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CCCV PO Box 122  
Nunawading Victoria 3131

ACN A29766N  
The CCCV Newsletter  
**ISSN 2207-7197**

PRINT  
POST

PP 100001479

POSTAGE  
PAID  
AUSTRALIA

**THE**

**CCCV**

# NEWSLETTER

**THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.**

Internet: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)

**February 2018**



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## CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

### PRESIDENT

John Parsons \* 5977 6 115  
pastorjohnhelen@yahoo.com.au  
2 Leonard Drive, Somerville Vic. 3912

### VICE PRESIDENT

### SECRETARY

Bruno Tonizzo \* 0418 945 461  
secretary@citcarclubvic.org.au

### TREASURER

Peter Moloney \*0411869705  
treasurer@citcarclubvic.org.au

### COMMITTEE

Brian James \* 03 9728 5526  
photoimage2001@yahoo.com.au  
12 Lucas Ave. Kilsyth VIC .3137  
Wolfgang Siem woljen@gmail.com  
Andrew Smith andrew@artisanicatherworks.com  
Ian Downie \* 0452 411104  
blueduck1949@gmail.com  
Salman Chaudhry \* 0410 040 505 salman604@gmail.com

### MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999  
membership@citcarclubvic.org.au  
PO Box 184 Mt. Eliza Vic. 3930

### CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba \* 03 9363 3950 ferdi.saliba@gmail.com  
Tom Grucza \* 0431 396 277  
Peter Dekker \* 0425 703 899

### NEWSLETTER EDITOR

Brian James  
Photoimage2001@yahoo.com.au

### LIBRARIAN

Dave Rogers 0422 229 484  
cccclibrarian@gmail.com

### WEBSITE ADMINISTRATOR

Tom Grucza \* 0431 396 277

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

### CCCV COMMITTEE MEETINGS

Meetings are held at 5.00 pm on the **3rd** Thursday of the month. (Club night) 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.



Welcome to 2018. Like every New Year it stretches before us full of promise. I hope your 2018 turns in to one chock full of promise fulfilled.

The year started well for our family. We had Christmas dinner together, the star of which was our new grandson Liam. He endeared himself to everyone by smiling broadly at people he recognized, albeit between bouts of loud complaints at forthcoming teeth.

On New Year's day a small ritual took place in our garage. Helen suggested that we begin 2018 by doing a job, however small, that would signal the commencement of The C6 Project. Not wanting to cover her in degreaser and high-pressure water, we settled for throwing a rug over what is left of the front seat, scrambling in and toasting the enterprise in champagne. Now for the work. Well, after a bit of time off, anyway.

Another cause for celebration was the completion of the 2CV project. Yes, Amelie has her club permit and is on the road. Her owner, who insisted on having a cane picnic basket attached to the boot, decided to spend a day last week exploring the Mornington peninsula with her friend Sue, picnicking as they went.

They returned late in the day giggling like a couple of teenagers. At every turn in every road they had been greeted with waves, thumbs up and other signs of affirmation from everyone from children to black-clad hairy bikers. They were also besieged at every stop with requests for photographs and with questions about the car's identity and history. At one stage, when Sue was grappling with her half of the roof-folding procedure, a young man rushed up and insisted on helping. "I'm just glad to be part of it" he said.

There was the odd Phillistine, of course. One young mother with a pram was scornful of her husband's interest in automotive classics. "What's all the fuss about? It's just a car!" Her husband and his friend rounded on her in

horror. "How can you say that? It's a work of art!" Helen and Sue loved every second of it.

The point of sharing this with you is the ages of the people responding to Amelie's presence. The trio with the pram mentioned above were in their early thirties and the rest covered all ages. Classic cars in general and, it seems, 2CVs in particular, generate this kind of response everywhere they go. If the ages of the people who loved Helen's car and your 2CV or Traction Avant, DS, Healey, Jag, MG, Beetle, Mini or Austin 7 reflects Helen and Sue's experience, then we in the classic car movement can approach the future with confidence. The next generations, perhaps in a reaction against the modern motorcar-as-appliance thinking, really does appreciate that it is the classic cars that have real character and that motoring in cars of real character is a lot of fun.

So let's look forward to having fun together this year. As you read this the year is well under way with the CCOCA barbecue, raid-in-a-day and Venus Bay weekend already complete. Full reports

next month. The RACV showcase rally, incorporating the joint Citroen concours, is imminent, together with our first club night featuring Lee Scholte speaking on restoring SMs and his Mercedes 190. See you soon.



John Parsons.

**There were a couple of errors in the last edition-**

**MEMBERS NOTE:** Our Post Office address has altered from Frankston to Nunawading, namely:

**PO Box 122 Nunawading Vic 3131**

**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**

Vintage Citroen Traction poster.  
An era of classic illustration and design by Georges Hamel (Geo Ham)—Page 7

*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](http://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: Cheryl Reid, Ruth Spielman, and Fabrice Pilon. 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	2018	Draft Activities Program	2018
<b>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.</b>			
Jan 24	Australia Day BBQ at Frog Hollow Reserve Camberwell Time 6.30-pm BRING EVERYTHING INCL: TABLES, CHAIRS <u>AND ALL EATS.</u> <b>RSVP TO Lee Dennes on 0438 286181</b>		Mar 11 Swap Meet Yarra Glen Racecourse <input type="checkbox"/> 15 Club night-Tyres Plus Steffan Rosier <input type="checkbox"/> 25 Belgrave Car Show– Ferny Creek Reserve <input type="checkbox"/> 26-29 Teddies Terrific Tour (Pre Citin) Go to CCOCA website & click on Teddies Terrific Tour on right hand side, or follow link on bottom of page 5 of this newsletter.
Feb 2-4	Venus Bay		Mar 30-Apr 2 Citin in Dalby Qld.
11	Raid NZ also Lang Lang Show N Shine S/grnd		April 2-11 Steelies Post Citin run—see p/6 <input type="checkbox"/>
15	Club night- Lee Scholte—Restoration Merc 190		19 Club night– Inchcape Citroen
25	RACV Classic Showcase Yarra Glen Racecourse and joint CCOCA-CCCV Concours(see page 6)		22 Stokes Collection Mt Macedon— <b>(Bookings close 26th Feb– page 22)</b>
<b>Monthly 1st- <u>Chit-Chat Tuesday</u></b> Blue Bay Café, 667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. <b>CCOCA &amp; CCCV event for coffee &amp; chat.</b>			May 6 Tech day TBC Koo Wee Rup <input type="checkbox"/> 17 Club night– Mothers Polish <input type="checkbox"/> 25-27 42nd Historic Winton <input type="checkbox"/>
Denotes a Non CCV sponsored event. <input type="checkbox"/>			For more details on club events contact 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

### 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.**



### Club night Thur 15th February

**Speaker: Lee Scholte**

Lee Scholte has agreed to bring his recently-completed Mercedes 190 which he has restored himself and talk about the restoration process as well as sharing some of the highlights of his times working in Gerry Hathaway's SM workshop in U.S.A

### April 22 Sun STOKES COLLECTION

**Bookings for this run/event closes Feb 26**

**Booking sheet is on page 22 this issue.**

**Combined CCOCA / CCCV**

<https://thestokescollection.com.au/>

[#stokescollection1](#)

### 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](mailto: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>

## STEELY'S POST CIT IN TOUR

First update for the 'Apres Cit-in 'B' Tour'

After being a bit too slack over the last couple of months I've finally got things going. I spent today in maps, notes we took back in August, on the phone & even a couple of emails. Here is a guide of what is planned. Remember it will be school hols. so book early, especially at Carnarvon Gorge. Be sure to mention Citroen Car Club when booking, may even save you a few bucks!! I have asked a couple of places to find the local poet or Slim impersonator to join us around the fire in exchange for a few beers.

Mon. 2nd April, Dalby to Roma, 320km. staying TWO NIGHTS at Villa Holiday Pk. 07

46221309, [ask@villaholidaypark.com.au](mailto:ask@villaholidaypark.com.au)

Tues. 3rd April, spending the day in Roma, same booking.

Wed. 4th. Roma to Springsure 310km. staying TWO NIGHTS at Springsure C'van Pk. 0749

841418, [springsureroadhouse@bigpond.c om](mailto:springsureroadhouse@bigpond.c om)

Thur. 5th. spend the day doing a bit of sight seeing & visiting Emerald, biggest local town for miles. Also visit Sapphire & Rubyvale so the blokes can buy a few gems in exchange for a brownie points. Same booking.

Fri. 6th. Springsure to Carnarvon Gorge 175km.. staying TWO NIGHTS at Takarakka Bush Resort. 07

49844535, [takarakka.com.au](http://takarakka.com.au)

Sat 7th. plenty of walking / hiking in the gorge to get off some of the blubber that's developed from all the sitting in the car. Same booking.

Sun 8th. Car'von Gorge to Mitchell. 320km. Staying at Major Mitchell Caravan Pk. 07

46236600. [majormitchellcaravanpark.com.au](http://majormitchellcaravanpark.com.au) There are artesian hot springs to soak a bit more blubber off a short walk from the park. This park is on the main road west so be sure to book early!

Mon. 9th. Mitchell to Condamine. 280km. Staying at Condamine Caravan Pk. 07 46277179. Not a big place so not lots to see but the inside of the pub (across the road) is worth staring at for a time, several beers time actually. Be a good place to have a feed too.

Tue. 10th. C'mine to Maleny. 350km. We have one room that our house sitter will be using, a couch & a verandah. Maleny Hills Motel 3ks. down the road. 07 54942551. Or Maleny Tropical Retreat adjoins our place, 07 54352113. I'll even cut the grass to our fence if anyone stays here! Or if your after something really special there's Lillypilly Cottages right beside us. 07 54943002.

I also had another idea of spending a couple of extra nights & go to Rainbow Beach on the way home. There are big coloured sand dunes. It is a real pretty place. I just ran a traction run there, 10 tractions came. It's a bit less than 2hr's from home. Let me know if you would like the extra time away & I'll do some booking, remember it's school hol's though.

Please contact me by email if coming [justcits@gmail.com](mailto:justcits@gmail.com)

Keep'em up n pumping Steeley

P.S. It will be handy if those coming had a CB radio, hand held will be better than nothing. Also If you can get hold of three RACQ maps... Brisbane Sunshine Coast, Rockhampton Mackay Gladstone, & South East. they'll cover where we're going.

Steeley

## CIT IN 2018

### Fellow Citroen Enthusiast

As the Co-ordinator of the 2018 Cit In to be held in Dalby Queensland this Easter, I would hope to be in touch a number of times before the event to highlight various items of interest. I would be most appreciative if you would pass this information on to your members.

One of our sponsors for the event is the Bunya Mountains Accommodation Centre and they have given us a \$400.00 gift voucher to stay in one their homes at the Bunyas. We will be raffling this as the major prize of the week end.

Those who are not going on the post Cit In run might consider staying for a few days at the Bunyas and those who are , might like to return to the Bunyas to recuperate and relax before returning home.

It is a wonderful and generous prize and your Members might like to check out the Bunya Mountains link on the Cit In web site

<https://cit-in2018.weebly.com>

Proudly Presented by THE ASSOCIATION OF MOTORING CLUBS AOMC

# RACV Classic Showcase

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen  
Sunday 25th February 2018

AC  
Alford  
Alvis  
Armstrong Siddeley  
Austin Martin  
Austin  
Austin Healey  
Austin Healey Sprite  
Austin 7  
Audi  
Bentley  
Bristol  
Cortina  
Daimler  
Ford  
Humber  
Isotta  
Jaguar  
Jensen  
Jensen  
Lamborghini  
Lexus  
MG  
Mini  
Mitsubishi  
Nissan  
Porsche  
Rover  
Rolls Royce  
Rover  
Singer  
Standard  
Standard Vanguard  
Sunbeam Talbot  
Talbot  
Triumph  
Vauxhall  
Volvo  
Zephyr, Zodiac

Also featured:  
Audi  
Austin  
BMW  
Borgward  
Citroen  
Dodge  
Ferrari  
Ford

70 years of 2CV's.  
So all you 2CV owners  
make the extra effort.  
2018 Citroen Concours.  
Yes, this is new.. lets do it.  
RSVP Ian Downie  
[blueduck1949@gmail.com](mailto:blueduck1949@gmail.com)

Celebrating Seventy years of Citroen and Rover  
Seventy years of the Austin Healey  
Seventy years of the Austin Healey Sprite  
Sixty years of the Austin Healey  
Fifty years of the Austin Healey

Display cars \$15.00  
Spectators \$8.00  
Children free

Gates open:  
Display cars at 9.00am  
Spectators 10.00am  
Club displays encouraged.

For more info contact 03 9890 0524  
[www.aomc.asn.au/classicshowcase2018](http://www.aomc.asn.au/classicshowcase2018)  
[fb.com/infoaomc](http://fb.com/infoaomc)

- Childrens' entertainment
- Music
- Trophies
- Vendors





Widely regarded as one of the finest automotive poster artists of all time, Georges Hamel was born in Laval, France on September 18th 1900. He was brought up in a family with great feeling for artistic & technical developments in new century that began full of promise. It was in his native town when he was 11 that he had a moment of revelation of the beauty of airplanes, when a biplane piloted by a local politician tossing out leaflets flew over Laval. Two years later, the sight and sound of racing cars driven in Laval by another Georges.



Champion race car driver Georges Boillot (Peugeot) and Ernst Friedrich (Bugatti) - to mention only the most prestigious - filled the thirteen-year-old with wonder. Straightaway, young Georges took to his paintbrushes and covered the back of postcards published by his father with fine gouache. At school he won prizes in art classes, which later turned into a career.



In 1918, he passed the entrance examination for the Ecole des Arts Décoratifs and went to Paris for further study. At the age of 20, under the name Géo Ham, he drew his first cover illustration for French Car magazine, Omnia. Soon his posters advertising motor races and air shows brightened up many city walls. He began getting his illustrations and fine art published on a regular basis by 1923, and by the 1930s was already established as the finest in his field. Ham was commissioned to create the now iconic Art Deco paintings, prints and posters for the Monaco Grand Prix, the 24 Hours of Le Mans and many other prestigious European Races. A

highlight of his life was competing in the 1934 Le Mans race in a 2-liter Derby, and although fuel problems forced him to withdrawal, the experience only added to his passion for racing art.

During the war he volunteered as a driver and was awarded the Croix de Guerre when he joined in the defence of a bridge at Garigliano, using the weapon of a wounded comrade and only retreating when he ran out of ammunition. After World War II, in spite of his previous fame, the "prince of speed" gradually fell out of favour, joining other famous painters as a victim to the new technology of colour photography. He died in 1972 during surgery and his funeral took place at the Chapel of Grace Val on the 30th of June.

<http://www.grandprixhistory.org/ham.htm>



# Gordon Wells

I have owned a number of ancient automobiles but I only have photos of the first and the last.

The first I bought at the age of nineteen when I was doing my National Service in the Royal Navy. It was a 1926 Austin 7 "convertible". I can't remember how I found it but I do know that I paid GBP20 (app. \$30) for it. I spent a lot of time repainting it pale (Cambridge) blue, recovering the seats and polishing the bright work. I used it mainly to travel the 30 miles from the port of Portsmouth (H.M.S. Dolphin, base for the submarine fleet) to my family's home in Winchester. It had a maximum speed of 33 m.p.h. and was very cold in winter. Nevertheless, I sold in two years later for GBP25 to a Canadian Petty Officer, who exported it to Canada.



As an undergraduate at Cambridge University, I shared a bull-nosed Morris 12 (circa 1930) with a friend. It was also a convertible; it had two seats in front and a "dickey seat" in the rear that opened to provide a two-seat bench facing backwards. I remember we had many great foursome outings.



1938 Morris 8 Series II

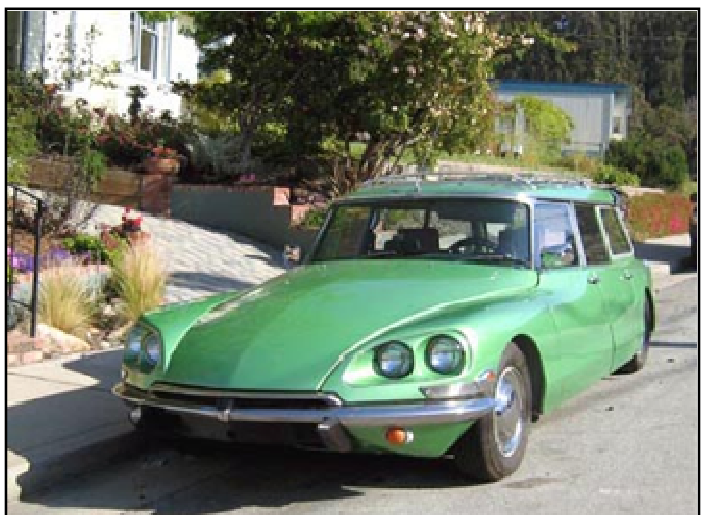
On leaving Cambridge, I spent two years teaching in France as an Assistant de Langue Anglaise in a lycee, first in Caen and then in Paris. During the first year I took my 1938 Morris 8 Tourer. To add to our lessons in conversational English, I took my senior students on trips around Normandy. Unfortunately, my enthusiasm led to two broken springs on the rear axle - which I was fortunately able to get repaired without too much difficulty. My younger brother still has this car in his garage in the north of England

It was while I was in Caen that I first saw the amazing Citroen DS, and immediately fell in love with its classic elegance. First produced in the 1950s, it was way ahead of its time in appearance and mechanical design.

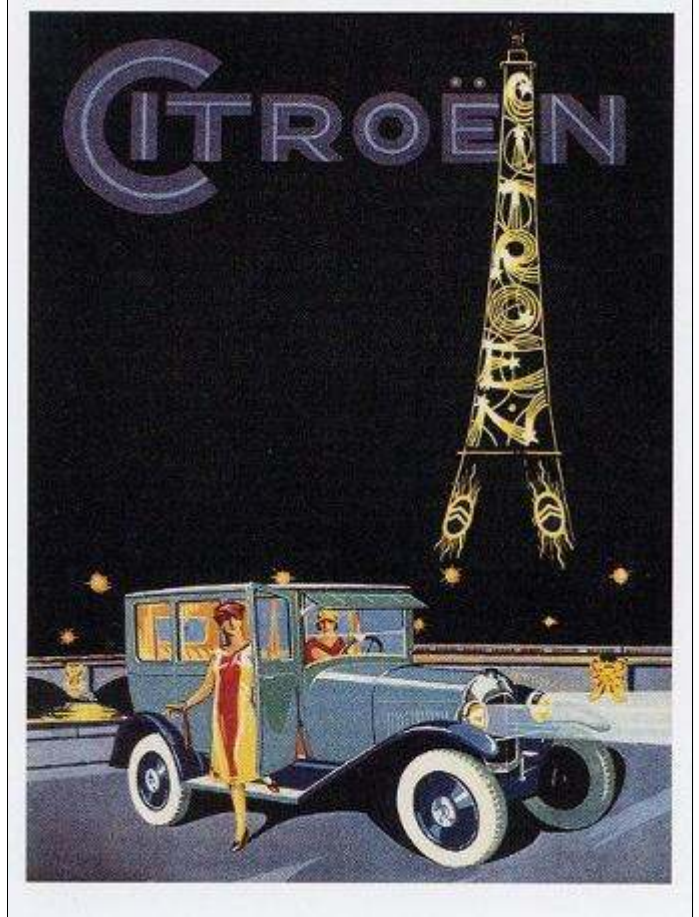
The Head of English at the lycee where i was teaching took me out in his newly acquired DS and I decided then that I wanted to own one - eventually. I did have a blue Citroen GS Break for several years before I left England in 1984. I frequently took it on holidays to France and was sorry to leave it behind when I moved.

Then, in 2003, having relocated to Santa Cruz, I began to see a number of Citroens parked outside a house on my street. It turned out that they were being restored by Longueville (Lon) Price, who owns Central Coast Citroen, and specializes in DS, ID and SM models up to 1975, when Citroens were last imported into the US.

Having talked with him, I soon located a Familiale for sale and bought it for \$2,000. The bodywork was in good condition, although needing repainting, and the engine was worth overhauling. Two years later, the work has finally been completed. I now have my own Green Goddess (ma propre Deesse verte doree). Here are some pictures:







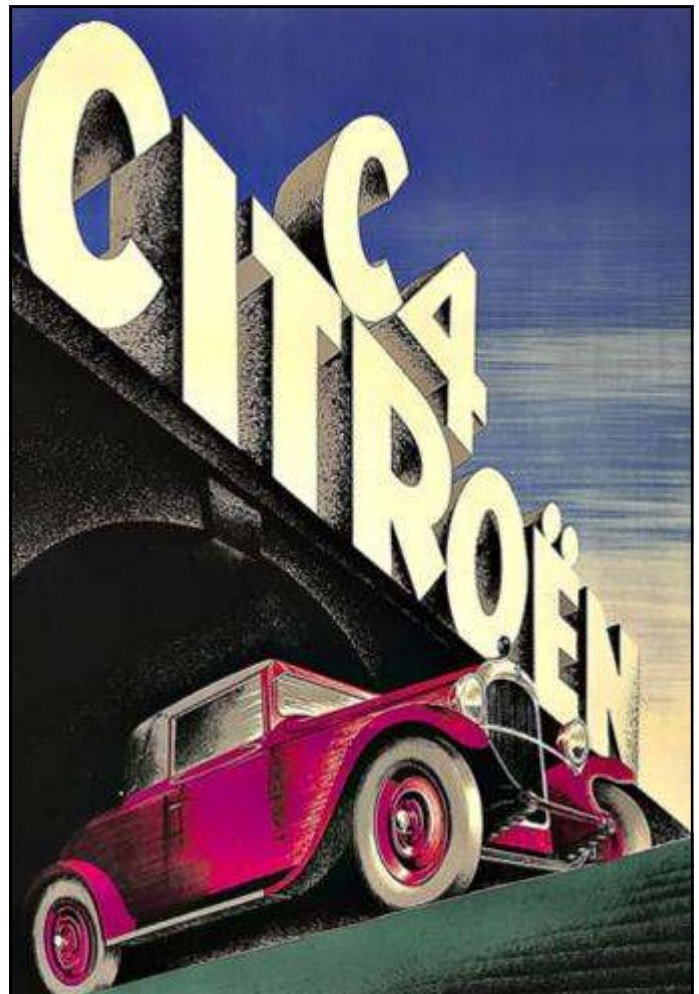
**EARLY CITROËN POSTERS**



Not so vintage. I couldn't resist the opportunity to buy a 1986 Jaguar XJ6 when I saw it going cheap. I had often wondered what it would be like to drive such an elegant looking car. Well, I can tell you it not only looks nice, but it is comfortable, quiet and very smooth. It's also a gas-guzzler, unfortunately. So I limit myself to driving it on longer journeys, when it manages 20 m.p.g. My problem now is that I'm spoiled for choice



[https://people.ucsc.edu/~gwells/Files/AboutMe\\_folder/Cars.html](https://people.ucsc.edu/~gwells/Files/AboutMe_folder/Cars.html)



# 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 3)

As we schlep to the bank twenty-six police cars zoom by in a convoys headed for the centre of town about a mile ahead. We ponder on how they'll break the news that the President is going to miss the gig. Then we watch as unmarked trucks ship scores of armed troops in the same direction. At the bank the doors are locked. After rattling them, security guards pounce. They find our predicament amusing. An employee walks up on his way into the bank. He looks like he's lost a pound and found six-pence.

We shake hands and apologise for the death of the President. 'The President is very ill, yes and for today the banks are closed. All. You come back maybe next Tuesday'.

So that's it, the country is heading into a sate of paralysis and we have almost zero cash. There are no ATMs (plenty in Kazakhstan and Mongolia, but not here). The banks are closed until further notice and we must pay our hotel bill. We need water and fuel. It all starts looking quite difficult.

Close to the main square we seek out a shop proprietor. He's eager to change our remaining dollars. We get a healthy black market rate of 6800 once again. We can now buy enough fuel – if we can find some – to get us over the border and enough water for the day. But we can't pay our hotel bill. They won't accept Roubles.

We arrive back at the hotel to see police waiting by our car. As ever the conversation is preceded with a handshake. We are politely advised that the city's roads are to be closed within minutes – the road to the airport was already blocked.

We force the hotel proprietor to give us a bank account into which we can transfer money. He claims – Israel was his name – the business doesn't have one! In an interrupted on-line transaction, it takes more than an hour to make the payment to a personal charge card belonging to his son.

## Bukhara, Uzbekistan's most religious of towns.

We arrive after dark. The road for the past few miles has been almost non-existent. If it led to a beach in Cornwall you'd give up. Then, suddenly there's a final bump and silence as the car glides across fresh tarmac.

A police checkpoint a hundred yards later filters cars onto a dual carriageway with a flowery central reservation. As the guidebooks stated in the late 1800s, from the old railway station it's possible to miss Bokhara (or Bukhara) altogether. It's still a couple of miles to the old town, but there is now a little modern development. Compared to the past few days travel, it's like entering Vegas.

Our hotel is buried deep in the old town's maze of passages. It's pretty much impossible to reach by car. It's well past midnight but the receptionist is fresh and bouncing around. We are immediately offered green tea and he insists upon walking with us to collect our bags from the car. He's works as a hotel receptionist, but is also training at evening school to be a car mechanic. He was mesmerised by the 2CV, a car he had seen only in books.

The hotel has the tiniest of signs above a wonderfully carved, ancient timber doorway. The brass handles glisten only from use, but nothing else gives any indication that anything beyond a hovel lies inside.

Beyond is a small courtyard, bounded on all sides by rooms. It's unlikely to be original, but it mirrors the layout of the ancient caravanserai in which traders recovered after treading the Silk Road. Their animals would be stabled downstairs, while the merchants slept and traded in the rooms above. Fittingly, our room in this 'boutique hotel' was where the animals would have been.

Breakfast was all locally sourced food and presented in ceremonial fashion on fine china. At last we have lost the shitty Russian-style weiner sausages - all pig eyelid and sphincter. In its place is fresh yoghurt,



bread, omlette, cheeses and apricot jams with gallons of tea. Just don't spill the tea. This was a punishable offence in years gone by.

By ten o'clock the heat is already unbearable and the benefits of a wonderful shower last only a few hundred metres. It's over 40°C but humidity is also about 90 per cent. Walling along the shadowy passages you can feel the sun's rays on occasion.

Being here in summer, it's hard to appreciate that there would be deep snowdrifts across this part of the world in winter. Historically, these old passages were a foot deep in mud. Most – not the Jews or the poor – rode. Even today one can see that two horses could barely pass and those on foot were forced into doorways to avoid being crushed under hoof.

The important buildings – mosques and madrasas – are stunningly beautiful. Since independence all the ceramics have been repaired to their original specification by dedicated artisans. The old square has a beautiful square pond fed by a stone-embanked stream. In the 1800s, every two weeks the sluice gate was opened to allow the stream to flow – it was a stinking ditch for most of the time - so that the tradespeople could carry out their ablutions. They washed first, before their animals would follow them into the ditch, followed in turn by the town's pack of diseased stray dogs.

Today, the town's unique history, culture, and grandeur are used to target tourists. For thousands of years Bokhara was both a centre of the Muslim faith and a key staging post and crossroads on the super-profitable Silk Road. But it was also a town run by brutal serial killers.

Successive Emirs gave the merchants just enough freedom to cause them to turn a blind eye to the despotic rule. Minari Kalian, also known as the Tower of Death, was built almost a thousand years ago. For much of that time criminals were thrown from it to their death. They would have landed in front of one of the Muslim world's most important madrasas the Miri-Arab, and a short walk from the Kalyon



Mosque and gardens that today have a uniquely serene and contemplative atmosphere.

Our guide Ralph shows us pictures of the Tower of Death with great gashes after the town was shelled by the Soviets in the 1920s. Only then are the expert repairs discernible. But it was the Soviets rather than the Tzars that curtailed the Emirs' cruel rule. Something Ralph was keen to point out.

One of the oldest stories was of an Italian artisan that found himself on the wrong side of the Emir. When sentenced to death the canny Italian suggested that he build an instrument to measure time. He built a fine clock which was hung above the Ark's Tower gate. His life was spared but not his freedom: he had to remain as the Emirs' personal artificer. He later was executed for being drunk. But interestingly, when we ask to see this historical clock – which was captured in picture taken in the 1900s – our guide says, 'Oh, it was a Russian clock, but it is gone now'. There's even confusion as to their own history, most likely from a dominant soviet influence

Our guide was in his mid-fifties and we ask about life here under the Soviets. He prefers to talk about elements of the Great Ark's history that connects with British history.

*continued*



←

He takes us to the newly opened old prison. We see the deep pit where prisoners singled out for special treatment were held. Many historical accounts refer to the breeding of especially large vermin to irritate and gnaw at the inmates. This was where two British army officers Lt Colonel Stoddart and Captain Connelly were held and executed because they refused to convert to Islam.

There's the usual selection of instruments of torture and shackles that one can't quite make out how they were utilized. But uniquely there are photographs of prisoners being trussed up. Evidence that this medieval brutality continued right up until the Soviets' grip changed most everything.

Ralph was entertaining and made sure he introduced us to his favoured traders. I bought a Soviet pocket watch and mused over the genuine helicopter pilot's helmet from the Afghan war. Afghanistan is no more distant than a two-hour chopper flight. It was dated 1980. I imagined the man that wore it and how this and other relics came to be on sale here. Was the pilot skinned alive – as was sometimes the case?



This place's brutal history is at odds with everything we see today. Families sit in the old main square while their children ride in electric toy cars. We pass a bar where beer is on tap and a young girl (about eight years old) runs up in plastic sunglasses and flip-flops shouting 'hello, good morning'. This is the most relaxed place since we left Finland.



## Aral Sea

Central Asia has two main rivers, the Oxus or Amu Dayra and the Syr Dhar. Fed by meltwater, they rise in the mountains of neighboring countries to the east and meander broadly parallel to one another in a westerly direction, issuing into the Aral Sea. These rivers are the life-blood of Central Asia, creating two fertile corridors in the desert. As in Iran, the locals have a history of managing the flow to boost agriculture. Along them are grown fruit and vegetables along with the usual maize and sunflowers.

But there is something else: King Cotton. Under Soviet occupation and central organization, Moscow identified the need for cotton. Unfortunately grave misjudgments hived off too much of the rivers' flow and since the late 1950s the Aral Sea began to shrink. Once covering 68,000sqkms and the world's fourth largest lake, it's now barely a tenth of its former size. Today, what was a great inland sea extending to and fishing resource is a vast, man-made desert.

Prince's gaff was about a mile from an escarpment that originally formed the southernmost tip of the Aral Sea. We are recommended to visit the old fishing village of Monyak. On an old map we'd have the sea to our left as we drive north. We drive for four hours on terribly fractured asphalt, probably 150kms. En route there is no sight of the Aral Sea and desert extends to the horizon. Monyak itself is about 3kms from end to end. It sits on what would have been a promontory and there are wetlands as we approach – fed by what's left of the once great river's flow. To the north of the village is a small ridge and then cliffs. At the base of the cliffs is a line of stranded, rusted out fishing boats; great hulks. From here in 1960, one would have looked across a deep blue ocean. Behind, in the town, are the remnants of a once thriving fishing industry. More than 10,000 jobs in the fishing industry were lost and countless others beyond that.





It is doubtful that the locals, for whom travel and news was restricted, understood what was causing the 'phenomena' for the first twenty years. But there must have been a point when the Soviets couldn't deny it was their meddling. Whether the scale of the situation was communicated back to Moscow is not clear, but American satellites delivered it to the West. Far from the first sign of the chaos created by USSR's central economic planning, it was perhaps one of those that guided Gorbachev towards the realisation that things had to change. That said President's Karimov's continued policy on cotton production has greatly increased the scale of this global natural disaster.

### **On the Beach**

While photographing the boats, somewhat ironically we get the Citroen well and truly stuck. The sun is at its blistering mid-day peak. We need a tractor but no one in the village understands. All we know is that we saw one earlier on the road. We drew series of pictures; a children's impression of a car, a boat and a tractor and head back to the village. We meet a small but athletic middle-aged man. He unravels our artistry but speaks only what we think is Farsi. He's joined by two teenagers, on knackered but clearly prized cycles. One makes a move as if he has been instructed to find the tractor. We encourage them and make the universal sign for money, rubbing fingers and thumb.

Suddenly everything clarified. There were now four of them and any payment would need to be split with the tractor owner. Forget that! They wanted to push the car off the 'beach' themselves. We trudged back up the hill to the top of the cliff and looked down on the Citroen. Thirty minutes later we were handing a wad of notes about an inch thick to the self-appointed team leader. We'd changed \$60 at the border and received a four-inch wad, so we reckoned they pocketed about \$4 a piece. They were our new best friends. We heard all about their families – maybe, we didn't actually understand – and that two supported Arsenal! Wenger is a god here –

### **Desert Driving**

The 2CV handles the largely asphalt-free Transcaspian desert with ease. The sand here is fesh-fesh; ultra fine, like talcum powder. It gets everywhere. We have dropped the tyre pressures for a little extra traction on what passes for roads. The key is to keep momentum.

For miles we twitch between rock and sand drifts. It's not unlike like driving on snow and you soon fall into a rhythm, judging how much the car can be allowed to drift without striking a wheel-destroying rock. Before long we are driving as fast as we were on-road. The worst of it is the washboard surface. This develops in the heavier trafficked sections. Here, the faster one travels the smoother the ride. Sadly the Citroen doesn't do fast, but thankfully its ingenious suspension is absorbs the punishment time and again. Even so it's difficult not to be both deafened and on edge, listening as every single nut and bolt seems to rattle loose.



Even with windows and roof closed, the inside of the car is a cloud of dust. We now understand the meaning of eating dust. Some form of facemask is essential and we end up looking like two banditos .



*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/>



# GEELONG REVIVAL

## MOTORING FESTIVAL



The Geelong Revival Motoring Festival took place on Friday 24th, Saturday 25th and Sunday 26th of November 2017. This action packed motoring festival, held on Geelong’s picturesque waterfront, was an event not to be missed!

Take pole position for the historic quarter-mile sprints, as 300 classic and exotic cars and motorcycles sprinted down Ritchie Boulevard at full throttle. They were in the park for the Revival Hillclimb!

The Geelong Waterfront was covered with over 600 quirky, valuable and fascinating vehicles that were guaranteed to please anyone with an appreciation for unique vehicles. They kicked off celebrations with the Friday Night Cruise, featuring over 600 vehicles, as they prepared for a huge weekend of motorsport.

If cars and motorcycles weren’t enough to get you excited, classic boats and vintage aircraft were also on display, so we made we sure looked to the seas and sky! Take a step back in time into the vintage lifestyle zone featuring live music, trade stalls, delicious food and entertainment. The lifestyle zone wouldn’t have been complete without the Vintage Caravan Display and of course the National Vintage Fashion Awards, a crowd favourite! Motoring enthusiasts topped off their weekend in the trade expo zone, featuring great displays, sales and unique demonstrations.

The Geelong Revival Motoring Festival was the ideal way to spend a day out with the whole family and this year’s event was a memorable one!







# CHRISTMAS BBQ

Once again, both CCCV & CCOCA came together for an end of year BBQ & Roast picnic, at the CCOCA Clubrooms in Frog Hollow Reserve Camberwell. The day was superb, cricketers at the nets, and a joyous spirit shared by all.

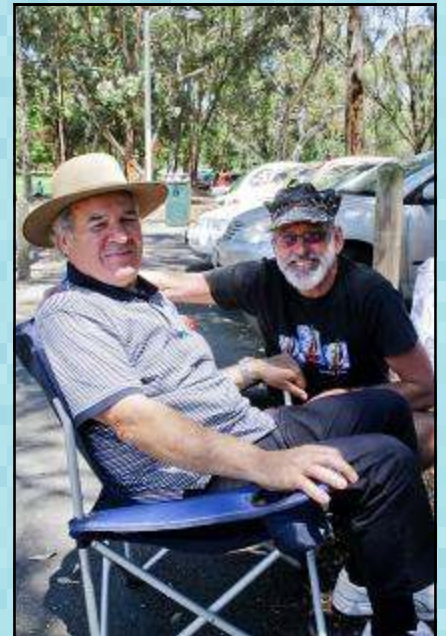
Peter and Kate Moloney, chefs for the day.



The car park reached saturation point what with Citroën members and the Cricket fraternity.

One member found a very close spot next to the club rooms and likewise very close to the BBQ area.

Really keen.



All meat, salads and deserts were supplied, so all we had to do was bring ourselves, chairs, tables and drinks.

BLISS!





# CITROEN GS

# Fuel Injection Conversion !



Well this is a long story. **Fuel Injection.**  
**Sure. Let's do a conversion! (Final—Part 2)**

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

*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.....*

Open the throttle & it bogs though.

Huh.

A bit of sleuthing & I discovered that inside the throttle position sensor (TPS) there are only two switches instead of a rheostat. Bosch L-jetronic systems, licensed around the world use that system. Later model injection systems almost universally use a rheostat. It never occurred to me that my late model Subaru Turbo TPS was the early type.

Of course I never checked into that before I spent all those hours machining brackets, adapters, & linkage bits.....  
Oh well. Time to find one if that will fit. Off to visit the local car shops & a wrecking yard.

Of course none of them fit. All the rheostat style TPS modules have a different drive mechanism. Darn it. I'll have to fabricate a converter. I'm ready to drive this car, not keep making stuff for it. Not to mention the customers want their cars worked on.

Somehow it's already Thursday morning & I thought I'd be done with this project by last Sunday night....  
OK. Get to it. First finish that Lancia Flavia PF coupe that's on the lift.

Back again.

I now discover all the modules that fit my needs turn counter clock wise & the setup I have turns clockwise.  
If I mount a new one it will have to go on the other side of the butterfly, and that means it will run into the oil filter & the spare tire mount.  
All that working machining the manifold & the car actually runs ( at idle) but I have hit another brick wall.  
This is not a problem, it's an opportunity.  
I wonder how I'll solve it.....



Next day:  
OK: I figured it out.

Re-machining a new pedestal for another throttle body, & building a new linkage seems like too much work. All of the variable resistor TPS I find turn the wrong way. If I mount them on the other side of the shaft so they turn properly, at the very least my spare tire won't fit anymore. There must be a simple solution.

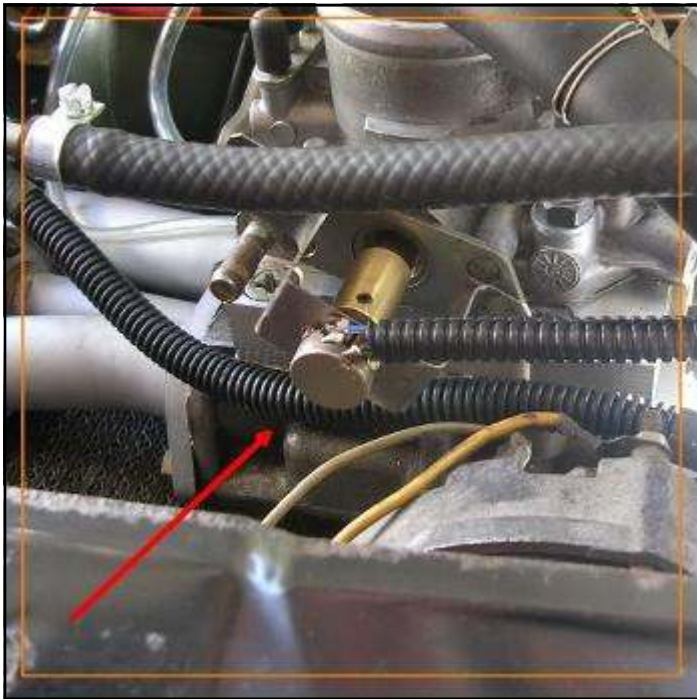
Heck, the darn thing is just a variable resistor carrying a 5 volt signal with no amperage of consequence to a computer.

I'll just make something that will fit on the correct side of the shaft. How hard could it be ?

What about that Gibsone Firebird in the studio? I changed out the volume potentiometer on that guitar to get a different tone.

I just rustled around the electronics workbench at home, found the old volume pot, whipped up a bracket, made a little connector shaft on the lathe & bolted it on.





Works perfectly.  
Wow !

I've now got fuel injection !  
What could possibly go wrong next ?

Mmmmmmm.....  
Uh oh. What's this? :



Hmmm.. It seems that my idea for the fuel return loop wasn't so hot.  
Actually it was too hot.  
The fuel pump was warm to the touch, & then it went to 120 degrees while running. Then the car stalled due to vapor lock.

Darn it!

Now I have to rig up a return line to the gas tank.

February 2018

Above is a picture of the fuel gauge sending unit I found lurking in the trunk.  
Maybe I could somehow put a return line in there so I won't have to remove the gas tank.  
Not much room for another pipe though.  
It's also held in with an unobtanium clip that looks like a one use only job.

What happens if I break it?  
Huh.  
Will it come out?

Let's take a break.

I'm starting a new business to sell things I design & manufacture called Scuderia Zombie. There's going to be lots of cool stuff coming out (when I find the spare time.....)

Flavia wheel bearing wrenches perhaps ? I've prototyped a delicious 5 channel datalogger for vibration analysis that uses modern technology from several different fields, hopefully smoothly integrated.....  
Another good one on the bench is the Zombie Love Box, a Cool guitar amplifier gizmo that has some good looking architecture & great tone.

Anyway, I got to build the brand & all that. I came up with this design for a rear window water transfer decal.

The undead thing is about bringing old mechanical things back to life.  
I'm building a website for the project with lots of cool photos of old things in fields & dark garages too.

More on that soon.

Back to the task at hand.

I got the fuel sender out with no destruction.  
Here it is with a return line made from 1/4 inch brake line that I bent & was getting ready silver soldered on.  
The solder wouldn't stick, that nice amber brown fuel sender caught fire & burned like movie film.

Aw shucks.

After I took it apart ,remanufactured it, & calibrated the gauge, the piece was now too big to fit back in the gas tank.

Oh come on. I just want to drive it.  
Back to the drawing board, I took it all apart again & re-engineered it.  
Works fine, no leaks, no more time in the day.

Off to dinner.

*continued* →



Here's the return pipe running underneath the chassis. ( It's the shiny new one. It actually turned out to be a fairly clean solution.



Saturday:

So how's it run ?  
Darn great actually. Just took it out on the freeway tonight while I tried to dial in a fuel map. Pulls hard, idles really well, starts instantly when you reach in the window & twist the key without having to touch the gas pedal. I programmed that little stepper motor to open up a bit for 6 seconds & then ramp down to a nice smooth idle.

That's exciting.  
Just like a real car Overall I'm thrilled with the improvement.  
Time to put away the tools, make some notes, fine tune it a bit & then.....

Work on a Flaminia Zagato that's coming in this week. Light green metallic mist. I always like it when the cars arrive in interesting colors.

Cool !  
See ya.

Finis.



by [David Milloy](#) Thursday, September 24, 2015

## The Citroën GS Birotor:



### Prodigy to Pariah

Can you remember the last time you saw a Citroën GS Birotor in the metal? No? Oh well, if it's any consolation they weren't exactly thick on the ground even before Citroën destroyed most of the 847 built between 1973 and 1975. Yup, you read that right: Citroën built them, marketed them and then destroyed them. But why did this happen? Was the Birotor so awful that Citroën felt compelled to commit the automotive equivalent of genocide on one of its own products? Or was there some other reason for their actions? Let's find out, shall we?

### The Rotary Club

There's no doubt that the Citroën DS represented a major step forward in car design and technology. Forget traction avant, this was avant garde in the most emphatic way. Everything from its beautiful, aerodynamic shape to its innovative suspension led the way for others to follow. Everything, that is, except its engines.

Anyone looking at a DS might have been forgiven for thinking that such a car had to be powered by something more sophisticated than a fairly agricultural four-pot petrol engine. Citroën were acutely aware of this, of course, but were hindered by both the French system of vehicle taxation, which penalised large capacity engines, and the costs involved in developing new engines.

After much Gallic head-scratching, Citroën made two decisions that would prove to be costly. The first was their purchase of Maserati in 1968. The second was even more significant: the acquisition and development of rotary engine technology.

The piston less rotary engine, the brainchild of German engineer Felix Wankel, offered a number of



advantages over conventional internal combustion engines. It was small, light, smooth and had remarkable power to size and power to weight ratios. It was therefore natural that a forward-looking company like Citroën would think that such an engine might be an ideal fit for their technologically advanced cars.

And so it came to pass that in 1964 Citroën entered into a joint venture with German car-maker NSU to develop rotary engine technology. Three years later, the two companies went a step further and a new engine manufacturer, Comotor, was born.



In 1969, the first rotary engine Citroën hit the streets. This car, the M35, was powered by a small, single rotor engine. It was not intended for series production, however, but to act as a real-world test-bed for its Comotor power plant.

Citroën originally planned to produce 500 M35s. These would be sold to selected customers who each agreed to cover at least 18,500 miles a year. The performance and reliability of the M35 fleet would then be monitored through the Citroën dealer network. It was a bold and imaginative idea, and it worked. Although only 267 M35s were actually built, a substantial amount of useful data was fed back to the Citroën and Comotor technical departments. At the end of the test programme, Citroën bought back and destroyed many of the M35 prototypes. It was a taste of things to come.

### **(R)evolution**

There was much activity in the design and engineering offices of Citroën at the tail end of the 1960s. The company had hitherto ignored the lucrative market for mid-sized cars and was now anxious to rectify that omission. By 1969, its new mid-sized model, known internally as *Projet G*, was in the advanced stages of development. At the same time, design work had just commenced on *Projet L*, the replacement for the DS.

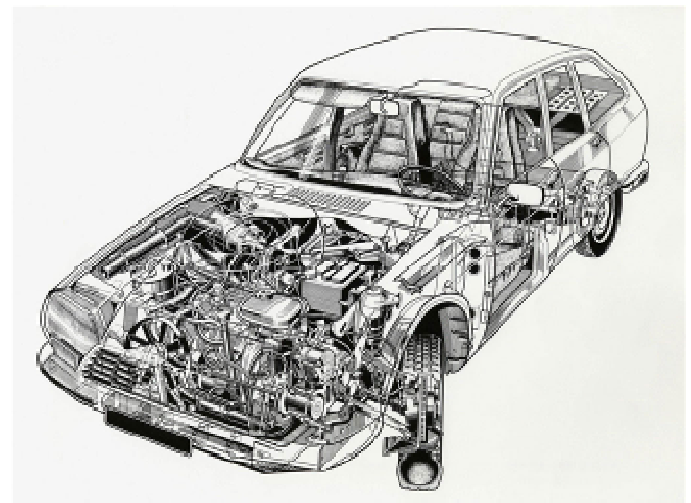
We would come to know these cars as the GS and CX.

When the [Citroën GS](#) went on sale in 1970, it brought more than a little sophistication to its market sector. It was pretty, modern, aerodynamic and had an impressive specification for such an inexpensive car. It was an instant success with both the public and the motoring press. To no-one's surprise, it was crowned European Car of the Year in 1971.

### **A different spin on the GS range**

The rotary engine GS, known as the *Birotor*, was launched in September 1973 at the Frankfurt Motor Show. Its specification was undeniably impressive: hydro pneumatic suspension, all-round disc brakes, semi-automatic transmission and, of course, a water-cooled, twin rotor engine. The power output of 107bhp was more than respectable, but the engine had the typical rotary weaknesses of high emissions and a lack of low-end torque.

Although marketed as a GS, the new model shared relatively few components with other models in the



GS range. Apart from the engine, the hubs, floorplan, suspension, brakes, wheels, instrument panel, interior trim and many of the exterior panels also differed from those utilised in the core GS range.

### **The turn of the screw**

The writing was on the wall for the *Birotor*, and production ceased in 1975. As manufacturing and stocking spare parts for such a small number of vehicles was not financially prudent, Citroën attempted to buy back every *Birotor* which had found a purchaser. The terms of the buy-back offer were generous and many owners gladly accepted them.

### **Acknowledgement**

The author wishes to express his sincere thanks to Julian Marsh of [www.citroenet.org.uk](http://www.citroenet.org.uk), an excellent source of information about all things Citroën, for his valuable contributions to this article. Images © Citroën and Audi.

# I've bought a Citroën Xsara VTS in Claudia Schiffer Yellow

by [Gavin Big-Surname](#) Wednesday, September 14, 2016



Anyway, back to the search for une aiguille dans une botte de foin. With fewer than 200 Citroën Xsara VTS left on the road, I wasn't exactly inundated with emails. But almost all the cars on offer tended to be post-facelift models and the vast majority were well past their sell-by date. That's the problem with the Xsara VTS. Despite its 'Peugeot 306 GTi-6 with a five-speed 'box' reputation, few people really care for it.

Which means, at best, the 2.0-litre 16v engines tend to get stripped out for transplant purposes, or, at worst, the cars get run into the ground or scrapped when the bills become too high. Like

so many other Citroëns of the 80s and 90s, the Xsara VTS is in serious danger of spiralling into the abyss. But I was determined not to let that happen.

I don't *need* another Citroën; I don't *need* another car. But for me, the [AX GT](#), [ZX 16v](#) and Xsara VTS represent the holy trinity of Citroën goodness. Sure, there are more illustrious Citroën threesomes out there – pick and choose from the DS, SM, CX, GS, 2CV, BX, Mehari... the list goes on – but for me, this is a full set. Which means I had to move quickly when it appeared in my inbox.



In truth, I was probably too keen. The seller listened as I waxed lyrical about *his* car, as though I was trying to sell the car to him. A deal was struck over the

phone and another car was bought, unseen, and without a test drive. You don't need to tell me, I know. But when you've waited this long, you start to worry if you're ever going to find the right car.

It's not perfect, but it has a near-perfect MOT history and a mere 39,000 miles on the clock. Crucially, it's the right colour, with the right face and it belongs to me. What's more, for the first time in years, I can say I don't want to buy another car. The fleet is complete. No more room at the inn. Quentin Willson might not like it, but I'm delighted to say I finally own a Citroën Xsara VTS. I can't wait to get to know it.

<http://petrolblog.com/2016/09/citroen-xsara-vts-claudia-schiffer-yellow/>

Four years. 'Citroën Xsara VTS' had been on my eBay watchlist for four years. Most weeks, eBay would email me, letting me know a suitable match had been uploaded to its site of much temptation. Like a kid unwrapping a present on Christmas morning, I'd open the email with excitement and expectation, only to find the automotive equivalent of a pair of socks.

PetrolBlog's regular reader will know that I've long been an admirer of the Citroën Xsara VTS. Way back in 2012 – when [Citroën's coupe was the star of Bangerwatch](#) – I suggested that I was in the market for one. So I asked eBay to let me know whenever a Xsara VTS came up for sale, and sat back in anticipation of my next purchase. Then I waited. Then waited some more...

Oh, sure, there was the occasional flicker of hope, but none hit the spot. You see, I was quite particular about the Citroën Xsara VTS I desired. Firstly, it would have to be a pre-facelift car. Secondly, I would hold on until I found one finished in 'Claudia Schiffer Yellow'. I know that to some people the colour is more 'baby sick and custard', but to me it's always been 'Claudia Schiffer Yellow'.



Let's face it, conjuring up images of a German supermodel wandering down a staircase whilst stripping down to her M&S undies

is more appealing than baby puke.



# 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](mailto: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.)

Send to

**The Treasurer**  
CCCV  
PO Box 751  
Frankston  
Vic 3199

Payment can also be made by direct debit.

Account Name Citroen Car Club of Vic Inc.  
BSB 633-000  
Acct 120127907

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.

## 2007 C4 Auto

06/17

2007 C4 Auto, excellent condition, 90,000 km, fully optioned, includes Satnav, amazing sound system, reversing sensors, leather seats, seat heating. It has every option you could get in 2007. \$8500 neg. Can negotiate on RWC. This is my daughter's car, selling due to arrival of first child. Reg: WBB 595



contact: [brian@desktop-eda.com.au](mailto:brian@desktop-eda.com.au) for more info and more photos.

## 1991 Citroen AX GT

06/17

For sale is a Citroen AX GT 1991 white two door hatch asking \$750.  
VIN: VF7ZAZW0000ZW9153

The car drives very well, however body has seen better days. Selling complete as donor car. Selling unregistered. The car is located in Carlton.

Call Jan for details on 0428 096 683

### 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**



## 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.







## Sales and Wants

### WANTED TO BUY

02/18

A 1971/2 DS auto.

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02/18

I'm afraid its time to say goodbye to our **2000 Citroen Xantia**. I love this car. We are the second owners since 2003 and she's served us well.

She is absolutely perfect on the inside but really crappy on the outside. The paint has developed a matt appearance due to the gloss coat festering. There's been a slight shunt in the back.

The passenger side window requires a new electric mechanism (supplied). The horn doesn't work, nor do the front windscreen washers (a hose disconnection). The windscreen is pitted and won't pass a RWC.

Other than that, I still love this car and drive it to Melbourne from Trentham (100kms) twice a week. I'm getting 700 to 800 kms per tank. It runs beautifully, is regularly serviced and has had new tyres and cam belts replaced in recently. Full service book history is documented.

I would be very disappointed to see her used as a parts car, maybe someone could give her a little TLC so that she may see out the rest of her life in the hands of a younger family member who needs an inexpensive car.

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