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THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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Ottawa Citroën Car Club

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On Collecting

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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



What a month it has been. Two weeks of leave set aside to enjoy a holiday locale and celebrate my daughter's last year at school prior to the serious stuff, however her work placement cancelled our plans.

So what do you do? Spend yet more time completing the latest resto project and you guessed it, another GS Break. I am really enjoying the challenge of learning new things about car restos. Those who attended the July club meeting may have met Andy who was visiting from Tasmania. Andy was a pivotal cog in the interpretation and application of all matters GS. It is such a treat to have years of experience working with you on a project. Andy was introduced through Aussiefrogs and love it or loathe it, what a great community of practice.

It would be great to hand down these new found skills, however the reality of car restorations is that it is an expensive exercise and I'm not confident will produce returns. By the time this newsletter goes to press, with clearance from the minister for war, finance, cycling and Citroëns, I am believe the latest GS will be close to the road worthy certificate.

The club held its monthly run to Broadford where some members opted for the comfort of the Broadie Hotel while others braved the outskirts of town and enjoyed the spectacle of the Preston Cycling Club handicap. In the spirit of Le Tour de France, which had just entered its seventh day, the run breathed a cycling theme. We stopped off at Strath Creek, Murchisons Gap lookout where I provided a Cycle Racing 101 tutorial. The run participants were exposed to race adjectives such as limit, scratch, middle markers, hubbard, hardman and soft, all of

which terms will be shared and explained to other members if the run is staged similarly next year. An early Bastille Day inspired menu was prepared by Michael and John from the Broadie Pub, thanks a million for the effort guys. Great pub!

If I don't win Tattsлото I will be hosting the August club meeting so come along and listen to the Resurrection Radio story. Bring along sample old radios if you want and Russell Griffiths will be really nice to you about it.

With the impending stepping down of Peter Dekker from the club executive there will be a huge hole in its organisational capacity. In the words of the past Victoria Police Chief Commissioner Mick Miller, it is always the same people who are prepared to put up their hands to do the work. Please prove me wrong on this matter. The adage that many hands make light work is very true and will be reinforced at the October annual general meeting.

Getting back to our club runs. If you happen to reside outside the run meeting place, it would still be fantastic for you to join us for lunch. For example, our run to Broadford was nearly halfway to other locations such as Shepparton, Bendigo etc. I originate from the bush and understand how geography can play an important part in event participation. Maybe members located in the outer reaches could organise their own runs to meet the main group. Social media, now that could be the answer. I understand the August run will be to John Dorgan's Lara Luscious Lunch so you better get revved up for that.

Viva Le Tour de France!

Michael Sparke.

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

Michael Sparke is busy at the Great Bicycle Race during our run to Broadford.

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 supplied by email sent you.

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: Keith Samuel , Doug Burke

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
	12	Broadford Run & Pub	26
August	4	Club Night - Speaker on Tyres	December 7
		Run—John Dorgan home. DTBA	Big Boys Toys
September	3	Club Night -Speaker - Italian Wine Tasting	Essendon Airport.
October	1	AGM	2015
		Run-Gippsland Wine Company DTBA	Feb 20-22
			Venus Bay weekend
			<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

Resurrection Radio - Guest Speaker

Since 1984 Resurrection Radio has specialised in the sale, restoration and repair of vintage radiograms, radios and gramophones.

The workshop is located at 275 Lawrence Rd Mt Waverley and has an extensive and ever-changing range of valve radios, radiograms, Edison cylinder phonographs, diamond disc players gramophones, turntables and valve amps.

Stock consists of examples from the 1920's dawn of broadcast radio, through to the deco bakelite era of the 30's right up to the coloured retro sets of the 50's. Resurrection Radio adheres to strict government laws regarding electrical safety with all restorations ISO tested and guaranteed.

Come along to our August meeting and listen to Andrew Griffiths story about radios. You may also like to bring along any old radios for viewing or appraisal.

August—Sunday 17th Run to Geelong etc.

Meet at BP on Princes Highway a few Ks. past Pt Wilson turn off at **9.45 am to depart 10am.**

From there in convoy to Osborne House Swinburne St Nth Geelong. Osborne House is a beautiful old 1850's blue stone mansion. Osborne House houses the Maritime Museum of Victoria. Several hours could be spent in this facility a nominal cover charge does apply but as a group we will get a discount.

As luck would have it on that day there is an open air market of local produce and art in the grounds which will probably include a coffee kiosk and of lesser importance maybe even a sausage sizzle.

When sated by matters historical head to 90 McIntyre Road Lara for a bar barque lunch

Meat, coffee, tea, cutlery, crockery and glassware tables chairs etc. provided.

We will aim to start cooking at about one go on until everyone is satisfied

BYO salads sweets and grog.



Easiest route to our place is by second Lara turn off from Highway past Hovels Creek then via Perkins Rd. to McIntyre's Rd.

September

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



FRENCH CAR FESTIVAL

October 26th; at Buchanan Oval in the Macleay Park complex Balwyn. (Melways 46 C4) We hope to see you all there

October

Run to Gippsland Wine Company



Your Club Needs You

After several years on committee filling the roles of either secretary or treasurer I've decided to relinquish my current role of treasurer come the next AGM. Hence, we will need a new treasurer. The role is not onerous and doesn't require complex accounting skills, it's more data entry as we use a basic version of MYOB which is not difficult to master. Member's subscription collection has been vastly simplified with the introduction of Club Hub and we have a membership officer to follow up on outstanding fees etc. the Club supplies a PC with all installed software plus a printer, so apart from a commitment of approx one day plus one evening a month, all you'll need to supply is a some desk space on which to set up the PC. I'll always be available to assist whomever takes on the role until they are comfortable with all the processes.

I intend to stay on committee, just move away from such a active role as I'm finding setting up my own business and overhauling my DS is making me time poor and, well something has to give.

Please give some consideration to taking on the role of treasurer, it's a vital position that needs to be filled and the more you put in, the more you get out. Something that I have certainly benefitted from over the last eight years.

Cheers,

Dave Rogers.



IMAGES FROM USA



Prepare for take-off!

RE: Club meeting 2/7/2014 Recommended by Walter Runciman

Upholster—Ross Miller 9807 9769 Windscreens—Paul Perkins 0439 037 417

A visit to my home town.

These pictures are taken in Selestat my home town in Alsace during my last visit there in May 2014. They were taken over just 3 days looking for older Citroen cars that still grace the town's roads.

The Diane 'fourgonette' (commercial) wasn't a hard find as it is my parents neighbour. The car is always parked there, it belongs to Robert who is using it only to go fishing as he finds handy to put all his gear inside. He said he had a bit of a surprise when he discovered on New Year day morning that the car was on its back!



Turned over by some hooligans the night before. It only sustained some minor scratches on the side front wing and apart from that is fine and works the same according to him. The 2CVs are peppered around town road and can be found somewhat easily especially on a Sunday but admittedly they are rarer and rarer. But the real find was two roads up from my parents' house where the beautiful DS Safari was parked in a courtyard. The older couple seating on the steps of the house were only happy to oblige and drive it out for my viewing when I approached with my camera in hand

mentioning that I belong to a Citroen Club, albeit an Australian Citroen Club which demanded a lot of explaining... The owner explained that he owned the car since new in 1975 and that he never experienced any problems with it.



He doesn't understand anything in mechanics and trusts the same person to service the car who is now in his 70's. The car started straight away and rose quickly, the interior was in good



condition for its age and not having been renovated and no rust or scratches were apparent on the body. I asked him if he had any offer for his precious car and said that if he had a Euro each time someone asked if it was for sale, he would be rich.

Christian Maier.



Re-attaching the front end

By Terry On Fj, Y

Well, the steering rack is now back on the chassis and the front wheels are on. I have to hook up the tie-rod ends to complete the job.

Chassis with rack on and wheels in place

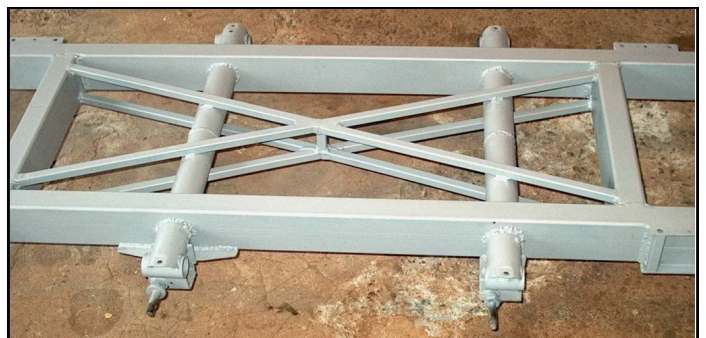


Here is a picture of the suspension stops that shows the absence of clearance to get the stops in.



Well, what do you do when you cannot rig up a torsion test? Why you skip the test and overbuild of course!

To do a torsion test properly would have required 400 lb weights (or heavier) and a strong garage floor to which the rear of the chassis could be bolted. Alas, we have neither. So, we opted to add cross bracing to the chassis, skip the torsion test, and hope for the best. Opinions on what we did are welcome.



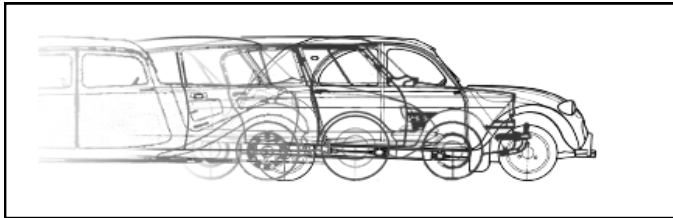
Here are some rules for assembling the front end that I learned the hard way. Before you bolt the front end in place you must :

- Install the front suspension stops. It is impossible to install them after the front end is bolted into place. This really sucks if you have to replace a suspension stop in a fully built car.
- Install the shoe, spring, and plug that holds the rack against the pinion. You can almost screw the cap in with the front end bolted in, The key word here is "almost".

● The rack slider fits in only one way so that the mounting screw holes align. Get it wrong and you will have to dismantle the entire rack again and re-assemble it so that the holes align. Ask me how I know!

The following figure shows the location of the shoe, spring, and plug that hold the rack against the pinion. Notice that you cannot get the plug in with the front end bolted in place. This picture shows the location of the mounting screws for the rack slider. These have to line up, so take this into consideration when assembling the slider.





OTTAWA CITROËN CLUB
CLUB CITROËN D'OTTAWA

Spring Drive 2014

By bob On F j, Y



On a gorgeous morning of Saturday the 10th of May, the club gathered at Jaro and Betzy's home in Cantley QC. As people arrived to a spread of fresh coffee and pastries, they took in the gorgeous surroundings of this one-time country farm property. Daffodils were growing everywhere, and birds were singing. What a wonderful dose of life after what was a long and at times difficult winter.

Eventually 11 Citroëns arrived, including two welcome visitors from the Montréal area: Franck P driving a lovely Ami8 Break, and Stevie and Natalia in a stunning blue SM. Local cars were: Jaro, Bob, Bruce, Ian, and Cor in 2CVs, Michel and Christian in DSs, Werner in his SM, and Sam H in his CX. What a great mix.

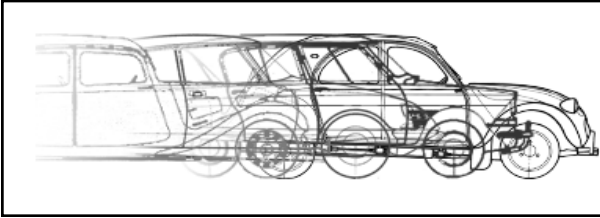


Jaro led us on a scenic drive to visit the historic covered bridge at Wakefield, where we stopped to explore. We then returned to Cantley, via the spectacular route along the Gatineau River. Jaro later claimed that he chose the route specifically to highlight the amazing suspension capabilities of our cars. All I know is that it is clear that not very many local tax dollars go into road repair!

Once back at Jaro's home, we unloaded our coolers and enjoyed a picnic lunch amid the most beautiful surroundings imaginable. Perfect weather, perfect location, good company, great cars, and food. What more could we have asked for? The club thanks Jaro and Betzy for a lovely day.

Here are some of our photos:





There is a phenomenal amount of trivia tidbits associated with Citroën. Let's start with the obvious: Where did the logo come from? To answer that, let's go back in time.... André Citroën was a man who always looked for an edge. He wanted technologies that were cutting edge, to keep his competitors at bay. He even looked at Henry Ford's assembly lines, to glean information that



might help his building processes. He kept himself abreast of technologies as they developed. This is how he came across a small Polish factory which had developed synchromesh gearing.

The chevron shaped synchromesh gearing from Poland

Immediately seeing the future in this, he

bought the technology. He was so impressed with it, he began using it as the logo for Citroën.

Today, synchromesh gearing is used in pretty well all standard shift cars. Synchromesh gears allow the operator to shift gears without having to "double-clutch" and provides for a smooth transition from gear to gear.

When Michelin took over the reigns of Citroën, They weren't stupid. They knew André Citroën was on the right track as far as using emerging technologies. They continued with this until the firm was sold to Peugeot in the early 70's

Which leads to the next trivia tidbit....

Michelin clad all Citroëns with...well, what else, Michelin tires!

Being innovative themselves, they developed a radical concept, the radial tire. The first cars with radial tires were...well, what else, Citroën!

Citroën had a whole office complex devoted to design and innovation, called the Bureau des Études in Paris. The brightest and best were recruited. After the war, the Bureau des Études went into high gear. The 2CV was already into prototype stage, and refinements were progressing nicely. When the 2CV was introduced in 1949, it proved so popular, demand far outstripped supply. Slow assembly was the culprit. The Bureau des Études studied the problems surrounding assembly. One of the

consultants hired was my father. His contribution was introduced in 1960. The hood and sides were a one piece affair. Ribbed. The design change was to make the hood and sides into 3 separate pieces. This way, hoods could be stacked along the side of the assembly line, thus increasing productivity. Along with cosmetic changes, this proved to be very popular with the public, and supply finally met demand.

Citroën was not the first with turning headlights. This honour belonged to Packard. Packard in 1932 or 1933 used the centre link which was mounted on the front of the car to mount the lower headlights. Citroën used the high beam lights. Of course, the U.S.A. did not allow these with Citroën, hence all US models had fixed headlights. Amazingly though, they now allow the Lexus to have them. I suspect they must have wined and dined and lobbied the six-chinned, comb-over Senator Claghorn to allow this. (there is no such Senator, it's a stereotype)

Anti-Lock braking:

Citroën was also the first with Anti-lock brakes. In 1970, the SM was introduced to the world. It was technologically the most advanced car on the planet at that time. It had a rudimentary mechanical anti-lock braking system on the rear wheels. Citroën engineers decided it was more advantageous to prevent lock-up on the rear wheels. They felt it was safer to have a car "ski" straight, rather than fish-tailing to a stop.

Safety:

Citroën was the first auto maker to incorporate safety features in all their automobiles. The Big Three here in North America were convinced that by adding safety items in their vehicles would be akin to admitting the cars were unsafe to begin with. Citroën started by ensuring all cars has seat belts. It went further. Crumple zones, one spoke steering wheels to prevent chest injury in case of collision, break-away roofs to prevent entrapment were more examples.

One of the neatest ideas was the hood. In 1955, with the introduction of the DS, Citroën went away from the side-opening bonnets of the Traction Avant. Engineers worried about hoods flying open while driving. One cannot see anything when the hood flies open and comes to a rest against the windshield! The design team gave this matter some thought. The solution was simple. The hood was curved where it met the windshield. Hence, should the hood fly open, one can still see through the curvature! Amazing!

CITIN

Drive She Said! presents the 38th Citroën Rendezvous

Saratoga Springs, NY - June 13-14 & 15, 2014

Join Us in Celebrating:

80 Years of the Traction Avant

55 Years of the Panhard PL-17

45 Years of the Ami8 and

40 Years of the CX!



Drive She Said! warmly invites you to join us for the 38th Citroën Rendezvous which will be held June 13th-15th, 2014 in the town of Saratoga Springs, New York. We are very excited to be celebrating anniversary dates of the models Traction Avant, Panhard PL-17 and the futuristic CX.

The Rendezvous is the largest gathering of Citroëns and their allies annually in North America. Last year we welcomed friends driving from all corners of North America: Quebec, Maryland, Washington, Ontario, California, Massachusetts, Pennsylvania, North Carolina, Florida, New Hampshire, Virginia, Texas, Michigan, New York, Rhode Island, New Brunswick, Indiana, Connecticut, Washington D.C., Tennessee, Maine, New Jersey, Illinois, Ohio, Kentucky, Vermont, South Carolina, as well as special guests from France, Germany, Denmark and the Netherlands. Citroën ownership is not required to attend. We welcome everyone and encourage you to bring your spouse, partner, kids, friends and pets for the fun-filled weekend!

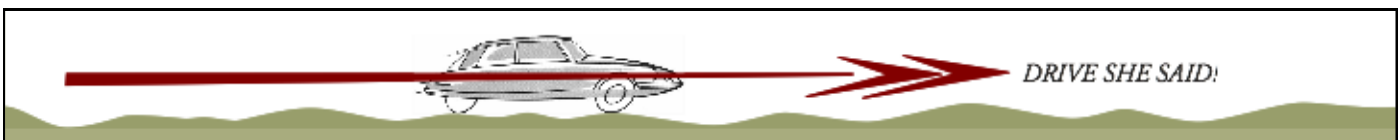
We ask that you check the Schedule of Events carefully as each year venues change.

Back by popular demand, this will be our 12th year in Saratoga Springs. The town has so much to offer and plenty of lodging options. Have a soak in one of the famed mineral baths from which Saratoga Springs draws its name, and take in the wide range of restaurants, shops and music venues scattered throughout downtown. There are also farmer's markets, parks and numerous museums to visit in the area. So, pack up the car and join us this June for all the fun! We look forward to seeing



Late Addition Silent Auction News!

Registrant Dan McCarville has offered this 60's Velosolex up for Silent Auction. With the front tire removed, it will be transported to Saratoga in the rear seat area of his CX. This is a running bike and will go to the highest bidder on Saturday night!







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MICRO CAR FEATURE

A **microcar** is the smallest automobile classification, usually applied to very small cars (smaller than city cars). Such small cars were generally referred to as cyclecars until the 1940s. More recent models are also called bubble cars due to their bubble-shaped appearance.

Definition

The definition of a microcar has varied considerably in different countries. Since there are usually tax and/or licensing advantages to the classification, multiple restrictions are often imposed, starting with engine size. The Register of Unusual Microcars in the UK says: "economy vehicles with either three or four wheels, powered by petrol engines of no more than 700cc or battery electric propulsion, and manufactured since 1945". The Bruce Weiner Microcar Museum (the world's largest collection of Microcars) says "Engine sizes of 700cc and less and 2 doors or less" and the US-based Vintage Microcar Club simply defines it as 1000cc or less.

Typical microcars usually have some of the following features:

- seats only the driver and a single passenger
- a 1 cylinder 49 – 500cc engine
- 1 wheel drive
- cable operated brakes on 2 or 4 wheels (no longer permissible in countries such as the UK)
- simple suspensions
- 6" - 8" road wheels

Many, but not all, microcars are also:

- Not fitted with a reverse gear (the weight of the car was light enough for parking to be achieved by lifting one end of the vehicle).

May have all gears operable in reverse as well as in forward gear such as the Messerschmitt KR200.

- Fitted with lifting bodywork instead of doors.
- Less than 3m in length (sometimes less than 8', 2.440m).
- Less than 85 cubic feet/2400 litres interior volume.

There are also a variety of microcar trucks, usually of the "forward control" or van style to provide more cargo room. These might be used for local deliveries on narrow streets where standard small pickup trucks would be inconvenient, and full-sized delivery trucks would be impossible. (Wikipedia)



A Peel P50, currently holding the record for the smallest automobile to go into production.



The microcar, a vehicle born out of need, was a child of its time and became the symbol of a people's spirit.

World War II came to an end in 1945 and Europe lay in ruins. A shell-shocked population came out of the bomb shelters and faced an unimaginable scene of devastation and ruin.

As if the seemingly endless task of clearing away the rubble wasn't enough, there were crippling shortages of food, raw materials, electricity and gas. Value and worth were measured in Chesterfield cigarettes.



The population collectively rolled up its sleeves and went to work. The astonishing rebuilding of an entire continent over a period of ten years was accomplished through a unity of spirit and purpose unimaginable today. Bright, talented engineers, many out of the former aircraft industry, put their minds to the problems of mobilizing the population under adverse conditions. It's said that the true master reveals himself within limitations and so this focusing of energy and talent resulted in an enormous variety of small vehicles; some successful, others less so - but all of them interesting!



ON COLLECTING...

by Bruce Weiner



There are three aspects of collecting that are important to me:

- 1) The Hunt
- 2) "Diamond in the Rough"
- 3) Sharing

THE HUNT

Tracking down a rare car halfway around the world sometimes based only on a rumour and eventually acquiring it is very exciting for me.

I have been very fortunate to have made friends all over the world that share my enthusiasm for this part of the collecting hobby. Sometimes what is uncovered is something that has been overlooked or passed over by others as "too far gone" or perhaps "not significant enough" to be saved.

which brings me to;

DIAMOND IN THE ROUGH

While I do appreciate good original vehicles that have been unrestored, many times THE HUNT results in something that has been refurbished, altered, customized, or usually just neglected and abandoned.

Some people might see a pile of rusted metal and some old cardboard boxes with parts that may or may not be from the vehicle. I see what the car CAN be. Many of these cars, especially the ones that were only made in small numbers, were someone's dream to solve a transportation problem.

Some of these cars are a real challenge, but as I enjoy THE HUNT, I also enjoy the challenge of finding that DIAMOND IN THE ROUGH and bringing it back for other generations to enjoy.

which brings me to;

SHARING

It's no fun having a collection of wonderful things if you can't share them with someone.

That is why I have all the cars on a website.

That is why I open the collection to the public

That is why I host MICROS IN MADISON every 2

years. We spend countless hours getting Microcars ready for others to Test Drive!

Hopefully this inspires others to get their cars running and also SHARE them!



But sometimes you really CAN have too much of a good thing. Sometimes THE HUNT results in my finding a particular Microcar, but I have to buy someone's entire collection in order to obtain the one car I am looking for. So I buy one car and end up with six. Sometimes I just see a car and love it and I have to have it. Never mind that I already have 2 or 3 of them already. Or in the case of Messerschmitts...30 or 40 of them (*I really really love Messerschmitts, in case you did not know...*)

A few years ago I enlarged the Museum Building, but that apparently was not enough.

I am out of room!

So I have made the decision to sell some cars to bring the collection to a more manageable level.

Six months ago if you had asked me if I would sell any cars, I would have said "No, No, No" but right now it is "Yes, Yes, Yes".

and I am offering them here **exclusively** through the magazine to help promote the hobby.

I want other enthusiasts to enjoy these cars as much as I have.

Please check out the next page for what I have decided to part with.

The Messerschmitts are all priced the same!

First Come, First Served. Which one is "better"?

You decide. I can't answer that question for you.

If you want to see more photos, you can go to my website, but you have to go to this address:

www.microcarmuseum.com/microcars/

They will not be linked from the Main Page at the outset. After this issue has been delivered I may put a link on the front page so you can find the cars easier.

You can also have photos emailed to you, click the Contact Link on my website and make sure you mention that you are a Vintage Microcar Club member.

All Cars are located at
The Bruce Weiner Microcar Museum
2950 Eatonton Road Madison Georgia.
You can inspect the cars anytime during the week
between 9am and 4pm,
please email or call ahead to confirm.
Personal Checks are accepted.
All cars will come with a State of Georgia Registration that can be
used to obtain a valid title in your state.
Georgia does not issue Titles for cars pre 1964

Citroen Mehari and 2CV.
Two micro cars from Citroen.

classifieds

Microcars & Parts FOR SALE from Bruce Weiner



Victoria "large body"
One of approximately 20 built to have a Victoria 250 engine instead of the Sachs 200. No cars ever had the engine installed though. This car comes with a Sachs 200 motor not installed. 6-7 Victorias in the USA, this is the only one of this type!
\$6,000



Zundapp Janus
appears to be complete.
Sat Indoors for 30 years in Germany
Hand-painted so it is really special.
\$14,000



Berkeley T60
Refurbished and Running
\$6,000



Lloyd LP300
appears to be complete
Sat Indoors for 30 years in Germany
It can sit in your garage for:
\$1500



Mochet CM 125
very solid car, fairly complete
needs restoration, or just paint and display it!
\$5,000



ISO Isetta (spanish)
Restored running car.
This car was a "driver" at 2007 Micros in Madison
now YOU can drive anytime you want for
\$20,000



ROLUX Baby (french)
Fairly complete, looks presentable As-Is, but needs restoration
Where are you going to find one of these? Only here.
Only a handful exist.
\$10,000



MOCHET CM125 Y
Refurbished and running car.
This was a "driver" at 2007 Micros in Madison
now YOU can drive it anytime you want for
\$7500



VELAM Isetta
Very, very nice looking car
arguably the most beautiful style of Isetta ever built.
\$15,000



ZETA Sports
from Australia
fairly complete, but photo does not show cabrio top & bows.
fiberglass body, incredibly rare
This has the TG500 engine
\$15,000



MAICO 500
appears to be fairly complete.
Sat Indoors for 30 years in Germany
It can sit in your garage for
\$1500



KLEINSCHNITTGER
aluminum body, sat for 30 years indoors in Germany
someone installed a pair of 2CV headlights on it (!?) but they can be removed. Fairly complete. Super rare in the US
\$14,000



1956 Messerschmitt KR200
Solid car with NO ROT
Sat Indoors in Germany for MANY years.
It is now too tightly packed away for anymore info
It is not out in the open like in this photo
\$9950



1962 Messerschmitt KR200
Refurbished in the past, dome in good shape, NO ROT
It is now too tightly packed away for anymore info
It is not out in the open like in this photo
\$9950



1955 Messerschmitt KR200
Solid car stored indoors for a LONG time.
No dome, steering bar has crack from pushing it around too much
It is now too tightly packed away for anymore info
It is not out in the open like in this photo
\$9950



1963 Messerschmitt KR200
Needs suspension bushings changed badly
Dome is cracked in several places. No Rot, floor pan replaced in the past. It is now too tightly packed away for anymore info
It is not out in the open like in this photo
\$9950



Messerschmitt KR200 dometop
Too tightly packed away for anymore info
\$9950



Messerschmitt KR200 dometop
Too tightly packed away for anymore info
\$9950



Messerschmitt KR200 cabrio
Too tightly packed away for anymore info
\$9950

more info and photos at:
www.MicrocarMuseum.com/microcars/
email: cars@microcarmuseum.com
or phone The Club: 630-642-7622
with questions

First Come, First Served. All cars As-Is, Where is.
most of these are on Racks or in the Loft and it is not possible to bring them down into an open area unless you are buying it and taking it with you. Personal Checks OK.

This two page article reprinted from
The Vintage Microcar Club Issue 5 / 2007

USA.

THE VINTAGE MICROCAR CLUB
MICROCAR NEWS

1989 White Citroen BX GTI



Registered March 16 YGR 492
16 Valve 5 speed manual
Beautiful rare opportunity for Citroen enthusiast.
Documented work and a small number of spare parts.
Must Sell reduced to \$2400
Rod Bricknell Ph 03 53483587
vanbaalen@mmnet.com.au

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. Rego: RVR 326.

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

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

Professional Automotive Consultants Ltd
3/10 Arron Street, Ellerslie,
Auckland 1051
Mobile 029-525 080



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. 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 \$3000 with RWC (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]

Citroen CX 2500 GTI auto. very good body no dents just had a spray job, leather interior one seat worn a bit on the side, needs rewiring and new tyres no RW or REG \$1800 ONO please ring Stephen on 0403846716 or 03 8513620 or his wife Marg on 0403325375. joy.fielding@optusnet.com.au.

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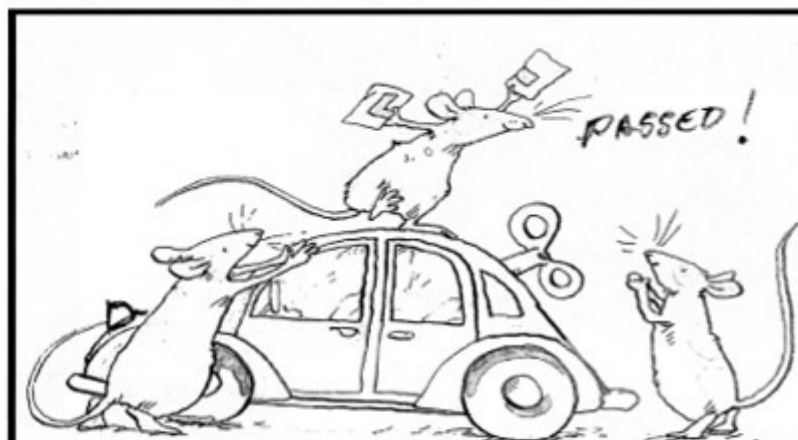
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The **Citroën Méhari** is a utility car and off-roader produced by the French automaker Citroën. 144,953 Méharis were built between the car's French launch in May 1968^[1] and 1988 when production ceased.



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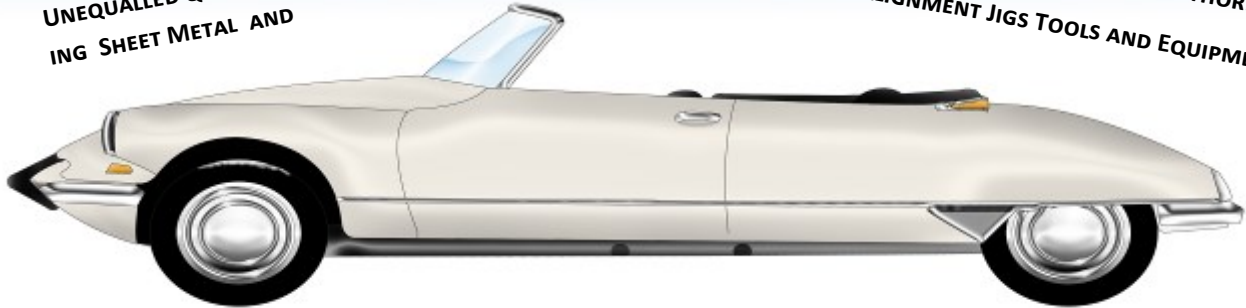


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