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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc. **Dec/Jan 2015/16**
Internet www.citcarclubvic.org.au



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Citroen Electrics

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Citroen DS My desert –island car

What's going on with Citroen's DS?

CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

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

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>



From the President,
December 2015.

It has been a great year for CCCV. We celebrated our 50th anniversary at one of the most well run and enjoyable dinners I have ever attended.

We organized and ran, together with CCOCA, a

very successful French Car festival in which seven French marques were represented. In addition to the big three, there were Simcas, several glorious Delages, two Bugattis and a Bellot. Interestingly, the Citroens outnumbered the Peugeots and Renaults, so well done for your support.

We also well supported the DS run from Rutherglen to Moss Vale, a unique 60th anniversary event which you can see and read about in this issue.

Cit-in was marvellous. Held at Nuriootpa in the Barossa Valley, it was interesting and fun, if possible raising the bar already set high by us at Rawson in 2014. There were upwards of 50 Victorians in the total Cit-in attendance of 174. The adventure was made more memorable by a Ted's Terrific Tour leading from Melbourne to Nuriootpa via everywhere and a post-Cit-in tour to the Flinders Ranges, which delighted many Victorians. In 2016 we head to Echuca with CCOCA doing the organizing. If you've never been to one, you simply must have a Cit-in on your bucket list.

This was the first year in which we deliberately planned joint events with our sister club, CCOCA. These included the runs to Beeac and Blackwood and the Healey factory tour. We are going to do more together in 2016; in fact the joint planning meeting is to be early December. If you have a "Why don't we....." idea for a club night or outing, right now is the time to contact me to have your proposal in the mix. I already have a growing list from some free-thinking members.

FRONT COVER

French Car Festival 2015
Images, T. Grucza & B. James.

I want to acknowledge the work of the committee. They are the reason we've had such a good year. All of them are doers, volunteers, responsibility takers and initiators. I have never worked with a better group and they make my presidential life a pleasure.

Two committee members finished their time at the AGM: Dave Rogers who served for 8 years which included heading the Rawson Cit-in team and time as treasurer. Dave will continue as librarian. John Dorgan served on Committee for 7 years as an events organizer. Thank you to both of you for being active crew on the CCCV ship. We now have a secretary in Peter Moloney who brings professional experience on committees which will make us better. Since the AGM, two people have contacted me with a view to serving on the committee. This will bring us up to our full strength of eight for the first time in several years. There could not be a better indicator of a great year ahead.

We lost a dear friend this year in Ian Norman. His life has been celebrated and recorded in our newsletter. His loss reminds us, among other things, of just what we have; life, health and a rich and stable country in which we can enjoy our very first-world hobby of classic cars. We also have each other and those things are very much more important than the knock in my current project 2CV's engine or wobbly engine mounts in my C5.

So please come and join with us at our Christmas barbecue. We have a lot to celebrate: the club year, life, health, peace, each other and the joy of the season. I hope to see you there.

John Parsons

DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.

*The Newsletter proudly printed by Snap Printing
Factory 2, 8 Enterprise Avenue; Berwick.*

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: Richard Warner and Paul Callanan. 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 | 2016 |
|-----------------|----|--|--|---|
| Nov | 22 | Festival of Cars RACV at Cruden Farm, Langwarren. | | Jan 17 RACV Great Australian Rally Melbourne to Mornington <input type="checkbox"/> |
| Dec | 2 | Club Night Cancelled | | Feb 3 Club Night - Overheating problems |
| | 13 | Christmas BBQ - see opposite page <input type="checkbox"/> | | 20-21 Venus Bay weekend—see page 26 |
| | | | Mar 2 Club Night - Raid preparation- see page 13 | |
| | | For more details on club events contact John Dorgan on 0437 289 084 | | 4-7 4 Day Grampians Getaway. <input type="checkbox"/> |
| | | Monthly 1st- Chit-Chat Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from 10.30am CCOCA & CCCV event for coffee & chat. | | 25-28 Citin Echuca. see pages 6-7 |
| | | Denotes a Non CCV sponsored event. <input type="checkbox"/> | Apr 6 Club Night | |
| | | | May 4 Club Night | |
| | | | Jun 1 Club Night | |
| | | | Jul 6 Club Night | |
| | | | Aug 3 Club Night | |
| | | | Sept 7 Club Night | |
| | | | Oct 16 French Car Festival—Seaworks. PM | |

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

DECEMBER Sunday 13TH Joint CCOCA & CCCV CHRISTMAS BREAKUP—BBQ—Midday to 4.00pm

The venue is to be Frog Hollow reserve, Fordham Ave, Camberwell.

Melway 60B3, outside the CCOCA clubrooms.

Rooms to be open in case of late Spring rain.

Extra barbecues to supplement those already there.

A raffle has been masterminded, as we used to do.

The idea is that this will be our only December activity i.e. there would be no Club meeting on Wednesday 2nd.

BBBQ meat will be supplied free

BYO drinks, salads, cutlery/plates/serviettes, incl. folding chairs and tables.

RSVP TO ...BY 7TH DECEMBER. To Tom Grucza 0431 396 277



2016

RACV
Great
AUSTRALIAN RALLY

iii Peter Mac RALLYING FOR A CURE

Melbourne to Morrongton
Sunday 17 January 2016

3AW683 coles MPNG RACV Magic1278 StudPark

February 3rd 2016

CLUB NIGHT.

Guest speaker:

Overheating problems?

Tonight we investigate some of the various issues of what causes this, and the possible solutions.

Applies to all cars.



MEMBERS:

The New Club Website is now online .

Visit the site at citcarclubvic.org.au





CCOCA Proudly PRESENTS Cit-in 2016

March 25th to 28th

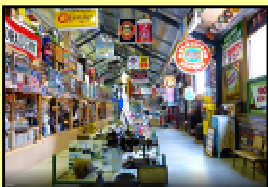


Echuca and Moama, its twin town on the opposite bank of the Murray, is the home of paddle-steaming in Australia. Echuca's historic port precinct will be a real focus for Citroën in 2016. CCOCA will welcome you from

Friday afternoon. **Registration will be at the Mercure Motel** from 3pm. Finger food will be served from 6pm. Refreshments [to your account] will be available.



Line up your car at the Port of Echuca on Saturday morning for our Show and Shine, and then you might like to start your river experience with a visit to Echuca's Farmers' Market.



At lunch time we will be visiting the Great Aussie Beer Shed where we will be tucking in to a spit-roast lunch. It is the only museum of its kind in Australia.



Clearly, no visit to Echuca is complete without a ride on a paddle steamer, and we will take a steamer downstream on Saturday for a delicious 2 course

dinner and wine-tasting at Morrisons Riverview Estate. Morrisons is justly proud of its location: every seat boasts a river view.



Sunday morning will see us all head off on the Observation Run, (or a pleasant drive in the country for those not taking part), which we will complete on our way to the Moora Working Draught Horse Muster. You can see these Gentle Giants ploughing, harrowing, scarifying and pulling wagons.

There will be working displays of the hay sweep and grab and you might even like to drive a Clydie [under supervision]. Or join the tug of War: children, ladies and men against a Clydie. Only the ladies have ever beaten the Clydie!



On Sunday evening we cross the Murray to the Moama Bowling Club for the most formal event of the weekend ~ a full three course dinner, with dancing

afterwards. Dress to impress.

Booking

Booking fees are on a sliding scale, which means the sooner you book, the lower the costs.

Book by 1st Dec 2015: \$225 pp

Between 2nd December and 31st January: \$240 pp

Between 1st February and 19th February: \$255 pp

Children

5-12 years \$65.00 (no discount)

Under 5yrs: free

Refund Policy

Any cancellation received prior to February 19th will receive a refund of \$175.00 per person. Unfortunately, cancellations received after February 19th will not receive a refund.

Any refund over and above these amounts will be at the organiser's discretion.

Accommodation

Mercure – Port of Echuca 465 High St. Ph. 03 5482 5666

Holding rooms at \$155.00 per night. Mention that you are with the Citroën car club when booking. **Do not book on the web** as the Mercure has taken a block booking for the club and you will find no rooms are available online. A great venue with a large central courtyard to display the cars. Will make for great photo opportunities. **Free Internet.**

Comfort Inn Settlement 405 High St. Ph. 03 55482 477

Rooms are being held until February 7th 2016. Prices range from \$145.00 to \$220.00 per night

Cit-In Echuca 2016 Registration Form



Bookings must close by Friday 19th February 2016

Name: _____
Address: _____
Suburb: _____ State _____ Postcode _____
Email: _____
After Hours Phone Number: _____ No. in my Group _____

Registration Fees:

Book By:

| | |
|--|--------------|
| 1 st December 2015 | \$225.00 pp. |
| 2 nd December 15 to 31 st January 2016 | \$240.00 pp |
| 1 st to 19 th February 2016 | \$255.00 pp |

Children

| | |
|----------------|-------------------------------------|
| 5 to 12 Years: | \$65.00 (No early payment discount) |
| Under 5 Years: | Free |

| Names of members in your party including you. | Mobile No. | Dietary Requirements Please List Below | \$ |
|---|------------|---|----|
| | | Yes / No | |
| | | Yes / No | |
| | | Yes / No | |
| | | Yes / No | |

Total \$ _____

Details of Special Dietary requirements: _____

Payment:

- ☐ I enclose Cheque or Money Order payable to Citroën Classic Owners Club of Australia Inc.
- ☐ I authorise CCOCA to charge my credit card with \$ _____

Visa and MasterCard Accepted:

Name on card: _____

Card No: _____ Exp. Date: _____

Signed: _____

**Any cancellation received prior to 19th February will receive a refund of \$175.00 per person.
There will be no refunds after 19th February 2016 or at the discretion of the organisers.**

Mail completed form to: CCOCA Treasurer, P.O. Box 459, Yarra Glen VIC 3775.

Download

[REGISTRATION FORM](#)



Citroën Classic Owners Club of Australia Inc.



Dual D Rescue Adventure in Gravenhurst

by George Dyke....

Back in late August Bob McLeod from the Ottawa Citroën Club wrote me to say that he had been contacted by a fellow by the name of Rob in Gravenhurst Ontario. Rob was charged with cleaning out a garage that contained a Sunbeam Alpine hardtop convertible, a DKW 1000, 2 Citroëns, and stuff piled so high around them that they were barely visible. He wasn't sure of the years of the Cits, but guessed they were from the 1960's and 1970's. The garage owner was 93 and for the last 30 years, since his wife passed away, lost interest in the cars and closed the door on that aspect of his life. At one he owned numerous Citroëns including one complete car, in the garage, that was running when put there. In the 70's he was the only person in town that knew what and how to repair them. Now, with his family about to put him in a nursing home, and the garage roof caving in from neglect, everything had to be cleared out. Rob said the cars and all the other contents were up for grabs to the highest bidder. Any takers?

Bob was in possession of a few photos showing what a pack rat the old fellow was. Since no-one in the Ottawa area was prepared to travel west to Gravenhurst, perhaps I and a few other members from the Toronto area could make the 90 minute trek north to check out what's there? Looking at the pictures I could determine that the "complete car" was a 1972 DS21 Jubilee edition model. I know, – I used to own one. (My very first D in fact that now resides with a very happy owner in Nova Scotia.) Jubilee editions are quite rare and should be deservedly saved. Though with any Citroën stored that long in an unheated garage in Ontario, there are likely to be issues that could make getting the car roadworthy again quite a challenge!

On September 3, a small contingent from Citroën Autoclub Canada went to see the stash; Arnold Korne, Bernard Laborde, Lloyd McBride, Pierre Cambillard, Herns Pierre-Jerome, Steve Loria, George Klein, and me. What we discovered was that all the cars were shot. Dirt floor, collapsed roof, stuff piled on top of piles of rotted stuff... You get the idea. See the full picture gallery [here](#):

<https://www.flickr.com/gp/62790594@N03/bzw1Yz>

There was a 1972 DS Jubilee and a 1960 (ish) ID 19 that we could barely see. Rob said there was some fellow prepared to come from Montreal with \$500 in hand and felt that the parts on the vehicles are worth far more than that. Moreover he wanted the cars sold in whole, meaning that if we were to try to take parts off the cars, they would have to be moved to a different location. There wasn't much that was usable; windshield, front bumper, some dash switches and window trim. Oddly the seat fabric was still pretty nice in the DS, but the foam and seat frames were not.

After some discussion at our September Club meeting, we all concluded that the Montreal buyer is more than welcome to buy the Cits. I informed Rob and Bob of our decision saying that the only way we could make this work is to take a few hours to come by and try to remove what we feel is worth saving. If we could do that, then we would be prepared to pay for the parts we harvest. That may well be a few hundred dollars per car but we really need to see the condition of the parts in hand to actually know what is worth keeping in making that determination. And of course Rob would still have the revenue he would get by sending the balance of the cars to scrap. Rob wasn't too receptive to that, and so a waiting game began to see what would happen as summer weather turned to fall and all had to be gone before winter set in...

In the meantime Lloyd mentioned the discovery to a fellow he knew in Bradford who once owned an ID19. He recalled that he was driving near Gravenhurst in the mid 1960's and broke down in the car. It was towed to a local garage, and though the fellow there could not get it going right away, he traded it for a Ford Prefect at the time and drove home happily in that. Could that be the same ID in the garage? I noted that the rear license plate sticker was from 1964, – a high probability it was that very car given how few Citroëns would have been in the area at the time! So at least now knew with some certainty what both the Citroëns were.

With the club voting not to expend funds to purchase them, a small group of us still wanted to make an effort to salvage parts; Herns for the Jubilee interior, Pierre for DS windshield and rear lights (that he wanted to ship to his friend in Europe who wanted US spec lights), Arnold for the hood of the ID19 (he is restoring a 1959 DS) and me

for the dashboard panel from the ID19 (as I have an identical car and a spare panel could be useful). We decided to fund the purchase and outbid the fellow from Montreal. We offered Rob \$700. To make a long story short, Rob accepted our offer in early October, and disclosed that the fellow never followed up on his initial bid. So the cars were ours but they had to be moved out soon and he didn't want any dis-assembly done there (other than the stuff that might naturally fall off the cars trying to load them onto a flatbed.)

Fortunately Arnold know a fellow just north of Barrie (about 30 minutes south of Gravenhurst) with a farm property who was prepared to let us put the cars there for a week or so and strip them. All he wanted in return was a case of beer and the revenue he'd make disposing of the carcasses. I managed to make a deal with a local towing company to get the cars from Gravenhurst to the farm, agreeing to meet them at the garage on Oct. 15. (\$50 for beer, \$360 for the tows of both cars and \$700 to Rob meant that aside from our time and gas, the total cost to us was \$1,110.)

The DS21 was not too difficult to move but the ID19 was lodged into the mud floor of the garage. We initially tied a chain around the back trunk section (there was no trunk floor). A slight tug and that section told us that we had better go further in so we chained through the back seat and tried a pull from there. That only managed to separate the car at the rear door sills... time to look for a solid point at the front of the car. We dug in the mud and ended up running chains on each side over the front wheels and through the rusty fenders to the cross section around the steering rack. Pulling from there we managed to drag the ID out of the garage but needed to move it sideways as well to clear the door! Not pretty as the as you can see on [*this video*](#).



We re-routed a chain around a birch tree on the right side and that enabled us to get the car out and onto a flatbed.

Wanting to preserve the hood we had a dilemma... It had been propped open for years and wouldn't close open for that 15 degrees from its current position. Since the car was going on the flatbed backwards I figured it was best to leave it as is and hopefully the hood would just float in the airflow from the ID on the highway. That turned out to be the right choice. It travelled the 70 km with no damage!

With both cars now in Barrie all that remained was for us to go back and harvest the parts. On October 21, HERN and his friend Dominique (an experienced Citroën mechanic), Pierre and I came with tools in hand to do 8 hours of dis-assembly. In all we got what we wanted but the ID19 was a huge disappointment. The dashboard speedometer and surround section was not good and to remove the dashboard switch panel took 90 minutes! I had hoped to save the sill covers but they were ripped and rotted. And the windshield had a huge wiper scratch. We managed to delicately extract the DS21 Jubilee interior stuff. The DS21 windshield was in perfect shape as was the European headlights. And the 4 wheels on the DS held air, so we took those off to keep in the club for the next time someone needs a set of "rollers" while they have their rims out for refinishing. But other than a few other bits we were able to scavenge, we left 2 very sad looking Ds behind.

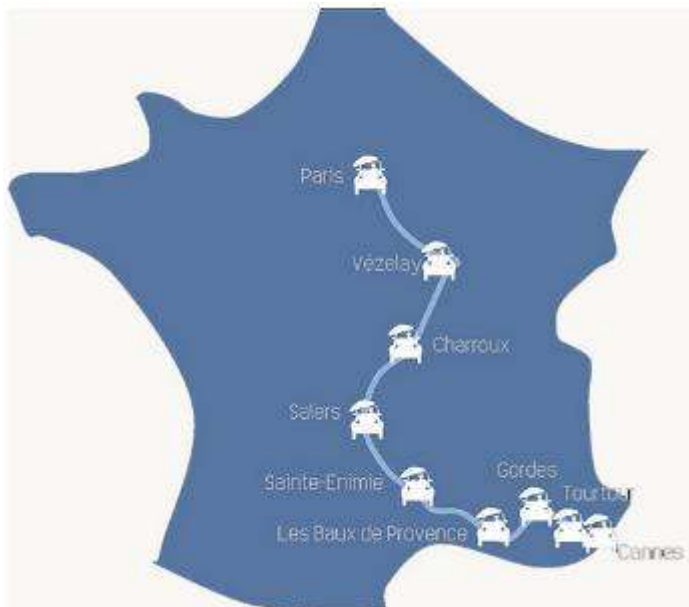
And so ends the life of two more Citroëns that have succumbed to neglect in Ontario, while other rescue adventure is staged by devoted fanatics of Citroën Auto club Canada. At least we saved what we could.



<http://citroenvie.com/dual-d-rescue-adventure-in-gravenhurst/>

CLASSIC CAR RALLY IN FRANCE

Visit The Most Beautiful Villages of France @at the wheel of the famous Citroen 2cv



Paris - Cannes 8 to 15 May 2016

Mesmerise your friends with anecdotes and tales galore of your adventures of rallying in the French countryside.

8 days / 7 nights from 3000 Euros / person (includes 2CV rental)

10% discount for Vintage car Club members & 2cv owners (based on 4 persons per car)

ALL INCLUSIVE
everything is paid for

- Entry fees, rally activities and sightseeing
- 7 nights in Charming B/B, 3* & 4* hotels
- 7 breakfasts, 7 lunches, 7 dinners
- Citroen 2cv rental
- Mechanical assistance
- car insurance
- fuel expenses

<http://www.franceatyourfingertips.com/citroenrallye.htm>

FROM THE EDITOR:

At the AGM members were advised that to arrest losses the club has been sustaining, we have decided to increase our membership fees slightly: (see page 2) and also not to print a January edition of the Newsletter; partly as not much is happening over that period and also to give me, the editor a break.

YOUR FIRST NEWSLETTER FOR 2016 WILL BE THE FEBRUARY EDITION WHICH WILL BE IN YOUR LETTERBOX VERY LATE JANUARY.

“Membership Matters”

- Members will notice that in addition to your Mailing details in your Newsletter is an “Anniversary date”. This shows when your Subscriptions are due each year.
- Members with Club Plate Cars are reminded that payment of Subs is necessary to keep your Permit details current with Vic Roads. Non payment of Subs within 30 days will mean you are considered as having resigned from CCCV. The outcome of this would mean having to re-register your Club Plate vehicle under the new Club Plate Scheme introduced in January 2015 by VicRoads.

Regards

John Wyers

Membership Officer”

EVENT NAME: **4-DAY GRAMPIANS GETAWAY**

WITH LEE & GRAEME DENNES

WHEN: 4-7 March 2016 FROM: BP Service Station, Rockbank, VIC
TO: Halls Gap, VIC
COST: At own expense
BOOKING: Essential - see details below
BRING: Everything for a 4-day excursion
RSVP: Lee Dennes
0438 286 181

activities@citroenclassic.org.au



This time we venture to The Grampians, which was briefly visited by some of us earlier this year while travelling with Teddies Terrific Tour.



We will visit spectacular lookouts and waterfalls, drive along many and varied scenic roads and enjoy picnic lunches along the way.

Each evening we will gather at the camp kitchen to enjoy a meal, each other's company and tell tall tales.

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

Accommodation Booking:

Our accommodation is at the Halls Gap Caravan Park, Grampians Rd, Halls Gap VIC 3381

Phone: (03) 5356 4251

Web site: hallsgapcaravanpark.com.au

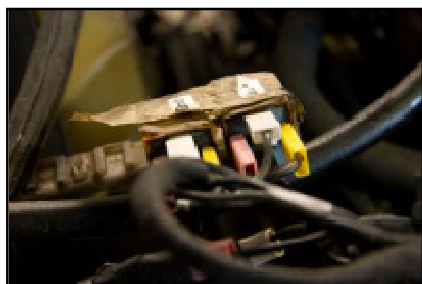
A variety of cabins are being held for us until **31 January 2016**.

Advise you are with the Citroen Group to obtain your 10% discount. Also ask about other cabin availability as not all cabins in the park have been placed on hold but may still be available.

NOTE: Do NOT book your reservation online!

There will be opportunities for those who wish to go walking.

Citroen electric



This photo shows the wiring for the injection relays, taken before I swapped the relays for the correct style



It had been bugging me for a long while that the fuel injection relays on my car had been replaced with modern equivalents made out of orange plastic. These are the relays attached

to the battery cage on EFI cars. At last I managed to track down a couple of the original Bosch items courtesy of Darrin at Citroen Classics. These Bosch relays have the part number 0 332 003 021 and are 12v 10A. I'll cosmetically restore these before fitting them.

Whilst I was in Centreville Garage about a year ago I mentioned to the ever helpful *Denis* that I had rebuilt the wiring harness for the injection system on my car. I happened to mention that there were 3 relays fitted. "Oh no" he said, "there should only be two on your car" and he showed me an example on another car to prove it. Hmmmm.... Evidently the cowboy who re-wired it in the past used an old wiring diagram. Since the car was running fine I decided to leave it.

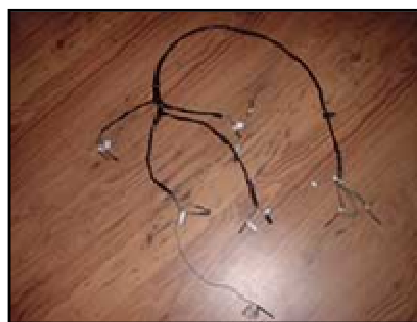
However, today I was tidying things up a little and getting to the bottom of why my starter wouldn't turn when I found the wiring diagram relating to my car, complete with only *two* relays. My car is the DJ (FG) variant of the DS, which basically means a DS23 injection BVM built after October 1972. Cars of this period do not have the starter relay on the battery and only have two relays for the EFi system. I therefore decided to remove the redundant relay (the impulse relay). All that was required was to connect the starter switch directly to the Cold start injector, the thermo time switch and J18 of the brain and disconnect the

other connections from the relay. Don't know why Citroen didn't think of it before!

UPDATE! 23/01/2005 - Well, now I know why Citroen didn't think of it before; I had been investigating why my injectors had stopped firing and all the signs pointed to J18 of the ECU not getting any voltage when the starter is operated. So I measured the voltage at J18 and operated the starter: 7v. According to the Bosch documentation this figure needs to be at least 9.5V.

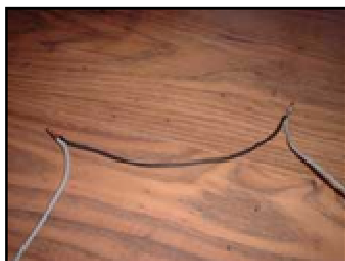
After a little thinking I realised that the voltage drop had been caused when I removed the third relay. The relay feeds a supply directly from the battery to J18 of the ECU when the starter switch is operated (the voltage from the starter switch switched the relay contacts). By just connecting the starter switch to J18 as well as the starter solenoid I had created a potential drop as the current was being sent to two places in parallel. I've now replaced the relay, meaning 12V goes to J18 of the ECU which means my injectors are now working again! Quite how Citroen overcame this problem I'm not sure, perhaps it is because they fitted a relay to the starter circuit instead of the ECU circuit on later cars, even though my car hasn't got this. Quite a puzzle but at least it works again!!

Incidentally, if you would like to more about the Bosch D-Jetronic EFI system fitted to the DS, have a look here: <http://members.rennlist.com/pbanders/ecu.htm>



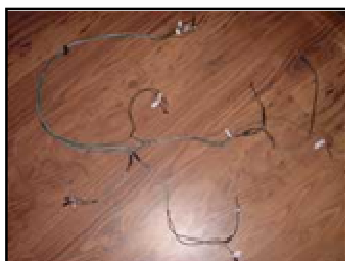
After soldering all of the new connections I used the wire brush in my Dremel to polish all of the special Citroen bullet connectors. I also dismantled each female connector

and wire brushed the internal connections. Once I was happy with the repaired loom I recovered it in the same non-adhesive loom wrap I had used for the fuel injection harness.



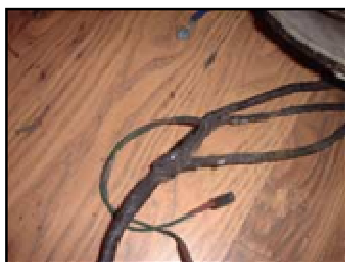
In order to make a satisfactory repair I first cut a good length of the damaged sections out and then soldered in new wire. Obviously it's better to always replace wiring where you can but since

this wire was in such good condition elsewhere it seemed such a waste to throw it all out. The soldered connections were all tested for continuity before being covered in insulation



My first plan was to make a new loom from scratch, however I started by stripping the loom wrap back and testing each wire. It turned out that the wires were in excellent condition apart

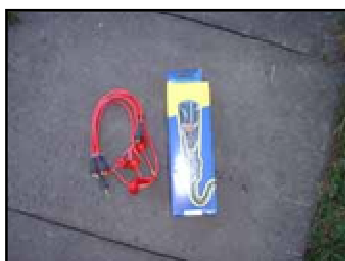
from a small area in the centre where they had burnt out. For this reason I decided to re-use the old loom by repairing the damaged sections



Here's why; in places the loom was burnt out although it was still working. It's always worth inspecting the wiring on a DS as the insulation suffers after 30 odd years of use.



Here you can see the front right headlight unit with its wiring loom still attached. Today's plan was to rebuild the wiring.



I decided to fit the HT leads today, as it is much easier to connect things up whilst the engine is apart. However, when I came to connecting them to the distributor cap, I found they didn't reach!

Euro Car Parts had sent me the wrong set of leads; despite listing them as being for the DS23 Injection, they are actually for a carb DS....

Peter Wells came to the rescue and sent me the correct set of HT leads for an injected DS, which fitted perfectly.



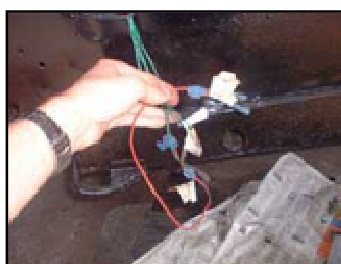
plastic clip to hold the leads together!

I ordered some new HT leads and some spark plugs from Euro Car Parts, and when they arrived I was pleased to see that they came with the covers for the spark plug holes, and the round



The front light surrounds on the later Deese's were made out of a beige plastic. This gets discoloured by the sun, and they begin to look dirty very quickly. I

cleaned mine up with emery cloth and wire wool, but took the advice of other restorers and painted them. I keyed the surface first using sandpaper, then painted using car spray paint in Citroen Pearl Grey metallic, to match the other silver items I had painted.



The wiring to the rear lights has been modified on my car - I think that someone had fitted rear fog lights in the past, but they have been since removed. Sadly, they also removed the rear revers-

ing lights, which I will replace. Here you can see the bodged wiring, with scotch connectors everywhere. I will replace this with new wiring, and refit the correct 'bullet' style connectors to the ends of each wire.



This picture shows a rear light, which I have painted using chrome paint. The Pallas should have chromed rear lights as standard, however somebody replaced mine with black plastic 'ID' style lamps. I

am holding an identical light above the refinished one, so that you can see the difference.

—————→ P20

March 2 2016 Club Night

HOW TO PREPARE YOUR CAR FOR A RAID—
or any similar long and arduous trip.



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2015

Held in Como Park North: Sou



An array of French cars:
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Renault Simca
Solex bikes, plus Delage,
Ballot & Amilcar



Festival

th Yarra



Images:

T. Gruzca & B. James



The Champs-Elysees 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.

First drive: 2015 DS 5

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. 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.

—————→ P17



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."

Another area DS will be absolutely top-of-the-class, he says, is economy and CO2. Don't expect V8 engines or sports cars from DS, say the bosses, because those aren't growth sectors. Anyway, as sales chief Ribault says, "We never had a V8 or W12 and that's the territory of the Germans - they're the best, and we won't go there. We'll look for power, but not 500bhp, not even 400."

DS absolutely has to make waves with its design. Brand design chief Thierry Metroz says that for DS it's 70 percent proportions and 30 percent the surface design. He talks of 'simple, generous surfaces'.

As with French fashion, he says, cabin materials will be crucially distinctive. Not just textures and leathers, but extended pieces of granite and crystal. They did it on the Divine DS concept car and they'll do it in production before long, he says.

None of the DS bosses will talk about a target for the number of cars they'll actually sell. Fair enough. If to meet an arbitrary target they start pushing them through the dealers, they'll collapse the secondhand values. And they know that those values are a key indicator for a successful premium brand. Whether they have the discipline not to discount is another matter of course.

So there's lots of big talk from DS, but right now it's still a rather tiny operation. In 2014 it sold 118,000 cars, and will grow a fair bit this year thanks to the Chinese factory coming on stream.

But Audi and BMW/Mini sell two million a year each. The challenge when you're that small is to find your customers when you can't afford to make much marketing or advertising noise.

"We don't have the ambition to develop DS awareness in everyone," says Ribault. "In this era, with targeted digital campaigns we can be smart." They'll also have to be patient.



Citroën member Mike Lett in British Columbia's interior brought to our attention 2 recent ads on Kijiji for Citroën D model barn finds. One lists 2 Safari wagons. The other a DS21 sedan. Both merit serious consideration and here's why:

D wagons are getting very rare, and although this one looks rather driven, it doesn't appear too rotted. At \$1,500 CDN these are probably a really good buy. Even if the one claimed to be good turns out to be a parts car you've got 2 parts cars for \$750 a piece!

<http://www.kijiji.ca/v-classic-cars/nanaimo/2vintage-citroen-wagons-garage-find/1105161174>



The ad copy says: Citroën Station Wagons – 1960's vintage for sale and sold as a pair. First one looks like you could drive her away. The second is a parts car. Extra engines and trannys .Located in Parksville. I don't know the year or model at this point in time. The red one apparently drove into the shed under its own power and was turned off and there she sits. It probably wouldn't take too long to get running and drive out of the shed .both are for parts or to restore.



The Citroën DS: My desert-island car

The Wall Street Journal Dan Neil May 2, 2015



Sixty years after its introduction at the Paris Auto Show, the futuristic, perfectly Gallic Citroën DS 19 (D series from 1955-75) retains the ability to wow, an atomic bomb of style from a time when atomic bombs were kind of cool.

Why have I commandeered your attention with this strange and irresistible object? It is obviously not a car. It cannot possibly be real. Does it even have wheels? Is it a submarine?

Sixty years after its introduction at the Paris Auto Show, the futuristic, perfectly Gallic Citroën DS 19 (D series from 1955-75) retains the ability to wow, an atomic bomb of style from a time when atomic bombs were kind of cool. The DS was the most technically gifted automobile of its time and the most quintessentially modern, in that it scorned all that was familiar in pre-war design—big, exposed wheels, low roofs, strong shoulders and commanding chrome grilles—in favour of something utterly new, at least outside the realm of pulp science fiction.

And yet until two weeks ago I had never actually driven a DS. Now, thanks to the Lane Motor Museum in Nashville, Tenn., which let me take theirs out of the barn, I must have one. That is a problem because I have neither the time, money nor garage space to devote to a temperamental French car that looks like a glass escargot.

And yet, yes, I can feel it. I'm taking la plongee. And if I can own only One Classic Car—I'm pretty sure that would be my wife Tina's position—the OCC would have to be the Citroën DS. It's the ultimate desert-island car, the default choice, the go-to. Anyway, this is my journey to oui.

The DS is not just any old car, as is obvious should you park one next to a '55 Chevy Bel Air, which then appears to have been built by cave-dwellers. The DS was a front-mid-engine, front-wheel-drive car with rear wheels closer together than at the front, allowing its sleek, tapering bobtail. The rears are enclosed in prim fender spats and, above, the remarkable panoramic greenhouse and fibreglass roof, canted like a beret. Did we mention it was French?

The DS (pronounced DAY-ess, a pun on the French word for “goddess”) was a blaze of unorthodoxy and prescient human-factors design: The distinctive one-spoke steering wheel; the trendsetting multidirectional air vents, directed by little wands with plastic knobs; the turn signals located in chrome nacelles fixed to the roof for better visibility.



Bertoni's single-spoke steering wheel, ribbed in smooth white plastic, feels marvellous in hand.

Sculptor and designer Flaminio Bertoni and aviation engineer Andre Lefebvre had been working on the design at Citroën even before World War II, but the DS was a pure product of the moment. While many cars evoked aeronautic forms—the Rocket Age wonderments of GM or Ghia-bodied Chryslers—the DS is the only car that ever looked like it could fly.

The soul of the DS is in its hovercraft-like stance, attainable thanks to the hydro-pneumatic self-levelling independent suspension, designed by Paul Mages. Basically it's a French low rider. This complex suspension of hydraulics and pressurized nitrogen, held in the car's distinctive spherical accumulators, was also what gave the DS its uncanny, gliding ride.

The DS's high-pressure plumbing could also raise the car's body to traverse poor roads, high enough even that owners could change a tire without using a jack.

Charles de Gaulle credited the DS's unique suspension with helping him escape a 1962 assassination attempt even after the Citroën's tires were shot out. The intellectual elite fell in love. It was included in the Milan Triennale in 1959.

The French structuralist Roland Barthes wrote that it was "obvious" the DS had "fallen from the sky." But you couldn't call it avant-garde because nobody, not even Citroën, followed in the DS's conceptual path. Even though Citroën built and sold about 1.5 million of the cars, the DS remains a kind of a one-and-done, design-wise. In a 2009 poll of top automotive designers, *Classic & Sports Car* magazine declared the DS "The Most Beautiful Car of All Time." Add all that up: technically unsurpassed, completely inimitable, great back story, most beautiful of all time. I've only got one wish, remember?

And, if I act fast, I can still afford one. A nicely painted DS21 can be had for less than \$30,000. I'd like the covered headlamps with the swivelling, road-following headlamps (illegal in the U.S. at the time) and the rare optional air-conditioning but could live without. The point is, the right OCC could be a nice windfall for my heirs. And that's how you combine financial planning with obscure French automobiles.

Downsides are few and minor. Corrosion. Plastic interior rot. Would-be dancers at the Folies de Citroën must master the car's finicky hydro pneumatics, which also operate the clutch, gear selector, steering and inboard mounted front disc brakes. The critical rubber diaphragms degrade. Parts are apparently hard to get. There is also the not-insignificant fact of my total ignorance of all of these matters. I would have to learn as I go.

But I don't want a maintenance-free classic car, do I? That would be insane. Why do I have all these wrenches and stuff?

The Lane's impeccable, French blue 1959 ID 19 was built as a price-sensitive variant of the luxury DS, with simplified mechanical systems and a little less glorious dashboard and innards. It's still amazing. When we meet, the ID is settled, sunk into its parking place, a glassine turret, a pillbox Moderne. It's lost none of its levitating improbability over the decades. The ample driver's door pivots easily on clever hinges and I

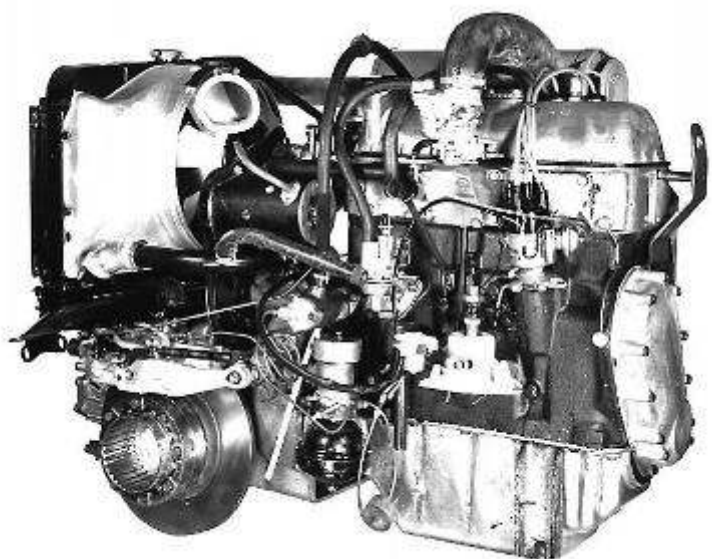
distributes itself to return to an even keel. The DS cabin is a wraparound of tall windows, a petit-bourgeois fishbowl of a pampered goldfish.

Bertoni's single-spoke steering wheel, ribbed in smooth white plastic, feels marvellous in hand. After locating the key lock in the console, I pull on a bit of choke, give it a touch of throttle and push the Start button. A fairly underwhelming engine noise shudders up the frame, then a fine, chiming putt-putt through the car's straw like dual tail pipes slung under the bottom.

I slot the column gearshift to first and the big Citroën embarks on a strange, oily sea. The little four-banger doesn't have much, about 70 hp, but it gives willingly. The rack and pinion steering is firm and reasonably keen for a vintage car. The Citroën's body rolls with nautical dignity, well damped, while floating above the busily pumping wheels. Obviously, the DS was designed to conquer the vast straight-aheads and is less composed with a lot of steering dialled in. But once at highway speeds, the Citroën rolls out the magic carpet. The seats are royal, the ride sublime. Few modern cars, maybe none, are as splendidly comfortable as the DS.

The epicene, un-fast Citroën might strike some as too precious, somehow too on the nose for a professional car critic. It's a very turtleneck-and-Brittany Spaniel kind of choice. Still, it's nothing like the cry-for-help of a vintage Ferrari.

Can't wait to introduce the family to Madame Right.





I then removed and cleaned all of the old plugs, ready to be reused, since new ones from Bosch are £7+VAT each!! I soldered pins onto the new wires, then attached the plugs,



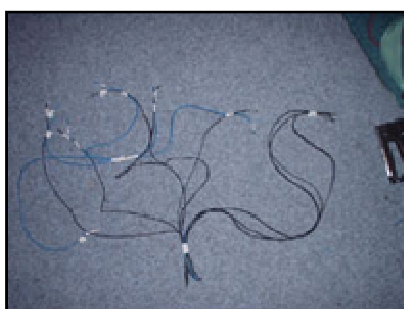
This is the old wiring loom, which supplies the injectors and cold start valve. The wires were in a terrible state, most of them burnt out, so I decided to

make a new one.



I stripped, cleaned and rebuilt the alternator - It will need new brushes in about 10000 miles, so I'm on the lookout for some. The insides looked healthy, so I cleaned them and

reassembled it with new bolts.



I started by measuring each wire, then making a new one. The earth was coloured blue to make it easier to identify. The wires were then bundled and taped together,

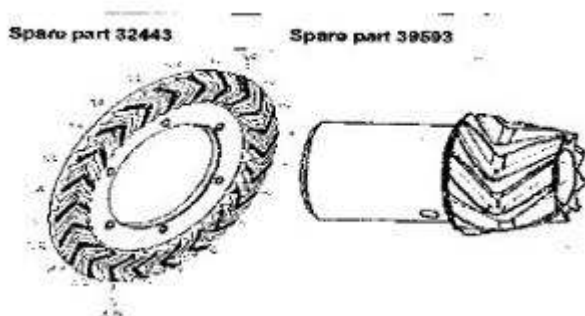
then bound using non-stick loom wrap from Frost.

<http://www.citroen-restoration.co.uk/ds/item.php?category=2>

Vivez
L'esprit
Citroën



I am usually writing to you about the Help Book – but this time I NEED HELP FOR YOU.



My 1923 Citroen 5CV has been running well and looking terrific, but the Crown Wheel and pinion have broken. I have found several Crown Wheels, but desperately need a Pinion gear, and preferably a matching pair. Phone: Mob 0419 837 111

David Gilbert Secretary, Club Citroen of SA Inc.
djgilbert@adam.com.au

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8/15

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For Sale:

12/15

Set of 4 Rudge-Whitworth 15 inch wire wheels supplied as an option on pre-war English Tractions. See picture. Location: Brighton, Victoria.

Price: By research and negotiation due to scarcity.

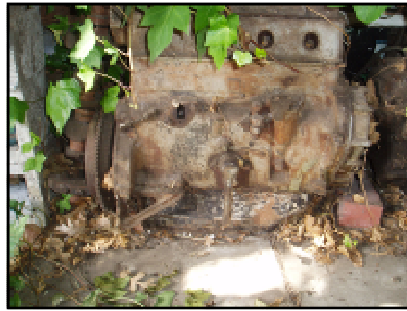
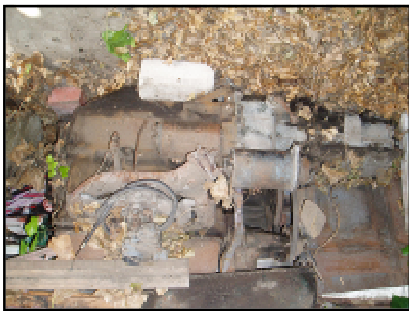
Contact Lembit Marder on 0400 155 779 or at lembit@marder.org



Also available at no cost from the same source: several early traction engines including one engine and transmission from an 11B Normale. See pictures below.

These are located in Hawthorn and collection is urgent due to imminent settlement date for the sale of the property. The body of the 11B is also available but it is located in Castlemaine.

For further information contact Lembit Marder.



2001 Citroen Xsara VTR Sportif

9/15

Selling my mother's Xsara, full service history from dealer stamped in the book since day 1. Just had roadworthy done inc. new headlight and front suspension bushes. Brakes replaced 3 months ago. Good tyres, only 137,000km very reliable and well looked after car. ACT rego to 8/8, selling with 12 months VIC rego for \$3,700 negotiable. Located in Clifton Hill, VIC.

VIN: VF7N0NFUB73112722

Phone Andy Richards 0402 403 157



CX 2400ie Familiale, 1982.

Price reduction

8/15

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

Chassis No: VF7MAMX0000MX0045

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1975 Citroen D-Special

12/15

This is a totally original one-owner 5-speed manual DS with a genuine 56,000 miles on the odometer. The vehicle has been dry-stored for some years and always garaged. Its paint work and interior is in excellent order. There is hardly any evidence of sun damage and there is no panel damage or signs of rust. The car was purchased from Duttons and has been continuously road registered since new. Servicing was done by Heka. The 5-speed gearbox was fitted after 3000 miles of ownership. A new battery has been fitted and the car starts but the hydraulics need a complete overhaul. Suspension spheres, return lines, suspension boots and the main accumulator all need attention. The muffler will need to be renewed. The disc rotors may need replacing and a full service would be required since the car has not been driven for some years but it would not take much to have it brought up to high standard. The car is to be sold without a RWC. Factory workshop manuals come with the car as well as an owner's manual. Reg No: IED 807. Vin No: DSFD10FD6994. Only serious offers above \$18,000 will be considered and preferably to a Citroen enthusiast. Please direct inquiries to Richard on 0417 549 870. The car is in Park Orchards, Victoria. (The attached photo was taken four years ago)



Citroen DS 4-Speed Gearbox

This 4-speed gearbox is in excellent condition having only done approx 3000 miles since new. The gearbox was replaced so that a 5-speed could be fitted. Offers considered around \$1200. Contact Richard at plumstead@hotmail.com Asking \$1200.

CX Parts

10/15

I have 3 full CX's for parts. I have a 25GTi as my touring car thus have heaps of extra parts. Phone Peter on PH 0403715223 if you need something.



For Sale.

12/15

Citroen model A as shown in the pictures. Can form the basis of a restoration project. Location is Tamworth, NSW. Price by negotiation.



For further information contact Alex and Jayne Davidson on 0419 235 366 or by e-mail to davidsonjayne5@gmail.com



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February 19-21 2016

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

Come along on Friday afternoon or evening 19th Feb. so that you can set up for the Saturday and Sunday, or just come for one day..

If you prefer you can book into the Venus Bay caravan park which has some cabins. It is only 10 minutes away. Phone : 5663 7728 You will have a relaxing weekend where you can do as much or as little as you please. There are beautiful beaches, both surf and inlet to explore. Golf, croquet, boules and bowls to be played or just sit and chat. .Bring along food and refreshments to share.

Instructions for getting there:

On reaching Tarwin Lower drive through the township and continue along road by the river to Lees Rd (first right at pine trees). Follow Lees road and turn right at what seems to be a T intersection. Continue on to Black Ave (6th on the left) Turn left then 3rd left into Condon Cres. and then 1st left into Rita Court. Drive to end and up Scutt driveway number 6 **IF YOU ARE COMING, PLEASE LET THEM KNOW**

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