



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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July 2018



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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.



Twice in recent years Helen and I visited her family in England and on both occasions I linked up with the local chapter of the 2CV Club of Great Britain (2CVGB).

With a population of 50 million in an area the size of Victoria, 2CVGB conducts itself in a different way to the state-based club system we have here.

2CVGB is the umbrella club which co-ordinates activities, publishes the magazine, runs two or three national events, the spare parts scheme and the AGM. All other meetings are run by about 60 small, local groups of members who meet monthly and run their own social and technical programmes. It works very well. The group I fell in with was the South Downs Escargots (groups name themselves and are quite creative in so doing) and they met, as do most chapters, in a local pub. Ours was the Royal Oak in Wineham, Sussex and the group, always about one third women, made me feel most welcome. They were run by a couple, Maurice and Sue Dille. Maurice was also the editor of the national magazine and he and Sue did a great job balancing informality with organization.

FRONT COVER

CCCV June run to Geelong: Phillip Royce's car collection, Mill Market and lunch at Provenance Wines' new cellar door at the former Fyansford Paper Mill.

REAR COVER

Federal Woolen Mills opposite the Geelong Mill Market. Federal Mills is Victoria's most exciting regional tech hub, commanding Geelong's fastest Internet connection and supporting a range of innovative, collaborative businesses. Housed within iconic heritage buildings, it has a campus feel where emerging industries can cluster & thrive inside unique and inspiring workspaces. 100 years after its inception as an industry led innovator, Federal Mills is once again leading Geelong in a new direction, creating jobs and fostering growth.

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

It was enjoyable having a barbecue at the back of the pub and playing *boules* with half a pint of cider in my hand while chatting about 2CV restoration, cricket and

the state of the world. Other South Downs Escargots activities included day outings, shed crawls and an annual camp.

It got me thinking about our own circumstances here in Victoria. While we are called the Citroen Car Club of Victoria, you couldn't blame our country members for feeling that for most activities we are the Citroen Club of Melbourne. There is value in keeping in the network of course but surely the 2CVGB model can teach us something about keeping country members in touch, if not with we urbanites in Melbourne, then at least with each other in the regions.

Currently there is a move afoot to begin such an informal contact group in the Geelong-Otway region and the field is wide open for others in say, Western Victoria, the Goldfields, together with West and South Gippsland.

The committee will be working on this over the next months, doing our demography and working out a way of putting people in touch with each other while at the same time respecting every one's privacy.

Whatever we come up with, the idea will need a person or a couple like Maurice and Sue Dille in each region to be the local co-ordinator(s) and make it work. If you think that could be you, please get in touch with me and let's see how we can work together to improve the quality of club life for our country members.

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.

If undeliverable return to:

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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: Samuel Marston, Andre Rousseau, Konstantinos Stefanopoulos, Rod Hone, Hardy Weller and Graham Anderson. 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			
Jun 10	Club run - Geelong		Sep 11-15 Western Victoria Run -5 days (see page 19 this issue or <u>June Newsletter for details & booking sheet.</u>)
21	Club night—Batteries		20 Club night-BBQ & social night
Jul 15	Bastille Day <i>L'Auberge French Café</i> @ 42 Castella St. Lilydale (<u>see page 7</u>)		22 VACC 100 years. Run to Bendigo. <input type="checkbox"/>
19	Club night-Motor Trimmer -Peter Blackman		Oct 13 Motorclassica
Aug 15	(Wed) Club night @ Healy Factory — NOTE CHANGE OF NIGHT (page 5)		18 Club night AGM & restoration Sh/tell
25	Run -Fox Collection RSVP to John Parsons by 18th Aug: pastorjohnhelen@yahoo.com.au or by phone: 59 776 115		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 Australian Rally-Crudon Farm Langwarren
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. <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

July 15 BASTILLE DAY

To be held at

L'Auberge French Café

@ 42 Castella St. Lilydale
Melway 38 / F4

Time: 12.00 midday

\$50-00 cash for 3 courses

BOOKINGS TO VAL GIBSON

vsgmjk@bigpond.com



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



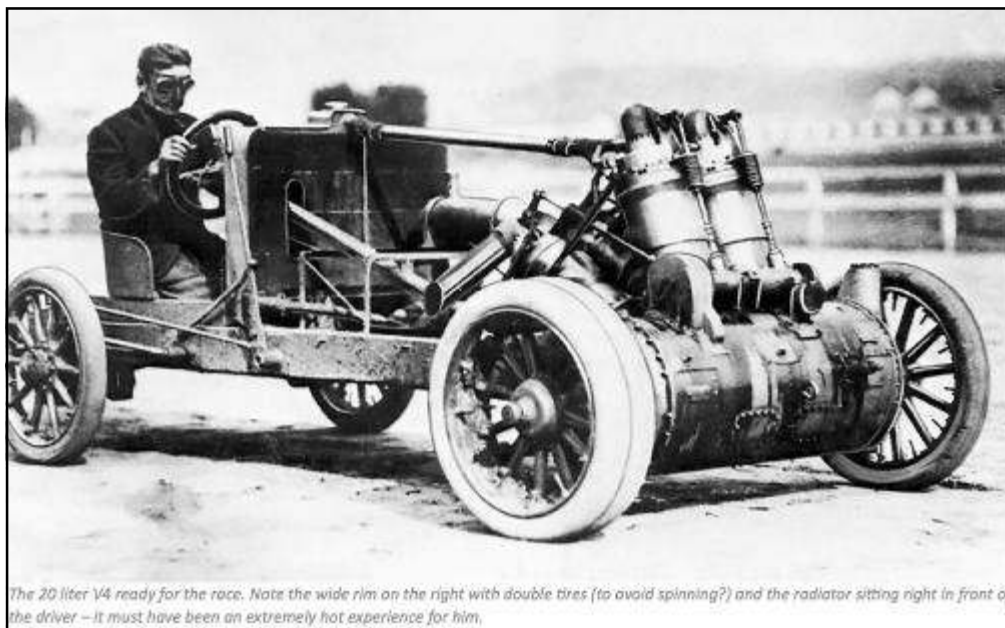
*for details on the
cars in the
collection.*

Who says front wheel drive is just for small economy cars?

<https://crankhandleblog.com/articles/the-brutal-american-20-litre-v-4-front-wheel-drive-christie-racing-car-of-1907/>

THE BRUTAL AMERICAN 20-LITRE V-4 FRONT WHEEL DRIVE CHRISTIE RACING CAR OF 1907

Forget the *Beast of Turin*! This brutal Christie front wheel drive racer is much more EXTREME! It is possibly the most exciting and elusive racing car ever. It not only is front wheel drive, but also has a huge and extraordinary transverse V-4 engine of almost 20 litres! It is as if it comes from another world, with its four large pots, riveted crankcase and big and short exhaust pipes, almost blowing their flames in



the face of the driver.

Late in 1903 John Walter Christie, an American mechanic, engineer and inventor, started designing extraordinary vehicles with the most unusual engines and transmissions. His point of view wasn't as common as others. He aimed at designing a concept that pulled (like a train or carriage), instead of pushing (like a boat). That is how he came to front wheel drive. But he went a step further placing the engine transversely between the front wheels, just like Alec Issigonis did some 50 years later when he designed the Mini. Christie was the first serious proponent of

front wheel drive cars in the US.

Walter Christie founded his Christie Direct Action Motor Car Company in 1905. Before designing those extreme vehicles he was involved with war-machinery, having established the Christie Iron Works in 1899. His Iron Works constructed, refurbished and strengthened gun turret components for US and British warships, which he did in a state-of-the-art machine shop in Manhattan, where he also was to build his high-tech racing cars.

To put his front-wheel-drive concept to the test

Christie entered his cars in track racing. The first racing car appeared on the race track in January of 1904. This way he hoped to promote his patented front wheel drive system, but the car wasn't a great success. His racer gained a reputation for heavy steering and challenging handling, the result of an extreme front weight bias.

In the following years a total of six different racers were built, one of which

had two 60hp engines, one at each end of the car!

The most spectacular and brutal car Christie ever built was definitely the V-4 racer of 1907. It had an engine that housed an astonishing 20 litres (1,214 cubic inches), mounted transversely, the crankshaft taking the place of the front axle!

It was a completely new design, specially built for the 1907 racing season and using no parts from previous racers. The immense engine had a bore and stroke of 184 x 184 mm (7 1/4 inch square) and 8 atmospheric inlet valves per cylinder and just one mechanically

opened overhead exhaust valve. The transverse mounted engine employed crankshaft mounted spur gears and telescopic U-joints on each end to drive the front wheels, originally through a transmission arrangement that featured dangerously exposed gears. Later this was changed, to make it better suited for high-speed racing.

After two poor performances at the Vanderbilt Cup races with earlier models Christie was determined to do better this season and he entered this car for the French Grand Prix of that year at Dieppe. The car did make it to the starting line in France, but unfortunately engine and/or clutch problems forced him out of the race on lap 4. Walter Christie claimed to have reached a top speed of 120 MPH with this brutal machine. Despite its monstrous dimensions the Christie racer weighed only 1,800 pounds, which was not bad at all. Competing cars struggled to stay under the regulatory 2,200 pound weight limit.

Walter Christie built two or three touring cars in 1905



and a later (1909) Christie vehicle was a taxicab with a 4-cylinder transverse engine. He ended his career making front wheel drive tractor conversions as

well as tanks in his Front-Drive Motor Company, which gave him a reasonable amount of success. It appears that none of the Christie racing cars has survived, or could there be one still hiding somewhere?

Front-wheel drive later became more successful, e.g. with Citroën that used it for its Traction Avant (which means literally front-wheel drive in French) as well as for the iconic 2CV. Citroën replaced the telescoping U-joints by Hookes type universal driveshaft joints, which were a drastic improvement and made the front-wheel drive system function properly. But there have been many other manufacturers who tried their hand at front-wheel drive, with more or less success.

It seems Walter Christie at least achieved his goal to popularize front-wheel drive!

Written by Rosemarijn Atalante Veenenbos



September 11-15

WESTERN VICTORIA GETAWAY.

4 nights and 5 days visiting-

HAMILTON: One night

Campe's Motor Museum

Ansett Aviation Museum

PORTLAND: Three nights

Cape Bridgewater Café (Breaky on the beach)

Cape Nelson Lighthouse & Tour

Cable Tram ride & Museum

Powerhouse Motor & Car Museum & more.

WARRNAMBOOL:

Flagstaff Hill Maritime Village

WANGOOM

Roger Wilkinson sheep farm

BOOKING SHEET &

FULL DETAILS IN JUNE NEWSLETTER

Or email: photoimage2001@yahoo.com.au



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.

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



May 15, 2018

Go Behind The Scenes On Our 1930 Hudson Great Eight Film Shoot.

When Heidi Hetzer sold her company and effectively took her retirement, the German adventuress had a talk with her children. They asked her, “Mamma, you’ve packed up and sold your business now. You don’t have that much work now. What do you want to do?”

Petrol stations and new roadways had cropped up in numbers since that early voyage undertaken by Stinnes, and Heidi didn’t want to do a direct copy-cat version of the route taken so long ago by the 27-year-old Stinnes.



A good question, and one that many of us never find a genuine answer to in our lifetimes. Heidi had an inkling of what lay in store for her future though, and even though she was 77 years old at the time of answering it she had always been fond of travel, so why not take a road trip? Not just any cross-country trek would do though, for Heidi wanted to see the world—all of it. Inspired by her countrywomen Clärenore Stinnes, the first woman (the first person for that matter) to travel the world by automobile, Heidi set out on her own version of the global drive.

When it came time to select the mode of this massive test of transportation, Heidi did want to honour the original drive, and so she chose a machine with appropriate heritage and age: a 1930 Hudson Great Eight. With just two doors and 60PS to power it along to a manufacturer-claimed top speed of 60km/h (Heidi’s has an updated cylinder head though, and she’s gotten hers to cross the 100km/h mark), the rather ancient automobile was not the ideal car to cross the five continents Heidi had planned on visiting, but it was not



about doing the drive in modern comforts, it was about the experience.

And what an experience. Countless mountain ranges, lake beds, rivers, oceans, and hordes and hordes of trees filled her tilt-up windshield, but despite the majesty of Mother Nature and the scenery to die for Heidi says with utmost certainty that it was the human element that defined the best moments of her trek. People had asked her with worry-wrinkled brows “Aren’t you afraid?” But of course she was not, for the people she met along the way proved to be nothing but extraordinarily friendly and helpful.

She wasn’t always so lucky to have helping hands at the ready though, and many of the repairs that followed the breakdowns were performed by herself on the side of the road. She almost lost a few fingers during one such misadventure, and she is quick to mention her unpreparedness from the outset of the drive. You live and learn though, and even when she was diagnosed with cancer and had to fly home to Germany to have her operations, her spirit remained a burning pilot light of curiosity and drive. After the voyage came to its conclusion, you’d expect someone like this—anyone really—to have had their fair share of cars, but Heidi says with a laugh and a smile that she’d happily do it all over again, every bit.



<https://petrolicious.com/articles/gallery-go-behind-the-scenes-on-our-1930-hudson-great-eight-film-shoot>

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 8)

Russian roads and driving manners continued.....

While new sections are being built, those that already exist are falling into ruin. The expansion joints for bridges, of which there are scores - this is a very wet land - are always trough-like. We comment that there's always a prominent sign (in blue) advising which river you are crossing. It's best to read these as warning signs.

Inevitably the heavy showers of the afternoon precede a gloomy evening. The rain refreshes the air only slightly. It remains hot and sticky but there is what looks like mist clinging to the trees. It doesn't compute.

Majority of the 725 km route is three lane highway, with each carriageway alternatively benefiting from two lanes. Given that there is a little road paint and what is there is often obscured by repairs, to stay alive you have to watch for the warning signs on the verge.

I saw that many switch back to a single lane after a hill and brow. It may help vehicles overtake slow trucks, but head-on collisions are quite common.

This route between Russia's two main cities must have a rich history. Today almost along its entire length it's lined on both sides with izbas, traditional Russian homes of timber. Many are falling down but at night it's clear that many remain occupied. And so it is that Russia's main artery is heavily constricted. Speed limits and traffic lights are in every village. The much needed new toll road still extends less than 100 miles from the capital.

In between the villages is mainly forest. Scores of people sit on the hard shoulder next to a table of fresh forest fruits. And as evening approaches cooking pots appear for anyone wanting a traditional dinner of stew.

Anti-British sentiment melts as we head south

While we met some cool, liberally-minded folks in St Petersburg in low cost travellers hotels. We were amused at Dins' comment: 'We've had two Presidents for 16 years - in fact just one; we all know about that - and *I want an upgrade!* It's time the younger generation had a say'.

We did see that curious irritating attitude by security guards, police and waiters where they show open contempt by smiling and turning away - something we all saw when journalists asked awkward questions of Russian paramilitaries in Ukraine. Breakfasts were curiously slow to arrive and on cold plates. Go figure.

It seems there's a huge section of Russian society - mainly in the 40+ demographic - that sees the British and indeed perhaps any outsiders as troublemakers. Maybe it's jealousy, but the indifference is unmistakable. It's difficult to know how much of this is a natural trait and how much is fostered by Putin's urging.

It was surprising therefore that about halfway to Moscow, when in traffic the car was attracting great attention. Cars slowed and windows dropped for camera action. In the traffic drivers and passengers could see the map on our bootlid. We had many thumbs up, horns and the hazard-flashes.

Moscow and the sights

If you haven't seen the Metro, it will amaze. It's clean and efficient in a way that London isn't. Instead of adverts - there are none - it is a shrine to the Soviet struggle. It's escalators are not unlike the Underground's, but the lights are very 1930, if not truly art deco. All fascia is in marble. It's not unlike Trump Tower. But the (in slightly better taste), bronze statues that depict all those that struggled to create the Soviet Union and defend it - from soldiers and airman, to teachers and mothers - are not simply excellent in themselves as art-work, they help explain the Russian mindset.

No one can understand the Russian antipathy towards outsiders without appreciating the scale of their losses, both to Napoleon and Hitler. Russia has always had, and still has its own problems, but it sees itself as the

perpetual victim. While a captivating time warp, the Moscow Metro serves to constantly remind its citizens that foreigners can't be trusted, reinforcing Russian solidarity. Putin, like all the Tsars and Soviet leaders before him, draws upon and heightens this xenophobia for political ends. Always the threat comes from the West - excepting the Japanese twice in the 20th century. Always Russia is lacking a natural (geographical), line of defence. Historically it surrenders territory, waits for the invader to over-extend his supply lines and then, under cover of the winter, strikes back with a vengeance. But in doing so she has lost millions in conflict.

Stalin created buffer states, but they disappeared when the Soviet Empire crumbled at the start of the 1990s. Since then Russian society has been turned upside down. Capitalism has emerged strongly. A few are super-wealthy. Many are making ends meet, as they always have, but there is a lost generation. They are the 50 year olds along with the younger unskilled.

Driving around Moscow's outer ring, the smiles generated by our old car and our adventure come from Muscovites in Audis and Jeeps. Today, walking around the Kremlin with many Russian sightseers, the same generosity of spirit is hidden. The Russian sightseers and the people that work Sundays - in restaurants and bars, in museums etc - don't have Audis! They don't necessarily share the notion of a bright future. These are the people that always say 'niet' or turn away when they hear an English voice. By and large, these are the Putin supporters.

Interestingly, apart from the hordes of well-dressed Russian families, around the Kremlin and other tourist spots the numbers of Asians is a surprise. The West may impose sanctions, but the growing wealth of the world now sits in Asia. And with a low Ruble, today Moscow is stuffed with tourists from the east. Europeans, though not so easy to identify with accuracy, are by comparison a relatively rare commodity.

Russian families are extraordinarily well-dressed; younger women too. Clearly wealth is growing. Russians here today seem to be doing well. It was a hot day, budging 30 degrees, but there were a few women in jeans. Women seem to wear dresses, often designer affairs and expensive shoes. It makes sense in the heat, but this is quite different. Women make a real effort and seem empowered. They appear very confident too, and in no way subservient in this outwardly macho society.

In truth, after the splendour of the Metro, things side. The Kremlin is now full of souvenir outlets, and the

view of Lenin's Mausoleum is blocked by grandstands imported for summer events. Look more closely however, and much of the Kremlin dates from the early 2000s. Much has been rebuilt.

The great rebuild that is going on in many Russian cities is greatly symbolic; all part of the Post Communist re-brand. It started with the renovation of the many Russian Orthodox church buildings in disrepair, but has now spread. Rebuilding and saluting the past is fine, but the way it is executed here, is terribly Disney-like. The walls of the Kremlin are new and it's impossible to see the divide between old and new. The historical theme is on show, but what you see is wholly new.

Okay you may say. But when you visit the cities prolific museums, the stories are told from a domestic perspective that is clearly biased. The Great Patriotic Struggle, for example, is well-documented and blessed with some incredible exhibits, but the Patriots never made mistakes. Their general and soldiers were all heroes or victims of Napoleon's evil. It is a white-washed history set in an all-new Kremlin. Everywhere there is a sense that the Kremlin (Putin's office), dictated the line that should be expressed. The fear is that thought control persists in Russia today.

Red Square

There is also an extraordinary irony. The most prominent shop in the incredible shopping mall adjacent to Red Square sells Louis Vuitton luxury items. Not only were these first beloved by the evil Napoleon family, the building was viewed by the whole world as the backdrop to Russia's nuclear arsenal during the annual May Day military parades.

LV is not alone. The whole mall is stuffed with high-end, overt European luxury brands. Sure it's the scene same in Milan and to an ever increasing degree London, but this is right in the heart of Moscow, under the shadow of the Kremlin during the watch of Putin, *the man of the people*. Critically, there are no Russian luxury brands and very few goods that most Russians could possibly afford.





Before we made it to St Petersburg for a jam, we had to get a few things sorted!

Our latest film takes us through Finland and into Russia

We stick to our plan and head to Aristo, a sheltered cove with a small beach on the island of Stormalo. A day of sunbathing is out but maybe there'll be a break in the clouds. There is, but squalls keep sweeping in with increasing intensity.

The plan to camp is clearly insane so we manage to book a cabin on a small island near the town of Salo. This means we can meet up with two old friends I met on the 2014 Mongol Rally.

Janne and Panu were just as I remembered the, great fun and extremely helpful - particularly with their advice on Russian car insurance, something I failed to get before St Petersburg on the Mongol Rally! Indeed, the fact that they drove well out of their way with only a day's notice is a fair reflection of both their characters and evidence of the bonds people make on hard expeditions. I knew them for a week in Mongolia and I wonder how many others would make a similar excursion to see me. We had a few beers and reminisced about our last adventure, and the possibility of more in the future.

Having secured the cabin - admittedly not at great expenses - the sky clears! The island is one of the thousands along the western tip of Finland. It could be a lock in Scotland: certainly the mosquitoes are as large and ferocious. They aren't much smaller than a B52 and have a similar sting - and like a B52 you never see or hear them until it's too late.

RUSSIA

From the start, in the back of my mind, I have been worried about securing insurance to drive in Russia. Our Pan-European insurance ends at the border. Every guidebook - not that there are many - says 'buy it at the border', but that wasn't my experience two years ago.

Then the border guards wilfully misunderstood and we only managed to buy cover after three days search in St Petersburg with the aid of a Russian fixer.

The Finnish-Russo border is ill-defined. The whole area is peppered with lakes and waterways. Probably there is some winding physical barrier, but on the ground and a map - and in winter when everything freezes - it's hard to see why this line exists.

There have long been tensions between the two countries. Leningrad - now St Petersburg - has always been very close to the Finnish border; too close for comfort and security. The border area has frequently been fought over; in part because much of Finland's economy is based in the south.

Heading for the main border crossing at Nuijamaa there's not as much traffic as one would expect. Enhanced by the persistent rain and the dark landscape of granite and pine trees, a gloom descends.

The Finnish control is efficient and perfunctory. Finns themselves, not known for their gregarious ways, smile but confess to having no idea as to how, or from where car insurance can be bought. Finns can insure their cars to travel in Russia, so they don't have our problem. We are advised that maybe only a dozen or so British registered cars pass through the border each year. If we fail to secure car insurance, the whole expedition dies.

It's a surprisingly scenic 5k drive through no-man's land between Finnish and Russian border posts. The signs - the script and diagrams - are discernibly more stern. They order rather than instruct, or guide. Signs indicate no walking. No one leaves their cars as they wait in line. For an hour or more we are stationary. Time enough to notice that the two lanes for Russian drivers advances three or four times quicker than that for all others. Also the Russian lines are covered. Non-Russians have to queue in the rain.

To suggest the border guards are brusque is an understatement. Forms have to be filled in triplicate. They have no pens or even a counter on which to write. The paper is scrappy. Many questions are oddly phrased and there's hardly space to enter passport and visa numbers. Finns waiting in-line assist. Their 'we're all in this together' spirit is palpable. But equally since we are held in batches, they can't get through until we are cleared!

Passport control is relatively easy. Explaining car details for a 30-year old vehicle is another matter - dealt with in another office. Still no one can advise us re-

garding insurance. It's interesting, because they clear our cars to enter and drive on their roads without checking whether we are insured. Finally a guard reveals he understands English. 'Insurance is a police matter, we are border control'.

He inspects every detail on the form with great care - whereas I am certain the passport details we produced are illegible. His face creases. He screws up the forms and makes us refill the forms again; three times. The Finns appreciated that we are being deliberately messed around. Most of the time they are the focus of this ritual. Even today, Finn-Ruso embitterment in Putin's Russia.

With visa and car import control done, we wonder whether all our bags will be searched. Amazingly we are waved through.

And with that, the mood lightens...

Unlike two years ago, this time we'd been told that insurance was a police matter. We head immediately to the police station at Vyborg, just several kilometers from the crossing. It looks closed down with great steel doors padlocked. We drive around the back but park outside the wire. We walk past a number of ancient Lada squad cars. This contrasts with the scores of high-end SUVs driven by most border-crossing Russians.

Inside the steel clad fortress there's a well-decorated hall area and a window. One must kneel to be at eye level with the office on the far side. Politely, he came right out. He spoke no English but indicated that we should use our phone apps to translate. Once he understood our dilemma he called a friend. She spoke impeccable English and after a while came back with a place for us to go.

The police office wrote down the name in Russian script - not sure we could ever find that! He also used our mobile to identify the actual building in the town centre that we should locate.

We parked nearby the group of buildings, still far from sure that this would be anything other than a waste of time. There must have been about twenty shops and offices none of which shouted *buy car insurance here!* Google translate helped us narrow down possibilities. In fact, we walked into a telecommunications company office. Once inside we assumed it to be a bank. The tellers were all young women. Four of the seven spoke English, two extremely well. They couldn't have been more helpful, almost vying to showcase their language skills. They pointed out an office on the third floor of what looked to be a shopping mall right opposite.

Still not wholly convinced, we walked past fashion and toy shops, before finding the insurance company. The office matriarch was friendly, but we relied on Google translate to explain our needs. She wasn't sure. The lifesaver was that I was able to pull out the insurance policy from two years ago. Bingo. They could do it!

It took at least two hours of form filling and the boss' girls worked right through their lunch hour. We learned that Russian and French expletives are similar, but also that there is a strange outer shell to Russians. Persist with them. Ignore the glares and initial disinterest. Charm them. Beat them up with kindness and they will really go out of their way to help.

When they announced the premium would be 800,000 Roubles, we did flinch. After much effort we managed to explain that we only required insurance for 28 days. Again, Bingo! The equivalent of £60 did the trick. It's difficult to explain the sense of relief when handed a stamped-up, valid note of insurance. Time was ticking on and we now needed to get to St Petersburg if we weren't to lose our hotel reservation and lose our deposit. We headed immediately for the old coast road - because driving along the motorway from Vyborg to St Petersburg is like dicing with death.

It wasn't the best choice and was one that was made far worse by the weather. Monsoon-like rainfall on this already wet landscape saw the road surface become a river. The problem is that large puddles hid cow-sized potholes. In the rain you just have no idea where the holes are.

As we slow, around the corner there are two other cars on the verge, both with their boots open and spare wheels emerging. Like them we struggle to change wheels in torrential rain. Oddly our rear wheel destroyed, while the front rim is repairable. A quick check shows that the steering is unaffected. We judge that only the rear needs changing immediately. Getting drenched is one thing, but being eaten alive by king-size mosquitoes is even more unpleasant. TIR. This is Russian.

The road twists as it winds its way along the Baltic coastline towards St Petersburg, much of which would be prime-time development land. Instead there are scores of broken and battered wooden houses with old, rusted cars parked or possibly abandoned outside. Groups wait at the roadside for a bus. The service is obviously good and in demand...

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

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

GEEELONG JUNE RUN

Phillip Royce took us to his car collection housed in the back of a large building in Geelong. There were several models of Chrysler Valiants, Holdens, Citroen DS, GX, Morris Minor, and a very old Ford Prefect.

Some in very good condition, and others in various states of restoration. Phillips then showed us over the rest of his business complex, including the production and making of shower bases and large motor van and bus reconstruction. The large paint booth was the envy of many.



The Mill Markets operate three massive venues located in Ballarat, Daylesford and Geelong. With a total of over 12,000 square metres of under-cover floor space, (three acres), treasure hunters have the opportunity to spend many hours browsing and meandering through the eclectic mix of products.



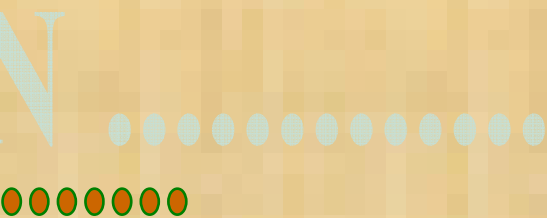
There is a fantastic variety of home decor, furniture, records, vintage clothing, books, fine china, glassware, industrial items, jewellery, antiques as well as Australian pottery, home wares, memorabilia, retro fashions and collectables. They also have many stalls selling new products and offer gift vouchers for those people who have everything. All goods are from the 1850's through to the present day.

Mill Markets lease space to hundreds of dealers, which allows small business operators and collectors who otherwise could not afford the overheads of their own shops, to showcase their goods. This equates to a wide and diverse range of products, available and open to the public, seven days a week.

Enjoy a wonderful trip down memory lane through hundreds and thousands of items available for purchase at all three locations. With a combined 450 stall holders over three venues, there is always something for everyone.

<https://www.whatsoningeelong.com.au>





Provenance winery opens at historic former paper mill in Geelong

Gail Thomas April 20 2018

After a foggy start, it began to clear into a delightful sunny day as we traversed the West Gate Bridge to our meet up at the BP Roadhouse.

Coffee, and a chit-chat completed we headed off to Phillip's car collection. This interested the boys, but the girls preferred to continue the chit-chat.



Much observation and discussion on the cars ensued, then Phillip suggested we drive a short distance and see his complex where he converts and restores large vans for medical clinic visits to remote locations, motor homes and bus conversions to a motor home. The spray booth was what caught the eye of a few, as it was frankly huge; and large enough to take the largest bus imaginable, and certainly more than sufficient to spray a humble GS or 2CV. He will be getting calls.

His production facility where poly marble shower bases are made was most interesting. The initial process was not unlike mixing cement, but the outcome was far more attractive to the eye.



From there, it was onto Fyansford for lunch at the old Paper Mill comprising elaborate multi item platters of meat, pickles, olives and anchovies etc which were brought to the table, together with chosen wines selected by members.

As for me, I had a bowl of spicy winter vegetable and bean soup, together with slices of sow dough bread; completed with a cappuccino. Bliss!

Ed.

July 2018

A bluestone building built in the 1870s on the banks of the Barwon River in Geelong to turn out reams of paper is now home to Provenance Wines.

Provenance owners Scott Ireland and Sam Vogel are the biggest operators at the former Fyansford Paper Mill complex, which in recent years has become an arts hub.

They've given the former machine room a sympathetic \$1 million renovation, preserving its soaring cathedral ceilings and whitewashed walls. The business consists of a working 10,000 case winery, with the adjoining barrel maturation room doubling as a cellar door and function area that can accommodate up to 250 people. The 40-seat River Room beside the winery area suits more intimate functions.

The winery produces pinot gris, chardonnay, pinot noir and shiraz sourcing fruit mostly from the Moorabool Valley in Geelong and Scotsburn, Ballarat, regions. "People have an opportunity to drink wine by the glass or bottle directly from the producer in these amazing surrounds, plus our food offerings will also showcase the region's provenance," says Ireland.

Initially they're serving simple platters using local charcuterie, L'Artisan cheese and Camilo olives from nearby Teesdale – while a full kitchen will be established in coming months.

Open daily 11am-6pm.

100 Lower Paper Mills Road, Fyansford, 03 5222 3422,
provenancewines.com.au



John Dorgan pondering on what to select next.

15

WIND AT A DRAG

Co-efficient of drag, and how it affects automotive design.

Economy, Speed, Minimal Power

As early as the 1920s, the advantages of proper streamlining were very obvious. Throughout automotive history some companies managed to prove their point conclusively. Proof of how important aerodynamics are, and always have been, was seen in the Citroen DS, which was able to do 100 mph from only 73 bhp and would cruise all day at very high speeds while using only small quantities of fuel.

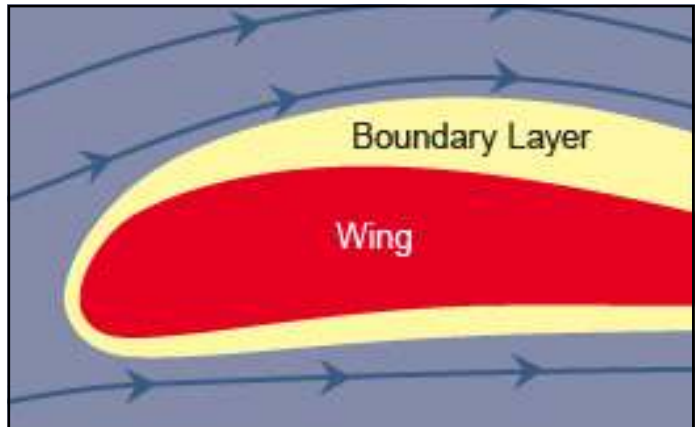
Of the more sporting cars in automotive history, the Lotus Elan, Porsche 356 / 911 and Jaguar E-type demonstrated that, with modest power, it was possible to volume-produce high performers that took full advantage of their engines. Aerodynamic efficiency in a car offers very solid advantages right along the line, but the most important is that if the shape is flowing through the air easily, it obviously requires less propulsive effort for a given speed. Thus, a higher top gear ratio can be employed for faster and more economical cruising.

Aerodynamic Side Effects

But there are some side effects, too. A car spearing through the air rather than battering its way is going to make greater demands on the braking system, since it will have far less rolling resistance. The desirability of streamlining is further enhanced by the fact that a target performance can be achieved with an engine in a lower state of tune than would be necessary with an un-aerodynamic approach. Hence, greater mechanical reliability on a long term basis and less maintenance. But before the problem could be seriously considered, engineers needed to learn that air was the reluctant host to objects man tried to thrust through it. The early engineers knew that air was far more friendly to aerodynamic shapes adopted by planes and gliders which rode on its hospitable substance.

Around a car, however, designers were to discover that the air became a series of changing pressure areas as the shape rose and fell from the nose to the tail. At the front, where the car thrust its nose into the air, there was a substantial high pressure zone from which the radiator cooling air was taken. The Citroen DS, Elan and E-type all had comparatively small, unobtrusive intakes placed to take full advantage of the high pressure area in which they were located. The gaping mouth of most cars from the 1950s, when aerodynamics really started to become a science, was governed by stylistic whims rather than practicalities. That resulted in an intake of excessive size to say nothing of the turbulence-inducing hardware surrounding it - chrome bling that looked great but did little aerodynamically.

Reducing The Air Intake / Grille



Experiments during the late 1950s proved that by closing off the intake with a sheet of metal or wood it was possible to reduce the drag by as much as 15 percent - without doing anything about the frontal obstructions. The problem was that, even if the projecting sector of the car was streamlined and the air intake was the correct size, there was still the problem of getting air out from the engine compartment where, with the aid of the fan and all the obstructions it found under the bonnet, it would become wildly turbulent. In a perfect world, aerodynamicists would exit the air out the back of the car from the long tunnel which would also serve to stabilise the air again. Strangely, very few websites mention this as one of the advantages of rear engine cars - although the principal was obviously never lost on Porsche.

On a front engine car, most air is emptied out underneath the car, where its volume and turbulence do a great deal in destroying the vehicle's passage. It was a relatively cheap and simple matter to shroud the engine so that the air passing through the radiator never had to tangle with the engine - however not much was done in this regard until the late 1990s. Then, having got control of the flow it was fairly easy to route it out under the car in such a way as to minimise disturbances. However, reintroducing the waste air back into the flow was undesirable from all angles, so quite obviously the smaller the amount of air the better.

Why Spats Were Not Merely Cosmetic

The beginning of the cure was in reducing the size of the intake and at the same time taking advantage of the natural pressure system at the front. Citroen had shown where the payoff was. It raised the maximum speed of the DS from 93 mph to 100 mph just by cleaning up an already good shape and without increasing the 75 bhp (net) of the engine. And the overall frontal area was very substantial at 24

sq ft. The road wheels themselves cause aerodynamic chaos, representing as much as 35 percent of the total drag. As they rotate, the wheels churn up the air wildly within the arches and then spew the eddies out along the body sides.

Wheel arch spats will do a lot to lessen the effect, but they became unpopular with stylists in the 1970s. The last real effort in this regard goes to the Honda Insight Series 1 - so from an aerodynamic point of view, it is a shame that this design highlight did not once again prove popular. Regardless of spats or not, no car can purport to be [streamlined](#) unless it has a full and effective undertray. In many cases the undertray is of more importance than the topside, since at high speeds the pressure the waves can extend down far enough to touch the road surface and break up, causing an increase in drag.

The Optimum Ratio

The air must be able to pass right under the car and come out the back cleanly, particularly where it joins up with the flow coming off the topside. If it does not then the resulting eddies may well ruin the good work of the topside shape. With cunning design, the undertray can be made to deflect the flow from around the wheels, which makes it represent extremely good value on this score alone. Surprisingly the classical teardrop profile is not the ideal for a car. Besides, it's highly impractical anyway. To achieve the optimum ratio between profile depth and overall length it would be necessary to have a tail some 2.5 metres longer than the normal overall length, because the teardrop would tend to create a strong downwash effect at the back of the car and this would lead to fairly strong turbulence and therefore drag. It could also lead to a high pressure area building up under the tail at certain speeds which could contribute to lifting the back wheels off the road.

Professor Wunibald Kamm

Skin friction plays such a major part in [streamlining](#) that if the designer does make a long tapering tail they may well find that the increased skin friction has completely destroyed the advantages they were seeking. All this leads to the point that Professor Kamm and his bob-tail approach to [streamlining](#) is probably the best compromise. Kamm's idea was that you taper the back of the car as much as possible to avoid turbulence, and then cut it off abruptly. In this way the "chopped" or flat area should be quite small and therefore the wild air zone will only be the same size. Kamm knew his stuff, for in the 'thirties he built a number of cars - really only variations of existing models - which had about half the drag of cars that were built some half a century later. And even by today's standards these cars look like slightly rounded boxes on wheels.

Of course, it is no earthly good going to a lot of trouble to give a car the Professor Kamm tail if the air passing over the car is turbulated before it gets to the back. Ridges and rain gutters at the top of the windscreen, as found on cars up to the 1990s, can break up the air. And so can the wind-

screen itself if it is raked at an unsatisfactory angle. And even things you may have done yourself can prove a real problem to aerodynamics. Re-positioned your front number plates so they hang below the bumper? This seemingly innocuous modification can account for 20 percent of the total drag in a reasonably well-shaped car. An external sun visor, and accessory wind deflector for the driver's window and a couple of outside mirrors can run up an additional 25 percent.

The Car Does Run Better When It Is Clean!

Remember the protective rubber strips that adorned the side of cars? Long gone from current day models, manufacturers knew that by cleaning up the side panels and filling in recesses and such was a worthwhile modification that could easily be done in production, just as could smoothing out door handles and getting the side windows as far outboard as possible. Hoods over headlights and various dummy grilles and humps seriously detracted from the car's overall operating efficiency. If you are serious about [streamlining](#) you should also ensure that his car is clean and polished, as a build up of mud and dirt will interfere with the boundary layer of air and cause turbulence at high cruising speeds.

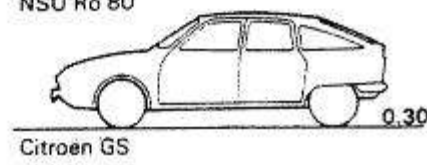
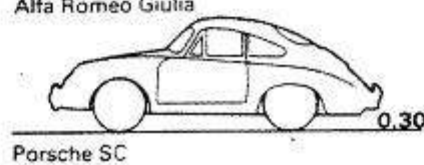
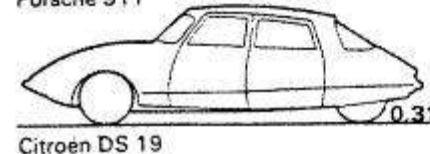
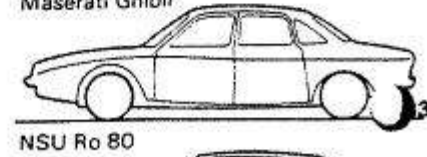
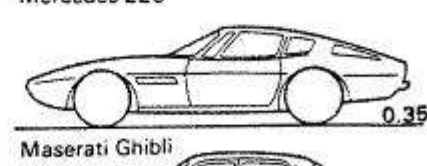
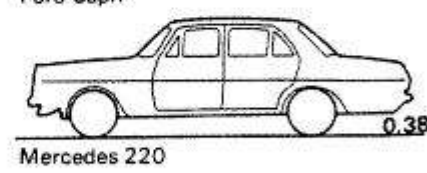
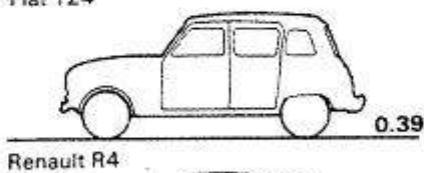
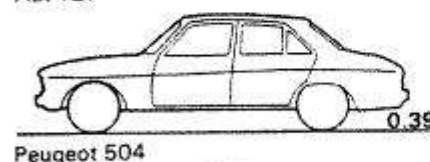
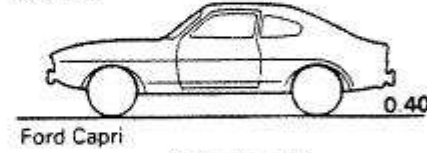
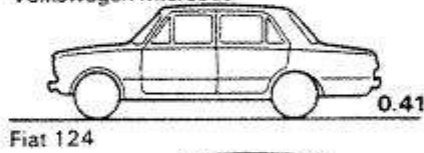
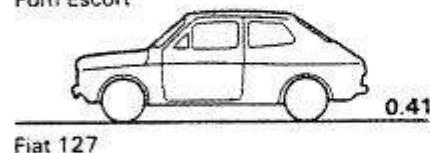
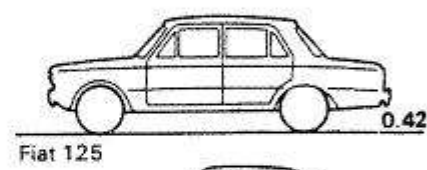
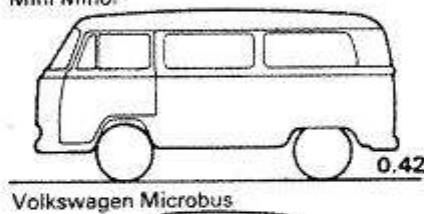
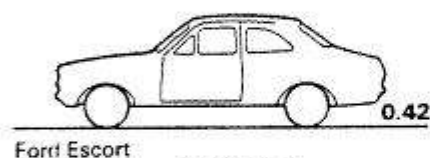
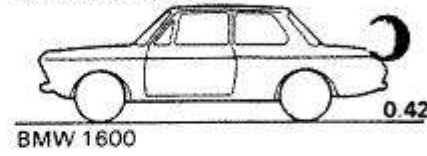
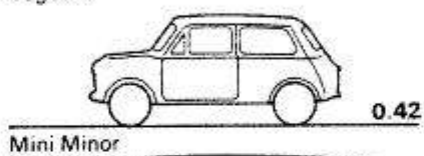
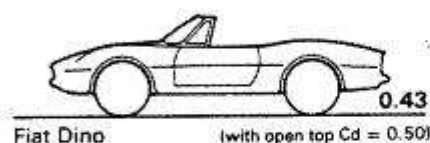
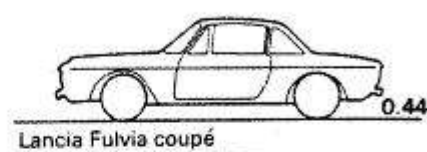
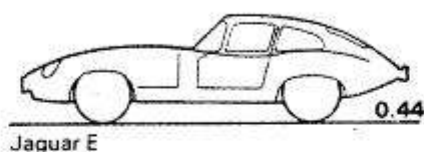
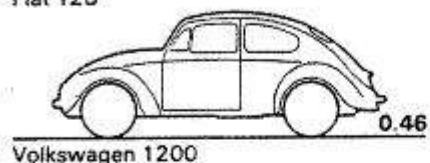
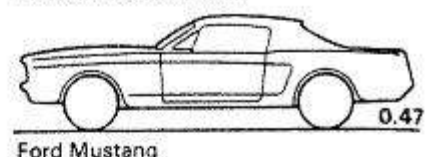
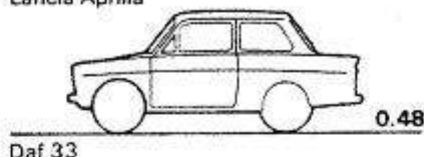
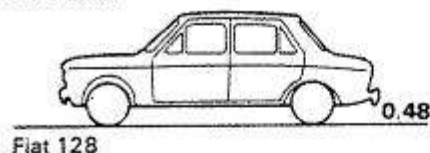
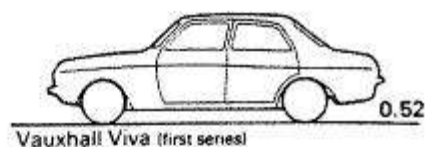
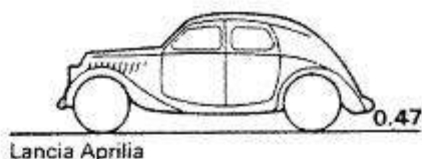
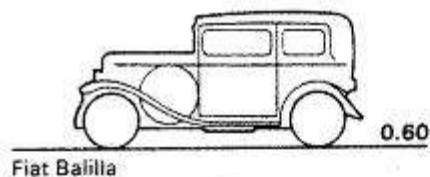
The Neutral Steer Line

Apart from the problems of getting the air to pass over the car smoothly, there is also the stability factor in which aerodynamics play a vital role. It is fairly easy to see that air creates different pressures around different parts of the car and that these pressures, if they are great enough, can affect that car's ability to remain directionally stable. Cars have a force called the neutral steer line which runs along the longitudinal axis and would be dead centre if the axles were equally loaded and [suspension](#)-less. As loading changes, though, so does the neutral steer line. It is constantly varying as [suspension](#) angles change with roll on corners. If understeer is present, the neutral steer line will slope back at the top, which tends to produce more instability.

Since it is not always possible to have the car heading directly into or out of the wind, there will often be a side force acting on the vehicle. On a car with a highly streamlined shape, the side thrust is generally more pronounced because the centre of pressure (the most important aerodynamic source in this context) may be as much as a car's length in front of the vehicle. As an oversimplification of the problem, it can be said that an aerodynamically efficient car will oversteer in the straight, sometimes strongly. There are two solutions, though. Firstly, the designer can shift the centre of pressure further back or he can move the neutral steer line forward until it is ahead of the centre of gravity.

Of the two, moving the centre of pressure back is the best

← solution, providing it can be done without seriously harming the streamlining. Take three quite different cars - all with understeer - as examples with which to work. The first is an immediate postwar box-on-wheels. Its neutral steer line will be between the centre of pressure and the centre of gravity. Consequently, the car will tend to oversteer when hit by a crosswind, although not strongly. That's because the neutral steer line, the centre of pressure and the centre of gravity are all close together, so that the car's inherent understeering characteristics will automatically make good the correction.



Article: https://www.uniquecarsandparts.com.au/how_it_works_aerodynamics

The images being the auto Cd classifications are by MIRA, Motor Industry Research Association, now HORIBA-MIRA and still in Warwickshire, UK.



RECALL: Following advice from Groupe PSA, Citroën Australia wishes to advise that vehicles sold under the Citroën and DS marques are fitted with affected Takata airbags sourced from European production facilities and are subject to mandatory recall.

In total, 3,292 Citroën and DS vehicles are fitted with Takata derived airbags including:

MAKE AND MODEL	MODEL YEAR (PRODUCTION DATE)	RECTIFICATION REQUIRED (REPLACEMENT)
CITROËN C3 V3 (A51) (C3 A5 SERIES)	2009-2012	Driver & Passenger Airbag
CITROËN C4 V2 (C4 B7 SERIES)	2010-2012	Driver Airbag only
CITROËN DS3 (DS3 SERIES)	2009-2012	Driver & Passenger Airbag
CITROËN DS4 (DS4 SERIES)	2011-2012	Driver Airbag only
CITROËN DS5 (B81) (DS5 SERIES)	2011-2012	Driver Airbag only
CITROËN C3 V3 (A51) (C3 A5 SERIES)	2013-2014	Driver & Passenger Airbag
CITROËN C4 V2 (C4 B7 SERIES)	2013-2015	Driver Airbag only
CITROËN DS3 (DS3 SERIES)	2013-2016	Driver & Passenger Airbag
CITROËN DS4 (DS4 SERIES)	2013-2015	Driver Airbag only
CITROËN DS5 (B81) (DS5 SERIES)	2013-2015	Driver Airbag only

Impacted vehicles were imported and distributed in Australia by Sime Darby Motors and Ateco between 2009 and 2016.

As these entities no longer represent Citroën or DS in Australia, any recall work and management of customer communications will be handled by current Citroën importer and distributor Citroën Australia and its dealers, who took over importation and distribution of the Citroën brand on 1 June

<http://www.citroen.com.au/takata-recall-statement/>



Be part of his

In September 2018 the Victorian Automobile Chamber of Commerce turns 100.

To mark the occasion, the **VACC Centennial Cavalcade – featuring '100 vehicles from 100 years' –** will travel from Melbourne to Bendigo, VACC's birthplace.

It's a feat never attempted before and you can play an important part.

VACC is seeking significant vehicles dating from 1918 to 2018 to participate – cars, motorcycles, commercials and trucks of all marques.

So, if your special vehicle fits the bill, **register your interest at:** vacc.com.au/News/Events



No, you're not looking at a 1930s Delahaye, Bugatti or Delage with Figoni and Falaschi, or Saoutchik coachwork. This is a 2009 Devaux Spyder, made in Melbourne by a designer too young to see his inspirations on the road at their peak.

David Clash was 25 when he sketched his first Devaux Coupe in 1988. He had just graduated in industrial design from Melbourne's RMIT University and wanted to respond to the blandness of contemporary machinery. "Modern cars are superbly made," he tells ACC. "But they are as dull as dishwater. I love Art Deco cars – '30s teardrop shapes. But you just can't buy them."

So in 2002, David decided to build his own Art Deco-inspired vehicle. Constructed around his sketches, he produced a prototype, based on a shortened 2.5-litre Riley chassis, with a 1956 Jaguar XK 3.4-litre six-cylinder engine and 'Moss' gearbox.

Utilising the garage of his girlfriend (now wife) Lynn, he painstakingly produced a full-size plaster buck, in the Italian style, from which he took moulds and made 'proper' glass-fibre panels. The skills he learned from his industrial design background primed him for the task, along with lessons passed on from his electrical engineer father and car-nut brother, Chris.

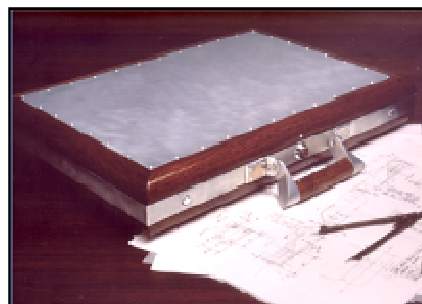
When David finally finished the prototype, he put it on club registration and thought for a while that that was that... but it wasn't. "It was a fantasy for me. I was tinkering and having a bit of fun," he says. "Then a friend and fellow car enthusiast, Geoff Bott, said to me: 'It looks so good, why don't you re-engineer the car and market it?'"

David exhibited the prototype at the 2004 Melbourne Motor Show, and his life hasn't been the same since. His website was flooded with 75,000 enquiries from all over the world, including Switzerland, Spain, Sweden, Germany, Mexico, and of course, from the UK and USA, requesting production cars. But the Devaux's unexpected popularity caused a problem. "I showed it, but I was not in a position to make it," he says. "There was enormous interest, but I am a designer, not a businessman."

Inspired BY THE CLASSICS
Australian Classic Cars, August 2009



David's other design interests run into a number of areas including, furniture, industrial design in general.



Chair: \$5,000

Briefcase: \$2,500

Devaux Coupe: \$200,000 plus

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.

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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.

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7/18

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Sales and Wants

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5/18

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Contact Greg 0409548734 (Located in Longford, Victoria)

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Sales and Wants

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5/18

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Reg PHG 864 The car is located in East Malvern.



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

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05/18

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