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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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July 2017

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CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

PRESIDENT

John Parsons * 5977 6 115
pastorjohnhelen@yahoo.com.au
2 Leonard Drive, Somerville Vic. 3912

VICE PRESIDENT

Tom Grucza * 0431 396 277 badjatom@gmail.com
PO Box 238 Nunawading VIC 3131

SECRETARY

Bruno Tonizzo * 0418 945 461
secretary@citcarclubvic.org.au

TREASURER

Peter Moloney * 0411869705
treasurer@citcarclubvic.org.au

COMMITTEE

Brian James * 03 9728 5526
photoimage2001@yahoo.com.au
12 Lucas Ave. Kilsyth VIC .3137
Wolfgang Siem woljen@gmail.com
Andrew Smith andrew@artisanicatherworks.com
Ian Downie * 0452 411104
blueduck1949@gmail.com
Salman Chaudhry * 0410 040 505 salman604@gmail.com

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
membership@citcarclubvic.org.au
PO Box 184 Mt. Eliza Vic. 3930

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 03 9363 3950 ferdi.saliba@gmail.com
Tom Grucza * 0431 396 277
Peter Dekker * 0425 703 899

NEWSLETTER EDITOR

Brian James
Photoimage2001@yahoo.com.au

LIBRARIAN

Dave Rogers * 0422 229 484
cccclibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

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

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the 2nd Wednesday of the
month Contact the 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.



Poor Eddie McDonald. She was the sole bright spot of femininity at the Prince Albert

Hotel in Williamstown today where we debriefed and refuelled after exploring some of the hidden wonders of the Scienceworks museum.

It was no problem for Eddie who was lively and enjoyable company as usual and helped us out with a suggestion for an outing up the Maribyrnong River. It's the committee that needs the help. We were scratching our heads over lunch today (and some of us can ill-afford that habit) at the wide variation at our events in both gender balance and attendance.

The Christmas barbecue, the run to Beac, Bastille Day, the 50th anniversary dinner, Venus Bay and Cit-in all have brought out our better halves in large numbers. Now I don't expect platoons of WAGs (that's wives and girlfriends for those stuck in the 20th century) at a car restoration shop, except for you, Natalie, but surely in 2017 an applied science museum is pretty well gender neutral. Even our bold Thursday outing last year to the desalination plant at Wonthaggi attracted a large group, about a third of whom were ladies. What are we missing?

We are becoming more adrift with our numbers, too. We expect 80 and get 40; plan for 15 and 30 turn up. Like I said, we need help. Your help.

FRONT COVER

. Staircase through which disassembled cars were lifted to higher levels in the Henri Malartre Museum at Rochetaillée sur Saône , prior to reassembly for display.

Image: Ian Hamilton CCCV member. See pages 17-19

Next month we will release a survey form which tries to tackle these and other issues such as the nature, frequency and format of our activities. Please remember, it's not market research, it's service. It's about enriching our lives together through the connecting link of these crazy, stupid and marvellous mechanical contrivances we drive around in. Be ready to help. Please.

Meanwhile, you should start memorizing the words to *La Marseillaise* in time for the Bastille Day lunch. It's always fun. We catch up with CCOCA friends and the Yarra Valley is very pretty. You should also try to remember where you were when Lucien Bianchi and Jean-Claude Ogier crashed their DS within 40km of victory in the London to Sydney marathon in 1969. I was at work and still remember the let-down feeling. These and other, happier, memories will be reviewed by our July meeting speaker, former Australian rally champion Bob Watson.

Then there's August, our first meeting in our new rooms. A free barbecue dinner, lots of good books very cheap, no agenda and, hopefully, lots of WAGs to advise on the siting of the honour board, the club banner and which walls to display the posters of Andre Citroen, Lefebvre, Bertoni, Boulanger, Loeb and, of course, Claudia Schiffer. Don't miss it.

John Parsons.

DISCLAIMER

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

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



NOTICE BOARD



CCCV Website Password Update

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

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

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

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

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

| Events Calendar | | 2017 | Draft Activities Program | 2017 |
|--|----|---|---|---|
| Jul | 5 | Club night—Bob Watson | | Sept 21 Club night |
| | 16 | Bastille Day—Beaufort Manor Yea - FRENCH DRESS | | 24 Concours CCCV & CCOCA @ Como Park. |
| Aug | 17 | Club night @ New Clubrooms 6.30 BBQ & social prior to meeting | | Oct 1 French Car Festival @ Buchanan oval Macleay Park Belmore road, Balwyn. |
| NOTE CHANGE OF NIGHT TO THIRD THURSDAY IN THE MONTH. | | | | 13-15 Motorclassica—Ex/buildings. |
| | 26 | RUN– Modern Plating TBC. | | 19 AGM—Club night. |
| | | | | 22 Up The Creek Workshop Castlemaine |
| | | | 2018 | Mar 30-Apr 2 Citin in Dalby Qld. See page 22 |
| Monthly 1st- <u>Chit-Chat Tuesday</u> | | | For more details on club events contact Ian Downie on 0452 411 104 | |
| New Venue is 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 | Roger Imrie | 9890 1834 |
| GS/GSA | Andrew Smith | 9755 2439 | C2/C3 | Don Scutt | 9807 8999 |
| ID/DS | Peter Dekker | 0425 703 899 | C6 | John Fedorko | 0438 597384 |
| BX | John Wyers | 9787 6280 | Late models | Salman Chaudhry | 0432 603766 |
| CX | Graeme McDonald | 9781 1649 | | | |

Forthcoming Club Events

Wednesday 5th July Club night. 8pm

LAST NIGHT AT OUR CURRENT CLUBROOMS

Speaker: Australian rally champion Bob Watson .

Sunday 16th July

Bastille Day—Beaufort Manor Yea

Booking sheet on page 6.

Bastille Day Run

The Renault Car Club has invited us to join them on the run to Beaufort Manor.

Details next page.



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

FIRST NIGHT AT OUR NEW CLUBROOMS

6.30PM BBQ & social—Meeting 8pm.

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

Also: AVAILABLE FOR SALE

**SOME 200 BOOKS FROM THE LATE
GEORGE HAMADA'S COLLECTION
AT \$5.00 each or 3 for \$12-00 cash only.**



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

NEW CCCV CLUBROOMS



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

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

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

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



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

STRICTLY NO PARKING IN FRONT OF ROLLER DOOR





From time to time there are major maintenance shut downs of industries in the Dalby area. These events result in large numbers of maintenance contractors seeking accommodation in Dalby . For this reason I am forwarding the below information to ensure Cit-in participants are afforded the opportunity of securing their preferred accommodation early.

When making bookings attendees should mention they are part of Cit-in 2018 to secure the below rates

The Cit-in web site will be activated in the coming weeks with additional information, as is the norm. In the interim any questions can be directed to me and I'll pass them onto the Cit-in committee to respond.

Thank and Regards,

Lance Wearne
President CCCQ.

Accommodation for the 2018 Cit-In at Dalby Queensland over Easter.
(Book in Friday 30th March to depart Monday the 2nd April.)

The Dalby Parkview Motel (07 4662 3222)

Is within walking distance of the Showgrounds and is an economy motel. They are offering a \$25.00 per night discount. For three nights \$270.00 for those attending the Cit In.

The Dalby Manor Motor Inn (07 4662 3222)

is the closest to the Show grounds but has only 8 rooms left at \$140.00 per night.

Dalby Mid Town Motor Inn

Offer a \$10 per night discount to members for a 3 night booking. Advertised price \$140.00. So that is \$130.00.
(Please visit our website www.dalbymidtown.com.au to view our 4 star property which is located off the main Warrego Highway.)

Country Pathfinder Motor Inn, (07 4662 4433)

Offer the following. Rate of \$135 for the 9 Queen rooms, \$145 for the 5 twins using the extra bed, and \$190 for the family room.

Drovers Motor Inn (07 4669 0444)

Offer a limited number of units for \$135.00 as compared to the normal price of \$165.00.

DalbyTourist Park (07 4662 4793)

Offer the following at 2017 Accommodation Rates

All cabins have their own shower & toilet, reverse cycle air conditioning, full linen, flat screen TV, and a fully equipped kitchen.

| Studio Cabin | Per night |
|---------------------|----------------------------|
| Single | \$105 |
| Double | \$110 |
| Double + Single | \$125 <i>With sofa bed</i> |

| One Bedroom Cabin | Per night |
|--------------------------|------------------|
| Single | \$120 |
| Double | \$125 |

| Two Bedroom Cabin | Per night |
|-------------------------------|------------------|
| 2 People | \$140 |
| 3 People | \$150 |
| 4 People | \$160 |
| 5 People | \$170 |
| 6 People <i>with sofa bed</i> | \$180 |

Dalby Tourist Park: -

We have discussed the matter with the owners and they have agreed to discount the powered sites to \$32 per night (normally \$35)

Pioneer Caravan Park (07 4662 1811)

This is a pet friendly Park and they charge

Cabins available twin share is \$95 per night and non on-suit cabins for \$65 per night.

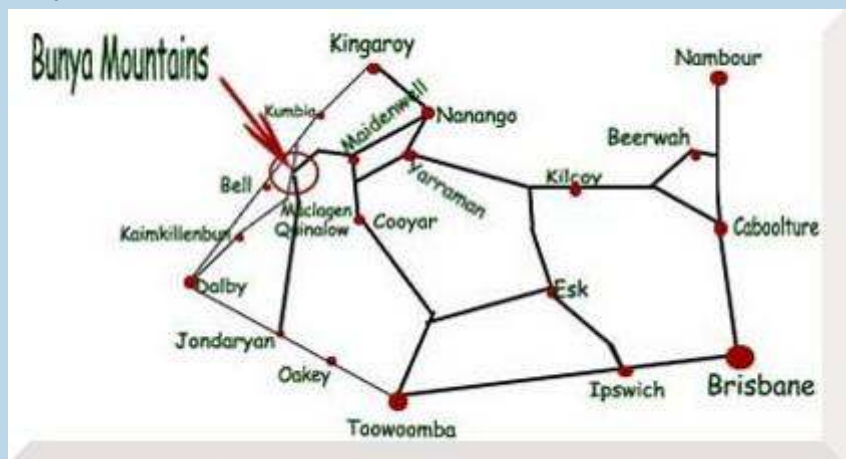
Offering a \$5 discount for all Citroen Club Members for cabins.

Also I have Power and un-powered caravan sites. Power is \$30 and un-power is 25, also offering a \$3 discount for caravan sites.

Further to our discussion at our caravan park there is a large shed for under covered parking to all club members, However this is not lockable there is only a roof.

CIT IN 2018

The 50th Cit In will be held in Dalby, Queensland from the 30th March to 2nd April.



The heritage listed building was built in 1859, and is the oldest woolshed still in working order. The Bunya Mountains comprise red cedar and precious rainforest timbers.

Cit Bits by Leven Mills

Did you know?

- The address 42 Champs Elysees has been the showroom home of Citroen since 1927.
- Andre Citroen opened his Slough factory on 18 February 1926. It was the largest car manufacturing factory under one roof in all of Europe.
- The first production car to include a hatchback was the 1938 Traction Avant Commerciale.
- The *voiture balai* (or “broom wagon”) follows the Tour de France to pick up stragglers unable to finish the race. The broom wagons have been used since 1910 and after WWII were typically H-Vans.
- Looking for a Citroen in Peru? Go for it. Choose C3, C4, DS3, DS4 and the C-Elysee (Xsara platform) made by Dongfeng in China.

2017 Citroen C3 Officially Unveiled - Likely To Return To Australia

Trevor Collett | Jun 30, 2016



Citroen has pulled the covers from its [all-new C3](#), revealing what it calls a “fresh take” on the light car class in a model that represents one-in-five of Citroen’s sales in Europe.

As previewed in leaked images yesterday, perhaps the most surprising aspect of the new C3’s styling is its adoption of ‘airbump’ technology from its [C4 Cactus](#) cousin - although the controversial protection strips aren't featured on all C3 variants.

The airbump system is designed to protect vulnerable surfaces on the car from minor scrapes and scratches, such as those from shopping trolleys, but the strip is far less prominent on the new C3 than on the Cactus. The C3 also follows the Cactus’ lead by ensuring the 2017 model is the most individualised yet.

Buyers in overseas markets can choose from no less than 36 exterior colour combinations, including separate colours for the roof, accompanied by four interior ‘mood’ options.

The all-new model also brings the C3 into a 2010’s world obsessed with social media, as the car now features cameras (called “ConnectedCam” - a first for any Citroen model) which improve safety and allow photos or video to be uploaded to the cloud. Also, the ConnectedCam system is essentially a built-in dashcam, and can potentially prove valuable should the footage be required as proof of an incident.

A 16-gigabyte internal memory is available to store footage or pictures, and the camera automatically begins storing video if it senses a collision is occurring .



Inside, Citroen has focused much of its efforts on interior comfort and the extended driving experience, including new seats described by the carmaker as ‘wide and comfortable’.

Shoulder width has improved 20mm over the previous model, while rear-seat legroom has also increased

There's a seven-inch touchscreen with Apple CarPlay, Android Auto and MirrorLink along with keyless ignition, a panoramic sunroof, 3D navigation with speech recognition, a reversing camera and lane departure warning.

Power for the new C3 comes from a choice of petrol and diesel engines selected for various markets, including Citroen's award-winning PureTech three-cylinder petrol unit, matched with manual or automatic transmissions.

Outside, the new C3 is 40mm lower than its predecessor at 1470mm, while the length is 3990mm, width is 1750mm and the wheelbase measures 2540mm. The boot holds 300 litres.

"The new C3 brings with it a host of innovative and practical features wrapped up in an attractive and fun design," Mr Bruesewitz said.



"Negotiations are well underway and we are very keen to reintroduce the C3 to Australia if we can deliver a package that meets the needs of Australian customers and complements the overall local brand direction."

Australia

Citroen's local office is currently in the process of negotiating the return of the C3 to Australia. The French carmaker declared last year that the C3 lacked key features to match its pricing structure in Australia when it decided to cut the C3 from the local line-up.

The 'benching' was designed to be temporary, however, and Citroen Australia General Manager Kai Bruesewitz said the new C3 would be a welcome addition to Citroen's Australian line-up.

Mr Bruesewitz said a positive outcome looked "likely", and that a mid-2017 launch date was on the cards at this stage.

Should the C3 head our way, pricing and full specifications for Australia will be announced closer to the launch date. Stay tuned to TMR for more.



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



How to fix a seized 2CV drivers seat

A very common problem in the 2CV is a driver's seat that can't be moved in the seat runners. As long as always the same person drives the car it is no problem. However, if another driver wants to adjust the seat for a convenient driving position it will appear that the seat successfully withstands any attempt to be moved.

Usually this problem is very easy to solve when you know how the seat works. Depending on the country where Citroen initially sold this 2CV, the driver's seat could be reclined. The backrest of the seat is mainly a U-shaped steel frame turned upside down. The bottom ends of the frame are welded onto a big gear disc. The axle of the driving gear is attached to the bottom part of the seat. By turning both driving gears simultaneously the backrest moves back and forth. In order to turn the driving gear, the outside gear is connected to the black handle disc. To move the other gear parallel to the outside gear, a flexible steel wire cable connects them.



Picture 1 Driving gear



Picture 2 Inside gear



Picture 3 Proper connected cable

The cable has square ends that sit in the centre of each driving gear. Now the problem: If you sit on the seat and push firmly into the corner between the backrest and the horizontal seat, the cable slips out of the gear. Mostly the cable disconnects from the inside gear. Nothing bad happened so far. The seat can still be moved in the seat runners. But sooner or later, tragedy strikes: Someone turns the handle to lean back or get the backrest upright again. It appears that for some strange reason the handle can only be turned a little bit and the backrest will not move a lot. Now you got the problem. By turning only one of the gears, the frame of the backrest is twisted and under tension. This tension is transferred onto the bottom frame of the seat. The result is that the rail for the seat runner will twist up on one side; the rail on the other side will twist down. Both seat runners however are mounted to the floor and remain stubborn in their horizontal position. This makes the rails seize in the runners; the seat can't be moved. Now you need to stay calm and don't try the golden rule of "fine" mechanics: "If something doesn't work - don't force it! Try a bigger hammer. ;-)

To fix the problem, just reach out under the seat and find out which square end of the cable slid out, mostly it's the inner side. Now turn the handle until the mechanism blocks. Then turn the handle in the opposite direction as far as it goes. The correct position is exactly in the middle between these two positions. Watch the bottom part of the seat frame when you turn the handle - you will see the frame twisting. Find the relaxed position in the middle and the seat can be moved again. Finally put the square end of the cable back into the gear where it belongs. Eventually it will slip out again - but now you know how to fix it.

2CVsRus is THE best source for Citroen 2CVs in the USA

http://web.archive.org/web/20141227110311fw_/http://www.2cvsrus.com:80/index.htm

DS7 the Choice for French President Emmanuel Macron's Inauguration

Citroenvie.



Paris – May 14, 2017

Emmanuel Macron did not deviate Sunday during his inauguration ceremony from the presidential tradition of riding in a Citroen along the Champs-Élysée. (Well did he ride in a Citroen or the new DS brand that PSA has chosen to create? We'll call it Citroen in spite of what the company wants to say is a whole new division these days). This year the new DS7 Crossback was chosen. It's a high-end compact SUV manufactured in Mulhouse (Haut-Rhin) whose price starts at more than 50,000 euros for the limited edition. The production model is slated to appear on the roads beginning next year. For the custom presidential version the vehicle was fitted with a tailor-made sunroof.

Before the Champs-Élysées parade, Emmanuel Macron traveled there in an ACMAT military truck manufactured in Saint-Nazaire to testify, according to a spokesman, his support for the armed forces.

The presidents of the Fifth Republic have always alternated French brands in their travels, the fleet of the Élysée ensuring a balance between the two national manufacturers PSA and Renault. This Sunday, Emmanuel Macron arrived at the Élysée for the transfer of power aboard an armoured grey Renault Espace 5. However, the cars chosen to ferry new presidents down the famous Parisian avenue on the day of the investiture, have historically always been Citroën, though François Mitterrand chose a Renault for his first inauguration and Valéry Giscard d'Estaing and Nicolas Sarkozy opted Peugeot (a 604 and 607 Paladine respectively).

The tradition goes back to the 1950-60s, with the special bodied Traction 15-6 limousines (by Henri Traction and René Coty) to the DS 19 of General Charles de Gaulle, the latter having shunned the luxury sports brand of Eure-et-Loir Facel Vega.



The following events have already been held on automobile restorations: with visits to Historic and Vintages Restorations (HVR) , and Peter Tommasini who is a classic metal shaper, panel fabricator and artisan with steel. There is more about Peter on page 16, but here we feature some visuals within the workshop of HVR. Ed.



We are running out of floor space.



Bugatti



Maserati 3500 GT



John Parsons and Ian Downie inspect an early Renault.



A beautifully finished Alfa Romeo with fluted cuts in the panel work, hiding the exhaust pipe.



Plans and scale model prior to fabrication, and the finished result here. →



John Fedorko admires the engine bay of an Alfa Romeo GTA 3.2 V6



Wheel and brake drum forged as one



Peter Tommasini Classic Car Restoration

Specialising in classic, vintage, veteran and prestige...

Incorporating  products



On the 7th June, members held the club night at the workshop of Peter Tommasini a classic car restoration specialist. As Peter said:

"this is not a job. It's a passion".

This was evident as he told us of his birth in Italy, move to Australia, and progressive development here.

"I had three jobs here for years, as my family told me you need to have property. I had three properties: my home, the business and another house as an investment. I worked seventeen hours a day seven days a week for years to pay for them, and feed the kids".

The skill set Peter displayed was obvious when he showed us the quarter panel from a Monaro he hand made from a single piece of 6 x 4 foot steel. No joins and no welds. Just totally shaped, stretched, shrunk and cut from a single piece of steel.

"My body was getting tired so we made a video and my son put it on You Tube. After a few days we had a hundred hits but after a week it had shot up to seven thousand". As a result of that, Peter goes to America to show them how it is done. *"They were quite gobsmacked at what could be done".* Today there have been over 96,241 hits so far. Look at it for yourself: In You Tube type - Peter Tommasini or the following link.

<https://www.youtube.com/watch?v=KIpOhz0uGRM>



Machine made by Peter to: shrink and stretch steel. *"Those available did not offer enough possibilities".* It has a 25 ton press power.



Peter shows how to press a graphic into steel using the Pullman machine.



It took eight hours work to make one side of a shaped mud-guard. It is now awaiting client's approval, prior to doing the other edge; as no original was available to copy.



Monaro quarter panel on wall.

Members looking at the wall of pre-cut shapes that Peter is describing to us.

This image: Dave Rogers, small ones Brian James.

Peter is a true metal shaper and Artisan. Absolutely no bog used here—ever. Ed.

A Visit to the Henri Malartre Museum at Rochetaillée sur Saône

WIMILLE (France Courbevoie)

Prototype JPW 1946 - 1949

Futuristic

The first JPW prototype, equipped with a Citroen Traction mechanics, was designed during the war by French motorist Jean-Pierre Wimille. It was already characterized by a modern architecture (central / rear engine) and unusual (triangle triangle, Center line) and its aerodynamic line. Two other prototypes, designed by French designer Philippe Charbonneaux, equipped with a Ford V8 engine, will be built before the project ends following the death in the fatal accident of J.P. Wimille, at the 1948 Beunos Aires GP test. Exhibited model: Prototype No. 2 (1948)



PANHARD & LEVASSOR (France Paris)

X76 DYNAMIC 1936 – 1945

Without valves and aerodynamics

Panhard & Levassor adopted the valve free engine of the American designer Knight from 1910. The engine is very elaborate, characterized by great flexibility and a great silence. In the 6-cylinder version, it reached its peak, equipping the range of amazing 'DYNAMIC' models. Equipped with a monocoque body with aerodynamic lines that were both complex and fluid, they were also characterized by the curious positioning of the steering wheel, which was almost in the center of the front seat.

Model exhibited: 1937 Dynamic 130 Coach Major



S.T.E.L.A. Type RCA 1942

Unique copy displayed.

The S.T.E.L.A (Service de Traction Electrique Légère et Agricole) cars were produced in the workshops of the F.A.L (Forges and Ateliers de LYON) located at 15 rue Jean Bourgey in Villeurbanne. During the occupation, and, according to the motto to "roll on regardless" and in spite of a total shortage of liquid fuel, several S.T.E.L.A were used in LYON as taxis until 1953. The creator of these cars was the engineer PASCAL. As an interesting historical anecdote: Admiral DARLAN commanded and used two S.T.E.L.A for his personal service.

Electric vehicle, type RCA. Autonomy: 130 km, Speed: 50kmh, Empty weight: 2 tonnes (1 ton for the vehicle, 1 ton for the accumulators).

Images and text Ian Hamilton CCCV member.

Main article and images on pages 18 & 19

A Visit to the Henri Malartre Museum at Rochetaillée sur Saône

A short while ago my partner and I were fortunate enough to visit the amazing Château Rochetaillée which is located a few short kilometres outside of the French city of Lyon.

The castle sits atop a rocky hill overlooking the Saône valley, giving extraordinary views across the river valley. It was built in early feudal times & in 1151 was handed over to the Church of Lyon which kept it up till the French Revolution.

Henri Malartre along with his wife Renée bought the castle in 1959.

Henri had founded, basically a car wrecker's business, in Lyon in 1929 – to retrieve and sell reusable spare parts.

In 1931 he was given an 1898 Rochet-Schneider car and could not face the idea of destroying it: it featured seats facing each other and had a single cylinder engine at the rear. This was to be the beginning of an astonishing collection.

The Second World War interrupted things. In 1942 Henri Malartre joined the French Resistance and in 1944 was arrested and sent to a concentration camp.

Released at the end of the war Henri found that his workshops had been destroyed but 17 cars, hidden in an old warehouse had escaped discovery by the Gestapo.

So it was, that the Château Rochetaillée became the first car museum in France. It was also the only one where cars were displayed inside a castle.

The collection is impressive. It includes:

- 150 cars dating from 1890 to 1986
- 40 motorcycles dating from 1903 to 1955
- 31 cycles dating from 1818 to 1960
- More than 120 old advertising posters
- Accessories, engines & model pieces

Its finest jewels are:

- More than 40 cars built before 1914
- 24 cars built in Lyon, including 17 makes
- 21 unique vehicles listed in the world

Several vehicles that belonged to famous people are also included in the collection: Hitler's Mercedes, Edith Piaf's Packard, the Hispano-Suiza used by General de Gaulle, Pope Jean-Paul II's Renault Espace 'Papamobile' as well as Dennis Hume's McLaren Formula One.

All the vehicles are in running order. Some of them are used in rallies or in classic car and motorcycle racing, both in France and abroad.

As an unashamed Citroën devotee I was amazed to see the 1936 Citroën prototype TPV (2CV) – the only such vehicle in the world.

Equally astonishing is to wander the palatial rooms high up in the castle & discover they contain cars. I eventually worked out that how this feat was done was by partially disassembling the cars and then using a block and tackle arrangement centred in the roof above the enormous staircase, then hauling the pieces to the correct floor where they were then re-assembled in the rooms.

A short walk across the park outside the Château brings you to the other 'half' of the museum, where the more recent cars (1905-1970) are housed, including the Citroën prototype 2CV, a Traction Avant and a beautiful example of the SM.

There is also an extraordinary display of electric cars. Unbelievably the first electric car was built in France in 1881! In the collection there is a Milde Tricycle Light Car Type 5, the only one in the world, which had a maximum speed of between 12 – 15 kmh and a range of about 50 kms. There is also another unique electric car in the collection: the 1942 S.T.E.L.A. Type RCA. Several of these were used as taxis in Lyon up until 1953. They had a maximum speed of 50 kmh and a range of 130 kms. Unladen the vehicle weighed in at 2 tonnes: 1 for the vehicle, 1 for the batteries.

For anyone with an interest in the development of the automobile from the bicycle onwards, and especially the history of French auto, the Henri Malartre Museum is a definite 'not to be missed' if travelling in France.

Check out the website: www.musee-malartre.com

Article and images: Ian Hamilton CCCV member.

Display notes on the Citroen 2CV Prototype: translated from French

Citroen (France Paris)

Prototype TPV 1936

An avant-garde survivor. Presented at the Salon de Paris 1948, the 2CV Citroën originated in a study launched in 1935 under the code name TPV, for 'Tout Petit Véhicule' (any small vehicle).

Several different prototypes were built, followed by a pre-production of 250 copies in 1939.

At the announcement of the war, the order was given to destroy all production so that it did not fall into the hands of the enemy.

This prototype escaped destruction. It was concealed in the Michelin factories of Clermont Ferrand where it was summarily transformed into a pick-up.

Henri Malartre acquired it after the war, during the negotiation regarding a stock of tires with Michelin.

Displayed model: Citroën prototype (unique in the world) (1936)



Citroen Prototype



Citroen TA



Peugeot 1899



Henri Malartre Cars Museum

Medieval castle museum showing off vintage cars to modern vehicles, plus motorcycles & bikes.

Address: 645 Rue du Musée, 69270 Rochetaillée-sur-Saône, France

A few old posters on next page. →

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

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

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

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

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

Send to

The Treasurer

CCCV

PO Box 751

Frankston

Vic 3199

Payment can also be made by direct debit.

Account Name Citroen Car Club of Vic Inc.

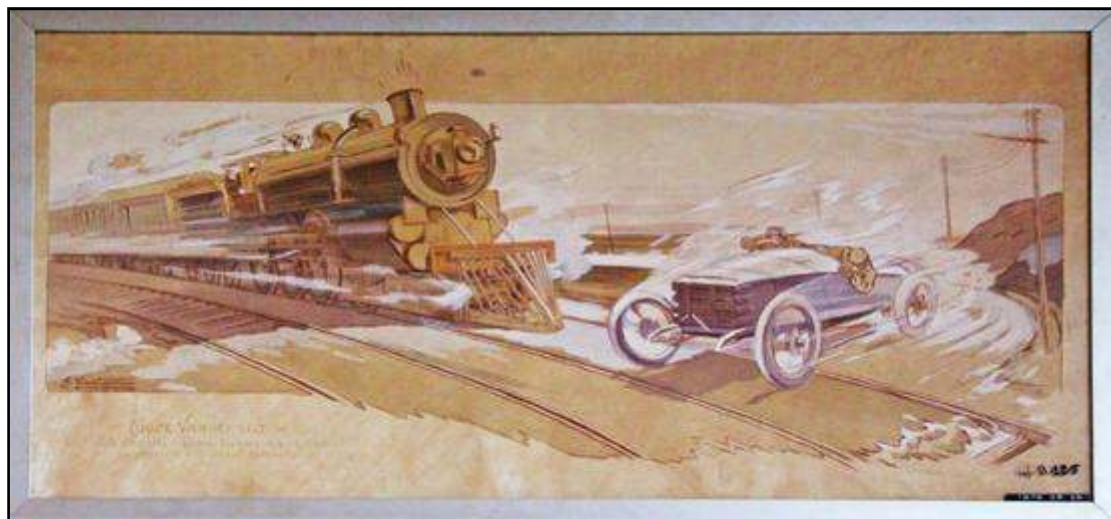
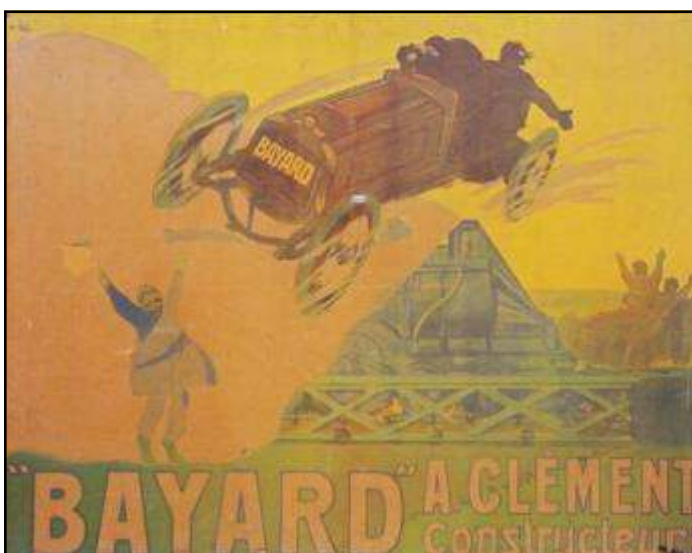
BSB 633-000

Acct 120127907

Include your name as reference eg Smith Adv



The 'Brigadier has stopped the car (with his belly), pointing out the 8kmh speed limit. He says "So what has she in her belly! Scrogneugneu (a pretend swear word)! They answer "It's the (fault of) the Lesourd gasoline, Brigadier!"



Les Grand Sports
(flying, boating &
autos).

Images: Ian Hamilton.

Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on **page 2**. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$20 for three months.**

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.

1951 Citroen Light 15.

04/17

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

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

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



2007 C4 Auto

06/17

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

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



For sale.

2/17

1. Remote with blank blade for series 1 C5. \$150
 2. Hydraulic pump for C5. \$300.
 3. Top dashboard covers for Picasso, not distorted, \$300 for set.
- Located in St Albans Salman PH: 04100 40505

REMINDER LIBRARY BORROWINGS

Have you had your book more than two months?

Time to return it now so others can borrow it.



2006 Citroen C4

10/16

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

VIN: VF7LCRFJF74340021 REG: TYA622

ENGINE NUMBER: LH1V1369768

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

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



Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$20 for three months.**

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Owner Search

04/17

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

Klaas Akkerman. Email: akkerman@tsn.cc

For sale:

07/17

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

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

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

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

\$7,000 inclusive of R.W.C.

Carl Jones
0434 768 308



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CLUB SHOP

We have the filter retaining plate Gasket (locally manufactured) in stock for DS/ID at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

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



1947 Citroen Light 11BL .

05/17

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

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

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



Garage Space Wanted

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

Please contact Des Fitzgerald at 0419351342

04/17

1991 Citroen AX GT

06/17

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

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

Call Jan for details on 0428 096 683

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

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

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

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

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



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email: pleiadesauto@pacific.net.au

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