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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

July 2014



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- Unsold cars
- H Van Vending Potpourri
- Brit woman chief executive
- UK Car Club Run



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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

Club Permit Scheme Secretaries

Peter Dekker and Ferdi Saliba (refer above) are currently the only Secretaries authorised to sign CPS Applications/Renewals. Their signatures are recorded on the VicRoads database. Anyone else's signature (ie Club Secretary) risks rejection of your Application/Renewal.

As club plate holders, each of you have certain responsibilities. These are spelt out in the CPS Handbook (current edition June 2011) which is available from the Association of Motoring Clubs Inc (AOMC - 1/3 Edgecombe Crt Moorabin 3189 phone 3 9555 0133) for \$6 including postage. There have been some amendments and additions (19 November 2013) since this Handbook was published. These can be downloaded from the AOMC website (<http://www.aomc.asn.au/>) and added to your handbook. Please note: The Handbook will be updated in 2014 following the introduction of VicRoads VSI 33 We will advise you when this occurs.



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

24 - 26 OCTOBER 2014 ROYAL EXHIBITION BUILDING

Friday: 9am – 6pm

Saturday: 9am – 9am (Theodore Bruce Collector Car Auction 6.30pm - 9pm)

Sunday: 9am – 5pm



Hi everyone,
I'm feeling a bit nostalgic as I write this because it could be my last report for the newsletter. After over 10 years on committee I feel it is time for me to step aside and let new people with new ideas contribute to the club. I have enjoyed my time on committee and have got a lot of satisfaction from organising club outings as well as larger events such as French Car Festivals, Concours days, and more recently Cit-In. I know my organisational skills have improved and have met a number of interesting people along the way, and have been to many out of the way places with the club. I will miss the committee activity but I know the club will be in good hands with some experienced committee members and some newer ones.

I need to mention that our treasurer Dave Rogers will be relinquishing the treasurer's position at the AGM and the club is looking for a new treasurer, for anyone with a financial inclination the job is not too

FRONT COVER

Grand opening of Alan Mance Citroen Dealership in Footscray with Club Members cars on display.

The new C4 Picasso Grande is shown with Citroen's National Sales manager Shaon Mackbe.

The H-Van owner Mark Ambrosini operates a mobile coffee shop. Free coffee and BBQ lunch was provided on the day.

Photos: Tom Grucza.

onerous as much of the grind is helped out by our automated membership system and the MYOB accounting system. It does require regular updating (just like our cars !) to ensure the club runs smoothly. Please talk to a committee member if you are interested.

Over the last few years it's been heartening to see club membership numbers steadily increase, I remember the days when we had around 100 members, now we have over 200 families and close to 300 individual members. There has been a noticeable shift from the older cars to the newer cars, and less emphasis on the technical side as the newer cars become more complex and amateur mechanic unfriendly, and also as many of our members become less inclined or able to swing a spanner.

For those still willing to crawl under or over a car there is a wealth of knowledge in the club and I will still be available to assist where I can.

By the time you read this the club lunch at Harcourt will be over, yes it was on Saturday in case you turned up on Sunday. I will be at Mungo National Park enjoying the scenery and some relaxation, I checked the temperatures today and it looks like overnight temperatures of 7 degrees or warmer, positively tropical compared to a couple of nights at -7 on the Mountain Raid in 2012.

In July Micheal Sparke has organised an interesting run to Broadford, a drive through some scenic country, a bike race to watch then lunch, sounds perfect!

In closing, I wish to thank everyone who has helped me over the last few years, without this support what I have done would have been impossible. It is by working together that our club can achieve much and be strong into the future.

Drive your Citroen everywhere

Peter Dekker.

DISCLAIMER

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

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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 past 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 (Subject to committee approval).

CCCV welcomes the following new members to our family: Peter Jelly, Eov Azoulay, John and Jenni Albanis; Geoff Burfurd, Leonard Stampton, Anthony Xuereb, Greg Wood, Daniel Moore, Laurence John and Peter McGrath together with Loris aka Laurie Bellingham.

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
July	2	Bastille Night	October 24-26 Motorclassica Royal Ex Build <input type="checkbox"/>
	12	Broadford Run & Pub	
August	4	Club Night - Speaker on Tyres Run—John Dorgan home. DTBA	December 7 Big Boys Toys <input type="checkbox"/> Essendon Airport.
September	3	Club Night -Speaker - Italian Wine Tasting	2015
	28	French Car Festival—Balwyn	Feb 20-22 Venus Bay weekend
October	1	AGM Run-Gippsland Wine Company DTBA	<u>60th Anniversary of the Citroen DS</u> For more details on club events contact John Dorgan on 0428 358 095
Denotes a Non CCCV sponsored event. <input type="checkbox"/>			

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

12 July Broadford Run

Will rendezvous at the Donnybrook service station corner Donnybrook Rd and Hume Highway at 10am. The run will go through Whittlesea, West Kinglake, Hazeldene, Flowerdale, Strath Ck (where we take in Murchison's Gap) then Broadford.

For the adventurous and those wanting to work up a lunch, you may like to spectate at the Preston Cycling Club's Alf Kimpton handicap on the outskirts of Broadford.

This annual bicycle race can be viewed from the corner Sugarloaf Ck and Broadford-Glenaroua Rds. Care must be taken as you approach this area as the race will be in progress. Race corner marshalls will be in place, park in a safe location.

In the spirit of Le Tour de France and an early Bastille Day, a French inspired menu has been created by John at the Broadford Hotel. Special dietary requirements are available via the pub menu.

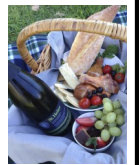
All of the roads on this run are the training circuits for many northern suburbs racing cyclists. Lunch will be around 1'ish.

RSVP by 8 July to assist in catering. m.sparke@optusnet.com.au or 0432 685 704



August

Run & Lunch at John Dorgan Home. Further details next issue



September

Run to Phillip Island, Veterans Museum and lunch at the Kilcunda Pub.



October

Run to Gippsland
Wine Company



UK CAR CLUB RUN.

We arrive at Imber and discover the delights of St. Giles' Church (and it's welcoming coffee stall).



Taking up all the parking at Imber

Now, for those of you who don't know, Imber was a tiny hamlet whose founders lacked the foresight to know that on 1st November 1943, the military would roll up and give its 135 inhabitants 47 days to gather their goods and chattels (including 5,000 head of livestock) and not be there by the time they returned. It was OK, though, the MoD would pay for the value of the vegetables they had to leave

behind in their gardens. Glad to do their bit for the war, the villagers gladly complied, so that the military could practice for D-Day. Unfortunately, in 1948, the military decided that Imber was such a vital training area that their verbal promise that the villagers could return one day was gone with the wind.



St. Giles' Church - all that remains of the hamlet

Today, most of the village has disappeared, replaced with the empty shells mimicking a modern housing estate, used for training. St. Giles' Church, did survive annihilation. Most of the year it is closed, like the village, but today it was open. I wasn't expecting such a pretty church - the exterior is a bit plain, especially on a grey day. The interior was charming - decorated with holly, flood-lit, with a lovely wooden roof and tiled floors, and even some of the original paintwork in evidence on the masonry.

Best of all, a welcoming group of local church preservationists on hand to sell coffee and tea. After an hour's pit-stop, with time to take photos of the impressive line-up, and wander round the churchyard and exercise the many canine companions that joined our party, we once again took to the road for some more dirt-tracking convoy shenanigans. No A-Series were harmed* during the making of this Raid, although Mr. Fieldhouse did put a dent in his exhaust pipe, but he's probably blaming Caitlin for that since she was driving 'Hetty', the gorgeous Belgian.



At this point, Sam Glover - whose Volvo* was the only car to break down en route - had to head off, citing a family commitment 'that started 2 hours ago!'. I don't think he really wanted to leave the fun...





We arrive at The Churchill Arms and discover the delights of Minestrone soup.

About an hour later, we rolled up to The Churchill Arms in Lavington, where the beer was good, the welcome friendly and best of all, the heating on. James had arranged for us all to have lunch there, so after some ingenious double-parking in the car park, we flooded into the back room for a welcome sit-down and defrost. All except poor Bob Brotherhood, who decided that the points box on this '50s 2CV needed changing there and then if he was going to make it home safely. So, with a spare points box provided by Gary (lucky it was a modern one he needed!), he stayed outside to make some running repairs.

Our hosts served us a delicious home-made Minestrone soup with ciabatta bread. Now I'm not the biggest fan of soup, but this was really tasty, and just what the doctor ordered after the chilly convoy. The bonus was that I could have a pint of real ale as well, what with being in the back of the van again for the ride home..

This was my first Raid Imber, and what a treat to have such an array of vehicles to hoon with and to be able to see in the church, which hasn't happened in previous years. The best bit was definitely getting to drive across the rarely accessed military roads, which posed no problems for even the shoddiest of vans. Congratulations to The Bath Tub Club, and my thanks to James and 'Captain' Colwill for organising it all. It was universally acknowledged that all in all, it was a Grand Day Out, as Wallace & Gromit would have said.

CITIN

The CCCV wishes to thank all our sponsors to the 2014 Citin event., held at Rawson You contributed to its great success, and we did appreciate it.

Sime Darby Motor Group Australia

RACV

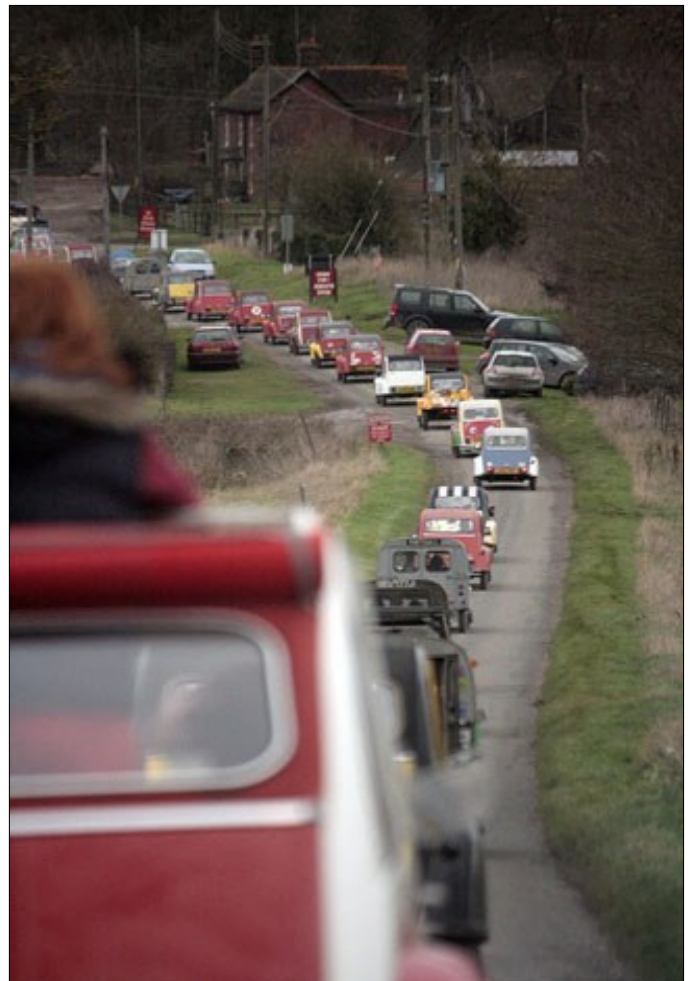
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Fill a village

Team Citroën Australia Takes Second Podium for 2014 at QUIT Forest Rally

9 April 2014

Adrian Coppin and Tim Batten have finished third outright at the QUIT Forest Rally over the weekend, after a close duel with team mates Tony Sullens and Julia Barkley, who came home in fourth. The podium marks the second for Coppin and Batten this season, after placing second at the National Capital Rally last month. The rally marked the 30th anniversary of the event in the Busselton region, south of Perth, as competitors were received by pristine weather, a strong crowd, and challenging stages over both tarmac and gravel.

The event started well for Sullens and Barkley, who were sitting in third place after the initial tarmac special stage, while Coppin and Batten were further down the field in seventh. This was the first time both drivers had competed on tarmac in the CITROËN DS3.

“At the start of the day we didn’t think we’d get the car set-up right, but this evening it all turned around for us and we’re now in third. This event will test the adaptability of the CITROËN DS3 and the team. We’re still learning about the car, and every surface is different,” said Sullens.



“It’s unique to start a rally on tarmac, and not something I’ve had the opportunity to test or race on in the CITROËN DS3. From today, I have learned to improve my launch on tarmac, something I’ve never

had to do before,” said Coppin.

The second day of competition saw teams take to the forests surrounding Nannup, where Sullens again started strong and maintained a faster pace over Coppin in the morning. After suspension changes and a boost in confidence, Coppin answered back in the afternoon, climbing from seventh to third, leading in to the final day with a podium position to preserve.

“We were in seventh going in to the afternoon stages, and decided to make some adjustments to the suspension of the car to soften it up a bit. The car transformed, we got our confidence back and were able to push on. We overcame Tony for 3rd place today which is somewhat taking the good with the bad, but overall, a fantastic showing for Team Citroën to have both cars in the top end with no issues,” said Coppin.

Unfortunately for Sullens, suspension issues plagued the afternoon leg of competition, seeing him drop off the pace and finish in fourth.



“We started brilliantly, then it somewhat went downhill from there. In the morning we were on the pace well and the CITROËN DS3 was handling the roads with ease. Later on, we thought we had a flat tyre,

but when we got out to check, everything looked fine. We weren't sure what had happened, and we lost a heap of time driving slowly to accommodate the then unknown issue. We've found the problem now and it's an easy fix. Tomorrow I will start with an even keel and be looking to make up time," said Sullens.



The final day of competition gave competitors the chance to redeem themselves and a last attempt at a podium spot. The first taste of true team rivalry came for Team Citroën Australia, as Sullens was looking to get back the podium spot which his team mate had taken just the day before, and Coppin was looking to defend it.



"We started off a bit slowly this morning but we came back strong this afternoon and it paid off. I'm ecstatic to have a second podium in as many rallies; a dream start to the season," said Coppin.

"This event was tough. There were times we thought we'd have damaged the suspension, had a flat tyre or smashed a wheel, but Adrian just clicked to the next gear and the CITROËN DS3 kept going. The car is

amazing, and nothing phased it," said Batten.

Sullens finished the day strongly, but it wasn't enough to clinch the podium spot back from his team mate.

"We finished in second for the day, which was a great



result and showed we have the pace. It was very close between Adrian and I, and we didn't know exactly who would end up in third. Adrian had two thirds, we had a second and a fourth, and when they went back and calculate the individual results over the weekend, Adrian pipped us. We're ready for the next round though. The car is really good now, we and it's much better than it's even been," said Sullens.

"Today really solidified all we have learned in the car. We drove hard, the car is great, and none the less, it's great to see CITROËN on the podium," said Barkley.



Leading in to Round 3 of the East Coast Bull Bars Australian Rally Championship, Coppin and Batten are sitting in third, with a mere 9 points separating them from second place holders Scott Pedder and Dale Moscatt. Sullens and Barkley follow behind in a close fourth. The next round of the championship will see competitors take to the International Rally of Queensland in June. Official results and is available on the Australian Rally Championship website, www.rally.com.au

Vintage Citroëns Spotted in Cambodia



While vacationing in Siem Reip Cambodia yesterday Citroënvie member Gord Linkletter sent us this photo of two 1920 something Citroëns parked in front of his hotel. The beige one appears to be a C4 and the green one a B14. Gord says they are in good condition and are used to drive tourists about Siem Reip for \$45 US per hour.

[Ed note: We presume they can keep them looking pretty spiffy if they are getting \$45 an hour. If we were there, we would hire the cars for 24 hours and forgo the hotel room!]



Always Underwear.....

Always wear underwear in public, especially when working under your vehicle. From the local paper comes this story of a Brisbane couple who drove their car to the shopping centre, only to have their car break down in the car park. The man told his wife to carry on with the shopping while he fixed the car. The wife returned later to see a small group of people near the car. On closer inspection, she saw a pair of hairy legs protruding from under the chassis.

Unfortunately although the man was wearing shorts, his lack of underpants turned his private parts into glaringly public ones. Unable to stand the embarrassment, she dutifully stepped forward and quickly put her hand up his shorts and tucked everything back into place.

On regaining her feet, she looked across the bonnet and found herself staring at her husband who was standing idly by watching.

The RACQ mechanic however had to have three stitches in his forehead.

Dutch Treat at Niagara Falls



by George Dyke....CITROENVIE

Back in April I received an email from Marcel Dehue of the The Netherlands about a group of Dutch classic car owners who were planning a trip across the USA in October from New York to Los Angeles. They were planning on stopping in Buffalo, Toledo, Chicago and then traveling along old Route 66. Marcel wondered about meeting up with some of our Club members at Niagara Falls. I suggested we meet and accompany them to Buffalo and have dinner. Over the course of the summer things firmed up and I was introduced to the group's travel co-ordinator Gerrienne Olijslagers. She and I exchanged a few emails and set up a rendezvous on Oct 6 at 4 pm in the parking lot on Goat Island as the group was driving from Watkin's Glen that day, would be arriving at the Falls early in the afternoon and wanted to take a few hours to experience the wonder of Niagara Falls.

Larry Lewis, Roland Voegele and I met the group as planned. We were pleasantly surprised to see not only Citroëns with Dutch license plates when we arrived, but 3 Jaguars (including a XK-120), a Saab, a Peugeot 403 and a 1937 Bentley!! And low and behold there was a DS23 4 door cabriolet like nothing we had ever seen. As Agbert, the owner, explained, it was custom creation that he did based on a few other 4 door DS conversions he had seen. After extensive research he took the brave step to cut top of his and make the necessary re-enforcements and a complete folding roof structure. Then he and his wife demonstrated how the roof retracted. Release pins in the back fenders allow them to spread outward at the top to accommodate the roof mechanism as it retracted. Once fully back the fenders are pushed back in place. Very cool. The sedan side

posts between the front and rear door were pinned so a mere pull upright and they could be lifted off with ease. The front windshield area contained a small fixed portion of the roof that ran straight cut across from the side pillars. Not only did it act as a bit of a windbreak and sunshade, but it helped provide rigidity. To ensure structural integrity in the critical front cowl area, Agbert added additional strengthening to the vertical sides of the front footwell area. He did the same between the front and rear doors on each side to properly support the back doors. Windows in the back doors he cut a little steeper on the top and raked more at the rear to accommodate the folding roof. It's a most impressive bit of engineering. Henri Chapron would be impressed!

Franz Kleinschmidt and his wife, who live in Buffalo, brought their North American spec DS21 to meet them along with mini-keg of beer that became the basis for a tailgate party! Almost as much appreciated as the beer was the Dutch folks being able to look at the unique features Citroen offered on the US spec cars; – the exposed sealed beam headlights, the cover plates in the front where the turn signals reside in european versions, the round turn signals in the lower front valence, the side-visible turn signals that flank the rear window and the round tail lights.

Gerrienne's efforts in preparing for the trip included producing a 2 volume book, each one a half an inch thick and spiral bound, showing maps of each daily route with detailed driving instructions, and photos interspersed of some of the sights that would be seen along the way. Talk about preparation!

We made our way to Buffalo and got Gerrienne and her husband Will, who drove their lovely DS21, checked in the Adams Mark Hotel. Then they, and many of the group, joined us for dinner at Coles on Elmwood Ave. Coles is one of Buffalo's best spots for a great election of beers, tasty food and a friendly pub atmosphere. The group brought postcards, club magazines and ribbons with tiny wooden shoes that they gave to us. Even though they had been up since 5:30 am, we partied to 11:30 pm and then said our goodbyes and best wishes for an enjoyable and memorable trip westward.

H Van Vending Potpourri



The lowly Citroën H Van is turning up in all sorts of places these days taking on a rejuvenated role as a street vending vehicle in a variety of food truck and rolling shop variations.



Here's a gallery of photos that really illustrates its diversity and the creative ways people are using them in their businesses.





The World's Best Car: Chris Harris's Citroën 2CV

You may consider this a joke, but we assure you – it's not.

Chris is a career motoring journalist who has pioneered the online video format. He runs a weekly show on the /DRIVE channel—/CHRIS HARRIS ON CARS—that has become the default location for reviews of the latest fast cars. He has worked for most of the large magazine titles as a reviewer and columnist and founded the online enthusiast project Drivers Republic in 2008.

And after road testing, all the latest Lamborghini, Ferrari and Porsche and McLaren offerings, what has he chosen as his favourite car? An early Citroën 2CV of course! He explains his reasoning in this entertaining video that beautifully encapsulates what us 2CV drivers already know make them very special cars.

<http://youtu.be/76ktMcCDZvk>



July 2014



Rare Citroën Kegresse Half-



A rare Citroën Kegresse Half-Track from The Littlefield Collection is to be auctioned on Saturday July 12 at Auburn, Indiana. It will be offered without reserve and current estimates are that it will sell for a paltry \$5,000 – \$10,000 USD.

Although the model year is not mentioned, the listing says that it was built in the 1920s or early 1930s. It appears to be an older restoration with the blue painted exterior in very good condition. The suspension components appear to all be in good shape and serviceable. The upholstery of all seats is in good condition. The driver's instruments, pedals and shifter are all present. The downside is that the engine is non-operative and will need a rebuild. Not that big a deal to make right and set out to make your own Grand Croisière adventure!

Track - For Sale in the USA

And if that's not your style, how about a Panhard M3 Armored Personnel Carrier being offered at the same auction?



Ms Jackson has presided over a 6 per cent rise in sales in her region in the past year alone, successfully moving the company away from a discounting culture and unprofitable fleet deals.

She told the BBC in an interview (that you can watch below), that she believes having her Anglo Saxon, British way of doing things will be a good thing in a diverse French company. She said: "We want to be more creative, affordable and offer things that really matter to mainstream customers".

Ms Jackson is taking the the wheel at Citroën at a difficult time, with parent company PSA Peugeot Citroën, Europe's second-biggest carmaker, struggling to stem losses in most of its traditional markets.

Outgoing chief Mr Banzet is a member of the Peugeot family, which is reducing its stake so the company can accept a 3 billion euro cash injection from the French government and China's Dongfeng Motor Group.

France, Dongfeng and the Peugeot family will each hold a 14 per cent stake in the company, with the hope that the Chinese connection will help drive higher sales in the country, now the world's biggest car market.

The reshuffle comes shortly after Carlos Tavares, a former Renault executive, took over from former Peugeot CEO Philippe Varin.

Strategy director Yves Bonnefont, who currently doubles as deputy head of Citroën, will lead the premium DS marque as it separates from Citroën under a recovery plan unveiled by Mr Tavares.

Ms Jackson and Mr Bonnefont will sit on the group's executive committee along with Peugeot brand chief Maxime Picat..

British Woman Becomes Citroën's Chief Executive

A British woman is the new CEO of Citroën effective June 1. Linda Jackson, 55, head of Citroën in the UK and Ireland since 2010, takes the driver's seat at the 95-year-old company from former chief Frederic Banzet.



The Warwick University graduate has more than 35 years experience in the motor industry, but is just the third woman to ever head up a major car maker.

UNSOLD CARS



THE WORLDS UNSOLD CAR STOCKPILE

Houston...We have a problem!...Nobody is buying brand new cars anymore! Well they are, but not on the scale they once were. Millions of brand new unsold cars are just sitting redundant on runways and car parks around the world. There, they stay, slowly deteriorating without being maintained.

Below is an image of a massive car park at Swindon, United Kingdom, with thousands upon thousands of unsold cars just sitting there with not a buyer in sight. The car manufacturers have to buy more and more land just to park their cars as they perpetually roll off the production line.

There is proof that the worlds recession is still biting and wont let go. All around the world there are huge stockpiles of unsold cars and they are being added to every day. They have run out of space to park all of these brand new unsold cars and are having to buy acres and acres of land to store them.

NOTE:

The images on this webpage showing all of these unsold cars are just a very small portion of those around the world. There are literally thousands of these "car parks" rammed full of unsold cars in practically every country on the planet. Just in case you were wondering, these images have not been *Photoshopped*, they are the real deal!

Its hard to believe that there are so many unsold cars in the world but its true. The worse part is that the amount of unsold cars keeps on getting bigger every day.

It would be fair to say that it is becoming a mechanical epidemic of epic proportions. If anybody from outer space is reading this webpage, we here on Earth have too many cars, why not come and buy a few hundred thousand of them for your own planet! (sorry but this is all I can think of)

Below is shown just a few of the 57,000 cars (and growing) that await delivery from their home in the Port of Baltimore, Maryland, U.S.A.



The car industry would never sell these cars at massive reductions in their prices to get rid of them, no they still want every buck. If they were to price these cars for a couple of thousand they would sell them. However, nobody would then buy any expensive cars and then *they* would end up being unsold. Its quite a pickle we have gotten ourselves into.

Below is shown an image of the Nissan test track. Only it is no longer being used, reason...there are too many unsold cars parked up on it! The amount of cars keeps on piling up on it until its overflowing. Nissan then acquires more land to park up the cars, as they continue to come off the production line.

The car industry cannot stop making new cars because they would have to close their factories and lay off tens of thousands of employees. This would further add to the recession. Also the domino effect would be catastrophic as steel manufactures would not sell their steel. All the tens of thousands of places where car components are made would also be effected, indeed the world could come to a grinding halt.



Below is shown just a small area of a gigantic car park in Spain where tens of thousands of cars just sit and sunbathe all day.

Tens of thousands of cars are still being made every week but hardly any of them are being sold. Nearly every household in developed countries already has a car or even two or three cars parked up on their driveway as it is.

Below is an image of thousands upon thousands of unsold cars parked up on a runway near St Petersburg in Russia. They are all imported from Europe, they are all then parked up and they are all then left to rot. Consequently, the airport is now unusable for its original purpose.



The cycle of buying, using, buying using has been broken, it is now just a case of "using" with no buying. Below is an image of thousands

of unsold cars parked up on an disused runway at Upper Heyford airbase near Bicester in Oxfordshire. They are seriously running out of space to store these cars.

It is a sorry state of affairs and there is no answer to it, solutions don't exist. So the cars just keep on being manufactured and keep on adding to the millions of unsold cars already sitting redundant around the world.



As it is, there are more cars than there are people on the planet with an estimated 10 billion roadworthy cars in the world today. We literally cannot make enough of them. Below are seen just a few of the thousands of Citroen's parked up at Corby in England. They are being added to daily, imported from France but with nowhere else to go once they arrive.

So there they sit, brand spanking new cars, all with a couple of miles on the clock that was consummate with them being driven to their car parks. Manufacturing more cars than can be sold is against all logic, logistics and economics but it continues day after day, week after week, month after month, year in year out.



Below, all nice and shiny but with nowhere to go. *Red and white and black and silver, purple, pink and blue, all the colors of the rainbow and be they all brand new.* Indeed all the colors of the rainbow are down there on those cars, making pretty mosaics, montages of color and still life. Maybe that is all they will now ever be, surreal urban art of the techno production age. *Magnificent metal boxes, wasting space and saving grace, all sitting still, because its business at mill.*

All around the world these cars just keep on piling up, there is no end in sight. The economy shouts out quite loud that nobody has the money anymore to spend on a new car. The reason being that they are making their "old" cars go on a lot longer. But we cannot stop making them, soon we will run out of space to park them. We are nearly running out of space to drive them that's for sure!

Below the cars mount up in the port of Valencia in Spain. They will not be exported as there is nowhere

for them to go, so they just sit and rot in their colorful droves.

Gone are the days when the family would have a new car every year, they are now keeping what they have got. It may be fair to say that *some* families still get a new car every year but its the majority that now do not. The results are in these images, hundreds of thousands if not millions of cars around the world are driven from their factories, parked up and left.

Could we say that these cars have been left to rot! Maybe, as these cars will certainly rot if they are not bought, driven and cared for. It does not look like they will be sold any day soon, many of them have been standing for over 12 months or even longer and this is detrimental to the car.

Below, as far as the eye can see, right into the background, cars, cars and more cars. But what's beyond the horizon? Have a



guess...Yes that's right...even more cars! All brand new but with no homes to go to. Do you think they will ever start giving them away, that may be the only radical solution. Who knows, you could soon be getting a free car with every packet of cornflakes.

When a car is left standing idle, all the oil sinks to the bottom of the sump, and then corrosion begins to set in on all the internal engine parts where the oil has drained away. Cold corrosion is when condensation builds up in the cylinders and rust forms in the bores. The engines would then start to seize and would need





with new models with the latest technology in them. Hence prospective buyers of, for example, a new Citroen Xsara Picasso want the latest model, not last Picasso cars from the previous year will now have even lesser chance of being sold.

The problems then just keep on mounting up. In the end, the unsold cars that are say 2 years old will have no alternative but to be either crushed up, dismantled and/or their parts recycled.

Some car manufacturers moved their production over to China, General Motors and Cadillac are examples of this. They are then shipped over in containers and unloaded at ports. However they are now being told to put a big halt in their import into the U.S.A. as they just can't sell them in the quantities they would desire. Consequently Chinese car parks are now filling



to be professionally freed before they could be started. Also the tires start to lose air and the batteries start to go flat, indeed the detrimental list goes on and on.

So the longer they sit there the worse it slowly becomes for them. What is the answer to this? Well they need to be sold and that just isn't happening.

The epidemic is not improving, it is getting worse. Car manufacturers are constantly coming out Hence prospective buyers of, for example, a new Citroen Xsara



up with brand new American cars. Well nobody in China can afford them on their meagre pittance wages, so there they will stay until our economy improves...which it might do in a few generations.



Citroën Autoneeds

(Kyoto):

The Workshop.

Turn page for
more info

>>>>>



A field of Citroëns was recently happened upon and beautifully photographed by Jose M. López while visiting the Kansai region of Japan. The variety of models is astounding and the Japanese climate seems to have very kind to all of them. Most look like they would need relatively minor work to put back on the road. Check them out at:

<http://r32taka.com/2014/03/03/the-wait-for-a-need-life/>

The lot belongs to a company called Citroen Autoneeds, They operate a specialized restoration workshop located in south Kyoto:

<http://r32taka.com/2014/02/27/visiting-citroen-autoneeds-kyoto-the-workshop/>

Interested further?

Here's their website (in Japanese): <http://auto-needs.com/>

Tools and Parts For Sale (06/14)
2x DS19 Spare parts catalogues. 1x Lt15 Spare parts catalogue. 1x Citroen master parts catalogue (old).

Traction Tools
1x Traction d/shaft spigot puller.
1x Traction Inner bearing puller.
1x Top ball joint adjuster.
1x Brake drum puller
1x Outer Bearing Puller
1x Inner bearing nut spanner.
1x Jig for d/shaft yoke cups.
1x Spanner for adjusting diff. side bearings.
1x Tie rod end adjuster
1x Top ball joint puller
1x Bottom ball joint puller
1x Bottom ball joint puller Heavy Duty

D Series tools
1x Spanner for outer front wheel bearing ring
1x long chrome tube for inner d/shaft boots.

Tenders which close on 20th August 2014 may be mailed to the address below

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3/10 Arron Street, Ellerslie,
Auckland 1051
Mobile 029-525 080



20—— Citroen BX

7/14

It has 480,000km 7 seater wagon near to RWC condition. Registration is till end of July this year, 2014

Very reliable car. When the reg runs out I probably wont renew it. Its too good a car to scrap.

I am looking for \$2000 ono for it. Enquires to Jim Skapetis on 9499 7522 email at darebintyre@optusnet.com.au

1998 Citroen Xantia

06/14

My beloved Xantia has got to go. A very cheap comfortable car. 227,750 km. Been in family for 4 years. Excellent highway car. Previous owner meticulously looked after the car and so have I. Never missing service maintenance issues as they arose. Factory features are..driving lights..sunroof. .cruise control. 6-speaker stereo with steering wheel controls..rear sunblind..color coded bumpers and mirrors. Car is iceberg white. Sold as is with no RWC but can negotiate with purchaser. No oil leaks. No smoke. Plenty of power. Auto transmission is tired but works as it should. Bodywork is very good with no rust. Comes with 4 new tyres..new battery. 6 months rego..new front spheres. New twin Bluetooth (music and phone), Sony radio which is compatible with steering wheel controls. Very negotiable on price would like to see the car go to someone who cares about xantias.JSC 186. Asking \$1500 (Morwell)
Contact Chris Hawthorne 0417 794 317.

'D' Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members.
Contact: GARTH CAMPBELL on 0406 427 657 for details.

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]

What did the tornado say to the sports car? (Want to go for a spin!)

Citroen Big 15 Parts

(06/14)

2 drivers side guards, 1 passenger side guard, 1 passenger side bonnet (straight gc) 2 wheels, 3 bumper bars, 3 windscreens (2 with frames), door glass, drive shafts, trims, 2 front brake drums with backing plates, 2 rear brake drums etc. Panels and bars need work. Price Neg. Phone: Geoff 0408431990. Albury.

Citroen 2 CV 6 Special - 1986 - VIN: VF7AZAK00KA184843 -

(06/14)



Registered to April 2015 [XQV 373] - will be sold with RWC - Price: \$22 000-

This is a wonderfully easy car to drive. However, it has not been getting out and about as much as it deserves. So my "little red bin", as my friend affectionately refers to it, needs a new home.

The car is, I believe, in very good condition both body and paint work wise. I have had it regularly serviced since purchasing it and have had no major issues with it mechanically.

The best way for me to sell the virtues of this car is for you to see it for yourself. This is a car that draws attention so be prepared to return smiles and waves; and, to be stopped in car parks to be questioned by complete strangers who are either fascinated by this quirky little car; or, who want to share and reminisce their own European vacations in a 2CV.

Contact: Ryda Kiernan, Armadale Victoria 0408142086

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

jgrattonwilson@yahoo.com.au 03 5599 2499



1984 CX 2500 Auto

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

Available: Alex McPhee Malvern East 3145

Robbie & Alex McPhee mcfilms1@bigpond.com — 0438917088.



\$ 4000.00 negotiable.

3/14

Citroen H-Van wanted

(06/14)

I'm looking for a H-Van which could be used for our catering business.

Please contact Jordan: 0456893703 or jordan.hajek@gmail.com

2006 Citroen Berlingo

(06/14)

130,000 kms GC 1 owner RWC 9 months NSW reg DOL-602, 2 new tyres, Asking \$6500
Contact Geoff 0408431990. Albury.



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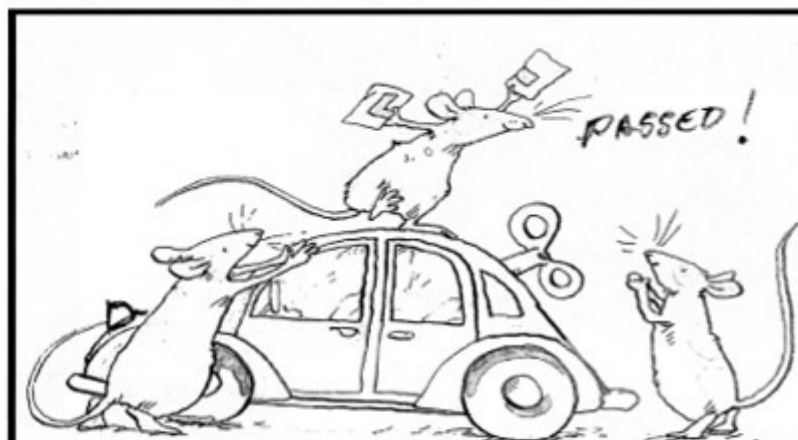
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The **Citroën Méhari** is a utility car and off-roader produced by the French automaker Citroën. 144,953 Méharis were built between the car's French launch in May 1968^[1] and 1988 when production ceased.



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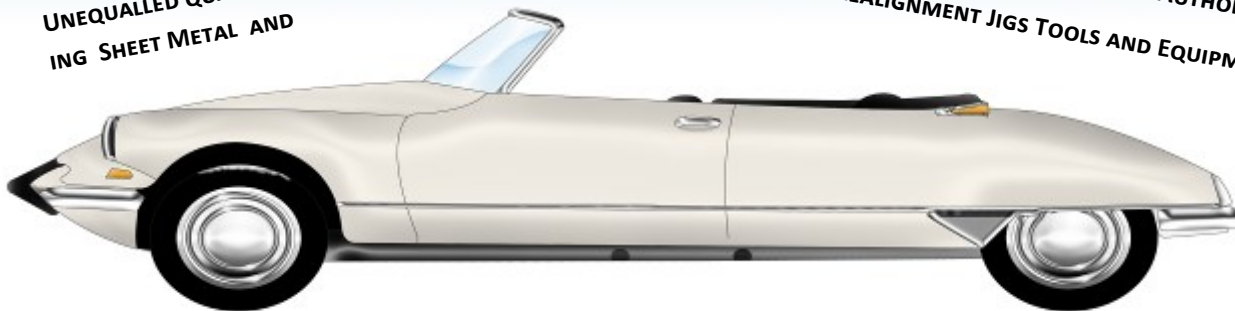


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