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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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June 2017

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Cit In 2017

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CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

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

CPS NEW APPLICATION

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

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



Good morning to you all,

There is revolution in the air. The AMRA clubrooms in Glen Iris have been our home for six years now but for some little time we have been on the lookout for an alternative place in which to hold our meetings. While the current clubrooms are big and in the demographic centre of greater Melbourne, there are issues. One is their very bigness; the main space is a hall, not a room and not easy to heat, decorate or be heard in. The kitchen is downstairs, which has compromised the quality of supper on occasion (that's the charitable version) and now storage has become an issue. We have recently been refused further storage space which we will need to house the George Hamada book collection, now being sorted and catalogued by librarian Dave Rogers, Salman Chaudhry and me.

So, inspired by our Queensland cousins, CCCQ, who found a disused scout hall and made it their own with a long-term lease from a local council, we dreamed our dreams and gave part-time committeeman Andrew Smith the sole task of finding clubroom paradise. As dreamers do, we dreamed big. Our place would be big enough but intimate, comfortable of course, have good and close kitchen facilities together with a barbecue and air conditioning. It would never have been used for games of poison ball or indoor cricket and have plenty of storage space. This last seems to be a perennial sticking point. Last in our wild, erratic fancy would be the ability to bring a car into the room for display and demonstration. Good luck with that one, mate.

.Well, what do you know? It looks like we've hit the jackpot. The Vintage Driver's Club have purpose-built car club rooms in Nunawading and are happy to share them with other car clubs in a leasing arrangement. When our committee visited the rooms for our recent meeting we found all the boxes in our dream ticked. Well, we don't have exclusive use like the Queenslanders but we can put a car inside, we can hang a banner and an honour board on the wall and, subject to VDC committee approval, we will have the exclusive use of a room for storage. So, in the face of dreams fulfilled, we have made the in-principle decision to roll up our tents and move. The deal is not yet signed and sealed but we want you all to know what is in the wind. We'll let you know when it's all set in concrete.

Meanwhile, please do not turn up at the Glen Iris clubrooms in a fit of nostalgia for the club night on Wednesday 7th June. The place will be dark and locked and you will be alone and embarrassed. That night, our meeting will be at the restoration garage of Peter Tommasini in Bayswater. All the details are in this newsletter. It's a 7.30pm start, too. Places like this and Historic and Vintage Restorations are inspirational to on-the-tools tinkerers like me. Not only can we pick up pearls of information but they provide a standard of work, the highest possible standard of work, to which we in our sheds at home, can aspire. As an old work colleague of mine once said: "Aim for the moon. It doesn't matter if you hit the haystack; it's the aim that is the important thing."

John Parsons

President.

DISCLAIMER

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

FRONT COVER

Cars alight the ferry for Cit-In 2017

Image: Dave Rogers

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Factory 2, 8 Enterprise Avenue; Berwick.*

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



NOTICE BOARD



CCCV Website Password Update

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

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

New Members . CCCV welcomes the following new members to our family: We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l. (see p/26 for your closest rep)

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

Events Calendar		2017	Draft Activities Program	2017		
May	3	Club night—Tech forum		Aug	2	Club night
	15	Annual Motoring Heritage Day	☐		26	RUN-Modern Plating
	20	Tech-Historic & Vin Restorations		Sept	6	Club night
	21	Cavalcade of Transport-Bellarine Estate (AOMC)			24	Concours
		www.aomc.asn.au	☐	Oct	1	French Car Festival @ Buchanan oval
	27-28	Historic Winton (see Dec issue)	☐			Macleay Park Belmore road, Balwyn.
Jun	7	Club night (<u>NOT AT CLUBROOMS</u>) see page 5			5	Club night
	18	Scienceworks & Pump Station				
Jul	5	Club night—Painting cars				
	16	Bastille Day—Beaufort Manor Yea - FRENCH DRESS				
Monthly 1st- Chit-Chat Tuesday New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat. Denotes a Non CCV sponsored event.						
					13-15	Motorclassica—Ex/buildings. ☐
				2018	Mar 30-Apr 2	Citin in Dalby Qld. See page 22
						For more details on club events contact Ian Downie on 0452 411 104



MOTORCLASSICA
The Australian International Concours d'Elegance & Classic Motor Show
13-15 October 2017

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C6	John Fedorko	0438 597384
BX	John Wyers	9787 6280	Late models	Salman Chaudhry	0432 603766
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

Wednesday 7th June—Club night Time 7.30PM

To be held at Peter Tommasini Classic car Restorations & Panel Fabrication (NOT CLUBROOMS)
9/21 Burgess Street Bayswater North Vic. <http://www.handbuilt.net.au/index.html>

Please confirm no later than 29th May to Ian Downie 0452 411 104

Sunday 18th June Club Run Scienceworks & Pumping Station



We visit Scienceworks this month.

Ron Davis will lead a tour of the Pumping Station, an important industrial heritage site.

Before or after the tour feel free to view the Scienceworks exhibits and join the Collections Tour at 12 noon (this separate tour takes about 40 minutes and you must book).

Meet: Scienceworks at 10.30 am (Scienceworks opens at 10am).

Pumping Station tour starts: 11 am

Parking: On site \$3 (free in surrounding streets)

Cost: \$14, Free for seniors and concession card holders (Bring card. Photo ID may be asked for)

Special Collections Tour: Starts at midday (max 15 people and booking is essential. Small additional fee applies. Note: If weather in inclement the collections tour cannot be held)

Lunch: From 1.00 pm at Prince Albert Hotel 149 Douglas Pde Williamstown

Book for Collections Tour and separately for the Pub Lunch no later than 5 June

Contact Ian Downie 0452 411 104

Sunday 16th July Bastille Day—Beaufort Manor Yea

Booking sheet and full details on page 6.

Bastille Day Run

The Renault Car Club has invited us to join them on the run to Beaufort Manor.

Details next page.



MONTH – JULY

EVENT: CCOCA/CCCV BASTILLE DAY LUNCHEON 2017 — Organised by Rob Little

A very Napoleonic Bob King - 2004

WHEN: Sunday July 16
WHERE: Beaufort Manor 111 High St, Yea, Victoria
TIME: 12.00pm – 4.00pm
COST: \$35.00 per head for 2 courses Drinks at bar prices
RSVP: Friday 7 July
CONTACT: Rob Little roblit@iinet.net.au 03 58231397
DRESS CODE: French dress de rigueur
WEBSITE: www.beaufortmanor.com.au
Come prepared for an exceptionally great time.
Volunteers for acts and entertainment gratefully accepted.

Bastille Day Run

The Renault Car Club has invited us to join them on the run to Beaufort Manor.

Meet: 9.30 am departure

Where: McDonalds Blackburn Rd. Doncaster.

Route: Via Warrandyte, Kangaroo Ground, St Andrews, Kinglake.

Morning Tea: Approx 10am at "A Boy Named Sue" coffee shop at 87 Burns St

MENU

Mains

Crusty French style bread board with butter
Coq Au Vin (chicken cooked in lots of wine)
Slow roast leg of lamb with red wine jus
Rosemary roasted baby potatoes with selection of roasted pumpkin,
baby beets, Dutch carrots, sweet potato, parsnip & steamed greens

Dessert

Trio of mini desserts for all - Lemon meringue tarts, coffee éclairs filled with cream patisserie and chocolate mousse shots.

Bastille Day 2017 - Registration Form

Bookings close:

7 July 2017

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

Registration fees are \$35.00 per adult.

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

Number of People in my Group:

Special Dietary Details:

Payment:

1. ☐ I have enclosed cheque payable to Citroën Classic Owners Club of Australia Inc.

2. ☐ I authorise CCOCA to charge my credit card with \$ _____

Card Type: Visa / Master (circle)

Name on card: _____

Card No: _____ Exp. Date: _____

Signed: _____

Mail completed form to: R. Little 8 Buckworth Street, KIALLA. Vic 3631

Any cancellation received prior to 7 July 2017 will receive a full refund.

Any further refunds will be at the discretion of the organisers.

SUV OFFENSIVE: CITROËN REVEALS THE NEW C5 AIRCROSS

Following the C-Aircross Concept presented at the 2017 Geneva Motor Show, heralding the C3 Aircross SUV in Europe for the end of 2017, CITROËN is continuing its offensive in the SUV segment with the global reveal of the new C5 Aircross. Targeting global markets, this SUV marks a new stage in the deployment of the Brand's product strategy. The SUV trend has swept the world to account for almost one-quarter of global vehicle sales today. SUVs meet universal expectations in an aspirational and strong way, suggesting freedom and reassurance and relying on evocating and clearly defined markers, such as large wheels, muscled and protective design and this king-of-the-road feeling. CITROËN gets into this trend that is bringing growth in every market in complete harmony with its own DNA.

Attentive to the expectations of customers who no longer want to sacrifice convenience to image alone, CITROËN is paving the way for a new generation of SUVs with more personality and ease of use for all passengers while maintaining all the conventional cues. With this car directly inspired from the Aircross Concept unveiled two years ago in Shanghai, the Brand is once again demonstrating its capacity to make a statement of its unique identity and to renew established cues in any segment: CITROËN offers here a real signature in the universe of SUVs.

A car with a strong personality, the C5 Aircross stands apart for its unique, dynamic and confident stance, both outside and inside. Robust, muscular exterior lines avoid aggressiveness through a strong overall balance reflected in the high bonnet, 2.73 m wheel-base, short overhang, and flowing organic lines with strong graphic features. C5 Aircross conveys a bold and comforting identity that is unique in this segment. Inside, it instantaneously provides a sense of power and space, thanks to its robust dashboard with a horizontal layout for greater width, its welcoming seats, its wide and tall central console, and its soft and warm materials enhancing the feeling of protection and comfort.



Modern and innovating, and representing a significant step in the Citroën Advanced Comfort® programme, the new C5 Aircross changes the rules of the segment, thanks to its comfort and inside space. Taking advantage of the EMP2 platform, it delivers intelligence of architecture and well-being on board. To go further C5 Aircross is the first vehicle to be equipped with the new “Progressive Hydraulic Cushions™” suspension, improving damping quality for an exceptional level of ride comfort, that is typically Citroën. On board, it is a genuine invitation to travel for every passenger: the space is clear and full of light thanks to the opening panoramic sunroof, the front seats have heating and massage functions, the welcoming rear seats offer leading leg room, and the atmosphere is purified thanks to air quality treatment. Equipped with a clear and understandable 12.3” TFT digital cluster and a capacitive 8” HD touchscreen, C5 Aircross features an array of cutting-edge driving aids, including Active Safety Brake, Active Lane Departure Warning, Adaptive Cruise Control with a Stop function... Endowed with Grip Control and Hill Assist Descent Control to strike off the beaten path in complete safety, the C5 Aircross will also be the first Citroën available with PHEV plug-in hybrid technology.



Unveiled at the Shanghai Motor Show, the C5 Aircross will be launched in China in October 2017. It is scheduled to be launched in Europe at the end of 2018.

You have to read this to believe it!

Article supplied to Editor by Bill Sagers.

A.K. Miller's Front Yard: Consider the strange story of Alex and Imogene Miller of East Orange, VT. They eked out an existence on a small farm. Alex would scrounge rusty nails from burnt buildings to repair his roof. He drove a ratty VW Beetle, and when it died, he found another even more ratty, and another...the rusting carcasses littered his yard. Alex died in 1993, and Imogene died in 1996. The local church took up a collection so they could be buried in the churchyard, and the state began the process of taking the farm for taxes. That would have been the end of a sad story, except...

Forget the VW: a '28 Franklin (\$4500 US) and a '23 HCS(\$14,500 US) lurk inside. While preparing the estate for auction, the sheriff discovered a cache of bearer bonds taped to the back of a mirror. That triggered a comprehensive search of the house and outbuildings. The estate auction would eventually be handled by Christie's, and it would bring out collectors from all over the world.

1913 Stutz Bearcat went for just \$105,000 US. Must have been the bad tire. It seems that Alex Miller was a Rutgers grad, son of a wealthy financier. He lived in Montclair, NJ, where he founded Miller's Flying Service in 1930. He operated a gyrocopter (look it up, it's too much of a digression) for mail and delivery service through the 30's. But the Millers had a secret, and they moved from Montclair when they needed room for it.

Step behind the wheel of a 1916 Stutz Bearcat (\$155,000 US). Choosing to live low profile, and paranoid about tax collectors, Miller moved to the farm in Vermont, and took his collections with him. Most of his cash had been exchanged for gold and silver bars and coins, which he buried in various locations around the farm. He carefully disassembled his gyrocopter, and stored it in an old one-room schoolhouse on his property. He then built a couple of dozen sheds and barns out of scrap lumber and recycled nails. In the sheds he put his collection.

Have to remember to clean that '20 Bearcat out of the shed (\$50,000 US). Alex Miller had an obsession with cars. Not just any cars, but Stutz cars. Blackhawks, Bearcats, Super Bearcats, DV16's and 32's. He had been buying them since the 1920's. When Stutz went out of business, he bought a huge pile of spare parts, which was also carefully stored away in his sheds.



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

CONTACT WOLFGANG SIEM ON 0425 872 082



At our Club night Tech Forum on the 3rd May, Michael Sparke demonstrated his use of a tool he purchased on eBay for about \$89.00.

It is an articulated lever with a ratchet action which greatly increases the pressure on the tyre when one is attempting to separate and remove the tyre from the rim. Much easier than just jumping on it to break the seal.

Both Graeme Mc Donald and Don Scutt also had some wily suggestions for members on car repairs.

←
A Springfield Rolls Piccadilly Roadster (\$115,000 US), made in Illinois . Sometimes he would stray, and buy other "special cars", including Locomobiles, a Stanley , and a Springfield Rolls Royce. He never drove them. He'd simply move them into his storage sheds in the middle of the night, each car wrapped in burlap to protect it from any prying eyes. Over the years, the farm appeared to grow more and more forlorn, even as the collection was growing.

A snappy car: 1921 Stutz Bearcat (\$58,000 US). Occasionally he would sell some parts to raise cash. Rather than dipping into his cache, he would labor for hours making copies of the original parts by hand.

Stutz factory spares. Cylinders and pistons from a brass era Stutz in foreground. Collectors knew him as a sharp trader, who had good merchandise but was prone to cheating. His neighbours had no clue at all, they thought Alex and Imogene were paupers, and often helped out with charity.

Wheelbarrow blocks a '28 Stutz Blackhawk Boattail Speedster (\$78,000 US). The auction was a three day circus, billed as the "Opening of King Stutz Tomb." It attracted celebrity collectors, as well as thousands of curiosity seekers. The proceeds were in the millions, some items went for far more than their value in the frenzy. In the end, the IRS took a hefty chunk of the cash for back taxes, which proves the old adage about the only two sure things in life.

A vanilla '31 SV16 Stutz Sedan (\$10,000) Bargain of the show:

A '29 Stutz Blackhawk sedan for \$7000 US

A beautiful Stutz DV32 Sedan (\$27,500)

Anyone need a new Stutz engine? Still factory fresh.

A'23 HCS (\$12,000 US) lurks in the darkness of the barn.

A Lebaron dual-cowl Stutz from 1929 (\$68,000 US)

A '27 Stutz AA Sedan for \$6500 US

A 1925 Stutz Speedway Six (\$9000 US)

T-Head engine in a '21 Bearcat

Build a '22 Stutz touring car from this pile of parts for just \$10,000 US

Final tally: \$2.18 million at auction \$1 million in gold \$75,000 in silver \$400,000 in stock.

TOTAL \$3,655,000 And they never got to enjoy it!

Citroën Introduces Progressive Hydraulic Cushion Suspension

Citroënvie

This one could be a game changer not only for Citroën but for PSA Peugeot Citroën overall. The hydropneumatic suspension designed by Paul Mages and used by various Citroën models since the 1950s will be replaced by progressive hydraulic cushions. Citroën put the new technology to the test in what they call their Citroën Advanced Comfort, a C4 Cactus with hydropneumatic suspension instead of MacPherson struts at the front and a torsion beam at the rear. Automobile Magazine recently got an opportunity to test the prototype on a variety of roads and the feedback can be summed up in two words: thumbs up!

Approximately 20 patents have been applied for by Citroën for the progressive hydraulic cushions, and the company claims that it is a big improvement over Hydractive 3+, the final iteration of the Citroën's hydropneumatic suspension, particularly in terms of cost. To retain the magic carpet ride of the Hydractive, Citroën tuned the progressive hydraulic cushions in such a way that the technology replicates the feel of Hydroactive 3+.

Citroën is presently keeping very tight lipped about many aspects of the progressive hydraulic cushions. They are saying that the first production car to adopt the revolutionary technology will be launched in late 2017. And yes, Citroën is going to share its Progressive Hydraulic Cushion suspension with the DS and Peugeot brands.

We'll eat small a piece of humble pie about our criticism last month of PSA's strategy for returning to North America where we said their products today are not technologically innovative. This suspension certainly is, and may help differentiate PDA's brands here from the competition. Unlike Hydractive suspension where hydraulic pressure could be utilized for other features, like steering and braking, Progressive Hydraulic Cushion is relegated to suspension only. Given that these other systems are engineered to operate optimally on an individual basis in today's automobiles, Progressive Hydraulic Cushion makes sense as it is equally effective, and arguably superior to hydropneumatic suspension and can be deployed much easier across a broad range of PSA's brands and model offerings.

The most unusual Bonneville record holder

April 20, 2017/ Tony Barthel

Jerry & Sylvia Hathaway's Citroën SM world speed record car and trailer



Jerry & Sylvia Hathaway's Citroën SM, the gooseneck trailer and the Bonneville-winning car

It takes a lot to set a land speed record at Bonneville Salt Flats and a lot of people have tried with a variety of different machines. But the fact that Jerry and Sylvia Hathaway have set the record in a Citroën SM - a front-wheel-drive V6-powered French luxury sedan - says a lot about them. But this isn't the only unusual Citroën SM experience the Southern California couple has had.

It's not enough that they took the performance-enhanced SM to Bonneville - they hauled their specially-prepared Citroën with another Citroën SM that had been converted to a fifth wheel and, oh, the race car was sitting on a trailer that featured Citroën's unique gas/hydraulic suspension system and was custom made for the race car.

Let's start with the fact that Jerry Hathaway has been working on Citroëns since 1972 when he worked as an alignment tech at Irv White Buick in Southern California. He could do alignments on Buick with lighting speed partially because, as he describes the job, it was routine and monotonous and he had been doing it since 1965. So when Irv White added Citroëns to the product line the rest of the mechanics in the shop ran for cover but Jerry found a new passion.

"It was so unique and different from the Buick," says Jerry, "...everything you touched you had to rack your brain for all its worth." The more I worked on it, the more I liked it. I wanted to take over an empty stall and work on SMs only."

Jerry moved to another dealership who, in 1976, decided to also add Lancia to the mix. Unfortunately the service department at that dealership wasn't big enough to handle both Citroën and Lancia according to the latter company so they planned to drop the

Citroën line, Jerry's passion. Jerry called Citroën who said he could buy the franchise if he wanted and the dealership agreed to sell the franchise to him for basically the cost of parts and tools.

This was the start of something big as Jerry, an admitted pack rat for Citroën parts, jumped on the opportunity and opened his own shop, Citroën SM World, that was factory-certified by Citroën. Over the years Jerry has developed his contacts within the Citroën community to the point where he can buy parts directly from the factory and has great sources all over the world. And if you're going to restore a Citroën SM, he's the man to see. Period.

"The challenge in rebuilding these cars doesn't include the parts just because I've hoarded the parts." So how did a passion for the Citroën SM turn into a world speed record? One of Hathaway's customers was hot-rodder and ex-Bonneville dry lake racer John McKibben, who kept talking about what a great shape the SM had for a Bonneville Land Speed Record car. The words sunk into Jerry, who had always wanted to be a drag racer but never had the time to pursue it. He had an SM at his shop that looked like it had been rear-ended by a freight train. It had been purchased originally to be cannibalized for its parts. Instead, it ended up being totally rebuilt as a race car.

At first the car was equipped with three 48 mm Weber carburetors and the usual hot-rod cams and pistons and produces an estimated 250 horsepower from its 183 cubic inches to pull the 3,127 pound front-wheel-drive Citroën to a speed nearly 154 mph at Bonneville's 4,400-foot elevation.

Yep. Front wheel drive. Oh, and the 3.0 liter V6 is a Maserati engine. There are some people who would eschew French or Italian cars and this is both, essentially. But 154 wasn't enough and the team continued to refine the car over the years, ultimately adding an AiResearch turbo to the mix that kicked the car over the 200 mph mark. Specifically, 200.002 in 1985. From this place Jerry's wife, Sylvia, took the wheel in 1987 and set the land speed record at 202.301 miles per hour.

It used to be that the car was pulled by a pickup and trailer but, someone else decided they wanted this rig more than the Hathaways and liberated it from in front of the shop. When the team was creating the race car they had already moved a lot of the Citroën's unique suspension components to the rear of the car so this gave Jerry an idea.

"When I put the turbos on the race car the engine compartment was too full and so we moved some components to the trunk including the suspension compressor. That told me that the trailer could have the same technology and be self-contained." And so it was - the trailer is 100% Citroën and has two suspensions - one for loaded, one for empty.

The Citroën suspension is completely unique in that there are no traditional springs whatsoever. Instead, there are steel spheres with two chambers, one of which is pressurized to 600psi with nitrogen, which is a gas. A gas can be compressed which acts as the dampening agent. Hydraulic fluid is on the other side of the diaphragm which goes out to the wheels/suspension parts. There is an entire [Wikipedia page](#) dedicated to this suspension design.

While not everybody is going to be as clever and resourceful as Jerry and Sylvia are with these cars, there is a growing interest in the Citroën SM. The very advanced technology in the car combined with incredible ride comfort, uniqueness and a great driving experience make these increasingly desirable collectors cars. While they do have the reputation of being unreliable it's more that they are specific about how certain things are maintained including using the correct parts and specific oils. Those who follow the repair guidelines for these cars are rewarded with a reliable, exceptional and wonderful machine that would stand out at any car show.

And if the SM isn't unique enough already, you can build a speed record race car and a unique pickup truck and a trailer with a dual air suspension. Or just go see Jerry and Sylvia and have them take a gander at your SM or help you find one.



Trailer suspension components.

The Landmark Cord 810/812



As the Great Depression ground on, car companies started dropping like flies. Many historic brands like Pierce-Arrow disappeared forever, but innovative automaker E.L. Cord decided the time was right for a radical new approach. Company designer Gordon Buehrig was assigned to design a car that would come to be recognized as one of the most beautiful automobiles ever produced. And Cord was serious about innovation; that gorgeous sheet metal would rest atop an innovative, front-wheel drive chassis.

Cord's auto empire included the premium marques Deussenberg and Auburn, but they were hanging by a thread during the economic collapse of the 1930s. In the midst of his own severe cash crunch, E.L. Cord introduced his most innovative car ever. The "coffin nose" Cord 810 featured several firsts; front wheel drive with independent front suspension, hidden headlights, hidden door hinges, rear-hinged hood, concealed fuel filler door, variable speed windshield wipers, and a radio as standard equipment. Superchargers were optional for the second year, 812 models. They came with chrome-plated exhaust pipes that graced the car's beautiful nose then tucked into its fenders.

And then there was the Cord's styling. Smooth, clean, low-slung and sexy, when compared to its peers the 810 looked like a visitor from an alternate reality. Available in two-door convertible and four door sedan bodies, it came close as any car has to a "perfect" design. The 810 had that illusive look of "inevitability" like the Porsche's 356, Jaguar's XKE, the '61 Lincoln Continental, and the Lotus Elite.

No one had ever seen anything like it. The new Cord caused a sensation when it was introduced at the New York auto show in November 1935. Orders piled up by the thousands. But Cord wasn't ready for production. Budget limitations forced him to cut corners with the car's development, resulting in troubles that soon appeared to vex owners. Cars weren't available until months after promised delivery dates and when they arrived, their pre-selector gearboxes had a tendency to slip out of gear and the engines suffered vapour lock.

Around three thousand coffin-nose Cords were built for the 1936-37 model years before E.L. Cord gave up on his dream and ceased making cars altogether. He soon moved to Nevada where he made millions in real estate.

Graham/Hupmobile bought the body dies for the sedan and used them to build Graham Hollywoods and Hupmobile Skylarks (the same car with different names) before they too went broke after producing less than two thousand examples. Attempts have been made to revive the Cord's classic design, with the most successful being a plastic-bodied, shrunken version powered by a Corvair powertrain turned back to front in order to mimic the original's front wheel drive. But once it's gone, it's impossible to recapture magic like the 810/812. The original Cord 810/812's "just-rightness" ensures that its status as one of the most beautiful cars of all time will remain secure.

Written by Jim Cherry

<http://www.curbside.tv/blog/2017/2/27/the-landmark-cord-810812>

POST CIT—IN RUN—2017



The foreshore at The Nut Stanley where the Show and Shine was held.



Dress up dinner first night of the Post Cit-In run (Grahame & Anne Vaughan with their maid Deirdrie Scutt).



Line up at Parliament House Hobart.

What a great run. 10 days of adventurous driving and magnificent scenery.

The first day saw a string of Citroens setting off from Smithton to Strahan and a get together dress up dinner that night. Sightseeing and tours in Strahan then a long days drive to New Norfolk, stopping at Derwent Bridge for a visit to the amazing wood carving wall depicting the history of Tasmania.

On to Hobart with a wonderful display of cars at Parliament House and time spent in the famous Salamanca market.

Many Citroenians visited MONA and there was much discussion about this iconic museum.

Next stop Bruny Island, the highlight of which was a visit to Richard and Anna's farm "Cullaroo" where Richard prepares wallaby, shot on his land, in his abattoir. This was followed by a delicious meal of oysters, champagne and local cheeses. Wallaby, rabbit and jugged hare for those carnivores present. A great evening with exceptional views over D'entrecasteaux Channel and the Southern Ocean.

On to Bicheno on the beautiful east coast (Freyrcinet and Wineglass Bay) and two nights of after dinner singsong and entertainment lead by Graeme Dennes.

Final day drive back to Launceston via St. Helens and the northern Tasmanian forests or a less winding route past a winery or two. A farewell dinner and preparations to return to reality.

A very big thank you to Grahame and Anne Vaughan for organising and leading such a special 10 days. Tasmania is a beautiful place!

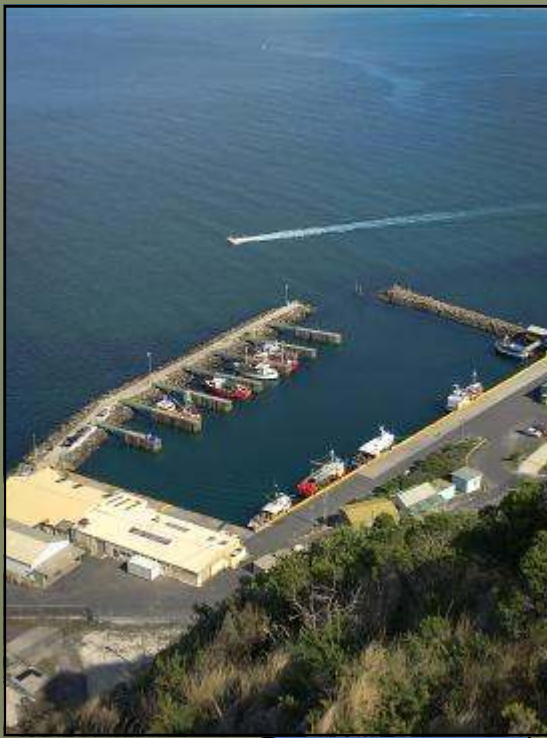
Images & text:
Deirdrie Scutt.



Parking for final night dinner of Post Cit-In run.



Top: Anna Bluck photographer.
Bot: Richard Clarke & Anna Bluck's farm on Bruny Island (delicious native meal).



201



Overlooking the "NUT" at Stanley.



Dave Rogers and Ted Cross find the voyage over, very tiring.



17

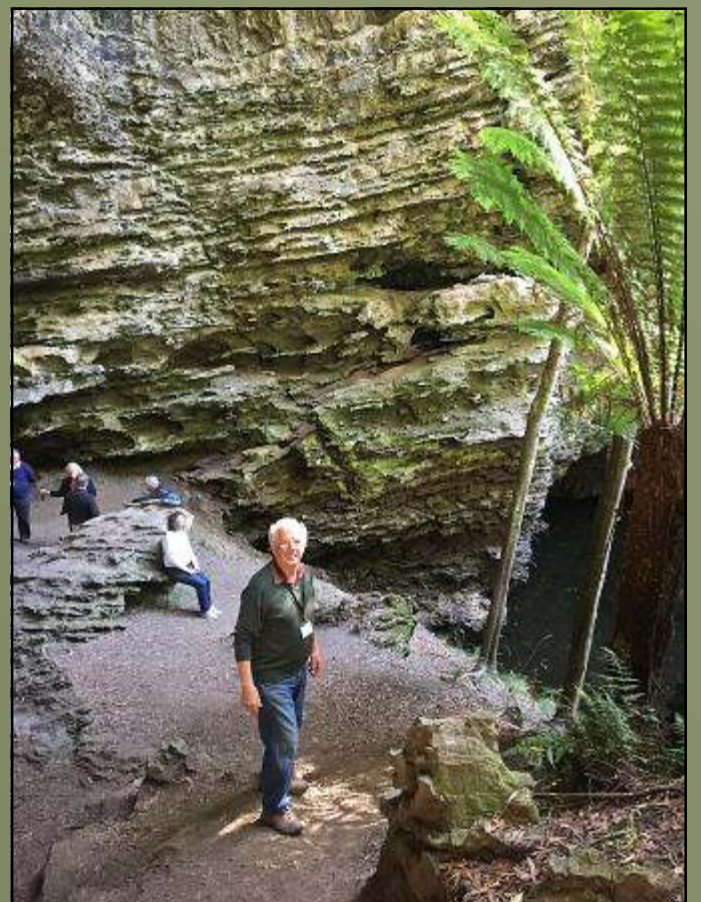
CIT-
IN
Timbers TASMANIA
of the world is at your doorstep



Perfect weather was the order for Cit-In 2017, that was held at Tall Timbers; and it delivered.

With excursions to the Tarkine, the “NUT” at Stanley and surrounding beauty spots, this Easter event was a laid back affair offering participants, time to enjoy the annual meet-up and scenery at a leisurely pace.

Next year, we all head to Dalby, Queensland.



John Parsons enjoying a forest walk.

All images: Dave Rogers (except aerial).

Installing a 123 Ignition in a Positive Ground Traction Avant



From the You Learn Something New Everyday Dept:

Did you think that all Traction's manufactured in France and Belgium were negative ground?

Apparently not. Citroën member Jean-Jacques Sanfaçon purchased a 1955 Traction Avant 11B two years ago that was built in France for the German market. The car was manufactured with a positive ground.

Up until now we knew of very Traction's that were wired this way; (Very early Slough built Traction's had positive ground).

Jean-Jacques was told by the seller at the time of purchase that the car was that way. It was imported into Canada by a soldier who had served in Germany. Jean-Jacques bought an alternator from Brad Nauss 2 years ago, with positive ground so he knew that positive ground was required for the 123. However on the 123 Ignition website many distributor models for British cars with positive ground are offered, but not for Citroëns.

Jean-Jacques wanted to fit an electronic ignition in his Traction 11B. The reason for the switch from the original distributor was with the vacuum advance did not work, and the part was not available. He ordered the 123-DS-A-V thinking that it should work plus improve the car's performance.

Reading the manual when it arrived, and being a former electronic technician, Jean-Jacques was astute enough to check on the wiring before installing the 123. He knew he would damage the 123's circuits if he installed it the way it came. However, in the installation manual it is mentioned that there is a POS option or feature, but as that's all the manual said, what was it?

The 123 Ignition website lists the 123-DS-A-V as a DS/ID part even though people use the same product on earlier 4 cylinder Traction's (after all the DS/ID used the same 4 cylinder engine as the Traction Avant):

<http://www.123ignition.nl/product.phtml?id=19>



"The 123\CITROEN-4-A-V (also known as 123\DS-A-V) is a distributor, specifically targeted for the Citroën ID/DS. It contains all the curves for carbureted ID/DS-engines as originally specified by Citroën, for cars after July 1959."

Could this 123 be converted to positive ground or should some another one be purchased? Conversion was preferred because Jean-Jacques did not want to incur additional shipping costs and customs fees.

Just reversing the battery was not an option as the starter, the alternator and the rest of the electronics, even the side amber lights, were wired for German spec positive ground.

Jean-Jacques enlisted Erik DeWidt to offer assistance as he purchased the 123 from him. Erik posed the question (in Dutch) about the POS option to Ron Tettero at Albertronic (engineers of the at 123 ignition) who responded saying that the unit can be converted to positive ground by making the modification shown here :



Ron cautions though, not to go too deep grinding!

So even though on the 123 Ignition website there is no mention of a positive ground distributor for any Traction, there is a solution should you find yourself with one of these very rare types.

Citroenvie—Blog



The kit pays homage to the distinctive Type H on its 70th anniversary.

The Citroën Type H is one of a handful of utility vehicles that can shine proudly in any automotive collection. It must be said that the distinctive double chevron van has served many owners and customers throughout the European countryside for decades, always carrying out its hard work with a certain good nature that belies its utilitarian nature. Like so many classic Citroëns, it holds an endearing charm that only grows stronger with age.

First presented in 1947 and launched in 1948, the Type H is now 70 years old. To celebrate this milestone, Fabrizio Caselani and designer David Obendorfer decided to recreate a Type H for the 21st century by offering a retro-style body kit for the Citroën Jumper.

On the aesthetic level there isn't much to be said – the connection with the original Type H is plainly obvious. Characteristic elements of the classic van are captured beautifully, such as the corrugated sheets and prominent grille, right down to the two round lights at the front. And because the Type H served so many different customers, different versions will be offered including the standard van, tow truck, motor home, food truck, and others.

Only 70 kits will be produced by *FC Automobili*, and the transformations will be carried out by hand in Italy. And since the conversions are based on the current Citroën Jumper with either a 110- or 160-horsepower engine, the 70th anniversary Type H will have no difficulty making its way through modern traffic. Considering the old diesels in the original Type H produced between 51 and 56 horsepower while returning roughly 15 miles per gallon, the Jumper-based Type H conversion is an excellent opportunity to have old-school appeal with the efficiency and reliability of modern automobiles.-

<https://www.motor1.com/news/141196/body-kit-citroen-jumper-type-h/>

Article supplied by Lee Scholte.



We all grow up digging around in sand boxes hoping to strike it rich and find some hidden and valuable ancient treasures. What we typically find is an old Matchbox car or a present left behind by a cat. Either way, it's very rare to find something desirable. Well, that's not quite the case with a young group of boys in California . They were digging in their yard when they found something that would make anyone's jaw drop and their mouth start drooling. These kids were digging in their yard when they came across something big, something metal, and something very very valuable. **A buried Ferrari!**



The boys actually discovered a 1974 Ferrari Dino 246 GTS buried just a few feet under the dirt in their yard. The family had just moved into the house and immediately called authorities who came and roped off the area.



A team of investigators arrived and unearthed the very valuable rare car.

After exhuming the Italian sports car, it was obvious that someone had planned on returning to retrieve the vehicle. It was very crudely mummified with towels in the vents and tape on many of the seams however the windows weren't fully closed causing a lot of interior damage.

Farmers Insurance was contacted and because of the VIN number they traced the last owner. After the investigation, it turns out that the owner of the car had actually hired thieves to steal the car and dump it in the ocean so he could claim insurance on it. The thieves buried the car with the intention of returning to pick it up.



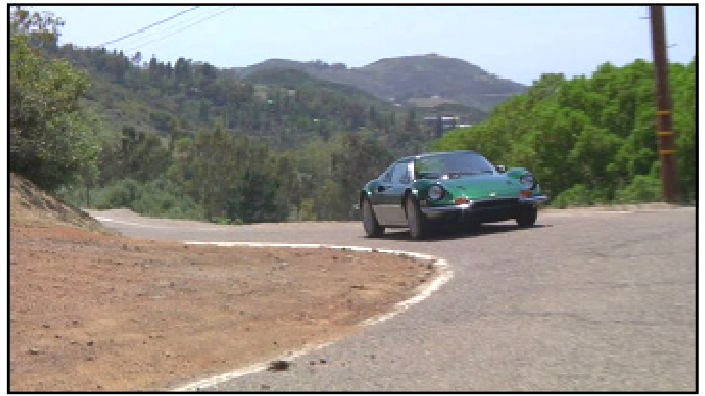
The buried Ferrari was then auctioned off after being on display with the incredible story being reported across the nation. It was purchased by a young mechanic who owned his own shop in California . The going price was estimated to be between \$5,000 and \$9,000, that he paid for the car.



He fully restored the buried Ferrari and often enters the car into car shows. Here are the pictures of the car after the complete restoration. His initial investment is now worth in the millions!



Everything on the car has been restored to the exact factory condition. However, this car comes with some incredible history and an awesome story.



The car even has a vanity plate which reads “DUG UP”. How perfect is that?

My thanks to a friend of mine, Barry Ring who was in my 1st grade class at West Coburg Primary School; for sending me this article. ED.

Los Angeles Is The Best Car City In America

Jason Torchinsky

JALOPNIK

Let me be up front with you: this is a love letter. It's a mash note to a city that's become my home more than any other city ever has, for many reasons. We talk about cars here, and that's just fine, because there is no American city with a carscape as lush, rich, and varied as Los Angeles.

I'm writing this now because I find myself, after over 17 years, having to leave LA. For a variety of complicated familial and private reasons, all of which reek painfully of adulthood and responsibility, I'm going to be moving to Chapel Hill, NC next month. This wasn't an easy decision to make, because I really love Los Angeles and my ratty little house here in the Los Feliz area. Los Angeles has been good to me, and I want to repay her a bit by giving her some praise for one of her best features: her cars.

Los Angeles loves cars. And, sure, that love came at a high cost of the death of the Red Line and LA's old trolley network, and brought with it smog and traffic and all those related issues, but the end result still is a city that celebrates and embraces cars like no other place I've known.

Los Angeles has so many features going for it to make it this ideal environment for cars to thrive: a climate that allows for nearly any style of car to be used year-round, and that climate is one that is arid enough to keep rust at bay. There's a lot of money in parts of LA, so exotics can flourish, and even in the areas that the money seems to avoid, there's plenty of rich and active automotive subcultures.

Oh, and the roads! There's so many incredible roads out here for driving, from the Angeles Crest highway to Mulholland drive, to scary little canyon serpents, to the PCH, and, hell, even the scary-at-night industrial areas around downtown LA. There's so much variation in scenery and experience, you'll never be bored.

You see everything in LA. Cars that have no logical reason to be anywhere near palm trees and In-n-Out burgers, like the Volga I saw the other day or that Trabant a friend of a friend has. It was in LA that I saw my first Rolls-Royces and other exotics in rough condition, a class of cars that I bet barely exists outside of Los Angeles. I'm pretty sure the list of places where daily-driver Silver Shadows and Countaches that have Bondo patches and need mufflers is very short.

On any given day, a drive around Los Angeles can reveal beautifully-maintained Corvairs, JDM cars that you have no idea how they're legally registered, vintage Lancias being driven to the grocery store, lowriders with paint so deep you get the bends if you stare into it for too long and entire subcultures of Beetles and MGs and BMW 2002s.

Up until a point in the late '60s, you could import almost anything into the US, and it seems like a good portion of Los Angeles did. LA has always been a little more willing to try new things than the rest of the country, and as a result of this automotive open-mindedness, LA gained a large pool of genuinely interesting cars, many of which still survive today.

←
The reason I'm going on and on about how amazing Los Angeles is for cars are, of course, it's killing me to leave here, for this very reason. Coming from places where you'd see maybe one interesting car a week, Los Angeles is absolutely mind-blowing. You run the risk of getting whatever the car-equivalent of diabetes is, since it's almost impossible not to over-indulge on all that sweet sweet car candy.

The more I think about it, the more categories of amazing cars I think of: strange, lunatic-decorated art/psychosis cars, artist-created rolling masterpieces, lovingly-maintained mundane vehicles like K-Cars and Vegas, concours-quality unicorns like Facel-Vegas — I've seen all of these out and about, without even trying.

Los Angeles really is a place that makes improbable car-dreams come true. I was able to drive a Tatra T87 here, I participated in absurd races, and I even was able, my very own self, to buy an absurdly rare project car. When people come to LA, even normally car-rational people can have the option of driving something interesting or rare or vintage with much more likely outcomes of success than almost anywhere else in the country.

Because the city loves and respects cars so much, there's real support and respect for those who have interesting ones. I've always found people willing to talk about their interesting cars, and even let me drive them — sometimes before I was a super-big-shot automotive journalist, even.

People come here to actually do interesting things with and to cars, as well — think about the guys from Singer and ICON, to just name a couple of prominent ones. There's many, many more little shops and backyards cranking out some really novel things.

Los Angeles has many detractors. There's the clichés about how the city is soulless, has no culture, no one reads, etc. and I'm happy to report all of those accusations are bullshit. But LA doesn't even care what you say about her. I've been treated like crap in San Francisco and occasionally New York when people hear I'm from LA, but I have never seen the reverse happen. LA loves New York and SF, and I've always admired the overall gleeful not-give-a-shit of the city.

So, here's my advice to anyone who really loves cars: if you get the opportunity, spend some time or live in Los Angeles. The city will always welcome a gearhead, and no matter how perverse your automotive desires may seem, I'm certain you'll be able to find a couple other weirdos who like cars the way you do.

I still can't really believe I'm leaving, but there it is. I'll be shipping my Beetle out to NC, and my Scimitar, which I'm pretty sure will be the only one in the state. I'm not leaving *Jalopnik*, of course, and I plan on finding every interesting car-related thing I can do in NC. I also have a good plan for how I'm making the trip itself, which I'll reveal soon. But right at this moment, I can't help but feeling a little self-indulgently sad about leaving this automotive wonderland. Even if this is the city where my car was once stolen.

Goodbye, Los Angeles. It was great driving with you.
<http://jalopnik.com/los-angeles-is-the-best-car-city-in-america-1608208902>

Cit Bits *by Leven Mills*

Did you know?

- In the UK 78% of insurance claims after road accidents are for whiplash – twice the European average.
- Panhards were manufactured from 1945 and Citroen took ownership from 1955. Beginning with air-cooled twin flat motors, the car was noted for comfort and handling and its styling. Citroen allowed the brand to die out twelve years later.
- The hydraulic semi-automatic transmission in the DS was known as the BVH – standing for “boite de vitesses hydraulique”.
- The Xantia and the Peugeot 406 share the same floorpan.
- The fastest Xantia is the 24 valve 3.0L V6 producing 140kW at 5500rpm.
- The Berlingo van also comes as a Multispace version seating up to 7 passengers. Unfortunately not available in Oz.

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)**

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1951 Citroen Light 15.

04/17

Trimmed in leather hide. ACT Club registered to Oct 17. In excellent condition as has not been driven much since top quality full restoration. Registered "150" in ACT. Asking \$30,000.

Also advertised on Just Cars at <http://www.justauto.com.au/justcars/cars-for-sale/1951-CITROEN-LIGHT-15-JCW3981947/>

Contact Les Rhyne: jalopy.36ford@bigpond.com Ph 0439367388



2007 C4 Auto

06/17

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

contact: brian@desktop-eda.com.au for more info and more photos.



For sale.

2/17

1. Remote with blank blade for series 1 C5. \$150
 2. Hydraulic pump for C5. \$300.
 3. Top dashboard covers for Picasso, not distorted, \$300 for set.
- Located in St Albans Salman PH: 04100 40505

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Time to return it now so others can borrow it.



2006 Citroen C4

10/16

The vehicle for sale is a 2006 one owner since new C4 in wicked red. It has a genuine 7297 kms and is fully optioned with automatic transmission, panoramic roof and cream leather trim.

VIN: VF7LCRFJF74340021 REG: TYA622

ENGINE NUMBER: LH1V1369768

The vehicle can be viewed in Richmond, Vic by appointment. It has been looked after extremely well and has hardly been driven over the years. Asking price is \$14,500 ONO

Please call David (ph 0427239630) to arrange an inspection of this fantastic example of Citroen history.



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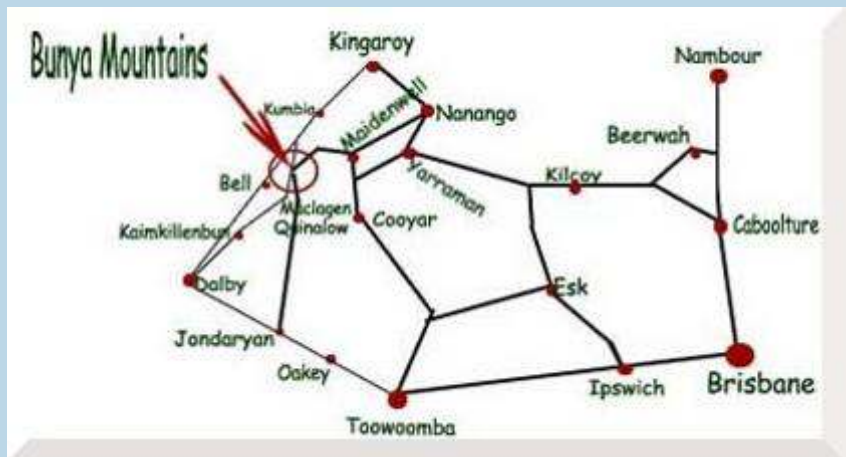
04/17

Hi, I live in Sydney but bought a 1964 Chapron red in NZ. It is on a different chassis. Last owner in UK was ERIC DEBEGGER. He moved to Australia in 2004. I need his authority to get info on car so as to restore it to original. Do you know him? Could you put a message in your magazine? Many thanks,

Klaas Akkerman. Email: akkerman@tsn.cc

CIT IN 2018

The 50th Cit In will be held in Dalby, Queensland from the 30th March to 2nd April.



The heritage listed building was built in 1859, and is the oldest woolshed still in working order. The Bunya Mountains comprise red cedar and precious rainforest timbers.



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Contact: GARTH CAMPBELL on 0406 427 657 for details.

CLUB SHOP

We have the filter retaining plate Gasket (locally manufactured) in stock for DS/ID at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

Club mugs with various models of Citroen cars on mug. Available at CLUB SHOP at general meetings \$9.50 each.



1947 Citroen Light 11BL The car is in good running order and has been restored.

05/17

The car is located near Bright, Vic. Chassis no: 473345. Asking price \$28,000 ono.

For further information or photos please call Kim 0448 081 132



Garage Space Wanted

I am looking to rent secure under cover parking for my 1974 DS 23 . My preference would be for something in the Richmond , South Yarra ,South Melbourne , Prahran areas , or other locations of similar distance from the CBD .

Please contact Des Fitzgerald at 0419351342

04/17

Citroen Xantia Roof Rack

Reposted 10/16

Citroen Xantia roof rack from station wagon. Bit scuffed but fully functional. Asking \$80. Contact Neill Smith Balwyn Nth (03) 98574716 or 0468 396 602



I am considering whether to take the step and purchase a wonderful DS, ID or D.

I am based in Victoria, and I am in the process of selling my daily car, before being able to purchase a D. I would love to have D that can be used as a daily car. So it ideally must be rust free, great hydraulics, and be loved. I am not too fussed in terms of spec, but prefer original specifications, preferably with Michelin XAS/ XVS tyres. Prefer a Deesee with Power Steering and Power Brakes.

I am also open minded as to whether you have a Sedan or Safari (Wagon). Both are fantastic. Much more interested in condition and history of the vehicle.

I have listed my daily driver on Carsales in the hope of procuring the required funds to buy a D Series. If you have one that you are interested in selling, please feel free to contact me via email.

Contact Syd on 0422 216 619 or email syd.balachandran@gmail.com



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