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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Dec/Jan2016-17

Internet www.citcarclubvic.org.au



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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 above	\$ 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. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.
2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.
3. The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

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

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



The pain is subsiding and I'm feeling better today. You'd be in pain, too, after walking for nine hours carrying an increasingly heavy load. That was me enjoying myself yesterday with two friends at the Bendigo swap meet. This veteran, vintage and classic car bazaar, begun in 1975 by a few local enthusiasts who saw the

need for such an event, has grown into the largest swap meet in Australia with over 1700 vendor sites. Our nine hours of purposeful and systematic inspection enabled us to see about 80% of what was there. I'd never have survived the second of the two days for which the swap meet runs.

But make no mistake; it was loads of fun. The old car and motorbike movement is in great shape. Apart from the early Ford, Holden and Chrysler brigade, who are now remanufacturing parts for cars going back to the twenties, there were bits for everything from Auburn and DeDion Bouton to Overland. There were also many stalls with associated things like 50's memorabilia including ladies fashions, garage signs and other collectables (\$400 for a quart oil can!), tools (\$4 for a huge 46mm combination spanner that will wrangle 2CV spring pot locknuts) and model cars. Happily, I managed to find a few bits for my 1930 C6.

The success of the Bendigo swap meet has spawned many similar events, both large and small, the best known being the Ballarat swap meet in February.

Just two random observations. Almost everyone there had their hair dyed silver like mine. What have we got to do to enthuse our sons and daughters about the beauties of old cars?

Beauties? Yes. Looking at some components yesterday such as the exquisitely curved and polished brass Edwardian horns and the intricately designed and skillfully made nickel-plated and brass light fittings and gauges fitted to many pre-war cars, I appreciated that these are indeed things of great aesthetic value in their own right. The early car as a rolling art gallery? Certainly! And high art too, enabled by high artisanship skills. Truly beautiful.

This is no revelation to we DS lovers, who have seen that iconic piece of automotive art-on-wheels in galleries

before, but I now appreciate more that this notion was alive and well a generation earlier. Hopefully, our sons and daughters, amid a sea of accountant and marketing guru-driven bland automotive ugliness and functionality, will eventually come to appreciate the beauty that shines in their parents and grandparents garages.

Meanwhile, back at the CCCV ranch I have some good news. Since the AGM we have been seeking a new treasurer. I can now report to you that acting treasurer Peter Moloney, an accountant by profession who has been our secretary for two years, has agreed to transfer portfolios and become treasurer while Bruno Tonizzo, who is already on committee, will take over as secretary. Thank you to both men for your initiative and willingness to serve the club. This means that our leadership team is now complete, in place and ready to help produce another great year for us all.

2016 is almost over. Already! As you read this just two things remain. One is a joint planning meeting between representatives of CCCV and CCOCA to work together on combined activities for 2017. Also at that meeting CCCV will be planning our club nights and CCCV activities. We would love some input from you members, especially with creative, outside-the-square suggestions for our times together. Contact me, Tom or Ian with your ideas. After all, it is all about you.

The other remaining event is our combined CCCV/CCOCA Christmas barbecue. Last year was so enjoyable and successful we just have to do it again. Details are in this newsletter and you will notice an RSVP request to Ian by 2nd December. This is so we can buy the meat. Don't go hungry, please.

This is my last write before Christmas, so to all of you, have an abundant, joyous, holy and safe Christmas. I hope to share a little of that with you in the next few weeks.

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.

FRONT COVER

An early Ds at the RACV Motorclassica

*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: Mario Seneviratne, Steph Lancaster, Michael Scales and Monica Ferrari. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l.

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

Events Calendar		2016	Draft Activities Program	2017	
Nov	2	Club night– Buy-swap-sell		Jan 26	Australian Day BBQ CCCV/CCOCA
		<u>BRING CLEAN PARTS, PROPERLY LABELLED</u>			<u>See details and location on page 6.</u>
	20	Club Run– Fingal (Cape Shank)		Feb 1	Club night
	20	Festival of Wheels Moorabbin Air Museum	<input type="checkbox"/>	5	RACV Great Australian Rally Melb
	25-27	Geelong Revival (See ad in Sept newsletter)	<input type="checkbox"/>		to Mornington
Dec	11	Joint CCOCA/CCCV Christmas spit roast,		19	RACV Classic Showcase
		Sunday 11th December, Frog Hollow, Fordham		Mar 1	Club night
		Ave, Glen Iris (Melway 60B3), 12.00—4PM.		12	Yarra Glen Racecourse Swap Meet
		BYO chair, table and everything else but the meat, which is supplied by the clubs.		Apr 5	Club night
				14-17	Citin in Smithton Tasmania
				May 3	Club night
				15	Annual Motoring Heritage Day
				27-28	Historic Winton See page 6.
				2018 Mar 30-Apr 2	Citin in Dalby Qld.
					For more details on club events contact
					Ian Downie on 0452 411 104

Monthly 1st- Chit-Chat Tuesday

New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae

(opposite the steel Lighthouse). Melways 158 K10

from 10.30am. CCOCA & CCCV event for coffee & chat.

Denotes a Non CCV sponsored event.

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C6	John Fedorko	0438 597384
BX	John Wyers	9787 6280	Late models	Salman Chaudhry	0432 603766
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

Sunday 11th December

Joint CCOCA/CCCV Christmas BBQ.



Christmas 2015 at Frog Hollow Reserve.

Frog Hollow, Fordham Ave,
Glen Iris (Melway 60B3)

12.00 noon to 4pm.

BYO chair, table and everything else but the
meat, which is supplied by the clubs.

DEADLINE:

RSVP TO IAN DOWNIE BY

2nd DECEMBER blueduck1949@gmail.com 0452 411104

“RACV Classic Showcase

The RACV Classic Showcase is one of the premier classic motor-show events in Melbourne.

It is widely attended by the general public probably due to the fact there are so many wonderful British and European cars on display.

As a consequence, the CCCV has decided to have a formal display of various Citroens for this event which will be on **Sunday 19th February**.

Whether you are thinking of just attending or wish to display your vehicle, would like you to pencil the date in your diary.

For those who are specifically interested in displaying their vehicle could you please register your interest by telephoning Ian Downie on 0452411104”

See RACV Flyer next page. 



2017 Post Citin Run details now available Book now to avoid disappointment.

<http://cit-in.org/program/post-cit-tassie-tour-april-2017/>

CLUB HUB—NEW MODULE

SHORTLY: When members are entering the details of their CPS cars, another module is to be added so you can enter details of **ALL** your cars. This will give the club an indication of the total range of cars in the club.

MEMBERS WILL BE ADVISED BY EMAIL, WHEN THIS FUNCTION IS AVAILABLE.

RACV Classic Showcase

Open to all vehicles manufactured in England and Europe

Incorporating
The MG Club (Vic) - Annual Concours
The Mercedes Benz Club - Annual State Concours

Celebrating 90 years of Volvo; 60 years of Jaguar XK150; 50 years of MGC, Hillman Hunter, Ford Cortina Mk II and Jaguar 420.



Display Cars \$20 (passengers included)
Spectators - Adult \$5
Children free
Spectator parking \$20

Sunday 19th February 2017

Flemington Racecourse - Nursery Car Park

Childrens Entertainment, Music, Trophies, Club Displays & Vendors
Gates Open for Display Cars at 9.00am & Spectators at 10.00am
Club displays encouraged. For more details and site plans visit www.aomc.asn.au or fb.com/infoaomc

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41st HISTORIC WINTON

27th & 28th May 2017

Historic Cars, Motorbikes and Sidecars



www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria

RACV Classic Showcase

Featured this year will be the state Concours d'Elegance for both the MG Car Club and the Mercedes Benz Club.
You do not have to be a club member to display your vehicle at this show.

Entry from Epsom Road
Gate Opening Times:
Display cars from 9.00 am to 11.00 am.
Spectators from 10.00 am.
Show closes at 3.00 pm.

Admission:
Display Cars \$20 on the day (passengers included)
Spectators \$5.00 parking fee (VRC) \$20 per car
No concessions apply - Children under 18 free
Pass outs will be available for vehicle occupants and spectators. Please bring the kids - they will be tomorrow's enthusiasts!

Club Displays
Club displays are welcome and encouraged. A display for the best club display will be awarded.
To park together it's a good idea to arrive together. Please contact the AOMC to reserve your place.

Regalia
A commemorative car badge will be available on the day

Trophies
Trophies will be awarded for a number of categories, no entry is required for these awards.
Trophy presentations will take place at 1.30 pm. The Car of the Show Award will be made from pre-entered competitors only. An entry fee of \$20 plus normal admission will apply. Entries can be made prior to the Show using the entry form that can be downloaded from www.aomc.asn.au or enter on the day until 9.30 am or by contacting the Shows enquiry line 9890 0524.
Car of the Show entrants must be parked in the special display area.
The Robert Shannon Award will be made to a young enthusiast who attends the show driving a classic vehicle.

General
Food and refreshments will be available, Music, Children's entertainment. There will also be trade stalls.
(Further enquiries for trade stall sites are welcome. Please call 9890 0524 to book your site)

For updates, maps and info go to www.aomc.asn.au or fb.com/infoaomc or general enquiries Ph: 9890 0524



Graphics by Caliba Design
www.caliba.com.au

MONTH: JANUARY 2017

CCOCA / CCCV AUSTRALIA DAY BBQ



WHEN: 26 January

TIME: 12.00pm

WHERE: Yarra Bank Reserve
Located at the corner of Deham and Creswick Streets, Hawthorn.
Enter from Denham Street.
https://www.google.com.au/?gws_rd=ssl#q=yarra+bank+reserve+hawthorn

BRING: Everything for a picnic/BBQ including tables and chairs.

CONTACT: Lee Dennes 0438 286 181

I spotted a Citroen enthusiast, at the recent French Car Festival. Frank was a founding CCCV member and still a current member in the crowd and looking good at his age.

Frank Bristow, who along with the original owner encouraged me to join CCCV in 1976. *Ferdi Seliba.*



Amazing 1:8 scale 2CV – with a running engine!

Cabo Reyes is a classic car enthusiast and scale model builder who lives in Argentina. His passion is for Mediterranean cars from the 1950's in to the 1980's. His scale model of a 1980's 2CV Charleston is astounding! Check out this video on Facebook.
<https://www.facebook.com/automodellbaus/videos/762018390515471/>



Protect Your CX Engine Mounts



Attention CX owners who have to deal with replacing engine mounts. They are pricey parts, but thanks to the Citroën specialists at Très Beau BV in The Netherlands, here's a tip that will extend their life:

The lower engine mount on a CX mostly suffers from oil (engine oil or LHM), leaking on the mount itself. As a result, the rubber of the mount deteriorates and finally "dies".

To protect the rubber of the engine mount against oil leakages (not uncommon with CX's as you will be aware), you can cover the engine mount with the rubber part that is used to protect the headlamp from moisture entering the headlamp. It acts as kind of "jacket", preventing oil from getting into contact with the rubber of the engine mount. It seems to fit perfectly, and in effectiveness.

CITROËNVIE NEWS & EVENTS



Would this attract more lady members to the Club?
Perhaps we could run a competition? Ed.

Website Management Backup

Our club needs a backup person to help manage the website. The web manager's role involves updating notices, posting adverts and listing events as well as responding to email requests from time to time. The role may also require uploading the monthly newsletter. The site is a vital service to members and an important link to Citroen enthusiasts everywhere. If you are familiar with the easy to use Wordpress system then please offer your assistance. Interested?

Please contact Tom Grucza 0431 396 277 or webmanager@citcarclubvic.org.au

Jay Leno delves into his 1960 Panhard PL17 with John Peterson



A video was released on Oct. 4 on YouTube with Jay Leno talking about the charm, advanced engineering and oddities of the Panhard PL17. He enlisted the help of John Peterson, president of Les Amis de Panhard et D-B USA (Panhard USA Club).

John got the call from Jay Leno to come down from Reno NV to his wonderful shop in SoCal at the end of August. John had a great time and came across really well on camera. Check out the video [here](#):

about seeing a Panhard for the first time. It's very pleasing to see people happy to see something different than a Porsche or a Lambo or other cars that are trend-setters. Our little car is being enjoyed by a lot more people than I would have ever guessed."

Bravo John! It's great so some recognition giving to



John says; "As of 20 minutes ago, (Oct. 8) it has been seen 134,700 times! You better believe most of these people have never even heard of a Panhard. And like most things on the internet there are some pretty awful remarks that people make just being mean. But I am amazed at all the wonderfully polite and complementary comments that people are writing

an automobile so revered by Citroën that they ultimately bought the company. In 1955 Citroën acquired a minority 25% interest in Panhard, and ten years later, in 1965, Panhard's automobile division was finally absorbed by Citroën. Panhard ceased production of the PL 17 in the same year while the 24 model carried on for two more years.

For more information on Panhards and the Club contact John Peterson at john@panhardusa.org or call: 775-762-1481.

How a 2CV Light Switch Works

By George Dyke

Yesterday I was working on a 2CV and inadvertently knocked the light switch stalk to the extent that I cracked the housing. The switch was intermittent and I was going to replace it anyway, so I wasn't shedding a tear about the damage. Much to my surprise the casing that broke away gave a perfect window at the internals of the switch and so I took a few pictures.

The 2CV switch works by rotating a stalk for light control in a sort of "H shift" manner. It has two rotational positions and the stalk itself two physical positions; forward and back. The light positions are as follows:

- Rotate one turn from off "O" (to "V") with the stalk in forward position = ville (running) lights
- Push the stalk back, leaving at one turn ("V") = low beam headlights
- Rotate to second point ("R") from off with the stalk in back position = low beam headlights
- Pull the stalk forward (in second rotational position – "R") = high beam headlights

If switch is on off "O" position there is no light engagement no matter what position the stalk is in.

Regardless of the above pushing in the stalk (depressing it to the left) will activate the horn.

All in all – a very clever and simple design that works by making the appropriate contact on the electrical conductive surface of the large internal cylindrical section of the stalk. Since there are no relays in a 2CV it is passing full voltage (and amperage) at the contact points. With age these contacts can either wear or become grimy and at that point you end up with an intermittent light switch. If there is not too much wear it can be repaired by cleaning and closing the gap of the contacts, but as replacement switches are readily available from 2CV parts suppliers these days, it's probably best to fit a new switch.

Since in my case the casing was cracked and the chrome on the stalk corroded, I opted to install a new switch I had on hand. But before tossing out the old switch, I took a few photos to show how it operates:



Switch in off position.



Switch in ville (running) lights – stalk forward, one turn ville ("V") position.



View of the stalk extracted from the housing to show contact points.

Citroennvie



First of all, take a peek into the LHM reservoir. If the fluid is yellowish, it is old, damp or even diluted with engine oil. If it is dirty, it was probably never ever changed. Proceed to flush the system and renew the LHM.

Start the engine and leave the height in the normal setting. If it takes more than 30 second for the care to rise to the normal height, with the pump working continuously, the pump might be weak or the inlet hose split. If only one end of the car rises, the corresponding height corrector is faulty (often only stuck with dirt or disconnected). If the car rises but falls again, the linkage to the height corrector (or the corrector itself) is suspect. If the STOP light on the dashboard stays on more than 5 seconds after you start the engine, there might be problems with the main accumulator, pressure regulator or the high pressure pump but it is also possible that the LHM level is simply too low.

If the car rose normally but later the pressure regulator cuts in (this is the characteristic clicking at the front of the car) more often than once in every 20-25 seconds, the main accumulator or other components are suspect.

If everything was OK so far, look into the reservoir once more, with the engine running. If you see any significant amount of LHM returning to the container, the steering or the brake compensator valve is likely to leak. Small amounts of returning LHM indicate possible problems with the pressure regulator or the main accumulator.

Turn the steering wheel from side to side (on models with power steering). if the pump runs continuously while you do so, the main accumulator or the front spheres are suspect. The power assisted steering need copious amounts of LHM, so any deficiency in the supply will be instantly obvious when trying to turn the wheel. But if the heavy steering occurs with the car rising all right, the flow distributor is probably clogged. Without the car properly raising, however,

the same heavy steering points to the high pressure pump (or its drive belt slipping). The condition of the main accumulator does not influence the operation of the power steering.

Visit all four corners of the car: press down the corner and release it. If it feels solid without any bouncing, the sphere in that corner is flat. If it is soft but bounces a lot, the shock absorber valve is worn. The correct behaviour is soft but with damped bouncing. Sit on the front bumper: the front must sink immediately and rise back to normal height in 10 to 20 seconds. Get off the bumper: the front will jump higher but return to normal in a while. Repeat the test at the back as well. If it does not behave as described, check the height correctors or their linkage. ***As the correctors are beneath the car and even slightly moving them can cause the car to drop in an instant, it is absolutely imperative to do this (and any other suspension work under the car) with the car very safely supported on axle stands, car lifter or ramps. Make sure that nobody, especially children, can sit into the car while you are working under it (it is best to lock the doors).***

Set the height lever in the cabin to the lowest position. The car will sink but it if clonks at the end of the travel, the stops are worn. Then set the lever to maximum, if it takes more than 20 seconds to reach the high level, you can suspect the pump or bad setting of the height corrector—but first, check that there is enough LHM in the system. If the pump works with a loud rattling noise, this might also indicate the insufficient level of LHM.

Fast sinking of the rear end

The LHM returns to the reservoir via the brake distributor valve. If that cannot keep the pressure in the rear suspension but lets the fluid return, the rear end will sink fast. This is not a problem in itself: if the car sits up fast when started, has no other suspension or braking problems, there is no need to rush to the workshop.

There are quite a few other factors influencing the sinking as well. Flat rear spheres, old LHM and hot weather also make it sink faster.

Creaking front suspension

The front struts have a rubber seal around the piston, and when the piston gets dry, the rubber grips it a little. Put the suspension up to full height, lock the steering one way (then the other for the other side). On the piston, there is a rubber protection gaiter. Lift this up and apply a small amount of penetrating oil or LHM liquid to the shiny arm.

Martin GUTKOWSKI

Stiff power steering

Check the level of the LHM, clean the filters in the reservoir and renew the fluid if necessary. If the filters were very dirty, you should flush the system. If this does not help, you can suspect some failure in the hydraulics like a flat accumulator sphere, faulty pressure regulator, or even a faulty hydraulic pump.

The system is designed to maintain safety: if the pressure drops, the steering goes first, then the suspension so that you still have brakes until the last drops of LHM. And as the steering requires copious amounts of pressure, even a slight pressure drop might make the steering stiff or default to mechanical instead of power steering. This signals an ongoing deterioration of one of the components involved, so if the stiffness cannot be eliminated by simple cleaning, you'll have to replace some parts sooner or later anyhow.

Wobbling steering wheel

There is a hard rubber bush at the bottom end of the upper steering column, just above the universal joint. If the upper shaft is not correctly adjusted, this bush can work itself out of the column. When it becomes loose, the whole upper shaft and the steering wheel itself will wobble.

To gain access, remove the lower steering column cover. Loosen the bolt of the universal joint and turn the ignition key from the locked position. The upper shaft with the rubber bush can be pushed back into the column, possibly by tapping it slightly with a hammer. If you remove the column (by removing four nuts and disconnecting the connectors of the stalk

switches), it might prove easier to drive the shaft and bush back into position. After driving it back, fasten the universal joint.

If the upper shaft is correctly adjusted, the bush will remain in its proper place, hence, if you had to put it back, your steering wheel was set too close to the dashboard. There should be about 4-5 mm clearance between the steering wheel and the upper cover. If it is significantly less than that, especially if the wheel scrapes the cover when turning, the bush will pop out of its place in due time.

Clanking steering wheel

A standard cause on older cars is the flexible coupling between the lower steering column shaft and the steering unit. This is a rubber disk (so-called Hardy disk) fortified with metal. Check it at least once a year to prevent the failure of the steering system which could be, needless to say, very dangerous. The coupling can be seen from the engine compartment, down behind the engine, just in front of the bulkhead, where the steering column shaft enters the engine compartment.

It's easier to replace it with an inspection pit or car lift, however, it can be solved with the car jacked and supported safely on axle stands.

Remove the nut (12 mm) and bolt (5 mm Allen) securing the flexible disk to the axle of the steering pinion. To do that turn the steering wheel to a position where the head of the bolt becomes accessible (ask an assistant to turn the wheel while you observe the coupling). There might not be enough room to keep the nut from turning with a normal spanner but a socket or box spanner might do the job.

Withdraw the bolt completely, otherwise you can't remove the disk. Remove the steering column lower shroud inside the car. Remove the top bolt of the steering column universal joint and loosen but don't remove the lower one. Pull back the rubber gaiter under the throttle pedal. Watch out for the stop light wires.

Pull the lower steering column together with the flexible coupling into the cabin. Take care not to use force if it's stuck, or you can damage the sensitive and

expensive servo control valve. Once you have the coupling in your hands, just remove the connecting bolts, and replace the new coupling. Before tightening the nuts check that the steering wheel spoke points downwards when the wheels are in the straight-ahead position.

Lars GARLING

Fast ticking

The main task of the main accumulator (a sphere in front of the engine, similar to the other four; look down between the engine and the radiator) is to maintain the normal pressure in the system. The hydraulic fluid is drawn from the reservoir by a pump operating continuously. The accumulator sphere maintains the pressure for some time but it drops slowly as you use the brakes or the power steering. Once it drops below a minimum level, the pressure regulator (a valve the accumulator sphere is mounted on) opens and lets some fluid enter the accumulator, then closes again as soon as the necessary pressure is restored. The ticking sound comes from the operation of this pressure regulator. As this main sphere becomes old, its ability to retain the pressure reduces and the pressure regulator must open more and more frequently to restore the lost pressure, up to a point when it is nearly always functioning (every 1-2 seconds). Apart from the bothering noise, this puts a heavy strain on the hydraulic pump itself.

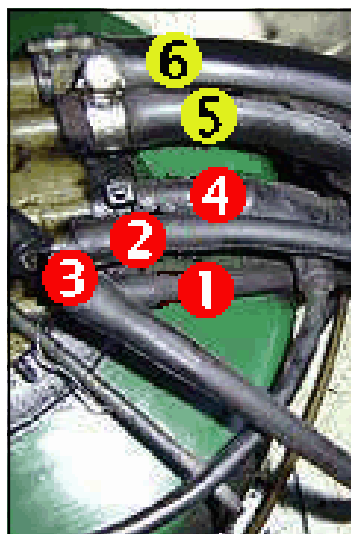
If the residual pressure in the accumulator is not yet below a minimum level, it can be refilled, otherwise you have to replace it with a new or reconditioned unit.

But even if the main accumulator is healthy, the system might tick frequently. The cut-in and cut-out pressure of the pressure regulator might be out of tune. Check if a lot of fluid is coming from any of the return pipes on top of the reservoir, especially the thick one from the regulator—this would point to a faulty regulator. Any other failure allowing the fluid to escape from the accumulator and leak back into the LHM reservoir also makes the hydraulics tick fast.

To locate the problem spot more precisely, jack up the car on safety stands and with the engine idling, remove each of the four small diameter return hoses, one at a time, from the reservoir. Have a clean jar and

rags ready for LHM spillage. Hose #1 is the one towards the front of the car, #2 comes next, #3 is the right angled hose (do not remove the hose itself, there is a little ball inside you would lose, remove the plastic coupling element instead), and #4 is the last one (the remaining two are the high pressure lines, don't remove them!). Note which of them are returning LHM fluid.

#1	front and rear cylinders
#1 but not #3	rear cylinders
both #1 and #3	one or both front cylinders safety valve, front/rear height correctors, power steering cylinder (the safety valve can be tested by removing the hose at the valve itself)
#2	front cylinders ventilation brake valve (<i>plus operational return, with brake pedal pressed and released</i>)
#3	
#4	



the system are worn, the car may perform well for quite a long time, at most with minor repairs over time.

<http://citroen.tramontana.co.hu/suspension/general-troubleshooting>



The CCCV Newsletter

Graphic Design From Around the World: French Design

The French are known for being stylish, and it's a reputation that has endured for centuries.

However, while France has prevailed as *the* tastemaker in Europe and around the world — leading the way in fashion, art, and luxury design — its graphic design, particularly of recent decades, may be lesser known.

French design is unconventional in modern design terms; it doesn't have the minimalism and refinement of Scandinavian or Swiss design, or the bold colours and exaggerated characters of Japanese design, but it certainly has its characteristic features that range from aesthetic to philosophical and ideological.

So take your style cues from the French and don't let commercialism and functionality hinder your creative vision. French design has originality, artistry, and sophistication, and challenges its audience visually, emotionally, and intellectually. Here are ten characteristics of French graphic design that may help you add a little *je ne sais quoi* to your work.

01. Flaunt Your Drawing Skills

French art and design schools place a strong emphasis on students being able to draw; in fact you need to learn to draw before you can be admitted to many of the country's prestigious schools. This translates to graphic design that incorporates beautiful illustration work in pencil, pen, charcoal, and various other mediums. This results in pieces of work that have elegance and finesse and that can be quite exquisite and one-of-a-kind.

02. Take a Pictorial Approach

Pictures have played a big role in the legacy of French graphic design, particularly when you think back to the illustrious posters from the Art Nouveau and Art Deco eras. So whether it's illustrations like those shown above, photographs, coloured imagery, or simple line drawings, it's pictures — rather than typography or symbols — that are often front and centre. This has the effect of adding sophistication and artistry to a design, as well as making the work appear more personal and emotive.



03. Tell a Visual Story

French design will often tell a visual story or narrative rather than convey a coded message. Certainly, visual compositions have always been a big part of French graphic design, which of course ties in with the strong emphasis on pictures and illustration and the desire to take pictorial approach. A visual story engages the audience and forces them to view the image longer in order to interpret the message.

04. Avoid Clichés

When it comes to advertising products, French designers, art directors, and copywriters push the boundaries to find new ways to present their ideas and reach their audience. This often means avoiding cliché images and recycled ideas, and coming up with new and innovative visual concepts in order to influence and challenge viewers intellectually.

05. Use Unconventional Imagery

Using unconventional imagery is certainly one way to avoid clichés and the French are very good at being unconventional, which is why they are often at the forefront of trends and fashion. Incorporating an image or picture by abstracting it or presenting it in a different manner can serve to challenge your audience's perception and engage their attention.

06. Get Artistic Typography

Of course, the idea of being unconventional also extends to typography, which is almost experimental in some cases as designers explore how to create or enhance their visual story with letters and words. This has the effect of adding originality, artistry, and sophistication to a piece as these typography experiments and explorations may be one-off works.

07. Distort images

Needless to say experimentation and manipulation is also applied to images in order to distort their form and volume. This adds a layer of emotional, intellectual and visual interpretation to what may otherwise be quite straightforward design, requiring the audience to engage with the image to understand its meaning or message.

08. Take Inspiration From Artistic Works

France has a great canon of artistic work, so it makes sense for designers to draw inspiration from famous artists, great masterpieces, and standout artistic styles. This undoubtedly adds cultural capital to a work, aligning the graphic design piece with a legacy of French art as well as encouraging viewers to situate the work within a broader framework of artistry.

09. Provoke an Emotional Response

French graphic design seeks to create a connection with its audience by provoking an emotional response. This may be through imagery, text, or overall concept and by conveying a thought-provoking message or using imagery that conjures up a certain mood or feeling. The aim is to make viewers think about the deeper message or broader context of the work.

09. Create a Dialogue

A great goal of French graphic design — and any graphic design, for that matter — is to win the hearts and minds of the audience. The French are a culture known for their passion and intellect, and creating a dialogue through design can help win those hearts and minds. Images, messages, and repetition can be used to stir emotions, hit on hot-button topics, and question the status quo.

YOUR TURN

There's no denying the French have style in spades, so when it comes to taking a varied approach to your graphic design do as the French do. Emphasize the imagery and visual story and speak to your audience's intelligence. And just to keep it all in check, remember to take French designer Coco Chanel's words to heart: "Simplicity is the keynote of all true elegance." *Voilà, c'est tout.*

*Is that why the Citroën DS was so beautiful?
Ed.*



Henri Matisse is an obvious reference point for this work by Avant Post. The flat style, plant-like motifs, and bright colors are reminiscent of Matisse's famous cut-outs.



MOTORCLASSICA

The Australian International Concours d'Elegance

21-23 October 2016 motorclassica

An Australian made, owned and restored Holden Monaro GTS made history today by winning the Australian International Concours d'Elegance at the 2016 Motorclassica in Melbourne.

It is the first time that an Australian-made car has won a globally-recognised Concours d'Elegance event, and the first locally manufactured winner in the seven year history of the Motorclassica event.

Owned by Victorian Terry Smart, the fabulous 1969 Holden Monaro GTS won Motorclassica's 'Best of Show' accolade to win the premier Australian International Concours d'Elegance title, along with the 'Restoration of the Year' trophy for its restorers, Recreation Automotive.

Other winners at Motorclassica 2016 reflected the global nature of Concours competition.

- **VINTAGE & VETERAN** - 1923 Rolls Royce 40/50 Silver Ghost, Richard Knight
- **PRE-WAR CLASSIC UK & EURO** - 1931 Rolls Royce Phantom II, Ken King
- **PRE-WAR CLASSIC USA** - 1936 Auburn 852, Paul Capel
- **POST-WAR CLASSIC CLOSED** - 1956 Alfa Romeo 1900 C Super Sprint, Tony Coates
- **POST-WAR CLASSIC OPEN** - 1959 Mercedes Benz 190SL, Sam Sofi
- **MODERN CLASSIC UK & EURO** - 1961 Volkswagen Micro Bus Deluxe 23 Window, Theo Dimopoulos
- **MODERN CLASSIC AUST/USA/JAPAN** - 1963 Chevrolet Corvette Z06, Joe Caruana
- **MODERN CLASSIC SP & PERFORMANCE UNDER 3 LITRE** - 1971 Dino 246, Geoffrey Corah
- **MODERN CLASSIC SP & PERFORMANCE OVER 3 LITRE** - Ferrari 512BB, Phillip Allen
- **PRESERVATION CLASS** - 1935 Rolls Royce 20/25, Phillip Hilliard
- **MOTORCYCLES PRE-WAR** - 1938 Indian Chief, Matt Willis
- **MOTORCYCLES POST WAR** - 1965 BSA Lightning Clubman, Jon Munn

Motorclassica this year celebrated a number of automotive milestones, with special Concours classes awarded to reflect those.

- **130 YEARS OF MERCEDES-BENZ** - 1955 Gullwing, Lindsay Fox
- **110 YEARS OF ROLLS-ROYCE** - 1923 40/50 Silver Ghost, Richard Knight
- **100 YEARS OF BMW** - 1997 840Ci M-tech, Robert Pavlov
- **90 YEARS OF TOURING SUPERLEGGRA** - 1956 Alfa Romeo 1900 C Super Sprint, Tony Coates
- **90 YEARS OF DUCATI** - 1968 350/250 Desmo Twin, Paul Cowan



British Mayflower



Holden GTS

CLASSICA
Elegance & Classic Motor Show
classica.com.au



Lamborghini



er



Rolls Royce



Mercedes Benz



BMW Isetta 300



The name says it all.

THE WORLD'S MOST BEAUTIFUL WOMAN

THE GENIUS YOU DID NOT KNOW ABOUT

In 1933, a beautiful young Austrian woman took off her clothes for a movie director. She ran through the woods, naked. She swam in a lake, naked. Pushing well beyond the social norms of the period. The most popular movie in 1933 was King Kong. But everyone in Hollywood was talking about that scandalous movie with the gorgeous, young Austrian woman.

Louis B Mayer, of the giant studio MGM, said that she was the most beautiful woman in the world. The film was banned practically everywhere, which of course made it even more popular and valuable. Mussolini reportedly refused to sell his copy at any price.

The star of the film, called Ecstasy, was Hedwig Kiesler. She said that the secret of her beauty was "to stand there and look stupid." In reality, Kiesler was anything but stupid. She was a genius. She'd grown up as the only child of a prominent Jewish banker. She was a mathematics prodigy. She excelled at science. As she grew older, she became ruthless, using all the power her body and mind gave her.

Between the sexual roles she played, her tremendous beauty and the power of her intellect, Kiesler would confound the men in her life including her six husbands, two of the most ruthless dictators of the 20th century and one of the greatest movie producers in history. Her beauty made her rich for a time. She is said to have made and spent \$30 million in her life. But her greatest accomplishment resulted from her intellect, and her invention continues to shape the world we live in today.



Hedwig Kiesler in "Ecstasy"

You see, this young Austrian starlet would take one of the most valuable technologies ever developed right from under Hitler's nose. After fleeing to

America, she not only became a major Hollywood star, her name sits on one of the most important patents ever granted by the US Patent Office.

Today, when you use your cell phone or, over the next few years, as you experience super-fast wireless Internet access via something called "long-term evolution" or "LTE" technology, you'll be using an extension of the technology a 20-year-old actress first conceived while sitting at dinner with Hitler.

At the time she made Ecstasy, Kiesler was married to one of the richest men in Austria. Friedrich Mandl was Austria's leading arms maker. His firm would become a key supplier to the Nazis. Mandl used his beautiful young wife as a showpiece at important business dinners with representatives of the Austrian, Italian and German fascist forces.

One of Mandl's favourite topics at these gatherings - which included meals with Hitler and Mussolini - was the technology surrounding radio-controlled missiles and torpedoes. Wireless weapons offered far greater ranges than the wire-controlled alternatives that prevailed at the time. Kiesler sat through these dinners "looking stupid," while absorbing everything she heard.

As a Jew, Kiesler hated the Nazis. She abhorred her husband's business ambitions. Mandl responded to his wilful wife by imprisoning her in his castle, Schloss Schwarzenau. In 1937, she managed to escape. She drugged her maid, sneaked out of the castle wearing the maid's clothes and sold her jewellery to finance a trip to London. She got out just in time.

In 1938, Germany annexed Austria. The Nazis seized Mandl's factory. He was half Jewish. Mandl fled to Brazil. Later, he became an adviser to Argentina's iconic populist president, Juan Peron.

In London, Kiesler arranged a meeting with Louis B Mayer. She signed a long-term contract with him, becoming one of MGM's biggest stars. She appeared in more than 20 films. She was a co-star to Clark Gable, Judy Garland and even Bob Hope. Each of her first seven MGM movies was a blockbuster.

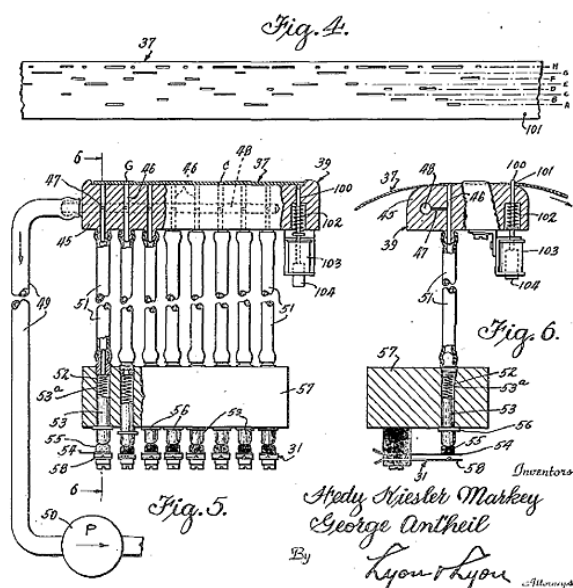
But Kiesler cared far more about fighting the Nazis than about making movies. At the height of her fame, in 1942, she developed a new kind of communications system, optimised for sending coded messages that couldn't be jammed. She was building a system that would allow torpedoes and guided bombs

to always reach their targets. She was building a system to kill Nazis.

By the 1940s, both the Nazis and the Allied forces were using the kind of single-frequency radio-controlled technology Kiesler's ex-husband had been peddling. The drawback of this technology was that the enemy could find the appropriate frequency and jam or intercept the signal, thereby interfering with the missile's intended path.

Kiesler's key innovation was to "change the channel." It was a way of encoding a message across a broad area of the wireless spectrum. If one part of the spectrum was jammed, the message would still get through on one of the other frequencies being used. The problem was, she could not figure out how to synchronize the frequency changes on both the receiver and the transmitter. To solve the problem, she turned to perhaps the world's first techno-musician, George Anthiel.

Anthiel was an acquaintance of Kiesler who achieved some notoriety for creating intricate musical compositions. He synchronised his melodies across twelve player pianos, producing stereophonic sounds no one had ever heard before. Kiesler incorporated Anthiel's technology for synchronising his player pianos. Then, she was able to synchronise the



frequency changes between a weapon's receiver and its transmitter.

On 11 August 1942, US Patent No 2,292,387 was granted to Anthiel and Hedy Kiesler Markey, which was Kiesler's married name at the time. Most of you won't recognise the name Kiesler.

And no one would remember the name Hedy Markey. But it's a fair bet than anyone reading this newsletter of a certain age will remember one of the great beauties of Hollywood's golden age - Hedy Lamarr. That's the name Louis B Mayer gave to his prize actress.

Meanwhile, almost no one knows Hedwig Kiesler – aka Hedy Lamarr - was one of the great pioneers of wireless communications. Her technology was developed by the US Navy, which has used it ever since. You are probably using Lamarr's technology, too. Her patent sits at the foundation of spread spectrum technology, which you use every day when you log on to a Wi-Fi network or make calls with your Bluetooth-enabled phone.

It lies at the heart of the massive investments being made right now in so-called fourth-generation LTE wireless technology. This next generation of cell phones and cell towers will provide tremendous increases to wireless network speed and quality, by spreading wireless signals across the entire available spectrum. This kind of encoding is only possible using the kind of frequency switching that Hedwig Kiesler invented.

As is the case with many of the famous women inventors, Lamarr received very little recognition of her innovative talent at the time, but more recently she was showered with praise for her groundbreaking invention. In 1997, she and George Anthiel were honoured with the Electronic Frontier Foundation (EFF) Pioneer Award. And later in the same year, Lamarr became the first female recipient of the BULBIE Gnass Spirit of Achievement Award, a prestigious lifetime accomplishment prize for inventors that is dubbed "The Oscar of Inventing".

Proving that she was much more than just another pretty face, Lamarr shattered stereotypes and earned a place among the 20th century's most important women inventors. She truly was a visionary whose technological acumen was far ahead of its time. And now you know the rest of the story.



Dave Burnham is on the front line of preserving hydro-pneumatic motoring in the USA



Dave Burnham and Carter Willey in the main shop at work on a three Citroën SM supercars. (Mike Bumbeck)

Dave Burnham has been in the business of Citroën performance, maintenance and restoration long enough to witness their retreat from the U.S. market. He is now enjoying their resurgence as collector cars. Whether boosting factory performance through dyno-tuning in the 1970s, driving custom-built Citroën DS-based ice racers in the '80s or meticulous Citroën SM supercars restorations today, Dave Burnham Citroën in upstate New York is dedicated to preserving Citroën motoring in the USA and around the world.

After graduating from college in 1977, Burnham chose to get a job rather than an advanced engineering degree and landed in the Citroën dealership in Albany, N.Y. He was hired to man the dynamometer for tuning. Dyno tuning attracted him to the dealership and although he was unfamiliar with the French brand, he learned to appreciate the aerodynamic cars and the people who drove them. Burnham joined the club when he purchased his first Citroën.

"I saw all these weird cars. I didn't know much about Citroëns at that point, but I found out that they had been a dealer and they had sold the cars from 1968 to

1972 until they stopped importing them. (EDITOR'S NOTE: Citroën officially withdrew from the US market in 1974.) I saw a Citroën come into the shop every once in a while and we stocked Citroën parts so within a month I bought one. That was the first one for me. I bought it from one of the other mechanics for a dollar!"

Burnham recalled that the rusted 1966 DS21 sedan "really wasn't worth much more than a dollar." Yet this standard DS would not only play a key role in the establishment of his company, Dave Burnham Citroën, but also undergo a transformation into a dedicated ice racer. It now resides at the Lane Motor Museum in Nashville, Tenn., with 26 inches cut out of its wheelbase and 16 consecutive race wins to its credit from the last year Burnham raced it in 1986. While the dyno-tuning dealership is no longer in business, Burnham's talent for Citroën tuning and service continues.

As the dealership neared the end, Burnham inherited a collection of Citroën factory service tools, books and manuals, as well as an inventory of genuine Citroën

parts. With a later, daily-driver Citroën DS wagon stuffed full of goods, Burnham slowly established his reputation as the go-to technician for Citroën repairs. What began with fixing Citroëns out of his Dad's garage drove into a business called BBK restorations and then onto Dave Burnham Citroën – all built on a desire to please his customers.

"I absolutely did not plan it or try to make it happen. It just happened. If I would have tried it might not have worked. I was working on them at home. Next thing you know I got married and we bought a house and I started working on them at the house. The word starts getting around. I got published in the Citroën newsletter and people are calling me", said Burnham. Those somewhat dire post-Citroën pullout days of the mid-Eighties were different than the current Citroën situation. The first couple of decades of operation revolved around maintenance work that kept the remaining fleet driving with only one or two restorations per year. Dave said the majority of repairs fell into the maintenance category, which, combined with a shortage of spares, required colossal faith at times.

"It was really the doldrums for Citroën. You could not get parts. If you could they were wicked expensive. People were asking me to put used brake pads in because they couldn't afford new brake pads. It was a terrible time. I'm amazed I made a living and stuck it out".

Parts' scarcity and improvisation shifted into enthusiasm 15 or 20 years after the last Citroën was officially imported into the U.S. market. Today the shop focuses on more comprehensive restorative and repair efforts with more Citroëns than ever coming in for overhauls, full restorations or both. Formerly driven-to-work Citroëns are now roaming into Dave Burnham Citroën to reverse the aging process and then onto shows and meets.

With this rekindled interest in all things Citroën came aftermarket support. Replacement and reproduction parts production ramped up in the mid-Nineties – two decades after the brand died in the United States. Burnham and Citroën fans welcome the shift.

"Before that you couldn't get anything. We were relying on new-old stock and whatever we could make work, GM alternators and whatever we could come up with to keep the cars going. From 1995 until now the values are going up and the cars are really collectible. People are trying to do the right thing and most of the cars being sold for big money are really original and done up really right.

This is completely the opposite of the '80s. Every car was a mess if you look at them now"

While the aftermarket has overlooked some of the specialized hydraulic suspension components that require specialized machine work, there is speculation that Citroën (and parent company PSA) might delve into the reproduction parts business. Until then, Burnham and his fellow specialists can keep every Citroën running via their collective knowledge and experience gleaned from decades of dedicated service, restorations and racing experience. "We haven't run into anything we can't fix. It's sometimes challenging, but we always make it work somehow."

Follow the chevrons to [Dave Burnham Citroën](#) located just west of Albany, New York or on [Facebook](#).

Citroënvie



An early Citroën 2CV ripple bonnet atop a parts-sourced and storage Citroën DS.



Original doors and stamped steel parts were on sale for cash-and-carry on a warm July Friday.



The storage facility houses a mix of spare parts, customer cars, and the Dave Burnham Citroën collection.

Cit Bits by Leven Mills

Did you know:

- The first examples of the Citroen Kegresse half-track came off the production line in 1920, the year after the Quai de Javel plant opened.
- The fully electric Citroen CØ can take up to 11 hours for a domestic recharge.
- GS owners are advised to re-tension the timing belts every 20,000km and renew them every 40,000km .
- The USA doesn't allow Citroens to be imported because they don't comply with American standards. (Loophole: You can import them if they are over 25 years old)
- David Benson, a motoring editor for the UK Sunday Express wrote in 1989 "*.. the original DS had a tiny gearshift on the dashboard ...*" and further "*...when the engine started it would pump air under pressure ...*" and further again "*... the body would assume a flat position in the middle of a bend...*" (LM: We learn something new every day!)

Citroen Xantia Roof Rack

Reposted 10/16

Citroen Xantia roof rack from station wagon. Bit scuffed but fully functional. Asking \$80. Contact Neill Smith Balwyn Nth (03) 98574716 or 0468 396 602



REMINDER: Library borrowings.

Normal borrowings from the Club Library extend to two (2) months only. In order for all members to have the opportunity to borrow a particular book, we ask borrowers to comply with this time period. Should members be remiss in maintaining this time period, the committee may have to consider other measures to ensure that books are actually returned on time.



DS Reversing Light Wanted

Wanted: reverse light for 1975 D-Special. Gelbon type. Need plastic casing, but happy to take a complete unit. Alistair 0419 850 125.

1996 Citroen Xantia Station Wagon

1996 model but first registered in 1998 by current owner, was a dealer demonstration model with around 500 km on the clock. Silver colour with manual transmission (5-speed) and petrol 2.0 L engine. Very good condition, has been super reliable and has low km's for age (around 100,000). Regularly serviced by Joe and his team at Paris Motors

In original condition apart from upgrade to electric wing mirrors and new sound system (have kept old radio/cassette "head" so new owner could re-fit). Reg PHG 864. Offers around \$5,000 will be considered. The car is located in East Malvern,

Contact Rob Alexander robbalexander774@gmail.com 0478 544 259



Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on **page 2**. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$10 for three months (\$15 with photo)**

All "for sale" advertisements are accepted in good faith and the Editor or CCCV committee members accept no responsibility for the accuracy or otherwise of their content.

1998 Citroen Activa CT Turbo Hatch

11/16

Full leather interior, manual 5 Speed, 1998cc, petrol turbo, air, cruise control and sun roof. Imported by Citroen Agent for a senior executive. The low pressure return lines, Octopus (LMH manifold) have been replaced, including 8 spheres several years ago. Joe at Paris Motors has the recent service records and said the car needs front end attention, and other items for a RWC. Asking price \$1350.00 VN-VF7X7RGXF72017081. A second straight and running Activa is also offered for sale as spare parts. Please call Douglas to arrange an inspection at Olinda, nice drive (M 0428 533 489). This fully optioned model was unavailable in Australia.



2002 Citroen C5 HDi

Reposted 10/16

2002 (reg 2003) Citroen C5 auto diesel 6cyl 3.0L 5 seat. 142,600 kms Reg end Oct 16. Euro luxury & reliability. Citroen hydro pneumatic suspension. Excellent condition with no rust, only a small issue with headlights – may need a new switch. Very comfortable, beautiful car with wood-grain dash & quality Citroen extras. A bargain at \$3200 negotiable without RWC. Reg WSA 311.

Location is Berwick, Victoria. South east of Melbourne.

Contact vicki.keddie06@gmail.com



1989 Citroen BX 16v

Reposted 10/16

Eng No 08001918 RUST FREE. ~~Car is~~ club registered and passed recent RWC. Also regularly driven and always garaged.

Mechanically excellent.. Body work also excellent but for the usual fibre-glass bumper cracks. Interior is terrific except for the notorious dashboard cracks! All suspension well maintained. A rare, high performance car, with superb suspension, having a Bathurst class victory in late 80's and 12 hour endurance victories. (Try to find one on Carsales etc). Also with many spares, including 4 factory mags and good tyres}

Sold "as is" **Reduced asking price \$3,200.**

Car is located in Fingal [back beach of Rye]. Contact Richard 0417316060.



2008 Citroen C5 HDi Sedan

Reposted 10/16

This is a limited edition 2.2L twin turbo HDi Sedan.

Registration: WDB-947, 179,000 kms.

One owner, full service history, gold metallic with grey leather trim. Sun roof and tinted windows.

12 months registration. Good clean car. **Now reduced to \$6,500.**

The vehicle is in Traralgon, Vic.

Contact Peter Wight: lynw@nationaltilestraralgon.com.au



Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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CX Parts Free

10/16

I have a pair of CX rear side quarter windows and a rear window free to anyone who could use them.
Contact Pierre on 0434382637

1999 Citroen Xantia 2L Petrol,

12/16

Anniversary model, Hatch, 4-speed auto. Sunroof fitted. The car is a one owner and travelled 110,000km, with full service history. The body, interior and mechanicals are in good condition.

The car is registered until July 2017. Rego no PSJ-884. and is located in the Melbourne suburb of Viewbank. Asking \$2500 ono. Contact Phone (03) 9459 5557



2006 Citroen C4

10/16

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

VIN: VF7LCRFJF74340021 REG: TYA622
ENGINE NUMBER: LH1V1369768

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

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



CHRIS CROSS GARDEN SUPPLIES

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

Telephone: 9859 2666, 9859 2655
Fax: 9859 2299

We can deliver anywhere

SANDS SOILS PEBBLES ROCKS MULCHES CEMENT PEA STRAW

'D' Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members.

Contact: GARTH CAMPBELL on 0406 427 657 for details.

CLUB SHOP

We have the filter retaining plate Gasket (locally manufactured) in stock for DS/ID at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

Club mugs with various models of Citroen cars on mug. Available at CLUB SHOP at general meetings \$9.50 each.



Citroen D-Series Parts For Sale

After 40+ years living in the same house and enjoying owning, working on and collecting Citroens (and one or two other makes) Heather Greaves is moving. To help deal with the large collection of mainly early ID19 body and mechanical parts she is having an open day.

Date: Saturday 26th November

Time: From 9am

Place: 8 Farleigh Ave, Burwood.

Enquiries: 9808 0731

You pick, you carry and no reasonable offer refused. Cuppa and a chat provided.

Peugeot 405 / Citroen BX Driveshafts

reposted 10/16

I have a pair of drive shafts for sale. They are from a Peugeot 405 and will fit a Citroen BX.

Asking \$10 each with the sale proceeds being donated to CCCV.

Contact Kirk 0425 717 572 or 03 9363 2464

CX Parts Free

reposted 10/ 16

I have a pair of CX rear side quarter windows and a rear window free to anyone who could use them.

Contact Pierre on 0434382637

Citroen Xantia Wheels & Tyres

reposted 10/16

I have a set of five 14" wheels with roadworthy tyres to suit a Xantia.

Four Nanking tyres and one Dunlop. Tyre size 175 x 65 x 14

Asking \$10 each, with the proceeds to be donated to the club.

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