

If undeliverable return to:

CCCV PO Box 751

Frankston Victoria 3199

ACN A29766N

The CCCV Newsletter

PRINT

POST

PP 100001479

POSTAGE

PAID

AUSTRALIA

**THE**

**CCCV**

# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

January 2015

**Kmart**



## IN THIS ISSUE

Citroen Commits To 2015

Helicopters Help Antarctic Exp

Traction Electric Steering

Peugeot piano.

Rare Car Collection

# CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

## PRESIDENT

John Parsons \* 98481155  
pastorjohnhelen@yahoo.com.au  
2 Leonard Drive, Somerville Vic. 3912

## VICE PRESIDENT

Tom Gruzca \* 0431 396 277  
badjatom@gmail.com  
PO Box 238 Nunawading VIC 3131

## SECRETARY

## TREASURER

John Fedorko \* 0438 597384  
treasurer@citcarclubvic.org.au  
10 Drysdale Ave. Taylors Lakes 3038

## COMMITTEE

David Rogers \* 03 9783 8113  
ers11@gmail.com  
St. Frankston VIC 3199

Brian James \* 03 9728 5526  
photoimage2001@yahoo.com.au  
12 Lucas Ave. Kilsyth VIC .3137

John Dorgan \* 5282 1900 Mob. 0428 358 095  
dorgy1@bigpond.com  
90 McIntyre Rd. Lara VIC. 3212

## MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999  
john\_wyers@bigpond.com PO Box 184 Mt. Eliza Vic. 2930

## CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)  
Ferd Saliba \* 03 9363 3950  
Peter Dekker \* 0425 703 899

## NEWSLETTER EDITOR

Brian James  
Photoimage2001@yahoo.com.au

## LIBRARIAN

Ron Davis \* 03 9390 7770  
cccbrarian@gmail.com  
207 Burrowye Cres. Keilor VIC 3036

## 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 Ferd 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.



Wednesday 28th January  
Joint CCOCA & CCCV Picnic and BBQ

BYO

See Page 5 for all details.





### President's column, December 2014.

The second best thing about the French Car Festival was the variety and standard of presentation of the cars. Renault, Peugeot, Citroën, Simca and Amilcar were all well represented in a colourful and interesting display of French automotive history and ability.

The best thing, however, came out of a discussion with my counterpart Max Lewis, president of the Citroen Classic Owner's Club of Australia (CCOCA). Both recently elected presidents and their new committees share the common aim of a future featuring much closer co-operation between the two clubs.

The first fruit of that shared sentiment has been the establishment of an events committee made up of members of both clubs tasked with organizing both the combined Citroen Clubs Concours in March and the 2015 French Car Festival in November. A talented and experienced group, they have already started their work.

#### FRONT COVER

**H Van in Chirside Park shopping Centre, permanently parked for coffee and nibbles. See pages 11-12 more for details.**

The second fruit was the generous attendance by Max, together with Lee Dennes who is a member of both clubs and is CCOCA's activities co-ordinator, at our recent CCCV 2015 planning meeting. The results of this co-operation so far include a combined club run to Beeac in May with lunch and a visit to a motor museum, further combined club runs later in the year, a joint Bastille day do and a joint end-of year lunch. We have also prevented clashes of dates with things like AGMs and our CCCV 50<sup>th</sup> anniversary.

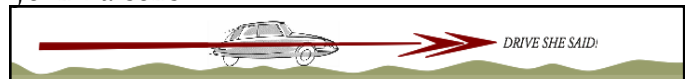
It all adds up to widening the circle of interesting cars, interesting people and interesting activities together with a shared and therefore lighter workload. The future looks good for us all.

Our industrious editor will have in your hands another issue of the Newsletter before our first club night for 2015, Wednesday 4<sup>th</sup> February. That issue will have full details of that night's activity, more on the Venus Bay weekend, Graeme and Lee's high country safari and the March concours (Sunday 15<sup>th</sup>; write it in now!). Look out for it late in January.

Meanwhile I encourage you to go against the flow and wind down rather than up for Christmas. I'll be doing my best to do so and to ignore the hype and remember the reason for the season. If it all starts to get to you, remember this advice I heard from a friend: "Don't let anyone drive you crazy. It's just around the corner and the walk will do you good!"

A happy and blessed Christmas to you all.

John Parsons



#### 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.*

*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](http://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: Bernd Huber, John Newton, Edward and Helen Cross together with Kevin Hogan, Mark Phelan, Ollie Ward and Herman Wijsma; also Giselleand, Andrew, and Augustin Switala, together with Rosey Boyd, Michael and Barbara.

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		2015	Draft Activities Program		2015	
Jan	18	RACV Great Australian Rally— Melbourne to Mornington	<input type="checkbox"/>	Mar 31-3Apr	Teddies Terrific Tour see details in Nov. Newsletter.	<input type="checkbox"/>
Feb	4	Club Night.		Apr	1	Club Night ?
	20-22	Venus Bay weekend			3-6	<b>Citin—Barossa Valley SA.</b>
	22	RACV Classic Showcase British, European & Japanese cars.	<input type="checkbox"/>	May	6	Club Night - 2CV trip on Route 66
	27-2Mar	Dennes 4 day Safari			24	Run to Beeac— north of Colac
Mar	4	Club Night - 3D French Car Festival & more.		Jun	3	Club Night 50th Anniversary CCCV
	8	Vintage Yarra Glen S/Meet	<input type="checkbox"/>		21	Run—Blackwood
		Denotes a Non CCCV sponsored event.	<input type="checkbox"/>	Jul	1	Club Night - French Style <u>60th Anniversary of the Citroen DS</u>
		<b>Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] from 10.30am</b>	<input type="checkbox"/>			For more details on club events contact <b>John Dorgan on 0428 358 095</b>

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

WHEN: Wednesday 28 January 2015  
TIME: 4.00pm onwards

**CCOCA & CCCV**

WHERE: Frog Hollow Reserve, Fordham Avenue Camberwell Melway 60 B2  
COST: Free  
BOOKINGS: Not required

BRING: Rugs, chairs, tables food drinks etc for a picnic or barbeque.  
CONTACT: Lee Dennes, 0438 286 181 [activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

This event's start time will give members time to beat the traffic and be home by dark if they so wish. We will have access to the Club Rooms at 4.00 pm which will afford us the use of the rest rooms and shelter if needed. Let's do what Aussie's do best. Gather as friends and have lots of fun while we barbeque our favourite snag and celebrate living in this great country.

**Feb 20-22**

### Camping Weekend

Venus Bay camping weekend at Don and Dee's holiday retreat at Venus Bay

Come along on Friday afternoon or evening 22nd Feb. so that you can set up for the Saturday and Sunday, or just come for one day. If you prefer you can book into the Venus Bay caravan park which has some cabins. It is only 10 minutes away. Phone : 9807 8999 You will have a relaxing weekend where you can do as much or as little as you please. There are beautiful beaches, both surf and inlet to explore. Golf, croquet, boules and bowls to be played or just sit and chat. .Bring along food and refreshments to share. Possible Pottery Run.

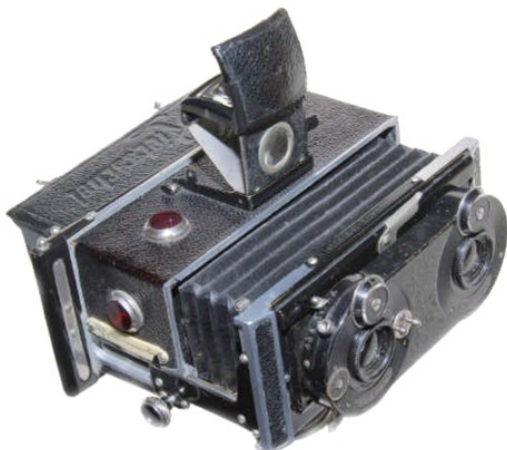
**Full Details: Check December Issue.**

**MAR 4**

### Club Night



The Journal of the Victorian 3-D Society Inc February 2007



The Rietschel Kosmo-Clack Stereo Camera

Tony Bignell presents:-

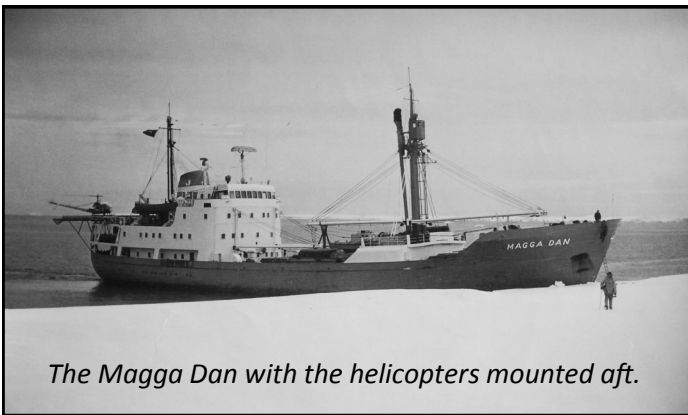
**3D Projection Images  
taken of the last French  
Car Festival and more.**

**Be enthralled!**

## Helicopters Help Antarctic Expedition

*This is a follow up to the December article in the CCCV Newsletter about Jack White. He was the engineer accompanying the first Australian helicopter contingent in Antarctica in 1960. The author of the article, Capt. Ray Hudson, D.F.C. has had a lifetime of flying experience. He served with the R.A.A.F. during the war - mostly in the Middle East. Shot down when flying a fighter over Syria, he crashed into the sea after his parachute caught fire. Captain Hudson joined T.A.A. in 1946. After a course of instruction at the Floyd-Bennett Airfield, New York, in 1956 he was appointed Superintendent of Helicopters by T.A.A. [Reprinted from the BP ACCELERATOR No203 June 1960]*

GOING by helicopter around the Antarctic is a sure way to realise the huge task which faces the resourceful and gallant men who are pioneering the development of the world's last continent. When you hang suspended a few hundred feet up, the exploration bases of these men are totally insignificant features of a strange, unending landscape.



*The Magga Dan with the helicopters mounted aft.*

When the Magga Dan left Melbourne last January at least three passengers were wondering just what lay ahead. Captain Peter Ivanoff of Brisbane, Engineer Jack White and I, both from Melbourne, were to be the first Australians operating helicopters to assist the work of the A.N.A.R.E.\* in Antarctica.

We knew the weather could be violent and unpredictable, unforgiving of the slightest miscalculation or unpreparedness, and certainly not ideal for flying the two tiny "whirlybirds" which weren't carefully stowed on deck. Once we reached the south, the helicopters, Tango Hotel Bravo, and Tango Hotel Charlie (named from their registration letters) would be assembled and made ready to operate from a 32 feet square landing pad built on the aft end of No. 3 deck.

Stowed forward was a Beaver aircraft to be flown by Messrs Dick Creswell and Graham Clayton of the De Havilland Aircraft Company. The helicopters were destined for many jobs—ice reconnaissance from the

ship, photographic surveys, ship-to-shore ferrying of men and materials, transportation of surveyors and geologists, astro-fixing for mapping and anything else that happened to come along. The Beaver was to help with a lot of detailed mapping work, but just as we were leaving Melbourne a gale destroyed two of its sister ships which were already in the Antarctic. This meant quite a few changes to our original plans, and expedition leader Mr. Phillip Law\*\* decided to sail to Oates Land, originally planned as the last port of call, and visit Davis and Wilkes later.

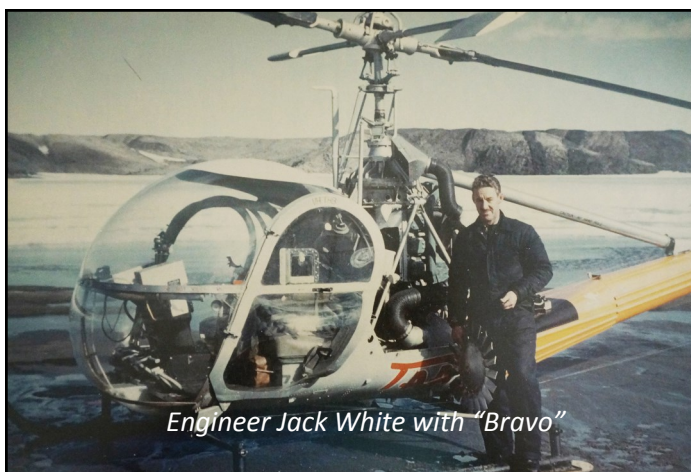
Six days out of Melbourne, on January 11, we sighted our first ice and felt the first touch of the cold. Next day we were among thick ice and it became obvious we could not get through to Oates so early in the year. So northwards then westwards to Dumont d'Urville, the French Base, passing on the way what is believed to be the world's largest iceberg. Larger than Tasmania, it lies grounded at about 150 degrees East, 65, degrees South.

We reached the French base on January 14, and began to assemble Bravo and Charlie. Next morning the two helicopters were ready. Fuelled with BP Avgas, their 210 horsepower, six-cylinder Franklin engines were ticking over for their first flight over ice. It was all very new to us, and from our perspex bubbles, which can hold the pilot and two passengers, we had a splendid opportunity to study the conditions we would face for the following weeks.

Operating to and from the ship's landing pad was a mild treat in itself. Shuffling down onto slippery ice had a delightful uncertainty, made all the more interesting by the snow flurries raised by the down wash of the rotors. From the air, Antarctic scenery is magnificent in an awesome fashion. The intense whiteness of the continent and icebergs emphasises the blueness of the sea. The sky overhead is a deep

blue but pales off towards the horizon, where it seems to contain a perpetual threat of dirty weather just out of sight. We did some short flights along the coast during that first day before we left our French friends and set course to Lewis Island, where repairs were needed to the automatic weather reporting station.

At Lewis our helicopters ran a shuttle service, with men and materials for the repair job, made some photographic flights, and took our first astro fix. Maps of the area were not very accurate how could they be with the ever changing face of the ice-shelf and magnetic compasses are useless. So the astro compass is used with the aid of the sun. There were lots of glaciers about, invisibly wreathed by turbulent winds, and laced with crevasses which could swallow a “chopper” and not get indigestion. From our vantage point the glaciers looked rather like a large bowl of whipped cream studded with ice blocks, covered with a blue rinse and then quick frozen. As to size—some



Engineer Jack White with “Bravo”

of the ice blocks were as large as a city block.

On January 30 we flew Mr. Law and the mail ahead of the ship into Davis Base and the 1959 party there. After a lot of talk and questions we settled down to some very busy days on astro fixing runs, geological surveys, water-sampling and exploring the lakes and islands which surround the base. Like helicopters, penguins are rather strange birds, so it was natural one should take an interest in the other. Our activities were constantly scrutinised by the dinner-suited denizens. Also strange were some of the downwind beaches, away from the snow and ice. The scenery was almost identical with our other operating centres Katherine Gorge, Roper River or the Kimberley's.

When we arrived at Wilkes from Davis, we again

delivered Mr. Law and the mail by helicopter. During the next few days we made local flights and established BP fuel dumps for longer patrols to follow. Then came trouble. On February 13 Peter Ivanoff and surveyor David Cook flew off in Charlie, keeping company with geologist Ian McLeod and myself in Bravo. We were heading for Hatch Island, a rocky outcrop 55 miles south of Wilkes. The further we went the rougher the country and the more violent the winds, until at Hatch itself Peter found himself caught by a downdraught of 75 knot winds.

He was in real trouble, but was able to make what we call a “controlled forced landing” on a slippery ice shelf. The landing wrecked the machine, but Peter and his passenger escaped with a few cuts and bruises. I landed on the island and radioed the base for help while Peter and David cut steps in the ice to reach us. Seven hours later Magga Dan arrived to take us home - to Wilkes that is. Our operations were, of course, limited by the loss of Charlie, but Bravo carried on well, flying almost continuously to complete a big programme of exploration, mapping and surveys.

We started north again on February 28, and after calls at Lewis and Macquarie Islands finally reached Melbourne on March 11. This was the end of a wonderfully interesting and challenging job, which has left me with a deep admiration for the people who devote their lives to the conquest of the Antarctic. I am convinced that a foothold gained on the Antarctic continent is a liability until it can be consolidated and provided with the means to beat the counter-attack of weather and isolation. Mr. Law told us our visit had proved the worth of having helicopters with the expedition, so probably more will be going south in the future. But if I go with them, I hope they will have found some way to stop the Magga Dan pitching and tossing in anything worse than a heavy dew. Flying helicopters in gales is one thing, but being forced to imitate a big-dipper passenger is most certainly another, and more unpleasant thing indeed.

\* Australian National Antarctic Research Expedition

\*\* The late Dr Phillip Law AC CBE FAA



MONTH FEBRUARY-MARCH 2015

EVENT NAME: **4-DAY HIGH-COUNTRY SAFARI**  
WITH LEE & GRAEME DENNES

WHEN: 27 February - 2 March 2015  
FROM: Pakenham VIC  
TO: Mansfield VIC  
COST: At own expense  
BOOKING: Essential - see below  
BRING: Everything for a 4-day excursion  
CONTACT: Lee Dennes  
0438 286 181  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

Yes everyone, it is Safari time again and with something for everyone to enjoy. This time we are heading for Victoria's high country where we will be staying in Mansfield over three nights. An array of accommodation has been made available for you to choose from.

We will enjoy everything from the Mansfield's Farmer's Market, to the crystal clear waters of rivers to climbing mountain summits, both on foot and in our cars.



We go back in time to when the bushrangers ruled the bush and see their hideouts whilst enjoying spectacular views, both from on high and from the valley floor.

We will drive our cars on some of Victoria's most scenic roadways and soak up our fabulous outdoors.

We visit: The Bimby Car & Memorabilia Museum [www.bimbi-museum.com](http://www.bimbi-museum.com)  
and the: Kevington Hotel *which was established in 1862* [www.kevingtonhotel.com.au](http://www.kevingtonhotel.com.au)

Each evening we will gather at the camp kitchen to enjoy a meal, each other's company and a sing-a-long where hidden talents come to light.

The above itinerary will be expanded and advised as further details are determined.





Please note: We travel on some roads which are well maintained gravel.

**Accommodation:**

Our accommodation is at the High Country Holiday Park, Mansfield. Telephone 03 5775 2705.  
[www.highcountryholidaypark.com.au](http://www.highcountryholidaypark.com.au)

Please note that cabins have been held for us until **31 January 2015**.

Speak with Jason, Nick or Lorraine and advise you are with the Citroen Group to obtain your 10% discount.

**NOTE: Do NOT** book your reservation online!

France's PSA Peugeot-Citroen is in "intense" talks about resuming production in Iran, halted since March 2012, a top representative of the automaker said in Tehran on Monday.

The company quit the Islamic republic after international banking sanctions were imposed on Tehran as punishment for its disputed nuclear programme.

At an auto industry conference and exhibition in the Iranian capital, Jean Christophe Quemard, PSA's operations director for the Middle East, told delegates the company wanted to return.

"We are in intense discussions," he said.

"We have a long relationship with Iran. We have the strong will to create a joint venture covering the entire automotive chain as soon as possible."

The United States added sanctions on the Iranian auto industry in 2013 but those have been lifted under an interim deal between Iran and world powers on its nuclear activities.

Iran was formerly Peugeot's second largest market by volume and one in four cars in the country carries the Lion brand.

Discussions between Peugeot and its former joint venture partner, Iran Khodro, began at the Paris Auto Show in October.

Total car production in Iran was 1.6 million in 2011, but by two years later with sanctions biting it had halved.

The organisers of Monday's auto conference want to attract foreign investment -- with a population of 77 million the Iranian market is seen as untapped -- but the conditions of a partnership are likely to change.

Under new joint deals, the industry ministry wants 40 percent of production to take place in Iran in the initial phases, rising to 85 percent after five years.

Iran's Industry Minister Mohammad Reza Nematzadeh said Monday that the country aims to reach a total production figure of three million cars by 2020.

# Rare car collection worth millions found in barn

By Justin Hyde December 6, 2014



Sixty classic cars have been unearthed after lying for 50 years in massive barn are expected to fetch \$24,000,000 at auction.

From Corvettes to Aston Martins, the rising prices commanded by classic cars — especially unrestored, mostly original examples — has created a goldmine for those who hunt for old vehicles rotting away unattended in some barn.

Today, a French auction house revealed a discovery it called the King Tut of barn finds; a treasure trove of 60 European cars, including a rare Ferrari missing for

decades, that had been slowly decaying in western France. The Artcurial auction house says the cars belonged to a shipping magnate, Roger Baillon, who collected fine vehicles in the 1950s as part of a plan to build his own museum. When his business faltered in the 1970s, he sold off roughly half of his cars and simply left the rest parked in various states of exposure; some were in fully enclosed garages, but many were slightly protected from the elements by corrugated tin lean-toos.



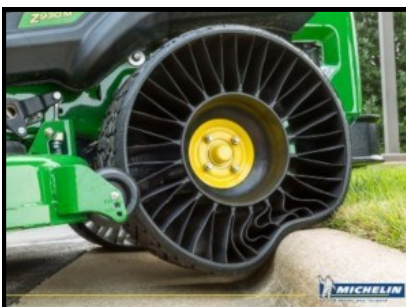
anhard-Levassor Dynamic coupe X76



**ABC News (USA)** ran an article profiling Michelin North America's chairman Pete Selleck, and the company's new airless tire called Tweel.

While we first covered the the technology back in the Spring of 2010 in Citroënvie, in today's story Mr. Selleck discussed specific applications and a timeframe for commercial availability. The announcement came as part of the opening of a new Michelin factory in Piedmont, South Carolina, its tenth manufacturing facility in the state and its 16th in the country.

Shellack said at the moment Tweel tires are destined for industrial applications like John Deere's commercial mowers. "Down the road, who knows maybe the Tweel will replace the pneumatic tire. We are going to innovate on the Tweel, and we will let the future happen. If the Tweel does in fact come to passenger cars, I can assure you Michelin will be the first."



Technical issues are a factor in making the tires, and so is cost. "Our customers have such a huge problem with flat tires, they don't really care with the cost. The downtime to deal with flat tires is so great – finding a solution is almost priceless. The commercial lawnmower John Deere that will be offering Tweel is about \$750 more."

Tweel is the most revolutionary product since the company first introduced the radial tire on the Traction Avant. Cost premiums are cited as the main reason for delaying passenger tire applications, but given that it may be a few years before the tire appears, wouldn't it be something, and really quite fitting, if they chose a Citroën as the first automobile to be so equipped?

If Citroën were clever, when they return to North America, as they stated they would be doing in the early 2020's, (see our blog article on that recent announcement from [Sept. 26](#) and [Oct 8, 2015](#)) the timing of that event could be the perfect opportunity to have Tweels be the tire that meets the road on new Citroëns that debut here.

# Street food

From Wikipedia, the free encyclopedia

## History

Small fried fish were a street food in ancient Greece, although Theophrastus held the custom of street food in low regard. Evidence of a large number of street food vendors were discovered during the excavation of Pompeii. Street food was widely utilized by poor urban residents of ancient Rome whose tenement homes did not have ovens or hearths, with chickpea soup being one of the common meals, along with bread and grain paste. In ancient China, where street foods generally catered to the poor, wealthy residents would send servants to buy street foods and bring meals back for their masters to eat in their homes.



A traveling Florentine reported in the late 1300s that in Cairo, people carried picnic cloths made of raw hide to spread on the streets and eat their meals of lamb kebabs, rice and fritters that they had purchased from street vendors. In Renaissance Turkey, many crossroads saw vendors selling "fragrant bites of hot meat", including chicken and lamb that had been spit roasted.

Aztec marketplaces had vendors that sold beverages such as *atolli* ("a gruel made from maize dough"), almost 50 types of tamales (with ingredients that ranged from the meat of turkey, rabbit, gopher, frog, and fish to fruits, eggs, and maize flowers), as well as insects and stews. After Spanish colonization of Peru and importation of European food stocks like wheat, sugarcane and livestock, most commoners continued primarily to eat their traditional diets, but did add grilled beef hearts sold by street vendors. Some of Lima's 19th century street vendors such as "Erasmus, the 'negro' sango vendor" and Na Aguedita are still remembered today.

During the American Colonial period, street vendors sold "pepper pot soup" (tripe) "oysters, roasted corn ears, fruit and sweets," with oysters being a low-priced commodity until the 1910s when overfishing caused prices to rise. As of 1707, after previous restrictions that had limited their operating hours, street food vendors had been banned in New York City. Many women of African descent made their living selling street foods in America in the eighteenth and nineteenth centuries; with products ranging from fruit, cakes and nuts in Savannah, to coffee, biscuits, pralines and other sweets in New Orleans. In the 1800s street food vendors in Transylvania sold gingerbread-nuts, cream mixed with corn, and bacon and other meat fried on tops of ceramic vessels with hot coals inside.

French fries probably originated as a street food consisting of fried strips of potato in Paris in the 1840s. Cracker Jack started as one of many street food exhibits at the Columbian Exposition. Street foods in Victorian London included tripe, pea soup, pea pods in butter, whelk, prawns and jellied eels.

## Cultural and economic aspects

Differences in culture, social stratification and history have resulted in different patterns how family street vendor enterprises are traditionally created and run in different areas of the world. For example, few women are street vendors in Bangladesh, but women predominate in the trade in Nigeria and Thailand. Doreen Fernandez says that Filipino cultural attitudes towards meals is one "cultural factor operating in the street food phenomenon" in the Philippines because eating "food out in the open, in the market or street or field" is "not at odds with the meal indoors or at home" where "there is no special room for dining".

Walking on the street while eating is considered rude in some cultures, such as Japan or Swahili cultures, although it is acceptable for children. In India, Henrike Donner wrote about a "marked distinction between food that could be eaten outside, especially by women," and the food prepared and eaten at home; with some non-Indian food being too "strange" or tied too closely to non-vegetarian preparation methods to be made at home.

In Tanzania's Dar es Salaam region, street food vendors produce economic benefits beyond their families by purchasing local fresh foods which has led to a proliferation of urban gardens and small scale farms. In the United States, street food vendors are credited with supporting New York City's rapid growth by supplying meals for the city's merchants and workers.<sup>[27]</sup> Proprietors of street food in the United States have had a goal of upward mobility, moving from selling on the street to their own shops. However, in Mexico, an increase in street vendors has been seen as a sign of deteriorating economic conditions in which food vending is the only employment opportunity that unskilled labor who have migrated from rural areas to urban areas are able to find.

*What's this to do with the # Van?*



The **Citroën H Van, Type H, H-Type or HY** is a light truck (or delivery van) produced by the French car maker Citroën between 1947 and 1981. It was developed as a simple front wheel driven van after World War II. A total of 473,289 were produced in 34 years in factories in France and Belgium. Most of them were sold in France, Belgium and the Netherlands. They were not sold in the UK in right hand drive.

## Names

Citroën's teams worked on 8 projects and only the last one was developed, giving it its name : "H". Most Type H vans were sold as model *HY*. Other models include *H* (early versions), *HX* (lesser load capacity), *HZ*, and *HW* (greater load capacity). For a time they were also sold as model *1600*. In France, this van is known as "Nez de Cochon", "Pig Nose". When used by the police, it was called "panier à salade", "salad basket".

## Technical

The engine, gearbox and many smaller parts are shared with other Citroën models. The engine and gearbox are nearly identical to those in the Traction Avant and later the DS, only mounted with the engine in front of the gearbox. The headlights were identical to those of the 2CV, while speedometers were successively borrowed from the Traction Avant and the Ami 6.

## Body Styling

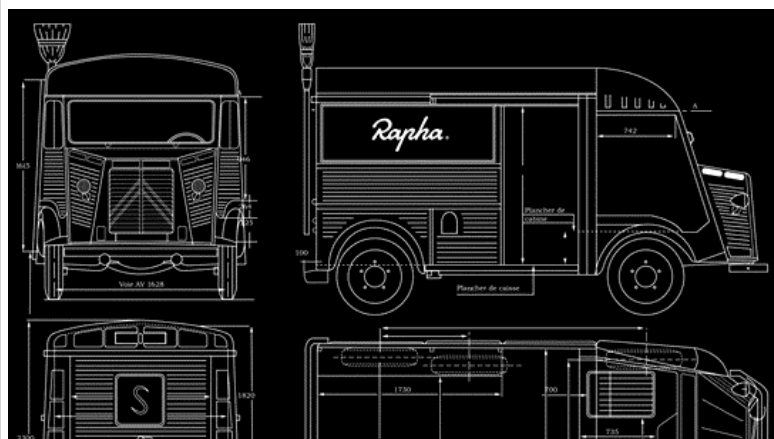
The distinctive corrugated body work used throughout the period of production was inspired by German Junkers (Aircraft) starting from the First World War until the 1930s, the three engined Junkers Ju 52 being the last to use this construction. Henry Ford also adopted this construction for the Ford Tri-Motor passenger aircraft. The ribs added strength without adding weight, and required only simple, low cost press tools. The flat body panels were braced on the inside by 'top hat' box sections, at right angles to the ribs.

Vehicles left the Citroën factory with only three body styles: the standard enclosed van, a pick-up version, and a stripped-down body which went to non-Citroën coach-builders and formed the basis for the cattle-truck and other variants. The basic version had an overall length of 4.26m, but vehicles were also available in a LWB version with an overall length of 5.24m.

In September 1963 the earlier style rear window - a narrow vertical window with curved corners - was replaced with a square window the same height but wider, 45cm on each side. The bonnet was modified to give two additional rectangular air intakes at the lower edges, one for a heater, the other a dummy for symmetry.

In early 1964, the split windscreen used since 1947 was replaced with a single windscreen, while in late 1964 the chevrons on the radiator grille, previously narrow aluminum strips similar to those on the Traction Avant, were replaced with the shorter, pointed style of chevrons as used on most Citroën vehicles in the last decades of the twentieth century.

In November 1969 the small parking lights were discontinued, the front indicators were recessed into the wings, and the shape of the rear wings was changed from semi-circular to rectangular.



Rear hinged 'Suicide' cab doors were used until the end of production in 1981, except on vehicles manufactured for the Dutch market where conventionally hinged doors were available from 1968 onwards.

Source: *Wikipedia*.

## Angelina Jolie and Brad Pitt Seen Filming New Movie in a Citroën DS



Angelina Jolie and hubby Brad Pitt have been staying busy on the beautiful island of Malta lately. They are currently working on their first project together since Mr. & Mrs. Smith in 2005, the movie on which they first met. An independent movie, *By The Sea*, documents the challenge a longtime married couple face as they go on vacation throughout Europe in the 1970s.

The Mr. and Mrs. Smith stars were seen filming scenes in a classic Citroën DS convertible in Gozo, an island of the Maltese archipelago in the Mediterranean Sea,

on Monday, with Brad behind the wheel and Angelina in the passenger seat.

Looks a bit crowded with 3 cameramen, the camera gear, plus the director perched in the back! Probably one reason they chose the DS; – for its hydropneumatic self-levelling suspension! The DS, renowned for its magic carpet ride and phenomenal payload capability, has been used extensively in the film industry since its introduction in the mid 1950's.

Taking a high profile role in *By The Sea*, the DS should command even higher prices (especially the cabriolet versions) in an already rising market when the film is released.

Articles on this page from: <http://citroenvie.com>

## Xavier Peugeot Appointed Director of Product Planning at Citroën

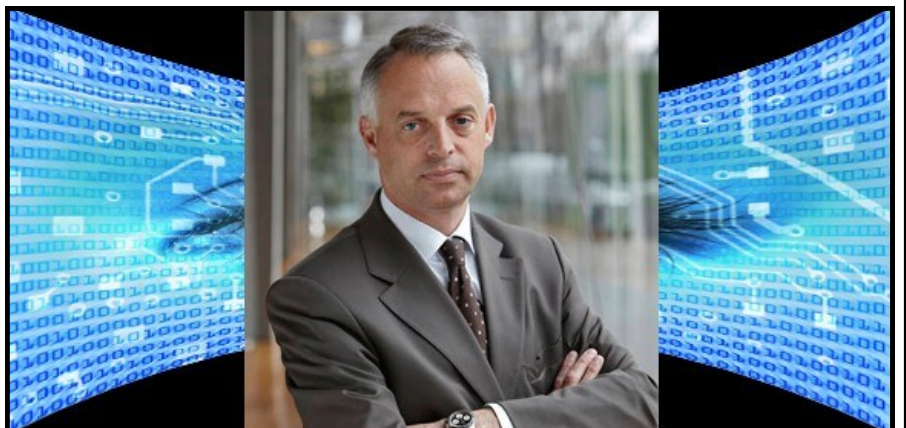
It was announced on Nov. 3 2014, that effective immediately Xavier Peugeot has been appointed Director of Product Planning for Citroën, reporting directly to Linda Jackson, CEO of the Citroën brand.

Xavier, aged 50, holds a master's degree in management from the Sorbonne and a post-graduate diploma from Dauphine University. He joined the PSA Peugeot Citroën Group in 1994.

He has held a number of positions in sales and marketing, including Director of the Peugeot Netherlands subsidiary between 2005 and 2007 and Director of Marketing and Communications for the Peugeot brand between 2009 and 2011, during which time he oversaw the launch of the new Peugeot brand project from early 2010.

Since 2012, in his capacity as Director of Product Planning for Peugeot, Xavier has made a major contribution to building a global, coherent product range for the brand. He takes over from Thomas d'Haussy, who has taken on new responsibilities within the Group.

Xavier Peugeot is the brother of PSA chairman Thierry Peugeot. We wonder if Mr. Peugeot will be bringing along with him more of his name-sake's influence into Citroën.



# Ann Balfours

6



**"The idlers who only think frolic".**



PHOTOS: Tom Gruzca.

# End of year Club Night

"Playfully waste time".



Club members enjoyed the spirit of the evening and thoroughly took to heart the meaning of -----

*Les Batifolles*



## Citroen Commits To 2015 But Who Will Drive?

Team Citroen Australia principal Ron Cremen has confirmed Citroen along with team partners Citroen Racing, Fibertech Medical, Total Lubricants and Autografika signage will remain in the East Coast Bullbars Australian Rally Championship for 2015.

Arriving on the scene at last year's Rally Australia, Team Citroen Australia have this season campaigned a pair of DS3 R3's, driven by Adrian Coppin and Tony Sullens.

While the Citroen DS3 is the dominant front-wheel drive of choice around the World, the fledgling Australian team knew they would spend the 2014 season learning the ropes in the face of stiff competition from the likes of Scott Pedder and Brendan Reeves.

"2014 was always going to be an interesting year," Cremen said. "Being new in the (Australian Rally) Championship we had to find out exactly where we were compared to our opposition and then to try and be as competitive as possible while learning with a new car."

Cremen explained that he has been surprised by the performance of both Pedder and Reeves this year. Although he expected both drivers to be fast, he admitted that he wasn't prepared for just how rapid they have proven at the front of the field.

"Our team has performed very well to date and I am pleased with the progress but we still have to work hard to find some speed and have high expectations for the final Round in Victoria to close out 2014," Ron commented.

To the everyday spectator the pair of Citroen's campaigned by Coppin and Sullens appear close knit.

They run with identical paint schemes and service side-by-side in the same area, but behind the scenes Coppin owns his own car and runs his Innate Motorsport team separately from Sullen's NSW Central Coast based operation.

During the year the differences between the drivers has been evident, with each pursuing his own agenda. As an obvious example Cremen has commented a number of times about the challenge of



managing two cars with very different setup profiles, Coppin preferring a softer, more compliant car to the unyielding setup Sullens favors.

With Coppin having competed in Europe twice over the past 18 months, and with the young Canberran driver keen to further his rally career overseas in some way, shape or form, Cremen admits the make up of Team Citroen Australia may vary heading into the 2015 season.

The team may elect to campaign just the one car currently driven by Sullens, with Coppin pursuing his own aims, with Sullens returning once again having built up his experience this season, though the option of replacing Sullens with another driver remains a possibility.



## Did you know that Citroën tested air-bags as early as the SM?

Cremen hasn't been backward in coming forward, having conversations with both Eli Evans and Scott Pedder at the recent Round in Coffs Harbour about driving for the team, while Brendan Reeves may also find himself in consideration with his recent admission that Rally Victoria will be his final drive in the rallyschool.com.au Mazda2.

"Plans for 2015 are moving forward and I have high expectations to connect with Middle East contacts to expand our sponsor base and commitment to the Championship in an effort to find a winning combination," said Ron.

"Driver line up for 2015 is still under review but the team hopes to make further an announcement in December before testing in January," he added.



Recently discovered video footage posted on youtube shows proof that Citroën was testing air-bags as far back as the SM era. At the 3:47 mark you can see an impact test and the air-bags deploy.

<https://www.youtube.com/watch?v=43AgBuh9ot8>

This amazing film shows a number of impact tests conducted at . Steering and braking tests are also documented – all very impressive showing Citroën's commitment to safety in the 1970's.

We have archived the entire film in our video section of the Citroënvie website.

Source: <http://citroenvie.com>

\*\*\*\*\*

Entry Fee Prior 7th Jan—\$35-00

Entry Fee at the starting points on the day—\$45-00

Online Entry forms

WWW.greataustralianrally.com.au

**100% of all Donations and gate proceeds go to Peter MacCallum Cancer Center**

# Electric Power Steering for your Traction

## Robert Little

Firstly, I must give credit to fellow member Peter Boyd from Mapleton for bringing this modification to our attention at the 2014 Cit-in at Rawson. Peter gave an address at the meeting and told us how this modification had been widely embraced in Europe, how to fit it and where to obtain the various components. While listening to Peter it was decided that we, as a club should prepare a kit, that was fully complied to supply to members instead of individuals modifying their vehicles and not always carrying it out in the correct manner. The other inducement was the pending changes in Victorian club registration rules that will cover modified vehicles. It is proposed that on your registration renewal certificate, the owner will need to sign whether any modifications have been carried out on their vehicles since the last renewal, failure to disclose modifications may lead to loss of insurance, registration and could lead to litigation if the modification can be linked to the cause of an accident that results in personal or property damage. Vic Roads will be calling for commercial Road Worthy Certificates for initial club registrations in the future and anyone could tell that tractions did not have electric power steering when they left the factory in the 50's. I volunteered to undertake the project and contacted a compliance engineer where we presented front axle weights for both 4 & 6 cylinder tractions and also front axle weights for the 2004 Holden Barina where we were sourcing the power steer unit from. The engineer agreed that the steering unit would be O.K. to use after Warren Seidel and myself visited him, Warren supplied a section of the monocoque where the steering fits to show the engineer exactly where and how the unit is situated. Since then considerable work has gone into designing a steering wheel adaptor and a connecting sleeve to fit the existing steering shaft, we are still to have the connecting sleeve approved, so we cannot give a firm price for the total kit at this stage but hope to have this information in the next magazine. The steering unit is from a 2004 XC Holden Barina,

you need to ensure that it has a non-tilting column, these sell from wreckers for \$150 - \$200. The club will supply a kit that will include the steer wheel adaptor, steering column coupling, wiring kit, necessary grub screws, etc that are required for the job and a comprehensive electronic instruction manual that will not only tell you how to complete the task but also what to photograph in order to gain compliance, even the manual needs to be approved. We are hoping to keep the costs for this kit at no more than \$500.00. There needs to be some machining on the shortened steering shaft by your local engineering shop and the existing steering tube will need to be expanded on one end by an exhaust shop. Compliance for Victorian registered cars will be through the engineer we have been dealing with, hence the need to provide photographs. Interstate members will be provided with a list of compliance engineers recommended by our engineer and I am certain compliance will be readily attained. The compliance cost I believe is \$500.00 per vehicle, you may think this expensive but the engineer supplies the certification, compliance plate and carries the insurance that your car is legal, less of course the compulsory 1/11 of that total comprising GST. This modification does give the ability for a Big 6 owner to parallel park using one finger, the amount of assistance is controlled by a small rheostat which can be subtly mounted in easy reach of the driver, it is silent in operation and failsafe, if, in the event of a power failure, it reverts to standard manual steering effort. Peter Boyd has his Family 9 equipped with it and accompanied us on the 80eme Traction run in October, I have fitted a Dutch Ezy Steer to my friend's 6H, which is nearing completion and Tim Waters from Tasmania has also fitted Ezy Steer to his Light 15. The Ezy Steer unit from Holland costs in excess of \$2,000.00 landed and **does not meet compliance standards**, we hope for a little more than 50% of this cost our members can enjoy fully complied electric power steering on their tractions. At this stage I would like members to register their interest in the project with me or if they have any questions to please contact me, my home phone number is (03)58231397. I have quite a few members on the list already as I did give a talk on the

Cont page 20

## Peugeot have just made the world's coolest piano.

By Daniel Ross, 15th October 2014, 15:52

Peugeot have expanded their range somewhat to include a piano - and it's officially one of the best-looking pianos in the world.



### It's like a massive musical boat

The shape is, according to Peugeot, reminiscent of the aerodynamic hull of a boat. OK guys.

Peugeot reckon the most innovative bit of this pianistic marvel is the "lowering of the chord mechanism to line up perfectly with the keyboard," which apparently means the pianist can hear it much more clearly, as can everyone else.

### Hands more visible

Unlike most whopping great grand pianos, you can actually see the pianist's hands from almost every angle.



### Just look at it.

The Pleyel Peugeot Piano (made as a joint project between Peugeot and piano manufacturers Pleyel) is, to put it mildly, a looker..

<http://www.classicfm.com/instruments/piano/peugeot-pleyel-piano/>



from page 18

project during the 80 eme Traction rally, as well as other members who are aware of this project. Another sideline discussed with the compliance engineer was the popular fitting of an ID engine and 4 speed gearbox, this he assured me was completely legal and required no certification at all as it used the original block, did not increase engine capacity or increase the total weight by more than 10% and used the original mounting points.

## France wants to phase out diesel cars.

### French diesel ban could be first nail in the coffin for polluting oil-burning engines.

France wants to gradually phase out the use of diesel fuel for private passenger transport and will put in place a system to identify the most polluting vehicles, Prime Minister Manuel Valls said on Friday.

Next year, the government will launch a car identification system that will rank vehicles by the amount of pollution they emit, Valls said in a speech. This will make it possible for local authorities to limit city access for the dirtiest cars."In France, we have long favoured the diesel engine. This was a mistake, and we will progressively undo that, intelligently and pragmatically," Valls said about 80 percent of French motorists drive diesel-powered cars.

Valls said taxation would have to orient citizens towards more ecological choices, notably the 2015 state budget measures to reduce the tax advantage of diesel fuel versus gas. The government has announced it will raise the so-called TICPE excise tax on diesel by 2 euro cents per litre, bringing in 807 million euros to state coffers in 2015. Valls also said the government was working on plans to widen the number of beneficiaries of a subsidy for the conversion of old diesel engines in areas with anti-pollution plans.

Energy Minister Segolene Royal announced earlier this year that drivers scrapping diesel-powered cars to buy an electric one would be entitled to a bonus of up to 10,000 euros (AUS \$14,700)

## HELP! 5CV Restoration Project

12/14

The Sapphire Coast Historic Vehicle Club Inc. at Pambula, NSW runs a mentoring scheme for year 10 High School Students teaching them restoration techniques. This year we are restoring a 1924 Citroen 5CV. We believe your club or a member obtained parts left over from the restoration of a similar 5CV now exhibited in the National Museum Canberra. We need all sorts of parts to complete our programme hence would be interested in purchasing any you may have that we need.

If you can help please contact Alex McQueen 0419 527 757 or email [alex.mcqueen@bigpond.com](mailto:alex.mcqueen@bigpond.com)

## 1998 Citroen Xantia

12/14

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.

# 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](http://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.

## 2006 Citroen C6 Exclusive

12/14

88,000 kms, 12 months Vic reg VCC606 / ULE 231. Full service history and RWC. Lounge pack, Sunroof and all other options Satnav phone etc. Sfull set of original spheres (untested). 5 new boxed matching OEM wheels. Near concourse condition. Garaged Highett. \$35,000  
Contact Michael Holt 0414 325 439 or email: [mikeholt@bigpond.net.au](mailto:mikeholt@bigpond.net.au)



## 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](mailto:eovazoulay@gmail.com)

**GS sedan** (1978 ?)slowly rusting away in my front paddock and thought you may know of someone interested in it for parts. My brother also has a going **GS sedan** (1972?) in his shed if someone wanted to finish doing it up, was drivable and only needed a few little things for a RW but that was a couple of years ago. Both manuals gearboxes with 1222cc motors. Located in Elaine, between Geelong and Ballarat.  
Felicity Connell: [illingapark@gmail.com](mailto:illingapark@gmail.com) (1/15)

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 klms. 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.

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**

(11/14)

# 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](http://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.

## 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@iinet.net.au](mailto:crayville@iinet.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

## 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

## SPECIALISED NUMBER PLATES FOR SALE.

Just perfect for your Citroen.

\$600-00



Contact:

Charles Hardman

E: [charleshardman@gmail.com](mailto:charleshardman@gmail.com)

m : 0413001234.

(12/14)



## BEAUTY IS IN THE EYE OF THE BEHOLDER

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to - a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS  
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAJ Limited ABN 48 006 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

# TYREPLUS EASTLAND

61 BOND STREET RINGWOOD 3134

PHONE: 9879-8487

PROPRIETOR  
STEFFAN ROSIER

*Michelin Vintage Tyres  
always available.*

*Please check for cur-  
rent stock and prices.*



## Humour for Holidays:

The wife has been missing a week now.

Police said to prepare for the worst. So I have been to the charity shop to get all her clothes back.



## CHRIS CROSS GARDEN SUPPLIES

1575 Burke Road  
Kew East 3102  
(Melway Ref: 31 K11)

Telephone: 9859 2666, 9859 2655  
Fax: 9859 2299

*We can deliver anywhere*

SANDS    SOILS    PEBBLES    ROCKS    MULCHES    CEMENT    PEA STRAW



# Darebin Tyre and Service Centre

Incorporating  
Cars of France

**170 GRANGE Rd. FAIRFIELD**

**Ph: 03 9499 7522**

**03 9499 2478**

**[www.carsoffrance.com.au](http://www.carsoffrance.com.au)**



**CITROËN Service**

**Full & Part restoration**

**Proxia & Sagem Diagnostic Equipment**

**Sphere regas, change over starter motors,  
alternators & hydraulic components**

**Spare Parts New & Used**



# HEKA & CO

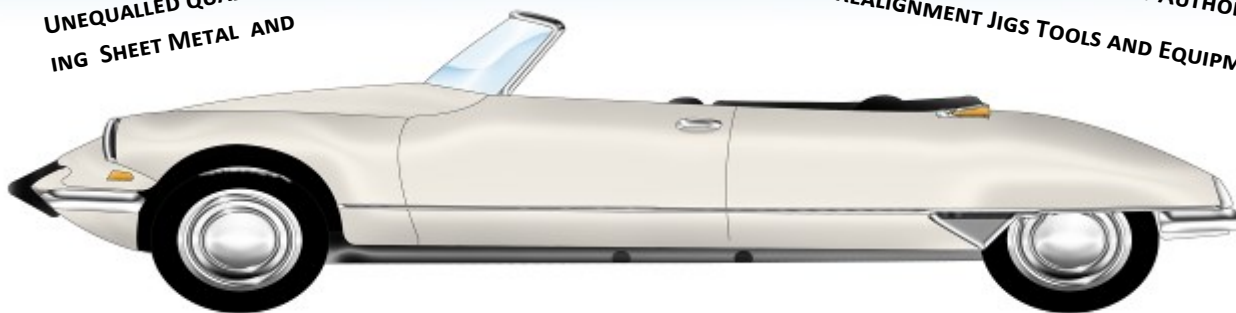


Restorations Pty Ltd

## Complete Citroën Repair and Service Centre

UNEQUALLED QUALITY IN BODY REPAIRS PAINT-  
ING SHEET METAL AND

CITROËN FACTORY AUTHORISED  
REALIGNMENT JIGS TOOLS AND EQUIPMENT



- Mechanical Repairs and Service
- R.W.C & Vehicle Pre-Purchase Inspection
- Wheel Alignment Service
- Suspension Sphere Re-gassing Service
- New, Reconditioned, and Second-hand Parts

Unit 3

10/16 Stephen Rd

Dandenong VIC 3175

phone

03 9706 8355

fax

03 9706 8898

email

heka@werple.net.au



**NOW  
ALSO IN SYDNEY**

### EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo

Carrying the largest stock of parts for these marques in Australia.  
Club discount on production of current membership card. Mail order.

321 Middleborough Rd  
Box Hill VIC 3128  
Ph: (03) 9899 6683  
Fax: (03) 9890 2856

Unit 3/10 Pioneer Ave  
Thornleigh NSW 2120  
Ph: (02) 9481 8400  
Fax: (02) 9484 1900

eai@eai.net.au

www.eai.net.au

#### SPHERE REGASSING

Peter Dekker \* 0425 703 899

**Drive your Citroën everywhere. It will stimulate  
your senses!**

### LHM SALES

*(Strictly Members Only)*

ABN 74557610508

**\$12.00 for 1000 ml container**

*Cheque or money order (payable to CCCV Inc.)*

*Note: Purchasers must receive a receipt*

Cheltenham	Ian Norman	9583 6058
Ballarat	Shane Leviston	0434 562 745
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Wangoom	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.

# PARIS MOTORS

www.parismotors.com.au

**Citroën Service Centre**

Email [service@parismotors.com.au](mailto:service@parismotors.com.au)

**42 APPLETON STREET RICHMOND 3121**

**Phone: 03 9427 0111**

**Fax: 03 9427 7985**

- **Licenced vehicle testers**
- Fully equipped to service new Citroëns
- **All parts available**
- Part and complete restorations
- **Air-conditioning service**



## Pleiades

**Automotive Hydraulics (Australia) Pty Ltd**

A.C.N. 087 262 388

« THE CITROËN HYDRAULICS SPECIALISTS »

Over 35 years experience



We recondition: - Steering racks, Pumps, Spheres, CX steering control units, Gas struts, Height correctors, BX strut etc.

We supply (Ex UK):- Corrosion resistant pipe, Flaring tools, Fittings, Seals & a wide range of Citroën Spares



**IF YOU HAVE ANY CONCERNS BUT ARE UNSURE OF THE CAUSE, PLEASE RING FOR ADVICE**



AUSTRALIA: -

PO Box 834 Childers Qld 4660  
Phone/Fax: (07) 4126 2502  
Mobile: 0427161132  
email: [pleiadesauto@pacific.net.au](mailto:pleiadesauto@pacific.net.au)

UK:-

12a Brookside  
Sawtry  
Cambs. PE28 5SB UK  
Tel/Fax: (001144) 1487 831 239  
email: [pleiades.sawtry@gmail.com](mailto:pleiades.sawtry@gmail.com)  
[www.pleiades.uk.com](http://www.pleiades.uk.com)

# ALAN MANCE CITROËN

# FINANCE AVAILABLE<sup>#</sup>



# 10% Off Your Next Service!

Present this voucher at your next service to receive a 10% discount\*.

Sales and Service in one great location - 419 Barkly St.

## NEW CARS ♦ USED CARS ♦ DEMOS



**Alan Mance Citroën**  
[www.alanmancecitroen.com.au](http://www.alanmancecitroen.com.au)

419 Barkly Street, Footscray  
PH: 9396 8000 LMCT4976