

THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

April 2018



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The first female Automotive Designer
Importing a Car in Jan 2018 and asbestos**

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

John Parsons * 5977 6 115
pastorjohnhelen@yahoo.com.au
2 Leonard Drive, Somerville Vic. 3912

VICE PRESIDENT

SECRETARY

Bruno Tonizzo * 0418 945 461
secretary@citcarclubvic.org.au

TREASURER

Peter Moloney *0411869705
treasurer@citcarclubvic.org.au

COMMITTEE

Brian James * 03 9728 5526
photoimage2001@yahoo.com.au
12 Lucas Ave. Kilsyth VIC .3137
Wolfgang Siem woljen@gmail.com
Andrew Smith andrew@artisanicatherworks.com
Ian Downie * 0452 411104
blueduck1949@gmail.com
Salman Chaudhry * 0410 040 505 salman604@gmail.com

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
membership@citcarclubvic.org.au
PO Box 184 Mt. Eliza Vic. 3930

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 03 9363 3950 ferdi.saliba@gmail.com
Tom Grucza * 0431 396 277
Peter Dekker * 0425 703 899

NEWSLETTER EDITOR

Brian James
Photoimage2001@yahoo.com.au

LIBRARIAN

Dave Rogers 0422 229 484
cccvlibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

MEMBERSHIP RATE

Metropolitan including printed newsletter \$ 70.00
Country including printed newsletter \$ 55.00
Electronic only newsletter for above \$ 50.00 / \$ 35.00
For 2nd & subsequent members \$ 15.00

CCCV GENERAL MEETINGS

8.00 PM **3rd** Thursday of the month except Jan. At
8/41 Norcal Road Nunawading Mel 48 / G11

CCCV COMMITTEE MEETINGS

Meetings are held at 5.00 pm on the **3rd** Thursday of the month. (Club night) Contact the Secretary for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

BANK: Bendigo Bank - BSB: 633 000—ACCOUNT: 120 127 907

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal**. See note below.
2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.
3. The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**..See note below.
2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2 - Road Safety (Vehicles) Regulations 2009** (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**..
3. Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
4. The car owner provides **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.
See also:
<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>.
6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorizing signatures are used and that the permit is assigned to the correct club.

Note: Our CPS secretaries travel a lot. Please contact them before sending papers for signature to avoid the possibility of them sitting in a letter box for several weeks. A stamped, self-addressed envelope would be appreciated.



Some snippets this time, rather than a single theme.

We enjoyed the *concoures* at Yarra Glen. There was a good turnout of 2CVs, around seven I think, to celebrate its seventieth anniversary, plenty of beautifully kept and/or restored DSs and two SMs among others. It was interesting to wander among the very strong representation of British classics, too. But there was sadly not a single Traction Avant and the total number of Citroëns was about half what we have had at Como Park North over many years. We of course need to consult our friends in CCOCA as it is a joint event but perhaps a return to the old venue and a stand-alone event is in our future.

At our last club meeting we had two prospective new members: Max, who has bought a CX to restore and Samin who is looking for a DS. Membership secretary Wyers and others are on to them so they will not get away. Then today I helped Sam load a BX project car onto his trailer to take home to Bendigo. The common thing about these men was their age. They are all younger than my son. So it's official. I'm no longer concerned about the passing of the baton of the love of classic cars on to the next generation and will in future ignore the sea of silver (and skin) at club meetings.

I'm reading a most interesting book at the moment. Entitled "Drive On! A social history of the motor car," it was written by that master of motoring literature and journalism, LJK Setright. In it he tracks the relationship of the motor car, its design and development over the decades, to the social, political, technological and environmental contexts into which it was born and lived. I will need to read it twice to take it all in and there will doubtless be more quotes here over time.

But to begin with, Setright, an admirer of Citroën, in talking about the mid-fifties, described the arrival of the DS19 thus: "When the Autumn had softened the agonies of that horrific Summer [a reference to the 1955 F1 French GP accident in which a Mercedes-Benz crashed, killing over 80 people-JP], France had cause to rejoice again in *l'automobilisme*. She had created a car, a production car meant for the ordinary man in the street, sublimely endowed with such complexities of execution and refinement of conception as made the Mercedes-Benz appear merely the laborious handcraft of gifted mechanics. The Citroën DS was an engineer's car, the thinking man's car, far and away the most modern car in the world, not only in 1955 but for at least 15 years until another even cleverer Citroën should emerge from the closeted brains of that most uncompromisingly logical of design teams." All you thinking DS (and CX) owners may take a bow.

By the time you read this, many of us will be in Dalby, Queensland, celebrating 50 years of Cit-in. We will return soon with lots of travellers' tales, many of them true, together with some information and ideas that will make CCCV better. I hope to see you soon.

John Parsons

FRONT COVER

Graeme Thompson-club member on a recent trip to France.

BACK COVER: Current big freeze in UK.

More images in centre pages.

*The Newsletter proudly printed by Snap Printing
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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.

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



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 password supplied by email sent you.

Club password for the month: Members will receive an email each month, advising the new password to access Club Site.

New Members . CCCV welcomes the following new members to our family: Barry Malseed and Phil Murrellion. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l. (see p/26 for your closest rep)

LDS OIL available at club rooms on club nights only at \$25.00 per l.

Events Calendar 2018

Draft Activities Program

2018

NOTE: Club nights held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH.

Apr 2-11 Steelies Post Citin run
19 Club night— Inchcape Citroen
22 Stokes Collection Mt Macedon—
(Bookings close 26th Feb)
May 6 Tech day TBC Koo Wee Rup
17 Club night— Mothers Polish
25-27 42nd Historic Winton



Jun 21 Club night—Batteries
Jul 15 Bastille Day
19 Club night Motor Trimmer
Aug 16 Club night
Sept Western Vic Run 5 days
20 BBW & social night
Oct 13 Motorclassica
18 Club night AGM & restoration sh/tell
Nov 11 French Car Festival
15 Club night La Belle Epoque
Dec 20 Christmas BBQ

Monthly 1st- Chit-Chat Tuesday Blue Bay Café,
667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse).
Melways 158 K10 from 10.30am. **CCOCA & CCCV event for coffee & chat.**

For more details on club events contact
Ian Downie on 0452 411 104

Denotes a Non CCV sponsored event.

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM & late models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

April 22 Sun STOKES COLLECTION

Combined CCOCA / CCCV

<https://thestokescollection.com.au/>

[#stokescollection1](#)

THE TOUR STARTS AT 10-00AM

ADDRESS: 815 Mount Macedon Road,
Mount Macedon, Victoria.

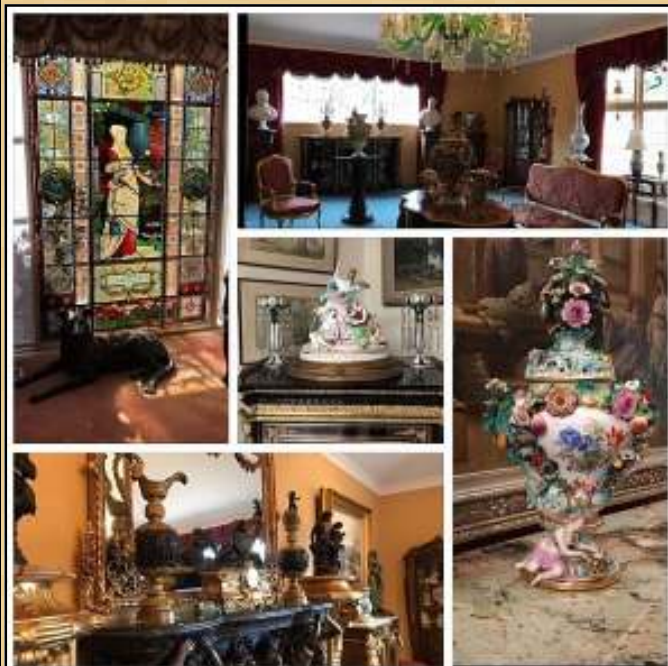
BRING: A picnic lunch, drinks and chairs.



Many antique experts regard the Stokes Collection as one of the greatest private collections of porcelain, furniture and art in Australia,

and equal to many that can be seen overseas. It is not open to the public and therefore requires payment in advance, hence the early RSVP date.

The guided tour is of a 2-hour duration and after a picnic lunch in the gardens we are free to wander the Forest Glade Gardens. If the weather is inclement we will seek out another venue.



April 19 Club Night

Inchcape—Citroen



May 6th Sun Tech Day



Citroen Technical Day



Sunday May 6th 2018
Starting around 10.00am



For New



For Old



For very old

- * Use of 4-post hoist
- * Sphere regassing (LHM only)
- * Some workshop facilities (BYO tools)
- * Free electronic diagnosis by Autologic Diagnostics (for Citroens with computer link)
- * Barbecue, free sausage sizzle, tea and coffee
- * Garth's car collection (Citroen DS, SM, CX, AMC Javelin, Pontiac GTO, Corvette, Ferraris)

RSVP 30th April

Ian Downie 0452 411 104 by 11th September

Address Garth Campbell
340 Main Drain Road
KooWeRup

Parts Prices

Following from this, on the PCCV Facebook Group, someone noted that they had been quoted \$161 for a replacement plastic oil filter cover for a 307. Rather than paying \$161, this component was sourced via AliExpress in China for US\$13.29 (i.e. less than \$20 Australian). A quick search revealed that these items can also be found on eBay for \$20-\$30 Australian. I understand that the part that arrived was exactly the same product including the brand name and the only difference is the packaging. This led to an enthusiastic discussion about parts prices. Some quoted examples:

"I got a new Purflux fuel filter housing and cartridge for the 308 HDi for around 1/4 of the cost of the dealer, delivered from Europe within the week."

"I needed a VVT solenoid for our old V6 407, Dealer \$1200, Aliexpress \$120 USD"

"407 digital screen, \$800+\$120 dealer fitting charge. I got one from China for \$60 free mail and fitted it myself in under 3 minutes."

"I busted the tail light on the 307 touring a few years back. Genuine Pug replacement, shipped from the UK, for less than half the price of Aus dealer."

The discussion went on to suggest that these issues be raised with Peugeot Australia, with comments like: "Do they want to sell cars?". Certainly these sorts of prices aren't going to endear people to the Peugeot brand in Australia. It was pointed out that dealers are obliged to source parts through the Australian distributor, and possibly they are paying wholesale prices that are higher than what we can find on the internet. It seems that the main responsibility flows back to the importer.

The other aspect of this is parts cost relative to car values once the vehicles get say more than 10 years old. For example there are plenty of early 307s on Carsales.com.au for \$3000 or less. What happens if a component like the electric power steering pump fails and the cost of the part is more than half the cost of the car? Do we simply start dumping these cars because the failure of one component makes them uneconomic to fix?

Ed: *Reprinted from "TORQUE" newsletter of the Peugeot Car Club of Victoria.*

Peugeot run Khanacross - Sun 6 May

Hello folks

Your club members are invited to participate in the following multi-club event:

Khanacross Sunday 6th May 2018 presented by Peugeot Car Club of Victoria

This khanacross will be held at the **METEC driver training complex on Colchester Rd Kilsyth**. The ground layout will provide us with several testing courses on bitumen or concrete. Imagine having a fast drive around a shopping centre carpark. That's what it will be like.

Most of the tests require some 2nd gear driving, through chicanes or sharp turns every 150 meters. We will provide some side by side tests so you can run against a friend.

One area has the capability for us to add water to make for even more interesting driving.

Tests are starting from a central location to enable you to watch the other drivers in action.

Requirements

You will need an Australian Standards approved helmet and a fire extinguisher fitted to your vehicle. It must be bolted in using a metal bracket, not plastic or simply placed under the seat.

Cost and licence

The cost to compete is \$95 or \$45 for juniors. A CAMS level 2NS licence is required.

Entries

Entries must be received at least 2 weeks prior to May 6 - Sunday 22 May, no exceptions.

As venue hire is quite expensive, we need about 30 entrants for a successful day, so consider inviting a friend, even if from another club.

If some of you can help us officiating it would be a greatly appreciated. It could be simply observing, timing or helping run a few tests.

For more information please contact:

Allan Horsley allan.horsley@bigpond.com
phone: 0419 634 043

Phil Torode phil@bidwriter.co.au
phone: 0432 107 301

A NEW CHAPTER IN THE HISTORY OF CITROËN WRC RACING

Since it was founded in 1919, Citroën has always impressed with its capacity to take on and pull off bold, sporting challenges. In the 1950s, the Brand claimed its first major victory in rallying. However, it wasn't until the start of the 1980s that the contemporary period truly began. In 2016, Citroën has decided to return to the WRC with C3, a symbol of the brand's commercial offensive. A new chapter in this amazing story is about to begin with Kris Meeke and Paul Nagle representing Citroën in the WRC 2017 Championships.

A MUSCULAR DESIGN



Citroën C3 WRC's muscular shape and unique design are immediately striking. Like the production C3, the WRC bristles with freshness and energy, backed by rugged strength. The aerodynamic changes, made possible by the less restrictive regulations, actively contribute to the performance of the car.

The rear bumper has been carefully designed to boost the expulsion of gravel and snow on loose surfaces. These aerodynamic forms are echoed in the 3D rear lamps, which lend a unique, high-tech identity to Citroën C3. Crowned by the centrally-positioned exhaust pipe, the rear diffuser provides yet further down force by expelling the flow of air that passes underneath the car. Lastly, a spectacular rear spoiler completes the aerodynamic system. It consists of a lower "shovel" and a more complex upper level. For increased efficiency, the spoiler assembly is set back and raised by 50mm compared with the previous regulations.



Citroën C3 has innovative, modern technology to make driving more enjoyable and easier. Discover the [ConnectedCAM Citroën™](#) (optional), a full HD connected camera, connected 3D Navigation with voice recognition, Reversing Camera, Lane Departure Warning System and Blind Spot Monitoring System.

SHORTLY AVAILABLE FOR MEMBERS

A number of GS and GSA parts including:

- Engine
- Gear Boxes
- Swing Arm and bushes

For more information contact:

Wolfgang Siem on woljen@gmail.com
or phone 04 25872082

SECURITY CHECK RE GS/GSA: Check that calliper mounting bolts are tight and correctly tensioned.

Wolfgang recommends check at each service.

The first female automotive designer was also a refugee and a single mom.

Stephanie Buck

Writer, culture junkie, closet extrovert ☐ founder of Soulbelly, multimedia keepsakes for preserving community history
Mar 11, 2017



Helene Rother was a terrible driver, always in a rush. She was routinely pulled over for speeding and got in multiple in fender benders. So when she went to work for Nash Motors in 1947, the irony was too perfect. Soon she bought a Nash car to match her new role—and promptly totalled it.

But Rother was also an automotive force of a different kind. As the first woman in American car design, she paired natural creativity with the hustle that would define her career. Eventually she would earn three times the average male wage and build a personal brand synonymous with luxury. She came a long way from her first days in the U.S., spent as a refugee with a nine-year-old daughter to feed.

As a young woman in Paris, Rother designed fine jewelry, watches, and hat pins. Then the war broke out and no one could afford such extravagances. When the Nazis occupied France, Rother and her young daughter, Ina, boarded the first ship to anywhere. “At that point, you didn’t care where you were going as long as you were leaving,” recalled Ina. Turns out, they were headed to Casablanca.

For four months, mother and daughter lived in a North African refugee camp as their paperwork was processed. Then, in 1941, they sailed for New York.

Rother immediately sought work—and found it as an illustrator at Marvel Comics. There, she drew the character Jimmy Jupiter, who sometimes appeared in issues alongside The Human Torch and Namor the Sub-Mariner.



Helene Rother at work designing the interior of a Nash Motors car in the 1950s.

Soon she spotted a job ad in *The New York Times*. General Motors needed a new designer. Rother traveled to Detroit for the interview and got the job overseeing upholstery, lighting, and interior hardware—though she had zero industrial design experience. She had a “selling personality,” said Ina of her

mother. “She was not a shrinking violet,” and acted more like Humphrey Bogart than Ingrid Bergman, according to her daughter. Rother was also a true beauty, her blonde locks curled into face-framing coils above dark suits.

The mother and daughter moved into a small apartment in Detroit. Rother grew in her role at GM over four years. She earned \$600 per month, a handsome sum for the times, and was given remarkable autonomy. However, GM downplayed her accomplishments because a woman’s success in a traditionally male field was considered radical, according to *The Detroit News*.

In 1947, Rother moved on to Nash Motors, where she worked as a consultant. There, she sketched interior concepts and designed key features like door handles, speedometers, and medallions. The first vehicle she worked on was the 1948 Nash 600, which boasted Ambassador Custom trim in choices like Sherwood Green, Tampico Brown, or Neapolitan Blue.

Suddenly Nash interiors reinvented the brand as stylish, modern, and inspirational. Rother said, “Everywhere I travel in America I hear women saying... ‘Give us a car we can get into and out of without looking funny... seats we can lean back in... seat covers we can wash and clean. Pretty colours.’” She delivered chic comfort in a design era awash with functionality. “Modern design is the last fortress of man. It is too masculine, too cold, without the small feminine touches.”

Nash’s new interiors were dubbed the best in American automotive luxury. Rother’s aesthetic would earn her an invitation to speak at the 1951 Society of Automotive Engineers conference. She was the first woman to do so. One reporter admitted, “Her 500 listeners came to laugh, but stayed to cheer her logical conclusions.” In 1953, she helped Nash win the Jackson Medal for outstanding design. Her name was featured prominently in automotive advertisements as “Madame Helene Rother of Paris.” She was a brand.

During this period, Rother also consulted for companies like B.F. Goodrich, Magnavox, and Goodyear (for which she designed sneakers). Ina remembered her mother as constantly busy, but also excited. “If you think it’s hard to be the first woman designer, think how hard it is to have a child to support and make a decent living doing that kind of work,” she said. “Stress probably puts some people out, but not her.”

After Nash merged with Hudson to create American Motors, Rother left the brand. In 1955 she joined Miller-Meteor, a manufacturer of ambulances and hearses. Later, she designed stained glass windows for churches throughout the country, a remarkable career move she would continue the rest of her life. Rother died in 1999, at the age of 91. It’s unclear how many speeding tickets she ended up with over her lifetime.



Nash Presents the World's Most Modern Cars ★ The Brilliant New Airflytes for 1951 ★

Today you will see a great step forward in the development of the automobile.

You will see the world's only cars built on modern aviation principles—new in safety, in riding comfort, in aerodynamic beauty and efficiency. Cars uniquely built to stay new years longer, and to deliver more enjoyment at less cost to the mile.

Here you will see features *after* feature simply not available in any other car. And price tags that

now bring 1951 Nash Airflytes within reach of everyone!

Don't just "look." Have the fun of driving an Airflyte. Discover the priceless advantages of Airflyte Construction... the extra values that have given Nash a postwar sales gain five times as great as the average of the industry.

Before you decide, take an Airflyte ride—in the world's most modern car!



You cut the air as a jet plane does in the world's most beautiful, fully streamlined car. And its sky-born beauty makes down-to-earth scenes—holidays, window-shopping—enjoyment more than 25 miles a gallon at average highway speed in the Streamliner!



Built the way of the Streamliner and the Skyliner, in Airflyte Construction, body and frame are a single, welded unit that's double-skin... stays tight as new years longer, free from rattle and squeaks. The smoothest, quietest ride you ever enjoyed!



You'll even enjoy rare days with Weather Air Conditioned Air keeping the temperature automatically as cool like in. The air is filtered—kept free from dust, pollen, germs, fumes, smoke, and the smoke disappears. No drafts or fogging.



Your favorite easy chair goes with you. Let someone else drive while you try the Airflyte Reclining Seat. Tuck it back, it leans back as far as you wish. Roll it, slide away a dozen miles—in a heartbeat. (It's still both seats—see quickly across Twin Beds.)



You never need more room for luggage and passengers. You sit in a front seat as wide there's room for 2 more beside you. There's room for all your baggage in this 280 cubic foot luggage compartment. It's another feature of Airflyte Construction.



You shift to power that has set records for hill-climbing, for speed, for stamina, for economy. Recently a Nash Ambassador officially covered 112 miles at 50.3 m.p.h., averaging a week-end record before ever to have been equaled before!



Photography by *Sumner*

There's Much of Tomorrow in All Nash Does Today!

Great Cars Since 1902

The 1951 Nash Airflyte with choice of Hydro-Matic Drive, Overdrive or standard Synchro-Mesh Transmission in Ambassador and Statesman series. Also, the Ambassador, most luxurious of America's fine cars. Note the new modern front with oval air intake... the massive new Guard Rail bumpers. It's our most recent step of line to the Sky Flyer over fenders and racing touring tale. Streamline new Airflyte models for 1951 in three great series. From the dashing new Rambler and the popular Statesman to the ultra-luxurious new Ambassador, they are America's new automobile values.



Nash Airflyte
The World's Most Modern Cars
Nash Motors, Division Nash-Kellogg Corporation, Detroit, Michigan

A Band of Brothers (well, two brothers)

We're Will (21), and Tom (18) Bibb. Two brothers with a thirst for adventure. Over the course of 2016/17, we're aiming to complete a three-legged circumnavigation of the globe. Supported along the way by Citroen and BP who are helping fuel our journey, our first leg from London - Tokyo begins on Tuesday 9th August.

(Part 5)

The road to Kazan continued.

Throughout Russia, to reach villages and areas that appear close, frequently involves skirting wetlands and rivers. This can triple as-the-crow-flies distances. Through history this has hindered the country's development. Truth is, while its great waterways helped it become the colossus it was under the Tzars, today they hinder. Russia's railways still play a big part, but today it needs roads.

The sheer scale of the country also surprises. Distances between each of its cities are huge - and there's little in between. The M7 links Moscow with Nizhny Novgorod, Kazan, Ufa, Perm etc. in sequence. Again we must compare with Britain. From London the next major town or city would be Manchester.

Then it takes twice as long as Google suggests to travel between each, either due to countless traffic lights around villages, endless road works, or wheel-massacring pot holes.

While on geographical constraints, it occurs to us that we haven't seen a proper field of corn - or indeed any corn at all - for hundreds of miles. Beside forest and wetlands we have seen no grassland or farm animals. On every horizon is a forest stand. It is monotonous and generates a peculiar melancholy.

This changes beyond Nizhny Novgorod. The land rises and is better drained. Conifers take second place to silver birch and the first field of wheat - poor and wizened - since Finland is spotted. But still vast acres of what looks like viable agricultural land is left derelict. Closer to Kazan, trees give way to fields and we see combines working in the distance. the low number of straw bales reflect a stunted, spring-planted crop with a low yield. Though the soils appear fertile, the cold winters force a less intensive system. Nothing is easy here. Most vegetables seem to be grown in gardens and allotments. But long before then our day ends in a 10km tail back again! There was no escaping moving at less than

2km per hour. Immediately there was the usual dash on the hard shoulder. We resisted, but took time out at the next truck stop. We parked at 18:00hrs and serviced the car, greasing all joints in the driveshaft and suspension following the biblical rain showers. Two hours later the traffic had hardly shifted. Coffee and wifi whiled away the time. We observed the hard shoulder brigade charge into the truck stop and out again, as fast as possible, to gain a few yards on the others in the tailback. Even juggernauts tried this trick, but most vehicles in this belligerent group, car or truck, bore a three-pointed star.

Earlier in the day, while cruising flat out at a fraction over 60mph, we noted that this road is festooned with speed cameras. Most people play the same game as UK drivers. They brake. Anyone that doesn't do that in the UK has probably stolen the car. But here, large black sedans and SUVs ignore them and just fly by. Maybe the penalty is only financial, or maybe they are connected.

Suddenly, by around 22:00hrs, the traffic was flowing again. Too tired and 650k from our intended destination, we erect our camp beds nearby and sleep under the stars.

Waking with the dawn, we were back on the road before 06:00. warm, cloudless and devoid of heavy traffic, it was a beautiful start. The problem had been road works. For the roadmen to do what they do, they'd had to close the road, stopping everything dead in its tracks. It's a daily occurrence. So too is another



more grisly reality.

Mid contra-flow, we witness the end of an accident unfold. A man, a young white Caucasian, was crossing the road and run down by a truck. Present on our side of the road are two gawpers. In fairness they probably witnessed it all. They are clearly in shock. There's nothing to be done. The man is cruelly twisted and motionless under the rear wheels. Shortly a police van arrives. A warning triangle is placed and the traffic soon passes again, speed unabated.

One sense no enquiry. It happens! Passers by didn't pay a second glance. Life - and death - is looked upon differently here. Imagine how long Britain's M1 Would be closed for investigation following a similar death in a contra-flow situation. In Russia, the roads needs improving. so everything stops in its tracks without warning or plan. But in the case of a road death, down goes a solitary warning triangle.

Between Novgorod and Kazan the landscape changes. We could be within 50 miles of Dijon - except for the roadside stalls, at which apples, pears and honey are laid out with fruits of the forest. Timber houses have now given way to light-coloured brick but the same three-window izba style remains.

As with the St Petersburg to Moscow leg, between Moscow and Kazan we have lost another day. Today's road works are little different. At least the weather is beautiful.

Kazan

We had intended to take a rest day here and explore this ancient and beautiful capital. We have no time and simply had an al fresco supper in a part of the town that resembled Las Vegas.

At one end of the old town is the Kazan Kremlin. Words defy description. Behind the old citadel are streets where the architecture is described as Rocco and of gothic revival in nature. I am not sure that this is an accurate translation but they are exotic, impressive and beautifully maintained.

Still unaware of the Vegas-lite zone down the hill, we notice the odd speeding car. Quite normal: Moscow's late night soundtrack is an AMG engine above 6,000rpm. But new on the scene in Kazan is a Jaguar F-Pace. It's driver clearly has no particular place to go, and so passes time by doing burn-outs down empty streets.

Next we see a group of young men in trackies around a group of cars parked at the edge of beautiful communal gardens. What stands out is not their furtive

stance, but that the cars are each worth around £50,000. There is serious wealth here, but...

The fusion and co-existence of ancient and modern, Russian Orthodoxy and Muslim religions and life-styles are a great thing. It has not always been like this and it isn't like this in other muslim zones such as Dagestan. South Osselia and Chechnya, none of which are so far away. Things aren't perfect but on Putin's watch this city has grown significantly. It is to host the 2018 FIFA European Championships, There are many new hotels and the economy is strung here.

Sadly we pick a hotel which, though it resembles something new on the outside, but is in fact a re-furbished Soviet concrete mess on the inside. The lobby is-a little traditional - with massive, airport-style security - but the tell-tale should have been the flat screens that have ugly wires showing. Look more closely and behind the reception desk crude wires dangle identifying a recently-rigged wifi. Even a Premier inn has better attention to detail It passed us by right then, that there was air con and that the lifts were struggling, But everything fell into when we reached our room. The number was skewiff, Fawlty Towers' style and the door had recently been jimmied open. Things further fell into place when we turned onto our beds. It hurt. At the fusion and co-existence of ancient and modern, Russian Orthodoxy and Muslim religions and lifestyles are a great thing. It has not always been like this and it isn't like this in other muslim zones such as Dagestan. South Osselia and Chechnya, none of which are so far away. Things aren't perfect but on Putin's watch this city has grown significantly. It is to host the 2018 FIFA European Championships, There are many new hotels and the economy is strung here.

Despite the growing local economy - this past decade Kazan has climbed from 12* in Russia's city league table to 6* place. However, there is growing unease and a history of discontent. Late on in the Soviet era, the city spawned what Russian journalists then called the 'Kazan Phenomena' - which was the relatively familiar western phenomena of youth gangs. What marked these gangs out was their extreme violent and cruelty. When the Soviet state collapsed the mafia was able to make use of these people. Today Perm and Ekaterinburg are similarly-plagued. However, we are told that much of the criminality is now white-collar HI nature, but not entirely.

As we dined well, we were serenaded by the less upwardly mobile, wannabe gangsters. In short Borat ditched the Lada for a small Audi and the greatest game in town is parking in the town square and

←
broadcasting the Turkish equivalent rap/trap at full volume, interspersed with the odd, poorly executed handbrake turn at the traffic lights.

At the next table were two locals. One was Russian, the other more Turkic in appearance. They were embarrassed. They came over and said. 'No worry we call the police now'. Hopefully Putin's stability will benefit all, so that everyone will be motivated to continue to rub along together. People forget, similarly divided areas have become disaster zones: Chechnya, Dagestan, South Ossetia. Through the other side of the Caspian, these places are very close by in Russian terms. Organized crime and corruption, dodgy deals and cronyism is corrosive but it's a balancing act. What we have here in Kazan is way, way better than what happens when authority breaks down. We get the sense that Putin's Russia, for all its faults, is the glue.

Across the Volga and on to the Kazakhstan border.

Kazan, sits on Europe's longest river, the Volga. It's second longest gave *raison d'être* for Vienna, Budapest and many more cities. Bear that in mind and you won't be quite so surprised at the architecture and Kazan's history of trading, wealth and beauty.

Leaving east along the Volga one sees gated housing developments that would not look out of place in Capetown - or indeed Chelmsford, Essex.

It's understandable. Possibly Russia's best city to live in, Kazan is surrounded by beautiful countryside. Again, it reminds me of parts of France, with huge open fields. Its relative agrarian wealth is most obvious in the pre, and Soviet architecture and infrastructure. In Soviet times these must have been the nearest one could get to the communist Utopia. We now see smoked fish for sale at the roadside stalls - by women wearing headscarves.

That said, on the very banks of the Volga, about 100 kms out of town, we stop and inspect a wheat field - the first close by the road that has not been harvested. The grains are tiny and shrivelled. The harvest is terribly poor, yet this area is blessed with some of the world's most fertile soils.

The Volga and its lakes are tens of miles wide in places. Seeing the far bank is, in places like looking for France from Dover. A large new bridge took us east, then south again. For the next 200 miles the soil is black and beautiful. Again the agriculture practices make poor use of it. We pass an agricultural

merchant. The machinery on its forecourt looks more like a scrap yard.



For the most part the villages are ravaged and seemingly empty - though they are not.

Apart from the odd ancient combine or two toiling on the horizon design that the West would have pensioned off in the mid-1970s - moves in the fields. Again in

Soviet times these systems would be the governments pride and joy - because at least the crops were harvested.

In the vast fields with such enormous potential is wheat, small parcels of maize and sunflowers. For some reason in this area none of the straw - or roadside hay is baled, and is piled up pre-War style. Everywhere one can see old derelict pig buildings. It may be that the pigs and cattle are still fattened to the couple of buildings seen, but here is a farming system has otherwise seen no investment or scientific advance since Gorbachev. Today the whole is depressed when it should be so wealthy. Interestingly alongside the community signs-large Soviet-style concrete markers that reflect the villages part in the Communist system - fly the red flags of the USSR. Having mislaid this past 30 years, these villages look only backwards.

We pass a village with a prominent Muslim cemetery. Ominously the next possess a huge Orthodox cemetery.

We reach Samara after dark. Suddenly we realize that the clocks have jumped an hour ahead. It's 12:00hrs but the city is bustling. Oddly we see several as in half a dozen - flower shops open at this hour, but most others are too. We get hopelessly lost in massive road works and spend an hour or so trying to get out of another huge Russian city. Bear in mind, the few road signs are in Cyrillic script. It may as well be in Chinese.

By mistake we enter areas dominated by crumbling

Soviet-era apartment blocks.

It's a labyrinth. The road is crated and puddle. Cars are parked at odd angles. We become aware of groups of men in the shadows. It's congested and frightening. There's an atmosphere about the place that makes us feel less comfortable.

It's difficult to tell with any certainty, but the Mercs and Audis that have been so prevalent in all other cities are now far fewer in number. In their place are ancient Ladas and booted versions of small ancient hatchbacks. Hyundai and Daewoo obviously gained a foothold twenty years ago, because now Korean is the most popular choice, driven aggressively even by Russian standards.

Once out of town we need to camp. We left Kazan late, but after 8-hours solid driving we are behind where we expected to be. Having past through hundreds of miles where camping choices were abundant, suddenly there's no-where -and it's very dark.

The outskirts of Samara are industrial. We continue until all the lights have disappeared and roadside scrub has returned. We turn off the main drag and find a gap in the scrub that marks a field entrance. The temperature remains a balmy 16°C. We don't bother with tents and again drift into sleep looking up at the stars, few of which we recognize.

We rise with the dawn and well before 6:00 we are back on the road. The Kazak border is about an hour's drive. Still the land has vast fields of wheat, but the landscape is far drier than Kazan and the soil less fertile.

We pass an odd, steel framed observation post about 250 metres from our dead straight road. Silhouetted on a tripod are high powered binoculars. Seconds later the land drops away and about a kilometre ahead is a cluster of buildings that mark the Russian-Kazakhstan border.

There was no border here until the USSR disintegrated. That means for many Russians the fact that it exists today is an embarrassment. The crossing has three phases. Firstly, the Russians really do place close attention to those leaving the country, as well as those coming in. The guards are their usual po-faced selves, but a pretty blonde captain sits at the computer. She's formal but actually wants to know more about our car and our trip.

Welcome to Kazakhstan

Nevertheless, the reaction of the Kazakhstan officials is quite different. It's great to see smiling faces once more. The guards want to shake our hands. They want to speak English and welcome us with warmth, even if they miss nothing and check everything several times. Interestingly, on the flat screen in the immigration waiting room is a video. Being Russian language it's mainly incomprehensible, but it features a photo of a queue at an UK Immigration queue. It is clearly boasting that they are more efficient than the UK. Maybe true, but although this is a major crossing, there are too few travellers to form a queue.

The third element was buying car insurance. Unlike the Russians, this is made easy and two young fellows waiting in their air-conditioned shipping container 10 meters into Kazakhstan respond:

"Agh, Engelsiki". OK, you need insurance for which car, How you pay?" "Ok, US Dollar is Ok my friend".

It still takes almost an hour, but the attitude is everything can be arranged. There is always the doubt that that comes with a "special* price, but this is an advance on the Russian model of 'I don't understand, it's nothing to do with me, look over there...."

"Ab William, like Prince William., We like your Queen. Corbyn, get real". In fact the third party insurance is reasonably priced for a 21-year old driving for a month in a foreign, country: \$37 works for us. And the Kazak duo-one of whom is wearing an England T-shirt - sells us currency at a decent rate.

Oral Spectacle

The road from the border is in good condition. We expect it'll last to the town of Oral. In fact we discover that the condition of the road works, in western Kazakhstan at least, are far superior to those of its northern neighbour.

We reach Oral just before mid-day and the traffic is chaos. Russians stand out from the Kazaks, with their Chinese/Turkic features, but the surprise is that the women are all dressed as if in London or Paris in summer. If some were wearing head scarves, we missed them. A small boy sporting a baseball cap and carrying a backpack, beamed and gave a thumbs up, while catching us on his smart phone. He immediately knelt down and thumbed away, sharing his photo with his followers.

This is a very long blog and is to be continued . Ed.

<http://tomandwilladventure.tumblr.com/>

The Geraldine News

Ngä Pükörero o te wiki ki Raukapuka

ESTABLISHED 1992

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New Zealand raid by 17 Citroëns



Rally participants in Geraldine last week. They all arrived in 2CV Citroëns. The 2CV is an air-cooled front-engine, front-wheel-drive economy car produced from 1948 to 1990. Photo: Hugh McCafferty.

Seventeen Citroëns drove into town last week as part of a 28-day New Zealand raid, touring both islands of the country.

"We've been organising 2CV raids in Australia since 1988," says organiser Dave Rogers, a New Zealander now residing in Australia. "Fellow Kiwi Peter Delder and I

thought it would be fun to organise one in New Zealand, so we scouted out the route last year and here we are with 17 vehicles. There are three from Europe, six from Australia and three from New Zealand."

Stefan Nold and Tom Zwielenmann brought their modified Citroën 2CV in from

Switzerland (on the right in the photograph).

Tom says: "We were a bit worried about the biosecurity, but the officials were very efficient and friendly and didn't take long to release our car. The registration people were friendly and helpful too."

Dave Rogers says: "Our Australian raids

are on the roughest roads we can find. The New Zealand trip will avoid the main highways, too, and we will use gravel roads where we can find them."

Hugh McCafferty



A Dolly and a Charlie in a Valley.

Skippers road. What a belter!

This was part of the upper section. Just about in the middle of the photo are two 2CVs, a Dolly and a Charleston, hence the title.



OVERSEAS TRAVEL.

Alan Read's daughter Jenna Read, saw this Traction during the recent big freeze in London.

See rear page.



MEMBER ON OVERSEAS TRAVEL.

Graeme Thompson on a recent trip to France came across this range of Citroens and Renaults.

"I was travelling in the French countryside and stayed in Tain l'Hermitage in the Rhône Valley. I went into a wine shop operated by the renowned Rhône Valley vigneron Michel Chapoutier. In the courtyard of his distribution outlet there were two brown Citroens. Michel uses the two CVs for local wine deliveries and they are very much a part of his day to day business operation. I had the use of one of the vehicles while we were staying on his property. We did some touring to Avignon and Chateau Neuf for day trips. The vehicle was in top condition but definitely fit only for the "slow lane" on the Autoroute. As for the Citroen truck, when we got to Paris it was on display in a department store for a Christmas promotion".



Schlumpf Collection

An ardent collector, Fritz Schlumpf started with a passion for tin soldier armies, then postage stamps. In the years preceding the second world war, Fritz Schlumpf, who had always felt attracted by cars, bought a Bugatti 35 B.

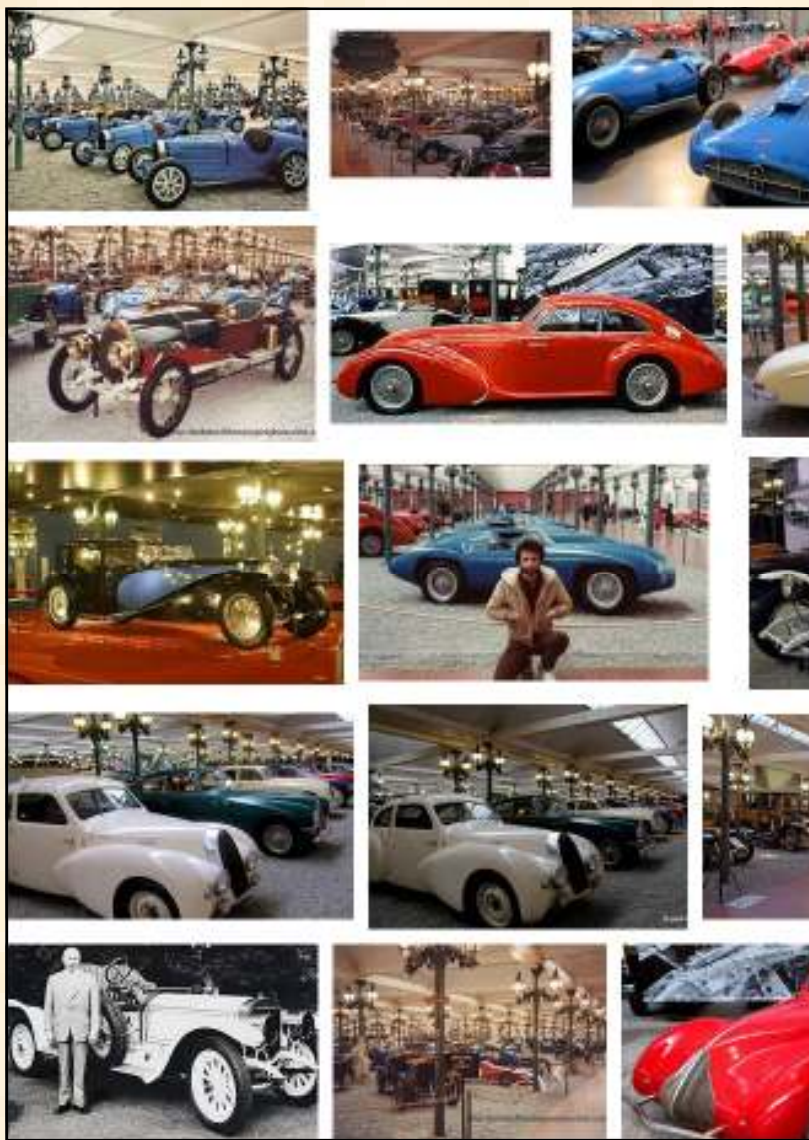
As he participated in hill climbs in the Vosges mountains and liked the beautiful motorcars, he had the brilliant idea of gathering in a single place the old cars which marked the century of the automobile industry. He really began his collection in 1960. Methodically, he collected old cars, bought wrecks, set up a restoration workshop. This museum was to be the flagship of the Schlumpf group.

Both brothers dedicated it to their mother, Jeanne who had died in 1957 and who had had a great impact on their lives of ceaseless work. The museum covers a surface of 20.000 sqm accessible to the public with 17.000 sqm only for the showroom.

The collection originally included more than 500 vehicles, all in working order. It consisted of 102 makes among which 66 were French and the most important one being Bugatti with 120 vehicles.

Nothing was left to chance by Fritz Schlumpf, not even the music, because there is also a huge Mortier Organ of the 1900's in the Museum ; it is so big that a pit had to be dug for its installation.

*For all you car lovers, here are some rare ones, never to be seen outside France, enjoy.....
It was basically assembled between 1936 to 1985 in Mulhouse, Alsace, France, by the Schlep Brothers.
The Schlep brothers were in the Textile Manufacturing Trade. The collection was put together under much secrecy.
The reason for secrecy was that the brothers were using French Government funds, then meant to support their textile business. The workers and staff at the Schlep factories were not aware of what was happening and when discovered they reported the brothers to the authorities.
The brothers immediately fled over the border to Basel in Switzerland.
The collection can not now be replicated in any way as the brothers had purchased the entire remains of the Bugatti Factory Enterprise. This then saw them possess these unique vehicles.
The collection was ultimately seized by the French Government and remains intact as a Museum.*



The Schlumpf Collection in Mulhouse, France has been described as the most prestigious automobile collection in the world. Without doubt, no other collection in the world has a history more filled with intrigue.

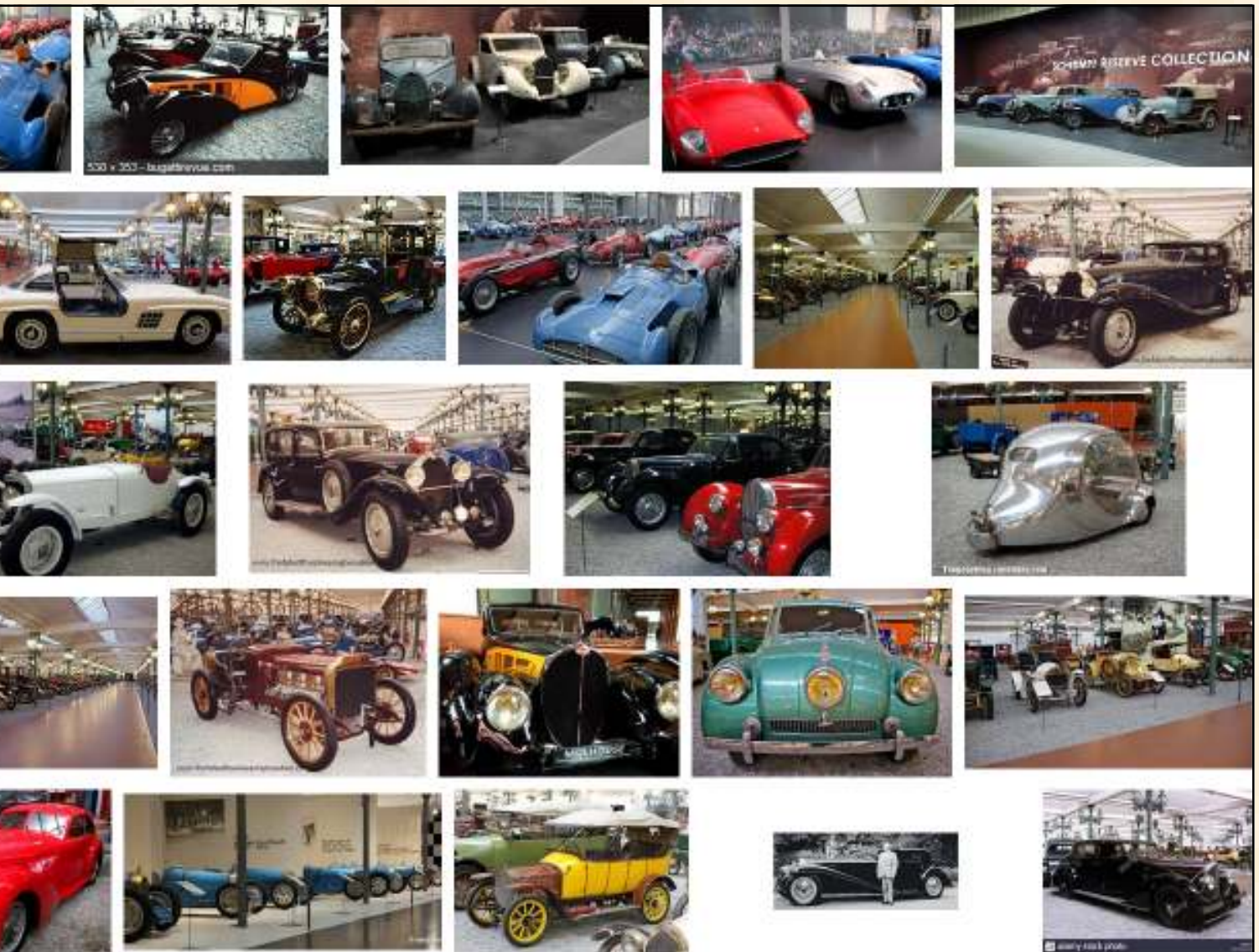
The public learned of the collection of automobiles assembled by brothers Fritz and Hans Schlumpf in 1977 when workers striking against the Schlumpfs' woolen mills seized the collection.

No less than automotive journalist Denis Jenkinson—who rode with Sir Stirling Moss in his famous 1955 Mille Miglia victory for Mercedes—first documented the secretive collection, writing with Peter Verstappen and assisted by noted Bugatti historian Hugh Conway who at times expressed his dismay at ever becoming involved with the Schlumpf brothers and their obsession with dominating the world market for Bugattis.

By then the Schlumpfs had fled to their native Switzerland and would never again see the collection that had in turns dominated their lives, doomed their business empire and sent them into a permanent exile.

The Mulhouse woolen mill, having been converted to a restoration workshop, employed by the Schlumpfs. The methods employed by the Schlumpfs in their affairs. As the existence of the collection was particularly Bugattis—because of the connection to a network of dealers. The Schlumpfs demanded, "a point of view", and they were able to acquire quantities of automobiles through three Rolls Royces and a pair of automobiles.





was purchased in July 1957 to house the collection, with an adjacent build-
 on shop employing ten workers at the beginning.
 the Schlumpfs to build the collection were as secretive as their business
 the collection and the brothers' interest in acquiring automobiles—
 me known in the collector world, significant cars were often brought for-
 s that emerged to funnel cars to Mulhouse.
 “cars must be in perfect working order from mechanical and bodywork
 re often prepared to pay well. They appeared to be less discriminate in the
 ey were prepared to purchase. In the summer of 1960 alone, ten Bugattis,
 ir of Hispano-Suizas were added to the collection, now numbering 40 auto-

<http://www.sportscardigest.com>

Cité de l'Automobile

Museum in Mulhouse, France

Cité de l'Automobile, Musée national de l'automobile, Collec-
 tion Schlumpf is an automobile museum located in Mulhouse,
 France, and built around the Schlumpf Collection of classic
 automobiles.

Address: 15 Rue de l'Épée, 68100 Mulhouse, France

Director: Emmanuel Bacquet

Phone: +33 3 89 33 23 23

Collection size: 500 by 98 manufacturers

Number of visitors: 200,000



Fritz Schlumpf with Bugatti Type 41 Coupe Napoleon Royale

Impressive Women of French Design and Architecture.



Wikipedia

George Sand (1804-1876)

George Sand was a French novelist and essayist who scandalized the public when she began to wear male clothing and smoke in public. Rebellious in her male dress, Sand was able to circulate [Paris](#) freely, which gave her increased access to venues that banned women. The political entrepreneur founded her own socialist newspaper and wrote many novels which argued in favour of women's equality. Sand is famous for declaring, 'You can bind my body, tie my hands, govern my actions: you are the strongest, and society adds to your power; but with my will, sir, you can do nothing.'



Sonia Delaunay (1885-1979)

Co-founder of the [Orphism](#) art movement, Delaunay was revolutionary in her use of colours and repeating geometric shapes in vibrating harmony. Delaunay was the first living woman to have a retrospective exhibition at the Louvre in 1964 and received the *Légion d'honneur* in 1975. She was also influential to international fashion, experimenting with abstraction as a universal language in household items such as garments. In a male dominated world, Delaunay rose to the forefront with her textile works. She established her own company and produced textile designs, which culminated in the *Exposition Internationale des Arts Décoratifs et Industriels Modernes* in 1925.

Coco Chanel (1883-1971)

Chanel's classic 'from rags to riches' story makes her admirable. [Coco Chanel](#) rose to glory in the fashion scene to become one of the most innovative fashion designers of the 20th century. Chanel was revolutionary for using a masculine aesthetic in women's clothes — she popularized trousers and suits for women and made the LBD (little black dress) a wardrobe staple. Chanel dressed the new modern woman, and made Parisian women world famous for their sophistication and refinement.



Charlotte Perriand

Studying furniture design in Paris, Charlotte Perriand applied for a job at Le Corbusier's studio in 1927.

Unimpressed, he dismissed her work with the comment: "We don't embroider cushions here." However, later when her work was put in display at the Salon d'Automne, he was impressed by it, and offered her a job in furniture design.

A year after joining his studio, Perriand had already produced three of Le Corbusier's most iconic chair designs, the B301, B306 and the LC2 Grand Comfort.

As Perriand's views moved further to the left in the 1930's she became involved in many leftist organizations, founding the Union des Artistes Moderns in 1937. Noticed for adding humaneness to Le Corbusier's rational work, her designs started become more affordable, using wood and cane over expensive chrome; her aim was to develop functional and appealing furniture for the masses.

In 1940 Perriand was invited to travel to Japan to become an advisor for the Ministry for trade and Industry. Two years later the ongoing war forced her to leave the country. Whilst returning to Europe she was detained by a naval blockade and forced into exile in Vietnam. There she studied eastern design including weaving and woodwork, which had a huge impact on her later work.



LC2 chair



306 chair

Looking back on architectural history, you could be forgiven for thinking that women were an invention of the 1950's, alongside spandex and power steering - but this couldn't be further from the truth. Big names like Le Corbusier, Mies, Wright and Kahn often had equally inspired female peers, but the rigid structure of society meant that their contributions tended to be overlooked. In honour of International Woman's Day 2013, we take a look at the 10 greatest overlooked women in architectural history.

WOMEN WHO SHOOK THE AUTO INDUSTRY

<https://www.cheatsheet.com/automobiles/girl-power-10-women-who-shook-the-auto-industry.html/?a=viewall>

No matter how we word it, there is no getting around the fact that the automotive industry is a male-dominated empire. Everywhere we look, men are the ones leading the market as they engineer, race, repair, and design the cars that we drive every day. It isn't that women are not welcome into the automotive field, it just seems that for some reason as a global society women are very rarely at the forefront of determining which direction the automotive realm will take.

Ed: You would be surprised what women have contributed to the auto industry, including turn indicators.



301 chair

Importing a Car in Jan 2018 and asbestos

There has been a great deal of concern about the importing used cars and the “No-asbestos” requirement

Let me tell you what happened with me

I purchased an E-type Jaguar in August 2017 from a location in New Jersey, USA



I knew of the asbestos problem so finalized a shipping agent, EDI, and discussed situation with them. They could offer no guarantees that there would not be a problem but were confident there would be none if I did sensible things to remove asbestos

So I decided to go as far as seemed reasonable to get any asbestos out of car. This is what I did

Decided that the likely sources of asbestos would be

- brake pads
- exhaust gaskets, heat shields etc.
- possibly clutch plate
- almost certainly not head gasket (there was evidence that it had been replaced 10 years ago)

Determined that there were spare parts in USA which were “100% asbestos free” (almost certainly containing no asbestos) as well as “Asbestos free” (Could have a small amount of asbestos). I also noted that asbestos did not seem to be specifically banned in USA (I might be wrong here)

To be absolutely certain of parts being “100% asbestos free” purchased clutch plate, brake pads, and exhaust manifold in Australia and shipped these parts to USA.

Located a willing? mechanic in New Jersey who

- Replaced all brake pads (This involved dropping the rear suspension assembly because the pads were seized in mounts)
- Removed major exhaust system components and replaced exhaust gasket but not muffler
- Removed all heat shields. Those with insulation were disposed of, the others were put back
- After discussion did not replace clutch because there was evidence it was relatively new

Car was subsequently imported to Australia in normal way. EDI were confident that there would be no problem due to work carried out

Completed Statutory Declaration (without this you will not pass. But it could be a mechanic who completes it, not necessarily the owner) stating to best of my knowledge car was asbestos free. (Had to think about that but I believe it was a reasonable statement of my understanding). Attached some relevant photos

Car went through asbestos inspection without any problem but note

- Not all cars are physically checked. Was I lucky or did inspectors look at my Stat Dec?
- Was it selected for inspection and passed due to actions I had taken?
- If it were the latter I am almost certain it would have passed

So you can do it

Ian Downie

Sales and Wants

Email the wording you would like in the advert. If a vehicle is to be sold please include details including year, condition, history etc. VicRoads require the registration number (or VIN/engine number) and asking price. Limited number of photos may be included. Where the car is located is also useful.

The one-off payment of \$20 applies. When payment is confirmed the advert will be posted. If you are a CCCV member there is no charge. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement.

Email ad to: editor@citroenclubvic.org.au or ring (03) 97285526

Please send cheque, or money order, made out to "Citroen Car Club of Victoria" (include a note saying what the payment is for.)

Send to

The Treasurer
CCCV
PO Box 751
Frankston
Vic 3199

Payment can also be made by direct debit.

Account Name Citroen Car Club of Vic Inc.
BSB 633-000
Acct 120127907

Include your name as reference eg Smith Adv

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.

2007 C4 Auto

06/17

2007 C4 Auto, excellent condition, 90,000 km, fully optioned, includes Satnav, amazing sound system, reversing sensors, leather seats, seat heating. It has every option you could get in 2007. \$8500 neg. Can negotiate on RWC. This is my daughter's car, selling due to arrival of first child. Reg: WBB 595

contact: brian@desktop-eda.com.au for more info and more photos.



1991 Citroen AX GT

06/17

For sale is a Citroen AX GT 1991 white two door hatch asking \$750.
VIN: VF7ZAZW0000ZW9153

The car drives very well, however body has seen better days. Selling complete as donor car. Selling unregistered. The car is located in Carlton.

Call Jan for details on 0428 096 683

CLUB MEMBERS NOTE: SPHERE RE-GASSING SERVICE NOW AVAILABLE FOR \$25-00

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



2006 Citroen C4

10/16

The vehicle for sale is a 2006 one owner since new C4 in wicked red. It has a genuine 7297 kms and is fully optioned with automatic transmission, panoramic roof and cream leather trim.

VIN: VF7LCRFJF74340021 REG: TYA622
ENGINE NUMBER: LH1V1369768

The vehicle can be viewed in Richmond, Vic by appointment. It has been looked after extremely well and has hardly been driven over the years. Asking price is \$14,500 ONO

Please call David (ph 0427239630) to arrange an inspection of this fantastic example of Citroen history.



Sales and Wants

2013 Citroen C3 Seduction

5/19

Citroen C3 purchased brand new in 2014. Reg: 1BB6AO It runs perfectly. Nothing wrong with it – I am only selling because I am about to be traveling and working interstate and cannot drive 2 vehicles at once. 71,000km. I have not arranged roadworthy, but it should be a formality. Registration is due now. Asking \$8,000 with 12 months registration, or negotiate without registration. The car is in Nunawading, Vic.

Contact David Ph: 0457464785



1921 Citroen Barn Find

03/18

Vintage Citroen, approx 1921 year of manufacture, in original condition.

Has been in my family for over 90 years.

Rego 86766. Located Benalla, Vic.

Price \$30,000

Phone 0412 322 723



Citroen 2000 XM

free to good home!

02/18

Come get her!

We moved, and because the mail forwarding doesn't always work... we didn't get the rego renewal.

She is Royal Blue (of course, and *la republique notwithstanding*), of the year 2000. Body is in good shape, no dents on any panels. Paint a bit flaky in spots (but then, whose isn't!)

Fabulous Intermarque mechanic told us this service that a lot of her seals were wearing and the steering rack was starting to tear. He reckoned \$4-5 thousand to be RWC. Good tyres. Other than this she been regularly maintained and serviced. Regularly driven (until recently of course, boy was that close!!)

Upholstery and carpets are good with Moonroof. It would be an awful shame if some Citroen/XM lover could not have a go at putting her back on the road.

We would but we're between houses and just have too much on our plate at present.

Please call Jan, 0419578045.



For sale:

07/17

August 2006 Citroen C5 HDi wagon. Silver/Grey leather. 88,200 always garaged country kms.

Zagame, Lance Dixon and Swedish Prestige maintenance with books and extensive history file.

Belt and water pump change 300 kms ago and all services up to date.

New correct Michelin tyres. No structural accident damage. Fussy one owner non smoker owner.

964-965 (Plate not included in sale). VIN: VF7RERHRJ76755371

Can be viewed by appointment in Toorak, South Melbourne and North Coburg.

\$7,000 inclusive of R.W.C.

Carl Jones

0434 768 308



Sales and Wants

WANTED TO BUY

02/18

A 1971/2 DS auto.

Contact:- Nick at email: argos01@optusnet.com.au Mobile: 040 232 2233



A set of C5 grey leather seats complete in excellent condition from a 2004 exclusive sedan \$140.00 ono.
ph Graeme McDonald - 0409 134 836

02/18

1984 CX IE Automatic

03/18

Parts car free to anyone who can take it away. Has been slowly disappearing onto another CX but now has to be removed quickly as I leave a rental property. Still many good parts, despite its appearance and included an alpine stereo with CD stacker. Car is currently on stands with no wheels. Bring your own or could be dragged onto a truck. Car is in Ardeer Vic. Please call Bert on 0414 903 187



1947 Citroen Light 11BL

05/17

1947 Citroen Light 11BL The car is in good running order and has been restored.



The car is located near Bright, Vic. Chassis no: 473345.

Price reduction: now asking \$26,000 ono.

For further information or photos please call :

Kim 0448 081 132



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