fiat 128 and the VW Golf. As with the DS, the suspension was able to cope with a tyre blow-out, even if you were unlikely to encounter *The Day of the Jackal* style OAS assassins in Weybridge. The optional C-Matic semi-automatic transmission is “very pleasant to use” while the bracket for the starting handle in the radiator grille is a charmingly anachronistic detail.

Corrosion decimated the ranks of the GS and today they are very seldom encountered on British roads. In the 1970s a new Pallas appeared to be almost too svelte for a mundane world of Fine Fare and Terry and June, especially when you consider that the sole British FWD ‘compact luxury saloon’ was the Austin Allegro-derived Vanden Plas 1500. However, even with the best will in the world, the BL offering could never quite aspire to the effortless suavity of a metallic blue GS Pallas; a car that appeared to glide above the tarmac.



By Andrew Roberts
6 October 2018

Article resourced by Peter Dekker

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1974 Citroen DS 23 EFi

11/18

After many happy years of motoring in a Citroen, the time has come to say goodbye to our beloved DS23. I am no longer comfortable driving a manual car in the traffic, which is the only way to get anywhere from South Gippsland. The car is a Green 1974 DS 23 EFi 5 speed manual Pallas on club plates ; 06159H. It has done 237,375 km, is well shod and had some upholstery work, and a paint job. I am the second owner. Willing to sell to a Club member for \$45,000 obo.

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5/18

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For enquiries, contact Rob rob@intrepidelk.com mob 0498 553 690 Reg: B5X 288

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Citroen ID19 Manual

8/18

Anyone needing an ID 19 workshop manual please contact Peter Bryan on peterbryanart@gmail.com
Barwon Heads area.

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Wanted: DS EFi Cylinder Head

05/18

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