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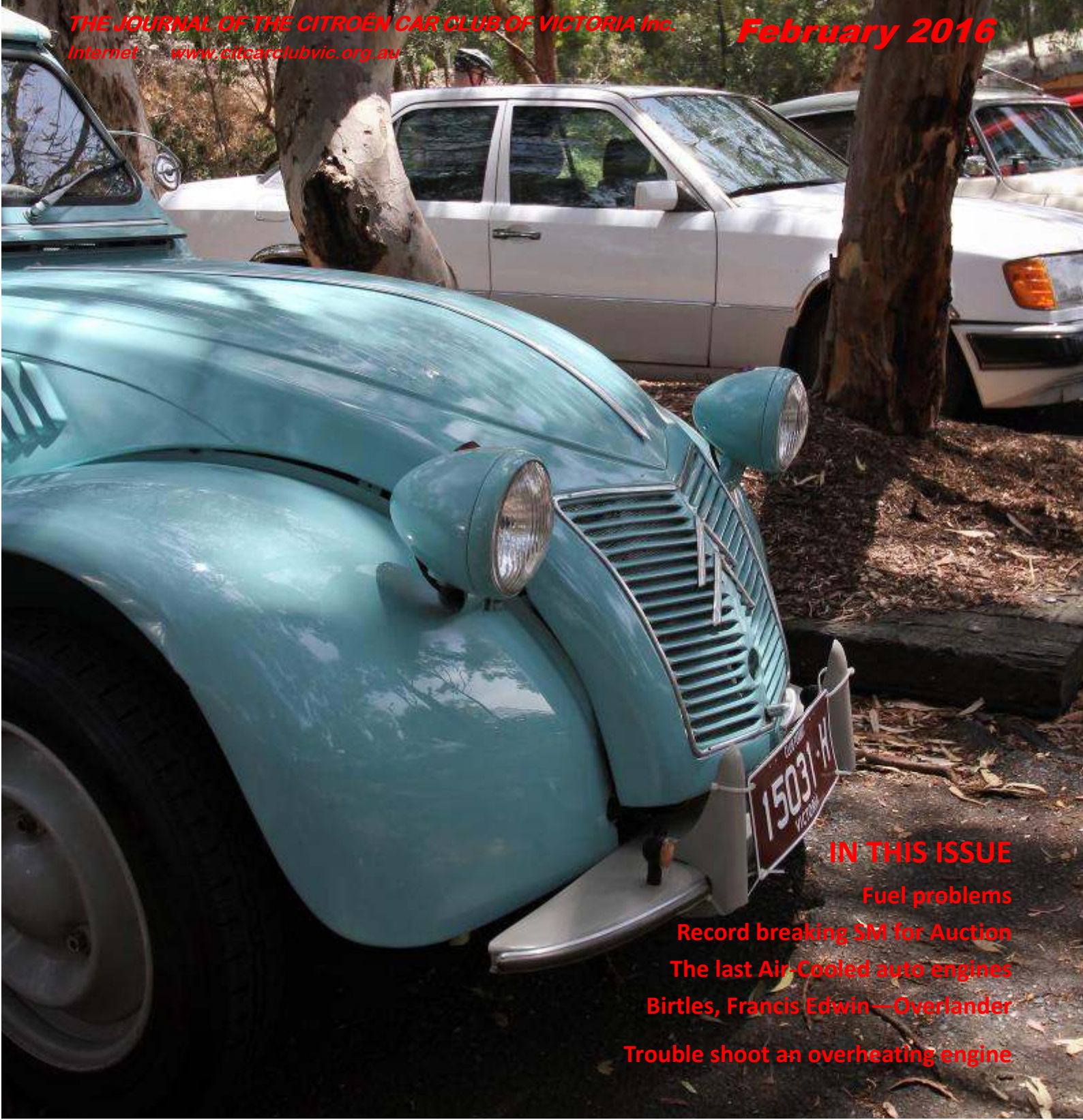


NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citroclubvic.org.au

February 2016



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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

- 1/ Car owner to complete and provide to CCCV's CPS Secretary (see above for contact details) a **Club Permit Application** (revised edition 31/1/15). Car owner must advise CPS Secretary of compliance or otherwise of any modifications under:
VSI 33 (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised);
VSI 8 (Guide to Modifications for Motor Vehicles), and;
Schedule 2 - Road Safety (Vehicles) Regulations 2009 (vehicle standards as at manufacture date).
- 2/ CPS Secretary to sign and handback to owner the above Application once he has (a) ensured owner is a CCCV financial member and (b) reasonably ascertained that the car is safe for on-road use and meets the vehicle category requirements.
- 3/ Owner to keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

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

- 1/ **RWC** to be provided to CPS Secretary along with **Vehicle Eligibility and Standards Declaration for Club Permit Vehicles** (new form) and **Proof of Ownership**.
- 2/ If car has modifications beyond those normally allowed (VSI 8, VSI 33 & Schedule 2), car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**.
- 3/ Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
- 4/ Car owner to provide **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
- 5/ On completion of registration process, car owner to advise CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by VicRoads. See also <https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>



Happy New Year to you all. I hope you are still enjoying the vibe of Summer holidays if not the actual time off work.

We are heading into another enjoyable year for our club.

We held our planning meeting for 2016 before Christmas so I can tell you we have a full calendar of meetings and events set down for every month of the year. It was a joint planning meeting with CCOCA so there will be a number of events that combine the resources of both clubs. The first is a CCOCA event to which CCCV has been invited and is a Barbecue at Frog Hollow reserve, Camberwell on Wednesday 27th January. More details in this Newsletter but it follows on the successful joint Christmas barbecue at the same venue when around 80 members of both clubs celebrated the concluding year and the Christmas season.

There will also be a joint CCOCA-CCCV Concours in April, organized by Max Lewis. Later in the year, a sub-committee from both clubs will arrange a Bastille Day dinner. Any excuse for a party!

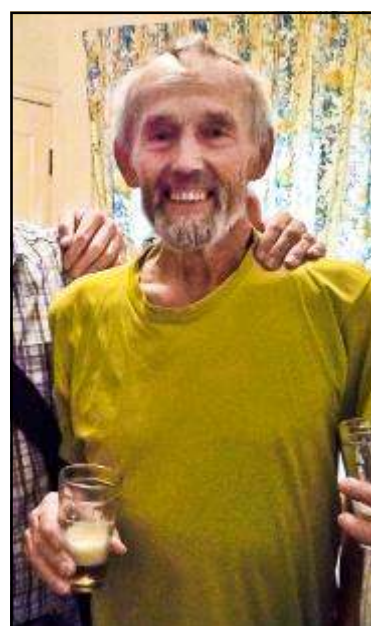
There will also be some recurring favourite events such as Cit-in and the French Car Festival. It's Renault's turn to run the FCF this year and it's back to Williamstown in October. But the first such rusted-on favourite is the Venus Bay weekend, hosted by Don and Dierdre Scutt at their retreat in South Gippsland. Helen and I will be there because it's an enjoyable, relaxing time with friends and I encourage you, especially if you have never been before, to join in. There is plenty of camping space and ample scope for day visitors if a whole weekend is not possible for you. Talk to Don or Dierdre.

FRONT COVER

A member's 2CV at the Christmas BBQ held at CCOCA Clubrooms.

You will also see in this issue a report in pictures from editor Brian James on the annual RACV Classic car run and show at Mornington racecourse. This event features hundreds of classic cars and, because it is close to my home, I can see the trend in attendance and year by year it is increasing. This, together with our own and comparable clubs' increasing membership and an increasing focus in the media on classic cars tells me that the movement is indeed gathering strength. That means more people appreciating our cars and more people offering parts and expertise keeping them on the road. So, as a wise man once said: "Right now is the Good Old Days."

As sometimes happens, In the midst of life we have to suddenly confront death and recently we have had to face the loss, after a brave battle with cancer, of our long-time friend and fellow club member George Hamada. George told a group of us who visited him recently that he had enjoyed a full life and had no



complaints. May that be the claim of all of us! A lifelong Citroen enthusiast, he asked to be dressed in his Citroen overalls for his burial. Go George!

John Parsons
President CCCV.

VALE. See page 10.

DISCLAIMER

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

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

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



NOTICE BOARD



CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent you.

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

New Members . CCCV welcomes the following new members to our family: Richard Warner and Paul Callanan. Barry Edge, Philip Lobley, Michael Perkins, Anthony Chidiac. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction As of December 1st, 2012 the price of LHM oil is reduced to only \$12.00 per l. LDS available at club rooms on club nights only at \$25.00 per l.

Events Calendar		2016	Draft Activities Program	2016		
Feb	3	Club Night - Overheating problems		Jun	1	Club Night– Retro garage visit
	20-21	Venus Bay weekend –see page 5			TBA	Desal tour run?
Mar	2	Club Night - Motor oils		Jul	6	Club Night-Cylinder Heads
	4-7	4 Day Grampians Getaway—see page 8			10	Bastille Day lunch
	25-28	Citin Echuca. see pages 6-7			3	Club Night– Social night
	28	Post Citin run — see page 9	□	Aug	21	Point Cook run with CCOCA
Apr	6	Club Night TBA			7	Club Night-Classic spares
	10	RACV British & European show	□	Sept	25	Tech day
	17	CCCV & CCOCA Concours-Bundoora			5	AGM & Post Raid overview
May	4	Club Night-Citin report		Oct	16	French Car Festival—Seaworks. Port Melbourne
	25	The Zen of 2CV Raid 2016 @ CCOCA C/room Frog Hollow Reserve Fordham Rd Camberwell				

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. □

For more details on club events contact
 Ian Downie on

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C5	Leigh Snell	9772 1810
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

February 3rd 2016

CLUB NIGHT.

Guest speaker: Motorfluid

Racing car Restorers

Overheating & cooling systems problems?

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

Applies to all cars.



March 2
CLUB NIGHT
Oils ain't Oils!

VENUS BAY

February 19-21 2016

Camping Weekend

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

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

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

Instructions for getting there:

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

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

If you are coming please let Don/Dee know.

MEMBERS:

The New Club Website is now online .

Visit the site at citcarclubvic.org.au





CCOCA Proudly PRESENTS Cit-in 2016

March 25th to 28th

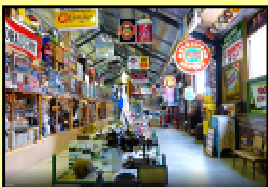


Echuca and Moama, its twin town on the opposite bank of the Murray, is the home of paddle-steaming in Australia. Echuca's historic port precinct will be a real focus for Citroën in 2016. CCOCA will welcome you from

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



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



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



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

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



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

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



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

afterwards. Dress to impress.

Booking

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

Book by 1st Dec 2015: \$225 pp

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

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

Children

5-12 years \$65.00 (no discount)

Under 5yrs: free

Refund Policy

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

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

Accommodation

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

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

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

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

Cit-In Echuca 2016 Registration Form



Bookings must close by Friday 19th February 2016

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

Registration Fees:

Book By:

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

Children

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

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

Total \$ _____

Details of Special Dietary requirements: _____

Payment:

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

Visa and MasterCard Accepted:

Name on card: _____

Card No: _____ Exp. Date: _____

Signed: _____

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

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

Download

[REGISTRATION FORM](#)



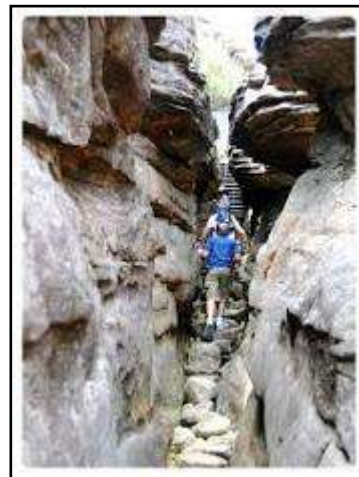
Citroën Classic Owners Club of Australia Inc.



EVENT NAME: 4-DAY GRAMPIANS GETAWAY

WITH LEE & GRAEME DENNES

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



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



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

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

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

Accommodation Booking:

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

Phone: (03) 5356 4251

Web site: hallsgapcaravanpark.com.au

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

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

NOTE: Do **NOT** book your reservation online!



POST CIT-IN RUN 2016



On behalf of CCOCA, Lee & Graeme Dennes will be organising a 10-day, 1400km (approx.) Run to be held following Cit-in 2016.

It is planned to start from Echuca on Monday 28 March and finish in Porepunkah VIC. The route will include Avenel, Mansfield, Eildon, Rawson, Bairnsdale, Porepunkah via Falls Creek. These towns will be the overnight stopping points.



If you would like to participate in this Run, please let us know your intentions and obtain the Accommodation Schedule by contacting Lee Dennes at l.dennes@bigpond.net.au or 0438 286 181.



The destinations along the route may change according to road and weather conditions.

This Run is designed to highlight the scenic drives and spectacular views across these areas of Victoria.

We will travel on some well maintained gravel roads. Alternative routes may be chosen if you do not wish to travel on these dirt sections.

Participants will be responsible for all associated costs.

Lee & Graeme Dennes

French Peacekeeping 2CV

It would appear that given the recent terrorism events in France some 2CV owners have taken to beefing up their vehicles for counter measures. Witness this European Volunteer Guard (EVG) scout car. BTW, a trace of the US Marine Corps number on the hood, USMC 1959163, turns up a patent for a linear actuator for use on retractable marine propulsion such as submarines. Could this be a watercraft as well?



Fuel Problems!

2CV fuel problems

by [barrywiseman](#) » Thu Aug 05, 2010 4:51 pm

Recently, I was stuck in an hour-long traffic jam in high temperatures. Then, as I accelerated away, my 2CV died. I stopped, opened the bonnet and could see nothing untoward, except that one of the hot air dump tubes was missing. I thought about it and wondered if I had fuel vaporisation (no dump tube - sitting idling, with the fan just pushing hot air into the engine compartment on a very hot day). After ten minutes wait, I restarted (after much turning over). Since then, tube replaced - no problems. Does vaporisation sound right? ..

Also, my 2CV is a first time starter. However, if I leave it unused for a couple of weeks, I have to crank it over for quite some time before it catches on. I suspect my fuel is syphoning back. Is there some kind of non-return valve I can fit?

Answer:

1/ Vaporisation - could well be. Also could be hot coil - if it does it again and you can substitute a cool coil that might prove a point. After a couple of idle weeks both my A-series (Ami 8 and Acadiane) need a good long blast on the starter to fill the carburettor and then go immediately. I think it's normal. If you really want to save your battery I suppose you could turn it over on the handle to pump the petrol up, but if your battery won't sustain one good blast of perhaps five seconds you're probably looking at a new battery before long! If it needs more than that on the starter (how long is "quite some time"?) then the petrol pump might be at fault. I had a pump on the Acad at one time that would not prime if it had been standing and needed a good suck on the pipe to encourage it! (Not nice if you overdo it!)

2/ I would also like to add that I was having serious issues with air getting into the fuel lines of my recently acquired 2cv after checking the ends of the fuel lines at least those accessible for perishing and trimming as necessary. I decided to put in a new inline petrol filter and as it turns out it was the plastic inline filter that was letting air in which was letting the fuel run back down the fuel line. Before this I was almost on the verge of ripping out all of the nylon fuel line to replace it with rubber fuel line. I am glad I changed the inline filter and it has saved me an unnecessary job.

3/ Re: 2CV fuel problems-result

by [barrywiseman](#) » Fri Oct 05, 2012 5:59 pm

After more than two years it seems to be sorted! I took the car for MOT (passed again, without advices) to Mark at Just 2cv, near Henfield, Sussex. He explored some staining near the bottom of the carburettor and, on dismantling, found that the accelerator pump diaphragm had a small split in it, allowing the carburettor to empty itself in a few days. It's funny how these things sound so obvious when they're found.

Now, no more petrol smell and improved fuel consumption, no doubt.

Thanks for the earlier suggestions. I fitted another new fuel pump and tried the non-return valve and put on new spark plug leads (but found the car ran much more smoothly on the old ones). The problem killed my old battery, but then it was only the second that the car had in twenty five years and the starter solenoid doesn't work occasionally.

VALE.- GEORGE HAMADA

It is with great sadness that we learned of the passing of our good friend George Hamada last month at age 68. George was a keen motoring enthusiast with a special interest in Citroens, owning a wide variety of models over the years. Because of his technical expertise and love of things mechanical he was intrigued by Citroen technology and relished resolving the almost inevitable glitches these cars were known for. George would always put himself out to help someone and sometimes travelled distances to lend a hand. He was a regular at the Bendigo swap meet where he had a stall of parts and collectables. George had wide interests and enjoyed discussing social issues and politics.

He worked as a film technician in his native Czechoslovakia and left his homeland after the Soviet takeover in 1971. Having an uncle in Australia made it an obvious place to go despite having no English. Maintaining his interest in the film world he got a job with the crew in the filming of the ballet "Don Quixote" in 1973 starring Rudolph Nureyev and Robert Helpmann, shot at Essendon airport. In 1979 George purchased an ID19, joined the CCCV and his enduring Citroen connection was made. In 2005 he was awarded the club's Alan Keye award and was presented a service award in recognition of his technical assistance to members.

He worked as a precision instrument maker with a firm in Mulgrave and had not long been retired. From then on he was hardly ever out of his work clothes, sometimes wearing his favoured blue Citroen overalls. We will miss his anecdotes, his technical advice and help, his company and, of course, his friendship.

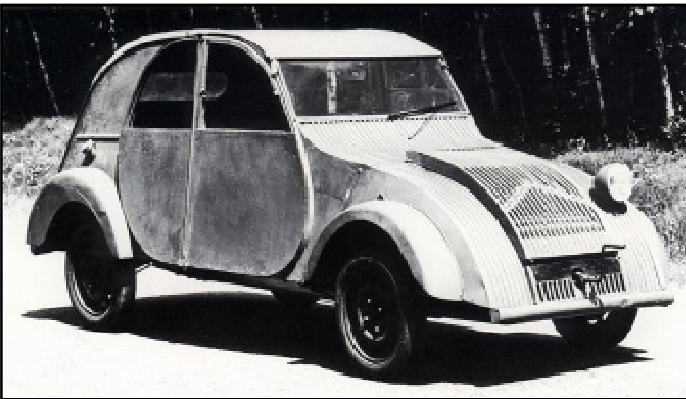
The Last Air-Cooled Automobile Engines

GS

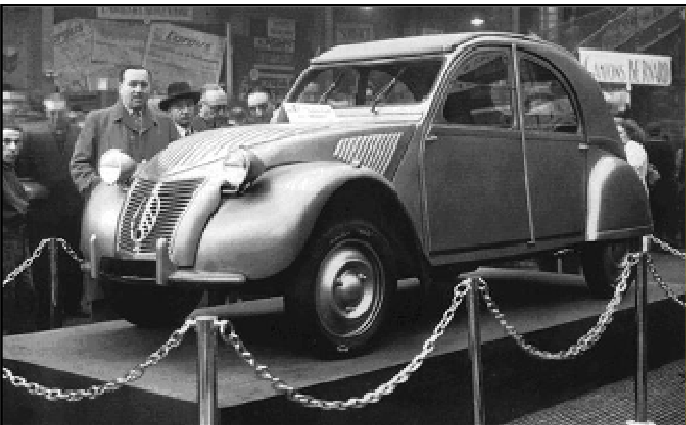


There are other fascinating air-cooled engines that came and went over the years, with some notable ones are covered in this webpage by James Kraus titled: “End of an Era: The Last Air-Cooled Automobile Engines”.

When Citroën changed the engine of the 2CV prototype, the TPV (*Toute Petite Voiture* – “Very Small Car”) from water cooled to air-cooled for the 2CV’s introduction in 1947, the diminutive 2-cylinder power-plant and its larger bore derivatives would go on to live one of the longest lives of any air-cooled automobile engine save for Volkswagen’s 4-cylinder Beetle engine .



TPV in 1939



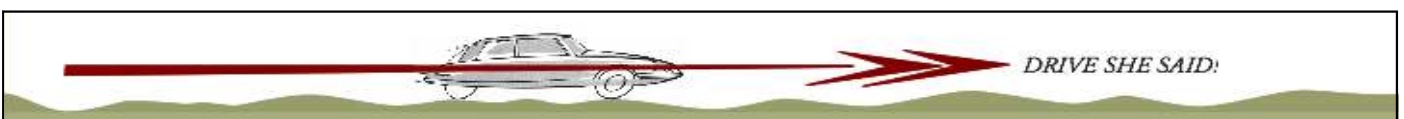
2CV at 1947 launch

<https://autouniversum.wordpress.com/2009/06/22/end-of-an-era-the-last-air-cooled-automobile-engines/>

At the end of James’ article he states that with the GS, Citroën closed the record books with the last mass-produced automobile introduced with a clean-sheet air-cooled engine design. The air-cooled era had to end primarily because lower emissions and increased power could be achieved with water-cooled power-plants.



The GS really was the air-cooled engine’s epitome. Its smoothness and willingness to rev all day long at its 6,200 rpm red line makes GS owners today marvel at the overhead valve 4-cylinder wonder



How to Troubleshoot an Overheating Engine

By Deanna Sclar from Auto Repair For Dummies, 2nd Edition

The first sign of a vehicle overheating is either when the needle on the temperature gauge pushes its way into the ominous red zone or the “Check Engine” or “Temperature” malfunction indicator light on the dashboard casts a sinister glow. Left alone, the liquid in the radiator eventually boils over, and steam rolls out from under the hood.

If your vehicle overheats often and constantly loses coolant, the problem may be leaks in your cooling system. If your vehicle overheats in normal weather and traffic, you may need to add liquid to the system, replace the thermostat, adjust or replace the accessory belt, or check the water pump.

The first thing to check if your vehicle overheats often is the pressure cap. Sometimes the gasket on the cap deteriorates and lets pressure escape, which causes the cooling system to malfunction. Most service stations can test your cap for you and tell you whether it's in good condition.



Some overheating problems aren't related to the cooling system at all. Here are some other circumstances that can cause a vehicle to overheat:

- **Late timing:** If your ignition system is malfunctioning, late timing may be causing your vehicle to overheat because the spark plugs are firing the fuel/air mixture after the piston moves back down from the top of its stroke. Late timing alone doesn't cause an engine to overheat by more than a few degrees, but when coupled with other problems, it can bring the engine temperature to a critical point. Have a service facility place your vehicle on an electronic diagnostic machine to check your timing and adjust it if necessary.
- **Plugged radiator:** Because plugged radiators cut down on the system's liquid circulation, the system can't cool efficiently. The remedy is to have a radiator specialist remove and inspect the radiator. If you're lucky, just steam-cleaning the radiator does the job; if you're not, the solution may be more expensive.
- **Slipping accessory belt:** If you can see and reach the accessory belt that drives the water pump, check to be sure that there's no more than about 1/2 inch of give. If the belt seems loose or frayed, you can try to replace it. If you can't do the job, have a professional deal with it.
- **Collapsing bottom radiator hose:** Occasionally, a bottom radiator hose begins to collapse under the vacuum that the water pump creates, and the impaired circulation causes overheating.

Low oil level: A vehicle that's low on oil tends to overheat because the oil removes from 75 to 80 percent of the “waste heat” in your engine (in addition to doing its other job of cushioning the moving engine parts).



If you're one quart low in oil and your vehicle holds five quarts, the oil will carry away 20 percent less heat than it should..

Under normal circumstances, you can prevent overheating by checking the level of liquid in the system and maintaining it properly.

Cooling System Notes

DS21 & DS23 Crossflow Radiators

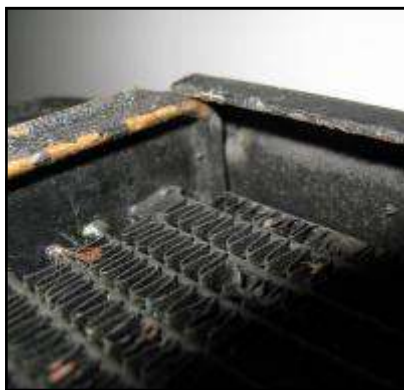
An exchange radiator will require changing the radiator intake shroud frame to be refitted. Leave the lower frame bolts (6 x 1.0mm & 10mm head) slightly loose to adjust the frame to the correct angle to refit the lower frame of the shroud. The lip of the outer shroud frame fits inside the lower outer radiator frame.



Renew the sealing foam around the perimeter of the plastic inner fan protection frame with closed cell foam. 12mm wide x 6mm thick. When positioning the inner electric fan, check there is clearance for the fan blades, if not bend the legs to suit.

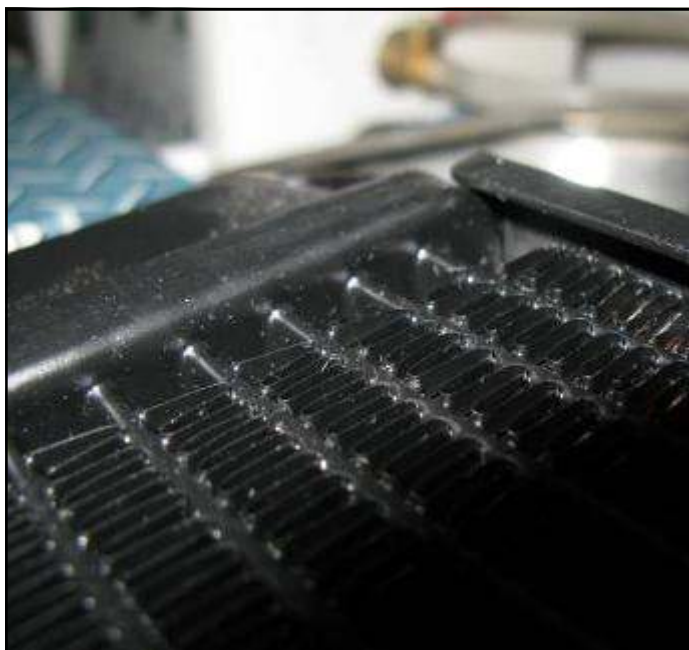
The lower support bolts (9mm thread & 14mm head) have a screw slot to enable access from above





The new radiator has four rows of cooling tubes increasing the efficiency and capacity. The new core fills the frame completely. Citroen Classics

supplied the radiator, cheaper and only four days flying time from the UK, thanks Darrin.



Now the radiator and inlet duct assembly is removed the lower mount bolts can be seen. On a BVH access to the LH bolt is restricted. The transmission filler plug is also located here, the duct to radiator frame mounting Pozidriv screws are removed to access the filler plug. Remove the duct assembly completely to change the radiator, you won't save time with it in place. Yes, that

means removing the headlamp turning and tilting stuff too.

Your reward is better access.

The radiator cap for the DS23 with crossflow radiator is 8lbs or 0.5 bar, rather than the usual 4lb cap used on all the earlier cars.



Use a 79°C thermostat (54mm OD), correct for the post 1972 cars with cross flow radiators. Under the thermostat, to seal the outlet I used an AS 034 o-ring in the depressed groove of the thermostat, the circlip a neat fit against the thermostat body, providing a little crush.

The original thermostat had a rubber surround, I've never seen one. The opening temperature is 79°C, diameter of 54mm. It is located in a separate housing, being a late model (post 1973) rather than in the upper radiator hose. Secured in place by a circlip, it needs sealing and spacing out to fit against the circlip, I used an o-ring which sealed against the housing and the formed ring of the thermostat.



These mounts fail. The squared off examples are (were) failed originals. The studs cut, drilled out and mounted,

effectively creating a spacer rather than an isolator for the header tank.

Replacement isolator mounts in a round profile work fine. Reproduction square replacements fail too. The shear strength of any replacement is important as they are mounted in shear.

6mm thread, 20mm diameter and 9mm thick replacement is smaller than the original of 25mm square. For now, the round ones are better than what they replaced.

Both the upper and lower main radiator hoses are dangerously close to other components. On a carburettor car, the aircleaner snorkel threatens the top hose, the battery tray holder wiring clamp on the side usually rubs the lower hose. Careful mounting avoids potential catastrophe.





Once again, The RACV Great Australian Car Rally in order to support the Peter MacCallum Cancer Centre, was held at the Mornington Racecourse on Sunday 17th January.

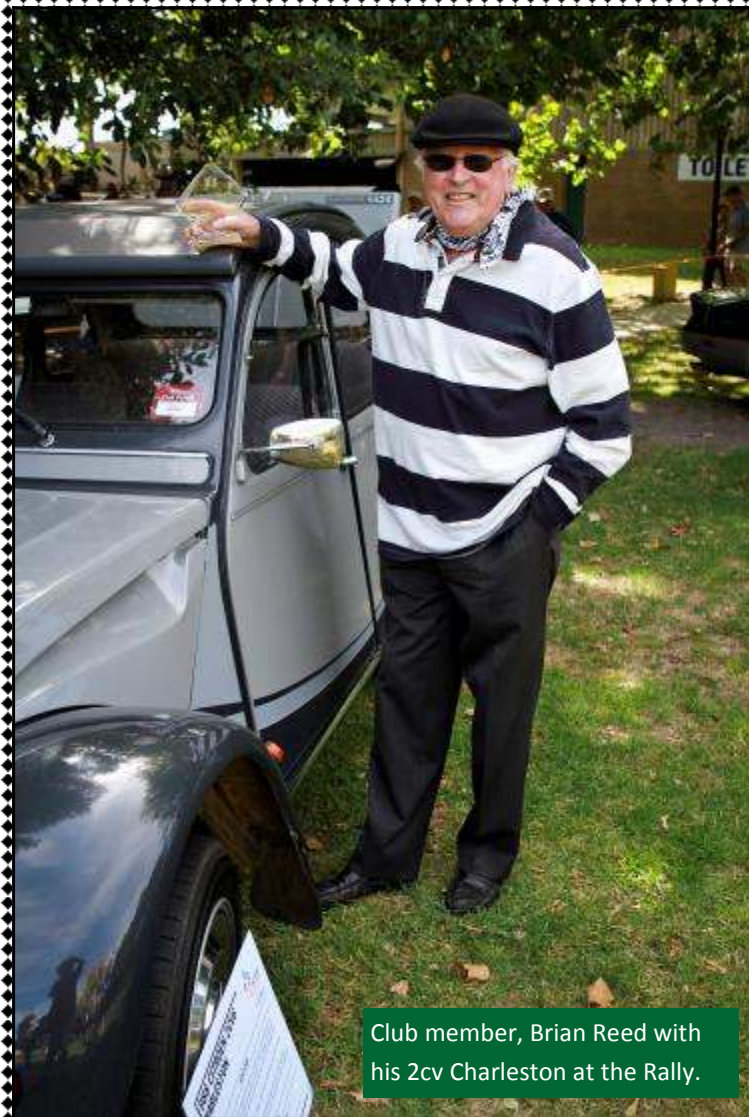
As you can see from the images, there was a great collection of partly and fully restored vehicles of all makes and models.

Citroen, MG, Dargo, Ford, Fiat, Rolls Royce, Dodge, Buick, Cadillac, Sunbeam & Talbot, Packard, Studebaker, Zimmer Motor Car Company's Golden Spirit, Morris Mini Minors, Mercedes Benz, Humber, Willys Overland, Brush Motor Car and many more. The latter car deserves a special mention.

Birtles, Francis Edwin (1881–1941)

Francis Edwin Birtles (1881-1941), overlander, was born on 7 November 1881 at Fitzroy, Victoria, son of David Birtles, a bootmaker from Macclesfield, England, and his wife Sarah Jane, née Bartlett. He was educated at South Wandin State School, and at 15 joined the merchant navy as an apprentice.

At Fremantle, Western Australia, and on 26 December 1905 left to cycle to Melbourne, an achievement which attracted widespread attention. After brief employment as a lithographic artist, in 1907-08 he cycled to Sydney and then, via Brisbane, Normanton, Darwin, Alice Springs and Adelaide back to Sydney, where he was thereafter based. In 1909 he published the story of his feat, *Lonely Lands*, which he illustrated with his own photographs.



Club member, Brian Reed with his 2cv Charleston at the Rally.

1988 CITROEN 2CV6 CHARLESTON



HISTORY

The brief for the design of the original 2CV was for a vehicle that could transport two farmers and a 50kg sack of potatoes at speeds of 60km/h. First designs appeared in 1936 however the prototypes were destroyed during the war, with a few having since been recovered.

In its numerous guises, more than three million have been built since the 2CV's launch in 1948 at the Paris Motor Show.

Originally owned by a minister in Wales, this 'Charleston' was imported into Australia in 1999 and has since taken part in many rallies, French car festivals and events organised by the Citroen Car Club.

SPECIFICATIONS

ENGINE: 2 cylinder, 602cc

COUNTRY OF ORIGIN: France

TRANSMISSION: 5 speed manual

MEMBER OF THE CITROEN CAR CLUB OF VICTORIA



Birtles next turned to the motor car and in 1912 completed the first west-to-east crossing of the continent with Syd Ferguson and a terrier, Rex, in a single-cylinder Brush car. In 1914 with Frank Hurley as cameraman he made *Into Australia's Unknown* (1915); next year he retraced their route and was responsible for the film *Across Australia in the Track of Burke and Wills*; in 1919 he made *Through Australian Wilds*, following by car the track of Sir Ross Smith. On his many other trips, with companions such as his brother Clive, he shot much film footage.

On 27 November 1920 at St Paul's Cathedral, Melbourne, he married Frances Knight; they soon separated and she divorced him in 1922. In 1921 he and his companion Roy Fry had been extensively injured when his car caught fire near Elsey station while he was employed by the Prime Minister's Department on a survey mission for the proposed north-south railway to Alice Springs; he later finished the survey by air. In 1926 he set motoring records from Melbourne to Darwin and Darwin to Sydney (seven days) in a Bean car named 'The Sundowner'. By mid-1927 he had completed more than seventy transcontinental crossings. Impecunious, he depended on manufacturers to sponsor his expeditions and wrote about many of his journeys for newspapers and periodicals.

In July 1928 Birtles became the first person to drive from London to Melbourne, a nine-month part-solo journey completed in 'The Sundowner' which he donated in 1929 to a proposed national museum in Canberra. With M. H. Ellis he undertook an unsuccessful search for L. H. B. Lasseter. In the Depression he spent several years gold-prospecting in arid areas and discovered a payable gold-mine in 1934. On 11 February 1935 at St Mary's Cathedral, Sydney, he married Nea McCutcheon. That year he published *Battle Fronts of Outback* (Sydney).

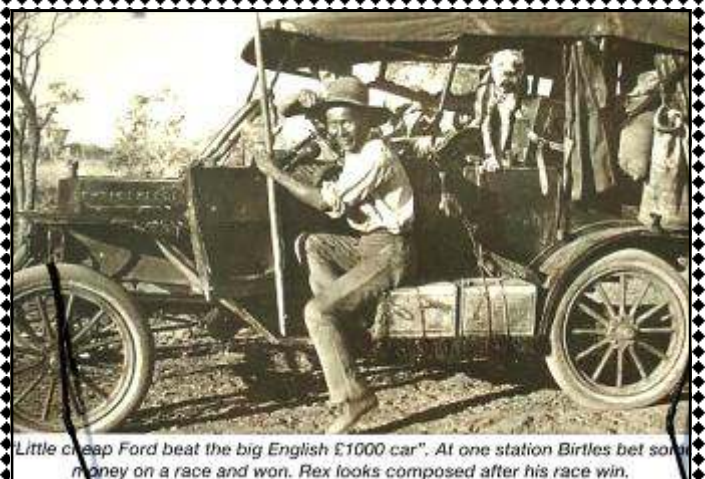
Survived by his second wife, Birtles died at Croydon of coronary vascular disease on 1 July

Article by Terry G. Birtles

This article was published in *Australian Dictionary of Biography*, Volume 7, (MUP), 1979

<http://adb.anu.edu.au/biography/birtles-francis-edwi>

<http://adb.anu.edu.au/biography/birtles-francis-edwin-5244>



Record-breaking SM up for auction again at Retromobile



At Retromobile in 2014 a record breaking €548,320 was paid for an original (and probably the last built) 1975 Citroën SM Mylord. It had been with the same family from new and its condition was said to be original and exceptional. This Mylord will be on the block again at Retromobile 2016 and you are probably wondering, as are we, what it will go for this time?



Only 7 Mylords were built during the SM's production run in the first half of the 1970s. SM shells were transported to Henri Chapron's workshop in the suburbs of Paris where the car was cut and strengthened before being sprayed in primer. Then it was sent back to Citroën's Quao de Javal factory for installation of the engine, running gear and electrics prior to moving the car back to Chapron's Levallois coachworks for paint, interior fitting and final stages of detailing and testing. This resulted in the SM Mylord selling at a price of 130,000 Ffr at the time, double the price of an already expensive standard SM, which sold for about twice the price of a DS.



Vanity Fair published an article on the Mylord on Feb. 25, 2014:

<http://www.vanityfair.com/style/stick-shift/2014/02/citroen-sm-mylord-decapotable>

André Pol at *Citroën André* in The Netherlands was granted an official license in 2014 to create a "new" series of five Chapron authorized SM Mylords. Having completed 2 so far, each is built on the chassis of an existing SM, and can be customized to the owners' specifications.

Artcurial – La Vente Citroën at Rétromobile 2016



A plethora of Citroëns, many very rare, are to be sold at Rétromobile in Paris this coming February. 48 at the Artcurial Motorcars auction alone and most from the private collection of Citroën collector André Trigano will go on the block February 6.

Trigano is a brother of one of the founders of Club Méditerranée and a government official in the Ariège department in the Midi-Pyrénées region of southwestern France. He is also a racing driver. His family fled Paris during World War II and settled in Ariège ... At 14, he enlisted with the Partisans and fell head over heels in love with the Traction Avant.

In 1951, he participated in his first Tour de France Auto driving a Hotchkiss, but dropped in Lourdes. The following year, he drove from the Monte Carlo Rally in his Austin A90. After that his Traction Avant period began where he engaged in several events with his Citroën... Until the terrible accident of his friend Pierre Levegh during the 24 Hours of Le Mans in 1955. He then stopped racing and started collecting Citroëns in earnest.

His collection of Citroëns covers a large portion of the Citroën range marketed between 1919 and 1990. And now, at 90 years of age, he feels it's time to sell his extraordinary collection.

What so many Citroëns on offer will do to pricing remains to be seen, but for those looking to acquire one (or a few) now could be the time to make a move. Here is a list of what is for sale along with auction estimates:



1961 2CV SAHARA

Sky is the limit for this one!



1930 AC4 LIMOUSINE

No reserve ; € 8,000 – 12,000 Estimate



1939 TRACTION 11 B CABRIOLET

No reserve; € 140,000 – 200,000 Estimate



1933 C4 G MFP torpédo commercial

No reserve; € 15,000 – 25,000 Estimate



1968 ID 21 F BREAK

No reserve ; € 40,000 – 60,000 Estimate



1920 10 HP TYPE A Torpédo

No reserve; € 12,000 – 18,000 Estimate



1922 5 HP TYPE C Torpédo

No reserve; € 14,000 – 18,000 Estimate



- 1929 P19 CHENILLETTE KÉGRESSE PLATEAU
- € 40,000 – 60,000 Estimate



1939 TRACTION CABRIOLET 11BL

€ 80,000 – 100,000 Estimate



1964 AMI 6 BERLINE

€ 6,000 – 10,000 Estimate



Member letter:

"Thanks to the CCCV newsletter and the assistance from Tom Grucza and George who came out to inspect the car and offer advice on the best way to sell this car, the car has been sold to a club member who will restore this low mileage car to its original glory. Roman, the owner is very happy with the sale - he still has a low mileage 4 speed gearbox for sale.

Inspired by the uniqueness of this 1975 D Special I recently bought a 2015 C5 Exclusive and also joined the club. Just prior to Christmas I made an up and back trip to Sydney and the car astounded me with its ride, road holding and smooth power but above all its miserly fuel economy which averaged around 5.6 L/100 km with nearly 1200 km from a tank. This was sitting on a genuine 110 km/hr with the air con on."

Regards, Richard Warner 0417 549 870

Citroen CX Parts Car

2/16

1985 CX 2500ie auto car for great spares. White with blue fabric interior. Has been partially cannibalised, for good reasons, but has an excellent motor ,with cruise control.

The gearbox is u/s ,except in reverse, bust most panels are dead straight and rust free.

There is superficial rust on some panels but nothing "terminal". Factory Mag wheels and tyres are very good.

Chrome bumpers are excellent and all light are unmarked with the exception of nearside headlight which has some rust in the reflector.

Must take a look! Pick a part or make an offer on the car (It could be a very restoration).

Contact Richard 0417316060.

1985 Citroen CX 2500ie GTi

2/16

Eng No 1CW1Y000403 RUST FREE. Car is club registered and passed recent RWC. Regularly driven and always garaged.

Mechanically very good. Michelin TRX all round. Interior is also very good with fitted sheepskin front seat covers over leather squabs which need leather work for concours. Radio console and 2 door-cards need work but there are many, many spares, including these items.

A/C is "cool" but needs re gassing. A beautiful rare car for an enthusiast's regular drive. \$8,000 as is, including a vast amount of excellent spares. Car is located in Fingal {back beach of Rye}.

Contact Richard 0417316060.

Note: CX 2500ie auto parts car also available. Listed separately.



This stationary crankshaft engine is a thing of sorcery

Adams-Farwell built some brilliant machines, including this five-cylinder, stationary crankshaft 50-horsepower motor.

You're looking at one very clever piece of engineering. It's an Adams-Farwell air-cooled, piston-driven, rotary engine. The crankshaft stays put, connected to the frame of the car, while the crankcase rotates around it to drive the vehicle. In this case, that's a 1906 Adams-Farwell 6A Convertible Roundabout. The buggy originally came with a three-cylinder of the same design, but Mr. Farwell himself yanked that engine and plopped in the 50-horsepower five-cylinder unit you see here.

Watching it in operation is both terrifying and charming. Check it out in the video below.

http://www.youtube.com/embed/Y0XbqHUI-0?feature=player_detailpage

2008 Citroen C5 HDi Sedan 2/16

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. Asking \$8,500. The vehicle is in Traralgon, Vic.

Contact Peter Wight:

lynw@nationaltilestraralgon.com.au



Citroen DS 23 non Pallas carby 5-speed. 2/16

Colour silver. Vic or NSW RWC. Currently on club plates (not transferable). The car has some hail marks, mostly on passenger side and bonnet. Paint is in fair condition but still looks quite presentable.

Work completed over last eighteen months:

New red velour upholstery to front and rear seats (pallas style ribs) head rest and cushions

New carpet interior new carpet to boot.

New roof lining.

Mechanical :

Steering resealed

Brake calipers resealed, new brake pads (disc in good condition)

New rear brake shoes

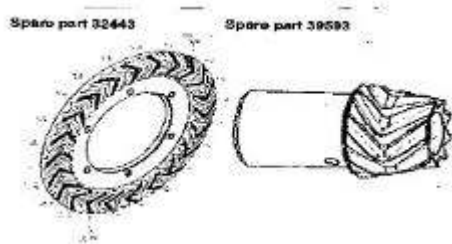
New H4 Headlights fitted

Regassed spheres

This car drives well and feels tight on the road.

VIN DSFEOIFE5228 Asking \$12,000 Phone 0408431990

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



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

David Gilbert Secretary, Club Citroen of SA Inc.

djgilbert@adam.com.au

"The Dorrigo Caboose"

My Dad had this timber trailer built in Grafton NSW in 1952 hence the FX Holden wheels. As kids, we were sometimes taken for slow rides on roads outside my home town of Dorrigo – maybe illegal even then but great fun. Over its 63 years, the ever-handly trailer has carried luggage, furniture, camping gear, firewood, bikes, canoes, watermelons, rubbish and on one occasion, 6 Girl Guides in the street parade for Back-to-Dorrigo Week in 1957 (I think). I counted about 13 towing cars including a Fiat 1400 (never a Citroen unfortunately). Guesstimated total mileage is 1.4 million kms to date. With its custom 1800x1200 mm mattress, it's also a cosy tent-trailer – especially for two !!

A big thank you to my Dad (who also loved cars).

Photos shows trailer with canopy & various number plates, grandsons Jack & Adam.

Warwick Spinaze



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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For Sale:

12/15

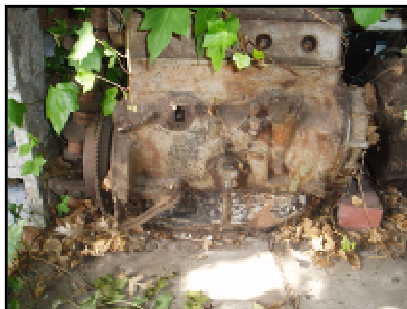
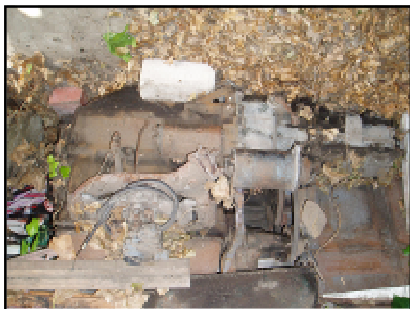
Set of 4 Rudge-Whitworth 15 inch wire wheels supplied as an option on pre-war English Tractions. See picture. Location: Brighton, Victoria.

Price: By research and negotiation due to scarcity.

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

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

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



2001 Citroen Xsara VTR Sportif

9/15

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

VIN: VF7N0NFUB73112722

Phone Andy Richards 0402 403 157



1989 Citroen BX 16V

2/16

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 fibreglass 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" Asking \$4,500. Car is located in Fingal [back beach of Rye]. Contact Richard 0417316060.



Sales and Wants

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1975 Citroen D-Special

12/15

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



Citroen DS 4-Speed Gearbox

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

CX Parts

10/15

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



For Sale.

12/15

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



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



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