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THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

November 2014

IN THIS ISSUE:

AGM Minutes

Citin 2015

A blast from the past

The Blala Croisiere Noire

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

PRESIDENT

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VICE PRESIDENT

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badjatom@gmail.com
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10 Drysdale Ave. Taylors Lakes 3038

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MEMBERSHIP SECRETARY

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CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 03 9363 3950
Peter Dekker * 0425 703 899

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LIBRARIAN

Simon Potter
cccclibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Gruzca * 0431 396 277

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

CCCV NEWSLETTER COPY DEADLINE: Sunday night, after the 2nd Wednesday of the month.

Club Permit Scheme

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 Court Moorabbin 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 becomes law.

VicRoads Customer Service Centres have capped to a maximum of two, the number of Club Permit applications per customer that may be processed across the counter at any one time. If more than two are contemplated, they can be left at the CSC to be processed with collection/payment to be made subsequently. Alternatively, an appointment can be made.



Some of our members cars parked at the
Dalyston Deli,
where we had a great lunch, after visiting the
National Vietnam Veterans Museum;
on Phillip Island, for our September run.
Image: *John Fleming*



President and in various committee roles – much experience in all manner of things ‘tween these two. Welcome! Motley crew: Dave “The Pirate” Rogers; Brian “Jesse” James; John “Le Rouge Vin embiblier” Dorgan; and lil me, John “The F” Fedorko step forward to complete the Magnifique Six (there’s a “C” floating somewhere round there somewhere....). One position that wasn’t filled on the night was that of Secretary. It’s an important role – and not one that’s overly arduous. So here’s your chance, talk to one of us on committee – come over for a look-see – it’s a great way to get to know what’s happening and find things out (and free advice on secretarial matters will be in abundance). A great turn-out (some 40 people) was had for the Phillip Island-Dalyston-Loch run. And what a fantastic day it was. A BIG BIG thank-you from us all to John and Tricia Fleming who graciously hosted the Club at their fantastic bush hideaway for afternoon tea – and le cars and le house ... and le lake – ah, it was great. You should’ve been there! Perhaps you will join us for festivities at Aux Batifolles in Fitzroy, early December?! We drive French cars so why should we not partake of French food? Mais oui! Details contained in this edition. Your Committee will be knuckling down to planning events for 2015 - so if you have any suggestions, please tell us! See us at the French Car Festival in Balwyn on Sunday 26 October – details per Newsletter / email. Anyhow that’s enough from me – keep reading. Be good and if that’s not possible, be better.

Cheers John F (“Finance bloke”).

Well, and welcome to merry Citroënisti, (‘scuse the Italian accent, it’s just all that Italian wine following the AGM has “got” to me! And thank you very much to Christian Maier for guiding us) It is again my pleasure to talk with you all now. Well, we have a NEW committee ... and foremost and firstly, I and Committee join to thank Mr Peter Dekker who has given much to the Club – serving some 12 years on Committee in various roles. For his affable and relaxed style, we thank him. Joining the Committee are “new” members John Parsons (as President) and Tom Gruzca (as Vice President). John hasn’t been with the Club that long – only since its inception in 1965. And Tom similarly – having previously been

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

Club member Don Scutt pedaling up the Stuart Highway from Pt. Augusta to Darwin, some 2800 kms on a Solex motor assisted bicycle to raise money for the guide dogs.

See the middle pages for more.

Front cover & middle page photos—Dee Scutt

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, Peter Bartlett, Arno Besse, Gordon Hedley, Steve Warren-Wilson and Timothy Lee. 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 per l. LDS available at club rooms on club nights only at \$25.00 per l.

Events Calendar		2014	2015
October	24-26	Motorclassica Royal Ex/Build <input type="checkbox"/>	Feb 20-22 Venus Bay weekend
		26 French Car Festival - Balwyn	27-2Mar Dennes 4 day Safari
November	5	Club night—Auction	Mar
	15	BBQ Red Hill—Andrew Murray	April 3-6 Citin Barossa Valley SA.
December	3	Club night—breakup in Hotel.	Sept <u>60th Anniversary of the Citroen DS at Southbank</u>
Denotes a Non CCCV sponsored event. <input type="checkbox"/>			
Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] from 10.30am <input type="checkbox"/> 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

November 15 SATURDAY

Run and BBQ to Andrew Murray's home at
500 Arthurs Seat Road, Red Hill South

ARRIVE AT 12 Midday

Meat supplied. BYO Salads, sweets and drinks.

Extra tables and chairs not necessary, but do if you wish.



GEELONG REVIVAL

MOTORING FESTIVAL

NOVEMBER 28 - 30 - GEELONG WATERFRONT, VICTORIA

The Geelong Revival Motoring Festival will be back better than ever in 2014. Held on Geelong's iconic waterfront precinct on

28th-30th November, this jam-packed motoring festival is an event not to be missed! The event stands for all things vintage, with this year's event celebrating Australian industry and manufacturing- from the largest companies, down to the backyard builders. Get revved up for the historical quarter-mile sprints, as over 300 classic and exotic cars and motorcycles speed down Ritchie Boulevard at full throttle. The Geelong Waterfront will be scattered with over 500 quirky, valuable and fascinating vehicles, and is guaranteed to please anyone with an appreciation for unique vehicles. **FREE ENTRY.**



December 3rd Wednesday

CHRISTMAS CLUB NIGHT AND BREAKUP

400 Nicholson St, Fitzroy VIC 3065

"Batifoler" means 'to romp - to lark about'- appropriate description of this joyful suburban Bistrot.

The restaurant opened in Fitzroy North in 2004 and has since then become a destination for Francophiles and food enthusiasts in the area and beyond. Built mainly on word of mouth, our clientele comes to us to enjoy genuinely French dishes crafted from local and seasonal ingredients matched with quality beverages selected from our eclectic wine and beer list. We've worked hard to create and refine the elements we believe granted you an amazing experience: Taste, friendly service and the excellent value for money of an authentic French brasserie.

Time: 7—7.30pm in Rear Room



Melway: 44/A1



CCCV AUCTION TICKET

ticket to remain with item

LOT no:	SELLER to complete	AUCTIONEER to complete
	SELLER: (participant number)	BUYER: (participant number)
	ITEM desc:	
	Reserve price (if any):	SALE PRICE:

CCCV AUCTION TICKET

ticket to remain with item

LOT no:	SELLER to complete	AUCTIONEER to complete
	SELLER: (participant number)	BUYER: (participant number)
	ITEM desc:	
	Reserve price (if any):	SALE PRICE:

CLUB AUCTION ::

5 November 2014

YES! It's THAT time of the year – when you can buy/ sell Citroën-esque and other items. Come and get a bargain! Or sell your stuff to make more room ... so that you can buy even more stuff! Any items worthy of attention: Unwanted books, Household items, Car parts and accessories, in fact, anything that's saleable.

To help expedite matters on the night, sellers should complete Auction Tickets **before** arrival - item description and reserve price (if any). If you need more Auction Tickets, print out this page from the Newsletter on the Club website. Lot Numbers & Participant Numbers will be issued at the beginning of the night.

A blast from the past!



Turn to pages, 16.17.20.



CITROËN CAR CLUB OF VICTORIA INC

ABN 74 557 610 508

MINUTES OF AGM

Held at 92 Wills St Glen Iris – 1 October 2014

Present

Chairman: Peter Dekker

G Abbenbroek; G Arandjelovic, R & K Belcourt, R Bourdon, G Campbell, P Cottrill, R Davis, G & L Dennes, J Dorgan, J Fedorko, J & T Fleming, H Greaves, T Grucza, G Hamada, B James, B King, G & L MacRury, G McDonald, C Maier, J Parsons, B Reed, D Rogers, B Saggars, W Siem, M Sparke, J Wyers.

Proxies: NIL

Apologies

Y Grucza, P Jelly, B Tonnizo, A Smith.

Welcome

Chairman of Committee, Peter Dekker, welcomed club members to the 2014 Annual General Meeting of the Club.

There being a quorum of members present in accordance with the Club's Constitution, the meeting was declared open.

Minutes

Minutes of the previous AGM held 2 October 2013, copies of which were available to the current meeting, were confirmed by the meeting as true and correct

Moved: P Dekker

Chairman's Report

The Chairman of Committee, Peter Dekker, presented his Report.

This year has been a busy year for the club, with many well attended events and runs. It is gratifying to see an increasing number of members supporting the club runs and events organised by other clubs and organisations. The highlight, of course, was Cit-In which was organised by the Club. Unfortunately, there was not enough support from CCCV members.

The Club remains strongly active with a number of events – particularly the monthly Club runs.

Peter thanked on the members on Committee. It is at the AGM that all committee must stand down. Firstly and foremost, Dave Rogers has done a great job as Treasurer. He will not be putting himself forward in that role on committee. Thank-you to Michael Sparke and Julian Beasley. Both will not be nominating for Committee membership.

Thanks to John Fedorko as Secretary and John Dorgan as Events Officer. And what a fantastic job Heather Greaves has done as Club Shop organiser – injecting much needed vigour into an important part of the Club (as the Profit and Loss will attest).

Ron Davis was thanked very much in his role as Librarian from which, after 18 years, he is standing down.

And thank you to Brian James who rolls out The Newsletter every month – keeping all members informed and keen in our great marque, Citroën. And thank you to Walter Runciman who stepped down as Membership Secretary during the year. This role has been taken up with some zest by John Wyers – for which we thank him.

I commend my Report to the meeting.

Moved: P Dekker. Seconded: B Reed.

Treasurer's Report

The Treasurer, Dave Rogers, referred to his Report – copies of which were available to the current meeting and which is repeated here.

Ladies and gentlemen, I present to you the financial reports of the CCCV Inc for the year ended to 30 June 2014 as published in the October edition of The Newsletter.

Income

Total Club income of \$65,233 comprises \$14,585 of general Club income and \$50,648 Of Cit-In income. I'll address each amount separately.

General Club income of \$14,585 shows no real surprises, with our two major sources of income continuing to be subscriptions and advertising revenue of which 63% (up from 57% last year) was derived from membership subscriptions and 22% or \$3,140 from Newsletter advertisers. Together these two streams represent 85% of the Club's general income. The balance is made up of Club Shop profit (\$358) - a jump up this year for which thanks must go to Heather Greaves for injecting some life back into Club Shop; LHM, up slightly representing an additional 36 litres sold compared to last year; sphere re-gassing, also up by an astonishing 900% (presumably sphere re-gassing must run in cycles), donations of over \$250 and interest income of \$648.

How did we spend this money?

Well, most of it went in producing and circulating out main organ, The Newsletter, in fact 55% or \$9,399 was spent this way. Maintaining Club Hub i.e. membership costs used \$1,620 or 9.5%. Bank fees, while appearing to have doubled from last year are at the level of \$1,551 as they include the merchant fees paid in accepting over \$50,000 of credit card payments for Cit-In. Some \$800 of these fees are attributable to Cit-In, bring the bank fees incurred by the Club in general in line with last year.

The \$250 noted as French Car Festival (FCF) are in fact a contribution for half of the trophy costs for the Combined Interclub Concourse that CCOCA ran in conjunction with the FCF. Because CCOCA ran it over the FCF, they received no gate income that they would have raised had they staged a standalone event. The committee felt that it was only fair to contribute half of CCOCA's trophy expenses. Our Club night suppers and BBQ meats consumed \$844, while other expenditure was all standard and consistent with previous years outgoings. Total general expenditure was \$17,194, a deficit of \$1,609 over income.

Now Cit-In

Cit-In was the major event for the Club and committees this financial year. To keep participation costs down, give our choice of venue meant that we contracted the entire property including all accommodation. This represented a considerable financial risk to the Club and I can tell you that I had many sleepless nights worrying about the \$50,000 commitment that the committee had entered into. I believe that the general consensus is that Cit-In was an organisational, value for money and content success. And for all but a couple of thousand dollars it was a financial success. We set out for Cit-In to be a break-even exercise and the \$1,958 loss represents only 4 to 5 additional participants. (As an aside here, I'll say that those participants should have come from within our own ranks. It was disappointing to see that the NSW club, with I believe a smaller membership base that ours had more registrants than the host club).

Talking of memberships, as of 30 June the Club had 283 members, made up of 223 families, 162 metro and country members and 61 non-mailed newsletter or internet only members. A strong base on whose behalf the new committee will work.

The Balance Sheet

The Club has total assets of \$24,131 with \$17,870 of that amount in liquid cash assets spread across the Operating Account and two term deposit accounts. Our stock holdings in LHM represent a further \$2,700 while depreciated assets of Club tent, computers, projectors, Pad library etc. comprise another \$3,400. In all, the Club is in a healthy financial position.

I commend my Report to the meeting.

Moved: D Rogers Seconded: T Fleming

On Safari with Lee and Graeme Dennes ~ early warning

When: 27nd Feb to 2nd March

Where: TBA

Cost: At own expense

Booking: Essentials when details advised

Bring: Everything for a four day excursion.

Contact:

Lee Dennes 04 3988 6181

activities@cintroenclassic.org.au

Planning is well underway for Lee Dennes 2015 Safari. Any member who has joined a Safari in previous years will know what great cross-country trips these have been; and 2015 promises to be no exception. So get the dates in your diary



Financial Reports Summary

The Final Reports of the Club for the year ended 30 June 2014 were printed in the October 2014 edition of the Newsletter and are summarised as follows:

Summary Balance Sheet		Summary P&L	
Cash	17,870	Total Income	65,233
Other Assets	2,864	Total Expenses	(68,000)
Property & Equipment	3,402	Profit / (Loss)	(2,767)
Total Assets	24,136	...which consisted of:	
Current Liabilities	5	Cit-In Income	50,648
Net Assets	24,131	Cit-In Expenses	(51,806)
Represented by:-		Cit-In Profit / (Loss)	(1,158)
Members' Equity & Retained Earnings	24,131	Regular Club Income	14,585
		Regular Club Expenses	(16,194)
		Profit / (Loss)	(1,609)

Election of Committee Members

All previous committee members had stood down and subject to other nominations, offered themselves for re-election, excepting as follows: Peter Dekker, Michael Sparke & Julian Beasley.

President – As only one nomination was received, Mr John Parsons was duly declared the new President.

Vic-President – As only one nomination was received, Mr Tom Gruzca was duly declared the new Vice-President.

Secretary - As no nominations were received for this role, the position was declared vacant. The outgoing Secretary advised that the club was obliged to appoint an Acting Secretary within 14 days.

Treasurer – As only one nomination was received, Mr John Fedorko was duly declared the new Treasurer.

Other Committee members – The Chairman declared that there were 3 positions available on Committee. As there were only three nominations - Messrs Dave Rogers, Brian James & John Dorgan - all were declared as Committee members.

Regardless of the lack of contest in all of the above positions, each was voted in favour on a show of hands.

Other matters

Tom Gruzca updated the meeting on the forthcoming French Car Festival which is being lead-managed by the Peugeot Car Club of Victoria.

Peter Dekker advised that there were limited spaces for the Motorclassica event on Saturday 25 October & the Historic Racing event at Sandown November 8-9.

The Secretary tabled the Certification of Annual Accounts for the year ended 30 June 2014 as signed by Dave Rogers and John Fedorko.

The Alan Keye Award was presented to Tom Gruzca who has contributed significantly to the Club's body of technical knowledge.

The Service Award was presented to Peter Dekker who has faithfully serviced on Committee in numerous roles for the last 12 years.

The Committee's recommendation that membership & joining fees remain unchanged, was noted.

Close of meeting

There being no further business, the AGM of the CCCV Inc was closed.

Confirmed: _____ Date: _____

'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.

Teddie's Terrific Tour to Nuriootpa South Australia CITIN 2015.

For those folks who would like to have a bit of fun and games before CITIN 2015, we are inviting you to join us on "Teddie's Terrific Tour", to be held over 4 days / 3 nights.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money.

Highlights include..... kangaroos at Halls Gap, picnic lunch at historic village of Harrow, a visit to Naracoorte Caves, dinner at Naracoorte Historic Vehicle Club, car ferry ride into Mannum, and a visit to the National Motor Museum at Birdwood.

We will arrive in Nuriootpa ready for the start of the first event of CITIN - Registration.

Interstate people from all states (as well as Victoria) are most welcome to join us along the way.

For the first two nights, you will need to book your own accommodation - we have recommended Cabin/Caravan Parks, phone numbers supplied.

For the third night we have booked accommodation, please contact us directly.

At the time of writing, accommodation was available at the suggested venues.

I **strongly** suggest that you book it ASAP - it will be school holidays in Victoria, and a day before school breaks up for holidays on South Australia -accommodation is likely to be snapped up pretty quickly.

Also keep in mind that John "Hendo" Henderson is organising a post Cit-In touring trip to the Flinders Ranges for approximately one week.

If you are interested in being part of the tour group, **please** contact the organising crew - Ted and Helen Cross - crossfam@ozemail.com.au

home phone (03) 9819 2208

Ted 0400 59 2208

Helen 041 935 69 63.

Looking forward to hearing from you.....

Ted and Helen Cross - Citroen Classic Owners Club of Australia.

One in ten thousand.

Just a little story for you,

I drove and parked my black 2007 C5 sedan at the Werribee Mercy Hospital

car park next to a Toyota last Wednesday. Hours later when I went back to my C5 I thought

I was seeing things because where the Toyota had been was a C5 identical to mine..boom-boom.

Now tell me, what are the chances of that occurring eh? Silly me did not think at the time to take a snap of the twins, pity though. Anyway that's life, full of surprises (and shocks too!).

Long live Citroen.

Regards,

Anthony Xuereb

DAY ONE TUESDAY 31ST MARCH.

Meet at 10.00am at BP Service Station / McDonalds restaurant at Rockbank, left hand side of the Western Freeway, Melway 355 C 11 just before Troups Road North.

Depart by 10.30am, driving on Western Freeway towards Ballarat.

We skirt around Ballarat (stay on freeway), and our lunch stop will be in the main street of Beaufort - BYO picnic at the Rotunda, (or there are a few cafes and a bakery).

We then head north-west to Ararat (petrol stop) and our overnight destination is Halls Gap in The Grampians.

ACCOMMODATION - recommended - Halls Gap Caravan and Tourist Park - cabins and camp-sites.
(03) 5356 4251

Please make sure you mention Citroen Car trip when ringing to make the booking – I have managed to get us a good discounted rate.

<http://www.hallsgapcaravanpark.com.au/>

Halls Gap Log Cabins (03) 5356 4256

http://www.tripadvisor.com.au/Hotel_Review-g552177-d1596361-Reviews-Halls_Gap_Log_Cabins-Halls_Gap_Grampians_Victoria.html

Boronia Peak Villas (03) 5356 4500

http://www.booking.com/hotel/au/boronia-peak-villas.html?aid=318615;label=New_English_EN_ALL-GBIECAUS_5226333385-zrfE0CU6K_HWeoloJw*PrQS46932911785:pl:ta:p1:p2:ac:ap1t1:neg;ws=&gclid=CLaRoJX90MACFQIGvAodPiMAeg

Pre-dinner drinks at Halls Gap Caravan and Tourist Park.

Dinner tonight at Halls Gap Hotel.

<http://www.hallsgaphotel.com.au/bistro.php>

<http://www.hallsgaphotel.com.au/HGH-bistro-menu.pdf>

DAY TWO WEDNESDAY 1ST APRIL.

Depart Halls Gap at 9.30am on Grampians Road, direction Dunkeld, then Cavendish for possible BYO morning tea stop, then Balmoral, and lunch at the historic village of Harrow.

Visit to the Harrow Motor Museum for those interested, cost \$3 per head.

Also, the Johnny Mullagh Cricket Centre.

<http://harrow.org.au/> http://en.wikipedia.org/wiki/Harrow,_Victoria http://en.wikipedia.org/wiki/Johnny_Mullagh

We then go on to Edenhope (petrol available), and we head across the border of South Australia into Naracoorte.

Drop bins for fruit and vegetables, they are not to be taken into South Australia.

ACCOMMODATION –

recommended - Big 4 Caravan Park - cabins available, also camp- sites. (08) 8762 2128.

Please make sure you mention Citroen Car trip when ringing to make the booking – I have managed to get us a slightly discounted rate.

<http://naracoorte-holiday-park.sa.big4.com.au/>

Visit to Naracoorte Caves

<http://www.environment.sa.gov.au/naracoorte/Home>

and Yulgilbar Wood Gallery

http://www.woodart.com.au/a_yulg.htm

Pre-dinner drinks at Big 4 Tourist Park.

Dinner at Naracoorte Historic Vehicle Club - cost likely to be \$15 to \$16 per head, BYO drinks.

Our CCOCA member Andrew Begelhole is President of the Naracoorte Historic Vehicle Club and we are delighted to be spending the evening in his company.

MiniJumbuk factory outlet shop is in the main street (for those who like a bargain or two).

<https://www.facebook.com/MiniJumbuk>

DAY THREE THURSDAY 2ND APRIL.

Depart Naracoorte at 9.30 am, drive to Keith for morning tea stop in park - BYO everything.

We then join the Dukes Highway for quite a while, (main highway from Melbourne to Adelaide, so likely to be pretty busy).

We leave the Dukes Highway turning right, heading towards Murray Bridge and Mannum, travelling on scenic route, arriving in Mannum on the ferry.

ACCOMMODATION - tonight we are all in for a treat - we are sleeping together!

The only accommodation available in Mannum for one night on the last day before Easter is a bunkhouse.

Before you all start groaning and panic, it is fine - there are 8 separate bunkrooms, we will be cosy and all get to know each other quite well!

Need to bring your own bedding - pillow and sleeping bag.

Suggesting pyjamas/nightie and/or dressing gown!

Pre-dinner drinks at The Bunkhouse.

<http://www.mannumcaravanpark.com.au/bunkhouse.php>

Dinner tonight at the Mannum Community Club.

<http://www.mannumclub.com.au/index.php/selectedContent/508073772?currentDriven=2030625580¤tContent=1175910905>

DAY FOUR - FRIDAY 3RD APRIL 2015.

Communal cooked breakfast at The Bunkhouse - we will sort out a roster for washing up the dishes - beware!

We depart Mannum CP and drive to Mannum Falls - spectacular scenery.

<http://www.mannum.org.au/html/mannum-waterfalls.html>

https://www.google.com.au/images?hl=en-AU&q=mannum+falls&gbv=2&sa=X&oi=image_result_group&ei=tGUXVK7ZI8_d8AXjrYGIBw&ved=0CCAQsAQ

Forward ho for a visit to the National Motor Museum at Birdwood. Admission fee is \$12 by the carload - we may need to empty out a few back seats to fit people in.

Picnic lunch on the lawn – BYO everything.

Then driving on to Nuriootpa - we should arrive early to mid-afternoon in time for the first event of CITIN 2015 - Registration.

Let the festivities begin!

TEDDIE'S TERRIFIC TOUR is over for another year

Travel

Before I started out on my adventure I found a road that had similar inclines to the Stuart Highway and measured a 33.3km round trip. I then trialed our 5 solexes. Dee's was clearly the fastest.

I then set out over the course to ride 260kms in a day with Dee supporting. This was OK and so decided I could cross the Australian continent, and did it.

Technical details - Dutch 3800 Solex, Engine no. 5322771 TUM 80A . Frame no. 00205/9777 or 9111.

Fuel consumption approx. 70km per litre. I used 50 to 1 fully synthetic Castrol TTS oil, and distance travelled was 2,820kms - Port Augusta to Darwin.

Distance travelled each day was approx. 200kms starting around 7.30am each morning. Morning tea after 60kms and lunch approx 1.30pm. I then rode onto our night accommodation, rested for an hour and then rode an extra 40kms, marking the spot for the next morning's start before putting the bike on the bike rack and returning to our accommodation. This worked well.

Dee would drive the car 20kms, wait for me to pass then 20 minutes later would drive on to the next point. This kept us in touch.

I am 75 years old and had no aches or pains from the whole trip. I would do stand-up exercises on the pedals along with upper body exercises.

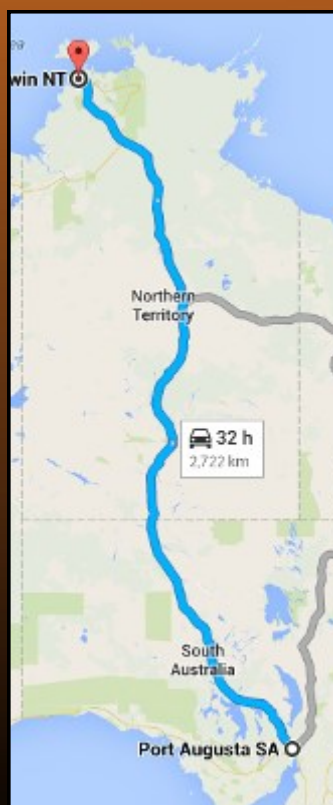
Dee meanwhile read lots of books, played Scrabble, went for walks and did I don't know how many crosswords!

We raised just on \$800.00 for the Guide Dogs so it was all worth it and we enjoyed the experience.

Don & Dee Scutt



The D3 took it all.



Birds of a feather.

ling North with D & D



What a joy for Dee and myself when Peter Dekker presented to us on behalf of the Citroen Club, a delightful bottle of champagne (apologies to the French), a beautiful card made by Kay Belcourt and signed by one and all.

This was to celebrate my being the first person to cross the Australian continent, salt water to salt water, Port Augusta to Darwin, on a 1967 Solex (power assisted bike).

Dee drove the Citroen C3 support vehicle a total of 8000Kkms – this being from Melbourne to Darwin and back again covering many kms in between. It ran perfectly. I rode 2800 kms on the Solex. We had a great time.

Dee created a blog www.getjealous.com/solexride that gave a day to day account of the adventure together with great pictures. We have just added a small epilogue of technical information.

Thanks to everyone who sponsored us so generously for Guide Dogs Victoria. We raised just on \$800.00. A most worthy cause.

So once again a big thank you to you all from Deirdrie and myself.



The Autocar ROAD TESTS

The well-known four-light body style with detachable wings and separate, external head lamps, features desired by many, is still retained. The familiar "wheel at each corner" characteristic is particularly noticeable at the rear.

No. 1460: CITROEN LIGHT FIFTEEN

ALTHOUGH no major changes have been made to the model since it was last tested by *The Autocar* in 1948, enthusiasts for the *marque* will no doubt be interested to see that the Citroën Light Fifteen has again been put through its paces. It is difficult to think of any other car that has changed as little as the front wheel drive Citroën over as long a period, and yet after more than seventeen years is in many ways not outdated. A number of detail changes in design has been made through the years, although the basic structure of the car remains the same.

For example, the three-piece track rod and slave lever type of steering used earlier has been replaced by a rack and pinion unit. Engine and transmission modifications include the change over to downdraught carburation, before the war, and also larger bearings in the final drive unit. Briefly, this car was from the start fundamentally right in design and construction to suit Continental motoring. It must be remembered that in its country of origin this is a quantity-produced popular model; on the other hand in England—where, of course, it is also assembled, with a considerable content of British components, for this and overseas markets—it is regarded as a car for the enthusiast. This is perhaps because of its marked difference in character from an average family saloon.

The Citroën is essentially a machine for motoring in, using the phrase in a specialized sense; it is robust and rugged and perhaps a little rough by some standards, but its somewhat vintage character is not spoiled by any desire to remind its occupants of either a gin palace or a stately home. It has an exceedingly high common-sense factor. It is happiest on the open road with long distances to cover in as short a time as possible, but this does not mean that it is unsuited

CITROEN LIGHT FIFTEEN

PERFORMANCE

ACCELERATION: from constant speeds.
Speed, Gear Ratios and time in sec.

M.P.H.	4.3 to 1	7.3 to 1	13.1 to 1
10-30	10.6	6.1	—
20-40	10.4	6.4	—
30-50	11.0	8.3	—
40-60	13.5	—	—

From rest through gears to:

M.P.H.	sec
30	5.7
50	14.1
60	22.1

Standing quarter mile, 22.1 sec.

SPEED ON GEARS:

	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean) 75.5 (best) 76.0	121 122
2nd	40-50	64-80
1st	20-26	32-42

TRACTIVE RESISTANCE: 25 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	85
True speed	10	19	27	35	44	53	61	71	76

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	166	1 in 13.5
Second	333	1 in 6.6

BRAKES:

Efficiency	Pedal Pressure (lb)
85.3 per cent	86
53 per cent	50

FUEL CONSUMPTION:

24.4 m.p.g. overall for 366 miles. 11.5 litres per 100 km.
Approximate normal range 22-25 m.p.g. (12.8-11.3 litres per 100 km)
Fuel: British Pool.

WEATHER: Dry surface. Wind light.

Air temperature 44 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of February 22, 1946.

DATA

PRICE (basic), with saloon body, £685.
British purchase tax, £382 1s 2d.
Total (in Great Britain), £1,067 1s 2d.
Extras: Sliding roof £10.
Fog lamp £4 7s 6d.

ENGINE: Capacity: 1,911 c.c. (116.6 cu in).
Number of cylinders: 4.
Bore and stroke: 78 x 100 mm (3.07 x 3.93 in).
Valve gear: o.h.v. push rods and rockers.
Compression ratio: 6.5 to 1.
B.H.P.: 55.7 at 4,250 r.p.m. (43.3 B.H.P. per ton laden).
Torque: 90.4 lb ft at 2,200 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 17.4.

WEIGHT (with 5 galls fuel), 22 cwt (2,464 lb).
Weight distribution (per cent), 54.8 F; 45.2 R
Laden as tested: 25½ cwt (2,878 lb).
Lb per c.c. (laden): 1.50.

TYRES: 165-400mm broadbase.
Pressures (lb per sq in): 18 F; 20 R.

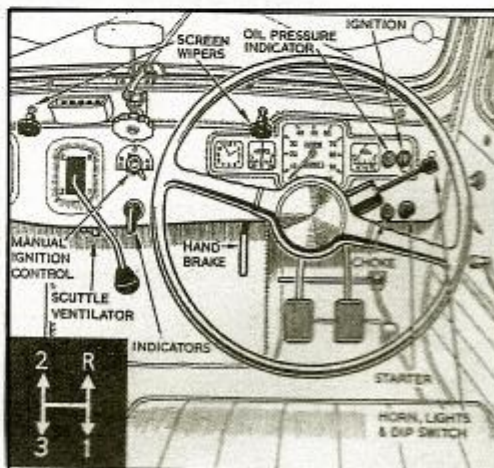
TANK CAPACITY: 11 Imperial gallons.
Oil sump, 8 pints.
Cooling system, 14 pints.

TURNING CIRCLE: 45ft 3in (L and R).
Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase 9ft 6½in.
Track: 4ft 4½in (F); 4ft 4½in (R).
Length (overall): 14ft 0in.
Height: 4ft 11½in.
Width: 5ft 5½in.
Ground clearance: 7in.
Frontal area: 22.3 sq ft (approx).

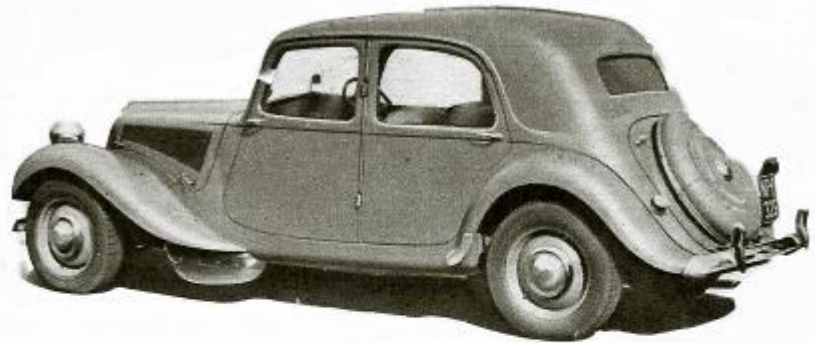
ELECTRICAL SYSTEM: 12-volt 57 ampere-hour battery.
Head lights: Double dip, 36-36watt

SUSPENSION: Front, independent, with wishbones and torsion bars.
Rear, trailing arms and torsion bars.





The Citroën chevron motif is attached to the rear of the radiator grille, and a small detachable plated pressing covers the hole in the bottom of the grille that accommodates the starting handle. The fog lamp is an extra fitting.



The body style is businesslike, with the minimum of external plated fittings. Light alloy splash plates are fitted to the leading edge of the rear wings to give protection against stones. Mud flaps are also attached to the underside of the front wings.

ROAD TEST

continued

to traffic conditions. In spite of a maximum speed that is not above average for a modern 2-litre car, the Light Fifteen will put up very good averages on all types of journey; on a known run nearer fifty than forty miles is possible under suitable conditions. The four-cylinder engine is quite flexible on top gear, but it should not be allowed to slog. Main road hills of the normal variety with a gradient of 1 in 10 can be climbed on top gear, while second will cope with most of the steeper ones; a 1 in 5 hill was climbed with the car in a well-laden condition without changing down to first gear in the three-speed box.

Perhaps the most impressive thing is the way the Citroën can be cornered at speed with a complete feeling of security surpassed by few cars' behaviour. This is because it has a very wide track and long wheelbase relative to the size of the body; or, in other words, it has "a wheel at each corner." So fast can it be taken round even appreciable bends that in the hands of enterprising drivers some form of hand rail or a partition would be a useful addition to position the front passengers on left-hand bends. The unsprung weight is reduced to a minimum by reason of the torsion bar suspension system and also by the arrangement of the final drive whereby the crown wheel and differential unit are part of the sprung mass. Roll stiffness, too, is increased by the trailing arm system for the rear suspension, and the inter-axle seating and general low build result in a low centre of gravity.

Steering by means of a rack and pinion unit is very positive and there is strong confirmation that the steering wheel is connected to the road wheels. With $2\frac{1}{4}$ turns from lock to lock the steering is geared for fairly direct operation rather

than lightness, yet it is not unduly heavy, especially bearing in mind that the steered wheels are also transmitting power. The steering is a little heavier when the car is on drive than when it is on overrun. There is quite good self-centring action. Stability and a general feeling of confidence are further created by the understeer characteristics of the car as a whole. A slight amount of road shock is transmitted back through the steering wheel, and at certain speeds some vibration is also felt.

Gear Change and Clutch

The gear change lever, mounted on the facia panel, is in a somewhat unusual position, but not an inconvenient one. It is, in fact, in the same position for both left- and right-hand drive cars, which is unusual for gear change mechanisms that do not use a central lever mounted directly on the gear box. To prevent jumping out of gear, and to enable the selector spring loads to be reduced to a minimum, thereby permitting a light gear change, a form of positive interlock is fitted. This consists of a clutch-operated lock that prevents the gear box selector rods from being moved except when the clutch is depressed, and some care must be taken to depress the clutch pedal fully when changing gear; it is comparatively easy to beat the synchromesh. Also the clutch pedal must be pressed well down to the limit of its travel to ensure silent engagement of first gear when at rest.

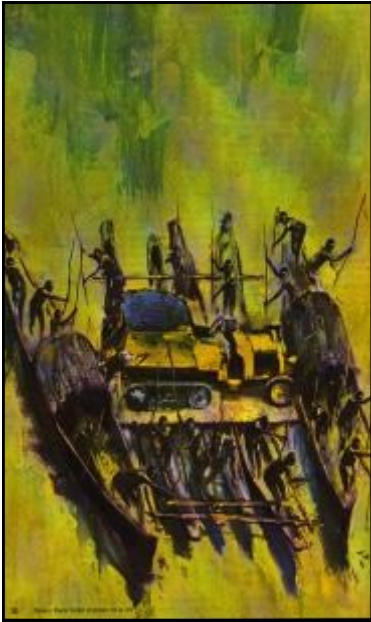
A combination of well-damped torsion bars and large-section low pressure tyres ensures comfortable riding for all occupants over a very wide range of surfaces, including pavé and rough "colonial" sections, and there is no body

Because of the low floor level and integral construction there is a definite step down into the passenger compartment. The separate front seats are adjustable for leg length. Pockets are provided in the front doors. The rear seat is deep and well positioned within the wheelbase. The bottoms of the doors are trimmed with carpet, and wood cappings are fitted just below the window level; ashtrays are provided on both rear doors.



THE BLALA CROISIÈRE NOIRE

Continued from the October Newsletter—Tom Gruzca



Then came serious river-crossing problems: what few bridges there were being quite unsafe, it often proved necessary to build rafts kept afloat with dug-out canoes and a system of winches with cables stretching from one river bank to the other. On many occasions, a situation which had become critical was restored only thanks to the initiative and courage of the mechanics.

Initially, the Congo forest proved relatively easy to negotiate, thanks to the clearing work done by the Belgians before the mission's passage and the fact that 700 kilometres (about 435 miles) of track had been opened up by the efforts of some 40,000 natives stimulated by the announcement of the impending arrival of a group of men of the same calibre as Stanley ("the man who blew rocks apart") in steel animals they had built. Jacovleff, the painter, fairly howled for joy when he caught sight of multi-coloured giant butter flies. In the heart of the virgin forest, the members of the expedition had occasion to appreciate the efficacy of the "gudu-gudu", a sort of very bass-sounding two-toned gong, used as a "bush telephone" over distances up to 14 miles or so, from one tribe to another. Its rhythms remain a dead secret, known only to the "gudugudists" of each village. The mission also came across Pygmies, whose only resource in order to glimpse the sky was to climb to the top of the enormous trees in whose shadows they live stifled. .

They look like legendary gnomes on account of their short legs; their head is voluminous, and the hue of their skin is a rich coppery red. The natives call them "Tick-tick"; they are astonishingly subtle hunters; using bows under two feet long and poisoned arrows.

The caravan reached Stanleyville on 12 March, after 5,600 miles of gruelling effort.

The link between the Belgian Congo and British East Africa was forged between 23 March and 13 April. The half-tracks left Buta on 22 March by the Congo-Nile road, which runs across the whole width of the Northern part of the Congo's eastern province. But rain hindered the vehicles' progress. In these regions, the tsetse fly play havoc among the cattle, and the only animal completely immune is the elephant, the thickness of its skin being no myth. These elephants are tamed as they were by the Carthaginians of old, and as are Asian elephants, to replace manpower. On the way, the gold mines of Kilo were visited.

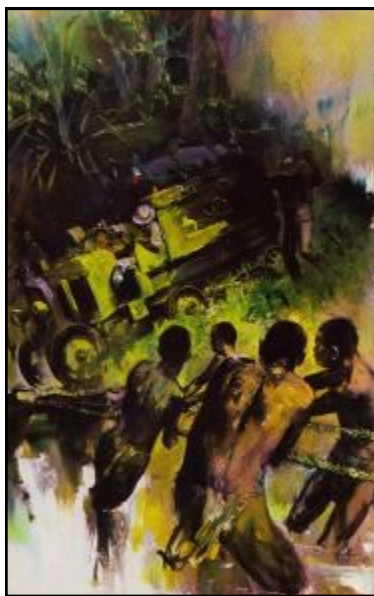
The Mangbetou offered scope for Jacovleff's pencil and the cinema boys' cameras to show what they could do. They are a race with a stately mien, fine-drawn joints, small feet and delicate hands. So much did Europeans and natives sympathize that one of the local tribal Chiefs proposed his daughter for a wife to one of the expedition's members... who managed to refuse the offer with sufficient tact not to antagonize anybody.

One part of the mission went off on a Safari for elephant, black buffalo and white rhinoceros, to the great joy of Bergonie, the naturalist. Near Lake Albert, they met "the Bedouin princess", the Duchess of Aosta, a fanatic of the roving life, and her son, the Duke of Apulia.

From Kampala onwards, the mission split up, as planned, into four groups of two half-tracks each: the first group (Audouin-Dubreuil) headed for Mombasa via Nairobi and the Kilimandjaro region, the second (Bettembourg group) for Dar-es-Salam,

the third (Haardt group) for Mozambique and the fourth (Brull group) for Capetown. They were to foregather again and form once more into one single expedition at Ma-junga, on the West coast of Madagascar, to wend their way to Antananarivo, its capital, which was the ultimate goal of the trip.

The first group crossed a region of highlands which forced it to climb to 9,500 ft and over; it bypassed Kilimandjaro on its southern side, went through very dense tropical forests and across tricky watercourses.



The English were very appreciative of the sporting feat. Arrival in Mombasa took place on 14 March, and the cars embarked immediately for Madagascar. At Dar-es-Salam, Audouin-Dubreuil met up with the Bettembourg group, whose chief incident had been a difficult crossing of the Wani River, its depth

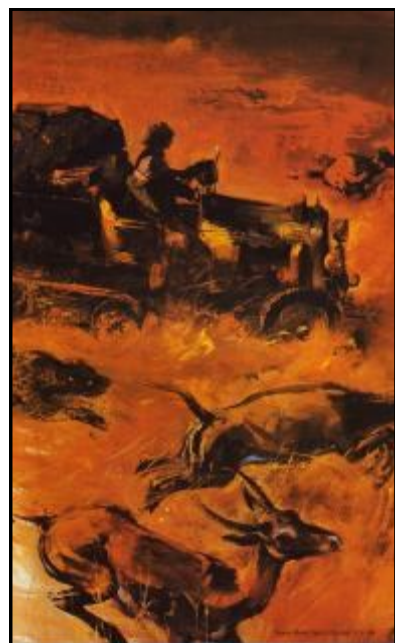
of 6 to 20 ft having called for the erection of log bridges, one of them of over 63 yards' span. Meanwhile, the Brull group was wending its way southwards, occasionally making use of the railway track's ballast.

A man of note was on the route : the then Prince of Wales, who proved most interested in the vicissitudes of the journey.

The third group, headed by Georges-Marie Haardt, was to come across the greatest difficulties, having in particular to cross the swampy north-shore banks of Lake Nyassa during the rainy season. All possible conditions were leagued against the progress of the two half-tracks: swampy bush through which a way had to be hacked with axe, shovel and machete, only the compass being used to steer, mountainous regions with rain pitted tracks, bridgeless rivers and rivers whose bridges had been washed away. It often took an hour to cover half a mile, and the pace then dropped to a have 5 miles a day. Every river to be crossed set a fresh problem:

some required the assembly of rafts made up of tree-trunks and dug-out canoes, others the rebuilding of bridges no longer existent; sometimes the rivers could be forded, after removing the cars' magnetos. British civil servants and colonists put up tremendous bets for, to their minds, Nyassaland could not be crossed. So, when at last they reached Blantyre, the capital, our "Captains courageous" were greeted with a warm welcome. But, before reaching Mozambique, there were another 435 miles to cover, through the "dabo", an extensive and mysterious plain with tall grasses and soft ground, feet steeped in water and mud while heads were broiled by a brassy sun. Then fire came to greet the teams : they escaped with the skin of their teeth thanks to the prompt reactions of the mechanics (Billy and Penaud), who forged ahead faster than planned despite burning rubber caterpillar treads, burst tyres and cruel burns... What a mort of miseries before reaching the Indian Ocean, where a boat was to carry the group from Mozambique to Majunga, in the Northern part of Madagascar, to meet up with two other groups, the fourth, that of Brull, being briefed to disembark in the South, at Tulear.

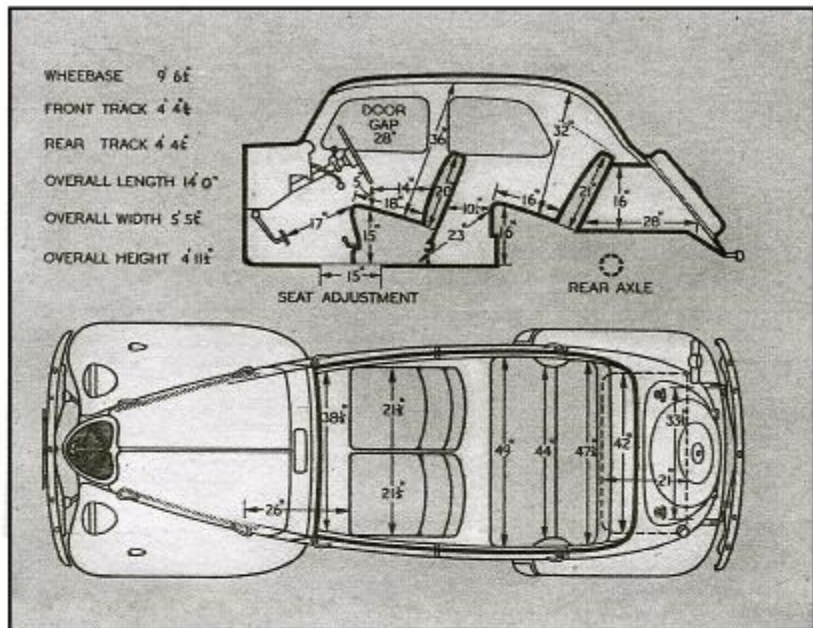
The last part of the trip allowed interesting comparisons between Africa and Madagascar. After the mad exuberance of nature, equipoise; no more wild beasts and man-eating lions, no more poisonous snakes: instead, many-hued butterflies and birds with a dazzling plumage. The cars reached Antananarivo on 20 June 1925 During its advance of some 12,500 miles, from North to South and from West to East, the expedition had blazed new trails, taken numerous topographical coordinates, shot about 90,000 ft of film, produced over 300 drawings and 15 books of sketches, taken over 8,000 photographs, collected samples of over 300 mammals, 800 birds and 15,00 insects, some of which were up to that time unknown.



finis



The spare wheel, carried on the outside of the luggage locker, is protected by a cover released from inside the lid. Tools are carried in a detachable box that fits in the bottom of the luggage compartment. To increase carrying capacity with the locker lid in the open position a hinged flap attached to the inside of the lid can be lowered to form a platform.



Measurements in these $\frac{1}{4}$ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

sway or pitching under normal conditions. The hydraulically operated brakes have leading and trailing shoes at both front and rear. They are very powerful and operate in twelve-inch drums at the front, while ten-inch drums are used at the rear. No fade was experienced during the severe conditions imposed during performance testing. Also, the brake pedal pressure required for maximum efficiency is quite low. Under normal driving conditions the brakes leave less than usual to be desired and the operation has a light yet solid feel, whilst the actual application of the brakes is smooth yet reassuringly powerful. The hand brake, too, is quite powerful but the control is not as convenient to reach as could be desired.

Control

The driving position, helped by a low, flat floor, is very good, the seat being well positioned and fairly high in relation to the floor. This gives the driver the feeling that he is sitting on a seat and not on the floor carpet. The front seats are separately adjustable for leg length, and the cushions give good support; they all but meet to form virtually a one-piece seat in effect. No adjustment is provided on the steering column, but the wheel is very well placed and set at a comfortable angle. A large-diameter, solid type of wheel is used and its two horizontal spokes are ridged along the top edge. All the pedals are pivoted from the top. They are well placed and the throttle and brake pedals are conveniently placed to permit heel and toe gear changing. There is also ample room for the driver's left foot when it is off the clutch pedal.

Practical utility rather than idle luxury applies to most things about the Citroen, and this is so with the minor controls and fittings. An exceptionally neat and sturdy combination switch that looks like a small edition of a steering column gear lever is fitted to the right of the column, below the wheel. This operates the horn when it is pressed in, switches on the side lights when it is twisted 90 degrees, brings the head lights into operation when it is twisted another 90 degrees, and dips the lights when it is flicked down away from the steering wheel. Also, when the side lights alone are switched on it is possible to switch to dipped head lights by the convenient method of flicking the lever down.

A manually operated ignition control is fitted on the fascia, and below it is a time-delay direction indicator switch. It would be better if this took a longer time to switch off, as unless operating it is delayed until the last moment the

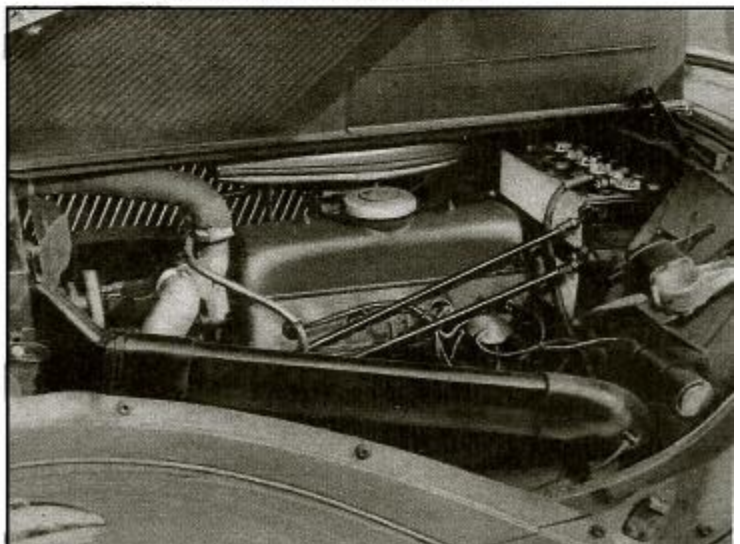
indicator will switch itself off before the turn concerned has been reached. The windscreen wipers are very well placed and wipe a very large proportion of the total glass area; the blades are parked off the screen and can be operated by hand should the motor fail.

Fresh air, both hot and cold, is supplied to the body interior. There are a simple ram type heater taking warm air from behind the radiator block, a scuttle ventilator, and an opening windscreen, and, as an optional extra, a sunshine roof can be fitted.

Perhaps because of the integral type of body shell construction the noise level is a little high, aggravated probably by the fact that top gear is obtained through a train of gears and is not a direct drive. Wind noise is low and the interior is well insulated from draughts. The horn has a Continental note of the type that is more effective than appears from inside the car. Double dip lighting is used and gives a good beam and spread of light. Starting from cold was usually instantaneous.

Considered as a whole the Light Fifteen is a very practical car for the driver who wants to cover ground effectively. It has a very solid and stable feel and corners as though it were on rails.

A shallow air cleaner with forward-facing intake fits neatly just below the bonnet. Control rods for the gear change mechanism run diagonally in front of the ignition leads. A simple form of fresh air heater has a duct which enters the body just below the ignition coil.



Sales and Wants

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ADVERTISE

Here to be noticed by a group of interested Citroen enthusiasts.

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

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

1989 White Citroen BX GTI (8/14)

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 1985 CX 2500 GTI 5 Speed EFI Burgundy in colour greyish tweed cloth seats. Won Best CX at Car Show still as good, genuine 109,000 kms. New 100 amp Alternator, A/C re gassed, Hydro Pneumatic Suspension, 4 Wheel Power Disc Brakes, Power Steering, Variable Ride Height, Self Levelling, CD Player, Towbar, 4 Spare Mag Wheels This 29 year old is in as new condition on full NSW registration until June 2015 and is a joy to drive.

\$14,000 phone John 0266578077 This car is listed for sale elsewhere and we have the right to withdraw this item.

(11/14)

Citroen DS23 Pallas 5 Speed Manual EFI Black in colour. Black leather upholstery. Light Grey roof lining. All in excellent condition. Air conditioned. New starter motor, alternator, Bosch fuel pump, Exhaust System, Hydro Pneumatic Suspension, Variable Ride Height, Self Levelling, Power Assisted Brakes (Disc Front), Power Steering, Swivelling Driving Lights, CD Player, Tow Bar and all Spheres Re-gassed. This car was restored by a Brisbane based Citroen Specialist and must be one of the best around. It is an absolute Classic and just a joy to drive. Price \$28000 Ph John 0266578077

Both cars above Cars are located near Dorrigo Northern NSW



Sales and Wants

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Citroen workshop manual—2 volumes.

(11/14)

I have for sale a workshop manual to suit Citroen mode 15CV or Six (22.6 hp) It is a 2 part volume and factory printed December 1950 and in very good condition.

Any body interested price at \$100 ONO.

My contact email is crayville@inet.net.au or telephone 0265631031.

Bruce Wells

For Sale

(11/14)

All original 1992 XM Auto V6 deep blue in colour (duco good for age) with velour seating in good condition. The speedo shows 90,000 km but I think it has done more. Probably double this at a guess. The log book shows that the speedo malfunctioned about 15 years ago or so.

Rego ran out in June. Needs some repairs for roadworthy including, so I am told, a couple of engine mounts, two front rotors and a few other minor repairs. Plenty of tread on the Bridgestone tyres.

I purchased it about four months ago but have lost interest in it owing to delay in getting repairs done. I don't want to lose on it so the price is \$2,500. The engine no. is 1FV50028008. The car is in Shepparton. I believe the first to see will buy. Contact Joe 0402443045

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.

1994 Citroen Xantia

(11/14)

One owner automatic sedan, deep green in colour. Good condition. Always serviced, well maintained and garaged. Just 126,000 km. Registered NAC-107. The car hasn't been driven for 8 months. It can be viewed in Gruyere near Coldstream in the Yarra Valley. Asking \$2500 neg. Contact Sue 0400221771

RELUCTANT SALE

I have a 1975 D Special that has reached the time for an overhaul - mechanicals and body!! A one owner vehicle since early 1976. Has served me well with minimal maintenance expense, but always properly maintained. Now close to 390,000 kms. Tyres are less than half worn.

Vic Reg: OBJ415 until 21 Nov '14. (previously registered in NSW, WA, SA and ACT x 2. Still runs well despite low compression. Never had the head off!! Plate reads as Type - DS, Serie - FD, Next Line - IOFD7036, Next Line - PTC - 1760 kg, Ptr 350kg Purchased from Balgowla Motors, North Sydney. Slim Line Air Conditioning fitted with rotary compressor: developed and fitted by the managing director and his son - both refrigeration engineers. (Note, it worked without boiling the engine with outside temperatures often in the mid 40's, but now needs recharging).

Reason for sale is me not having the garage space, or the skills to refurbish the vehicle. Location: at Mt. Waverley!

"AS IS - WHERE IS" purchase condition of sale. Asking \$5,000

VIN No. 10FD7036. Engine No. 0664021784 SN: 7386358

Contact Allen 041 727 6792 or 03 9587 4727 in business hours.





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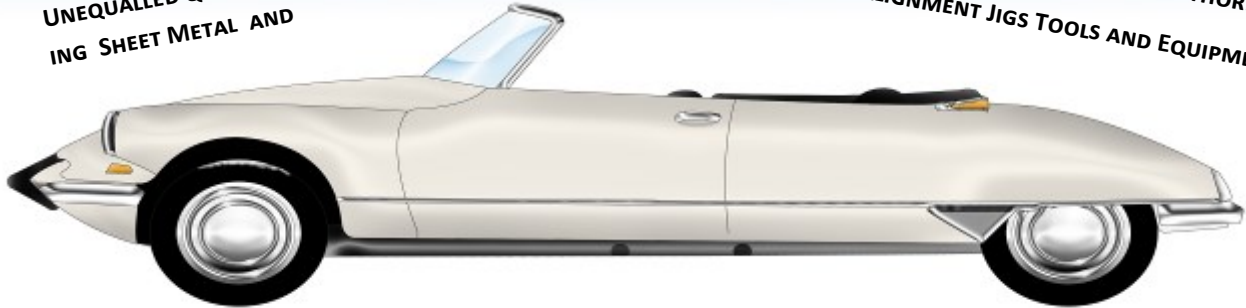


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