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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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Dec-Jan 2017-18



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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (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: 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 results are in. Thank you to all of you who participated in the survey of club members on various aspects of club life, particularly the twenty plus percentage of ladies who

completed the survey. We can't claim to have been buried in paper with your responses but we have had some excellent suggestions and a few surprises as well.

Surprises? I thought that we as a group were active on the spanners but not so. We are about half and half I-know-what-the-inside-of-the-gearbox-looks-like and I-only-know-the-mechanic's-phone-number. There is no middle ground of changing the oil and filter and the garage does the rest, either. It's all or nothing. I was pondering this when I suddenly realized that this was me. When we bought our C5 Helen insisted that after decades of persuading old bombs to keep going just a little longer, I was to allow the professionals to maintain it while I used my creative energies restoring the 2CVs. So I have a foot in both camps.

Another raised eyebrow was over the enthusiasm for more mid-week runs. I shouldn't have been surprised, though, because a couple of years ago Don Scutt ran one of our best-ever attended runs which occurred on a Thursday. It was to the desalination plant at Wonthaggi and there was a 30-40 strong group with a good gender balance as well. So point taken on that one.

Here are some of the suggestions. A five to six day mini-raid around Victoria, a club laptop with Lexia installed, a database of solutions to common model-specific problems, more technical instruction articles

in the magazine, developing relationships with overseas Citroen clubs and sharing Citroen-related photos of historical interest.

But overall, dear members, the big picture you paint of your club is that you think the current settings are about right. That is, that the balances between social and technical activities, the meeting and event content, the membership fee level and the newsletter content, while benefitting from a tweak or two, are meeting your needs. That is both a comfort and an encouragement to those of us who are responsible for these things.

If you didn't complete the survey form and disagree with this summation then I want to know about it. I want to be buried at least up to my knees in constructive criticism.

Our final activity for the year is the joint Christmas barbecue with CCOCA at their clubrooms on 10th December. All the details are over the page. This is always good social fun and an opportunity to widen your circle of friends. Helen and I expect to introduce you to our new little friend Amelie and we look forward to personally wishing you the compliments of the season. Yes, it's that late in the year. Scary, isn't it? See you soon.

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

Motorclassica at the Exhibition Building
Feature in middle pages.

*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 the email that has been sent you.

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

New Members . CCCV welcomes the following new members to our family: Francis Van Gulick, Nick Petropoulos, Nicole Woodley and Clyde Scaife. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

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

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

Events Calendar		2017	Draft Activities Program	2018
NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH.				
			Feb 2-4	Venus Bay
			15	Club night
Nov	16	Club night Buy—Swap—Sell	Mar 15	Clun night
	19	Rob Roy Hill Climb (Page 23 Nov News)	26-29	Teddies Terrific Tour (Pre Citin)
	24-26	Geelong Revival (Details Nov Newsletter)	Go to CCOCA website & click on Teddies Terrific Tour on right hand side, or follow link on bottom of page 5 of this newsletter.	
Dec	10	Christmas BBQ 12.00—4.00pm		
		Frog Hollow Reserve Rooms	<input type="checkbox"/>	
		Fordham Ave. Camberwell See next page.	<input type="checkbox"/>	
			Mar 30-Apr 2	Citin in Dalby Qld.
			April 19	Club night
			May 17	Club night
Monthly 1st- <u>Chit-Chat Tuesday</u> 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 CCCV sponsored event.				
				For more details on club events contact
				<input type="checkbox"/> Ian Downie on 0452 411 104

CCCV Club Advice Line

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

Forthcoming Club Events

CCOCA/CCCV Christmas BBQ



- WHEN:** Sunday 10 December 2017
- TIME:** 12.00pm – 4.00pm
- WHERE:** Frog Hollow Reserve Rooms
Fordham Ave, Camberwell
Melway 60, B3
- COST:** All food including meats, salads, condiments and bread will be supplied by your Club and cooked for your convenience by celebrated CCCV Chef, Peter Moloney.
- BRING:** Everything for a picnic including cutlery, crockery, tables, chairs, glasses and drinks.
- BOOKINGS:** Essential
- RSVP:** Monday 4 December
Lee Dennes 0438 286 181
activities@citroenclassic.org.au

Teddie's Terrific Tour / Helen's Happy Holiday to Dalby CIT-In 2018.

Many people are showing interest in being part of CIT-In 2018 at Dalby in Queensland.

For those who will be travelling from the Southern parts of Australia, we are inviting you to join us on "Teddie's Terrific Tour / Helen's Happy Holiday" to be held over 5 days / 4 nights.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the way may attract a modest amount of money.

If you are interested in being part of our **pre-Cit-In touring group**, please contact the organising crew -
Ted and Helen Cross -
crossfam@ozemail.com.au
Home phone (03) 9819 2208 or
Ted 0400 59 2208 or
Helen 041 935 69 63.

DATES: 26—29TH March 2018

FULL DETAILS ON:

<https://citroenclassic.org.au/wordpress/wp-content/uploads/2017/11/Teddies-Terrific-Tour-Dalby-Cit-in-2018.pdf>

VENUS BAY February Fri 2nd—Sun 4th 2018 Camping Weekend

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

There is plenty of room for tents and caravans. Bring along food and refreshment to share and on Saturday night there will be a spit roast. BYO salad to share. To help with the ordering for the spit roast please let us know if you will be attending.

It is a leisure weekend of sitting, chatting, eating, drinking, pretty walks, swimming, croquet, boules or whatever takes your fancy. Weather permitting there are Solex bikes to ride and a steam boat on which to cruise.

On the Sunday, a run to Bear Gully and possibility visit to native nursery.

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

**Contact Don or Dee on
9807 8999 or Dee's mobile
0450644570.**



“Raid in a day”

If you have a 2CV and missed out on Raid New Zealand, or if you're going on Raid NZ and wish to hone your off-road driving skills, then this event is for you.

Designed specifically for A type Citroens, it is a none too arduous ramble along forest fire trails culminating in lunch at a pub that serves slap-up lunches (\$20 - \$25) and features a wine list from local vineyards and boutique brewery beers. You'll drive home along the Great Ocean Road.

Details:

WHEN: Saturday 20 January 2018.

WHERE: 08.00 hrs Meet at the Todd Rd Service Centre – Southbound.

08.15 hrs Depart for Gherang.

09.30 hrs Arrive at a homestead on the edge of the East Otway State Forest in time for morning tea.

10.00 hrs Have fun driving the fire trails through the forest to Aireys Beach.

WHAT: Designed not to damage your car, the route through the forest will be determined in line with the weather conditions just prior to 20 Jan. We will have several local guides travel with us to ensure nobody gets lost and misses out on the pub lunch. No need to retrace the route after lunch as you will drive back home via The Great Ocean Road and Geelong.

RSVP: Essential: By Friday 12 January to Dave Rogers Mb: 0422 229 484 or Email: drogers11@gmail.com



13 Best Steering Wheels Ever



Citroën member Prakash Raja sent us this link to an article by Gary Axon published on the Goodwood Road & Racing website. Their resident photographer Tom Shaxson came back from a photo shoot enthusing about an early 1980s mid-engine Renault 5 Turbo that he saw.

Keen to know more and because he knew Gary owned a Renault 5 Turbo, Tom asked him about the car and that prompted Gary to dig into his automotive literature and come up with this pretty cool list of exceptional (and unusual) steering wheels. Can you guess what his #1 pick was? The Citroën DS one spoke design of course!

He cites some other steering wheels with Citroën influence, like his #6 pick – the ItalDesign Maserati Boomerang that contained in the center pod the headlight switch and the turn signal/horn switch from the SM.

For the Bertone Lamborghini Athon (pick #11) not only is there a Citroën-esque single spoke leather-clad steering wheel but the switch pod protruding from the dash to the left of the steering wheel contains a switch assortment that appears to be a subtle re-packaging of the two switch pods found in the Citroën CX.



Late model DS interior.



ItalDesign Maserati Boomerang steering wheel with inset dashboard.

Top image: Bertone Lamborghini Athon with single spoke steering wheel integrated into the dashboard + CX switches (left).

Read the full article here: <https://www.goodwood.com/grrc/road/news/2017/10/axons-automotive-anorak-the-13-best-steering-wheels-ever/>

Madagascar's love affair with the 2CV

29 October 2017 AFRICA All photographs taken by Clare Spencer.



Citroën's 2CV cars tend to be associated with rural France. But for decades it has been the car of choice for taxi drivers more than 5,000 miles (8,000km) away on the Indian Ocean island of Madagascar.

Feno Rafanomezantsoa's father had a 2CV which he bought in 1964. When that broke down, Feno decided to get one of his own. That was in 1987 and he still has it today.

French influence is also seen outside the presidential palace.



Madagascar gained independence from France in 1960, but French cars remain extremely popular.



2CVs have become a symbol of Madagascar.



Eddy Rajaonarison La Roche, 26, has been making these souvenirs out of milk cartons since he was 10. It takes him three days to make one.



Many Andrianavoson used to have another car but also switched to a 2CV four months ago because the spare parts are cheaper.

There is one complaint - the 2CV can't go that fast. But on the capital Antananarivo's congested roads this doesn't really matter.

You wait ages for a 2CV and then four come along at once.



Menjasoa Anjaraniaiana used to drive another vintage French car - a Renault 4 - but he switched to a 2CV three years ago because he said they were cheaper to maintain.



With such old cars, passengers often find the seats are a bit worse for wear. For some the 2CV is a car for life.

BBC

<http://www.bbc.com/news/world-africa-41388419>

My thanks to Tom Grucza and Gary and Kay Edwards for reminding me of this article. Ed.



People often choose 2CVs because they don't often break down and when they do, they are cheap and easy to repair.

A Band of Brothers (well, two brothers)

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

(Part 2)

Around us in his yard there's a selection of repair sheds and we count no less than 5 Audi 100s. This is *the car* here. Here, new cars are a liability because they can't be repaired. 1995 seems to be the cut-off point and it seems almost every Audi made before then is now here, close to the Chinese border.

There are too many men on the streets in this town. High unemployment is altogether obvious and as we buy a few provisions, a scuffle breaks out. This is an unhappy place. There is a large military barrack now occupied by a relatively small force of Kazaks. This was Russia's frontline with China. On and off since the end of WWII friction has existed between the two nations – so said observers in the West. But today there's no reason for anyone to be here.

Close to the barracks there's a huge memorial to the Great Patriotic Struggle. There's one in just about every village. It was a way of extolling the virtues of the Soviet system; part of the propaganda exercise that kept Kazaks, Uzbeks and many others in-tune with the Soviet mindset. Today it's a relic. To anyone from the West it seems a weak ploy, but it is a testament to Totalitarianism. A greater testament is the sheer poverty.

As we zig-zag along east-west oriented valleys, slowly heading north, agriculture improves. The mountains suck in clouds, which deliver rain and the rivers allow farming to take root. First it's cattle, then even wheat. Each village has its grand Soviet sign at the road-side. Here these pointless concrete and steel structures feature symbols such as open hands, bread, milk and honey. But California this is not. Again we are in a farming community where the Soviets awarded prizes for productivity. Doubtless this was a socialist utopia.

In contrast with the dark mood prevailing among the people of Shonzy, a couple of hundred kilometres north a couple in a Land Cruiser pass and insist we stop. They are clearly wealthy. They pose and get their pics and hand us several bottles of juice and a beautifully wrapped bar of chocolate. So kind. The chocolate wrapped boasted Kazakhstan. Kind and well received as it was, the Swiss need not worry just yet.

Just as we find a suitable place to camp, beside a track, off the main drag surrounded by stubble fields, the local policeman arrives. Unlike in Western Kazakhstan, where the police drive new Skodas, here they ride around in seriously beaten-up Lada. The policemen fires off in Russian, and it looks like we're going to be sent packing. Something we say or do

changes this and he presents us with his mobile number. We think he means call me if anyone bothers you. Great, we're all friends. As he goes to leave his car won't start. He asks us to help him bump start it. He sums up the situation in one word: 'Kazakhstan!'



Dash To Kazakhstan

We depart, worried about the increasingly static traffic. Luckily, most of the roadblocks are focused on people converging on Samarkand. Only five of the ten we pass through demand to see our papers.

As ever they demand both our passports and the car's passport – the UK V5, which they cannot read. Why they don't seek the stamped import declaration written in their language is a mystery, but these people feel entitled to bugger everyone around without challenge. Truth is they cannot even deduce where we are from, from our passports. This is what totalitarianism breeds – a whole section of society that follow and enforce rules blindly. Worse still, when things go wrong, they just shrug their shoulders and shirk all responsibility, because the state is all-powerful and they are but the tiniest cog. It's just so frustrating.

It may not be generally known to Uzbeks that the state has routinely tortured terrorist suspects to death – that interrogation has involved boiling suspects alive – but most understand that compliance is good for one's health. And so the system of control continues.

The delays mean we cannot reach the border before dark. We have fuel and just enough spare change to buy water. A hotel is out of the question and we fear Tashkent, the capital, will be similarly locked down. We therefore plan to find an agricultural area as close to the capital as possible. From the map that area appears quite built-up and unsuitable for ad hoc camping, so we stop before sun down about 60kms short. On the map we find a river. Perfect, let's camp by the river – or rather a stinking ditch featuring rats, snakes, thousands of fish and clouds of midges.



Prior to the above making their presence felt – not so much the fish! – we're in good spirits. We have avoided roadblocks and are close to the border. But another problem looms. The support car is diesel-

powered and the Ad Blue wasn't topped up by Citroën before departure. As a result, its software announces the car will not start in another 1,500kms.

Since there are no diesel cars sold in Uzbekistan and all trucks and buses use CNG, as most cars do also, the only need for Ad Blue is among the TIR trucker community. Put another way, it's not on sale. It is pretty much unobtainable and in any case we have no way of paying for it!

The 1,500km range remaining will take the car almost as far as Almaty, the capital of Kazakhstan. Maybe it can be bought there with a Visa card. Maybe we can just ask for fluid donations from the TIR truckers waiting at the border. The problem is they are mainly Turkish, Lithuania or Tajik.

We depart the ditch before 07:00. We ring-road around Tashkent and reach the border at 09:00. All good, except for our thirst. Unfortunately the border is closed. We are re-directed to the other crossing point near Tashkent, 80kms back the way we have already travelled that morning. So now there's absolutely no chance of reaching Tashkent before the support car croaks.

This is a grave issue and there are no clear solutions. We have already asked Citroën if there is a substitute additive. There isn't.

Unbelievable kindness

At one of the police roadblocks we notice a truck spares shop that caters specifically for European trucks – illuminated Volvo and MAN signs, mean that they should stock Ad Blue. It's a Saturday morning it looks closed. It isn't and the proprietor understands. But he has no Ad Blue. He calls around – generous! He gives us a name and address. Looks good.

It's closed. We mention the name of the proprietor to a bloke nearby. The guy speaks eighteen-to-the-dozen in Tajik. Forget it....

We spot another potential stockist across the dual



carriageway and set off on foot. When we return a small bald fellow approaches. Out goes his hand. 'Gentlemen, what is it you wish me to help you with?'

—————→ cont

← He can't believe our support car needs Ad Blue. Yes, he knows where it can be found. 'I will make some calls. Come we drink tea'. Turns out the fellow owns a logistics company and although his retail outlet is closed, he is pleased to help.

He insists we leave in his car, a sleek, red Hyundai, rather than standard issue white. This is the first non-Chevrolet seen in several thousand kilometres of driving in Uzbekistan. He laughed when I went to put on my seat belt. 'No, no, this is not the UK...'

Our man's a big shot. He was pleased that I had admired the car. 'This is business car'. He doesn't wait in the queues at the roadblocks. He barges to the front, then greets and presses flesh with the police as if brothers. He floors the throttle and switches lanes like a dervish.

We return with the critical liquid. He refuses to take any payment – which is a relief because we doubt we have enough to pay anyway. Nevertheless we go through the motions as if our wallets are overflowing, then before too late give in to his generosity, bowing and scraping for all we are worth. One feels like saying all that flowery stuff, like 'May God look after you on all your travels'.

However we look at it, we are hugely grateful. This man, whom we have never met before, has spent three hours out of his Saturday to help absolute strangers. And I doubt he even appreciated quite how screwed we'd be without his kindness.

He must have been impressed with our show of gratitude, because he then insisted that we join him and his family for a slap-up Uzbek lunch in the city centre. Apart from the fact that we are ravenous, it would be plain rude to refuse. My only hope is that there's a shortage on the sheep's eyes. For a moment a plate of unusually round and small eggs made my heart surge, and we discovered that horsemeat is quite fatty.

The restaurant is like a huge canteen. It is packed. Six or more large screens dangle from the ceiling so that all can view. The news can no longer be contained and finally TV confirms Karimov's death. His coffin is seen being carried at the start of the prolonged funeral. What is interesting is the fact that no one is eating. Everyone is gawping at the TV screens, all looking mournful – or maybe worried of what lies ahead.



Our host is clearly a big fan of the recently departed. He's obviously prospered hugely under the system. As we leave he just steps out into the road. He expects all traffic to stop. His wife and daughter follow dutifully. Luckily the traffic does stop, but we have been identified as non-believers.

This man was so generous we can hardly believe it happened. There are seriously positive aspects of the Muslim faith and we make a vow to look deeper.

Escaping Uzbekistan

Our angel had saved us but we are late arriving at the only operative border crossing. The first border guard demands a souvenir and gets one of our T-shirts made for such an occasion. Thereafter it gets nasty. The next section check visas and all that we are carrying. They note our Dubai stamps in our passports. 'Is this Afghanistan? Grand Brittan...'

Bear in mind that these government employees would have followed the government line unquestioningly – which was to support the UK, US and Russia against Islamism – suddenly they make their dislike of Britain absolutely clear.

Would they have done this before the death of their strongman President? We can't be sure, but it is very clear that now he's gone – and without nominated successor – all sorts of differing opinions will emerge among the populous, but especially among organisations such as the police, military, the security services and border control. They will factionalise. We think we have witnessed the start – and a hell-on-earth, like Syria, is a real possibility.

It's a Saturday evening and so the Kazakh border control is no faster. It's dark as we depart. In the first town, barely a desert crossroads, there's a petrol station. All fuels. Someone will fill the car for you – and wash your screen while you while away air-conned minutes in the shop deciding whether it's to be a Snicker or Picnic bar, all paid for by Visa. It's a stark contrast and like a homecoming.

Almost. Two thick-set twenty-some things eye us. Luckily they are amused by our car and evidently they like us Brits. Probably they have 'links' in the UK. They climb into a near new black Lexus worth about £50k. About eight similar cars – mainly high-end Audis pass us at warp speed in the next few miles.

Samarkand

The Perspective of the Elite

Since arriving in Uzbekistan we have met scores of people but we have had most dialogue with hotel operators. Never will they criticize the Russians, in spite of it being the 25th anniversary of their independence. Equally they all speak about Uzbekistan being a great mix of tribes, thanks to the influx over thousands of years of those travelling along the Silk Road. This is the government's position. Like Turkey, in fact more than Turkey, it is secular and very tolerant. Alcohol is available, though not overtly, and women rarely cover their heads. Looking attractive is important.

Whether this tolerance is something that they believe strongly, or they are just towing the government line is unclear, but they do seem proud and confident that their country is making positive strides. When pressed a few admit there is an ever present fear that Islamism will rear its head via the Ferghana Valley, which links to Pakistan and Afghanistan. This justifies many abuses and helps justify President Karimov's hard line both domestically and internationally. Having read the stories of hyper-corruption and gross human rights violations before we left England, we wonder if when the President passes it will be like when Tito died. Then, the week before we crossed into Uzbekistan, rumours emerged of the President Karimov's death or imminent passing. Our new friends knew nothing of this. Sure he's old, but he'll be addressing the nation on this special anniversary. Then he didn't.

The President is Dead – 'No, he's in hospital'

The Uzbeks were told that he was ill and was in hospital. When we arrived in Samarkand two days later, everyone was expecting him to make an address after Friday prayers. On the Thursday evening the streets around the extraordinary Registan complex were heaving; heaving with Uzbeks, police and two English tourists.

We watched on, as a night party of painters were sent out to give every tree-trunk in front of the Registan a fresh white coat of paint – as is the custom here. Women were sweeping the streets and footpaths and squads of volunteers were spring-cleaning bus shelters. Make no mistake, the President was expected.

Suddenly, as we approached the Registan complex at the heart of the town, the police swooped. Within several minutes the whole area was sealed off. Along with everyone else we were ejected. There was no confusion or irritation: they are preparing for the Presidents arrival! Then we heard six or seven, single rifle shots. Not the usual mad shooting. It wasn't an accident. This sounded like a series of carefully controlled shots. At what, we have no idea. It was dark. No one paid much attention.



But the police themselves were noticeably twitchy – and so numerous. We were caught in the general flow of pedestrians, when ahead a barricade was put across the footpath. Everyone had to turn about. Suddenly we realised that at the roadblocks earlier in the day, that's what the police were trying to get us to do – to stay out of Samarkand.

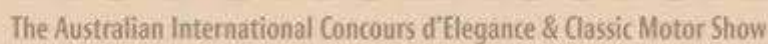
We dine at Samarkand's 12th best restaurant, according to *Trip Advisor* – on pizza. We are in a private, curtained booth. We drink beer but are forced to listen to locals performing karaoke. They all want to be Uzbek's next big talent, but they actually cause more damage to the ears than TOWIE did to Essex. We spot a Beyonce song – just. She's big here. Earlier we'd seen a hair salon named after her. It's interesting to see Muslim women modelling themselves on a black, western, feminist icon!

Next morning our only aim is to extract cash from the bank – any bank. The hotel proprietor graciously hands back our passports to enable this, because above all else he wants our £40 – another two-and-a-half inch wad.



This is a very, very, long blog and is to be continued. Members can find it on the following link. Ed.

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



A selection of Citroens as part of Club Sandwich



Colin Berwick and 92 year
old Allan Short

Goggomobil Dart -1960

This country's state banks felt strong. The networks of the big-city banks, and with the \$200 million and so on, and so on, and so on, you couldn't see and it was huge.



The Dard was developed in Austria by Sir Boulton - conceived in what was only five months. It was based on the theories and mechanics of the Döppelholz machine, manufactured by Franz Guss in Germany. All was produced from 1880 to 1910.



The Court has become an American icon, with a popular website for the Justice Project that features T-shirts, T-shirts, and T-shirts. "We are the Court" and emphasizing the quote "1000 1000" (see <http://www.justiceproject.org>). The Court has also been featured in a series of articles. "The Court is the Court" for copyright.

Introduction of the Alaska Mile, combined with an increase in sales tax to 4.75% in 1985, dealt a fatal blow to the fortunes of the local engineering.



1967 Citroen DS21 Sedan
(E1 - 07)



 1914 Delage Type S Grand Prix 2-Seater
(B1-D5)



1968 Lancia Fulvia Sport
Zagato 1.3 Coupe (E4 -03)

TONY MONTELEONE, VIC
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MECHANICAL RESTORATION & ENGINEERING OF VINTAGE & COLLECTOR CARS



The Lancia Car Club preceded us at our visit to Up The Creek Workshop, and as such we were treated to a much greater mix of automobiles to lust over.

Both pages of images by:

Alan Reed
Ian Downie
Brian James
Colin & Denise Bates



Grant Cowie of
**UP THE CREEK
WORKSHOP**

in Castlemaine, explains the intricate details of various aspects of automotive engineering, and the lengths to which some owners will go for perfection - and beyond.



CITROEN GS

Fuel Injection Conversion !



**Well this is a long story. Fuel Injection.
Sure. Let's do a conversion! (Part 1)**

I recently converted my GS to Multiport EFI. Throttle body & injectors from a Turbo Subaru, Megasquirt II computer, Sensors from Bosch. Runs great. What a transformation for a little 1220 cc flat four. It now can climb the hills where I live. Time for a 5 speed gearbox next.....

Years ago I wanted a Ferrari 308 GT4 & couldn't afford one. I tricked out an X1/9 as my cost effective substitute. At one junction I converted it to Bosch L-Jetronic injection from a later model car. Had to swap the gas tank & wiring harness, cut holes, curse, learn new things & swore I'd never do it again.

Later on I finally got a GT4 & learned that for the tight hilly roads I live on, the X1/9 was a better car, Huh. By then I had sold the X to an unappreciative owner to raise some cash & he beat it into the ground, A sad story. I spent three years tuning that GT4 to try to make it sing as well as that modified X1/9. I learned how to bore out the Weber carb body air correction circuits on a Bridgeport milling machine to get rid of the transition hesitations, (it would have been too easy if they made that part a changeable jet...) & figured out that if you made a huge rear sway bar it would finally start to turn in, (Careful in the rain !) Alas, It threw 2 connecting rods through the side of the block when I was driving in a hill climb in Nevada..... Oh dear. That was a bother. The tow bill home was more money than I had allotted for the weekend, & to pull a 308 motor the transaxle comes out with it. I think the factory book time is 14.5 hours for removal, & that is when they were new with no rust & a couple guys with factory tools. That project took forever. I fell out of my chair when I got the parts quotes. I think a factory gasket set was \$1250 & aftermarket was around \$800. Ow! It got worse from there. It ran great when I was done, but the tariff was devilish.....

Back to the fuel injection plot:

A year or two ago I converted a Citroen I bought in France to a throttle body fuel injection setup. It was mainly to prove that all things really have a common denominator. I tried to take parts from as many different countries as possible. A Peugeot fuel pump, German temperature senders, A Suzuki throttle body, Italian relays, a computer from a 3 cylinder GEO Metro, (Just to prove you can run a 4 cylinder car on a three cylinder black box,) & hacked into the computer with a soldering iron & an attitude. I figured out how to generally fine tune the mixture, & used a tone pot from a Gibson les Paul with a big fat weighted knob from an old Tube Macintosh stereo amp to dial it in. Put that knob in the dash where the choke used to be, & what a difference ! The hill I drive home used to require 2nd gear, & it now climbs up in third. The power used to die off by

4000 rpm, & now it wakes up at 3850 & pulls off the tach. It also gets better mileage. Wow !

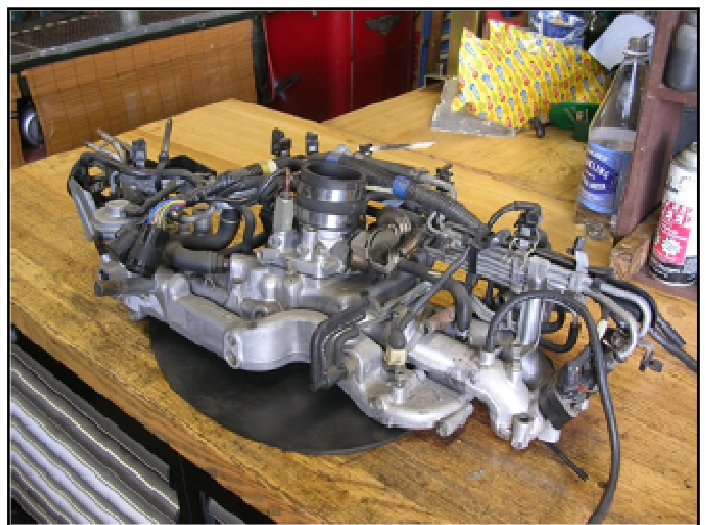
Of course I was so wrapped up in building it between customer projects I never fully documented it. Darn it.

For the next conversion I'll try to keep some photos. How about multi port injection this time?

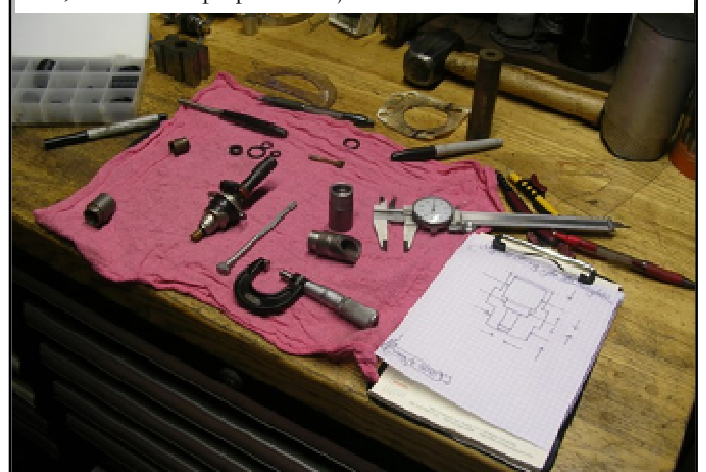
For a pancake motor like this Citroen GS it will probably have improved cold running & throttle response as the injectors will be right on top of each inlet valve instead of having one central injector on top of long runners. OK,

Here goes.....

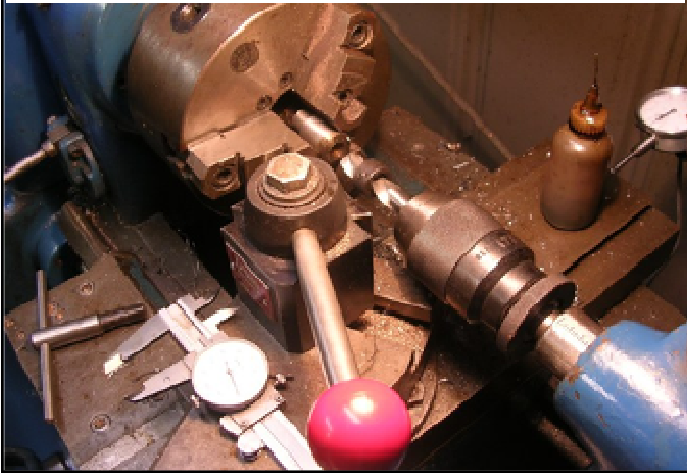
Hey, look at that nice late model inlet manifold. Let's use it as a donor.....



OK, Time to whip up some injector holders



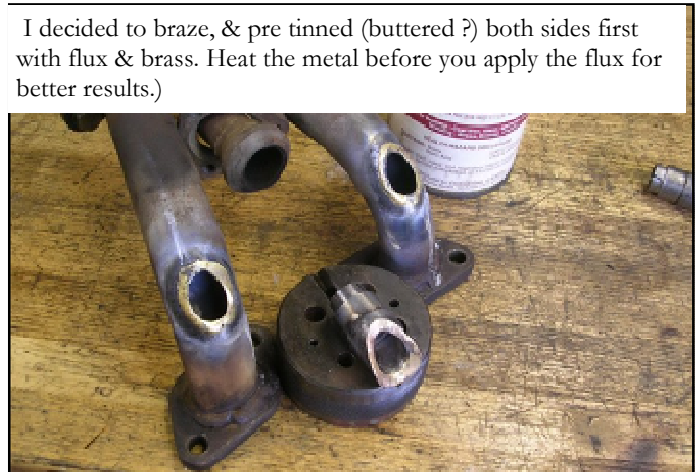
The lathe saves the day



OK, a few holes in the inlet manifold.
Solder, braze, weld or TIG ?



Coming along, but we need to bevel the holders to match the
inlet tubes. Now the mill comes in handy,.....



I decided to braze, & pre tinned (battered ?) both sides first
with flux & brass. Heat the metal before you apply the flux for
better results.)



Look at that: Closer to glory.



I'm taking a break to bang on an old les Paul like the one I stole
that tone pot out of for the mixture control knob.

Check out the cool bevel I got on the injector holders:



Hey, look at that! The manifold is coming along.

cont p18

Uh oh: I need some inlet tubes for the fuel supply.



I bent & flared brake line, & then silver soldered the junctions. I pressure tested with compressed air through a regulator & it all looks pretty good.



Need to get a hunk of aluminium to adapt the throttle body. That 52mm hole was difficult to make. (4 jaw chuck in a lathe.)



Swiss cheese that thing. Here's the measuring process to adapt a computer controlled Idle air valve stepper motor. (Got the stepper motor from a Jeep. Support American industry...)

How cool will it be if it fires up & idles at 1250 cold without ever touching the gas pedal ?



Will it ever end ? How about an O2 sensor in the exhaust manifold.....

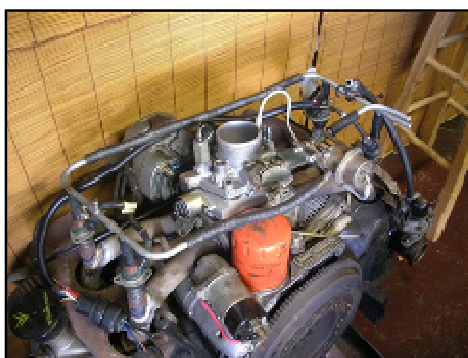
I had to drill a big hole, find a threaded bung, & braze that thing in with some brass & flux.

Once again I am trying to use parts from as many different sources as possible to prove that all of this stuff is compatible as it is simply physics.

All of these pieces can communicate together as electron flow & computer pulses share the common language of logic.

This Oxygen sensor came out of a Husqvarna from Sweden. Chain Saw or Motorcycle ? (I don't know, I just found it on Ebay.....)

The fuel pump ? Jaguar ! Some Porsche sensors, an American computer, Japanese injectors.....



Coming together.

The interior comes out to install a wiring harness for the computer.



Gibson the cat reflecting on it all in the back of a Flaminia.



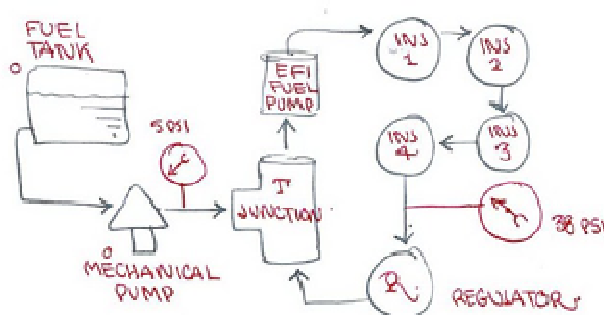
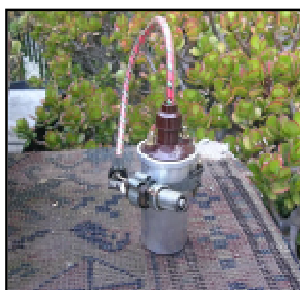
Here's the overview in the driveway.



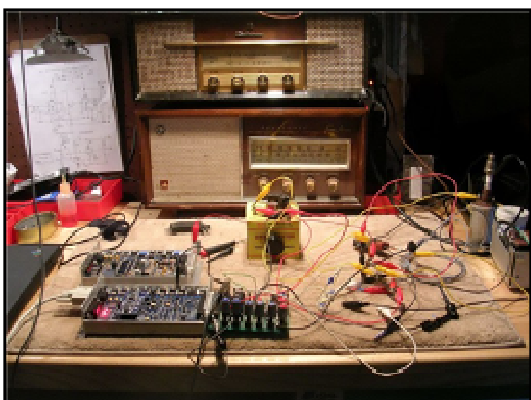
So here's an interesting thought:

If you have contemplated an injection conversion, it becomes obvious that a high pressure fuel system (maybe 40 psi injected, vs 4 psi carburetted) usually has a return to the fuel tank. If an early carburettor system has no tank return , plumbing one in can be an event, (I never liked welding on gas tanks reeking of petrol fumes with a torch anyway....) Several options: Remove the fuel gauge sending unit & silver solder in a u bend & return line, solder or braze a return line into a metal fuel filler line (Sounds dangerous to me, I wouldn't do it without removing & flushing everything first,) or try this idea I came up with:

Learning how to run a computer controlled ignition I needed a spark generator on the test bench. This is an old bevel drive Ducati coil with time period correct braided ignition wire I found at the Padova swap meet. If you ever get a chance, the meet is late October or early November every year & it will melt your neurons if you like Italian cars. It is the biggest swap meet of the year in Italy. I recommend a Google search to get you fired up.



Keep the original mechanical fuel pump. Starting with the line out introduce high pressure fuel line. Regular 5/16 carburettor fuel line is cheaper, but will blow out 2 years down the road & burn your car to the ground. You must get fuel line for injection purposes ! Run this line into a 3 way T junction & feed an injection fuel pump. Feed all the injectors, & end up in a regulator (I used a Subaru one. All this stuff is pretty much interchangeable. There's warning labels & cautions everywhere as we are a fear based society, but from a point of physics & mathematics, close works pretty well most every time.) run the regulator overflow back to the T junction & feed the EFI pump.



Computer testing & programming.

cont p20 →

←
In a previous experiment in the driveway I know that if you block off an injection pump with a pressure gauge it will peg the gauge at 80 psi, blow the line off & spray gasoline everywhere.

Cautiously for this installation I used compressed air (necked down with the regulator from a leak down gauge to 10 psi) to check for leaks & functionality. A squirt bottle of soapy water showed no leaks, but as I wound up the regulator to 60 PSI the pressure was the same in all circuits. It is a bother to rig up all those gauges, but better than catching a car on fire later.

Huh. So much for my great idea. I know my regulator blows off at 38 psi, but with an air loop there is no regulation.

Let's try it with pumps hooked up & gasoline. Will the loop run at 100 psi ? Will it blow off the hoses and cover everything in gasoline? Get a fire extinguisher just in case, & let's find out.

Nah. It works great. The injector lines hold a steady 38 psi, & the injector loop circulates at 0 psi. Cool ! When you stop the electrical pump, the residual 38 psi stays on the injectors, & the pressure in the T junction climbs to the 5 psi the mechanical pump would normally hold.

How about that !
What a time saver.

If you lived in a hot area & had vapour lock concerns this may not be an optimum solution, but it sure beats pulling out & welding a gas tank.

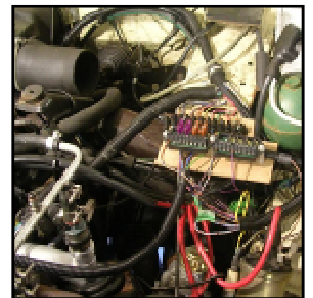
Remember (as my lawyers tell me) this is all just information, not advice. I don't recommend that you try any of these ideas, & if you do, carry 2 fire extinguishers & don't blame me for any surprises.

As Jon Norman once said, you always have fun, sometimes it just not the type of fun you thought you would have.....

But how cool is it that the loop will cycle at basically 0 psi with the pump running full time. I feel safer already.



OK: Starting to assemble pieces on the car instead of on the test mule motor.



Looks like I'm going to need some fuses. Time to make some way to organize them. Alright. That worked out OK.

Hey: the car is outside. That must mean it runs, as I can't get it off the lift if the hydraulic suspension has deflated.

It fired up instantly & settled into a perfect idle.



Yeah!

To be continued: This is another very long blog and will be continued in the February newsletter. Ed.

<http://www.eddinsmoto.com/id131.htm>

YOUTUBE VIDEO OF ABOVE: <https://www.youtube.com/watch?v=zIhnxPdLsVA>

Sales and Wants

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

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

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

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

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Include your name as reference eg Smith Adv

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

Citroen Concours Results

2017

A joint CCOCA and CCCV event

		Registration	Model	Year	Interior	Exterior	Engine	Bonus age/2	Total	
Pre war										
Tractions	George Arrandjelovic	79063H	Light 15	1965	36	36	19	26	117	This is the first time we have published the judging results for all cars entered
	Ted Cross	71986H	11BL	1951	33	31	16	33	113	
	Bob Barton	13307H	86	1950	32	32	14	34	110	
	John Paas	GAA004	Lt 15	1950	31	28	13	34	105	
	Peter Sandow	CH2909	11 BL	1951	30	26	12	33	101	
DS/SM	Ferdi Saliba	15027H	ID	1962	40	40	18	28	126	If any one would like more details of the results for their car please contact Ian Downie on 0452411104
	Rob Belcourt	CH2072	DS21 BVH	1969	40	40	20	24	124	
	Tony Stewart	12667H	SM	1972	36	40	20	23	118	The job of judging is more difficult than it might seem at first glance. And if the same cars were judged by the same judges it is entirely likely that the results would have been different! And if there were different judges, well!!!
	Ramon Mocellin	CDS023	DS21 BVH	1974	40	40	16	22	118	
	Dave Rogers	24413H	DS23	1975	38	39	20	21	118	
	John Fleming	06159H	DS23	1972	36	36	20	23	115	
	Ian Downie	68871H	D Special	1974	35	35	18	22	110	
	Lee	CDS74	DS23	1974	37	32	14	22	105	
	Grant A	09792H	ID 19	1963	25	28	16	27	96	
	Syd Balanchandran	VBB279	D Special	1974	26	32	16	22	95	
2CV	Robyn Barlowe		2CV	1959	32	34	16	29	111	
	Neil	APM 400	2CV	1986	28	31	13	16	88	
GS/CX	Andrew Smith	33107H	GS	1977	36	34	18	20	108	
	Simon Croone	OTO641	CX	1985	32	28	14	16	90	
	Michael Sparke	50625H	GS	1973	22	25	15	22	84	
	Michael Scales	76383H	CX	1985	28	27	12	16	83	
	Andrew	11234H	CX	1985	29	25	11	16	81	
Modern	John Fedorko	YSD 096	C6	2008	36	36	36	5	113	
	Gerry Abbenbrock	BVA33R	Xantia	1995	28	27	6	11	72	
	???	XMH666	C5	2010	31	27	18	4	80	
	Geoff Webber	???	DS5	2014	31	31	13	2	77	
	???	Color Black	DS5	2014	31	34	6	2	73	
	???	IEV 4C1	AX	1992	29	23	8	13	73	

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



Sales and Wants

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.



'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.

For sale:

07/17

August 2006 Citroen C5 HDi wagon. Silver/Grey leather. 88,200 always garaged country kms. Zagame, Lance Dixon and Swedish Prestige maintenance with books and extensive history file.

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

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

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Sales and Wants

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.

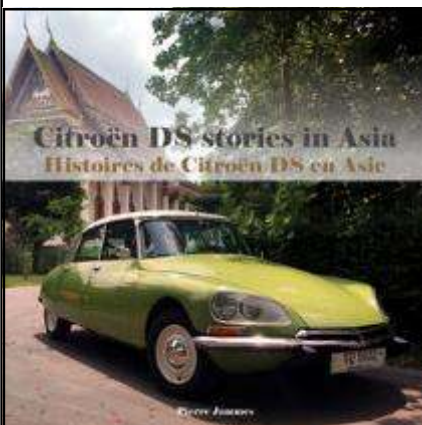
L108 Oil Filter for Ds/Id
 LS131 “” “” 2CV(A Series)
 LS450 “” “” GS?GSA
 LS867B “” “” BX/Xantia/late CX
 Z146 “” “” CX LS923 C5 Diesel
 CO234 “” “” DS?ID Filter

Seals (O Ring) Spheres

“T” shirts, Polo shirts and Jackets with Citroen logo available for order from Club Shop and many other goodies.



New book soon to published about: The Citroën DS in Asia



One aspect of Citroën DS history that has not been well documented to date is how it succeeded in the Asian market. A new book that is coming out called “Citroën DS in Asia” aims to change that.

Thijs van der Zanden, a Dutchman who is not only a Citroen affectionado but an established author with books he has

written about the BX and the Visa, while others, such as the CX, Belgian (Forest) built 2CVs and GS & GSA he has published for various authors.

This time around aThijs has collaborated with author Pierre Jammes, a Frenchman based in Asia, who drives a Citroën DS. As a hobby, Pierre has gathered together a unique collection of material about the DS in Asia over the last ten years. He has scooped archives, searched through secret collections and most importantly, he has let their owners do the talking. Olivier de Serres, a prominent Citroën DS specialist and author, wrote the foreword of this bilingual book. (Text is in English and French).

PURCHASE HERE: <http://www.citrovisie.nl/shop-en.html#>

1947 Citroen Light 11BL .

05/17

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

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