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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

September 2014



IN THIS ISSUE

SM Headliner Installation

SM Fuel Tank Tips

Designboom

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

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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.

ALL MEMBERS ATTENTION.

Motorclassica is an annual world class concourse event held at the exhibition buildings in Carlton on October 25 and 26..

Along with the official display is outside space for car clubs to display cars. This year we have 8 spots for our club to show off our unique cars on **Saturday 25th**. Times are to be confirmed but I would anticipate arriving around 9am and departing at 4pm. Cars will need to be onsite for the duration but owners may wish to see the Motorclassica cars or spend time in the city.

I would like to see some older cars in the display, eg, Traction, 2cv, DS, CX, SM, but newer cars will be considered.

If you are interested in displaying your car, please contact Peter Dekker by
email: petermelbs@yahoo.com



ously, I can assure members they will find this of great interest. From the road, the building is not imposing and I almost drove right past, but a friend insisted we go inside for a look. Once there, I am glad he was so insistent. Attend our next club night, or wait for the email to know the actual venue for lunch as that has now been changed.

In conclusion, please read the notice in this issue regarding the AGM in October. We need members to step up and contribute in the running of the club. Some committee members are retiring this year and we need new blood. Do you have any to spare?

Save driving,

Brian James.

=====

My great thanks to Ian Norman for finishing off this month's issue as I am heading up to Alice Springs for 3-4-weeks and time has been pressing to complete it.

Greetings all,

We have moved along through August with our last club night speaker talking on old radios.

How many do you have at home and how much are they worth? You might be surprised. Colours and style are the thing and lurking in an old cupboard, maybe your superannuation waiting to be turned on once again, but only after serious checking by a radio technician; or you might find yourself with serious burns or a sudden shock. Many thanks to Andrew Griffiths for an interesting talk.

All those who attended the run to Geelong last month, enjoyed themselves immensely. The Maritime museum proved to be a rabbit warren of rooms with interesting memorabilia of shipping and diving along the Australian coast. Likewise, some members ventured into the Vietnam Veterans Museum next door and found time well spent there.

From here we travelled to John Dorgan's home, and had a slap up spit roast with roast potatoes, and all the condiments you could ask for. John and his wife had the large garage set-up like a first class cafe amongst the wood saw, whipper-snapper, work bench and vice; fully heated by a slow combustion log fire. What a fantastic atmosphere. Jacques the French log greeted members on the way in.

This month we head down to Phillip Island and the Vietnam Veterans Museum. Having been there previ-



Geelong
Maritime
Museum

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

John Dorgan our host for luncheon at his place in Lara after the Osborn House Run to Geelong.

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: Wallace 'Rex' Bridges, Alan Hall, David Reimers, Daniel Borton and Peter Bartlett

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
September	3	Club Night -Speaker - Italian Wine Tasting	October 24-26 26
		Club Run Phillip Island	Motorclassica Royal Ex/Build French Car Festival - Balwyn
October	1	AGM	November 15
		Run-Gippsland Wine Company DTBA	BBQ Red Hill—Andrew Murray
			December 7
			Big Boys Toys Essendon Airport.
			2015
			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

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

Phillip Island Club Run

Sunday 28 Sept

We are looking forward to seeing you on the run down to the Island to visit the Vietnam Veterans Museum. It has

relocated to new premises next to the airport at Cape Woolamai. If you have not visited the museum before it is outstanding. There is an 18min sound/light show and an extensive display. If you prefer an alternative activity in the same area a visit to the Churchill Island historic homestead is highly recommended.

.Lunch will be at Dalyston. Venue to be decided.

After lunch we take a scenic route to Loch to visit John & Trish Fleming for afternoon tea. (Maps will be provided at lunch)

9.45am Meet at Tooradin for 10am departure

11.00am Arrive at the Vietnam Veterans Museum (or Churchill Island) at 11am

1.00pm Lunch at Dalyston (TBA)

2.30pm Depart for Loch

Cost: Vietnam Vet Museum: Special price \$10 (you must tell them you are from CCCV). For an extra \$2 you can hire an audio info wand. Churchill Island Heritage Farm: \$11.90 (or \$8.30 concession)



Bookings essential by Saturday 20 September
Please phone or SMS Tom Gruzca 0431 396 277

October

Run to Gippsland Wine Company



October 26 FRENCH CAR FESTIVAL

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

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given of the 2014 Annual General Meeting of
THE CITROËN CAR CLUB OF VICTORIA INC (ABN 74 557 610 508)

To be held at 92 Wills Street, Glen Iris on Wednesday 1st October 2014 at 8 pm SHARP!

Off street parking is available in the car parks opposite & adjacent to the Club Rooms.

All financial CCCV members are welcome.

AGENDA – AGM 2014

Welcome

Apologies

Confirmation of Minutes of 2013 AGM

As published in the November 2013 edition of "The Newsletter"

Chairman's Report

Treasurer's Report

Financial Statements including Profit & Loss for the year ended 30 June 2014; Balance Sheet as at 30 June 2014 & Certification of Annual Accounts signed by Treasurer & Secretary

Review of Annual Membership Fees & Joining Fee

The current Annual Membership Fees are:

- Metropolitan (with printed copy of The Newsletter) - \$60
- Country (with printed copy of The Newsletter) - \$45
- Internet (soft copy of The Newsletter on CCCV website) - \$30

The current Joining Fee is: NIL

It is proposed that these Fees remain unchanged.

Election of Committee Members

The Constitution requires a secret ballot in cases where there is more than one nominee for an available position. It is proposed that unless any member, eligible to vote, requires a secret ballot, that the election for that position be conducted by a show of hands.

Close of Meeting



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

24 – 26 OCTOBER 2014 ROYAL EXHIBITION BUILDING



DRIVE SHE SAID!

NOMINATION FORM: ELECTION OF CCCV Inc OFFICE BEARER OR COMMITTEE

MEMBER

I, _____ being a financial member of the Citroën Car Club of Victoria Inc.
(ABN 74 557 610 508) hereby nominate _____ as a candidate for the position of:

President
 Vice-President
 Treasurer
 Secretary
 Ordinary Member

(You may tick more than ONE box. Each position will be considered in order as given above. This Nomination Form can only be used for ONE person.)

Nominee's Name: _____ Nominee's Signature: _____

Proposer's Name: _____ Proposer's Signature: _____

Note: All signatories must be CCCV Inc financial members. Nominee must sign for the Nomination to be valid. Proposer's signature is optional. This notice is to be delivered to the any member of the Committee by no later than 8pm Tuesday 30 September 2014 – that is, no less than 24 hours prior to the commencement of the AGM.

PROXY FORM

I _____ of _____

being a member of CITROËN CAR CLUB OF VICTORIA INC (ABN 74 557 610 508) and entitled to attend and vote, hereby appoint

	The Chairman of the Meeting	OR	
--	------------------------------------	-----------	--

OR, if no person is named above, the Chairman of the Meeting, as my proxy to act generally and to vote, on my behalf, in accordance with the following directions (or if no directions are given, as the proxy sees fit), at the Annual General Meeting to be held at 8:00 PM on Wednesday 1 October 2014 and at any adjournment of that meeting. I acknowledge that the Chairman of the Meeting intends to vote undirected proxy appointments in favour of the items of business.

Voting directions

Please indicate your directions with an "X" below:

Agenda item	For	Against	Abstain*
6 Review of Annual Membership & Joining Fees
7 Election of Committee members Officebearers & General Committee member positions.

Signed this _____ day of _____ 2014 Member Signature: _____
--

Notes

In order for this Proxy Form to be valid, it must be lodged not less than 24 hours before the commencement of the Annual General Meeting. Lodgement may be made by delivery, post, facsimile, or email to any member of the Committee. * If the Abstain box is marked, you are directing your proxy not to vote on your behalf on a show of hands or in a poll. In this case, your votes will not be counted in computing the required majority in a poll.

15 August 2014

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.



Chit-Chat Tuesday

For members of both CCOCA & CCCV (especially those living on the Mornington Peninsular), a new monthly event is held on the first Tuesday each month at the Jetty Café, Rosebud. If you missed the August meeting be sure to pencil it for this occasion. The spot is easy to find, plenty of parking nearby, public toilets, café, picnic tables for BYO food & drink, a jetty and bayside walking tracks and good disabled access. The café is big and will also come in handy if the weather turns nasty.

Jetty Cafe

**Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12]
From 10.30am**

Come for coffee or brunch.

New members and prospective members welcome.

No booking required. For further details please contact Warwick Spinaze 0407 016 719



Tom Gruzza, Warrick Spinaze, Graeme Barton & Mike Neil.

Report of first meeting:.....

First Chit-Chat Tuesday

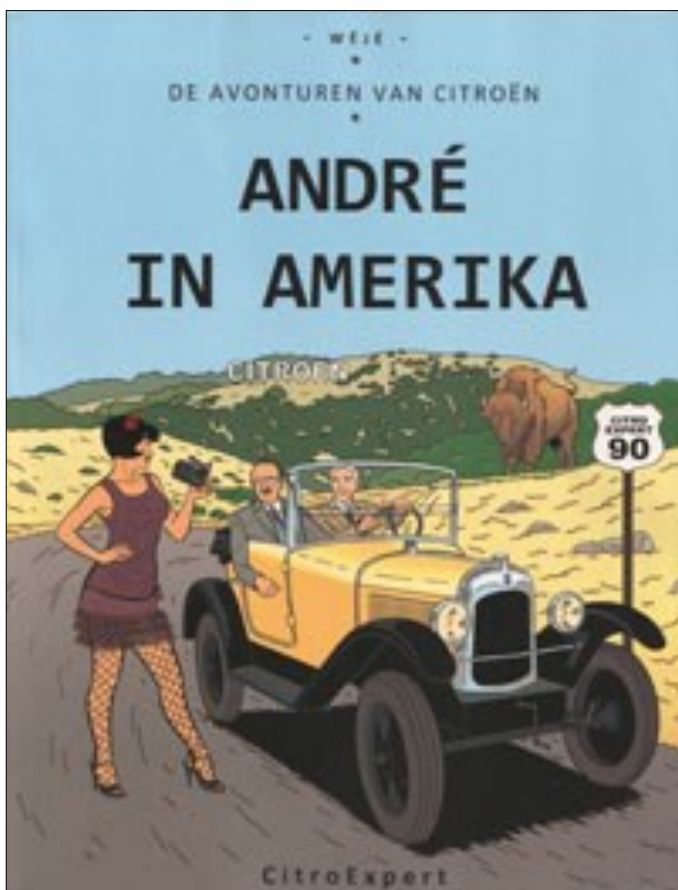
Four long-term "Citrophiles"- Tom Gruzza, Graham Barton, Mike Neil and I- turned up under sunny blue skies at the Jetty Café, Rosebud for our first "Chit-Chat Tuesday".

Over yummy coffee and cakes, we enjoyed a long rambling chat about all kinds of stuff – mostly of Citroens and other cars.

Dates for your diaries for the next Chit-Chat Tuesdays are – 2nd Sept, 7th Oct, 4th Nov (Melbourne Cup day), and 2nd Dec.

Come along next time, we'd love to see you there.

Warwick Spinaze 0407 016 719



CitroExpert, the Dutch, independent all-Citroën-magazine, celebrated its fifteenth birthday in November 2011.

After the demise of the French Citroën Revue, to which Wouter Jansen was a regular contributor, he and publisher Fred Jansz started CitroExpert in the autumn of 1996 making it the oldest surviving all-Citroën magazine in Europe. The first issues, although full of articles of great interest, were perhaps a bit lean and modest. But that changed: fifteen years and 90 issues later reveals a mature magazine with as many different Citroën-related articles as there are Citroëns. To celebrate this birthday, a special issue on **Citroën in the United States** has been published. As it is nearly a century now since André Citroën crossed the Atlantic in the *SS France* to visit New York thereby getting inspiration to become the most important car manufacturer in Europe in the twenties and early thirties.

This special issue on Citroën in the USA reveals many unknown facts and documents which are of interest to specialists as well as the general public. How André Citroën set foot on American soil in June 1913 for the first time; the negotiations with General Motors to become a part of that

conglomerate; the first official American distributor in 1921 ...

But also the fact that Citroën applied many modern techniques that were invented by American companies, like Budd with the all-steel bodies and Westinghouse who patented servo-brakes. However, the real popularity of Citroën in the United States started just before World War II, when California-based company Challenger Motors became distributor for the West-Coast - to sell a unique car in a country that knows no boundaries. A subsidiary was founded in 1957 and represented the brand for fifteen years, selling a number of different models: 2cv, Ami6, Méhari, H-van, DS and SM. Often adapted to special requirements, both by users and by law, like special lights and even emissions (in an era when little was known about greenhouse gases).

After closing down the operation in 1972, some private companies tried to earn a living by selling new Citroëns to American customers, like 2CV6 Charleston, CX, GS or XM. It must be said that this was not hugely successful, some few hundreds were sold in total. Nowadays, the only Citroën-like cars available overseas are rebadged Mitsubishis (or was it the other way round?): C-Zero and C-Crosser clones.

Apart from the very special pictures and other documents published in this edition, Olivier Marin, the French cartoonist well-known for this Citroën-related books, created a special cover in the spirit of comic legend Hergé: a drawing with André Citroën near his hero Henry Ford, driving an early Citroën car. In the background, the Hollywood Hills can be recognized . although the famous nine letters have been replaced by the word CITROEN.

CitroExpert is for the time being only published in Dutch and widely distributed in The Netherlands and Flemish-speaking Belgium although subscriptions can be taken from anywhere. But who knows, an international edition might one day see the light of day, as is hoped for by many foreign enthusiasts. Those who do not understand Dutch might care to look at Citroën in the USA here at Citroënët.



SM Headliner Installation



Citroënvie member George Klein kindly took the time recently to document how to install the headliner in a Citroën SM. Here is the step-by-step process:

1. Before you remove the old headliner, cover the seats. The old headliner has lots of disintegrated foam under the fabric. It is now a very fine dust. Like talcum powder. You can use a strong vacuum cleaner to suck out most of the old dust/foam material prior to removing the headliner.

2. Remove the sun-visor hardware and the roof lights. (Keep screws in a sandwich bag). You may



have to re-attach the foam above the sun-visor to the roof – it comes loose. Also re-attach any loose roof insulation with glue so it does not fall down once the new headliner is installed.

3. If your dash has not been removed before, you will have to loosen the dash and remove the two original Philips screws that hold the pillars (left and right) on both bottom corners. If your dash has been removed prior, they may have left the screws

out so that the dash is holding the pillars only. In that case, the pillar just slides down and out it comes. The same on the door pillars. Make sure you do not bend the pillars. The originals are made of very soft metal.

4. Remove the old lining from the pillars and leave the foam on it if you can. This will provide extra puffiness.

5. Before you remove the dome wires (bows) that hold up the headliner, label them and mark their location on the roof. You will see an indentation where the old bows were. The bows are not the same size. They have to go back the same way as they were originally. Also, note on which side the S





looking hook is located. SOME ARE ON THE LEFT AND SOME ON THE RIGHT. Remove the top back cover piece that is at the back end of the headliner. It is held in by 4 to 6 snaps. It also has to be recovered. Also unsnap the two small covers next to the rear windows. They were made of cardboard and are usually bent. Make a new one out of core-plast or styrene or some non paper material and cover it with the old foam. Then you can and re cover with new headliner material.

6. The last dome (thin) wire is held on with two clips at each end (small Philips screws). Do not loose the clips. They may fall behind the seat.

The rear deck/ boot/trunk lid corners and all around the glass – also has to be recovered with the same material.

As I have found out, it is easier the second time around. Nothing like learning from your own mistakes.

Hope the above helps a bit.

=====

Clean Flowing Fuel Tips for SM Owners

- by George Klein... "Citroenvie"

I purchased a 73 SM – my second one – in nice shape. It sat for a number of years inside. I took it home and completely restored it. After the final fixes, I went for a test drive.

The engine ran nice. All OK it seemed... Approximately 40 km later the engine stalls. What could it be ?? Raised the hood (bonnet), checked the points, cap, rotor (I have spares with me at all times) – all are OK. I get in the cab, the engine starts and runs fine. OK .. so let's go home. 5 km later, the engine stops. Same routine.

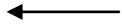
So I let the car sit for 10 minutes and then drive for 5 minutes or less. Took me hours to get home this way. So what could be the problem?

I checked the fuel filter under the hood. It was clean and had some fuel in it. The new fuel pump ticked away fine. I put on the fuel pressure gauge; It registered 4.5 lb with the engine running... All OK. Having a 74 SM for almost 40 years, I assumed I knew it all.

One more test drive – same result... Engine stops. So I take some low pressure air and blow backward in to the tank from the fuel pump. Lots of bubbles. OK, so the pick tube is clear I asumed. Wrong... The engine runs for a few minutes and stops.

Since I had the trunk unfinished, I decided to have a look at the fuel pick-up line. Out came all the Philips screws. [A note of caution here. The bottom of the screws were rusted (the inside the tank portion) and I had to loosen and tighten back and forth with plenty of DW40 so the heads will not strip or the bottom



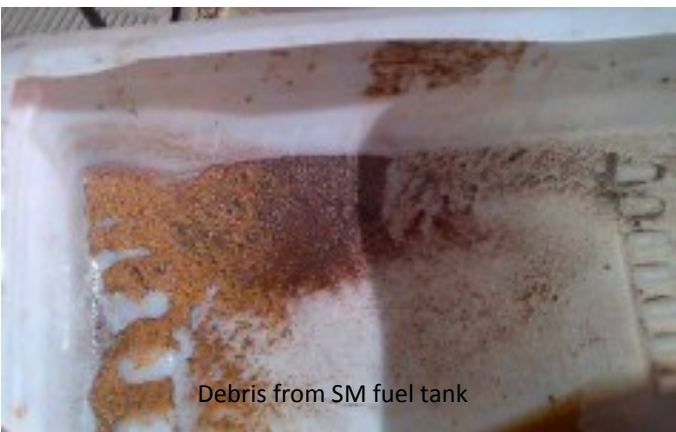


portion will not brake off. Same goes for the sending unit. The three little Philips screws were rusted.

Once the fuel pick-up tube was out, I saw the small filter at the tank end of the tube was totally plugged up with rust and calcium.

Nearly a handful of rust came out from the filter. I also took out the sending unit. Totally rusted. I managed to take apart and clean the sending unit. (Not sure if a new sending unit for the SM is available? If anybody knows, please tell me.)

So what was happening ?? Once I have turned off the engine, the remaining pressure in the fuel line cleared the pick up filter enough in reverse to



Debris from SM fuel tank

pick- up some fuel at next start – good for a few minutes drive. Then it became totally plugged again.

Prior to the carb rebuild I drained the old fuel, half-filled the bowls with fresh fuel and sloshed it around a bit then drained it. I assumed it was good enough. Well, it wasn't. The tank was totally coated in rust and calcium. As you know a partially filled tank will pick up condensation on the top, the water will drip down and the top surface will just rust and rust.

The SM tank – for those of you who have not seen the inside – has a collection area just under the pick-up tube. Its purpose is to collect the gas no matter what position the tank is in. In short, as long as there is gas in the tank, there is always gas in the pick



-up area. This is the place where the tank drain plug is located. This is also where all the rust and loose rust/calcium flakes collect. A simple fuel drain will not clean it.

The moral of the story; Clean your tank if you want peace the carb world. Unless you have owned your car from day one and had it topped up with fuel at all times, I can guarantee that the tank in your car will have similar problems. A quick look at the pick-up filter will tell you how clean your tank is.

My solution was to cut off one end of a FRAM G2 fuel filter, push it on to the pick up tube. Make sure the total length (8.5 inches) is the same as having the original filter. As it happens, the plastic FRAM G2 filter is almost identical in size to the original pick-up filter.



Since the fuel pick-up is easy to examine under the trunk carpet, just check it every few years. It will give you a good indication as to your fuel tank health.

Also, the old fuel pump has a small ceramic filter underneath. Just unscrew the bottom of the fuel pump and soak and clean the filter with air. Your fuel pump will sound much louder after a cleaning.

If you ever need a new fuel pump for an SM, part number PUR 476087-E from Racer Parts Wholesale (http://www.racerpartswholesale.com/category/Facet_Fuel_Pumps) for \$84.95 US fits perfectly as replacement to the old one.

The message is: Clean your tank! I hope this helps.

Osborne House Geelong Run

17/08/2014



Members of the CCCV seated in the Dorgan's family restaurant shed, fully heated on this rather chilly day. A lovely warm atmosphere existed for us to enjoy the spit roast John had prepared.

An array of brightly decked tables in black & white check, and with wine glasses and cheese platters to tempt one's taste buds.



Even a Scotch Band gave us a short interlude.

Even Jacques the friendly French man was still there to welcome us.

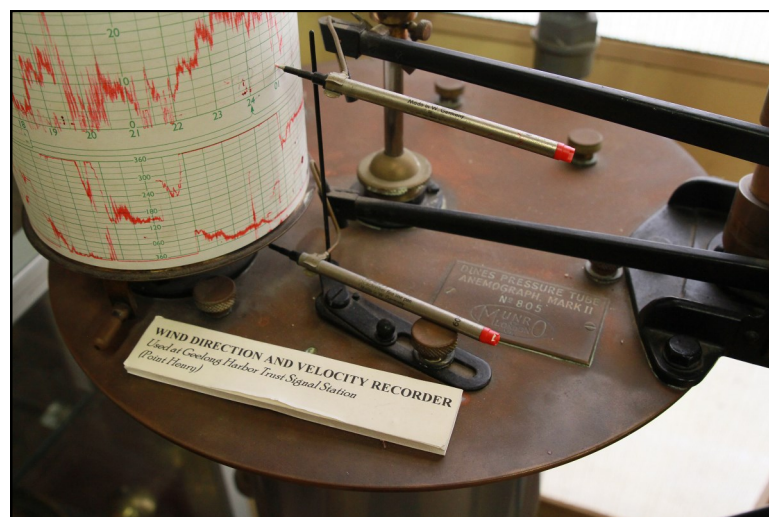


Dave Rogers giving thanks:
No not that, but to the Dorgan's for putting on such a spread and facility for our lunch and being great hosts.



OSBO

HOU



OSBORNE

HOUSE



of Greater Geelong together with
Navy and the Osborne Park Association Inc
celebrate the Centenary of the First
Naval College Officially Opened at
Osborne House by the
General Lord Denman on 1st March 1913
The plaque of the 1913 – 1914 RAN Officer Cadets
was unveiled this day March 2nd 2013 by
Major Griggs AO CSC RAN Chief of Navy



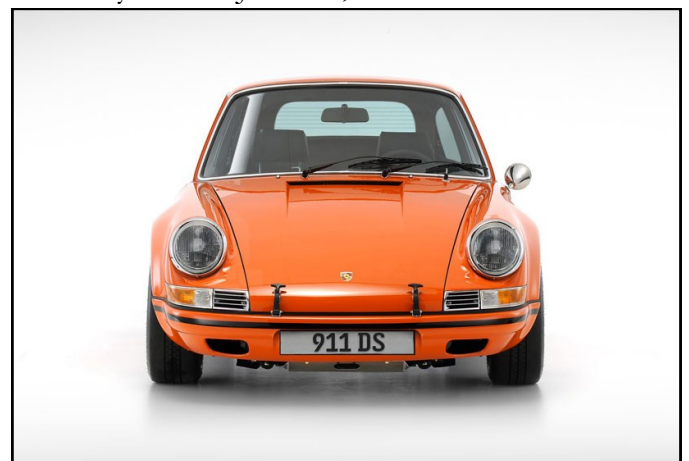


The perfect car: a Porsche Citroen 911 DS by Brandpowder
all images courtesy Brandpowder



concept would be fitted with a turbocharged 260 horsepower engine in the rear bonnet of the 1955 DS. under the hood, its original air cooling system would ideally be replaced with a forced water cooling pipeline, and an enlarged set of tires and rigid chassis would be incorporated to provide the 911 DS with stability at higher-speeds.

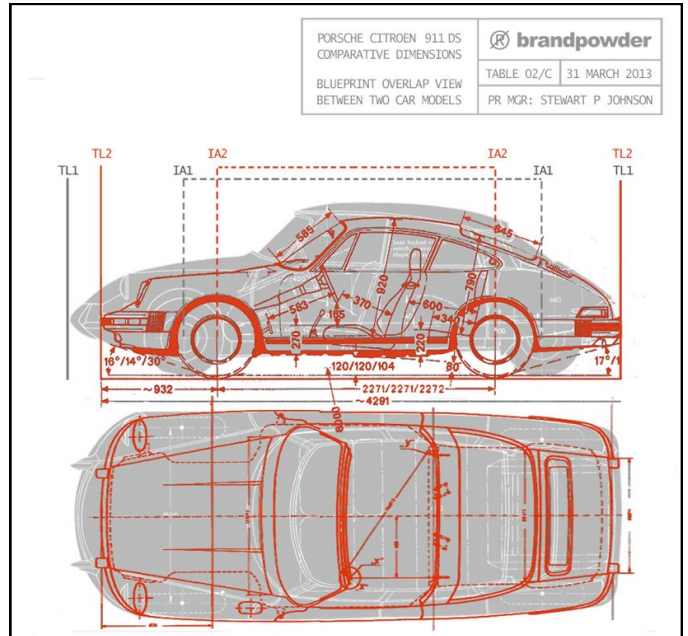
Upon first inspection, ‘the perfect car’ by visual communication studio **Brandpowder** might seem almost too good to be true. the american design group has combined a Porsche 911 and a Citroen DS – two of the most renown classic vehicles ever produced – into a fully convincing photos-hopped rendition (even I was fooled) of the four-door sports car. led by Stewart Johnson, the German-French



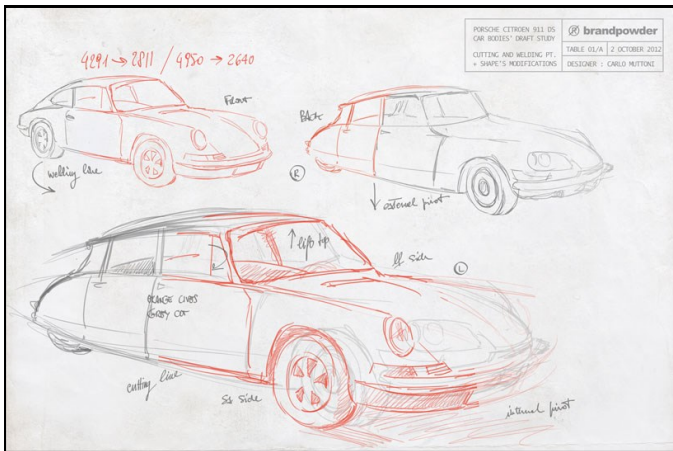
The front view of 911DS looks just like the original 911



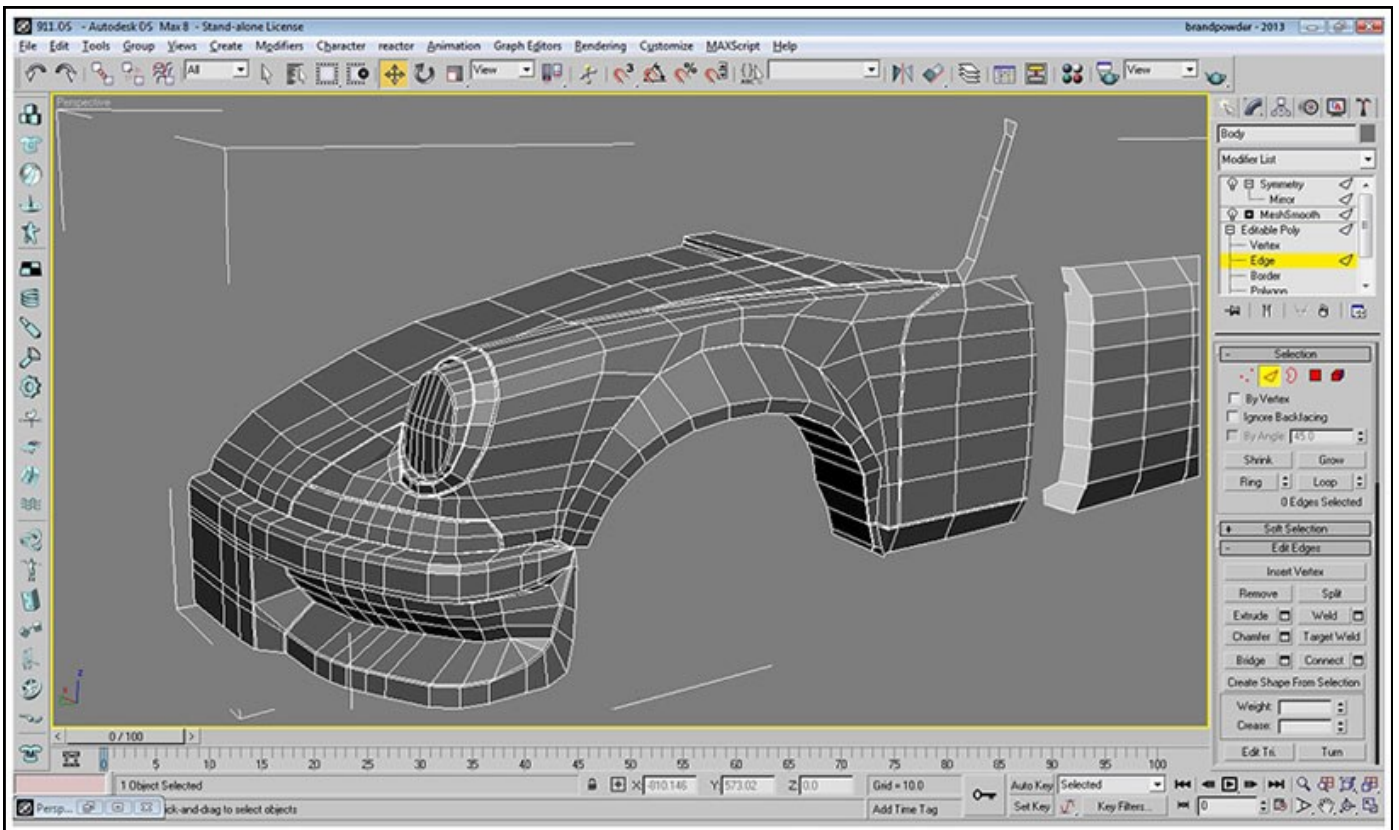
Seen from behind, the 911DS looks rather inconspicuous – a turbocharged 3000 cc, 260hp would rest under the hood .



The cars' overlap view showing matching touch-points for potential assembly .



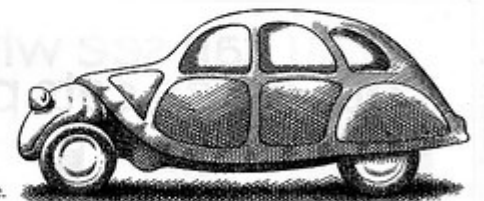
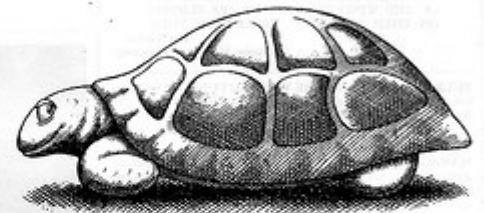
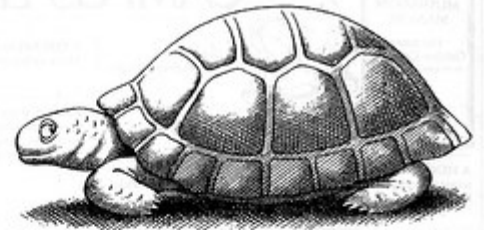
Preliminary sketches before the cut-and-weld phase.



3D CAD software was used to build virtual models of the joining parts .



Citroen graveyard images.



IT TAUGHT US ALL WE KNOW.

It's not all bad being a tortoise. They do live to a very old age.

They suffer few mechanical breakdowns.

They have a very poor appetite for consuming petrol.

They're not, as we know, the swiftest of creatures.

But need we remind you of the story of the tortoise and the hare?

CITROËN 2CV £2774.

Citroën Kegresse Half-Track Lot No. 1091

Auctioned on Saturday, July 12, 2014

Further to last months CCCV Newsletter centre pages listing, this vehicle has now been -



Sold for \$ 34,500



The vehicle being offered, Citroën Kegresse half-track, was built in the 1920s or early 1930s. It appears to be an older restoration. The exterior is in very good condition with the body being painted in a dark blue. 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 engine is non-operative and will need rebuilt.

Nothing is known of this vehicle's design or service history.

Transport Cost to Storage: \$660

The Littlefield Collection July 11-12 2014

HELP!

I am looking for an instrument cluster or some one who can fix mine for a 1985 Citroen CX2500gti
Contact Eov on 0418515424 or Email: eovazoulay@gmail.com

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.

ID/DS Parts For Sale

(posted 07/14)

Shed clearance sale of parts to be held on Saturday 30 August 2014 in Vermont South.

Please contact **Bob King (03) 9878 1243** for venue details.

List of parts:

ID headlight lenses
DS headlights and turning headlights
Headlight boxes and inspection covers
Various brackets
Rear mudflaps (some new)
Jack stands/props
Heat shields for fire wall
Rear height corrector cover panels
Early ID 6v generator, voltage regulator and starter motor
DS sill covers and dress strips
Fuel pumps
Various switches and wiring looms
Weber carbs
Inlet manifold to suit Weber carb for D-Special
Tail light assemblies
Auto transmission bits and pieces, some new
Window winders
D-Special gearbox
D-Special complete motor
Set split spheres for ID
A/C components including pipes, coolers, fans, controllers, compressors
DS centre armrest
DS instrument panel
Window glass - various
Tow bars
DS dashboards
Centre muffler with single tailpipe outlet
Exhaust twin pipes from muffler to manifold
DS Rear doors
Radiator shrouds
Pair of early D Pallas type hubcaps pre '68
D-Special hubcaps
Radiator hoses
D-Special cylinder head
D-Special arm rests
Front wheel hub bearings
Exhaust pipes for DS - new old stock
Pair of front suspension support units
Electric horns

Plus other parts, all negotiable

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

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

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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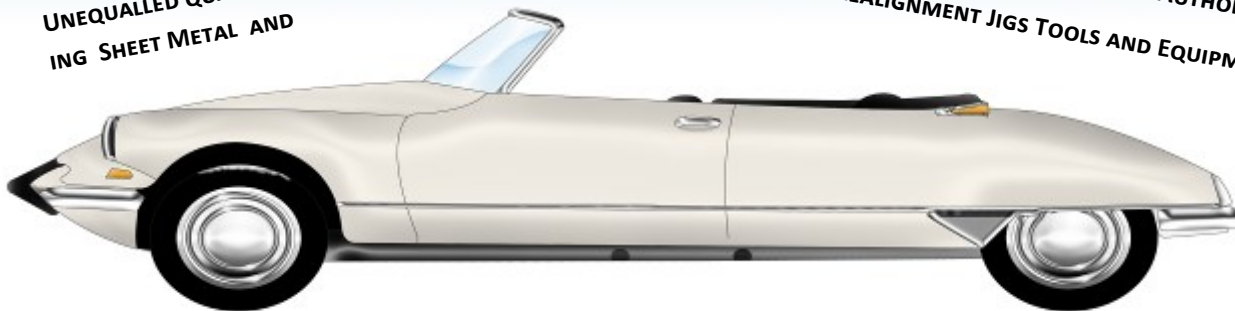


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