

**THE**

**CCCVA**

# NEWSLETTER

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

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

**July 2020**

**Life's too short  
to drive boring  
cars**



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### **MEMBERSHIP RATE**

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

### **CCCV GENERAL MEETINGS**

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

### **CCCV COMMITTEE MEETINGS**

Meetings are held monthly in locations decided each month.

### **CLUB BANKING DETAILS FOR SUBSCRIPTIONS**

#### **AND PAYMENTS**

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



**BENDIGO IS PART OF VICTORIA'S HISTORIC GOLDFIELDS REGION AND IS A TOURIST DESTINATION. THERE WILL BE PLENTY FOR ALL TO SEE AND DO INCLUDING HISTORIC TRAMS, CHINESE INFLUENCES, THE POPULAR BENDIGO FESTIVAL AND THE CHINESE DRAGON PARADE.**

**WHILE CIT-IN WILL BE CENTRED IN BENDIGO, AS PART OF THE PROGRAM YOU WILL ALSO VISIT SOME WONDERFUL HISTORIC TOWNS IN THE DISTRICT.**

#### **Distance from Bendigo**

- Melbourne 153 km • Adelaide 614 km
- Canberra 620 km • Sydney 836 km
- Hobart 871 km • Brisbane 1,599
- Perth 3,316 km

## **CIT-IN BOOKING DETAILS ON PAGES 16-17**

**WARNING:** Anyone new to hydraulic systems in Citroens are strongly advised to understand the safety protocols before working on the car. This applies especially to ensuring the system is fully depressurised and the car safely supported on stands. CCCV takes no responsibility if an injury occurs.



## President's Message

Details of Cit-In 2021 have now been released. Jointly organised by the Citroën Car Club of Victoria and the

Citroën Classic Owners Club, Cit-In 2021 will be held in Bendigo, April 2021. Cit-In information and registration forms are located on our website and printed in this magazine. This will be a great event for us to get together with members of Citroën Car Clubs from every state of Australia and Tasmania. We have planned this event well in advance to secure accommodation and venues for this great event. Many thanks go to the organising committees of both Clubs who have been planning and organising this event over the last 12 months.

Unfortunately the current restrictions still prevent us from meeting or planning local events but we have held two online meetings to catch up with members. If you can't join us online, why not send in an article about your best Citroën adventure to our Editor for the next magazine.

I hope to have an online catch up each two weeks if possible so please join in if you can. Don't forget that we have posted the Association of Motoring Clubs (AOMC) newsletter on our website for you to read. Keep up with the latest news and information from our peak representative organisation.

Bruno Tonizzo  
President CCCV Inc

### FRONT

A vintage Citroen poster

### BACK COVER

A vintage poster celebrating the spice of life.

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



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## RECIPE ON PAGE FIVE.

My name is Catherine Cardinet - I am French and I have been living in Australia for a quarter of a century. My son Edd, who is a musician, and I have been confined together under Covid-19 and have turned this into an opportunity to cook together and try many dishes we had not had the time to truly explore.

Boeuf Bourguignon seemed the perfect dish in our household to honour both our roots and our country of residence.

Also known as 'bœuf à la Bourguignonne', and documented since the XIXth century but much, much older than that, Boeuf Bourguignon is a beef stew braised in red wine, often red Burgundy, and beef stock, generally flavoured with carrots, onions, garlic and a bouquet garni and garnished with pearl onions, button mushrooms and bacon. It is simple and utterly delicious, usually served with boiled potatoes.

Our Boeuf Bourguignon was made with Australian beef sourced from Mulberry Hill in Gippsland where Ed's father keeps a few heads of cattle on his property and a Victorian Pinot Noir, a delicious Moorooduc Estate 2016 from the Mornington Peninsula (Burgundy, renowned for its Pinot Noir, is a little bit far ...).

Vive la France!  
Vive l'Australie!



## Editor's Note:

Recipe on page 5 supplied by **BASTILLE DAY MELBOURNE**

## 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*

**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 to 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: Karu Hewett, Christopher Story, Tim Firman, Barry Bremner and Nadege Maurin, Richard Steele. 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 litre. ([see p/27 for your closest rep](#))

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

Events Calendar	2020	Draft Activities Program	2020
June	18 Club night—Jon Faine	Aug	16 Daylesford Pub Run
July	16 Club night		18 Club night
	17-18 Bastille Day Federation Sq.		20 Club night
	19 Bastille Day-French Community.	Sep	13 Tech Koo Wee Rup
			17 Club night
		Oct	4 French Car Festival
<b>NOTE: Club nights are held in our club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH.</b>		<b>NOTE: ALL CCCV &amp; CCOCA MEETINGS &amp; EVENTS ARE CANCELLED OR POSTPONED UNTIL FURTHER NOTICE</b>	
<b>Monthly 1st- <u>Chit-Chat Tuesday</u> Mc Crae Provedore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA &amp; CCCV event for coffee &amp; chat. Now operating again as a low key event with social distancing.</b>			
For more details on club events contact : Club President.			
<b>VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator)</b> <b>Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.</b>			

## CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Dave Rogers	0422229484	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirk Kirkcaldy	9363 2464	XM & modern models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Contact CCCV		C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX/C5	Graeme McDonald	9781 1649			



## Forthcoming Club Events

### CORONAVIRUS NOTICE

Cit-in 2020 is cancelled and all other CCCV events are currently cancelled. The Committee will re-evaluate the situation and see if CCCV can resume any meetings or events and advise you.

### Boeuf Bourguignon

For 6 people

- \* 1.5 kg top rump of beef
- \* 115 g streaky bacon in a piece
- \* 30 g seasoned flour
- \* 4 tablespoons olive oil
- \* ½ bottle pinot noir
- \* 0.25 litres beef stock or water
- \* bouquet garni of thyme, parsley and a bay leaf
- \* salt and freshly ground pepper
- \* about 20 button onions
- \* 225 grams button mushrooms
- \* 30 grams butter
- \* 1 teaspoon sugar



1. Preheat oven to 180°C2.
2. Cut the bacon into little sticks and blanch them in boiling water for 5 minutes—this makes the flavour milder
3. Cut the beef into large cubes about 4 cm across. If you cut them smaller than this they seem to lose some of their succulence before they are tender. Coat the pieces thoroughly with seasoned flour.
4. Dry the bacon and brown it in half the olive oil in a flameproof casserole. Remove the bacon and brown the meat (in batches) in the same fat, adding a little more oil if necessary and putting in only enough pieces of meat at any one time to cover the bottom of the pan—you can then make sure they are all evenly browned. Keep the heat very brisk for this. If there is any fat left at the end pour it out and return the meat to the pan together with the bacon.
5. Add the wine and bring it to the boil. Add just enough of the stock or water to leave the top halves of the uppermost pieces of meat showing above the liquid.
6. Add the bouquet garni, stir the meat around, season with salt and pepper and simmer in the oven for 2 hours.
7. While the meat is cooking, peel the onions and simmer them in the remaining stock or water for 5 minutes. Then brown the onions and mushrooms in the remaining oil and butter with a teaspoon of sugar, and then stir them into the meat.
8. Heat through gently and taste for seasoning, and serve.

*Bon appétit*



For more information: <https://frenchtraveler.com/boeuf-bourguignon/>  
[https://en.wikipedia.org/wiki/Beef\\_bourguignon](https://en.wikipedia.org/wiki/Beef_bourguignon)

# Citroen DS 23 Engine Bay Miscellaneous Parts Colour Codes

by David Sutcliffe

I was chasing the colour mix for the various brown parts in the engine bay for my Citroen DS23 and discovered the following website.

<https://www.henriklutzen.dk/diy-videoer-og-farve-koder/>

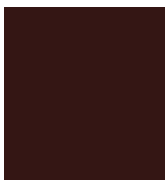
This site is run by Henrik Lützen in Denmark. He has provided colour details for the chocolate brown, various greens and colours on the DS. These colours are possibly used on other Citroens. By the way if you want to see rust repairs Europeans have to deal with have a look at his Citroen DS rust repairs.

Henrik gives RAL numbers which are British Standard colour codes as I understand it. I Googled RAL and found the Web site below which has a broad spectrum of colours.

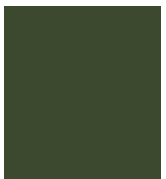
<https://www.ralcolorchart.com/ral-classic/ral-6020-chrome-green>

The Bodyshop in Seaford confirmed they had no trouble mixing the RAL colours and I was happy with the chocolate brown RAL 8017 they mixed for me. The paint shop added some paint flattener to reduce the gloss of the brown.

Henrik gives some other paint codes on his website which he gained from colour scans of original parts. To mix it would be necessary to know what colour system used for the formulation. I think the RAL colours are a good match.



**The Chocolate brown is RAL 8017 used on** various support wall plates and cover plates in the engine compartment and in the wheel boxes, engine mounting for gearbox, some hydraulic containers, flaps etc.



**RAL 6020, Chromium Oxide Green / Chrome Green**

- steering
- hydraulic spheres



**RAL 6005, Moss green**



**RAL 6024, traffic green**

- the pulley for the camshaft
- mounting bracket on the engine block
- engine



**RAL7044 Silk grey**

- Headlight-shells
- Holder for swivel headlights connecting rod for headlamp height adjustment
- Stir(?) on the steering column

**RAL 8017 Chocolate brown**

HEX code: #442f29	CMYK code
RGB code	Cyan: 30%
Red: 68 (27%)	Magenta: 70%
Green: 47 (18%)	Yellow: 60%
Blue: 41 (16%)	Black: 80%

alternative colour codes:

786 Pari-Dan 50 AC

Base: C

HS 18

RS 90

TT 168

\*\*\*\*\*

**RAL 6020 Chrome Green**

HEX code: #37422f	CMYK code
RGB code	Cyan: 80%
Red: 55 (22%)	Magenta: 50%
Green: 66 (26%)	Yellow: 90%
Blue: 47 (18%)	Black: 50%

NCS 8010-G30Y

Base: C

LS 59.9

TT 106, 1

US 85.9RAL 6005 Moss green

\*\*\*\*\*

HEX code: #114232	CMYK code
RGB code	Cyan: 80%
Red: 17 (7%)	Magenta: 5%
Green: 66 (26%)	Yellow: 60%
Blue: 50 (20%)	Black: 70%

**RAL 6024 Traffic green**

HEX code: #008351	CMYK code
RGB code	Cyan: 90%
Red: 0 (0%)	Magenta: 10%
Green: 131 (51%)	Yellow: 80%
Blue: 81 (32%)	Black: 10%

NCS 8010-G30Y

Base: C

LS 59.9

TT 106, 1

US 85.9

\*\*\*\*\*

**RAL 7044 Silk grey**

HEX code: #b7b3a8	CMYK code
RGB code	Cyan: 20%
Red: 183 (72%)	Magenta: 15%
Green: 179 (70%)	Yellow: 25%
Blue: 168 (66%)	Black: 15%

**The other day I bought a thesaurus, but when I got home and opened it, all the pages were blank.....**

**I can't find the words to describe how angry I am.**

**My wife left a note on the fridge saying:**

**"This isn't working. I'm leaving."**

**"What a lie! I opened the fridge door and it's working fine."**

# Repair Of The Citroen DS 23 Injection Auxiliary Air Control Valve

*By David Sutcliffe*

## Purpose of the Auxiliary Air Control Valve

The purpose of the valve is to provide additional oxygen into the plenum when the engine is hot. It provides a function similar to the choke on a conventional carburettor engine. When not working correctly a car should be difficult to start when cold.

Essentially it consists of a piston in a sleeve which is spring loaded and driven by a thermostat actuator (bulb) that senses the engine water temperature. It pushes the piston as the water warms and the spring pushes the piston back home when the water temperature cools.

The Citroen DS 23 injection Auxiliary Air Control valve location is shown bottom centre on drawing 1 below.

## Key fault issues

1. Piston seizes in the bore
2. The thermostat unit becomes faulty
3. The aluminium housing the thermostat corrodes and leaks engine coolant water into the unit and into the plenum
4. The housing for the bulb of the thermostat becomes corroded.

Problems 1 to 3 can be resolved by a rebuild.

Item 4 is more difficult if the unit is beyond recovery. I had a stainless-steel unit machined up so it will not corrode again. If 4 is faulty it probably is feasible to purchase a new unit.

New units appear on eBay but are around \$800. Reconditioned units are now available at Franzose (Art No.: 32357) for 410.97 Euro.

A work around is to install a unit off another car brand with fuel injection as all injection cars have a similar function but function in different ways. Many are operated by the onboard car computer.

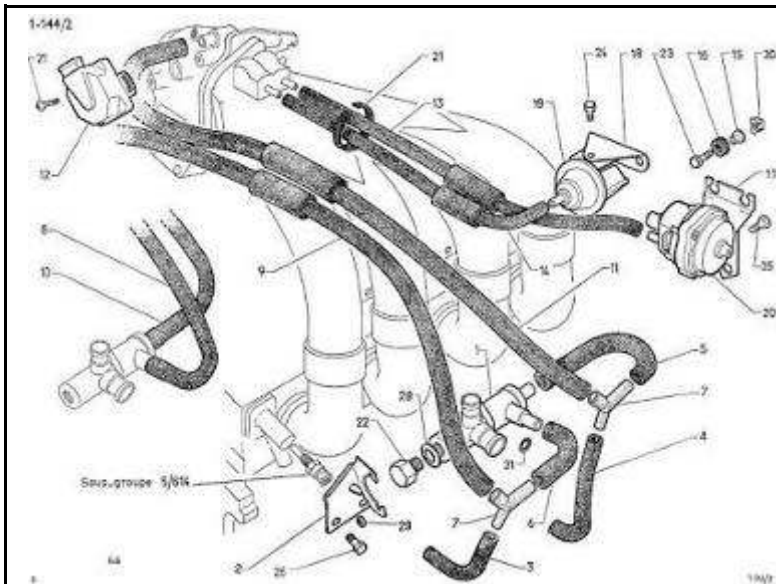
To fix the original Citroen unit is straight forward but requires two key parts being the thermostat bulbs and the bulb holder. The thermostat bulbs are available for around \$70 but needs a machined holder to fit it to the unit. I have manufactured on a CNC lathe to original specifications new bulb holders and can supply limited numbers.

## Method of rebuilding the Auxiliary Air Valve unit

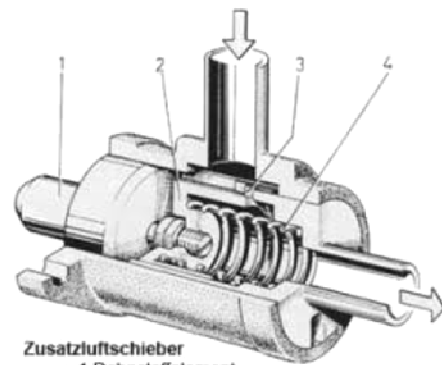
To rebuild the unit, it needs to be pulled apart. This is actually very easy to do. In this process the thermostat bulb is damaged but that should be replaced anyway.

To pull apart put the unit in a bench vice with the brass bulb on one jaw and the other end (End will need to be pushed into the tube over this end) with a tube fitted over it with enough length to take the partial length of the end. Close the vice pressing the brass bulb into the unit. This will push of the interference fit other-end off. Once this end is off, the brass bulb end can be pushed out. Use a piece of wooden or plastic dowel so the bore of the unit is not damaged. Once apart, clean and polish. Then fit the new thermostat end, assembling the bits (spring and position inside the tube in correct sequence) and then fit the end of the tube on in the correct alignment. The whole job takes about half an hour.





Picture 1 Auxiliary Air Slide Valve with pipework



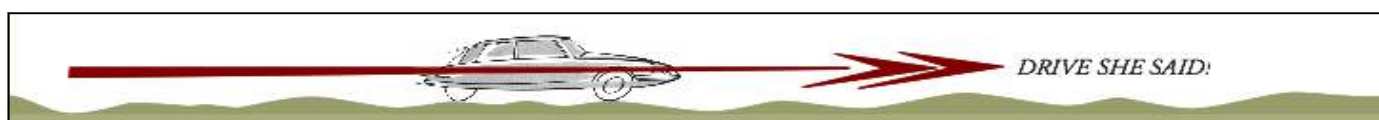
**Zusatzluftschieber**  
 1 Dehnstoffelement  
 2 Schieber  
 3 Luftkanal  
 4 Rückholfeder



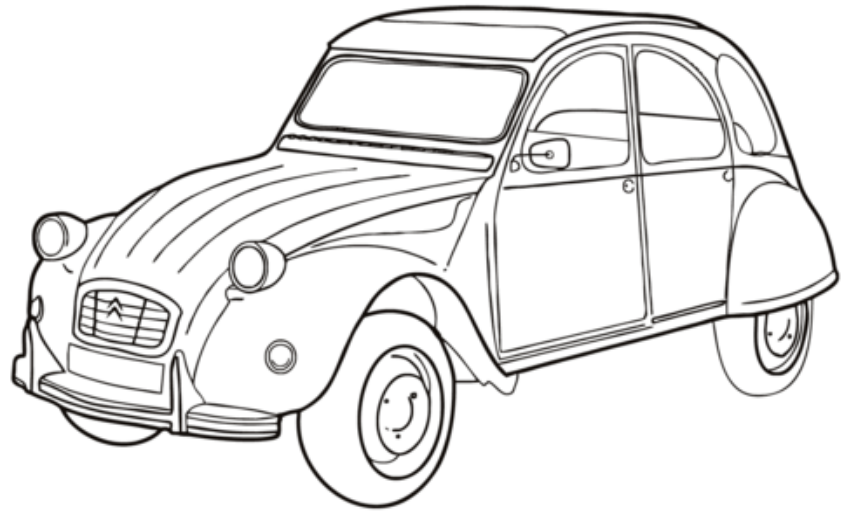
Picture 2 Auxiliary Air Valve and water jacket



Picture 3 Thermostat bulb and new holder



## DON SCUTT'S ODE TO HIS 2CV



I understand you're ten years old  
You certainly don't look it  
(I tried to make a birthday cake  
but didn't know how to cook it)

I really can't believe you're ten  
You could be four or five  
Your looks are due to Joie De Vivre  
Means "good to be alive"

Your paintwork's bright, your tyres are  
black  
Your wheels are nice and round  
You are the cutest 2CV  
I think I've ever found

You've got a lovely bumper bar  
An impish little grille  
Each time I park in front of you  
You give me quite a thrill

The way your body swings around  
When driving round the bends  
Makes me feel that we should be  
Much more than just good friends

Don't you think it very odd  
There are not more like us  
That folk would rather take a train  
Or travel on a bus

I've just come back from Paris,  
France and saw all our relations  
I stood atop the Eiffel Tower  
And waved our salutations

But ain't it good to have a lot  
of Citroens at your party  
Outsiders may of course consider  
We're a little arty

When people ask what car you drive  
It's always fun to mention  
You drive an orange 2CV  
A Citroen, It's a French'un

Now on a scale of one to ten  
In my unbiased view  
The 2CV would come out tops  
Does that agree with you?

Now somewhere on this magic scale  
The smart CX would figure  
And some may want it number one  
Because you say it's bigger

But being bigger does not mean  
It really is the best  
But all its creature comforts though  
Put it above the rest

So let's not laugh at other folk  
And smirk at other chaps  
Who drive the Holdens and the Fords  
And cars made by the Japs

We know the French are very good  
With magical suspension  
The Ami eight though is a car  
Perhaps we should not mention

So count your blessings one, two, three  
Drive carefully, have fun  
Now raise your glasses, drink a toast  
To Citroen number ONE

Here's happy birthday 2CV  
Good luck and we all trust  
You'll go another thirty years  
Without a sign of rust

Written on the occasion of the Twocces tenth birthday. Don is a retired Metallurgist and many of his friends eagerly await the day when he becomes a retired poet.

## Cit Bits *by Leven Mills*

Can you recognise these automakers?

*William Morris, Adam Opel, Ransom Olds, Herbert Austin, Carl Benz, Gottlieb Daimler, Wilhelm Maybach, Louis Delage, Ettore Bugatti, Enzo Ferarri, George Bean, John Willys, Clement Studebaker, John DeLorean, Kilichiro Toyoda*

- Daimler, Lincoln and Cadillac offered electric windows in 1948.
- Power assisted steering was first introduced in 1951 by Chrysler.
- Attributed to Andre Citroen were the words: *"The first words that a baby should learn to pronounce are Mummy, Daddy and Citroen"*
- The first French car to exceed one million sales was the Renault 4CV produced from 1946.
- Velodrome Buffalo in Paris, named after Buffalo Bill Cody, operated from 1893 and was to become a soccer and rugby field. After WW2 it was used as a stock car racing track.
- The Holden 'ute', code name 50-2106, is launched in 1951
- The first car to feature radial tyres was the 1948 Citroen 2CV, owned by Michelin at the time.
- In 1980 Japan led the world in car manufacturing.

### What's going on in our garage?

Specifically re Citroen, well like most being restricted in movements/ under lock down rules I dcided best keep the mind and body busy and so addressed the not so nice paint job on my "D" therefore I embarked on the project of having it repainted in two pack white paint, by Mick of Flash Panels.

Mick is the fellow who did a such great job on my Merc....so managed to striped all panels/doors and related bits and now await the return of the parts.



Its a big job but has been fun so far....hope I will be able to assemble it back in due course.

As I be expected had a few challenges along the way, but a few phone call to fellow CCCV members did the trick, so a very special thank you for all advise by Peter D, Michel F, David R and Ian D.

Take care stay safe , cheers Lee Scholte



# Geoff Webber driving 6 Citroens in 6 days, Part two.

Interviews in Casino, Lismore and more, 6 June, 2020  
(excludes Warren's SM edit)

*These notes processed from long hand, here recording and practising my story telling resulting from my 6 day test drive trip. Raised quite a few old memories too. Covering 1065 kilometres, my pre-arranged visitations that you have already read in Part One took me to Stanthorpe only. This Part Two continues my journey across the border to Casino, Murwillumbah in the northern Rivers of NSW, and then back through the Currumbin Valley, to Brisbane and returning home to Lagoon Pocket in the Mary Valley. And alas, just before the Covid 19 restrictions closed our borders.*

## Day Four

So after 2 days and two nights in Stanthorpe, I headed south across the border through Tenterfield and then east on the Bruxner Highway (here trees ravaged by recent bushfires were sprouting new growth) arriving Casino overnight. Met Nathan Wade there, he was to finish work at nearby Lismore at 5pm.

## Nathan Wade's Collection, Casino

Carefully folding back the blue car cover, Nathan proudly unveiled his pride and joy. Here Nathan explained, "The long wheelbase Traction is a 1955 Big 15 Family 9. It is one of 24 that was built in Slough and all were shipped to Australia in Melbourne around that time."



"This particular 9 seater car is one of 3 remaining on the roads and is the oldest surviving family 9

in the world. Bought the car in .... and I am the second owner. This aqua green colour is not as good as its original, as he pointed to a patch of old green paint in the engine bay. "The shiny paintwork does look appealing", Nathan said, "after all, it did win the People's Choice Award at the 2018 Dalby Cit-in."

The interior was in good original condition. Well finished in a two tone brown trimmed with a mustard like chequer pattern down low on the doors and seats. Noted the smaller fold back seats behind the driver's

bench seat, obviously designed to comfortably seat 3 children. Then there's another 3 person bench seat behind that and still enough room in the back for some luggage.



Overnighting at their palatial residence, I had the visitors' room. "That's yours Geoff, said Nathan, "mum and dad stay there when they come down." Next priority was dinner at their favourite waterhole, The Barn, our big steaks were tender, medium rare. We chatted about all their potential car club attractions in the Casino area. Changes were certainly evident, since Narelle and I last visited Casino in the early 1990s.

## Day Five

Next morning early to rise, after a good sleep. It was 5.30 am NSW time! The two blokes had early starts, so Wayne left first in their new Chinese Haval, "It's cheap, good for commuting," he said, "has all the bells and whistles." His was a 7am start as Curator at the Lismore Botanical Gardens.

Nathan also worked in Lismore, half an hour away, so we had just enough time to view his collection of interesting GSs and two little rare Visas in storage. Nathan was brought up in a family of Citroens, and his passion showed as he told me the story behind each car. No time to have a drive this time, but there certainly will be time on my trip agenda in coming months. "Please do come again," was Nathan's parting words.



Good to hear that passion for GSs and I certainly enjoyed their hospitality. I then set out to my next

stop, Damien Jenkins' collection, an hour and half away. Heading north east and connecting the Pacific Highway at Bangalow, the GPS route bypassed Murwillumbah and past their magnificent Art Gallery.

Ah.... that's where it is. I'll go back there for lunch and check it out. *(An extension houses Margaret Olley's work. I'm no fan of her's, but I do know the architect, Bud Brannigan, he provided contacts for our DS book.)*



Arriving Damien's place, "look out for our two rocks and the Citroen wrecks, you'll know you have found us" he said on the phone the night before. Sure

enough, I found them, the GSs and a Peugeot 203, well past their life, but a somewhat welcoming sight.

I had known Damien for over twenty years, he's really a petrol head and a mad collector of Peugeots and makes all sorts of mods to other mechanical things. He said he's never going to retire, but does find time to fiddle and work on his cars." Quite therapeutic", he says, and his loving wife Ronda supports him all the way. Quite a special couple really.

Catching up old times over a cup of coffee, a cake, still warm from the oven and croissant, Damien said he was actually feeling a little weary today. "I only just got home last night from our 10 day Tasmanian Motorbike adventure with my two sons and a few other blokes. Was tough for a young bloke like me," he said with a smile, "I thought we were not going to survive. We happened to come through that cyclonic weather in Sydney last week, but we made it."



Having never owned a motorbike, I was in awe of what he had just achieved and apart from all his

other escapades. I asked Damien, "You're a Peugeot fanatic, what made you buy an old Citroen?" Grinning from ear to ear now, he said, "I just wanted to have a Citroen experience before I die."

I was intrigued, as he went on to say...."Not only did I want to have that Citroen experience, that magic carpet ride, but I chose the GS model as I felt it was more pure to the Citroen philosophy of the 50/60s. It had

the air cooled horizontally opposed motor in front of the front axle and the design concept was originally designed for the D. For me as a Wankel Rotary lover, it was disappointing that Citroen dropped selling the Rotary powered GS and in fact bought back all the models they sold because of likely contingent warranty costs due to lack of development of the Wankel Rotary.

Damien then went on to say that there maybe a couple still in existence and that he knew of a GS owner in Brisbane who had fitted a Mazda Rotary engine to his GS. When Damien had last spoken with him, he had replaced the Rotary with an electric motor. The first eGS?

*I had since replied to Damien that our research had actually revealed a couple of GS Rotary contacts, one in Melbourne, Victoria and one in Colovale, NSW, and probably another in Tasmania, so watch this space)*

Damien was actually battling his own health issues, but recent tests showed he was doing fine." I don't intend going for a while yet," he said," I have quite had a lot of unfinished projects."

Come on, I'll show you around." So there were his Citroens, the first one, a neat shiny little white GS Break ready waiting. At that moment, an important call came through, so Damien excusing himself, left me to look over inside and out. I took many photos, car looked a perfect example, in good condition, paintwork perfect, interior nicely finished, in a blue cloth, all original. (Knew he bought from Steeley.) The motor tidy but there was that spare wheel in such an uncompromising position. You could hardly see the little flat 4 cylinder air cooled unit tucked in the front. It's fascinating to know that to remove the motor, the whole front bumper and grill assembly unbolts first, such is this car's unique design.



Phone call finished, "Let's start her up and go for a drive, first it takes a

little while to warm up the air cooled motor" says Damien. Yes, sounded just like Lincoln's little GS I drove a few days ago, that unique throbbing purr. A storm had just passed through the area, water still on the



road. Damien steered the GS, turned left off the highway, Mt Warning looming in the background, we headed up his favourite test track, found a good place to stop and handed over to me. The gears were four on the floor in typical H pattern, reverse towards me and down. There was the beautiful curved dash, a reduced version like the big SM, circular dials, the single spoke wheel and the DS indicators.

Such an easy car to handle, I thought as we gathered speed through the gears. We motored along and up the next hill, through the green dairy countryside not far from the Tweed River. The driving position was good, gave me clear vision and I felt confident already. "Keep the revs up in 3<sup>rd</sup>" says Damien, "this is my test hill." Well, she climbed easily, I maintained those revs in that 3<sup>rd</sup> gear. Not much traffic on this country road, Damien and I chatted, counselled each other on all sorts of things and me, already relaxed. Driving this little GS for the first time was such a joy.

Returning to Jenkins' residence, there was more Citroens to look over..Lifting the roller doors, there rested a smart looking GS Pallas (colour was like a battleship grey, had a darker stripe along the side doors below window level, done by the previous owner, he said) This little saloon had the rear hatch back boot lid. Access to the boot area was brilliant. And the 15inch wheels featured rare solid alloy wheel trims, Damien was proud of this one. And next to it was the blue and white 2CV van, AK600 and what a charming little beauty. Brings smiles to faces every time he drives it.



Phone rang again, this time it was for me. My next appointment beckoning, just north of the Qld border in the Currumbin Valley. It was Warren," How are you travelling Geoff, I have an appointment at 3.15 pm?" Well, you better go, you'll make it", said Damien as I thanked him, such a great drive, loved his Citroens.

So departing north from Murwillumbah and taking the winding route through Tomewin over the border ranges, I made good time. I really felt good about this trip. I had already made two visits today and another very interesting rendezvous coming up. Time was 2pm, I was to have just enough time to test drive probably the most iconic Citroen, Warren

Coyle's beautiful, majestic, big LHD SM. This was the car with that 3litre 6 cylinder Maserati motor. I had an idea where I was heading, the GPS taking me off the main highway and into the Eucalypt forest, deep into the Currumbin Valley. Got there, as I soon recognised two immaculate Citroens in his open garage, so impressive, his DS23 bonnet up and beside was that long low slung SM.

*(Warren generously contributed to our first book, Citroen DS and that's how I knew he had this SM that I was about to experience and drive for the first time.)*

Greeting Warren, he sure seemed pleased to see me arrive. He introduced me to his lovely wife Mandy, we had a cuppa over a quick chat, the Key Lime Pie was pretty delicious, thanks Mandy. (have already put in a request for another pie sometime) Then a tour around their beautiful family home, a classic architect's house of the late 1970s and previously owned by an architect too. Warren proudly pointed out where they had extended the house, made their own improvements and typically he said, it was still a work in progress. He had at that moment, roofing contractors replacing old corrugated iron on his office nearby.



Time was getting on, Warren had his appointment in an hour, so he started up the SM, reversing carefully out of the garage. Immediately that motor, that sound, you sensed

this motor was different, not just an ordinary Citroen, this one. Stepping out from the left hand driver side, Warren said," Ever driven an SM before?" Cautiously, I said, 'No, but I have driven LHD cars in Europe and the States some years back. "Take the wheel," he said, "I'll run you through the instruments. It's a 5 speed manual, there's the button brake, just like the DS and the same indicators, not self cancelling."

I sure felt comfortable in the Tabac leather upholstery, the seats were luxurious in typical old Citroen style and the radio was there beside me in the Console.

Well, with my right hand on the gear stick, I was impressed to drive this Citroen, although Warren had to operate the windscreen wipers occasionally, and I did drift towards the centre line too, I was really concentrating, taking it all in. Warren directed me. "Look further ahead, not down in front, that way, you'll keep left." Of course, the SM was a big car and a little wider than our DSs. We were at the end of Currumbin Creek Road to the Cougal National Park, the winding bitumen road had some traffic, was wet and narrow in places but I did manage to get it to 5500 rpm, felt that surge, that throbbing Maserati V6 under that long bonnet out in front. So grateful that Warren entrusted me to drive this car (knew he was short of time), I gladly pulled over... Then back in the driver's seat, Warren really demonstrated its prowess, its handling and power, he knew the road too.



Heading back, he told me some of its background, and how he acquired the car. "I bought the SM ten years ago from a gentleman in Nashville, Tennessee in late 2010, sight unseen, took a risk I know, but it turned out to be in pretty good condition. Peter McLeod and DS Motors did some maintenance work for me."

(Yes, Warren's SM retrieval story during the Queensland floods will make a good one for the book.)

Back on the M1 Gold Coast Motorway, I headed back to Brisbane, it was 4pm Friday afternoon, slow, stop, slow, stop, all 4 lanes, commuters everywhere, everyone heading home from work! Eventually, I arrived my next venue overnight stay in Northgate. Picked up my own special takeaway Pizza from Ginos in Hamilton. Some of you may remember Ginos, the Italian restaurant, I started dining there some 45 years ago and today, still there, their pizzas still good.

Pity not the same attractive waitresses, only some ten years ago, the previous owner, Dominique, she was pretty good, had beautiful round eyes, and a brilliant memory too, took all our orders in her head and then the next table too! I always remember that.

### Day Six

Next day, the last day, Saturday 22<sup>nd</sup> February, drove my sixth car for the trip.

It was to be a CX. I had already driven one some 20 years ago when we had the 505 of the same vintage. This one was the CX Break, a big wagon. Ken Wilson generously let me drive it. It was a very early model, it was only a 2 litre and 4 speed manual. Ken took it out first, "It's like driving a land barge", he said with a chuckle. And I quickly gathered that as he turned the wheel left and right, the car wallowing along, its very soft suspension making it sway from side to side, quite eerie really. However, when I took the wheel, the gear changes were easy, managed the clutch well and the motor was quite responsive.

"She drives well for an old girl". Ken said," the car was trucked in from Alice Springs. The owner could not start it. Steeley got it going pretty quickly but did not want to do any further work on it, so he said to me, you buy it Ken, so I did. Needs some attention, the paint work's not good but it goes and it's quite useful, has enormous interior space." Ken concluded as I thanked him for his time, his generosity and Back home that afternoon after travelling 1065 ks and I knew I had plenty notes to write up. I think I have lots of material for this next book. And already thinking of the next trip.



That was until the Covid 19 Restrictions suddenly put a big stop to all that. So as I prepare this part two for your next magazine, restrictions are improving and hopefully, I'll to be back on the road perhaps to Cowra in September, 2020 to drive a few more Citroens.

**Geoffrey Webber 0411 652 555**





# Cit-In 2021

## Registration Form

Book	Adults	Under 18
Now until 31 October 2020	\$260	\$130
1 November 2020 – 31 January 2021	\$275	\$137
1 February 2021 – 20 February 2021	\$290	\$145

Kids Under 5 FREE



### Payment

#### Preferred

Direct bank credit to Citroen Car Club of Victoria

BSB: 633 000

A/C: 120 127 907

Please describe the deposit as "Cit-In [Surname]"

Please email this form to

| [treasurer@citcarclubvic.org.au](mailto:treasurer@citcarclubvic.org.au)

Or post this form to:

| Treasurer | Citroen Car Club of Victoria

| 16 Maxwell St Ashburton VIC 3147

#### Cheque

Post together with this form at the above address.

Cheque payable to: Citroen Car Club of Victoria

### Registration details

Names of Attendees	Fee (see above)	Special Dietary Requirements
Total Remittance	\$	

*Please see over for additional information required.*

**Our preferred accommodation is at -**

**All Seasons Resort Bendigo** [www.allseasonsbendigo.com.au](http://www.allseasonsbendigo.com.au) 03 5443 8166. Book by phone or email only.

We have reserved rooms here for Cit-In that will be held for us until July 2020 so we need to register ASAP.

Alternatively there is the Big 4 Caravan Park 3 Km away.

**PROGRAM LISTED ON PAGE 19**

## Information required and to display your vehicle

Driver Details	
First Name & Surname	
Mobile number	
Driver License Number	
Email address	
Vehicle Information	
Can be altered closer to the event if needed)	
Model	
Car registration Number	
Year of manufacture	
Colour	



- Driver must hold a valid driver's licence and have it on your person.
- Vehicle must be registered and roadworthy and insured.
- All vehicles are to remain stationary and keys removed in the display area.
- No vehicle can be moved until the all clear that it is safe to commence leaving after 5.30pm. This is a longer than the past but has the advantage of being included in the festival with a big audience for the cars. The festival has plenty of entertainment on the day will make it worthwhile. Transport will be arranged for those who wish to return to their accommodation during the day.

Signature .....

All enquiries should be addressed to Peter Moloney

treasurer@citcarclubvic.org.au

*Note: Some of the above information will be supplied to the Bendigo City Council for the Show and Shine registration. If you have privacy concerns, please advise but this will mean you will not be able to present your car in the show and shine*

**www.allseasonsbendigo.com.au 03 5443 8166.**

**BOOK BY PHONE OR EMAIL ONLY AND MENTION CIT-IN TO RECEIVE GROUP RATES.**

**IF YOU TRY TO BOOK ONLINE IT WILL APPEAR BOOKED OUT OR HIGHER PRICES LISTED.**

## ***Your Citroëns in Australia 28 April, 2020***

### **We need your help, please.**

Following the overwhelming response to the release of the DS book in July 2019, author Geoffrey Webber has teamed up with Mark Provera to write the next book about the history of Citroën in Australia.

This new book will explore all the models imported and sold in this country, covering the various models throughout the decades and making special mention of any adaptations for Australian conditions. We also want to capture your experiences with your cars and celebrate how Citroën has evolved in Australia over the 100 years since the first Citroën Type A arrived in October 1920.

We are currently in the research stage. Our publication date of November 2022 will coincide with the centenary of the first vehicle crossing of the Sahara by the halftrack Citroën Kégresse which was successfully completed on 17 January 1923.

We are looking for owners with vehicles that could showcase the Australian Citroën presence and community together with interesting facts, experiences and personal histories. We plan to reach out to our many personal contacts as the project develops but we would love to hear from you and would be thrilled to receive submissions about your cars, your memories and experiences with them, as well as any images, press or promotional materials you might have access to.

We hope that you are managing as best as can be in the current circumstances and that you are well.

We would certainly love to hear from you.

Please feel free to contact Geoffrey by email at [citroenDSaustralia@gmail.com](mailto:citroenDSaustralia@gmail.com)

**Yours in Citroëns,  
Geoffrey Webber and Mark Provera**



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[www.pleiades.uk.com](http://www.pleiades.uk.com)





# CITIN 2021 PROGRAM

## CIT-IN April 2021

The National CIT-IN April 2021, jointly organised by CCCV and CCOCA, will be held in the beautiful country town of Bendigo. The program and application form have now been posted on the CCCV Website [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au). As you know there will be a rush for holiday accommodation when the lockdown restrictions are relaxed so you need to book ASAP as our reserved accommodation may only be held until the end of July so please book well in advance. Accommodation is limited so please get in quick. As always, the latest information is on our CCCV website. Here is a sneak preview of the event program.

### **Friday 2 April**

Registration at All Seasons Resort, 171 McIvor Highway, Bendigo 3pm – 6pm  
Welcome reception including generous supper 6pm – 10pm

### **Saturday 3 April**

Show & Shine, Bendigo Festival, Catered lunch at the festival

Spit-roast dinner with country theme.

### **Sunday 4 April**

Observation run visiting historic towns in the region, Picnic lunch

Formal dinner at All Seasons Resort.

### **Monday 5 April**

Full buffet breakfast at All Seasons Resort  
Farewell

### **Cost (per person)**

Early Bird (before 31/10/20) \$260

Later bookings (01/11/20 – 31/01/21) \$275

Just in Time (01/02/21 – 20/02/21) \$290

Age 5 –18yrs 50%

## Sales and Wants

### 1974 Citroen D Special

04/20

#### **1974 Citroen D Special Details**

#### **Current Car details**

Chassis Number 10FD7024 Engine Number V149P

Registered on Victorian Club Permit Plates

#### **Modifications**

Engine is now fuel injected. 5 speed gearbox

#### **Restoration work carried out in last 4 years**

All rust removed. Complete body repaint (Blue Danube)

Complete re-upholstery (blue jersey). New matching door cards

**Price \$25,000**

**Contact Ian Downie 0452 411 104**



## For Sale: 1974 1220 GS Club

7/20

Dry stored and on blocks for 18 years this 1220 Gs Club is an excellent candidate for restoration. It appears to be original (it's certainly complete) but it may have had a replacement engine, has a strong valid tub with only a small amount of obvious rust (driver's side C pillar and battery tray), sound sills, doors and boot floor. A few cosmetic dents on various body panels. Engine turns over freely on the starter motor but on last recent attempt at starting it did not fire. The petrol pump was working well, and one plug was removed and found to be very soiled so that may have been the problem, but it could also be related to the condenser or points. The dashboard is in excellent uncracked condition, but the seat coverings have had it, door cards are not bad. Car is located in Turtons Creek (near Foster) and will need to be collected on a trailer, access is good. VIN: GXGB17GB2485. Engine No.: G106120612109262.

Reasonable offer please.

Contact: John Herbert

Ph: 03 5681 2242 (the best number to call or leave a message on)

Mb: 0428 858 408 (often not answered due to poor reception)

E: herbj12@gmail.com





# Sales and Wants

## Citroen 2cv6 club 1983

3/20

Red body with black guards and boot lid. 86700miles, I have owned this car for 14 years and travelled approx. 6000 miles. Work done during that period, Replace clutch, steering relay arms and guild ring in rack, brake discs and pads, muffler x 2 and wheel bearings etc. Recent work, recon alternator and full service, peen collar in gearbox and new tyres fitted. On club plates so not transferable, will supply VIC or NSW RWC. Genuine car, never had rust in floors, original chassis in GC. Paint in GC and presents and drives well. Location: Albury.

Vin NB.VF7AZKA009IKA96O1 and the price is \$17,900.00



Phone Geoff 0408431990



## 1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

I am putting this vehicle on the market, because after 46 years, I realized I will never finish what I started. The job got too big for me, and I will not be able to enjoy the finished product as I thought I may. My body has become too inflexible.

Short story, I have not touched the old girl for about 10 years now. Car has been garaged and covered since purchased in 1974.

The original registration number was VK-977, last registered 16 / 11 / 1970. The engine serial number is PM04597. All the upholstery, is new fully replaced cowhide, never been sat on, head lining also replaced. Most of the expensive and awkward work has been done.

### Things still outstanding:

- Brake cylinders have all new rubbers and shoes, sealed with brake rubber grease, and left untouched since serviced, missing a couple of nuts??
- Full exhaust system, from manifold to rear of vehicle. Have manifold attachment flanges, made of stainless steel
- A good radiator man to look at where an electric fan was to be mounted with bolts through core
- Fuel tank will need removal to ensure all is clean and substantial (fuel evaporated over the forty years.
- There is an alternator there, off Holden? and mounting bracket, if you go ahead, do in conjunction with radiator person.
- About 50 % of the wiring will need terminating, all secured in place, have all the bits to complete this, though probably not enough old type terminals.
- There is no carpet on the boot floor, lost it somewhere. Paint is IMPERIAL BURGUNDY spraying enamel 40 yrs ago.
- The suspension is all set at minimum torsion, and she has sat on jack stands on underside strong panels while I've had her.
- When first acquired the car had been up a gutter, had to rework one wheel, so did all rims to make wheels fit current tyre size that is a little fatter than standard (may have to have a bit of toe in adjustment). All tyres were brand new 20 years ago, no flat spots, never on ground

Cockpit wiring is not completed though all components are present.

I have a heater box that will probably fit to the ducting and some other bits and pieces that may be of use.

No tyre kickers, no test drivers, no time wasters. Let my name and phone number loose at the CITROEN CLUB, or where ever all the Citroen lovers hang.

It is a true "barn find" that I reckon is a real bargain at \$14,000, or make a sensible offer, neither Jan (Wife) nor myself think 14K is enough, so offer more and it's yours.

Contact Phillip John Hibberd of Lara, Victoria. Phone: 03 52823059

## Sales and Wants

### CITROEN 2CV ADVERTISEMENT.

1984 Charleston model 602cc \$33,5000 (12/19)

**VIN number is: 0906006238**

Warning. When motoring in this cute and quirky Charleston 2CV, be prepared for admiring waves and smiles from fellow motorists and pedestrians!

Featuring maroon and black paint, the 1984 French built/UK import Deux Chevaux achieved Australian compliance in April 1998.



With an odometer reading of 58,257 miles (supporting UK paperwork indicating original mileage), it presents in excellent body and trim condition and good mechanical order.

A comprehensive service history since arriving in Australia is available.

Ready for leisurely roof-back summer cruising and with nothing to spend, the 2CV is currently registered with non-transferable Victorian club plates. A roadworthy certificate can be supplied if sold in Victoria.

This 2CV Charleston is located in Melbourne and is regrettably being offered for sale due to a deceased estate.

CONTACT: Paul [beranger@bigpond.com.au](mailto:beranger@bigpond.com.au).

Phone: 0418 318 756.



### ZOOM IN

Keeping up to date with what we have been doing during this lockdown, members have been meeting online occasionally using Zoom online meetings.

This is not quite the same as in person, but never the less there have been a few giggles, anecdotes of what we have been up to in our garage, and the opportunity to keep in touch.

### CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them. No charge.

Contact Leigh Snell [snelll@bigpond.net.au](mailto:snelll@bigpond.net.au) or phone 0427 812 945 or (03) 97721810



### NEW CLUB TOOL REGISTER

CCCV is putting together a Register of both Club tools and Members tools that would be available for members use. If you would like to be part of this scheme then please advise Peter Moloney of the tools you have available to list.

Peter Moloney: [treasurer@citcarclubvic.org.au](mailto:treasurer@citcarclubvic.org.au)



# Sales and Wants

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

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

Email ad to: [editor@citcarclubvic.org.au](mailto:editor@citcarclubvic.org.au) or ring (03) 97285526

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

Send to

**The Treasurer  
CCCV  
PO Box 122  
Nunawading  
Vic 3131**

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

## MEMBERS:

When you have sold or disposed of the article you have advertised here, would you please advise the editor ASAP at [photoimage2001@yahoo.com.au](mailto:photoimage2001@yahoo.com.au) that you have done so, otherwise as we normally leave it in for three months prior to removing we run the risk of the newsletter ending up containing a number of "dead" ads; and consequently you will receive a number of unwanted calls. Thank you.

## 1985 Citroen 2CV Charleston

12/19

This has the biggest and highest output motor, the 602cc, couple with a 4 speed box, very cool shifting from the dashboard, has the disc brakes, the two-tone famous Charleston colours of red and maroon, new tyres. This is in great condition (bar a \$500-1000 fix to a drivers door scratch that we haven't fixed and have priced accordingly – maybe it doesn't bother you like it doesn't bother us) inside and out and underneath and under bonnet. Interior has been restored and mechanicals redone just before we bought it 5 years ago. Paint and glass and rubber are in good condition. The retractable roof was a bit worn and we replaced that with a brand new black factory piece specially ordered from Europe and had it fitted by a reputable auto upholsterer (Lee Bros, Albion) a few years back and is still in fabulous condition having been kept under cover since. This starts first pop every



time, has had the battery replaced in our time, stops well, runs well, steers well, cruises well. It is watertight with the new roof and the interior very nice. Under the bonnet has been fastidiously redone before our time.

Like a Kombi or an old Mini everyone loves the "deux chevaux" or "two horses" and you will get many admirers and comments when cruising. There is video via YouTube by clicking this link into your web browser.

<https://www.youtube.com/watch?v=3nhvtJrUjbE>

The car is in Brisbane and asking price is \$18,500.

Car is currently registered in Qld and VIN is VF7AZKA00KA0790017. Reg No: 967-VKV

Contact is welcome to [john@edicustoms.com.au](mailto:john@edicustoms.com.au) or phoning 0417 733 057





# Sales and Wants

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

**Note: removal and fitting of spheres is not included.**

This service is strictly CCCV members only

**CONTACT WOLFGANG SIEM ON 0425 872 082**



## 1992 Citroen AX GTi

12/19

Citroen's first green car.

Designed for ECO 2000 – French Government/Citroen project 1981

Brief: Dover to Barcelona 'on a single tank of fuel'

DESIGN – Bertone/Citroen – Trevor Fiore – Carl Olsen

WEIGHT – 640 kg

DRAG COEFFICIENT – 0.31

FUEL – 2.7 litres /100 Km (Guiness Book of Records)

DELIVERY – Single point fuel injection

POWER – 190 bhp (75 kw -100 ps)

TOP SPEED – 119 kph

VIN- VF7ZAZW0000ZW6533

Engine No. 1FS2R751514

REGISTRATION – 1QM 2BS

Asking \$7000

Contact Andrew Hepburn: [andrewh@internode.on.net](mailto:andrewh@internode.on.net)

Click on the link below to see photos.

[AXGTi for sale!](#)



For sale **Restoration project a 1967 D21**, often referred to as the one to have... "*the holy grail of D's*". This D has the sloping dash, LHM (green fluid) and BVH (hydraulic gear change).

The car is located in Adelaide and has not been driven for > 25years and as such is in need of full restoration, but its pretty much all there.



The car's details are:

Engine number: DX3160438860

Chassis Number: A43306757

Contact is welcome to email: [lee.scholte@gmail.com](mailto:lee.scholte@gmail.com) or phoning 0407150038.

02/20



## BEAUTY IS IN THE EYE OF THE BEHOLDER

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

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[eai@eai.net.au](mailto:eai@eai.net.au)

[www.eai.net.au](http://www.eai.net.au)

## LHM SALES (*Strictly Members Only*)

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**\$12.00 for 1000 ml container**

*Cheque or money order (payable to CCCV Inc.)*

*Note: Purchasers must receive a receipt.*

Mentone	Stephen Maloney	0438 155 797
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.



**"LA CHABLISIENNE"**



# SES CHABLIS AUTHENTIQUES