

If undeliverable return to:

CCCV PO Box 751

Frankston Victoria 3199

ACN A29766N

The CCCV Newsletter

PRINT

POST

PP 10001479

POSTAGE

PAID

AUSTRALIA

THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc. June 2015

Internet www.citcarclubvic.org.au



IN THIS ISSUE

Cambodian Cars

A Secret Tour of Paris

Saigon Classic Car Club

A Khmer Rouge Ghost Story

Citroens Take on the Outback

Citroen 110CV Truquette—Brute Power!

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

PRESIDENT

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

VICE PRESIDENT

Tom Grucza * 0431 396 277
badjatom@gmail.com
PO Box 238 Nunawading VIC 3131

SECRETARY

TREASURER

John Fedorko * 0438 597384
treasurer@citcarclubvic.org.au

COMMITTEE

David Rogers * 03 9783 8113 Mob: 0422 229484
drogers11@gmail.com
1 Birdwood St. Frankston VIC 3199
Brian James * 03 9728 5526
photoimage2001@yahoo.com.au
12 Lucas Ave. Kilsyth VIC .3137
John Dorgan * 5282 1900 Mob. 0428 358 095
dorgy1@bigpond.com
90 McIntyre Rd. Lara VIC. 3212
Wolfgang Siem
woljen@gmail.com

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
john_wyers@bigpond.com PO Box 184 Mt. Eliza Vic. 2930

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 03 9363 3950
ferdi.saliba@gmail.com
Peter Dekker * 0425 703 899

NEWSLETTER EDITOR

Brian James
Photoimage2001@yahoo.com.au

LIBRARIAN

Simon Potter * 9878 8731 Mob: 0407 407 686
cccvlibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

RENEWAL

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

NEW APPLICATION

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

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



From the President, June, 2015.

Route 66 is not what it used to be. The iconic freeway which runs from Chicago to Los Angeles

has been superseded in recent decades by newer roads and is only traversable in parts now.

Nevertheless Bernie Rachelle and Ian Gamble made the trip in two 2CVs, making contact with every 1950s time warp roadhouse, museum and diner along the way. Or so it seemed from Bernie's illustrated talk at last month's club meeting. They also circumnavigated the USA which is about the same size as Australia and visited the American equivalent of Cit-in at Saratoga Springs, near New York. It was a good club night with a good turnout of members.

Every meeting seems to have a new member as well. Welcome Tim! As I write, bookings for the anniversary dinner are very strong and it looks like some may miss out. I am most encouraged by our collective desire to celebrate our history. Look for a full report next month. One of the most enjoyable club events I have ever attended was a visit to the restoration workshop of Peter Tomasini in Bayswater. Though it was some years ago, I remember every moment. Peter was apprenticed as a bodybuilder at Scaglietti who, among other clients, built bodies for Ferrari. Decades on, having emigrated to Melbourne, Peter now uses his skills to remake, repair and restore classic car bodies. When we visited his main project was a Jaguar XK150. You could hear his passion as he described and demonstrated some of his restoration techniques and for this amateur restorer, it was an inspiration as well as an education. We have the opportunity to do something very similar again. Committee man Wolfgang Seim has arranged for us to visit another restoration workshop. The Healey

Factory is in Whitehorse Rd, Mitcham where it maintains a showroom with a workshop behind. They can work on all makes, models and ages of car and have agreed to show us around their premises on our July club night, Wednesday 1st July. Details are in this issue. If you get on the tools at all, this will be a great learning experience.

Having been to Beeac, Blackwood and Nuriootpa in the last 3 monthly outings, our July event will be much more local. The Bastille Day event will be lunch at the Breizoz Creperie in Fitzroy on Sunday 12th July. It's the nearest we can be to the correct date and numbers are restricted so please let me know if you plan to come. Given our recent calendar of events we'll have a lot to chat about. See you there.--

John Parsons
President CCCV

An article on pages 10-11 may seem out of place in a car club newsletter, however it was a part of a web site that also had the articles on car clubs in Cambodia and Vietnam.

Considering the destruction and upheaval in those countries, it is surprising that there are still car clubs like ours; that cherish old automobiles, and seek to restore them to new and maintain the history of them.

Phnom Penh pages 16-17 Saigon 1pages 18-19

Ed.



DISCLAIMER

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

FRONT COVER
Mehari Curbside Classic in Saigon

The Newsletter proudly printed by AVLON PRINTING
1A Viking Crt. Cheltenham North, Victoria 3192

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



NOTICE BOARD



CCCV Website Password Update

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


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

New Members (Subject to committee approval)..

CCCV welcomes the following new members to our family: Duncan Meyers, Robin Grainger, Sandra Davey, Nicolaas RJ Van Zyl, Paul McKenzie, Sylvio Belcourt. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00 per l.

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

Events Calendar	2015	Draft Activities Program	2015
 <p>50th Anniversary Dinner Club Night Wednesday 3 June 2015 6.30PM at Box Hill Golf Club See May Newsletter for full details.</p>		<p>Jul 1 <u>Tech Night</u> @ Healy Factory 646 Whitehorse Rd. Mitcham -see advert. 12 Breizoz Creperie, cnr Brunswick & Gertrude Sts, Fitzroy on <u>Sunday</u> at noon.</p> <p>Aug 5 Club Night Run TBA</p> <p>Sept 2 Club Night</p> <p>Oct 2-11 Diamond Jubilee of the DS/ID (see page 7) 7 Club Night</p> <p>Nov 4 Club Night</p>	<p>For more details on club events contact John Dorgan on 0428 358 095</p>
Jun 21	Run—Blackwood 10:00am		
	BP garage, south side of Western Highway, Rockbank		
	Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from 10.30am		
	Denotes a Non CCV sponsored event. □		

CCCV Club Advice Line

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

Forthcoming Club Events

Jun 21 SUNDAY CLUB RUN TO BLACKWOOD

TIME: 10:00am
FROM: BP garage, south side of Western Highway, **Rockbank**
TO: Blackwood Hotel, Martin St., Blackwood
COST: Pub grub
BOOKINGS: Essential, by 17 June
CONTACT: Kirk: Mob 04 2571 7572 or [03] 9363 2464



The Blackwood Pub was built in 1868 and is the oldest weatherboard pub with a continuous licence. The Pub is surrounded by spectacular forest, full of memories of the gold rush.

In years gone by it was a bustling town; coaches driven by Cobb & Co would thunder through the town. The place was full of miners; all were there to make their fortunes in that spot so full of gold.

The Blackwood Pub offers wonderful old fashioned pub grub in front of a roaring open fire.

July 1 WEDNESDAY TECHNICAL NIGHT



Note: This is our normal club night

Address: 646 Whitehorse Road Mitcham

Time: 7.00PM

Where: In the showroom

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

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

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

July 12 SUNDAY

BREIZOZ FRENCH CRÉPÈRIE



Bastille Day lunch.

Time: 12 Noon

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

It is licensed and specializes in French cider.

We have the use of a rear room but numbers are restricted so please let John Parsons know by Wednesday 8th July if you plan to join us.

You can visit Breizoz's website at: breizoz.com.au

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



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

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

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

Registration FORM for Jubilee event. (Registration closes 1st August 2015)
Itinerary and Accommodation details

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

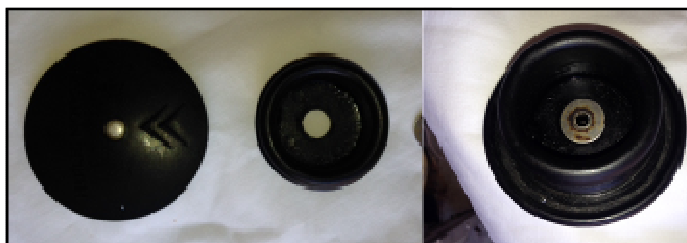
Early bookings essential as limited car slots available.

"A Bit of Luck"

One of the jobs in preparation for the Cit-In at Easter included checking the fluids on the DS. The car doesn't use much oil but I decided to add some to bring it up to the Max level on the dip stick. Whilst taking off the oil cap I had an "oh, no" moment when the lid separated from the lower section. The two halves are joined by a rivet and the washer on the underside fell into the rocker cover. Getting the cover off requires removing the EFI manifold but fortunately I didn't have to do that. A torch revealed that the metal washer was accessible amongst the tappets and I was able to remove it using a magnet. I was on a winner. Whilst waiting for a new cap to arrive I made use of one of those orange plastic fuel filler caps you can buy. It fits perfectly but I secured it with some stainless steel wire to avoid it working loose while driving. The new part arrived the day before leaving so all is well. The boot was stacked with plenty of bits just in case of further maintenance challenges on our trip to the Barossa Valley. All D owners know to expect the unexpected but hopefully the journey will be trouble free.

Tom Gruzca

(See pages 12 –15) Ed



A Secret Tour of Paris by Citroen 2CV

By Melanie



*My name is Melanie Wynne. I'm a Los Angeles-based freelance writer, and I've been the editor of *Travels With Two* since June 2008. Endlessly excited about discovering the world through travel, I'm passionate about art, wine & spirits, cuisine, history and more.*



Parisian tour guide Martin and the magical Citroen 2CV known as Seraphine

If you've ever taken a cab in Paris, you know that the experience can be as adventurous as an off-road race, accompanied by a soundtrack of unintentionally hilarious French pop music. It can help you visually stitch together this huge city, but only if you manage to concentrate...or survive.

After taking a **private tour of secret spots in Paris in a Citroen 2CV** – arguably the most treasured car in France, driven by a local Parisian history buff — I've now found an ideal way to explore a huge swath of the city and discover a few gems along the way.



Chateau in the Place des Vosges, tucked into a corner behind the Maison de Victor Hugo

When my friend Christine and I were picked up at our rental flat in the Champs-Élysées by **our tour guide, Martin (pronounced "mar-TAHN")**, we were delighted from the start. **A Citroen CV is a magical cartoon car**, a bubble of mechanical wonder that turns heads and inspires smiles on even the most gruff of Gallic faces. When we paused at



The Arenes de Lutèce Amphitheater in Saint Germain

street lights, people would point in glee as though they'd seen Brad Pitt on wheels.

Martin, a 20-something history student who grew up in Paris, clearly loves his job. He introduced our Citroen as "Seraphine," his favorite of the fleet, and launched right in to a **several-arrondissement journey around the Marais, Latin Quarter, Notre Dame, Saint-Germain and across the Louvre Rivoli.**

As both Christine and I had visited Paris before, we could have asked Martin to take us anywhere we've always wanted to go, but **we opted to see Martin's well-studied version of the city.** In an hour and a half, he showed us a former tavern from the 13th century, the miniature backstreets of the Île Saint-Louis, an ancient Roman amphitheater, a secret garden at a château behind the Louvre, and much more, providing a bit of anecdotal history at each stop on the way.



I'd recommend this tour for any couple, regardless of whether or not they've been to Paris; it was a fun and exciting way to learn much more about a city I already love. And if you want a real treat, feel free to request Martin and Seraphine.



Chris Hubers, a professional 2CV restorer in The Netherlands, recently built a speed demon Truckette that he claims is the fastest duck on the road.



Chris Hubers and 110CV Truckette & images courtesy of Auto Week.

The 42 year old's approach is less radical than the Italian folks at Team Nimik who laid a widened 2CV Truckette body over a Ferrari F355 and claim it to be the fastest 2CV. (We wrote about that back in the Winter 2010 issue of Citroënvie magazine.) Rather, Chris started with an Ami chassis and re-built the Truckette around it.

Because of the 2CV front brakes being attached to the gearbox and the stock 2CV gearbox not being able to handle dramatically increased horsepower, Chris sourced a gearbox with similar set-up, from an Alfa Romeo Sud model. (Remember those? The Alfa

model that was already rusting on new car dealers lots?). Once he got a decent gearbox for an acceptable price, the seller told him that an Alfa Romeo type 33 engine (an evolution of the Alfa Sud engine) would also fit that gearbox, so he got one of those. The 33 engine is a water cooled 4 cylinder boxer type developing “about 120 horsepower” and it will easily propel the Truckette to over 150 km/h.



Chris claims the ‘only’ downside is the petrol consumption: – 6 kilometers per liter max but he agrees that is mainly due to his right foot pressing the gas pedal to the floor most of the time because it is so much fun to drive!..... Watch Chris take it for spin at: <https://www.youtube.com/watch?v=f2SaM38Qcjc>

You can see the team Nimik Ferrari 2CV here: <https://www.youtube.com/watch?v=tc3YBgC53Zw>

What Did We Recently Say About Citroën Prices Skyrocketing?



The French auction house Osenat today, Sunday, March 15th, sold this very rare 15/6 Citroën Traction Cabriolet, of which only three original versions were built. (Though there is a 4th that exists, shown at the 75th Traction Anniversary meet in Arras France, that claims to be original).

Though Osenat gave no estimate for the car, interest from buyers around the world had people speculating it would sell in the 500,000 € range. Well, after a hotly contested auction, it went to a French buyer for 612.400 €, – a record for a Citroën Traction, and perhaps even for a short while any Citroën!



Jean-Pierre Osenat, auctioneer of the sale commented upon completion; “We can therefore commend this as a rare piece of Citroën history that thankfully will remain in France.”



15/6 traction cabriolet, 400 euros, 612, march 15 2015, osenat auction

CITROËNVIE

123 Ignition – Switching from 6 Volts to 12 Volts

If you have a 123 Ignition system your Citroën Traction Avant (6 volts) but are thinking of converting the car to 12 volts, you might be wondering if the 123 Ignition 6v system will work after the conversion or will you need a step-down transformer to keep the ignition at 6 volts? We asked Henry en Marlies Hebels at 123 Ignition-conversions (manufacturers of the 123) in the Netherlands this very question. His response was that the 123 ignition works from 4.5-15 volts. You only have to change your coil. And Henry notes that 1.4-1.6 Ohm is the best coil for 123 ignition.



However, one thing we would like to point out on 6 volt Traction is that if you do convert to 12 volts, and even if you change out all the bulbs to 12 volts, you still have to deal with a fuel gauge and windshield wiper motor which is 6 volts. (And the 6 volt wiper motor mounted behind the dash in later model Traction is a real pain to replace.) So it's a good idea to install a 6 volt step down transformer to power these 2 things.

And while you're at it, now's the time to add fuses and relays!

Pheng's escape: A Khmer Rouge ghost story

Posted on March 27, 2015 by Philip Coggan



There were eight of us in a restaurant in Vientiane, from all over Southeast Asia, socializing after a meeting that had filled the day. The Belgian leant over the table to the Cambodian and said: What was it like for you during the Pol Pot time? Very direct, the Belgians. It was a question I would never have asked, but let's be honest, of course I wanted to know the answer. So Pheng told us what it was like for him during the Pol Pot time.

That evening in the Silapa Restaurant in Vientiane I had no way of writing down what he said, but next day we had a five-hour stopover in the airport in Bangkok, and in the airport restaurant I asked him to repeat the story. This time I had paper and pen and I took down his words as accurately as I could. Every so often he had to ask one of his colleagues to suggest the English word he needed, but mostly these are his own words.

Pheng's story

I worked in Kompong Thom, north of the Tonle Sap lake, under the Lon Nol regime, on the staff of the Ministry of Rural Development and Refugees. I was married in 1975 January, in Kompong Thom province, and after two months the Pol Pot win the war. They take out the people outside the town to the countryside to be a farmer to grow rice. At this time I am living with my wife and my baby daughter in a village called Mango Island, in Kompong Thom province, near the village of my wife.

They order me to plough the field for the rice, far from the village, maybe 10 kilometer, but I cannot control the buffalo. So when the Pol Pot see I cannot plough the field they order me to catch fish for the group. Then they bring us back to a place 2 kilometer from Mango Island and tell us to plough there, and after that they make a new move, but this time not normal, bring no bags, and on the way is one tree, and my skin is feeling goose bumps, and I fear maybe they bring me to kill, and the Pol Pot chief is there with three guards, and one guard has a knife and an axe, because Pol Pot they not shoot, they kill by a knife and an

axe.

When we come to the place there are twenty of us, they have our names. The chief of the Pol Pot talks to us, he says the Organisation will provide us each a white suit today. I know this means a cloth for the dead. They start to call us in to the room, one at a time. They don't want anyone to see, they not want anyone to know. They kill with the ax and the knife. So I say to the guard that I have forgotten my bag with my clothes, Oh, I say, I am stupid, I forgot my bag, someone will find it. So he thinks that someone will find my bag and they will know what has happened. So he says to me to go quickly and get my bag. I run and when I am out of sight I jump down into a hole.

(Kuon Pheng is struggling for the right word. Not a hole. His colleague translates: Kuon Pheng means a ditch, the deep ditch that his work team was digging as part of the irrigation scheme of the Khmer Rouge. The ditch was two meters deep and perhaps two kilometers long).

So I jump down into the ditch, and I run. I run bent over, no one can see. I run and I run until I come to the end of the ditch, then I walk along the national road to the village of my wife parent. When I tell them what has happened, at first they not believe me, they want me to go back to Mango Island, but after they see that I am so frightened they believe me. They make me some rice and my wife brother write a letter saying that I am ordered by the Organisation to go to work on the ditch in another place. So I start walking, I am going to my own mother land in Kompong Cham on the Vietnam border, on the other side of the Mekong River.

At first I come to the Pol Pot checkpoint. The guard takes the letter that my brother in law has written, he turns it and turns it, he cannot read. So I tell him it is to say I am to go to work in another place. But he sees there is no number. My brother in law forgot to write a number on the letter, every letter must have a number. So the guard is angry, he say, You are lying, you are a spy! So I am afraid, and I cry, and I say, I am not a spy, the chief of the Pol Pot forgot to write the number, and the guard believe me and let me go. But I am afraid and I decide I will only go at night, in the day I will hide.

That night I follow the road again and I come to a river, and I not know how deep it is. I cannot use the bridge because there is a Pol Pot check point, so I go up a little bit and start to go down into the water. The water goes to my knees, and to my chest, and to my chin, and I am afraid because I cannot swim. But then the water starts to get shallow again, to my chest and to my knees, and I can climb up the other side. I stop there where there is a big tree and sun is rising and the birds are singing and the breeze is blowing in the tree and it is a beautiful day, and I miss my wife and my daughter, and I think I will go back, I miss them so much, I know the Pol Pot will know I am missing, and they will catch me if I go back, but for long I stay there and think will I go on or will I go back.

That next day I hide again and come out at night and follow the road again. I have to be careful of the Pol Pot, but at night there are no people. I come to a pagoda, but there are no monks, the Pol Pot has sent them all away. In front of the pagoda are a lot of tombs.

When I get there I meet a light, like that (*pointing at the little spot lights in the restaurant ceiling*), far from me ten meter, I think this is maybe Pol Pot posted there to catch people, but when I look it fly to me, and I am afraid. I sit down I close my eye. When open my eye he near me maybe two meter, and the light become the white hair, like this, (*drawing a circle with long hair*), and the face is blue, had no eye, had two hole, black, no eye, and the neck like a stick, and the body, and arms were sticks, but no hands, and the legs like sticks but no feet, and it is above the ground.

The head is calm (*holding his hand up to indicate motionless, unmoving*), but the rest is moving (*making a quivering motion with his hand*), I cannot say in English. At that time I pray, my hands like this (*joining his hands in prayer in the Buddhist fashion*), I told him not to frighten me, that I escape from the killing, please help me to find the way to go to my village, and please take care of my wife and daughter, and at that time I stand up and I walk, and the ghost follow me about ten meter, and after I walk about 500 meter the ghost become a light and goes above and in front of me and guide me.

That night the ghost guide me across the field across the pond across the jungle across the bamboo forest, no more the road. At daytime I sleep, I cannot see the ghost. I reach the bank of the Mekong, there is a lot of bamboo, at that time maybe about four o'clock in the morning, not yet light, so I see the boat and take this boat, this boat full of water but not yet leak down the river. I take this boat to middle of the river, I clear the water out (*indicating bailing out the boat with his hands*), I do this when I young so I know.

So at this middle of the Mekong there is one island, and there are two ways (*drawing a large island dividing the river into two branches*). I would like to go this way, to the east, because this is my motherland, but the ghost-light is on the way near the island (*that is, the channel to the west*), but I try to go east, the ghost doesn't follow me, and maybe 500 meter I have no way to go (*drawing how the eastern channel turns into a dead end*), so I go back, so I go the other way, and the light guide me again.

And at that time of year there are so many cucumber, and the ghost guide me the bank, and in the field they grow corn and cucumber, and I cut young corn to eat and some cucumber, and put in my bag to eat, and at that time nearly daytime, so there is small trees near the field, and I sleep. The boys bring the cows, the Pol Pot go around there, but they not enter into the small trees, I think the ghost protect me. And at night I continue across the fields, and I reach a rubber plantation, and at nighttime the ghost is guiding me.

I cross the rubber plantation, maybe one night, and I know the rubber plantation is near my village, and I know the way to nearly reach my village. I remember that the road goes this way, (*drawing a road exiting the rubber plantation in a straight line*), but I am confused, I like to go here (*drawing a second road forking off from the first to the right*), to my village (*drawing a small square to indicate his village at the end of the second road*), but I lost my memory, maybe the ghost make me, I miss the road, I just walk through like this, and this the field, (*drawing a large square beyond the fork in the road*), and this another village and pagoda (*drawing a symbol at the end of the road to indicate the pagoda in the next village*), and I remember again when I see the peak of the pagoda, so I turn across the rice field, across the pond and another pond, and I go straight to my village. Later I find out there is a guard post of the Pol Pot on the straight road, if I go straight they will catch me, the ghost has found a way to escape me to my village.

In my village I find my mother my father my brothers my sisters is pushed out, not there, but I have my relation there and they tell the Pol Pot that I am their nephew and so I stay with my aunt. I work there and stay there from 1976 till 1978 December when my village is liberated because it is near the Vietnam border. A lot of tanks cross my village, and Pol Pot ran away. In the commune office is a big book of names of people to be killed, my name is there, I am to be killed in January 1979.

The 7 January 1979 all the country is liberated. After we are liberated my mother and my father come back, but my three brother are killed by the Pol Pot. I go to Mango Island to look for my wife and daughter. When I meet my wife she cry, tears stream from her eye, she tell me our daughter die because of sickness and nothing to eat. I stay in Kompong Thom till middle 1979, then I go to Phnom Penh to find a job, and after three months I go back to Kompong Thom to bring my wife to Phnom Penh. Now I have three children, two boys and one girl. My daughter now is eighteen years old.

Two years ago I went back to that pagoda where I saw the ghost the first time and I made a shrine to the spirits. It was six days and five nights that I was running from Kompong Thom to my village. The ghost came to me on the second night, and stayed with me till I came to the rubber plantation. Before this I did not believe in ghosts. When I was a child my mother told me stories of ghosts so I would not wander far. But at secondary school I learnt that the Earth goes round the Sun, and I believed in Science. But when I saw the ghost, I was so afraid, I had my skin like popcorn. Now when I think of the ghost, I have the same.

Notwithstanding the horrors people suffered, like us; they still like restoring old cars. *Ed.*
See pages 16-19



Citroens Take On the Outback

by Tom Gruzca

The Easter Cit-In in Nuriootpa was preceded by Teddies Terrific Tour through country Victoria and finally to the Barossa Valley. John Parsons reported on the trip in his president's report last month but I would like to add my appreciation of Ted and Helen Cross on their great organisation and for hosting the run. It was terrific.



Auburn Hotel

Liz Pike and John Henderson led the post Cit-In tour with some forty of us setting out for the Flinders Ranges on this ten day trek. After a night of feasting in Auburn, on Easter Monday we journeyed to Beltana Station via Leigh Creek. Leigh Creek is a well-designed mining town, a green oasis in the outback with excellent community facilities. The supermarket

sold anything and everything and we stocked up for the unknown ahead. So far, the roads had been sealed but that was to change.

The dirt road to Beltana was in better condition than expected but we left good space between the cars to allow the dust to settle. Beltana was our first taste of outback accommodation, either shearer's accommodation or in the overseer's house. An all you can eat roast dinner of saltbush lamb went down a treat. The dining room was housed in the original shearing shed with machinery of the day and equipment from years past still in situ. Partying went through the night as we enjoyed Bernie Rachelle pumping out songs of the 60s with David Gries adding to the entertainment with his cover version of "House of the Rising Sun". It's a favourite of his and he can only get better! Marvellous.

There was another 150km of dirt road to navigate on the next leg to Marree. This town is close to the start of the Birdsville track. Marree features are its famous 130 year old pub, a petrol station, general store and, of all things, the Lake Eyre Yacht Club. What the ...! The clubhouse had trailer-sailers and small cats in storage waiting for the next wet.



Beltana Station

Both Beltana Station and the Marree township had international backpackers working on site - and loving it. What a great way to travel. Phil Turner, the genial pub owner at Marree was outraged at the 70% reduction of the NBN service that replaced a previously workable service. Remote locations desperately need communication services and this cut back was severely affecting his business.

We then stayed two nights at Arkaroola Wilderness Sanctuary some 240km distant from Marree, the highlight being the 4WD ridge-top tour. Two Toyota troupiers carrying eleven of us in each negotiated some of the roughest terrain we had come across. Over boulders in river beds, up and down very steep inclines, on sloping rock faces, nothing would stop these beasts. Of course we had expert drivers whose commentary throughout was calm and informative while shrieks were heard as we bounced and squeezed between obstacles. The scenery was spectacular. At dinner we heard the story of the making of Arkaroola (look that up on Google) and afterwards a rousing sing along with Graeme Dennes on guitar. Great fun.

Rawnsley Park near Wilpena Pound was our next two-night stop-over. It gave us time to relax and explore the Pound. Kangaroos and emus were seen everywhere on the road verges at dusk. Several of our group booked a flight over the Ranges, probably the only way to really appreciate the geological structure of the region. The area was drought affected but still beautiful. artist Geoff Morgan. His 360° mural is a must see. Bernie Rachelle insisted the best hamburgers anywhere can be found at the Hawker pub. He wasn't wrong. The pub wasn't ready for the influx of tourists but they rose to the task and we left replete.

Quorn is a delightful town, full of history, and the home of the Pichi Ritschi steam train. Because of a fire-ban the steam train was replaced with a diesel much to the disappointment of the group. A scrumptious dinner was held at Emily's Bistro in the fabulous old Emporium building, a real step back in time. They also make the best pies.

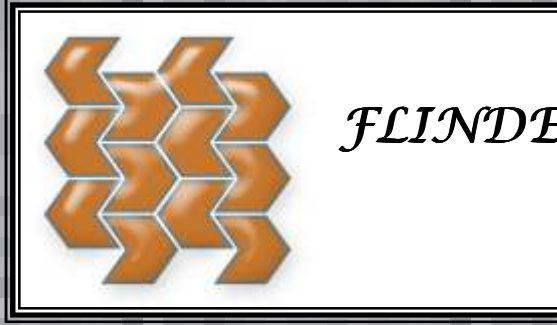
Our final destination was the lovely town of Burra. We had dinner in the popular Italian La Pecora Nera restaurant that evening and said our farewells to our new friends from as far away as Qld and WA and all states in between. Everyone thoroughly enjoyed the Flinders Ranges experience and the great camaraderie. We gave Liz Pike and John Henderson a hearty thankyou. They did the entire tour in advance to make sure we saw the best the Ranges had to offer and prepared detailed travel notes, ensuring we had great meals and good accommodation throughout. Boot loads of wine must have been consumed in transit. Well done Liz and John, for an unforgettable adventure.



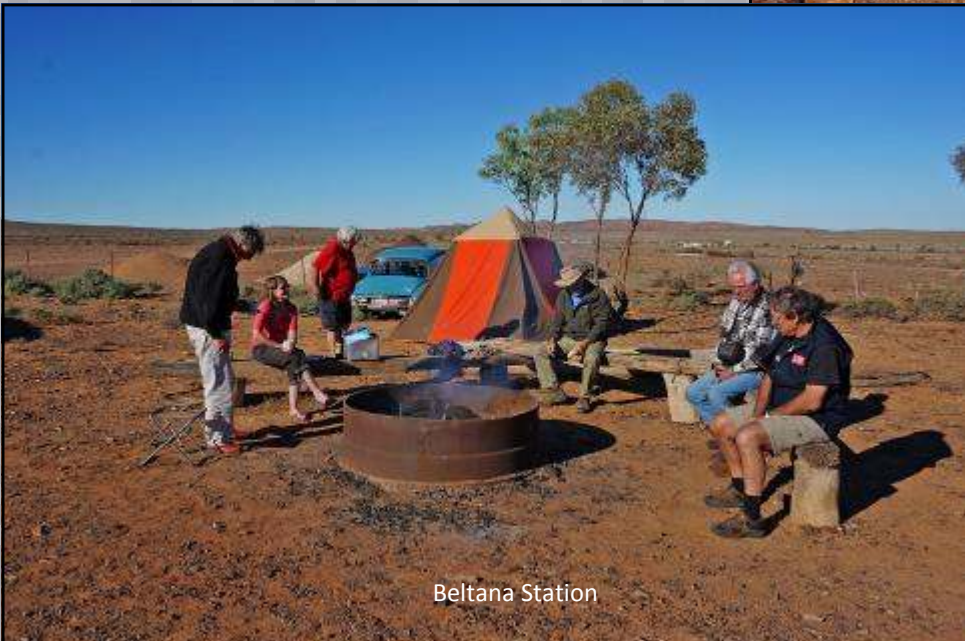
Pre-dinner drinks, Quorn



Loui Burke with his '52 Traction



Ridge Top to



Beltana Station



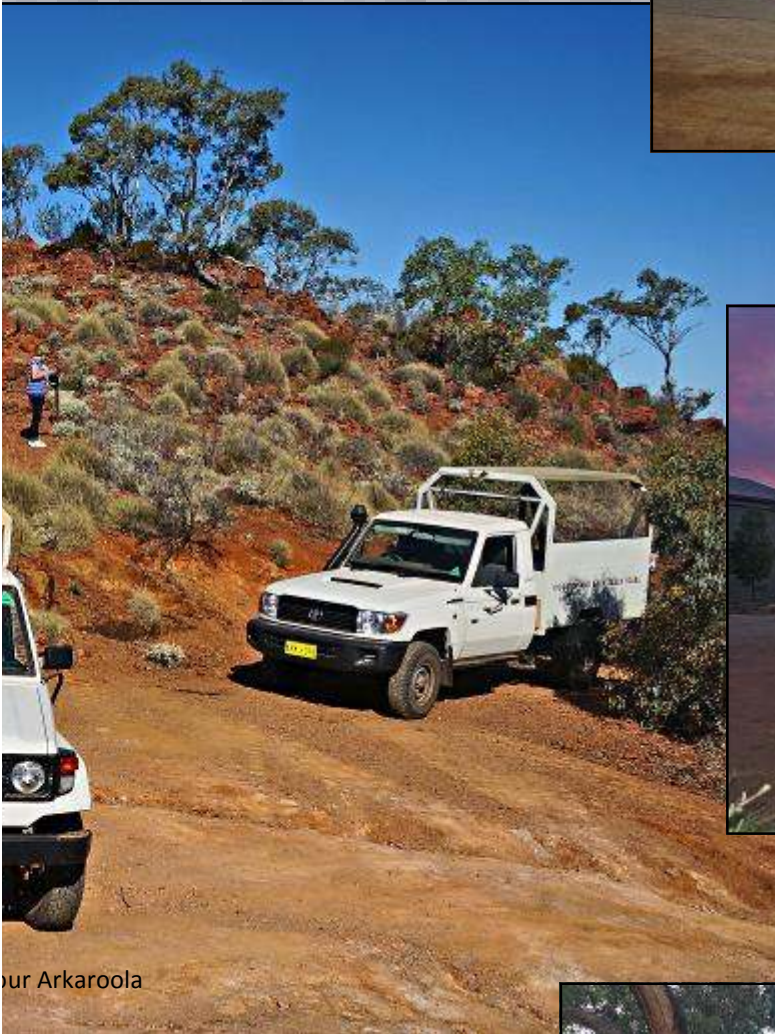
URS RANGES TOUR

Post Cit-in

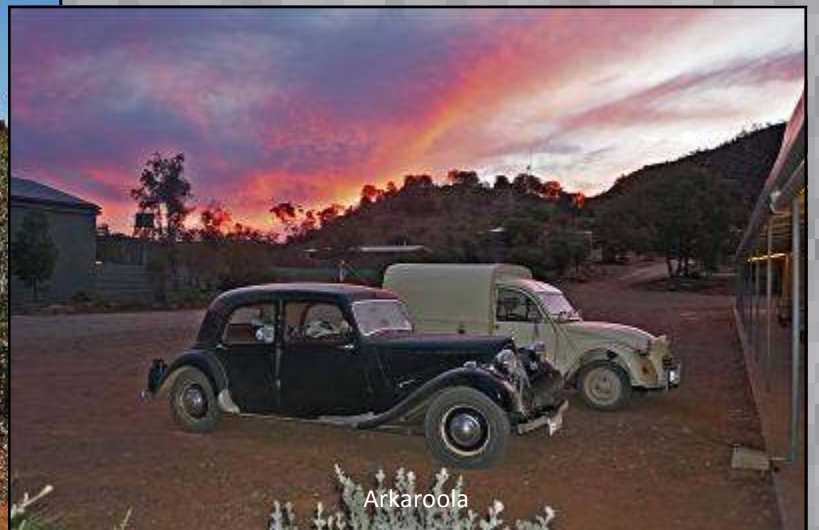
Photos—Tom Grucza



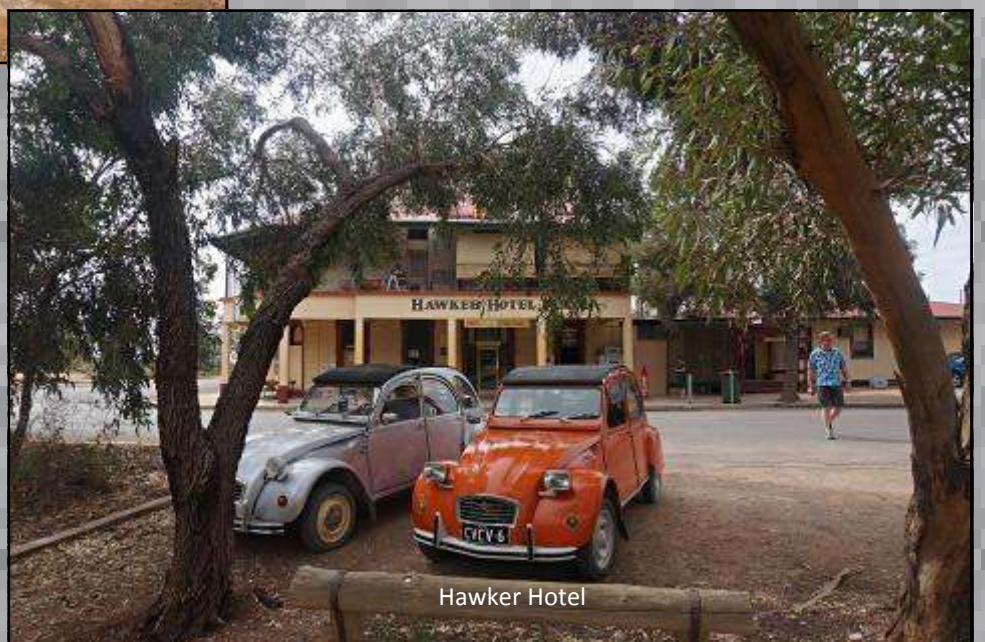
Marree Hotel



our Arkaroola



Arkaroola



Hawker Hotel

PHNOM PENH

Cambodian Cars





Writing palm leaf manuscripts - Wat Prek Prang

The production of palm-leaf manuscripts began in the post-Angkorian period. Because of the degradable nature of the manuscripts, usually lasting two to three hundred years, the oldest extant manuscripts date to the late eighteenth century. Most were destroyed during the Khmer Rouge period. The manuscripts were used to record Buddha's teachings, historical events, folklore, and codes of conduct. Inscriptions were written in both Pali and post-Angkorian Khmer.

Location : Kandal Province.



Back in the early part of the 20th century, Cambodia was a French protectorate, which in reality meant a colony. As could be imagined, most cars were imported from France, Citroens being the most common. Very few of these remain, the climate is not kind to body-work or steel, and unless kept in a good shelter and maintained machines decay very fast. One friend of mine owned a late 1930s Citroen, which was lovely to be driven around in. It had an engine from a modern Toyota, and odd-looking chrome hubcaps, but otherwise was an original colonial-era ride. In the late days of the French era, a couple of assembly plants were set up in Cambodia, one at the new Sihanoukville port, and another on street 80 near the Phnom Penh Port. The Sihanoukville one assembled a box-van variant of the well-known 2CV model. The 2CV's name came from French, the Deux Chevalle, or two horse power, and was a very low-powered but affordable little workhorse, born from the austerity of the post WWII years. As you can see from the pictures, it had a pick-up back with a canvas covering. The Citroen showroom which is shown in one picture was on Norodom Boulevard. After independence, there were some notable achievements in creating industry in Cambodia. The SONATRAC (Societe National Des Tracteurs) plant in Sihanoukville fabricated and manufactured trucks, tractors, motorcycles and also motors for other industrial uses. Later, after the refusal of U.S. aid, a local style jeep was also manufactured. I have only seen pictures of these, I'm not sure I've ever seen any surviving models.

The first picture is of a Citroen at Angkor Wat in 1910, and the next shows the Postal Car that ran the route between Phnom Penh and Saigon in the late 1920s, the picture looks like it was taken in Saigon. The next three are of the assembly plant and publicity shots of the Cambodian 2CV variant in the 1950s. The seventh picture is a Citroen sign on a wall above the old plant on street 80. Second last is the Citroen showroom on Norodom Boulevard, and the last is of a burnt out Simca in the early 1970s war.

<http://phnompenhplaces.blogspot.com.au/2010/04/cambodian-cars.html>





Should any members who may be on Facebook like to do a little research, a look at the Saigon Classic Car Club Facebook page is quite interesting. A good sprinkling of Citroens from this former French controlled territory. *Ed.*

Citroen ID19 just restored. Shall we make a Saigon - Da Lat trip?



Just passed the inspection. One of the more than 3K produced in Vietnam, from 1972 to 1975. Owned by @Vincent Treluyer.





The image quality on the site is excellent. *Ed.*





As the Shanghai Auto Salon for 2015 gets underway at the end of April, Citroën will make its presence felt by showing its Aircross concept – an upscale SUV based on their hot selling C4 Cactus in the European market. Still pushing their “classic innovation” roots, Citroën will again tout that they have unleashed their creativity, this time concentrating on a unique SUV design.



The Aircross is roughly the size of the Honda CR-V, which is a highly competitive segment around the globe. Decked out in concept form, the Aircross boasts reverse opening rear doors that allow for unobstructed side access, garish-looking bumpers, bump-absorbing materials on the side doors, thin framed external mirrors, accentuated rear window frames, 3D-effect lights in the rear and huge 22-inch wheels.

Power comes from a 218hp 1.6-litre petrol-turbo engine and a plug-in electric motor to bring total power output to 313 hp. Citroen says the Aircross Concept is capable of running on pure electricity for a maximum distance of 50km. More interesting figures are the combined fuel economy of 58km/L and a 0-100 km/h acceleration time of 4.5sec. Inside the main feature is two prominent 12-inch high-definition screens fitted onto to an otherwise simple fascia, one of which can move across the dash in order for all of the passengers to see it. Likewise, the seats themselves (which are said to be “king size”) are unique with the inclusion of integrated speakers and an integrated microphone. The latter features allows passengers to talk to each other even if they’re spaced (relatively) far apart. There are even cameras on the outside of the car for documenting trips.

For sale

6/15

DS rear suspension boot and steering rack boot.

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

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

Enquire for price on steering rack boots.

Phone: Desilva on 0419 886 480



‘D’ Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members. Contact: GARTH CAMPBELL on 0406 427 657 for details.

Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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

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

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

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

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

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

Both cars are located in Fingal (Rye Back Beach).
call Richard with any questions - 0417 316 060 or

Please
richardward007@bigpond.com

\$6,500



For sale

Fleet reduction due to new C5 touring.
Citroen XM Exclusive 1998 Series II.
24 V 3.0L V6 Petrol. Factory fitted sun roof.
130,000 kms 3 owners, (current 10 years since 68,000).

FSH including recent work.

Cam-belt kit and water pump, Battery, front discs, windscreen,
all new I.H.F.S. Comfort spheres.

Custom tow bar with removable tongue.

Vert with Tan leather.

Vic reg TZF 455

\$6500. 0414325439 mikeholt@bigpond.net.au



1989 Citroen BX 16v GTi manual.

VIN: VF7XPFC0000FC9250

Continuing the downsizing to make way for another Citroen, this car has been readied for RWC and Club Registration. It now presents very well both inside and out, with many interior items replaced and all running gear serviced by a Citroen specialist. The odometer reads 188,000kms.

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



Please call Richard with any questions - 0417 316 060 or richardward007@bigpond.com

\$5,000

Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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

DS EFI Injector Wanted 4/15

I require a working cold start injector for a late DS EFI to replace a faulty one. Part No: 0280170012
Please contact Tom on 0431396277 or:
email badjatom@gmail.com



For Sale 6/15

1995 Citroen XM V6 Auto 4 door Sedan . Navy duco. Always garaged and in excellent order . Registered QRV 543 until late February 2016 . Roadworthy supplied - please note only 111,459 klms . Leather , woodgrain . An excellent example of an iconic Citroën.
Suburb Carlton. Vin: VF7Y4TR0000TR1039
Collectors note- There are none in Australia in this condition advertised with such low klms .
Any inspection welcome. First to see will buy - price \$8000
Contact Dan 0408 991 700



SPECIALISED NUMBER PLATES FOR SALE.

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

Contact: Charles Hardman m : 0413001234.

E: charleshardman@gmail.com



(12/14)

DS Pallas Seats For Sale (02/15)

I have a pair of front DS Pallas seats for sale which have been newly re-upholstered. The underlying foam is in good order.

The red velour is readily available if rear seats need to be matched. Asking \$250 for the pair.

Contact Bob King 9878 1243





BEAUTY IS IN THE EYE OF THE BEHOLDER

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to - a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 006 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

TYREPLUS EASTLAND

61 BOND STREET RINGWOOD 3134

PHONE: 9879-8487



PROPRIETOR
STEFFAN ROSIER

*Michelin Vintage Tyres
always available.*

*Please check for cur-
rent stock and prices.*

Club Badges

These can be ordered from the Treasurer at a cost of \$7.00 each. They are engraved white on red Traffolite and are 75mm by 30mm in size.

Payment can be by cheque or direct credit to the Club's account or by VISA or MasterCard See credit card payment slip



CHRIS CROSS GARDEN SUPPLIES

1575 Burke Road
Kew East 3102
(Melway Ref: 31 K11)

Telephone: 9859 2666, 9859 2655
Fax: 9859 2299

We can deliver anywhere

SANDS SOILS PEBBLES ROCKS MULCHES CEMENT PEA STRAW

Darebin Tyre and Service Centre
Incorporating
Cars of France

170 GRANGE Rd. FAIRFIELD

Ph: 03 9499 7522

03 9499 2478

www.carsoffrance.com.au



CITROËN Service

Full & Part restoration

Proxia & Sagem Diagnostic Equipment

**Sphere regas, change over starter motors,
alternators & hydraulic components**

Spare Parts New & Used



HEKA & CO



Restorations Pty Ltd

Complete Citroën Repair and Service Centre

UNEQUALLED QUALITY IN BODY REPAIRS PAINTING
SHEET METAL AND

CITROËN FACTORY AUTHORISED
REALIGNMENT JIGS TOOLS AND EQUIPMENT



- Mechanical Repairs and Service
- R.W.C & Vehicle Pre-Purchase Inspection
- Wheel Alignment Service
- Suspension Sphere Re-gassing Service
- New, Reconditioned, and Second-hand Parts

Unit 3

10/16 Stephen Rd

Dandenong VIC 3175

phone

03 9706 8355

fax

03 9706 8898

email

heka@werple.net.au



**NOW
ALSO IN SYDNEY**

EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo

Carrying the largest stock of parts for these marques in Australia.
Club discount on production of current membership card. Mail order.

321 Middleborough Rd
Box Hill VIC 3128
Ph: (03) 9899 6683
Fax: (03) 9890 2856

Unit 3/10 Pioneer Ave
Thornleigh NSW 2120
Ph: (02) 9481 8400
Fax: (02) 9484 1900

eai@eai.net.au

www.eai.net.au

SPHERE REGASSING

Peter Dekker * 0425 703 899

**Drive your Citroën everywhere. It will stimulate
your senses!**

LHM SALES

(Strictly Members Only)

ABN 74557610508

\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt

Cheltenham	Ian Norman	9583 6058
Ballarat	Shane Leviston	0434 562 745
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
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.

PARIS MOTORS

www.parismotors.com.au

Citroën Service Centre

Email service@parismotors.com.au

42 APPLETON STREET RICHMOND 3121

Phone: 03 9427 0111

Fax: 03 9427 7985

- **Licenced vehicle testers**
- Fully equipped to service new Citroëns
- **All parts available**
- Part and complete restorations
- **Air-conditioning service**



Pleiades

Automotive Hydraulics (Australia) Pty Ltd

A.C.N. 087 262 388

« THE CITROËN HYDRAULICS SPECIALISTS »

Over 35 years experience

We recondition: - Steering racks, Pumps, Spheres, CX steering control units, Gas struts, Height correctors, BX strut etc.

We supply (Ex UK):- Corrosion resistant pipe, Flaring tools, Fittings, Seals & a wide range of Citroën Spares



IF YOU HAVE ANY CONCERNS BUT ARE UNSURE OF THE CAUSE, PLEASE RING FOR ADVICE



AUSTRALIA: -

PO Box 834 Childers Qld 4660
Phone/Fax: (07) 4126 2502
Mobile: 0427161132
email: pleiadesauto@pacific.net.au

UK:-

12a Brookside
Sawtry
Cambs. PE28 5SB UK
Tel/Fax: (001144) 1487 831 239
email: pleiades.sawtry@gmail.com
www.pleiades.uk.com

ALAN MANCE CITROËN

FINANCE AVAILABLE[#]



10% Off Your Next Service!

Present this voucher at your next service to receive a 10% discount*.

Sales and Service in one great location - 419 Barkly St.

NEW CARS ♦ USED CARS ♦ DEMOS



Alan Mance Citroën

www.alanmancecitroen.com.au

419 Barkly Street, Footscray

PH: 9396 8000 LMCT4976