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THE **CCCV** **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citroclubvic.org.au

August 2015



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DS & D21 in Geneva

Winter-proof your vehicle

Last Hydropneumatic suspension

Antiquarian Cars of the Prince of Monaco

CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At
AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the month
Contact the Vice President for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

- 1/ Car owner to complete and provide to CCCV's CPS Secretary (see above for contact details) a **Club Permit Application** (revised edition 31/1/15). Car owner must advise CPS Secretary of compliance or otherwise of any modifications 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).
- 2/ CPS Secretary to sign and handback to owner the above Application once he has (a) ensured owner is a CCCV financial member and (b) reasonably ascertained that the car is safe for on-road use and meets the vehicle category requirements.
- 3/ Owner to 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

Additional requirements to above if it is first time a vehicle is being recorded under CPS.

- 1/ **RWC** to be provided to CPS Secretary along with **Vehicle Eligibility and Standards Declaration for Club Permit Vehicles** (new form) and **Proof of Ownership**.
- 2/ If car has modifications beyond those normally allowed (VSI 8, VSI 33 & Schedule 2), 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/ Car owner to provide **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 to advise 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>



Since we last talked there has been something of an upheaval in our household. Well, in the garage anyway, where there now sits, in all her very faded and rusty glory, a 1930 Citroën C6F tourer (or torpèdo if you prefer the French body type designation). She should have a name, but as the enormity of the project slowly creeps into my consciousness the only name I

have at the moment is Parsons' Folly. Hopefully with a little progress we can come up with something more poetic and, of course, French. I heard about the car through a friend (thanks, Peter, I think) and eventually brought it home from Brisbane on a trailer with a lot of driving, sleep deprivation and help from another friend (thanks Juliette Whisky).

Despite being in the middle of another project, a 2CV, I can't help playing with the new toy and doing some research. Some lessons learned already include some rubbery notions of the term 'vintage'. When you click on a site advertising 'vintage restorations' and see a Mustang or a Holden, you know you're in the wrong place. On the other hand, two groups who do understand the term are the Model T and early Chev. fraternities. One of the latter resolved my fear of finding Ash timber to repair the body frame by saying "You can get it at Bunnings". Other good news is that there are a couple of places where I can buy new spares such as head gaskets, bumpers and body fittings new ex stock. I can also obtain 6-volt electrical parts in Melbourne. I'm sorry; my new obsession is beginning to show already. Anyway the formerly frozen engine is now moving, so the project has actually started.

I have to mention the support of the mistress of the household, who, seeing a photo of a beautifully restored C6F, exclaimed "That's beautiful! You should buy it!" Even when shown the rusty reality she was undaunted. "Well, you did it with Eloise; you can do it with this." Eloise is our plums & custard 2CV and Helen's faith, uncorrupted by the scars and mistakes of my previous work, exceeds mine. In fact, the morning after the car was unloaded and tucked into the garage, she approached the new project ready to work saying "Well, isn't there something I can do to start making progress? Can I rub something down for painting?" I think it's going to go well.

With not one but two restoration projects on my plate, you can imagine the value to me of a visit to a professional restoration business. There were fifty others who thought the same as both CCCV and CCOCA members descended on The Healey

Factory on our July club night. Groups of us were in turn shown over paint, bodywork, mechanical and assembly/disassembly areas, as well as the showroom. You can tell high-end professional workshops because they are clean and tidy. These were immaculate. The staff were free with their knowledge too, and this amateur restorer collected some tips that were real gems of knowledge. While the emphasis was on sports cars, especially Healeys, we also saw a Mustang, a Facel Vega, a 1947 Triumph sports and a beautiful XK120 drophead. This was in addition to the Astons, Ferraris and similar hardware on the showroom floor. Healey Factory owner Rob told us that they keep 25 people fully employed in restoration, servicing and upgrading work and are now expanding overseas. Our thanks to Rob and his team for an informative and inspirational night.

A similarly enjoyable occasion but of a very different flavor was the July club run to the Breizoz French Creperie in Fitzroy. Some two dozen of us discovered that a hot savoury *Galette* followed by a hot sweet *Crêpe* and some warm conversation is a great antidote to a biting cold day. Several newcomers to Breizoz vowed to return another day, such was the impression this simple but delicious fare had on them.

In October this year we are participating in the 60th anniversary DS run from Rutherglen to Moss Vale, organized by CCOCA. This event will prevent many CCCV DS owners, including several committee members, from attending our October club meeting which is scheduled to be our Annual General Meeting. We have therefore decided to postpone the AGM to the next club night, 4th November. It is important that we all be there for that meeting and there will only ever be one DS 60th anniversary run. Keep your eye on the events pages in this and subsequent newsletters for details.

Meanwhile I need to clean and tidy my shed. See you soon, I hope.

John Parsons
President CCCV



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

FRONT COVER

Winter proof your vehicle - page 9

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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 (Subject to committee approval)..

CCCV welcomes the following new members to our family: Thomas Orr, John Butler, David Lucaciu, Andrew Benoit, John Snodgrass and Helene Dudeck. 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
Aug	5	Club Night - Speaker Ken Price Competition Director of the MG Car Club.	Oct	7 Club Night -
	23	Leura Estate—Drysdale—Lunch	Nov	1 French Car Festival Como Park Sth. Yarra
Sept	2	Club Night—TBA		4 Club Night AGM <u>Note change</u>
	11-12-13	Rusty Springs –CCOCA weekend		2 TBA
Oct	2-11	Diamond Jubilee of the DS/ID	Dec	
<p>Monthly 1st- <u>Chit-Chat Tuesday</u> Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from 10.30am CCOCA & CCCV event for coffee & chat.</p> <p>Denotes a Non CCV sponsored event. <input type="checkbox"/></p>				
			For more details on club events contact John Dorgan on 0437 289 084	

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	Roger Imrie	9890 1834
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C5	Leigh Snell	9772 1810
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

August 5 Club Night

Ken Price



MG Car Club of Victoria



Competition Director of the MG Car Club

Clerk of Course—Motor Racing

Bendigo Club Run Sunday 23 August 2015

Meet at Heathcote at 10.30am for morning tea

Suggest "Fetching Treasures" on the main street for coffee and collectables. More good coffee shops and bakery next door.. Handout will be issued to show route from here and places of interest.

11.00 am depart Heathcote for Junortoun on the scenic McIvor Hwy towards Bendigo.

11.30am Meet at Confectionary Capers at 1027 McIvor Hwy Junortoun (Special club rate \$5)

Owner and inventor Campbell has spent decades building his mechanical menagerie. Be in for a surprise. Parking limited so suggest parking across the road at our lunch stop, The Farmers Arms.

12.30 pm Lunch At The Farmers Arms (across the road from Confectionary Capers)

The pub/bistro was rebuilt after the recent fires.. Prices for mains start from \$18 for roast of the day and servings are very generous.

2.00 pm Tramways Museum & Workshop Tour (Special club rate \$6)

Optional alternative activities after lunch will be on handout. These include Art Gallery, Tour of Shamrock Hotel, Tour of Sacred Heart Cathedral tour and more.



Bookings essential by

Sunday 16 August.

Phone, SMS or email Tom Grucza 0431

396 277 badjatom@gmail.com

September 11,12,13 CCOCA weekend to RUSTY SPRINGS

28 Hovell St, Avenel VIC 3664, Australia == CONFIRMED == **Bed & Breakfast Accommodation**

A few years back Bob bought an old Jaguar, but then, of course, he needed somewhere to keep it. Coming across a bonanza of second-hand building materials, Bob started to build a shed that would look like it had been on the block for "a hundred years"

Contact: Sue Bryant treasurer@cintroenclassic.org or visit CCOCA website :

Calendar/September



MEMBERS:

The New Club Website is now online .

Visit the site at citcarclubvic.org.au



Other Tales of Obsessive Auto Fans

04/14/14

One day I was driving my 1955 Buick Roadmaster and spotted two older, gray-haired guys (meaning they were probably my age) in a 1956 Buick, a lot like my car. They were wearing hats and satin jackets with Buick logos on them. As soon as they spotted me, the driver started waving, honking his horn and shouting, "Hey, nice car! We're Buick guys, too. Follow us!"

So I followed them to a house in the San Fernando Valley that had a couple of '50s-era Buicks in the front yard. We went in through the back door to the kitchen, and there was a double sink. One of the sinks was filled with carburetor -cleaner, and car parts were soaking in it.

Then, I noticed none of the cabinets had doors, and they were filled with carburetor parts from old Buicks, all carefully labeled with tags saying what they were. As we moved throughout the house, Buick fenders, wheels, tires and other stuff were all stacked up.

So I said to the guy who seemed to be the homeowner, "Single man, are you?" He responded, "Yeah, how'd you know? The wife left eight years ago. Now I can do what I want and collect my Buick stuff."

My dad always said, "If you're gonna learn something, become an expert in that field." I always assumed most car enthusiasts were like me. I like anything that rolls, explodes and makes noise. Motorcycles, cars, steam engines, tractors; I love 'em all.

But that's not always true. Sometimes you can be an expert by focusing all of your attention on one thing, like the Buick guys.

They are the modern-day equivalents of these medieval monks I read about as a kid who spent their time squirreling away all of these treasures that seemed hardly worth anything at the time. I've met tons of these people.

They are like the characters from Ray Bradbury's book Fahrenheit 451, where society has gone crazy and is burning books, so these people memorize one book apiece so all the great literature is preserved.

I've got a friend who loves Hemis. He knows everything about them, even the paint codes. He can decipher any factory data plate or VIN number. He can just look at an engine and tell you, "This was made on a Thursday by Bob Johnson, who busted his right thumb with a ball-peen hammer during the build." He knows everything about them.

One time when he was in my garage, I said, "Let me show you my Duesenbergs." And he said, "I've heard of them. German, right?" I said, "No, they're American." As we walked through my garage, I realized that he knew nothing about anything but Hemis. He isn't a car enthusiast at all; he's a Hemi enthusiast, and that's it! I have a 1958 B24 Lancia Aurelia convertible. I needed some parts for it. So I found this guy in Pennsylvania. There can't be more than 15 or 20 of these cars in the whole country. Maybe there's a few more. But are there enough to support a business? This man simply collected these parts for a long time, waiting for somebody like me who needs them to show up. I'm so grateful to the guys who do this.

You expect people to collect Duesenberg and Ferrari parts, because there's a lot of money in them. But the guys who fascinate me are the ones who collect parts for Cushman Scooters, Nash Metropolitans and Ford Model Ts. No matter what you're into, there's someone out there who's into it so much more than you are it's not even close.

So if you own a particular vehicle, you seek out these gurus. They'll grill you to see if you know the minutiae, the ins and outs, and you'd better know your stuff or they're not going to talk to you again. They're not always profit-motivated. And they're not going to sell you any parts if they don't think you're serious about doing the thing properly. They're like those medieval monks, but they're living among us today.

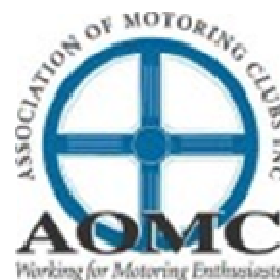
I get mail at the Tonight Show from guys who say, "I'm in my 80s; I don't have any children. And I've had this particular thing since I was a kid." Like this man from Iowa who saw on my Web site that I have a Model T Ford. So he sent me a Model T parts book he's had since he was 14 years old. He never had enough money to buy a Model T; he still doesn't. At age 88, he realized he'll never get one. So he mailed me his manual, because

The Association of Motoring Clubs

Presents Restoration Services Seminar

Saturday 8 August 2015

Time : 8.30 for Uam start (Finish by 1pm)



he wanted it to go to a good home.

There's all kinds of hoarders like that. But here's the clincher: When I talk to young people and tell them these stories, I realize—uh oh, I'm one of these guys. The only difference is that I still have doors on my kitchen cabinets.

By Jay Leno

Via Popular Mechanics

<http://www.nbc.com/jay-lenos-garage>



1941 Willy's Coupe



1937 Talbot Lago



Citroen DS



Ford Woodie Restomods

ARE YOU ONE OF THESE?



We have 23 Members who are indebted to the Club amounting to \$1,005.

Within the next 60 days our membership secretary is about to cancel memberships of the above.

Avoid disappointment and renew now to continue receiving the monthly CCCV Newsletter.

Current Citroen C5 to be last car from brand with hydropneumatic suspension – report.

June 2015 by [Derek Fung](#)



The current-generation **Citroen C5** will reportedly be the last car from the French brand to be offered with the company's iconic **hydropneumatic suspension system**.

Anonymous sources have told [Reuters](#) that PSA Peugeot Citroen will cease production and development of the plush-riding suspension setup when the current **C5** ceases production.

The move is believed to be part of a cost cutting drive launched by PSA CEO Carlos Tavares. Early in 2014, both the French government and Chinese automaker Dongfeng injected 800 million euros (\$1.1 billion) each into PSA Peugeot Citroen.

Citroen's hydropneumatic suspension setup is manufactured in-house, and the company reportedly still supplies small quantities to a few luxury marques, including [Rolls-Royce](#).

The company's hydropneumatic suspension features a hydraulic pump and suspension spheres filled with pressurised nitrogen. Introduced with the 1955 Citroen DS (above), the system is famed for its ride comfort.

Although it has been an iconic part of the brand's history, the company has elected not to install it, even as an option, on models that have been developed for the DS range, which is gradually [being spun off](#) from Citroen.

"[CEO] Tavares has made it clear that there are now other systems that can do just as well," one source who spoke to news wire said. Another source is quoted as saying that [Citroen](#) will "still aim to be best for comfort", but will do so without its in-house technology.

According to [Reuters](#), Citroen produced just 10,000 hydropneumatic-equipped C5s last year.

Below are the top 10 tips to ensure you don't end up shivering by the side of the road

1. Oils and oil filters

Consider an oil and filter change before the weather turns nasty, or at least top-up oil levels in line with manufacturer's recommendations. This is the key to ensuring your vehicle runs smoothly in any weather, especially in damp and cold conditions.

2. Antifreeze

Check your vehicle handbook for the ratio of mixture and for type of antifreeze because adding incorrect antifreeze to your coolant system may result in damage to your engine.

3. Tyre treads and pressure

Each tyre has a recommended PSI level (usually printed in your vehicle manual or on the tyre wall) and it's important to ensure that your tyres are inflated to that guideline. Make sure tyre tread depth is sufficient, grip is important at all times, particularly when it is wet or icy.

4. Brakes

To check that your brakes are winter-ready, ensure that the brake pads still have plenty of wear left in them. Some brakes have an indicator, advising you when they need to be changed.

5. Windscreen

Take a few simple possible safeguards to see as clearly as possible including replacing the wiper blades if you're having any issues with them, your windshield fluid is topped up, and there aren't any chips or scratches in your windscreen. Low, autumnal sun can be deadly.

6. Lights

Check that your headlights, driving lights, brake lights, signal bulbs, full beams and taillights are all working as they're supposed to. Call in some help for the rear lights.

7. Battery

One of the most common car faults is battery failure, so make sure you get your battery checked if you're worried it might not last through the winter, especially if it's older than five years. Your local garage will be able to test the condition and security of the battery to prevent any issues over winter.

8. Cabin air filter

If you've got an air filter in place in your vehicle, it's a good idea to replace it before the cold winter days as this will assist with improving the quality of airflow and ventilation through the vehicle cabin.

9. Wax

To your car's appearance at its best, make sure to wax it regularly.

10. Emergency kit

A classic winter emergency kit kept in the boot is one of the most important things to get your car ready for the winter. Make sure to include: Antifreeze and de-icer, a torch, jumper cables, thick rope or a towing bar, small shovel, blanket, a first aid kit, energy bars, bottled water and extra warm clothing.

By [Leon Poultney](#), Oct 24, 2013 Updated: August 14, 2014 (Selected aspects edited. Ed.)

The Collection of Antiquarian Cars of the Prince of Monaco



14 March 2015 360carmuseum.com

It is one of the most picturesque places, where a collection of masterpieces can be housed, to be more exact, of "car masterpieces"!

This miraculous museum (as the Principality of Monaco itself) is located on the ground with a view of Terrasses de Fontvieille at the bottom of the mountain Rocher, where the palace of the Prince of Monaco is situated.

You can see such stunning all-around view in front of the entrance to the Museum.



However, let's look up from the fascinating scenery, turn round and enter the museum.

By the way this collection was prepared for more than 30 years by Prince Rainier III, who had a passion for cars, good cars throughout his life, which helped him (of course, not only the passion) create extraordinary private collection of historical automobiles. Many of them were built by the most famous European and American manufacturers, and everyone of them marked his time in his own way.

But come around..... All exposition lies on terraces on five different levels as Monaco itself. The six formula race cars of various teams in the centre of the big hall in front of the entrance arrest our attention : Toyota TF 103 F1 2003 , BAR 003 Honda F1 2001 , Prost AP04/Acer F1 2001 , McLaren MP4-19 F1 2004 , Jordan 3-03 (EJ13) F1 2003 , BMW Williams FW 22 F1 2000 .

And the formula race cars of the past years are hidden in a peculiar "cave" under the mountain of the highest museum level : Jordan 193 1993, Ferrari 640 1989,

Renault RE60 1985 , Ligier JS35 1991.

And to finish the topic of F1 in this museum we represent a race car of the team Lotus - Lotus E21 F1 2013, which stands not far from the entrance. It is quite young and keeps the subordination before its old and eminent predecessors.

And more from the most interesting on the base floor of the museum:

- Monte Carlo Automobile ALA50 2009.
The automobile was built in the honour of the 25th anniversary of the first Monaco brand car in the history. This "show car" ALA50 of Monte Carlo automobile company was presented to the Prince Albert II on his 50-th anniversary. It was made completely of carbon fibre, equipped with 650 hp V8 engine of 4,500cc, designed together with Christian Contzen, the former general director of Renault Sport, and Daniel Trema, who at present time helps Mecachrome project firm prepare for the series GP2.
- - M29 Weasel EPF - Expeditions Polaires Francaises
Snow Car No. 33

M29 Weasel is a ratrack, built by Studebaker automobile company at its factory in the town



of South-Bend, in Indiana (the USA). The production lasted from the summer of 1943 till the

summer of 1945 altogether there were made approximately 15, 000 copies. Some of these automobiles finished their career in Polar expeditions of the USA, Australia and France. They were used in French Polar expeditions since the late 1940ies till the early 1990ies, in both Arctic (Greenland) and Antarctic (Terre Adélie), particularly the version M29C. They served as a model to inspire the creation of a French upgrade version HB 40, which was called Castor and cut into operation in 1967.

- - Continuing the topic of “expedition cars”, the Citroen AC4 Keggresse 1929 stationed itself on the separate extemporaneous stand. It is not an original Citroen AC4 Keggresse . This is a car from the TV series "La cloche tibetaine" 1973 . (Tibetan Bell) . This series is about the history of “Yellow Cruise”, the expedition, which was organized by Andre Citroen in 1931 and 1932 roay in Central Asia, along the Silk Road, from Beirut to Beijing.
- Just having turned our head we immediately notice an unusual for automobile museums exhibit – it is a record craft F1 Powerboat - Don De M.Philip Zepter 2009. This craft is the WORLD SHAMPIONSHIP 2009 UIM F1 , with the pilot Guido Capellini. It achieves the speed 256 km/h and reaches 100 km/h in as little as 3 seconds.
- The collection of different horse-drawn carriages is located at the very ascending beginning to the second terrace of the museum. Here is the start of the historically oriented part of the whole collection. We begin together with the car history to step-up the stairs of the car development (in a literal sense
- And the first step is the very beginning: the period from the early of the twentieth century till 1920ies. The De Dion Bouton Type R of 1903 including the Renault KJ1 of 1923 are represented here.

The most interesting one in this time period is the Super Cyclecar of 1911, a unique French Super Cyclecar with a 2-cylinder engine survived to the present day one-of-a-kind.

This sports car Super Cyclecar had an impressive engine of 998cc displacement, but it produced only about 9.3 hp at the top speed 45mph / 70 km/h

- - and all is so brassy and interesting Bellanger Frères Type A1 1921
The French Bellanger Freres A1 was equipped with a 4-cylinder engine of the American firm Briscoe and a 3-speed mechanical gearbox.



- Let's ascend one more step. The most glorious representatives of the 1930-ies are exhibited here. Those years were critical and transition in the general construction of the car – the body shapes became more harmonious and stream-line, the wings were not so separate from the body, on the contrary they repeated the main bends and participated in an uniform appearance of the car.
- We would like to notice in this part:



- - Delahaye 135 MS Cabriolet 1947
It was designed by a young engineer Jean Fran-

çois. The car was produced from 1935 till 1954 with different bodies. The sport version 'Tourer' was popular for races.

Delahaye 135, also famous as "Coupe des Alpes" was for the first time represented in 1935 after its success in the Alpine rally and marked the decision of the company Delahaye to build more sporty cars than it was earlier. This is a sports version 135MS. It had the power 120-145hp, but the racing versions with the power more than 160hp were offered as well. The model 135MS could be seen at race events very often. The MS had a wheel base of 2.95 m, but the models for racing had shorter chasses - 2.70 m.



- The Ford V8 was a model of an automobile with an eight-cylinder V-shaped engine from the Ford, which was produced from 1932 till 1940.

The Ford V8 was offered totally with fourteen different body types. Two closed versions of the sedan car were called Tudor. They existed with three windows or five windows. This designation is used for a coupe, but without "Tudor". A four-door closed version was called Fordor.

Let's go up.

A smart Hispano-Suiza H6B of 1928 stands alone as some marking time.

- The engine of the model H6 – row, six-cylinder, developed by constructor Marc Birkigt, who was inspired by his work on aircraft engines. It was completely aluminium engine of 6,597cc (403 cubic inches). Except overhead camshaft,

it was essentially a half of the aviation engine V12 by Birkigt construction.

One of the most remarkable peculiarities of the H6 was its brakes. They were alloy drums on all four wheels with a booster, which was for the first time in the field. Driving of the brakes booster was carried out by means of the special transmission shaft. When the car slowed down, its intrinsic impulse rotated a brake vacuum booster to provide additional effort. This technology was later licensed for other manufacturers, including the main competitor Rolls-Royce.

Further the stands of the cars of the 40-50-ies lie. Especially it is necessary to note a very rare and not famous to everybody brand, such as the Rosengart and two its exponents:

- - Rosengart LR4 N2 Cabriolet 1937 and Rosengart LR4 R1 1940.

Lucien Rosengart (1881 - 1976) was a talented engineer and businessman, who established a successful engineering business, when he was only 24 years old. In the middle of the 1920s he saw the opportunity to produce a very little car for the market segment in France that had not been occupied by the main players yet. Therefore he bought the license on manufacturing of the Austin 7 in 1923 and with the support of the engineer Jules Salomon he bought an old factory Bellanger in Neuilly.

Still higher.....

The 50-60es come.

- Let's mark the Chrysler Imperial Type 56 1956 and the Cadillac Type 62 2-Door 1953 here. There is much chrome on the black body with numerous interesting body elements. It is a true American style of the 50-60es.
- And at last "the peak of the whole collection" (according to the height it is a physics definition). Here we see such exotica as:

- - Nash Healey 1952.

Nash-Healey is a two-seat car, which was produced for American market during the period of 1951-1954 released by the firm Nash-



Kelvinator Corporation Nash Ambassador-transmission and European chassis and body. It served as a "halo" (or "image") automobile, or a flagship car for a manufacturer to promote the sales of the other Nash models.

much better. It was absolutely stylish.



One of the oldest collection exhibit, the motorcycle Humber 1902 350 cc stands on the balcony in the highest point of the museum, observing everything and everybody from the height of its age.

This motorcycle of the English brand Humber with

the engine of 350cc was used by the Prince of Monaco Albert 1 for his travelling in Monaco and France in 1902-1904. There we will finish our small excursion around this entertaining museum and we invite you to visit our virtual tour and more carefully not in a hurry to examine every exhibit of the collection and read its history.



- Facel Vega Facel II (Type HK2) 1963
The Facel Vega "Facel II" was a French Grand Touring car produced by the Facel in 1962-1964.
By the year of 1962 Paris company Facel Vega was on the verge of bankruptcy. The Facel II had to be the last attempt of the company to build an executive-class car GT in French tradition. Jean Daninos the founder and the president of the Facel said about the Facel II, "the HK 500 was the most interesting automobile, which we had ever made, but the Facel II was .

<https://360carmuseum.com/en/news/article/65>

Flight stats for Monte-Carlo, Monaco - did you know?

- Monte-Carlo is 11 mi from Cote D'Azur Airport (Nice, France).
- Cote D'Azur Airport (Nice, France)
- Right now, 77 airlines operate out of Cote D'Azur Airport.
- Cote D'Azur Airport offers nonstop flights to 99 cities. Every week, at least 1,134 domestic flights and 1,190 international flights depart from Cote D'Azur Airport.

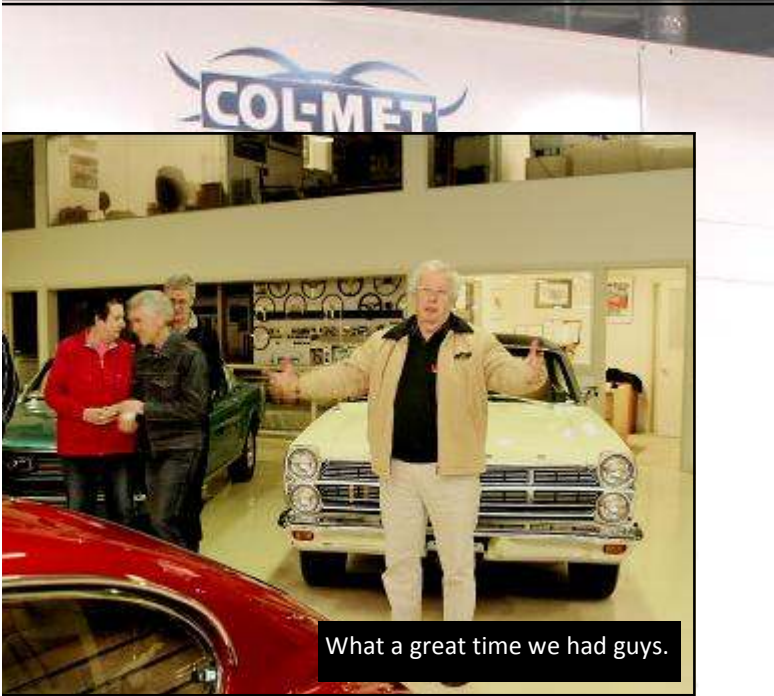


The

This is how we mould panels.



Healy Factory



What a great time we had guys.





In early April, I learned there was a Citroën C4 Cactus roaming around metro Detroit, and I immediately unleashed the power of the internet in my quest to get up close and personal with the French oddity. Following that, the Cactus sort of became my white whale. It drove by me one evening. It stalked my friends. It even visited my local [bar](#), less than one block from my apartment. Readers emailed me with stories of Cactus sightings. Followers on social media tagged me in Cactus-related posts. The cactus emoji has been in my iPhone's bank of most frequently used icons for weeks.

But I finally drove it. And I didn't just drive any Cactus, I drove *the* Cactus. I can't tell you who it belongs to, and I can't tell you how I got it. All I can tell you is that associate editor Brandon Turkus and I spent the better part of a recent day driving the Citroën around metro Detroit. We even took the Cactus to buy a cactus. And when the initial excitement wore off, we weren't just left with a disappointing "never meet your heroes" moment. This thing is a total charmer.

Why The Cactus?

Look at it. If you thought the [Nissan Juke](#) was weird, the Citroën is probably a sensory overload. It uses your typical, squared-off hatchback shape, but from there, it's anything but ordinary. The corners are rounded off. The roof rails have a floating design. It's got a two-tone colour scheme. And those things on the sides? They're called Airbumps – a bunch of air capsules underneath a thermoplastic polyurethane skin. Door dings and [rogue shopping carts](#) are no match for the bouncy Airbump technology. To put it another way, Mark Lloyd, lead designer for the C4 Cactus, says, "Why do you protect your smartphone but not your car?"

Quirky (awesome) design aside, the Cactus is super functional. And in a relatively small footprint, too. Since most Americans have only ever seen it in photos, you probably don't have a good sense of just how small it is. The Citroën measures 163.6 inches long, 76.6 inches wide, and 58.2 inches tall. That's basically the same size as a [Volkswagen Golf](#).

The cabin is just as interesting as the exterior. The overall design is simple, with a mix of flat surfaces and curved edges. Citroën even carried the Airbump theme inside, with rounded designs on the seats and doors. There's seating for five, and a large, low cargo bay in the back. The glass roof doesn't open or tilt, sadly, and there's no cover for the glass, either. It's a neat feature, sure, but grew annoying on a hot, sunny day.

Overall, the interior is nice. Really nice. The typical C-segment plastics are found within, matched with leather-wrapped materials here and there, as well as soft, cushy appointments on the armrests. The digital display in front of the steering wheel kind of looks outdated, but it's simple and clean. In the middle of the dash is the infotainment system, with logical, well-organized controls. Everything inside the Cactus works well, and feels good – no shoddy stuff here. Visibility is excellent, because of that shape. The Citroën is seriously comfy, too. Way more comfortable than you'd think. The seats are great – maybe best in class.

Rather than yammer on about the details, watch the series of videos below to see all of the Cactus' interior and exterior features up close.

So, How's It Drive?

It's awesome. And also awful. But mostly awesome. Let me explain.

The version I drove had one of the smaller powertrain options, the naturally aspirated, 1.2-liter inline-three, called the PureTech 82. As in, 82 horsepower. The torque output isn't much better, at 87 pound-feet. The good news is, the C4 Cactus only weighs about 2,100 pounds, so the low power isn't a total deal breaker. It's



fine on the highway, where it will easily cruise above 70 miles per hour without drama.

But holy crap is it slow. European journalists have recorded 0-60 times in the mid-12-second range, and that certainly feels right. On top of that, the transmission is "simply hateful," as Turkus says. It's a five-speed automated manual – you know, like the Smart Fortwo transmission. Here's how it feels from behind the wheel:

1. Hit the throttle, which engages first gear
 2. Accelerate, eventually
 3. Begin process of shifting into second gear
 4. Car pitches forward slightly
 5. Count one... two... three...
 6. Second gear engages, car settles
- Lather, rinse, repeat

Another quirk: there's no Park gear. You select Reverse, Neutral, and Drive with the big buttons at the bottom of the center stack. But to park, you leave it in Neutral, and pull the parking brake. It's not bad or anything, just a fun novelty that we don't really get here in the US, except on DCT-equipped [BMW M](#) cars.

But here's the awesome part. Every other aspect of the driving experience is *exceptional*. The steering builds weight

progressively – it's light and easy to use in parking lots, but has excellent heft and feel out on the road, at speed. The chassis is nicely sorted, with a comfortable, planted ride. The Cactus is never crashy and doesn't lack any sort of feedback. And this is a car that's tuned for Europe – more stiffly sprung than most US-spec cars, I imagine, riding on 17-inch wheels. In the corners, the Cactus stays remarkably flat. Under braking, there's no sudden grab or, worse, lack of feel or stopping power (there's not a lot of power or mass to stop, of course).

So yes, it's slow. But that's far less important in Europe than it is in the US, with congested city streets. The great thing is that the C4 Cactus is truly enjoyable to drive, once you're finally up to speed. Oh, and it gets about 50 miles per gallon on the US cycle with this 1.2-liter engine. It's easily more engaging than similarly sized cars available in our market. It's not [Mazda3](#) good, but the great dynamics were a pleasant surprise. I'm truly glad I drove it, and not just because it's weird.

A Citroën In The US? What Does It Mean?

Nothing. So rather than address this question when it comes up in the comments, let me be absolutely clear:

Citroën is not planning a return to the US market.

I see foreign-market cars in metro Detroit all of the time. Cars come over through [Canada](#). American automakers test not-for-US products on our soil every single day. (Which reminds me, you guys can stop emailing with exclusive "[Ford Ranger](#) spotted in Dearborn" [spy shots](#) now.) Even beyond that, companies like Bosch and Roush do emissions and component testing for carmakers around the globe, and that often means importing some forbidden fruit to the US.

But to actually drive one of these cars in the US is incredibly rare. Hell, following my time in the Citroën, I drove home in a [Bentley Continental](#) GT3-R. Only 99 of those [Bentleys](#) exist in the US. And yet the compact Cactus I drove that morning is still more exclusive in this country. Forbidden fruit is just that. Delicious, but something we can only lust after from afar. The Cactus might seem prickly, but I promise, it's a sweet little thing that I'd be happy to drive again. But next time, I want a different powertrain.

VITAL STATS

Engine:	1.2L I3
Power:	82 HP / 87 LB-FT
Transmission:	5-Speed AMT
0-60 Time:	12.5 Seconds (est)
Top Speed:	106 MPH
Drivetrain:	Front-Wheel Drive
Engine Placement:	Front
Curb Weight:	2,128 LBS

DS 5 Moon Dust and DS 21 Pallas Show Cars Bring French Style to Geneva

Posted by [Dan Mihalascu](#)

CARSCOOPS



Citroën's now standalone luxury brand DS has revealed two very different show cars at the Geneva Motor Show: the 5 Moon Dust and the DS 21 Pallas.

Showcasing the customizing potential of the brand's flagship, the DS 5 Moon Dust features a textured matt grey aviation-style bodywork combined with a special-finish chrome trim that give the car a spectacular look. At the front, the chrome touches are very bright, contrasting with other selected components finished in dark chrome.

The "DS Wings" radiator grille features a unique design that highlights the DS monogram, with its outline extending into the DS LED Vision headlights.

Inside, the DS 5 Moon Dust also gets enhancements such as the waxed brown leather with "watchstrap"



stitching, door panels in pleated silk and trim in solid Macassar ebony.

The DS 5 Moon Dust is powered

by a diesel hybrid engine sourced from the face lifted production model. The Hybrid 4X4 Diesel power train combines an HDi diesel engine with an electric motor that powers the rear wheels.

Combined system output is 200PS (197hp), with CO2 emissions estimated at below 100 g/km. The model returning 3.5 l/100 km (80 mpg UK or 66.6 mpg US) on a combined cycle.

The other show car on display is a very interesting DS 21 Pallas brought up to date with colours and materials used today by the DS brand. A tribute to the iconic 1955 Citroën DS, which turns 60 this year, the DS 21 Pallas features the Ink Blue body colour (the launch colour of the face lifted DS 5) and the same semi-aniline leather found in the top-end versions of today's DS models. The show car was built by the staff at the DS Style Centre.



What's going on with Citroen's DS?

Paul Horrell 27 May 2015



Citroen's premium wing is breaking out as a marque in its own right. Paul Horrell explains



The Champs-Élysées was jammed this weekend with 700 historic Citroen DSs. All these 'Goddesses' arrived in Paris to mark the 60th anniversary of that wonderful car. There were some new DS 5s hanging around, too. That's because, right now, DS is launching itself as a separate marque from Citroen. By 2020, the bosses say, this will be a thriving third brand under the PSA umbrella - Peugeot, Citroen and DS. And there will be six DS models lines on sale.

Why bother? Because around half of all the profit of the whole global car industry these days is made by the premium brands. Five years ago Citroen launched the DS3, a cleverly but inexpensively jollied up version of the C3 supermini. It sold better than they'd expected. So, almost by chance, PSA realised it might be able to get a slice of those very tasty premium profits.

But a premium brand has to be consistently premium. So it became clear DS could really fly only if moved clear of the mass-market Citroen.

So, partway through its life, the Citroen DS5 has been facelifted and re-named DS 5. The current DS4 and DS3 will soon get the same treatment. No more Citroen badges.

But three cars isn't enough. In China, DS also has three, but a different three. There's the same DS 5, but also the DS 5LS saloon, and the DS 6 crossover (pic 2, above). The DS name is new there, but the initial signs are promising. Sales have started well, and Chinese buyers like European luxury names, especially French ones: Louis Vuitton, Chanel, et cetera.

Unfortunately the 5LS and 6 are built on obsolescent platforms and wouldn't be suitable for global duty. So none of the present European or Chinese range will make up part of the promised global lineup for the end of 2020. They really will be all-new.

Do they have a chance? The company's bosses say it will be a 15-year haul to get DS established as a proper premium player, pointing out it took Audi at least that long. "Fifteen years is only two generations of cars," says DS sales and marketing chief Arnaud Ribault.

What will they be?

"We are looking at the world premium market. The most important parts are SUVs and sedans in the B, C and D segments," Ribault says. In industry jargon, B is supermini size, C is mid-size hatch and D is Mondeo size. Car development chief, Eric Apode, later confirms to me that two of the six will be SUV crossovers. He says the new cars will start launching at the rate of two a year from 2018.

Apode says that the cars won't match exactly the sizes and silhouettes of their German competitors, just as they don't now. Look at the DS 5 as an example. It isn't a normal hatch or estate, as it's taller and not optimised for space, but it isn't an MPV or SUV either. Same with the DS4, which is taller than a hatch but has a coupe-ish roof, yet has five doors. Sure, the DS4 hasn't stormed the market, but no harm in trying eh?

"It's our duty not to copy," says Apode. "That would be a failure. Our customers say, 'If you do a copy of an Audi I'll buy a real Audi.' We must invent our own story, and do what's best for our *avant garde* philosophy."

Avant garde is a phrase that crops up whenever the DS people start to say what they're about. It's French and it's untranslatable, but we know what it means when we see it. That's what they want for DS: progressive, creative and French.

Apode says DS will normally be the first to get new technologies in the PSA Group, ahead of Citroen and Peugeot. That will include plug-in hybrids, driver assistance systems and eventually near-autonomous driving, and market-leading connectivity.

He also says that at least for the bigger crossover there will be mechanical 4WD, which is absent from the group's cars at the moment - there's only the electric rear drive of the Hybrid4 versions.



I'm a bit of a sentimentalist about old Citroens, so I ask Apode about the chances of DS going ahead with the gas/oil suspension pioneered by the 1955 DS. He says no, "but we will have advanced suspensions using electronics and cameras. We will be at the forefront of comfort."



Touché



This happened to an Englishman in France who was totally drunk.

The French policeman stops his car and asks the gentleman if he has been drinking.

With great difficulty, the Englishman admits that he has been drinking all day, that his daughter got married in the morning to a French man, and that he drank champagne and a few bottles of wine at the reception and quite a few glasses of single malt thereafter.

Quite upset, the policeman proceeds to breath test him and asks the Englishman if he knows under French Law why he has just been arrested.

The Englishman answers with humour: No! Do you know that this is a British car and that my wife is the driver... on the other side???

Coomacarclub

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8/15

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Contact: George Arandjelovic on

Phone: 0425776469

Email: george@baysidefurniture.com.au



For illustration purposes only.

DS23 EFI project car.

8/15

This 1974 car, well known in CCCV, is in need of a complete restoration and will need a new chassis to make it a viable proposition. Nevertheless it is complete and comes with more than enough good spare panels to complete the job. Chassis No: 01FG6929 Other spares as well. \$2000.

For more information contact :

John Parsons on (03) 59 776 115.

CX 2400ie Familiare, 1982.

8/15

Mechanically very strong. New upholstery and *Verte Argente* paintwork in 2010. Unregistered. Needs rear engine oil seal for rwc.

Chassis No: VF7MAMX0000MX0045

Beautiful collectible vehicle. \$6000.

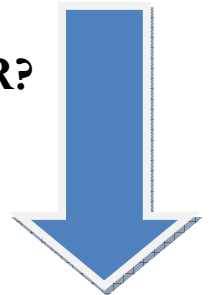
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1985 Citroen CX2500 1E Automatic (plus running parts car)

Selling to make way for another Citroen, this car is currently club registered and driven often. It passed Victorian RWC within the last 6 months.

The speedo shows 55,000km but this is most likely 155,000km.

In very good overall condition with a rust free body and an excellent blue cloth interior, the motor, gear box and suspension have all been serviced recently.

Included in the asking price is an identical car which drives, but only in reverse. It has superficial body rust (non structural) and could be easily restored or used as a parts car.

Both cars are located in Fingal (Rye Back Beach).

Please call Richard with any questions - 0417 316 060 or

richardward007@bigpond.com

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1989 Citroen BX 16v GTi manual.

VIN: VF7XPFC0000FC9250

Continuing the downsizing to make way for another Citroen, this car has been readied for RWC and Club Registration.

It now presents very well both inside and out, with many interior items replaced and all running gear serviced by a Citroen specialist. The odometer reads 188,000kms.

This little BX is great fun to drive and becoming increasingly hard to find in this condition. **It will be sold** without RWC but with a collection of spares including a full-set of wheels and tyres. Car located in Fingal (Rye Back Beach)



Please call Richard with any questions - 0417 316 060 or richardward007@bigpond.com

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1962 ID19

7/15

I believe it is 95% complete (missing one headlamp & hub cap, otherwise has been on blocks and under-cover for past 20 years.

Contact Bruce Embleton

embletonlaw@westnet.com.au or phone 5456 2504 for more details and photos.



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6/15

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Contact Dan 0408 991 700



Wanted to Buy.

7/15

I am a new member, but a previous DS owner. Hope to acquire a recondition car in the next year or so. If you hear of any reconditioned DS for sale please let me know. (Preferably a 70s Pallas).

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