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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citearclubvic.org.au

May 2014



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Buying a DS

SM Timing tools

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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

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 Vice President for details. NOTE CHANGE:

CLUB BANKING DETAILS FOR SUBSCRIPTIONS AND PAYMENTS

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

Harcourt, Victoria

Harcourt is a small Central Highlands town located approximately 9 km northeast of Castlemaine, where the Midland Highway meets the Calder Highway. At the 2006 census, Harcourt had a population of 439

Set in a lush valley at the foot of Mount Alexander, Harcourt was once the premier apple growing region in Australia (a title yielded to Tasmania some time ago). Still the apple centre of Victoria, the local area is fast getting a name for wine and cider production.

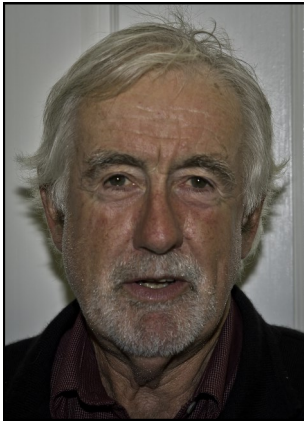
Other things of interest in and around the numerous walking tracks in Park. Within the park boundary established by the tanning industry is the World's largest apple. Each year on the end the town hosts "The Harcourt sale in stalls, music concerts and granite stone is widely used for rials, headstones and buildings of



around the town are trout fishing and Koala Park in Mount Alexander there is an old oak forest which was for the acorns. It is home to a the March Labour Day long week-Applefest" - with local produce on show. Harcourt through Australia for soldier memo-historical note.

Harcourt railway station is on the Bendigo line, but has been closed since 1981. The closest operating train station is Castlemaine.

See details for Club Run on June 21



Hello, fellow members.

Welcome to your May newsletter .Let's see if \I can make my contribution interesting.

By now the Cit'In will have been and gone.

Hopefully it was a success thereby rewarding the hard work of the organizing sub-committee. The effort they have made deserves the highest praise. It never ceases to amaze me to see the selflessness of many of our members, without whose efforts our club could not possibly function. Please make an effort to support as many of our events as you can. You may also find you enjoy yourself!

On the subject of enjoyment our next club night on May 7th is to me a new concept, "a card night". Card games of any sort, perhaps excepting tarot. The rough plan is to split the attendees into groups and more or less ad-lib it from there, all ideological input will be appreciated. A report on Cit'In will I'm sure be presented plus any other business.

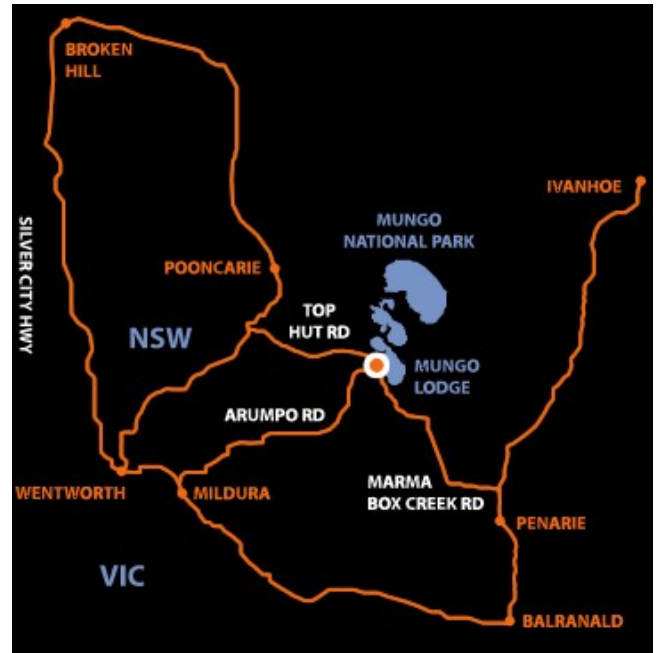
Many thanks to Graeme McDonald for his presentation "Computer Diagnostics". If success is gauged by the number of questions asked and the answers supplied by Graeme, plus the mini discussions between members it was a very successful evening. Graeme's theme drew some new faces along, well new to me. Well done Graeme perhaps a follow up in the future?

Activities for May will perhaps consist only of our card night and the hoped for day when our keyboard experts get together to computerise our library.

Junes outing is a pub lunch at "The Harcourt Tavern" on June 21st. This site has been chosen as it is on the route being taken by the Mini Raid participants as they make their way to Mungo National Park. Final details will be published in your



June newsletter. As is normal an idea of no's beforehand will be required so hotel staff are able to accommodate members in and organised manner.



More bad news, as well as having to wade through this effort of mine I am also presiding over the next general meeting, but, some good news too I am bringing nibbles for same , so come along to our card night the nibbles will be worth it.

John Dorgan

DISCLAIMER

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

FRONT COVER

A lovely Citroen parked in the main street of Walhalla, on the Saturday of Citin 2014; which was held in Rawson.

The Newsletter proudly printed by AVLON PRINTING

1A Viking Crt. Cheltenham North, Victoria 3192



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 username and the password as indicated below.

Club password for the month: At a recent committee meeting it was decided NOT to publish the password in the printed club newsletter. Members will continue to receive however an email advising them of the new password each month.

New Members

CCCV welcomes the following new members to our family: Zoran Kavalic, Thomas Clarke, Tim McEvoy, Alex Taylor, John Hutchins, Patrick Joyce, Anne Joyce, Peter Judson, Carmel English and Warren Broom

We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction

As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00

Events Calendar			2014	2014
May	7	Club Night - Card night		June 4 Club Night - Panel Beating
	TBA	Fingers on laptops <input type="checkbox"/>		21 Run & Pub lunch—Harcourt
	23-25	38th Historic Winton		21-29 Mini Raid-Mungo National Pk.
		See page 6 for details		July 2 Bastille Night
				12 Broadford Run & Pub.
			<input type="checkbox"/>	2015 <u>60th Anniversary of the Citroen DS</u>

Denotes a Non CCCV sponsored event.

For more details on club events contact
John Dorgan on 0428 358 095

CCCV Club Advice Line					
Traction Avant	Ted Cross	9819 2208			
2CV	Peter Dekker	0425 703 899	SM	Garth Campbell	0406427657
AX/Berlingo	Kirkcaldy	9363 2464		Xantia/Xsara	John Wyers 9787 6280
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	XM	Roger Imrie	9890 1834
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C5	Leigh Snell	9772 1810
			C6	John Fedorko	0438 597384

Forthcoming Club Events

May : Call for CCCV Volunteer members

Fingers on laptops.

Data entry required of all our library books into a new PC Data Base.

Bring your laptop or iPad with Excel or:

Excel can be supplied on the day.

Let's make this a great group effort and enjoyable exercise.

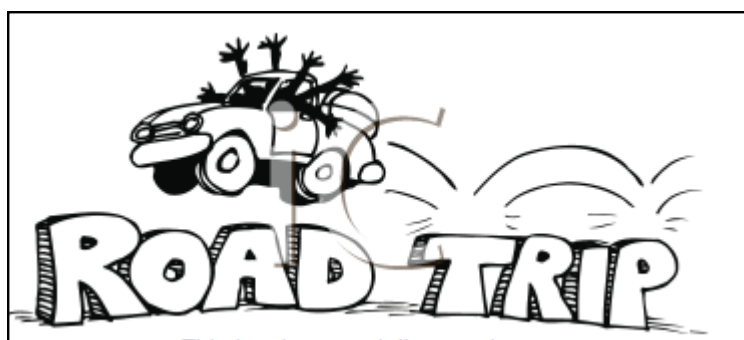
Date and time to be advised at May club meeting.



June 21 Club Run.

HARCOURT

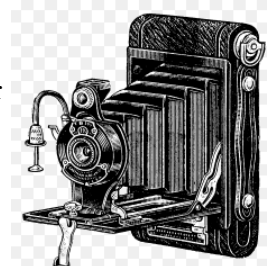
For those who do not wish to go the full distance on the Mini Raid to Mungo, we will all travel via back roads through lovely country to Harcourt via such places as maybe: Daylesford, Trentham, Castlemaine etc.



PUB LUNCH AT HARCOURT

Bring your enthusiasm and cameras, as this country will be a feast for your eyes.

Details next month's newsletter.



Mini Raid June - 2014

This is a week away for all Citroens to get a taste of what Raid is all about. In true Raid style, there will be camping and campfires and driving on back roads to interesting out of the way places. This Raid will feature Mungo National Park, partly for its magnificent scenery and history, and partly for its desert conditions. Anyone intending to go on Raid 2016 will be able to experience driving in sandy conditions and the style of camping that Raiders enjoy. There will be further information in the June newsletter.

Proposed itinerary is :

- June 21 Melbourne to Echuca
- 22 Echuca to Mungo National Park
- 23 Mungo
- 24 Mungo
- 25 Mungo
- 26 Mungo to Wyperfield National Park
- 27 Wyperfield National Park to Halls Gap
- 28 Halls Gap
- 29 Halls Gap to Melbourne.



38th Historic Winton 2014

DETAILS

Australia's largest and most popular all-historic motor race meeting presents a weekend of non-stop racing featuring over 400 Historic Racing Cars & Motorbikes from the 1920s to the 1980s

Celebrations in 2014 include

110 years of Hispano Suiza, Rolls Royce, Rover, Crossley

100 years of Dodge, Willys-Knight, Aston Martin, Maserati

90 years of Bentley Le Mans victories, Bugatti Type 35, Frazer Nash

80 years of Simca, Citroen Traction

Avant, Chrysler Airflow, Lagonda Rapier, Austin 7 Ruby

60 years of Borgward Isabella, Ford Thunderbird, Alfa Romeo Giulietta Sprint

50 years of Ford Mustang and Sunbeam Tiger

Historic Winton highlights include Shannons Classic Car Park featuring Car & Bike Club displays, spectator access to the Competition Paddock with fabulous old racing machines on open display, Bubble Car, Indian Motorbike & Penrite AGP Aussie Specials displays

If you have a classic or special-interest car or bike, join the spectator car park.

Raceway Entry Fees -
Sat \$25 - Sun \$35 - Competition Paddock \$5 - Weekend Pass \$50
Children 16 & under No Charge



38th HISTORIC WINTON
PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV
24th & 25th MAY 2014

HISTORIC CARS, MOTORBIKES AND SIDECARS
Featuring over 400 Historic Racing Cars and Motorbikes from 1920's to 1980's

Saturday \$25.00 Practice 9.00 am. Racing 1.00pm
Sunday \$35.00 Racing all day from 9.00am
Weekend Pass \$50.00 Paddock \$5.00

Winton Motor Raceway, Benalla, Victoria
www.historicwinton.org enquiries: 03 54282689

Photo: Neil Hammond

WHEN

24th, 25th May 2014

WHERE

Winton Motor Raceway, Benalla

TIMES

9am - 5pm

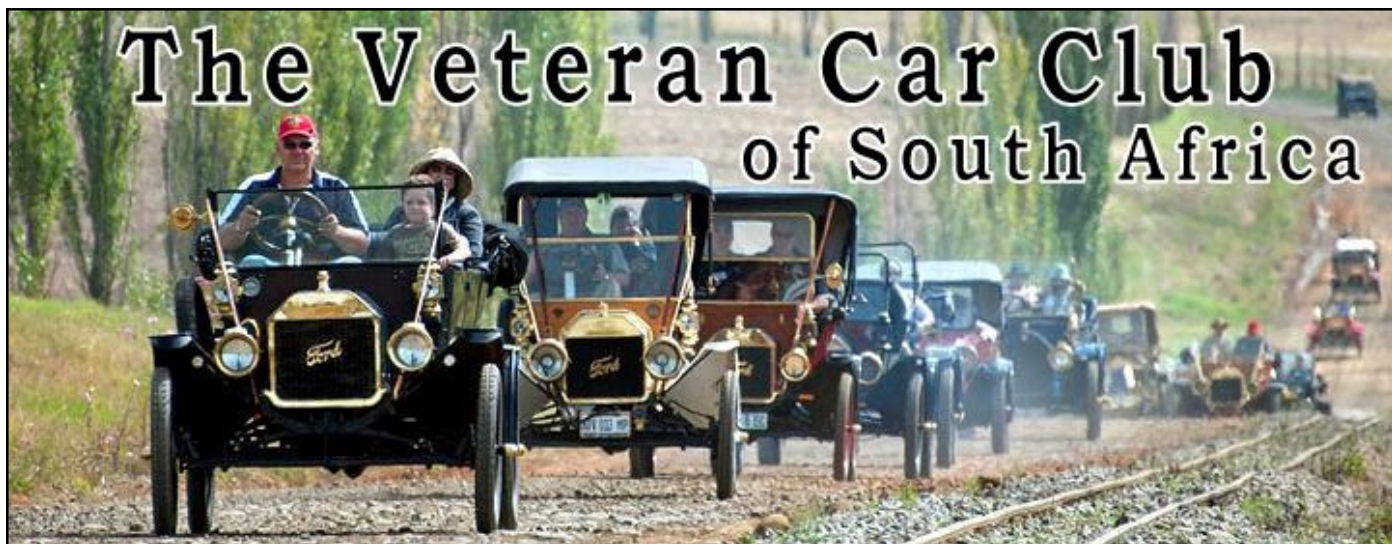
Correction from March edition

I'd just like to put on notice that in last month's edition, I was referred to as the Young Engineer of the Year.

This is incorrect, I am the 2014 Chair of Young Engineers Australia.

I have never nominated for the Young Engineer of the Year award.

Gamila MacRury



1986 CITROEN 2CV CHARLESTON

Model: 2CV Charleston

Engine: 2 cylinder 602 cc air cooled horizontally opposed.

Owner: Reg Taylor

My First Love Of The Citroen 2CV

It was way back in 1969, I was working in Paarl and lived in a little neighbouring town of Wellington some 12 km away. A Hollander colleague of mine by the name of Pim Stalling commuted to and from work in this little ugly car called a Citroen 2CV. In the late 1950's Pim and his wife decided to visit Europe after a long absence, when they arrived in Amsterdam they needed transport so they looked around and purchased this little Citroen 2CV Belgium built, it was about a 1956 with a 425cc engine and a centrifugal clutch.

They toured the whole of Europe in this 2CV and then travelled through Africa back home to Paarl. They never encountered any problems with the 2CV during the whole journey, it took them about 7 weeks.

I fell in love with this little car and asked Pim on a regular basis if he wanted to sell it to me, he reply was always the same "over my dead body". Towards the end of 1970 he came to me one morning and said he has decided to sell the 2CV, so the big question was price. After much debate he said R90,00 cash, now where was I going to get R90,00 to buy this little car that I loved so much. Fortunately I

was not married so did not have to ask permission, I begged, borrowed and stole and got the R90,00 together and Wow I bought the 2CV, it was mine.

It was dull grey with grey interior, seats were like hammocks, it was left hand drive and in good condition, with the car I got some spares and a 7" single record, it is a song all about the "Little Duck" as they are sometimes called. I still have this record today, unfortunately it is in Dutch. I used the car for several years commuting to and from work, never gave a moments trouble. It was very well known in the towns of Paarl and Wellington, everyone would laugh and joke when I drove passed.

One Saturday afternoon I was in the Commercial hotel in Wellington socialising with friends and the 2CV was parked outside with the roof down, those days in small towns one never locked your car or home it was all very safe. A couple of youngsters walked in and asked who's 2CV is parked outside, of course proudly stood up and said it was mine. These youngster asked if it was for sale, I said no, but if it was you would not have the money to buy it, they said try us, so I said R350.00 cash and you can have the keys. They walked out and we carried on with what we were doing, wasn't long and these youngsters returned with the R350.00 so I had to honour my side and give them the keys and said good bye to my little 2CV.

I saw the car again some months later, it was white and had flowers all over and surf boards on the roof, it was a real hippie car. I was really hurt and started on a mission to locate another 2CV, well this took many, many years, in 1998 I found a similar 2CV in

Jeffery's bay, it was a year older and a right hand drive (Slough built model). Her name was "Kalahari Ferrari", she was a two tone yellow, I am sure some members still remember her. In about 2001 she had a name change this happened at Cars In

again on a mission to try and find a "modern" 2CV with a 602cc engine so I can at least keep up with modern day traffic. I found my current 2CV Charleston in Johannesburg, we negotiated on the telephone for several months, then finally the lady



The Park, the 2CV was on display an elderly Afrikaans speaking couple walked up to the 2CV and gave it a good look through, the old lady nudged her husband and said "Pappie will jy nie vir my so 'n pampoentjie koop nie" so she was then christened "Pampoentjie" from there onwards.

We had a lot of fun with her but unfortunately she was just too slow for today's traffic. I was approached by a lady from Stanford in the Cape who begged me to sell her "Pampoentjie", after much negotiating we finalized on a price and she then became the new owner. Last year June I found myself in the area of Hermanus and decided to take a drive to Stanford and look up "Pampoentjie". This lady was so excited to show me her pride and joy, I even had to take it for a drive. Believe or not she does all the maintenance herself, changes oil, greases her, changes the plugs etc. I am pleased that "Pampoentjie" is in a good home and well looked after.

So there I was once again without a 2CV, I was once

who owned her agreed that I could purchase her, we set a price subject to me viewing the car. I purchased a one ticket to Johannesburg, I was knocking on her door the next morning at about 08:30. Took the 2CV for a drive, we negotiated on the price a bit and then drove her back to Durban. Her name is "Charly".

The strange part is that in 1998 just before I found Pampoentjie I heard of a 2CV in Pietermaritzburg, made contact with the owner and he said he had just sold it to a couple in Johannesburg. At Cars In The Park 2009 the same gentleman approached me and asked me details of the car and it turned out to be the same car that I was after in 1998. The brief history of this 2CV Charleston, it was purchased new in the UK for an amount of Pounds 2,785.00, I have the original invoice, the car was then shipped to Cape Town, then sold to the gentleman in PMB, then to the couple in Johannesburg and now myself.

I will not be without a 2CV again if I can help it.

Reg Taylor

Peugeot Citroen Overhauls Models And Culture

The French car firm wants workers to think of profit amid a plan to cut wage costs, slash models and target urbanites globally.



CEO Carlos Tavares revealed the model cuts and culture overhaul at the firm

The redesign plan would mean cars would be "as new after three years" and retain the "best residual value in top markets".

As part of the model cuts, Peugeot will reduce its line-up from 25 to 13 models by 2022 and Citroen models would be cut from 15 to seven.

Loss-making carmaker Peugeot Citroen plans to cut its models, slash staff costs, and make its DS into a stand-alone premium brand.

The news comes after the Chinese and French-backed firm released a presentation of how it aims to return to profitability by 2018.

New CEO Carlos Tavares, who took over the Peugeot Citroen last month after the company's second consecutive year of multi-billion losses, said the company was not profit-focused enough.

"We are going to focus the creative power of our teams on a more limited number of products that people want to buy," Mr Tavares said.

"If you have less cars you will do a better job, and the cars will be more competitive. By doing this, you will have more attractive products."

Although it was restructuring its European processes, the company said it still needed to address modernisation to meet an operating margin of 2% in 2018.

It then hopes to increase profitability to 5% until 2023.

The company will make the DS - currently sold under the Citroen name - into a premium brand for urban dwellers in the "200 wealthiest cities worldwide".

Peugeot will become a "high-end generalist brand

The DS, which takes its name from one of the most innovative cars of the 20th century, will see the product range increase.

Cost-cutting will include an 18% reduction in overheads by 2016, increased Chinese development and sharing of intellectual property.

Peugeot Citroen has struggled to adapt to the shrinking European car market, with vehicle sales falling 5.4% last year in a global market that grew 4.2%.

In February, the parent PSA group received a €3bn (£2.5bn) bailout from China's Dongfeng and the French state.

It said it planned to cut total group wage costs, related to revenues, by about a fifth before the end of 2016.

There is a potential for strike action from workers, following on from last year's labour disputes, over increased productivity or benefit changes.

The company said it would promote a company-wide "back in the race culture" to become a truly global carmaker, with an emphasis on accountability and profit. It would, however, double the use of "low-cost parts sourcing" to 40%.

CITROËN C1

New model for 2014

NEW CITROËN C1, ON THE BRIGHT SIDE OF THE STREET

At the Geneva Motor Show, CITROËN is premiering the new CITROËN C1, a fresh take on a best-seller that has notched up more than 760,000 sales since its launch in 2005.

This new city car is available in 3- door and 5-door versions and also in a new open-top body style called Airscape.

A car with a strong personality, delivering an upbeat response to urban mobility requirements, the new CITROËN C1 reflects the renewal of CITROËN.



USEFUL TECHNOLOGIES

A touch-sensitive connected interface

The new CITROËN C1 ships with intuitive, easy-to-use technologies. It is available with a 7" touchscreen grouping all media functions (radio, telephone, video player, onboard computer).

Never alone, always on line. The new CITROËN C1 features advanced connectivity with Mirror Screen technology.

This function lets you copy smartphone content onto the 7" touch screen for easy display and control. To do this, you simply need to check the compatibility of your smartphone, install the data exchange app and plug it into the car's USB port.

You can then take advantage of the full range of smartphone apps from the 7" touchscreen: navigation, telephone, address book, music, web radio... and any other useful driving compatible apps.



Compact dimensions for greater agility

The new CITROËN C1 is designed to carry up to four adults in comfort, with generous space at both front and rear. Both the 3-door and 5-door versions maintain compact dimensions:

3.46m long / 1.62m wide / 1.45m tall.

This is still a versatile city car, one of the most compact on the market. Its neat dimensions make it easy to nimble (STET) and easy to manoeuvre with an optimum turning radius of 4.80m and electric power steering.

Comfort and road manners

Compared with the previous-generation model, the new CITROËN C1 ships with a rear axle that is 4 kg lighter, new suspension springs, new shock absorbers and a new large-diameter anti-roll bar. These changes improve both suspension comfort and road manners.

The new Peugeot 108 and the new Toyota Aygo are together with the C1 badge-engineered versions of the same car.

Airscape: an invitation to make the most of every moment

The new CITROËN C1 delivers day-to-day driving pleasure and sensations. The Airscape open-top body style reveals itself to the city in both 3-door and 5-door versions, a class exclusive.

The exceptionally large soft top (800 mm x 760 mm) has easy-to-use power controls.

The Airscape open-top versions create a sense of escape. Passengers can take a moment to enjoy life and urban living at any time, for a greater sensation of everyday freedom and driveability.

With the e-VTi 68 Airdream engine mated to a 5-speed gearbox and featuring Stop&Start technology with a special aerodynamics pack, the new CITROËN C1 is on a par with the best for fuel consumption and CO2 emissions *

The VTi 68 engine is also available with the clutchless ETG (Efficient Tronic Gearbox). This 5-speed gearbox features a creep function and optimised pedal mapping, adjusting power effectively for smoother start-ups and enhanced driveability.

The new CITROËN C1 is also available with the new VTi 82 from the PureTech engine family. Built in France, this 1.2 litre 3-cylinder petrol engine developing 82 bhp and uses innovative, efficient and economical technologies, for fuel consumption of



The new CITROËN C1 also ships with a range of features designed for your comfort, such as automatic air conditioning, heated seats and, for the 3-door version, memory settings for the front seats.

Efficient engines

The new CITROËN C1 ships with a choice of two latest-generation petrol engines.

4.3l/100 km* and CO2 emissions of 99g/km*, allied with driveability and nimble performance. With torque of 118 Nm and 0 - 100 kph acceleration in 11 seconds, this engine contributes to the ability of the new CITROËN C1 to head for the open road.

* the data concerning consumption are in the process of being validated

Citroen embraces the Kiwi way

A focus on the world beyond Europe is paying off



C4 Cactus customers can switch parts easily, changing colours and style to personalise them. Pictures / AP
Frederic Banzet chuckles, leans back in his chair and shakes his head. There's no way he's getting drawn into this one - "Who's better, France or the All Blacks?"

Passionate as the French are, it's impressive to see this sort of restraint - arguably as rare as an audience with Banzet, the amiable but ambitious CEO of Citroen. Citroen's past in New Zealand hasn't exactly lived up to the parent company's expectations, but the brand continues an upward spiral, with sales up 168 per cent over last year and an exceptional new Greenlane dealership. Both PSA (maker of Peugeot and Citroen) and New Zealand's distributor Sime Darby are buoyed by its potential here, and after less than a year the partnership has proven its worth.

Talking on the sidelines of the last month's Geneva motor show, Banzet's passion came to the fore as soon as conversation went from the controversial oval ball to Citroen's global ambition.

"For too long, we've been too European," he explained, "for a long time we were only exporting to Europe. That is because that is where our cars were best suited to. Five years ago only 20 per cent of sales were outside Europe, eight out of 10 vehicles."

By 2013 a focus on the rest of the planet had paid off, with 41 per cent outside of the continent as Citroen, like many manufacturers realising the need to grow outside the continent. Making the right cars for global markets was a challenge, Banzet admits, but one that he feels the company is still rising to - and New Zealand, despite our small stature, is not being ignored.

"New Zealand is a country in which we've been weak in the past, we have not been well represented and I don't think have been up to the standards that I'd expect from Citroen anywhere in the world."

Along with a new distributor, the growth of Citroen's premium DS brand - the cornerstone of the new Auckland dealership - is pivotal to its success here.

"I think we have a very good opportunity in New Zealand with DS," said Banzet, "first to change our image, secondly to increase the standards to reflect the premium brand. DS customers are demanding and have an expectation, so it will be that which drives the image and the level of standards. That's what pulls the brand upwards.

"Having said that, it's still a small number of cars, but we need to be strongly present in the Pacific area.

"There you've got strong European influence as well as a strong Asian influence - you are truly an intersection of influences, which is perfect for a global brand.

"New Zealand is small but it is not irrelevant at all - it's important to us."



Citroen CEO Frederic Banzet.

Having a taste for big Aussie cars hasn't helped the cause, but with fuel prices and environmental factors becoming more important to buyers, this market is now better suited to a Euro-centric brand.

"To adapt cars to New Zealand specifically is hard, because it is quite a small market. We often group Australia and New Zealand together in terms of research. Part of the market was dominated by huge cars, with big engines and high consumption. There's more opportunity now as people begin to make decisions that are more based on consumption and emissions.

"Being European we were mainly diesel with manual gearboxes, but now we're becoming more focussed on petrol engines and automatic gearboxes, which I think puts us back in the game. We have many more products coming which are better suited to Australia and, of course, to New Zealand."

Citroen, not surprisingly, has had an image of quirkiness that has steered many away from its vehicles, and

Continued: Page 17



Rawson Township

The gateway to the Walhalla & Mountain Rivers Region

Rawson a town established for the Thomson Dam construction workers, is now a modern, mountain retreat. Its role today is as a base for nature appreciation and is ideally located for exploring the Walhalla & Mountain Rivers Region.

Rawson is just south of the Thomson Dam and only 15 minutes from the historic town of Walhalla. During the winter months, cross country skiing at Mt St Gwinear is only 20 minutes away and the family friendly snowfields of Mt Baw Baw are just 35 minutes away.

Rawson is well serviced with accommodation options, bars & restaurants and prides itself on being a family friendly destination.

The area around Rawson is a haven for outdoor enthusiasts and nature lovers. Try your hand at bushwalking, fishing, canoeing or river rafting, bird watching or gold panning.

Rawson itself has a great deal to offer - indoor swimming pool (summer months), squash courts, tennis courts, BMX track, indoor basketball and badminton stadium.

A great area for families to get away and enjoy what regional Victoria has to offer.

WALHALLA ERICA • RAWSON • MT ST GWINEAR

All of the our great activities of our region are on offer. Ride the train, tour the mine, take a 4WD adventure or simply relax and enjoy. The Walhalla & Mountain Rivers region is located on the southern edge of the Victorian Alps. Just over 2 hours to the east of Melbourne or 30 minutes north of the Latrobe Valley, the region is home to the towns of Erica, Rawson and Walhalla. It also includes the localities of Moondarra, Coopers Creek, Aberfeldy and the ski resort at Mt Baw Baw - Melbourne's closest ski resort. The region is blessed with natural beauty in the Baw Baw National Park, Tyers State Park, Moondarra State Park and state forest makes up nearly all of the area in addition to the towns. Walhalla Historic Township is the jewel not only in our local area's crown, but also for Gippsland and Victoria. The mix of the township's beautiful location in a deep mountain valley and gold-era heritage gives Walhalla the "wow" factor that draws people from all over the world to visit Australia's "Valley of the Gods". There's also plenty of things to see and do. Whether you're looking for a family holiday, a romantic break, a chance to relax, get away with some mates, escape the city life, have a ski, walk the trails or simply visit a place you've never been before you'll find Walhalla & Mountain Rivers a rewarding experience.

Cit-in Raws 20

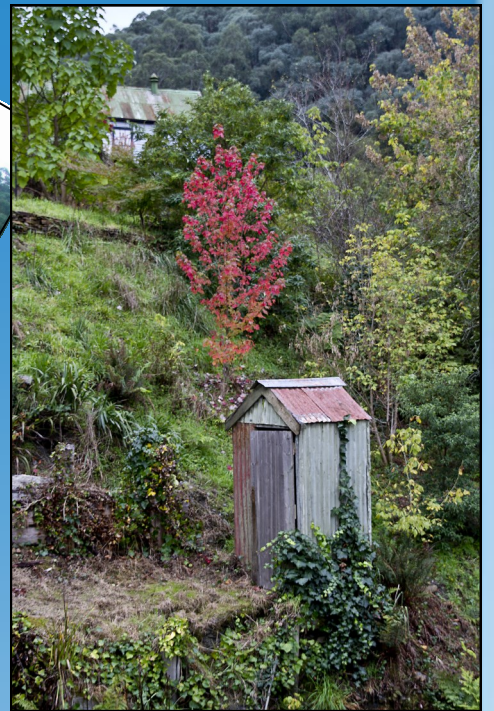


Saturday gathering of all those who a



on Victoria

14

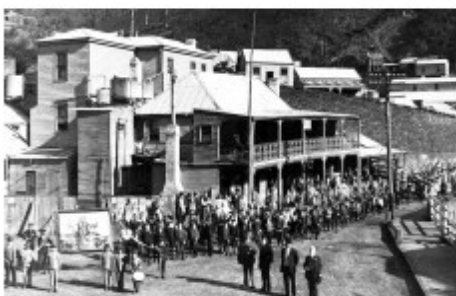


attended Cit-in 2014, at Rawson Victoria.



[Historic Walhalla](#)

Walhalla Historic Township is one of the most fascinating gold towns in Australia. It's unique location in the mountains created a village with a bizarre history that you can roam and fully enjoy today



although Banzet believes that has now changed, there's still a funky streak that he hopes to set it apart. Vehicles like the oddly monikered C4 Cactus are offering the same levels of customisation and personalisation as switchable covers give our phones. Customers can switch parts very easily, changing colours and style.

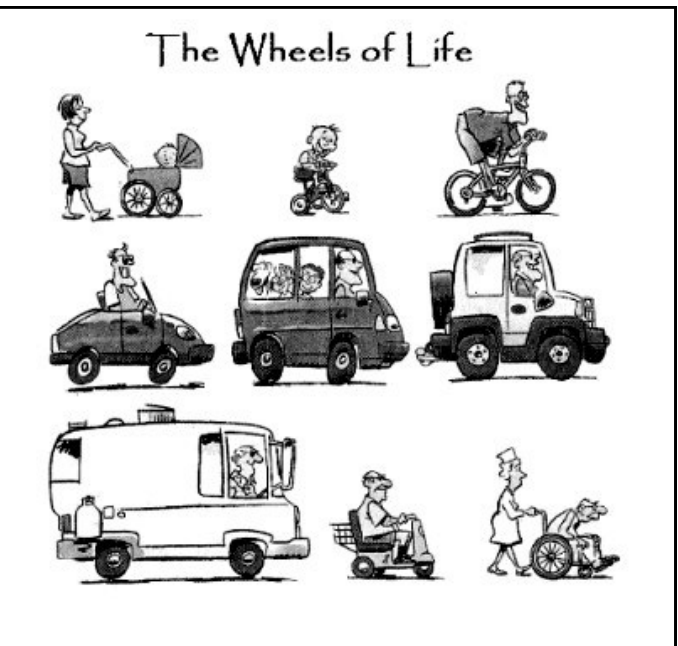
"We need to be well represented and to have the right image - not the one that we had from 20 years ago.

"The C4 Cactus is very pleasant and simple to drive but with very high levels of technology. Customers can change parts like bumpers to really personalise them.

"With Citroen, and especially with DS as a premium brand, we've now got a very strong focus on what really counts for our customers - design, technology and budget. We don't want to be called quirky like Citroen was in the past - but personalising cars is something that we will be doing more of. People don't want to drive exactly the same car as their neighbours - so we're letting them express themselves."

- [NZ Herald](#)

How **NOT** to collect your replacement door.



More Cit-in images.



Goldfields Railway arriving Thomson Station.



Saturday breakfast in the dining room.



Extra wide view of all cars on the oval at Rawson

buying a citroen ds

This is a short guide on what to look for what buying a Citroen DS. If you have any further questions or would like any specific advice, please contact me directly.

The number one most important thing to look out for when buying a Citroen DS is **rust**. If you've already browsed this site you'll have seen a whole load of rust; they rust *everywhere!*

If you've found a car, the first thing to check is for rust in the 'chassis'. Start by removing the closing



panel at the rear of the boot, which is held in place by 4 bolts and looking at the area where the boot floor joins the rear crossmember.

If there is a lot of rust here the car is probably not worth saving, unless you're planning on a full scale rebuild, and we're talking about a lot more work than I've had to do here.



If this area is OK, remove the rear wings, which are held

in place by a single large bolt at the rear. Look at the rain gutters which run along the edges of the boot aperture. The photo below shows the new ones I fitted to my car, which thankfully is easy if you can weld.

Next, move forward and inspect the floorpans. These rot all along the edges, most notably just beside the front footwells, as shown below. Whilst you're here, check the sills; they might look OK but they often rot

from the inside out, leaving the metal very weak.

Also check the floorpan where it runs underneath the petrol tank, which is mounted below the rear seat base; any rust here indicates that water has been sitting in the tank enclosure, which could mean the rear crossmember has rotted out. Now move to the top of the car and check the roof rails. This is not easy without dismantling the car, but you should check that the stainless-steel embellisher screwed above the windscreen has not lifted. If it has, it means the screen aperture is rotten, which is time-consuming to fix. (See below)

These are the main areas of chassis rust on a DS; if they are OK then you have found a solid car. The next thing to move onto is the bodywork. Doors rot along the bottom edges, so check for weak metal here. Rear wings rot at the foremost top edge, at the base of the C-Pillar and front wings around the wheel



arch and towards the bottom of the panels.

Bonnets are usually aluminum and roof glassfibre, so they won't rot, but a

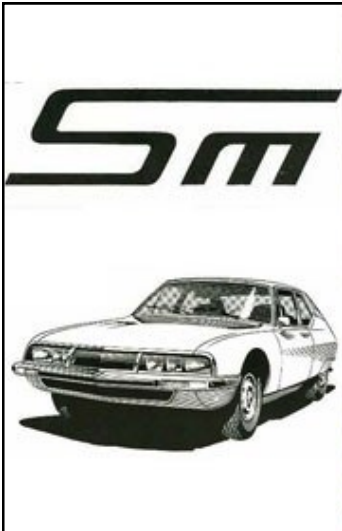
dented bonnet is very difficult to repair. The boot lids rot from the inside out, thanks to the large foam seal usually fitted. New body panels can be found, but they are expensive.

Mechanically, most parts can be bought new at a reasonable cost. Interiors can also be bought new from Holland, but again, they cost a lot of money. The hydraulics are not as complex as people imagine, but if you're new to the DS, go for an LHM (green) fluid car, as these are much easier to maintain.

If you've any more questions regarding the Deesse, or what to look for when buying a Citroen DS, please contact me!

<http://www.citroen-restoration.co.uk/ds/recontact2.php>

A Fun, Timing saving Tool for your SM (and other cars)

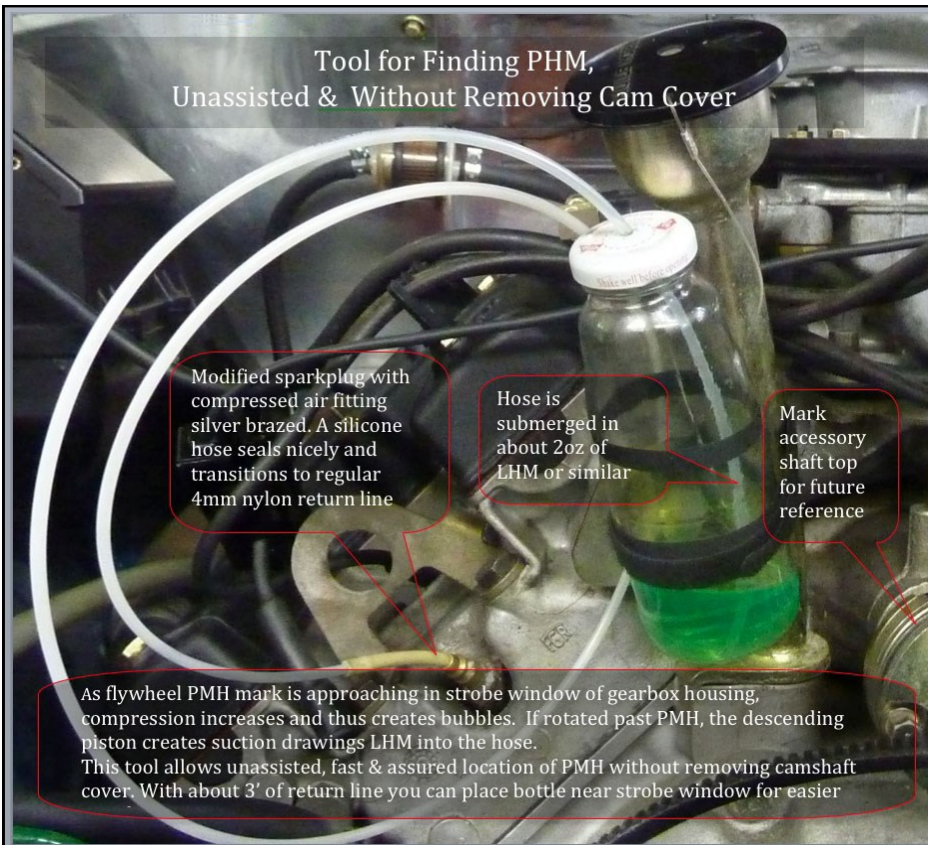


gasket. Hence I made this tool.

For less than \$10 for material and a 1/2-hour labor investment making the tool, this chore becomes easy, fun and precise. Once you find PMH, you can mark top of accessory shaft for future reference.

Between, assembly, testing, tuning and troubleshooting, I found myself locating true PMH many times. (PMH is french for TDC = Top Dead Center. Seriously PMH = Point Mort Haute – where the piston has reached its highest point in the cylinder.)

You could also buy a tool that whistles on the compression stroke, but it's not as versatile and you will be robbed of the joy of making it. You can also use the adapted spark plug for other things such as leak down testing and checking for SS exhaust valves without removing your head (from the car that is).



Though not as impressive to onlookers, a simplification is to eliminate the bottle and stick the hose in your mouth, which is very sensitive to pressure/ vacuum changes.

To modify a spark plug, just crush and remove the porcelain insulator from the metal shell of the spark plug by means of a vice or a hammer (wear safety glasses) then silver brace or weld (choice depending on the fitting material) a male compressed air fitting to the metal shell. These modified spark plugs can also be had as part of compression testing kit and other related tools. Though I have one of these I prefer a separate dedicated version to keep things orderly and purposeful.

Each time I had to raise the right front wheel and remove cam cover. Removing the cover is messy, time consuming and eventually compromises the

CITROËNVIE!

Happy bubbles!
Michael Lippig

Men and machinery proved they were equal to the task at the formidable first annual Mexican 1000 Rally (well, some of 'em anyway)

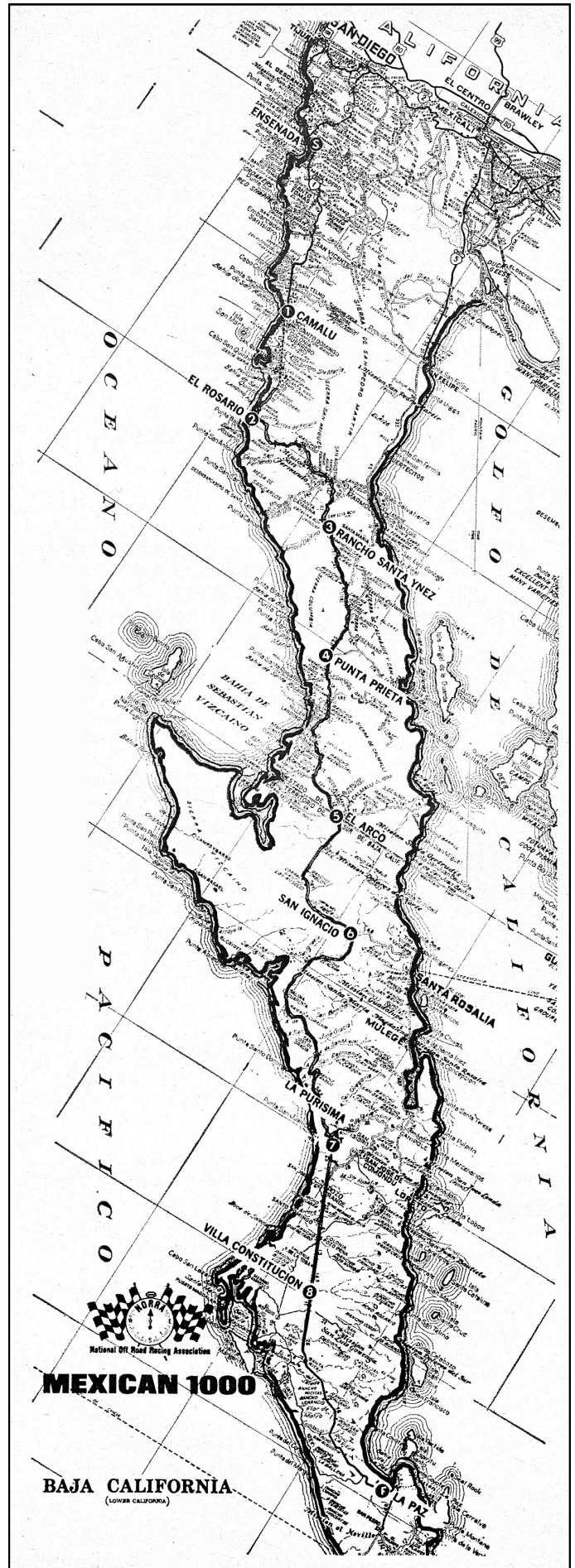


Oops!! Where's the spare? Citroen never road tested like this.

Baja is a slim Mexican peninsula stringing off the end of California for a thousand miles. In that distance, there are roughly 200 miles of paved road. The rest is differ-ent. Very different. Sand, silt, rocks, mud and salt are laced together to form the "road" which snakes across deserts, mud and salt flats, and up and down sierras.

For the bulk of the distance, there is no farming, ranching or hunting. The land is rock, sand and cactus, and little else can survive. With all of this well in mind, a group of adventurous souls formed NORRA (National Off Road Racing Association) to stage a race from Tijuana to La Paz. If you need it all spelled out, this means racing from one end of the peninsula to the other.

Graced with tantalizing desert landscapes, lush oases and rich marine life, Baja California is one of the most compelling and popular destinations in Mexico. Its human history is no less enticing, with a legacy of remote cave paintings, crumbling Spanish missions, top-notch beach resorts and fabulous seafood.



Article supplied by Garth Campbell from

HOT ROD magazine.

1979 2500D Citroen CX 5 speed manual, (based on a Pallas 2400)

(04/14)

Price: \$7,500 **Odometer:** 66,592 kms **Registration{ No VIN:** 05MJ7492 **Roadworthy certificate:** No
Exterior colour: Bronze: **Interior colour:** Tan: **Year:** 1979 Normally aspirated **Badge:** Pallas: **Transmission** 5 speed manual: **Body** Sedan: **Engine** 4 cylinder Diesel

This CX 2500 D has had a lot of restoration work completed and kilometres driven since this work are less than 20,000 km, and nearly all on the highway. The actual kilometres registered are 66,592 (The CX odometer only goes to 100,000 km). Restoration work: The 2.5 litre diesel engine and 5 speed transmission were overhauled and restored and fitted into a 1979 CX 2400 Pallas. The steering rack was removed and refurbished, the front and rear suspension was totally refurbished, and all spheres re-gassed or renewed. New front brake discs were fitted, and all new brake pads fitted. Tyres are 80%. The body has been carefully repaired and totally re-sprayed, and the paintwork is in very good condition. It has tan leather interior is in reasonable condition with only deterioration due to age. The car starts and runs very nicely. The Michelin tyres are 50% on the front tyres and 80% on the rear. This CX has had much time, meticulous work and money expended by the previous owner (based in W.A.) to get it to this point and whoever becomes the owner will be the beneficiary of this, beyond the asking price. The engine runs smoothly and pulls well, and is very economical (around 6.7 lt/100 km; 42 mpg), and the car rides as smoothly as a CX should. It has been garaged all the time I have owned it, and is now up on blocks but started occasionally. I have two of this model so one is surplus to my requirements. The car is garaged in Holbrook, NSW.

Please call Shane [Phone: 0403090930] or Peter (after March 15)[0402412050]

2005 (July) Citroen C5 "Exclusive"

(05/14)

6 speed auto. hatchback. 75,500 k's, full service history, books, etc. Just had timing belt (full kit, water pump, etc.) fitted, two new Michelins and a set of 4 new brake rotors and (genuine) brake pads included with car (due to be fitted at 85,000 k's). Car is in pristine condition inside and out with off white leather and Sable metallic paint. All "Exclusive" features. Reg. ZYL 397 (Aug. '14). RWC. Price \$10,000. Mornington Vic. Graeme Love (03)5973 5330.

1969 2CV Burgundy and black Charleston.

(05/14)

Registration JOUET expiry 26th May 2014. On expiry of rego car will be offered for sale unregistered.

Vin No. AM20480017315 Eng No. 17315. Black fitted sheepskin seat covers front and rear. Radio.

Garaged at Bendigo. Car has had very little use in the last fifteen years. \$13,000. Phone Tony, 03 54423849.

Huge workshop clearance sale.

(05/14)

Electric tools and many other tools and accessories of interest to the enthusiast. Too many to list individually. Phone for a full list of items and prices to be emailed to you if interested.

Graeme Love 5973 5330 or 0409 087 157

A traffic cop flagged down a motorist and said, 'I'm arresting you for going through three red lights.'

'Yeah, well, I'm colour blind,' said the motorist.

'In addition to that, you were exceeding the speed limit,' said the policeman. 'So what?' said the motorist. 'And on top of all that you were going the wrong way down a one-way street,' added the officer. 'I always did have a lousy sense of direction,' said the motorist with a smile.

At that point, his wife leaned forward from the back seat and said, 'Don't pay any attention to him, officer. He always talks like this when he's had a few drinks.'

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 \$10 for three months (\$15 with photo)**

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.

1979 Citroen CX C-Matic Pallas

12/13

Complete car but has some broken windows. Restorer or parts. Price negotiable.
Car is in Wodonga area. Eng number 05MJ6415. Price negotiable. Some old DS bits also available.
Phone Rex (02) 60265577 or 0448000349.

1962 ID19

2/14

Good original Heidelberg car, genuine 2 owner, known history. Everyday drive until 2002. Always garaged. Lido Blue/Off White ('90s re-spray). Reliable, runs well. Suspension good. Reg. to Nov. '14. No RWC. Little to do. Needs headlining. On 15" Michelin XZX. Includes 165 x 400 rims & Michelin X tyres. Stainless steel exhaust system. For Sale with personal plates 'ID1962'. Includes all Citroen memorabilia, ie, videos, books, few spares, etc. Regretful sale - moving - no space. \$9700. John. Mortlake, Vic. Registration # ID 1962 Vin No: 19621558



1984 CX 2500 Auto

3/14

It is silver in colour and has one small rust spot on corner of back LH door.

It has series 2 bumpers, It drives well and speedometer reading is 133000

Work done by Paris Motors: Drive shaft boots, New starter motor. Work done by Heka: Replace front suspension cylinder boots, regas spheres and new top engine mount. Extra's include spare water pump, starter motor, alternator and head lights for series 2 car. There is a car cover and there are two genuine factory manuals. Rego is WA and through to June 14. Reg No. is XCX 084 Vin no. is VF7MANG0000NG
\$ 4000.00 negotiable.



Available: Alex McPhee Malvern East 3145

1926 CHENARD SENECHAL, Z2 boat tail speedster.

4/14

Very rare car. Restored and in great 'ready to rally' condition. 1.5 lt 4 cyl., 4 speed and 4 wheel brakes. Currently on non-transferable club permit. Registration is Club Permit no. 5 284. Vehicle in Mornington Victoria.

For photos or more info. phone (03)5973 5330 or email: gralove78@gmail.com

\$25,000

Graeme Love, Mornington



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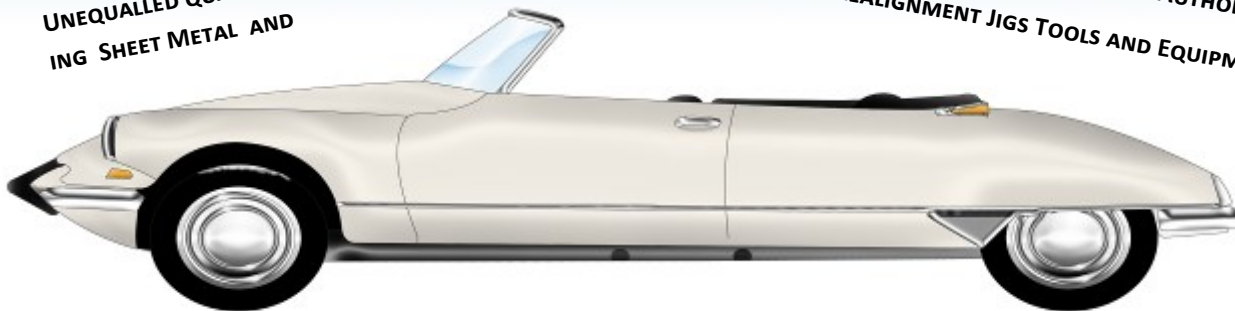


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