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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

July 2016



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CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

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

CPS NEW APPLICATION

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

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



From the President

It's getting close and excitement is mounting. We, some of the Victorian contingent, leave on July 15th and there is plenty to do. The car is ready and we are now sorting out and weighing our camping gear, our spares and ourselves. All

the luggage and the crew must not weigh more than 300kg. The philosophy is travel light, justify every item packed and have every item do at least two jobs.

Yes, Raid Australia 2016 is a big deal. We Melburnians will, in the two months we are away, cover an estimated 14000 km of everything from freeway to impossible goat track. And it's not just the distances that are big. Here are some statistics on the entries:

69 cars and 127 people

43 cars from Australia, By state ACT 1, Qld 3, SA 6, Tas 2, Vic 16, NSW 10 & WA 5.

The two-horse force is strong in our home state.

26 cars from overseas. By country Austria 1, Belgium 1, Finland 1, France 8, Germany 3, Netherlands 6, Thailand 1, UK 4 and USA 1. (Thanks to Dave Rogers for these figures).

One of the reasons we enjoy Cit-ins so much is that we catch up with interstate friends at least once a year and this helps remind us that our Citroen community is not just us. We are part of a larger, Australia-wide community of Citroen enthusiasts who, because of our climate, roads, car market-place factors and the tyranny of distance, are able to support one another in our mad obsessions.

But there is yet another level of Citroen community beyond that; one which is arguably richer, more diverse and stronger in technical support. The point of listing the stats above is to show you just how strong and diverse that international community really is.

So for at least two months every four years we are enlarged as people by the company of not only John and Liz from Adelaide but Eilko and Sylvia from Amsterdam; not only Joe and Helen from Sydney but Axel and Uschi from Seattle; not only Ken and Chris from Bendigo but Peter and Lorraine from Brittany. These people bring not only friendship but a diversity of experience, technical ability and inspiration and even sources of spare parts.

It's just one reason we raiders are so keen.

We'll keep in touch with you, one way or another, while we are away.

Meanwhile there is plenty happening this side of Alice Springs. You should have booked for the Bastille Day lunch at Mornington Golf Club by now. If you haven't, throw yourself on the mercy the organizers and see what miracle can be wrought on your behalf.

For those of us to whom the inside of an engine is more beautiful than the outside, we have a treat for you at the July meeting. Our guest is Leigh (Basil) Kier, proprietor of Headworks in Murrumbidgee. Basil has a great deal of engine reconditioning experience above and below the head gasket and has done many vintage and classic engines. He is an excellent speaker (I heard him at the AOMC restoration seminar last year), a great raconteur and a lover of vintage and classic motorcycles. We will allow plenty of time for questions so please join us. Keep your eye on the Newsletter for details of the August outing. It promises a new level of gender balance in our activities. I will miss it, being away sleeping under the Northern Territory stars and improving my French with Lorraine. Wherever we are, we're all going to have a ball. Au revoir!

John Parsons

DISCLAIMER

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

FRONT COVER
Club member Con Sarris's 2CV
awaiting restoration

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

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



NOTICE BOARD



CCCV Website Password Update

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

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

New Members . CCCV welcomes the following new members to our family: Greg Wood, Marco Hall, Nick Diamantopoulos, and Kon Stefanopoulos. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

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

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

Events Calendar		2016	Draft Activities Program	2016
Jun	1 Club Night– Motor Oils		Oct	5 AGM & Post Raid overview
	18 Restoration Seminar-Details page 7	□		16 French Car Festival— Seaworks
	23 Desal tour (NOTE: Thursday)			Pt Melbourne Entry @ \$10.00 per car
Jul	6 Club Night-Cylinder Heads—Headworks		21-23	RACV Motorclassica
	10 Bastille Day lunch		23	Club Run TBA
Aug	3 Club Night– Social night		28-30	Rusty Springs □
	21 Run to Arthurs Seat car museum		Nov	2 Club night– Buy-swap-sell
Sept	7 Club Night-Classic spares			Club Run- Date TBA
	25 Tech day -Garth Harris place		Dec	Xmas BBQ @ Frog Hollow Reserve
Monthly 1st- Chit-Chat Tuesday				Date TBA
New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae			2017	Apr 14-17 Citin in Smithton Tasmania
(opposite the steel Lighthouse). Melways 158 K10			2018	Mar 30-Apr 2 Citin in Dalby Qld.
from 10.30am. CCOCA & CCCV event for coffee & chat.			For more details on club events contact	
Denotes a Non CCV sponsored event. □			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	Roger Imrie	9890 1834
GS/GSA	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 10th Sunday Bastille Day Lunch

This year's Bastille Day celebration will be a combined CCCV and CCOCA lunch on Sunday, 10th July at Mornington Golf Club.

The venue is an upstairs room at the golf clubhouse which is itself on a hilltop overlooking Port Phillip Bay. The time is noon for a 12.30pm start.

As well as the venue, the meal and the company, you can also spend time in the area doing many other enjoyable things:

- Stroll along the beach
- Fish from Mornington Pier
- See the Main St shopping strip with a coffee shop every 50 metres
- Explore the antique shops in Mornington, Moorooduc and Tyabb.

- Visit the National Trust property "The Briars" and learn about Louis Napoleon's connection with us. How appropriate!

- **BOOKING FORM ON PAGE 6....**

BOOK NOW!



Citroen Technical Day
Sunday September 25th 2016
Starting around 10.0 am



For New



For Old



For very old

- * Use of 4-post hoist
- * Sphere regassing (LHM only)
- * Some workshop facilities (BYO tools)
- * Free electronic diagnosis by Autologic Diagnostics (for Citroens with computer link)
- * Barbecue, free sausage sizzle, tea and coffee
- * Garth's car collection (Citroen DS, SM, CX, AMC Javelin, Pontiac Corvette, Ferraris)

RSVP

Ian Downie 0452 411 104 by 11th September

Address Garth Campbell
340 Main Drain Road
KooWeRup

Autos, Antiques & Ambience – August Club Run

Sunday 21 August



11.00am Meet at Charlie's Auto Museum 175 Purves Rd, Arthurs Seat. Entry fee: \$15. Cafe on site for morning coffee.

12.30pm Depart Arthurs Seat for Tyabb. About half an hour's drive.

1.00pm Lunch at "Hart of Tyabb" in the Tyabb Packing House Antique centre at 14 Mornington-Tyabb Rd, Tyabb

After lunch Take more time to look over the antique displays then head to Coolart Estate winery at your leisure for wine tasting and sales. Visit their plant nursery and enjoy a leisurely afternoon. Coolart Estate is about 10 minute's drive from Tyabb. Coolart at 427 Coolart Rd Sommersville, Somersville.

Bookings Essential by 15 August 2016.

Contact Tom Grucza SMS or phone 0431 396 277 or badjatom@gmail.com

Bastille Day

Combined CCOCA and CCCV Luncheon



WHEN: Sunday 10 July 2016
TIME: 12.00 for 12.30pm
WHERE: Mornington Golf Club, Tallis Drive, Mornington, Vic. Melway 104 J10.
COST: \$52.00 per head for a two course lunch.
BOOKINGS: Essential. Bookings can be made through CCCV. See below.
RSVP: Friday 24th June
ENQUIRIES: Lee Dennes: 0438 286 181 John Parsons: 0407 045 388

Booking Form for Bastille Day Luncheon

Bookings must close by Friday 24th June 2016

Name. _____
Address. _____
Suburb. _____ Post Code. _____
E-mail. _____

Cost: \$52 per adult

Names of members in your party including you.	Mobile No.	Vegetarian	Gluten Free	Special Dietary Requirements	
				Total	\$

Payment:

- ☐ I have enclosed cheque payable to Citroën Car Club of Victoria Inc.
- ☐ I authorise CCCV to charge my credit card with \$ _____
Card Type: Visa / Master (circle)
Name on card: _____
Card No: _____ Exp. Date: _____
Signed: _____
- ☐ I have paid by EFT to Bendigo Bank BSB: 633 000, Acct: 120 127 907
using my surname as the reference

Return this form to The Treasurer, CCCV Inc, P.O. Box 751, Frankston, Vic. 3199

Any cancellation received prior to 24th June will receive a refund of \$52.00 per person. There will be no guarantee of refunds after the 24th June; it will be at the discretion of the organisers.

2018 Raid New Zealand.



Planning has started for 2018 Raid New Zealand. Over the last few years there has been some interest shown in taking 2CVs to New Zealand for a raid. Dave Rogers and Peter Dekker have started preliminary planning for this and have tentative dates for mid February to mid March 2018. A preliminary route has been drawn up and starts in Auckland and passing through Rotorua, Napier, Wellington, Nelson, Queenstown, Invercargil, Dunedin, and finishing in Christchurch. Approximately 4500kms in 30 days. There are 10 "rest" days for sightseeing along the way. All attractions are optional, however we will be visiting many of the classic NZ attractions and world class museums as well as some out of the way places. At present there are 3 gravel or dirt road sections and many back country sealed roads with a minimum of highways

It is anticipated accommodation will be in cabins or motels along the way, and this will all need to be pre booked well in advance, it would be best to do this in a group though anyone wishing to book own accommodation is welcome. Costs including car transport to and from NZ, air fare, accommodation, fuel and food allowance, (everything apart from personal spending) is estimated to be 7 to 10k for a single person and 10 to 13 for a couple. This is a rough estimate only.

At this stage we are looking for expressions of interest only, the group will likely be limited to 40 people to make accommodation easier in some of the smaller towns and to keep the group together. Please contact Dave drogers11@gmail.com or Peter petermelbs@yahoo.com for further information or to express interest. First come first served!

REPORTING A CPS VEHICLE

There have been instances where the CPS scheme regulations have been breached by owners using vehicles outside the regulations including instances where CPS vehicles are used whilst the owner is not a financial member of any club. These breaches can undermine the integrity of the scheme and compromise individual clubs. The AOMC has issued the following advice:

If you see a vehicle that either:

- a: Should not be on the Victorian Club Permit Scheme
- b: Has an —H plate when it should have an —M plate
- c: Is operating outside the terms of the permit (e.g. number of days, used for commercial gain)

Then send:

- (i) A photo of the vehicle
- (ii) The time, date and location that the photo was taken
- (iii) The reason you believe an offence has occurred
- (iv) Your name, address and phone number to: AOMC 1/3 Edgecombe Court, Moorabbin, 3189 or email to: secretary@aomc.asn.au

The AOMC will check that the information provided is complete and correct, and will pass it on to VicRoads. Note that the AOMC will NOT pass on your details (unless asked by VicRoads), and then only with your permission. The AOMC cannot guarantee that we can report back on the outcome of your notification.

"A Point Of View"; "The Utility of The Motor Vehicle"; "The Motor Vehicle's Role in Transport"; etc.

MOVING PEOPLE AND GOODS IN THIS BIG CITY OF OURS (AND DON'T FORGET THE TRADIES)

We talk about investing in transport infrastructure, and that's good because we need such investment. But rarely do we say what – what exactly is the role of transport in our society and what we expect of the transport system.

Why do people travel? Essentially because there is something happening somewhere else that people need or want to be part of. It may be work, school, shopping, visiting friends or the doctor, attending a sporting or cultural event, or whatever. Apart from some recreational trips, people travel only to get someplace else to do something. The transport system does not generate travel – it just connects people to places and activities. So our thinking about transport should start not with infrastructure and services – it should start by recognizing that transport is there to enable a wide range of human needs and wants to be satisfied.

In Melbourne, about 85 per cent of motorized trips are made by car. Why this dominance?

Because as someone once said, only a car will take you where you want to go, when you want to go, with whom you want to go and with what you want to carry.

Mainly for this reason, over a 40-year period from about 1950 there was continual growth in the purchase and use of cars as successive cohorts become motorized, including women. But this purchase process finished around 1990; we were fully motorized by then. Per-capita car travel in Australia has not changed significantly for about 25 years which means that almost all of the recent increase in car use has been due to population growth. To the extent that we don't provide additional infrastructure in line with population growth, congestion can only worsen.

What about public transport? Everybody agrees that it is essential, but rarely do we articulate why, so we don't have a clear view of what public transport can and can't do. I suggest four reasons why we need a quality public transport system.

Firstly, it provides choice. As a community, we value choice – witness the recent rise in the use of bicycles and motor cycles. Secondly, there are people who cannot provide their own mobility – the young, the

impaired, visitors to our city, etc. Apart from walking, cycling or getting a lift in a car, public transport is needed. In Melbourne, buses and taxis are especially important here because most places in Melbourne are not close to a tram or train stop.

Thirdly, there is a powerful economic and environmental argument. Our wealth is increasingly based on the knowledge economy, which is focused on the central city. Although only around 10 per cent of Melbourne's jobs are in the CBD, the concentration of jobs means that the only practical way of assembling the workforce to enable the knowledge economy to flourish is with high-capacity radial public transport services, especially rail. Melbourne is extraordinarily well-placed in this regard; we have 209 stations on fifteen radiating rail routes all focused on the CBD. We will require substantial investment in track, signalling, communication and rolling stock to increase the capacity of the rail system to serve these radial trips.

Fourthly, we have recently seen significant growth of inner urban residential population.

There is a two-way relationship between higher densities and public transport – the one serves and facilitates the other. And again, Melbourne, with its extensive tram network in the inner suburbs is well placed to foster this relationship.

All of this concerns personal travel. What about business or commercial travel? About 18 per cent of trips in passenger cars are for business purposes – essentially travel in the boss's time, often in the boss's car.

Then there are the so-called tradies – people for whom their vehicle is their means of transport, their mobile workshop and a means of carrying the goods and equipment needed for their disparate purposes. Every time anything needs to be built, repaired or maintained, trips by service vehicles are required. And finally, freight. As the saying goes: if you got it, a truck brought it. Our cities would be under severe stress and we'd all start to go hungry within days without the freight and logistics industry.

To commercial travel, congestion is not just frustrating; it has a direct effect on productivity and thus the economy. And, unlike transport outside cities where public modes (air, rail, sea) are significant, almost all business and commercial travel within cities is road-based.

The conclusion? Transport policy can never be about roads versus public transport; ongoing investment in new services and improving the productivity of existing systems across all modes is essential.

What is needed is clearer articulation of the social, economic and environmental goals we are trying to achieve, and the outcomes which the candidate investment options offer in terms of meeting human and commercial needs and wants. Only then, I suggest, can we really make intelligent decisions about transport investments and productivity improvements.

Ken Ogden
8 April 2016

Dr Ken Ogden is a former Professor of Transport Engineering and transport policy advocate, at Monash Uni and then Manager Public Policy at the RACV.

Silent Auction

Citroen D-Series Factory Workshop Manuals

Volume 1: (008141) *Characteristics Adjustments & Checks*

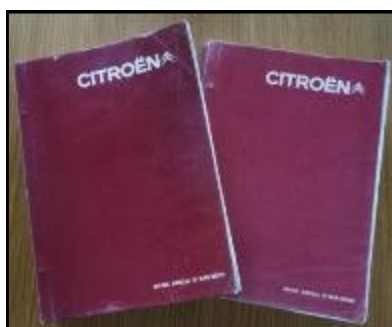
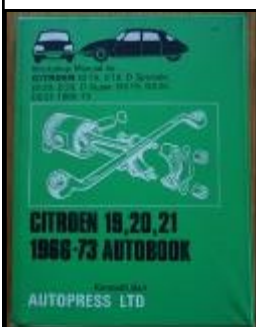
Volume 2: (008142) *Removing Fitting Reconditioning Electrical System Bodywork*

Both volumes are softback and loose-leaf bound, complete and in very good order. Some pages water stained but otherwise clean. Printed 1974.

They have been donated to the club and we are making them available to members in a silent auction. Bidding closes at midnight on 31 July 2016. To place a bid send your offer by SMS or email to John Fedorko 0438 597 384 treasurer@citcarclubvic.org.au Alternatively mail you offer to the Treasurer CCCV PO Box 751 Frankston Vic 3199.

Citroen D-Series Workshop Manual by Kenneth Ball

This green vinyl-covered hardback manual is in "as new" condition covering models from 1966 – 1973. The manual has been donated to the club and we are making it available to members in a silent auction. Bidding closes at midnight on 31 July 2016. To place a bid send your offer by SMS or email to John Fedorko 0438 597 384 or treasurer@citcarclubvic.org.au Alternatively mail your offer to the Treasurer CCCV PO Box 751 Frankston Vic 3199.



DS - Tool for parking brake springs

Submitted by Paul Burrige

A cheap and practical tool for compressing those troublesome parking brake springs.

Hopefully removing the springs is something you won't have to do too often, so you don't want to spend a lot of money on a spring compressor you will rarely use. There are various solutions for re-compressing the springs for assembly: some people try to use mole grips, others try to wire them up. Both of these will probably work but are time-consuming and prone to failure and accidents. This tool should stop a lot of the cursing and swearing.

I saw an American video of DS engine removal on Youtube. The mechanic used a clever scissor-like valve spring compressor that compressed the spring from both ends. It was ideal for DS parking brake springs. It was cheap,

quick and efficient - but I couldn't find one! What I did find was this tool.

The tool is actually designed for compressing the big springs in GM truck doors. The compressing arms slot down inside the spring, but have a notch in them and so will compress the spring and still allow the all-important DS parking brake cable to run through the centre.

I ordered mine from America. There are various makes at various prices. As I don't expect to use it often, I got a cheap one with low cost postage. Total cost was probably about £16. It's sturdy and will be



GM Door Spring Tool from USA



more than up to the job.

Tool allows good compression of the spring



Through-shot of spring tool

citroencarclub.org.uk



Flaminio Bertoni working on a model of the Traction Avant, 1933



André Lefebvre, chief design engineer of Citroën



Citroën Traction Avant, 1934



Pierre Jules Boulanger



Citroën 2CV

One of the 20th century's most gifted automotive designers, FLAMINIO BERTONI (1903-1964) was responsible for designing the bodywork of such classic – and stylistically diverse - cars as the elegant Traction Avant, supremely functional 2 CV and alluring DS 19.

Of all the totems of daily life that the French writer Roland Barthes celebrated in his book *Mythologies*, none moved him more than the Citroën DS 19, the car that his compatriots had nicknamed “the goddess. “It is obvious that the new Citroën has fallen from the sky in as much as it appears at first sight as a superlative object, he wrote. “The DS – the goddess – has all the features of one of those objects from another universe which have supplied fuel for the neomania of the eighteenth century and that of our own science fiction..

Barthes was not alone in his admiration for the DS 19, which drew adoring crowds from the moment it was unveiled at the 1955 Paris Motor Show. The ‘goddess’ was the product of years of research and development by Citroën’s extraordinarily gifted team of engineers led by the former Grand Priz champion André Lefebvre and its Italian chief designer – Flaminio Bertoni.

Born in Masnago, a small town in the Varese region of northern Italy, Bertoni discovered car design by accident when, after his father’s death in 1918, he was forced to leave technical school to earn a living to support his family. He found a job as an apprentice joiner at Carrozzeria Macchi, a car-maker in the nearby town of Varese. Bertoni’s skilled draughtsmanship won him a job in Macchi’s planning department and, in his spare time, he studied sculpture. By 1924 he was head draughtsman at Macchi but, five years later, he resigned after a row with the management and set up his own studio where he juggled commissions from local carrozzeria with his private passion for sculpture.

Bertoni’s studio flourished until in 1931 he fell in love with Giovanna Barcella, a young woman of whom his mother disapproved. Hoping that Bertoni would marry a cousin instead, she forbade him from marrying Giovanna. Bertoni responded by closing his studio in Varese and moving to Paris with Giovanna, whom he made his wife. The following April their son, Leonardo, was born and two days later Flaminio Bertoni was offered a job at Citroën.

By the early 1930s Citroën was renowned as the world’s most innovative carmaker with an obsessive commitment to research and development. Its chevron-shaped corporate symbol was modelled on the gears designed by its founder, André Citroën, who, shortly after Bertoni’s arrival, ploughed his personal fortune into the development of the company’s next new model, the Traction Avant, a ground-breaking front-wheel drive saloon car.

Other manufacturers had already produced front-wheel drive cars, but with engines so big that there was too little space left for passengers. A new recruit to Citroën’s engineering team, André Lefebvre, had developed a design which went a long way towards solving this problem. While he completed that process, Bertoni was asked to develop an all-metal body, which would make the car lighter than the partially wooden vehicles of the



Citroën 2CV



Citroën 2CV



The launch of the Citroën DS19 at the 1955 Paris Motor Show



Citroën DS19



General de Gaulle in a DS19 motorcade,



day. Together with Lefèbvre, he produced a car in which weight was evenly distributed and air flowed freely to increase speed. The final component was the shape of the vehicle, its “lines” which Bertoni is said to have created in a single night by moulding a model from plasticine rather than a traditional sketch. Hailed as a triumph when it was launched in 1934, the Traction Avant was described by one critic as: “so new, so bold, so full of original ideas.

Developing the Traction Avant was so expensive that it drained Citroën financially and, months after the launch, the company was taken over by the tyre maker Michelin. Luckily for Bertoni and Lefèbvre, Pierre Jules Boulanger, the Michelin executive who took charge (and would continue running the company after André Citroën’s death in 1935) was a champion of innovation. His first project was to commission the TPV, or Tres Petite Voiture, the “very small car” which he envisaged as Citroën’s equivalent of Volkswagen’s best-selling Beetle. Boulanger wanted a car which would transport four people and fifty kilos of potatoes at up to 60km per hour. Again Bertoni was responsible for the bodywork. He conceived it to be completely different to the opulent Traction Avant with its voluptuous curves. The lean, linear styling of the TPV, which Citroën planned to unveil at the 1939 Paris Motor Show, was inspired by the angular Modern Movement aesthetic and by the aircraft from which Lefèbvre had borrowed many of the technical innovations in the car.

Busy though he was at Citroën, Bertoni still worked for other manufacturers, notably Carrozzeria Baroffio for which he designed a bus with the engine placed above the cabin. He also continued his sculpture, which he exhibited widely. This left him with so little time for his family that in 1936 Giovanna took Leonardo to live with her back in Italy while Bertoni remained in Paris.

When World War II began Citroën suspended its plans to launch the TPV and, fearful that the Germans would discover it, secretly buried the six prototype cars and hid all the plans and sketches. After Italy entered the War as a German ally, Bertoni was arrested as an “enemy of France”. He was freed by the Germans but spent the rest of the war shuttling between France and Italy and recovering from a motorcycle accident at Citroën, which left him with one leg three centimetres shorter than the other for the rest of his life.

After the War Bertoni returned to Citroën to prepare for the long-delayed launch of the TPV, which was finally presented – as the 2 CV – at the 1948 Paris Motor Show. Light and spacious with front-wheel drive and flexible suspension, the 2 CV was praised for its functional attributes, but the public was less entranced by its angular lines. Initial orders were slow but, over the next forty years, Citroën was to manufacture more than 5 million 2 CVs.

Bertoni and Lefèbvre were already hard at work on the DS 19, the successor to the Traction Avant, which Boulanger billed as: “the world’s best, most beautiful, most comfortable and most advanced car. Functionally the DS was years ahead of any other car of the time with a succession of innovations: from radically new hydro-pneumatic suspension and dual-circuit braking systems, to a plethora of man-made materials, which Lefèbvre (who prided himself on being the first Frenchman to wear a nylon shirt) had insisted on using. Again he and Bertoni were equally determined that their car should be beautiful. When Lefèbvre asked for a single spoke steering wheel, Bertoni designed one in a smooth, sensuous curve. His dashboard consisted of three curves with pared-down dials and a glove compartment commanding half the space. The elegant lines of the DS’s body combined the modernity of the 2 CV with the Traction Avant’s alluring opulence.

←
The DS 19 was the sensation of the 1955 Paris Motor Show. Citroën took orders for 750 cars in the first 45 minutes and for a total of 12,000 by the end of the first day. Paris-Match magazine put it on the cover with movie star Gina Lollobrigida at the single spoke steering wheel. When the DS 19 was exhibited at the 1957 Milan Triennale it was raised on to a pylon to show off the beauty of Bertoni's silhouette.

Now drawing as well as sculpting and winning prizes at the International Free Art Show in Paris, Bertoni also turned his hand to architecture. In 1956 he invented a new system of family house building which was put into practise in the US city of St Louis, where 1,000 houses were constructed in 100 days.

The DS 19 would remain his – and Lefèbvre's – masterpiece as an remarkable fusion of form and function. Dogged by ill health, Lefèbvre was forced to retire from Citroën in 1957, but Bertoni stayed on to design his final car – the Ami 6. Unveiled in 1961, the Ami 6 did not match the 2 CV or DS 19 in terms of functional innovation, but Bertoni's jaunty lines – notably the reverse-raked rear window – were a key influence on car styling throughout the 1960s.

As a reward for his years of work in France, he was named a Master of Arts and Letters by the French culture minister André Malraux in 1961. The next year he won yet another prize for sculpture at the International Free Art Show. After his death in 1964, Bertoni was hailed for his remarkable talents both as an artist and one of the 20th century's greatest automotive designers.

© Design Museum

BIOGRAPHY

1903 Born in the town of Masnago in Varese, northern Italy.

1918 Forced to interrupt his studies at technical school in Varese by the death of his father, Bertoni finds a job as an apprentice joiner at Macchi, a local carmaker.

1923 Travels to Paris at the invitation of a group of French technicians who had admired his draughtsmanship on a visit to Macchi.

1924 Returns to Varese and to Macchi where he is appointed head draughtsman. He combines his work there with a private passion for sculpture.

1929 After a row with Macchi's management, he resigns to open his own studio where he divides his time between car design and sculpture.

1931 Having fallen in love with Giovanna Barcella, Bertoni moves to Paris when his mother forbids them from marrying.

1932 Hired by Citroën.

1934 Launch of the ground-breaking Citroën Traction Avant, or 'front-wheel drive' car which Bertoni developed with André Lefèbvre.

1935 Starts work on the development of Citroën's TPV, the Tres Petite Voiture which will be launched in 1948 as the 2 CV. Bertoni also completes a bus for Baruffo in Italy and continues his sculpture.

1939 With the outbreak of World War II, Citroën shelves plans to launch the 2 CV.

1940 Bertoni is arrested by the French authorities after Italy joins the war as a German ally. Freed by the occupying Germans, he returns to Citroën but is seriously injured during a motorcycle service check and hospitalised for a year.

1944 After the liberation of Paris, he is arrested again and imprisoned, only to be cleared of all charges. At Citroën, he continues work on the TPV and the successor to the Traction Avant, the DS 19.

1948 Citroën launches the 2 CV at the Paris Motor Show.

1949 Bertoni completes the architecture degree which he began in hospital after his motorcycle accident in 1940.

1955 The DS 19 is hailed as "the goddess" after its launch at the Paris Motor Show. Citroën sells 12,000 cars in the first day of the show.

1956 Bertoni's radical system of family house construction is adopted in St Louis, Missouri where 1,000 homes are built in 100 days.

1957 The DS 19 is exhibited at the Milan Triennale suspended on pylons to show off the beauty of Bertoni's bodywork. Lefèbvre retires.

1961 The Ami 6 is unveiled as Bertoni's final design for Citroën.

1964 Flaminio Bertoni dies in Paris.



Flaminio Bertoni



Citroën GS Ready to Fly

Daniel Flinn was a club member of CCCV and was in the process of completing a 5-year restoration on his 1977 Citroën GS Pallas. Unfortunately, Daniel was killed in a plane crash along with three other friends on a flight from Moorabbin to King Island in January 2016.

CCCV club members, Andrew Smith and myself agreed that a continuation of Daniel's GS restoration would be a fitting tribute to a valued club mate.

On the initial opening of Daniel's Mordialloc garage we were greeted by his GS Pallas which appeared to be about 90% complete. Also in the garage was his previous daily drive, a GS Club semi-auto Convertisseur, also a 1976 model which was due to be wrecked. The GS Club was previously owned by his father, also a past member of CCCV.

The silver Pallas was fully resprayed and upholstered in blue. A lot of new parts had already been purchased by Daniel so we thought it was simply a case of installation. The refurbished engine had been installed by Andrew and Daniel some weeks earlier and had been benchtop static timed. Yet to be fitted were left and right wings, bonnet, boot lid, lower finishing panel (under tray), front stainless steel bumpers, starter motor and alternator. All glass had been previously fitted.

Generally all work was completed on Saturdays; however Andrew had some teaching commitments which meant we dedicated some Wednesday night efforts.

Drive shafts had to be installed and a complete overhaul of the wiring harness was required. An issue was uncovered with the hydraulic system. On return to the garage over a series of Saturdays there was a pool of LHM on the shed floor. It was difficult to isolate this issue as there were no LHM leaks when the car was in the various height positions. A number of leaks were occurring at various return line junctions. After a junction was rectified, a leak would than spring up somewhere else. The LHM was obviously looking for the path of least resistance. The

issue was eventually traced down to a low pressure return line located near a brake valve (far side fire-wall). The culprit appeared to be an earlier treatment; a non-standard piece of return pipe that had deteriorated over time.

Michelin 145 x 15 XZX tyres were fitted to freshly painted rims. New headlights, indicators and stainless steel bumpers were fitted. Because of restrictions with modern wheel alignment machines, a front wheel alignment was completed in-house. The advantage of using a stringline method for alignment purposes is that the front wheels are pitched in relation to the rear wheels. A guitar-type pick was used to count thread equidistance on the steering rods. Once again, this is where Andrew's GS experience came to the fore. Also engaged in the resto was Tom Allen who came along and experienced techniques first hand that he can apply these to his own project. Tom also has a blue interior - silver GS Pallas under restoration.



Daniel Flinn was a member of the Royal Victorian Aero Club

—————> Cont page 16



The Citroën Car Club of Tasmania welcomes you to Cit-In 2017, to be held in North West Tasmania from Friday 14th April until Monday 17th April. We scoured Tasmania to find an ideal location for you to enjoy the company of your fellow Citroën enthusiasts and to show you some of the best of Tasmania.

ACCOMMODATION: Preferred accommodation **TALL TIMBERS** is booked out.

Stanley Cabin & Tourist Park: www.stanleycabinpark.com.au has a range of self contained cabins & villas with water views and powered sites. This e-mail address is being protected from spam bots, you need JavaScript enabled to view it We are not holding any cabins or sites there, so get in early to secure a place. There is no Cit-In discount.

If you want alternative accommodation there are many options nearby, B & B's self contained units in nearby Smithton and Stanley so you can experience the coastal village life. To find out more let your fingers do the walking, contact your local travel agent or talk to the people at the Stanley Visitor Centre who are happy to assist you with your accommodation reservations, tours and information for your visit to North West Tasmania www.stanley.com.au

	Early bird	Regular	Last minute
	Before 31st December 2016	1st January 2017 - 31st January 2017	1st February 2017 - 1st March 2017
Adults	\$235	\$245	\$265
Children aged 13-16 years	Half price	Half price	Half price
Children aged 6-12 years	\$65	\$65	\$65
Children under 5	Free	Free	Free

Final Date for Registrations

No registrations can be accepted after 1st^h March to allow the catering and logistics to be finalised. To register, download the form (pdf or doc), complete it and either post or email it to us, details are on the form.

Registration Documents

An indemnity and waiver form is required to be completed by all adult registrants ([Registration and Indemnity Form – pdf](#) or [Registration and Indemnity Form – docx](#)). Please download the attached version, complete and send to us. **Registration at Cit-In will only be completed when both forms are finalised and returned and the fees paid.**

Please remember to send us BOTH the Registration AND signed Indemnity Form! You may post hard copies to the PO Box below, or email either the pdf or docx file (with scanned signatures) to the email address shown.

CITIN WEBSITE: All details and documents here at: www.cit-in.org

Information and Contact

Need more information? Contact us at:

Cit-In 2017

Citroën Car Club of Tasmania

PO Box 439,

Glenorchy, Tasmania, 7010

Email: cit-in@citroentas.org

Phone: Alana Jones 0407 544 308 (please leave a message, if we can't answer).

Draft program of events

Good Friday – 14 April

3pm -6pm	Registration	Tall Timbers
7pm	Supper	Tall Timbers.

Saturday – 15 April

10am	Show and Shine	Stanley
	Display of Citroen vehicles.	
12.30pm	Lunch	
Afternoon	Suggest a tour of Highfield House, climb the Nut for spectacular views of the coast and surrounding fields.	
7pm	Dinner	Tall Timbers

Sunday 16 April

10am	Depart from Tall Timbers. Observation run – Smithton/Stanley and surrounds.	
Lunch	Lunch.	
7pm	Formal Dinner and Prize Presentations	Tall Timbers

Monday 17 April

8.30am	Farewell Breakfast	Tall Timbers
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Motorkhana

There will not be a Motorkhana run as part of Cit-In due to the insurance costs and very significant resources required to operate the event to comply with our insurer's requirements.

The program will change as the planning becomes finalised.

Post Cit-In Run (*in development*)

The 2017 Post Cit-In Run is currently being developed. We can tell you it will start from Tall Timbers Monday afternoon 17th April 2017 and at this stage conclude on 26th April 2017.

Keep watching this space.

PS: Visit it at <http://cit-in.org/>. You can now register online via the site but accommodation and ferry bookings must be made separately. Unfortunately **Tall Timbers**, the function centre and activities hub, has no rooms left but there are many alternatives such as the nearby Seaview Motor Inn. You'll need to be quick for the ferry, too..

The car was presented to Shannons to gain clearance for the upcoming auction and they were more than happy with the restoration quality. The car was duly accepted into their 11.7.16 winter auction.

As the project was drawing to a close, we were struck by a major catastrophe. There was a failure with the number one cylinder spark plug, which we discovered had previously been helicoiled. A mobile thread specialist made an on-site visit and concluded that the head removal was required to facilitate repair. It cost \$66 for the pleasure of knowing this.

As Andrew and I were approaching the 240 hour restoration mark, we were not in a position to undertake engine removal. We had conservatively estimated a professional engaged to complete this activity would have expanded to the tune of \$2000.

Devastated, we found a solution with a Dandenong South engineering firm, Metalock. They hired us a BIG-SERT M14 x 1.25 Spark Plug Thread Repair Kit for \$100. The kit included a copper helicoil which comprised an essential locking pin. A honing tool was used to prepare the bore which was then tapped ready to accommodate the helicoil. A special locking tool was used to insert the helicoil and this was followed by a hexagon shaped tap which drove the helicoil pin into the alloy head. An incredibly ingenious process that eliminated engine removal. It is our view that the club would benefit from the BIG-SERT kit as a welcome product in the club library.

Supportive throughout the project was Daniel's brother Tom Flinn. In fact, I felt a little stooped one day when Tom came to offer a hand to fit the bonnet. I banded on about the wadding necessary to prevent accidental damage while fitting the bonnet when he informed me he was once a spray painter. Talk about the blind leading the qualified. Also providing long distance support was Daniel's sister Henrietta who is based in Paris.

Overall the restoration completion has been a very rewarding experience. The car is now driving beautifully and really needs to be run-in. The car can be viewed at Shannons Auctions <https://www.shannons.com.au/auctions/2016-shannons-melbourne-winter-classic-auction/Q52WVD42O032T6FB/>

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Some lucky 'No Reserve' purchaser will be driving down to their local patisserie just in time for quatorze juillet (Bastille Day) for their daily intake of crepes in a lovingly prepared 1977 Citroën GS Pallas.



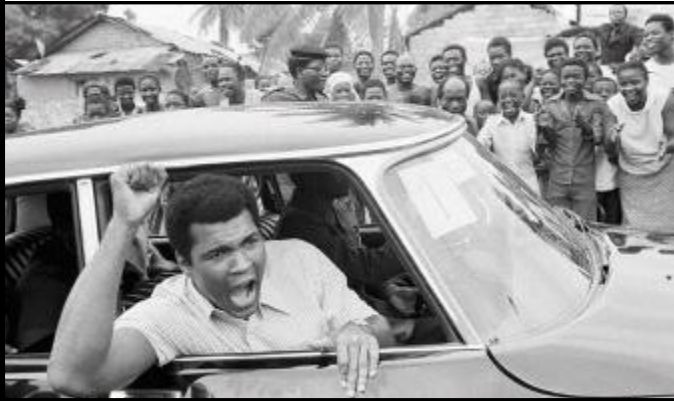
Story – Michael Sparke

Mechanics - Andrew Smith, Michael Sparke, Tom Allen, Tom Flinn

Photos – Tom Flinn, Andrew Smith, Michael Sparke

Rumble in the Jungle

Muhammad Ali



The Chief in DS 23, it was his official transport during the "Rumble in the jungle". He stayed at a rest house out of Kinshasa so the locals got a nice cheer as seen. Those smiles are soo cool.

Many thanks to Salman Chaudhry of Alan Mance for sourcing these images.



The heavyweight world championship showdown between Muhammad Ali and George Foreman electrified a city full of pride and promise in the early years following independence .

Engine of fear

LONDON—A British father of spent four hours holding down what he thought was a detonator of a World War 11 mine—Only to learn it was part of an old car.

David Page 40, taped his thumb to the device, scrambled for his mobile phone with his free hand, and took police advice to bury the mine and his right arm in a barrel of sand to deaden the effects of detonation.

He was comforted by his wife, who refused to leave his side.

But when the bomb disposal officer arrived, he told Mr Page he had been clinging to the part of a Citroen car suspension.

“I was crying and didn’t know what to do. I was absolutely terrified that if I let go of the button I would be blown into a million pieces,” Mr Page said.

He had been moving earth in his yard at Coltishall in the eastern English county of Norfolk when he unearthed the egg-shaped device.

Page unthinkingly pressed a button on it before realising that it could be a detonator.

- DPA



Why 2CV owners need to be obsessed about dampness

CITROËNVIE



Here is one good reason why you want to carefully inspect a 2CV before making a purchase. 2CVs are known to rust, and nowhere more so than the lower front bulkhead area. That section is made up of a dual layer of extremely thin metal that is a moisture trap



Water makes direct contact on it externally from the front wheels. And water can leak in from above. It's made worse by rubber floor mats inside that tend to trap moisture that inevitably leaks inside the car



Witness this lovely white 2CV without a spot of visible rust on the body. The owner washed the car on occasion over the years but never once bothered to look under the floor mats. The result was driver's and passenger floor sections that were rotted out to the point that decay progressed eroding the entire front bulkhead.



Some people advocate throwing away the rubber mats in a 2CV and replacing them with just a breathable carpet. If you prefer to keep the originality, ensure that if your 2CV does encounter moisture of any sort, even just washing it, you check under the mats. If there is wetness there, prop up the floor mats from the floor with a piece of wood or something, ventilating the area until it is bone dry.

Spraying a good rust preventative such as Fluid Film in the area will help in good measure, but there's no substitute for removing any water sitting there ASAP!

New Citroën leaves drivers grinning



Citroën Racing boss Yves Matton says his squad's 2017-spec World Rally Car is so good that test drivers have been left with grins 'like bananas'.

Based on the yet-to-be launched C3 road car, the new WRC machine has been driven by Kris Meeke, Craig Breen and Stéphane Lefebvre so far, as Citroën Racing prepares for its Championship return next year.

And after tests in a variety of conditions in France and Portugal, Matton told wrc.com that he was delighted by the drivers' initial reactions.

"When they are trying the car then for sure they have a banana smile because the car is incredible," he said.

"The main point is that it has much more power, but of course power without control is nothing. It seems the balance of the new car and the feeling that they are able to have is really great.

"I think if they have the banana now, it's because when the car will be further developed really it will be a toy for them to drive - that's the feeling I have".

With just eight months until the car's planned WRC debut at Rallye Monte-Carlo, Matton admitted timings were tight, but that the positive start had taken some of the pressure off.

"Over two test sessions and eight days of running we have had no major problems and we have been able to do kilometre after kilometre, that's the most important thing," he said.

"If we compare with the past, we are starting this car a little bit later than we have with our other cars, so there is a little bit more pressure. We knew that if we had a major problem at the beginning then it could make it difficult to be ready at a good level.

"Now for the moment everything is working well and from the tests it seems that we are working on a good base."



Boys and their toys!



Truly thinking outside the box, Colorado Auto & Parts has partaken on an imaginative, custom journey. Posted on [Engine Swap Depot](#), Gary Corns and his crew are building a 1939 Plymouth Pickup with a radial Cessna engine up front.



Protruding at the head of this custom truck is a 757-cubic inch 12.4-liter Jacobs R-755-A2 radial aircraft engine. The air-cooled engine has seven cylinders and puts down close to 300 horsepower. Built specifically for Cessna 195 aircraft, the custom truck has aviation cues written all over it, including several components from airplanes in the interior

It may be a little intrusive for the driver, but it is drawing all its attention outside when this custom rolls down the street.

Taking one look at this build, it just looks outright insane. More than just a flying tin can, it has all the

imagination of a finely detailed die cast car. What was simply a dream is slowly becoming a reality for Gary Corns and his team at Colorado Auto & Parts.



The truck was named PlymouthAir, a fitting name nonetheless as it looks like it's about to take off. Set to be shown at the Creme de la chrome show at the Colorado Convention Centre in Denver, Colorado this November, we can't wait to see the reactions. It's an experiment that is a street rod, hot rod, and full-blown custom, all at the same time.



To follow the build, check it out on [Instagram](#) and [FaceBook](#). Will you be there when the team unveils Plymouth Air to the world to the masses? What do you think of this custom? Is there anything you feel it's missing?

Incredible 2CV 1/8 Scale Model



This beautiful 2CV6 Spécial in 1/8 scale was shown at the 2CV French National in Sévérac-le-Château last week. The manufacturer, Diecast Club, offer these 2CV models for sale customized with colour, license plates, round or square lights, left or right steering, hood and seat fabric.



<https://www.youtube.com/watch?v=KU5slSj3Oy8>

For more info, contact them at: contact@diecast-club.com.

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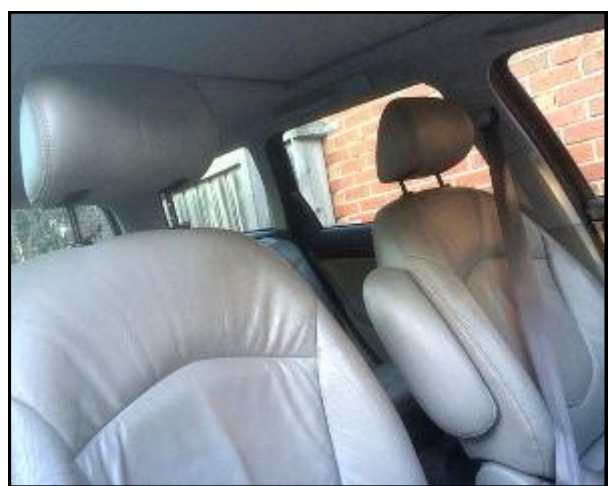
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FOR SALE

7/16

CITROEN C5 Silver 2002 Estate 2.0l 16v petrol, hydractive 3+, Reg no. TPI-380, 106,000 kms, body straight, interior very good, currently registered until --/07/2016. With handbooks, service history from dealer, Zagame & Paris Motors. Timing belt w/pump etc was done at 94k kms in 2013. Car runs well, Pre RWC check listed -- 2 front tyres, wiper blades, r & l hand front strut bypass return hoses hanging unattached, v/slightly cloudy headlights (require final polish), oil around suspension pump (top up spill?). \$ 3500.00 ONO. Car available for inspection after 04/07

Contact - Liz Norman Email - lizzy@frothybetty.com mob. 0421 517 921



WANTED

5/16

I'm looking for some pieces for a D Special. It has a tan targa vinyl interior: LHS rear door card, Rear seat and RHS interior "C" pillar panel

Contact Michael Berry michael@hbtagency.com.au

Parts Cleaner

I have approx 80L of heating oil in a drum and can decant into smaller containers if necessary to share it around. The oil has low volatility and is an ideal for cleaning oily parts. No charge. If interested please contact Tom Gucza 0431396277 or badjatom@gmail.com.

Sales and Wants

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Citroen Xantia Wheels & Tyres

6/16

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

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

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

Parts are located in Deer Park or can be brought to a club meeting if that suits.

Contact Kirk on 0425 717 572 or 9363 2464

CLUB SHOP

Club Shop will have the what I believe is the filter retaining plate Gasket (locally manufactured) in stock at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

Peugeot 405 / Citroen BX Driveshafts

6/16

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

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

Contact Kirk 0425 717 572 or 03 9363 2464

For Sale.

5/16

2002 Citroen Xsara VTR Sportif coupe in gold, 5 speed manual, AC, Pioneer stereo (original stereo available). Body work and interior in very good condition – engine needs work. Less than 71,000km on the odo, .

Sold as is – no RWC, \$1250 ONO – Rego is SDO 514, registered in Victoria until 11 June 2016; Vin No: VF7NONFUB73226242

Contact Meagan on 0416 484 667 or neverfearmegishere@yahoo.com



For Sale.

4/16

"Hercule" the Citroen Special 2CV is small and delightful. He represents great value at \$19,995. He has a 0.6 litre engine and comes with enough seats for 4. "Hercule" is a 1987 convertible.

The vehicle registration, IFS-7FP, is paid for the next 8 months until end of Sep 2016. Only travelled about 100,000. Comes with a roadworthy certificate. He has been rustproofed after being imported from England in the 90's.

We have most of the receipts for work done on him in the last few years, although we have only owned him for a year. Also we have the original books. "Hercule" is in excellent condition and has a Charleston colour scheme. The car is in the Latrobe Valley.

Contact John Butler jvbutler@bigpond.com PH: 0427955588





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Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

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