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**THE**



# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

July 2015

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



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## CITROËN CAR CLUB OF VICTORIA Inc.

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### MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

### 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>



What a marvellous anniversary dinner it was! Seventy-two of us together in a fine venue joyfully celebrating half a century of our club. GM design engineer and former CCCV committee member and CX owner John Field reminded us of some of the things that have attracted us to our remarkable cars. Founding

treasurer Neil Tassell talked about the earliest days which featured a greater emphasis on motor sport than we have now. Later David Greis recalled some of the events and people who inspired his enduring association with the marque and the club.

Several things struck me. One was the proportion of people in the room who had served as committee members over the years including twelve past and current presidents. The USA can't match that! It is because we are a club of crew rather than passengers that we have reached our half-century. Seeing and feeling the happiness and enjoyment of the people was a reminder of the truism that the more time and effort you invest in a group and its activities, the more you receive from it. It was good to see a lot of receiving happening that night.

Another pleasure was observing the popularity of the slideshow. Organizer Tom Grucza assembled from various sources some three hundred photos of club events and people from early 1966 to the Nuriootpa Cit-in this Easter. There was lots of laughter over how we had changed, casting larger shadows, dyeing our hair silver in the current fashion to denote increasing wisdom and wondering how on Earth fifty years had rushed past us without our realizing it.

I also noticed, and have remarked on before, the high average length of membership in CCCV. Heather Greaves quite properly received recognition of her fifty years of membership and service to the club but the encouraging thing is that her commitment and attitude is shared by many others. There are several whose membership spans four decades, more with three decades and a big group with over twenty years involvement. The precise numbers are not available at present, but as soon as our database

has been digitized, I'm going to draw them out and celebrate them with you.

Speaking of not having precise numbers, you may have noticed that in our speaking about the foundation of the club, we mentioned May 1965 but gave no date. The reason for that imprecision is that we simply don't know when it happened and that is because our earliest records are missing. It can easily happen in a volunteer organization which rents its rooms; records are kept in office-bearers' homes and passed on to their successors and can be lost or forgotten.

Can you help us find them? The documents missing include the red bound minute books covering the first ten or so years of CCCV's life. We think these contain our formation date. Also missing are a collection of ten to twelve scrap books containing press clippings, photos and brochures of various models. They are spiral wound with buff covers and club logos and titles on the covers. A lot of work went into them and they would be of continuing interest to us all, judging by the interest shown at the dinner in the photo album prepared by Dorothy Bristow for the 21<sup>st</sup> anniversary. Finally, the club has a collection of Citroen models housed in a specially made display case which seems to have vanished. If you have any clues at all that may help us recover the missing bits of our history, particularly if you were an early office bearer, please contact me because, as we reaffirmed at Box Hill Golf Club the other night, our history is not only important, but fun.

Now, time to get back to the present. With the run to Blackwood and the visit to the Healey Factory imminent, we can please the tourers, the socialites and the on-the-tools tinkerers in our midst. Whichever you are, we look forward to your company.

John Parsons.



#### DISCLAIMER

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

#### FRONT COVER

**Member gift for all attendees at our 50th Anniversary Dinner at the Box Hill Golf Club.**

*The Newsletter proudly printed by AVLON PRINTING*

*1A Viking Crt. Cheltenham North, Victoria 3192*

**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** (Subject to committee approval)..

CCCV welcomes the following new members to our family: Sam McCardel, Arie Valk and Terry Fitzsimons . We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

**Price Reduction** As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00 per l. LDS available at club rooms on club nights only at \$25.00 per l.

Events Calendar	2015	Draft Activities Program	2015
Jul	1 <u>Tech Night @</u> Healy Factory 646 Whitehorse Rd. Mitcham -see advert.		Oct 7 Club Night - AGM
	12 Breizoz Creperie, cnr Brunswick & Gertrude Sts, Fitzroy on <u>Sunday</u> at noon.		Nov 1 French Car Festival Como Park Sth. Yarra
Aug	5 Club Night - Speaker Run TBA		4 Club Night
Sept	2 Club Night—Bush Mechanics		Dec
	11-12-13 Rusty Springs –CCOCA weekend		For more details on club events contact
Oct	2-11 Diamond Jubilee of the DS/ID (see page 6)		<b>John Dorgan on 0437 289 084</b>
<b>Monthly 1st- <u>Chit-Chat Tuesday</u> Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from 10.30am CCOCA &amp; CCCV event for coffee &amp; chat. Denotes a Non CCV sponsored event. <input type="checkbox"/></b>			

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

### July 1 WEDNESDAY TECHNICAL NIGHT



Note: This is our normal club night

Address: 646 Whitehorse Road Mitcham-

Time: 7.00PM

Where: In the showroom Booking essential 0425872082 or email [woljen@gmail.com](mailto:woljen@gmail.com) by 19th June.

They will explain the function of the various departments IE. Panel Shop, Paint Shop, Mechanic Shop and Spare Parts.

The Cars presently on show range from Aston Martin's ,Austin Healey's, Lotus's to Rolls Royce's.

We will also hear about the drive behind this exiting Restoration Business.

### July 12 SUNDAY

## **BREIZOZ FRENCH CREPÈRIE**



### Bastille Day lunch.

Time: 12 Noon

Breizoz is French owned and staffed and serves crepes in the French tradition.

It is licensed and specializes in French cider.

We have the use of a rear room but numbers are restricted so please let

John Parsons know by Wednesday 8th July if you plan to join us.

You can visit Breizoz's website at: [breizoz.com.au](http://breizoz.com.au)

**August run. Standby for a complete update in the August Newsletter.**

### September 11,12,13 CCOCA weekend to RUSTY SPRINGS

28 Hovell St, Avenel VIC 3664, Australia == To be confirmed == Bed & Breakfast Accommodation

A few years back Bob bought an old Jaguar, but then, of course, he needed somewhere to keep it. Coming across a bonanza of second-hand building materials, Bob started to build a shed that would look like it had been on the block for "a hundred years"

Contact: Sue Bryant [treasurer@cintroenclassic.org](mailto:treasurer@cintroenclassic.org)

or visit CCOCA website : Calendar/September



*The Club Website is undergoing a rebuild and may even be completed by the time you receive this edition. The new design will be more efficient and user friendly in a much needed revamp. Visit the site at [citcarclubvic.org.au](http://citcarclubvic.org.au) and tell us what you think.*



To celebrate the Diamond Jubilee of the DS/ID the **CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA** will be hosting a 10 day event commencing on the 2 October 2015 and concluding on the 11 October 2015.

The starting point of the event will be Rutherglen then Bright and Lakes Entrance via the magnificent Great Alpine Road. From Lakes Entrance, a 2 night stay at Eden and then up the sapphire coast to Batemans Bay and Shoalhaven Heads. From there through Kangaroo valley and over the range to Bowral and Mittagong for 2 nights.

CCOCA has extended an invitation to all Citroen Clubs to participate in this event. This will allow clubs to include the event on their calendars thus allowing their members to use "CLUB" registered cars on the event.

**Registration FORM for Jubilee event.** \* **(Registration now closes 30th June 2015)**  
**Itinerary and Accommodation details**

**Download Registration Form and full Itinerary from the CCOCA website:  
at <http://citroenclassic.org.au/wordpress/>**

**Early bookings essential as limited car slots available.**

## LETTERS TO THE EDITOR:

*Hello,*

*I am sitting at home on a freezing Melbourne winter day and thinking back over the 4 hours of last evening's celebration dinner.  
[Wednesday 3<sup>rd</sup> June]*

*The CCCV is 50 years old/young!*

*Thank you to everyone who made yesterday happen –*

*the people who went to the Parkville Post Office in response to an ad in The Age, and liked each other enough to form the club,*

*all the members who have come and spent time with us over the years, and*

*the members, current and past, who came together to celebrate.*

*The Box Hill Golf Course is a great venue with plenty of room for the 73 guests to move around, wonderful food and so much talking. I was surprised we found time to eat – and the birthday cake – a chocobolics dream.*

*It was amazing to see some familiar faces from back then – older sure! and lots of more grey hairs – but the same smiles and firm handshakes. Sad too to hear stories of some gone and others unable to join us due to ill health.*

*Special thanks to Yvonne & Tom Grucza for their efforts. A wonderful night, just enough speeches, and a very interesting guest speaker – John Field [CX owner and GM Engineer].*

*Thanks to everyone for such a great evening.*

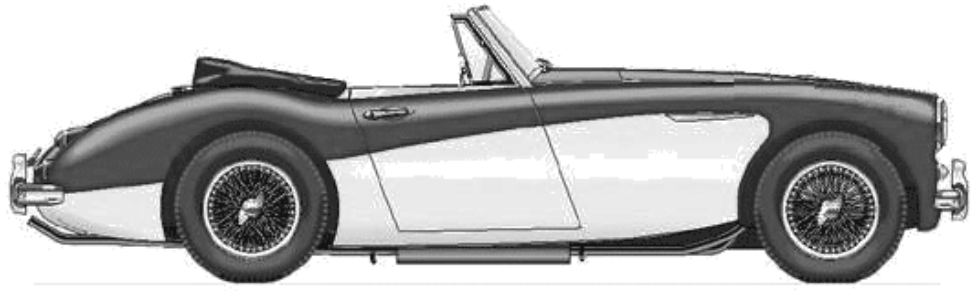
**Heather Greaves**

**Interesting Club member observations.**

"Club member Wolfgang Siem purchased a 1963 Austin Healey Sprite in 1966 and the next day, met his wife to be.

The three of them have been together ever since.

Not only that, his wife obtained her driver's licence in the Sprite whilst she was eight months pregnant. Now that would have been a squeeze!"



# SECRETARY WANTED

Part Time

Low hours.

Great workmates.

Prestige.



Work from home.

Satisfaction

Many laughs.

Honourable.

Non paying position, but fully appreciated by other club members.

We are a gender neutral employer.

Contact Club President for a complete job description.





Headquarter at today's Rex Hotel, corner Le Loi – N

In 1936 Citroën set up a subsidiary in Indochine française, headquarter at today's Rex Hotel. In 1970 the Société Automobile d'Extrême-Orient became the Société Industrielle et Commerciale «Xe Hoi Citroën Cong Ty» and specialized in the assembly of a version of the Baby Brousse called La Dalat. This is the first car ever assembled, branded and produced in large scale in Vietnam with the localized percentage up to 40%

Only important parts such as engine, steering wheel, brake, suspension were imported from France, the rest were all localized. There were 4 types of La Dalat with 4 seats or 2 seats with space to carry goods.

The model was a great success targeting the mid class clients: convenient, economy and easy to customize/ personalize as most of the parts are made in Vietnam with great extend of flexibility.

The production continued until the fall of Saigon in 1975.

Now only a few La Dalat can still be seen on Saigon street and some can be still found in Laos.



Advertising Poster 1973



LA DALAT on Saigon Street



Logo La Dalat







Nguyen Hue Street



La Dalat in Saigon



La Dalat in museum, Belgium



Address: No 141 - Nguyen Hue Avenue - District 1 - Ho Chi Minh City  
Phone: (84-8) 38292185  
Fax: (84-8) 38296536  
Website: <http://www.rexhotelvietnam.com/>

Description: Rex Hotel is a luxury hotel heritage dating back to early 20th century when it was originally opened as a French garage . For over 80 years, the Rex has been as a landmark, as well as a witness of the ups and downs of the city's history. Located in the heart of the Ho Chi Minh City, the Rex Hotel was rebuilt to become one of the city's most incredible addresses.



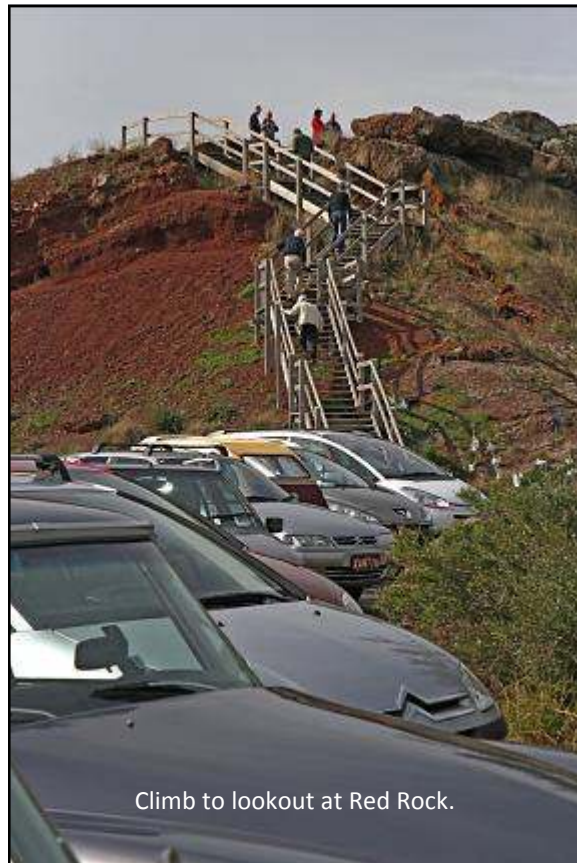
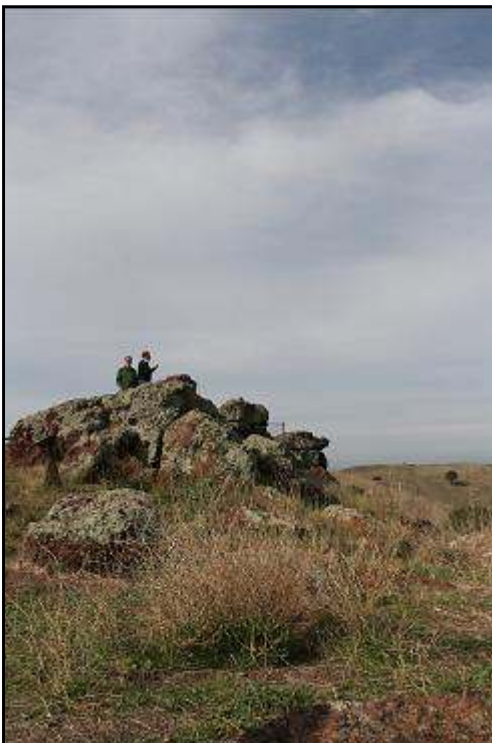
# CCOCA & CCCV RUN TO BEEAC 24 MAY



Meet up at Moonee Ponds 9.00AM.



Car park at Red Rock, Coragulac; near Colac.



Climb to lookout at Red Rock.



Red Rock car park.







Old windmill display opposite the Beac Pub.



Ian McDowell's Motor Museum behind the Pub.



Waiting for lunch in the Beac Pub.







Nashville, Tennessee's, *Lane Motor Museum* is doing its best to celebrate 60 years of the Citroën DS and to spread the story of France's many contributions to the world of automobiles in its new exhibit, *Les Autos Francaises: 60 Years of French Automotive History*. It opens to the public on Thursday, May 21 and runs through April 4, 2016.



Jeff Lane



Today, the Lane Motor Museum's 100-strong French car collection includes about 50 Citroens, eight of which will be included in the special exhibit. Among the others are Renault, Simca, Peugeot, Panhard, Hotchkiss-Gregoire, Matra, Deutsch Bonnet and Georges Irat.

About one-quarter of the Lane's 400-vehicle collection are French, and 30 of those have been chosen for the exhibit, which covers the period from 1924 to 1985.

Jeff Lane, the museum's founder and director, explains that France had a number of advantages during the automobile's early years – its roads were far better than other European nations', it enjoyed a high level of technical skill, and it was blessed with able and tireless entrepreneurs.

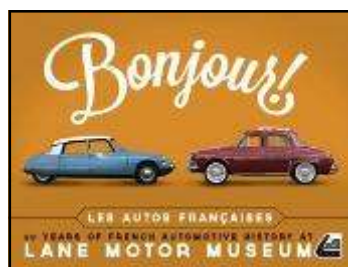


1940 Georges Irat

Lovers of the highly unusual will not be disappointed. The one-of-a-kind, propeller-driven Helicron from 1932 will be on display, as will a 1920 Peugeot bicycle that uses a similar propulsion system. And there is an array of microcars, from barely-more-than-bicycles to delivery vehicles to sporting models. Here is a complete list of vehicles in the French Automotive History exhibit:

- 1920 Peugeot Propeller Bike
- 1924 Citroën 5CV
- 1924 Sima Violet
- 1925 Hironnelle Rétro-Direct Bicycle
- 1927 Panhard-Levassor X74
- 1931 Mochet Velocar
- 1932 l'Eclair (replica)
- 1932 Helicron
- 1937 Citroën 7C
- 1938 Citroën Gazogene
- 1938 Georges Irat
- 1938 Peugeot 202
- 1940 Georges Irat
- 1951 Hotchkiss Gregoire
- 1953 Ardex
- 1953 Rovin D-4
- 1954 Citroën 2CV
- 1954 Panhard Dyna Jr
- 1954 Simca Weekend
- 1955 Deutsch Bonnet HBR5
- 1956 Mochet CM125Y
- 1959 Citroën ID 19
- 1959 New Map Solyto
- 1961 Panhard PL17
- 1962 Citroën 4x4 Sahara
- 1962 Renault Dauphine
- 1965 Matra D'jet 5
- 1967 Mep X-2
- 1970 Citroën M-35
- 1973 Citroën SM
- 1975 Matra Bagheera
- 1980 Ligier JS4
- 1985 Renault Turbo 2
- Solex Model 3800 (year unknown)

For more information visit the Lane Motor Museum [website](#) for hours and admission.



## Citroen is set to join the Formula E grid with the Virgin Racing team next season.

Virgin is one of the eight registered manufacturers selected to develop their own powertrains for the 2015/16 season and is understood to have entered into a financial and technological partnership with Citroen. The move is believed to have been driven by new PSA Group (which includes Citroen and Peugeot) boss Carlos Tavares, a known supporter of the Formula E electric-vehicle championship. He was responsible for the sponsorship deal between Formula E and Renault, where he was formerly chief executive officer before his move to PSA in February 2014. There is also a link between Tavares, a keen motorsport fan and amateur racer, and Virgin - the Formula E operation is run by personnel from the test squad of the Lotus Formula 1 team, which was formerly owned by and raced as Renault. It is understood that Citroen could choose Formula E to promote its DS sub-brand as it emerges into a stand-alone marque.

Yves Matton, team principal of the Citroen Racing competitions department that masterminds the manufacturer's World Rally Championship campaign, told AUTO-SPORT: "There was a story in the newspaper recently with Tavares saying that PSA Group has some interest to the Formula E. "Now we are looking at what will be the motorsport disciplines that fit the three brands [Peugeot, Citroen and DS] the best. "Formula E could be one of the disciplines that fit to the group, but nothing is decided."

Virgin Racing would not comment directly on speculation that it has a deal in place with Citroen. "We are talking to various manufacturers, as are most teams in Formula E," said a spokesman. "We are hopeful of a partnership going into season two, but it is too early to say anything."

Citroen's likely move into Formula E would pitch it against Renault, which as a manufacturer will supply powertrains to the e.dams team. Next year's Formula E regulations allow manufacturers to build their own electric motors, current inverters and gearboxes. The maximum race power will rise from 150kW to 170kW.

The power and energy figures will continue to rise leading up to season five in 2018/19, when Formula E is set to abandon both the one-make concept and mid-race changes of car.





# 50th Anniversary



Peter & Ann Jelly



Ann & Phillip Cottrill



Olya & John Fedorko - Louise McKenzie & David Gries



John Field CX owner and GM Engineer.



David Gries



Heather Greaves 50



# Anniversary



Neill Tassel



President: John and Helen Parsons.



Tom & Yvonne Gruzca.



years of membership.



Dave Rogers & Mary Noonan.



Bernie Rachelle and John Parsons singing.



## In Communist Cuba, Car Love Runs Deep out of Necessity



Cuba is about more than just old cars, but the island nation's adversarial history makes car ownership unique from almost any other place in the world. If you have a car in Cuba, you probably have an old car.

One humid night in Havana, I met the second owner of a 1937 Pontiac with a three-speed manual, who boasted of its stock condition. His father was the first owner. There were some niggles with the car — he had to use a screwdriver to open the trunk lid and a wire to wiggle the glove box lock.

Other than the addition of turn signals cleverly mounted on the rear parcel shelf and an electrical upgrade from a 6 volts to 12 (because 12-volt alternators are all you can get now), the car was fundamentally as it was in 1937. No custom paint or big wheels.

He loves the car and will probably hand it down to someone else when he no longer has a use for it. And that's the feeling shared by a lot of Cubans. A car isn't a disposable good like it is to most Americans — it's essential to your life and you make it work as long as possible.

**I spent a month in Havana** earlier this year for a photography course through Northeastern University, as part of the university's Dialogues of Civilizations program. Twenty-three of us, along with two awesome TAs and two also awesome professors, studied Cuban culture and learned about a place few Americans get to travel. Some people took a lot of pictures of fruit. I honed my very basic photo skills by taking pictures of cars — a lot of pictures of cars. These are my observations about the cars in Cuba and Cubans with their cars.

The trade restrictions imposed for the last five decades by the US have pretty much left Cuba stuck in 1959 as far as cars are concerned. But there are a

lot of cars from the Soviet era, aging Russian things that got distributed decades ago. But as exporting to Cuba has been increasing slowly, the last 10 years or so have brought waves of 1980s and 1990s European cars and some brand new Chinese and Korean ones. Any of those are highly prized possessions among Cubans. **On my first cab ride in the city**, the driver's day job was as a doctor. But because he makes so little practicing medicine, he moonlights driving a taxi (and ripping off Americans) to support his family. His Lada, complete with pine tree air freshener hanging from the rear view mirror, is crucial to his livelihood.

That's the reason cars — ones that would have been crushed in the States years ago — are mended over and over again in Cuba. Watching a taxi driver under the front of his Lada while his passengers stand on the side of the road in their bathing suits. New parts from the few companies with any presence here — Fiat, Peugeot-Citroen, Mercedes-Benz, for example — are expensive and likely only for the newest models.

While Havana is swarming with as many cars as large flying insects, four-wheeled transport is still out of reach for working families making about \$20 a month — if they're lucky. Gas costs around \$4 a gallon, and that's for 83 octane. Availability of a car in Cuba is tricky. Even though there's a Citroen showroom and a Fiat parts department, few can afford to splurge on a shiny new C4.



**Guillermo Ramirez Malberti is an artist** with a fascination for Cuba's car culture. He paints them, creates art from old radiators and Peugeot chassis and organizes old American ones in the shape of the country. It's estimated there are more than 50,000 pre-1960 American cars, most still gleaming with chrome, roaming the country. And it's those that capture the most attention.



**Now Cubans are doing everything they can** to keep post-1960 cars on the road. The amount of European cars from the '80s and '90s still chugging along is pretty surprising. 205s are everywhere, as are 405s that would be considered an oddity in the US, even most of Europe. Cuba must be where all of the remaining Fiat Tempras in the world

"Up until 2002, it was only American and Soviet cars," Malberti said in English that was better than my Spanish. "There is a strong sense of symbolism with the American cars."

But while it may look like a '56 Oldsmobile, things are probably not what they seem underneath. Gas hungry V8s have long been ditched for Fiat four-cylinders. Some are even using differentials and greasy bits from old Land Rovers. And others are running on propane gas tanks in the trunk, because that's cheaper than gasoline.

"Cubans get very creative with ways to fix their cars themselves," Malberti said as he showed me how people squeeze guava and banana pieces to stop up a leaky radiator.

live. Squeezing as many people into a Fiat Cinquecento as possible looks like a national sport rivalled only by baseball. I even spotted two Saab 96s running quieter than some of the Renaults used as taxis.

Korean cars are in abundance, too. Accent taxis and Rio and Sonata rentals are hugely popular. But Ladas rein supreme. Anything with the mechanical simplicity of a mango and the toughness of a coconut is bound to do well in a city where potholes connected by smoother strips of pavement are called roads (in the country, it's cobblestones connecting those potholes).





## Stunning New Book on Voisin



Gabriel-Voisin-with-brother-Charles-Voisin-circa-1907

A new book has been introduced celebrating the life of designer, inventor and visionary Gabriel Voisin. *VOISIN: La Différence* is a modern retrospective on Gabriel Voisin and his avant garde designs and pioneering inventions, documenting his life with stories and photography of many of his most important innovations.

For those that know Citroën history, André Lefèbvre, the principle engineer of the Traction Avant, began his career as an aviation engineer working for Gabriel Voisin. He was also a racing driver and race car designer, and won the 1927 Rallye Monte Carlo. He joined the Renault in 1931 but with a tenuous term working under Louis Renault was hired in 1933 by André Citroën for the hurried development of the Traction Avant. After the death of Andre Citroën in 1935, he continued his work at Citroën on the 2CV, DS and HY Van.

Citroën owes much of its engineering innovation to the time that André Lefèbvre spent at Voisin.

Created in partnership with the Mullin Automotive Museum, *VOISIN: La Différence* was authored by the world's leading Voisin experts and historians, Philipp Moch, Pierre Vanier, Reg Winstone and Philippe Ladure. The book chronicles the compelling stories of Gabriel Voisin and his ingenious creations in bi-lingual text (English and French), and features a wealth of previously unpublished modern and historic photography. The book showcases nine of Voisin's most iconic automotive designs, including the incomparable 1935 Avions-Voisin C25 Aérodyne, and celebrates Voisin's remarkable contribution to the defining technologies of his century.

One of the most significant designers of the early 20th Century, Voisin's achievements in automobiles, aviation and architecture represent the pinnacle of style and innovation of the Art Deco era. Voisin's revolutionary designs include the first aircraft to take off under its own power and sustain flight (1907), the C6 Laboratoire race cars that triumphed over Bugatti (1922) and some of the world's first modern prefabricated homes (1920).



*VOISIN: La Différence* is available exclusively from the Mullin

Automotive Museum for \$125.00 US. For more information on the book, or to purchase a copy, visit [MullinAutomotiveMuseum.com](http://MullinAutomotiveMuseum.com).

**CITROËN** VIE

The CCCV Newsletter

## The Michelin Vintage tyres range returns to Australia.

From May, the highly popular Michelin Vintage car tyre range will be available in Australia, Featuring the Michelin Classic and Historic Competition tyre ranges, the new arrangement will give vintage car owners easier access to approximately 90 products.

Not only will they be able to keep the original look and feel of their vehicle, they will also benefit from improved safety and performance.

"Tyre safety and performance have come a long way since these cars were first manufactured, but thanks to continuous innovation and technological leadership from Michelin, these tyres benefit from the progress made in performance. However, the visual characteristics of these tyres remain consistent with those of the vehicles of time."

Michelin Vintage offers a range of tyres for classic cars which will fit a number of vehicles made between the 30s and the end of the 70s.

These tyres reproduce the exact configuration of the model of the time in terms of size, tread pattern and aspect ratio thereby ensuring the vehicle remains entirely in keeping with the period.

[www.michelinclassic.com](http://www.michelinclassic.com) or call 1300 72 78 78.

## 2CV Sahara Up For Auction in the USA

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A rare 2CV Sahara is to be auctioned on June 12, 2015 at Motostalgia's Indianapolis Brickyard Auction in Indianapolis, IN. (Citroën built 694 Saharas, but only 27 are known to exist today.)

Apparently given a full restoration in Mexico, where both engines were rebuilt, it was then displayed as part of a prominent collection near Mexico City.

If you've desired one of these 2-engined 4WD 2CVs, this could be the ideal opportunity to make a purchase! Thought the estimated selling price is \$75,000 – \$95,000 US, at least you won't have to pay overseas shipping costs had you been able to buy one in Europe! For more information visit:

<http://motostalgia.com/car-detail/?car=IBY15-1963-Citroen-2CVSahara4x4-&vin=TBA2CVSahara>



# CITROËN AUTOMOBILES AUSTRALIA

Heritage Office Building A, Campus Business Park, 350 Parramatta Road, Homebush NSW 2140

Locked Bag 206, Silverwater NSW 1811 [www.Citroën.com.au](http://www.Citroën.com.au)

Citroën Automobiles Australia is a division of Sime Darby Motors Wholesale Australia Pty Ltd ABN 58 116 052 751

Dear Members,

I'm not ashamed to say it, I was a virgin..... I've worked at Citroën for over 2 years but I was a virgin and not just in one sense, but two! Frankly, I'd never driven a classic Citroën and I'd never attended a Cit-In.

In April all that changed when I drove my first classic Citroën, Loui Burkes (brave man) elegant, sophisticated and beautifully presented Black 1952 Traction.

What a revelation, the torque, the handling, the simplicity and the brakes (well, maybe not the brakes). I wasn't quite prepared for what I was getting into with the Cit-In, I didn't know what to expect, I didn't know if I'd enjoy the experience and I certainly wasn't prepared for the passion that was on show.

What I found at my first Cit-In was nothing short of a revelation, the enthusiasm, dedication and commitment to the Citroën brand was... not amazing (because its expected from Citroën owners), but heart warming. There was and is a genuine love from the attendees for their cars and the brand. The cars were spectacular, a badge of honour for their owners and a mark of pride for me as the National Sales Manager.

It's hard to choose a favourite, the Cheekie (White/Blue and White/Green) 2CV's, the Bronze SM defined French charisma, or even the Yellow DS which typifies French avant-gardeness.

All the attendees were passionate and engaged with their special Citroëns, but I notice when asked about their daily drive Citroën wasn't the most featured marque.

Initially I was puzzled by this but on further thinking I can understand. When Sime Darby took over Citroën two years ago the brand hadn't been very well cared for, the product offering wasn't competitive and quite frankly Citroën just wasn't offering the product or support services people wanted.

Today, I'm pleased to say that has changed and Citroën can now boast class leading specification, a number of new or refreshed models and an industry leading 6 year warranty and service program.

It's time for all Citroën car club members to show their passion in their daily drive by making that car a Citroën.

To help you in the decision making process and to give a little back for the passion and commitment you have for the brand, Citroën Australia will give all club members a \$1,500 (inc gst) bonus on any new or demo Citroën bought.

I know that it may sound like a sales pitch, but it's not – if it weren't for you, I wouldn't have ticked two items off my bucket list and I certainly wouldn't be energized by the enthusiasm and passion that you all demonstrate for the brand I sweat over every week.

Regards,

Shaun Mackle

National Sales Manager

Present this voucher to your authorized CITROËN Dealer to claim this exclusive Club Member's discount on any new and demonstrator

C4 and DS vehicles\*. See your nearest CITROËN Dealer or call us on 1800 699 058 for more details.

CREATIVE TECHNOLOGIES



# 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](http://www.citcarclubvic.org.au) **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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

## 1985 Citroen CX2500 1E Automatic (plus running parts car)

Selling to make way for another Citroen, this car is currently club registered and driven often. It passed Victorian RWC within the last 6 months.

The speedo shows 55,000km but this is most likely 155,000km.

In very good overall condition with a rust free body and an excellent blue cloth interior, the motor, gear box and suspension have all been serviced recently.

Included in the asking price is an identical car which drives, but only in reverse. It has superficial body rust (non structural) and could be easily restored or used as a parts car.

Both cars are located in Fingal (Rye Back Beach).

Please call Richard with any questions - 0417 316 060 or

[richardward007@bigpond.com](mailto:richardward007@bigpond.com)

\$6,500



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Custom tow bar with removable tongue.

Vert with Tan leather.

Vic reg TZF 455

\$6500. 0414325439 [mikeholt@bigpond.net.au](mailto:mikeholt@bigpond.net.au)



## 1989 Citroen BX 16v GTi manual.

VIN: VF7XPFC0000FC9250

Continuing the downsizing to make way for another Citroen, this car has been readied for RWC and Club Registration.

It now presents very well both inside and out, with many interior items replaced and all running gear serviced by a Citroen specialist. The odometer reads 188,000kms.

This little BX is great fun to drive and becoming increasingly hard to find in this condition. **It will be sold** without RWC but with a collection of spares including a full-set of wheels and tyres. Car located in Fingal (Rye Back Beach)



Please call Richard with any questions - 0417 316 060 or [richardward007@bigpond.com](mailto:richardward007@bigpond.com)

\$5,000



# 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](http://www.citcarclubvic.org.au) **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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## 1962 ID19

I believe it is 95% complete (missing one headlamp & hub cap, otherwise has been on blocks and under-cover for past 20 years.

Contact Bruce Embleton

[embletonlaw@westnet.com.au](mailto:embletonlaw@westnet.com.au) or phone 5456 2504 for more details and photos.



## For Sale

6/15

1995 Citroen XM V6 Auto 4 door Sedan . Navy duco. Always garaged and in excellent order . Registered QRV 543 until late February 2016 . Roadworthy supplied - please note only 111,459 klms . Leather , woodgrain . An excellent example of an iconic Citroën.

Suburb Carlton. Vin: VF7Y4TR0000TR1039

Collectors note- There are none in Australia in this condition advertised with such low klms .

Any inspection welcome. First to see will buy - price \$8000

Contact Dan 0408 991 700



## Wanted to Buy.

7/15

I am a new member, but a previous DS owner. Hope to acquire a recondition car in the next year or so. If you hear of any reconditioned DS for sale please let me know. (Preferably a 70s Pallas ).

Contact: Terry, [terry@xactsolutions.com](mailto:terry@xactsolutions.com)

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Just perfect for your Citroen. **\$600-00**

Contact: Charles Hardman m : 0413001234.

E: [charleshardman@gmail.com](mailto:charleshardman@gmail.com)



## For sale

6/15

DS rear suspension boot and steering rack boot. Both have been remade to original size using rubber compatible with LHS and LHM so can be used on all DS and ID.

Price for rear suspension boot is \$50 to club members (\$55 non members)

Enquire for price on steering rack boots.

Phone: Desilva on 0419 886 480





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www.parismotors.com.au

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