



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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June 2018



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

CCCV COMMITTEE MEETINGS

Meetings are held at 5.00 pm on the **3rd** Thursday of the
month. (Club night) Contact the Secretary 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: 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.



You may not be aware of this but if you live in Glen Iris, you have, for the last three decades, been living in the demographic centre of Melbourne. In the

period between 1981 and 2001 that centre moved slightly South-East as the building boom in Berwick, Cranbourne and Pakenham had its effect. Then, since 2001 it has moved steadily North-West as the cities of Wyndham and Melton have filled out and we are told that by 2040 the demographic centre of our city will be Toorak..

This bias has meant that we have had club meetings and most outings East of the city, but Melbourne is now slowly shifting to the West. We were reminded of this recently when we received a plea from a club member who lives in Geelong for an increase in the number of activities West of the city. We have now realized that he is right and as a consequence the June activity has been switched with his help to an enjoyable-looking visit to some interesting spots around Geelong. You can find out more over the page.

I mention this simply to illustrate the value of speaking up. It is not whinging or complaining if done in the right spirit (as Phil's plea was) but is constructive input into the life of the club. So this is a plea for more pleas. Please.

John Parsons.

If undeliverable return to:

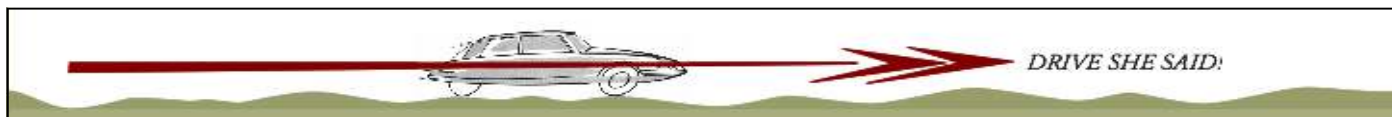
CCCV PO Box 122
Nunawading Victoria 3131

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Somewhat further ahead is the French Car Festival. It is set down for 28th October

and this year it is the Citroen community's turn to be the organizer. There has already been some work done on venues and the organizing committee, Ian Downie and Wolfgang Siem from CCCV and Rob Belcourt and Tim Cottrell from CCOCA is now getting to grips with venues and other details. We are six months from the event but that is the minimum for forward planning. Some venues are booked a year ahead and in the case of Cit-in when the group is 150 strong, you need to be researching and booking venues between two and three years ahead. I just want you to know that there is plenty of behind-the-scenes work going on. We are hoping to widen the range of French marques represented and thereby increase the festival's appeal. We will let you know as arrangements develop.

Speaking of booking ahead, if you're not already on the list for the Bastille Day lunch then you are in trouble unless there is a cancellation. It's worth a try, so do it.



FRONT COVER

CCCV joined with CCOCA to visit the Stokes Collection and Forest Glade Gardens at Mt Macedon

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

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.

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		2018	Draft Activities Program	2018
NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH.				
May	6	Tech day TBC Koo Wee Rup		Jul 15 Bastille Day <i>L'Auberge French Café</i>
	17	Club night— Total Oils		@ 42 Castella St. Lilydale (<u>see page 7</u>)
	20	Australian Motoring Heritage Day	☐	19 Club night-Motor Trimmer
	25-27	42nd Historic Winton	☐	Aug 15 (Wed) Club night @ Healy Factory
Jun	10	Club run - Geelong		Run -Fox Collection
	21	Club night—Batteries		Sep 11-15 Western Victoria Run -5 days
				20 Club night-BBQ & social night
				22 VACC 100 years. Run to Bendigo. ☐
				Oct 13 Motorclassica
				18 Club night AGM & restoration Sh/tell
				28 French Car Festival TBC
				Nov 15 Club night La Bell Epoque
				25-26 Geelong Revival ☐
				Dec 20 Christmas BBQ
				For more details on club events contact
			☐	Ian Downie on 0452 411 104

Monthly 1st- Chit-Chat Tuesday 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.

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 & late models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

June 21 Club night

EVERY BATTERIES



SPEAKER: Ray Greenslade.

June 10 Sunday

RUN TO GEELONG

9.45am BP Princess Hwy Little River

(Just prior Avalon turnoff)

10.00 Departure-Location sheet supplied.

10.15-10.45 Phillip Royce's car collection.
(Mel 432 F6)

10.55-12.15 Geelong Village Mill Market.
(Mel 452 K10)

**12.30 Lunch: Old Paper Mill Provenance
Winery at Fyansford.** (Mel 450 K4)

"This industrial complex, which was constructed mainly during the late 1870s and which comprises the original mill buildings, manager's house (1878), a row of six workers' cottages (1878), a stone water race with impeller, tower and stone weir, has both state architectural and historical significance sufficient for its inclusion on the historic buildings register...."

"Erected 1876-78 of local bluestone and brick consisting of a complex of buildings. The main buildings, several of them 2 storeys, are all built in coursed bluestone, locally quarried, with brick internal partitions and iron roofs There exists a tower structure which housed a water turbine wheel, although there is no evidence of the remains of the turbine wheel...."

July 15 BASTILLE DAY

To be held at:

L'Auberge French Café

**@ 42 Castella St. Lilydale
Melway 38 / F4**

Time: 12 midday

**BOOKINGS TO VAL GIBSON
vsgmjk@bigpond.com**



August 15 (Wednesday) @ 7pm

In lieu of our club night on Thursday, we will
assemble at

*The
Healey Factory*

646 Whitehorse Service Road, Mitcham



**Book attendance to: Wolfgang Siem at
woljen@gmail.com or 0425 872 082 by
5th August.**

CCCV WESTERN VICTORIAN GETAWAY ...4 NIGHTS—5 DAYS

DATE: From 11th—15th September



HAMILTON: One night.

Accommodation at Comfort Inn Motel Botanical Thompson St Hamilton.

(03) 5572 1855

1/ Camp's Auto Museum 226 Coleraine Road Hamilton M. 0419168 400

Entry \$8.00

2/ Ansett Aviation Museum crn. Ballarat Rd. & Riley St.

Entry \$10.00 Con. \$8.00

PORTLAND: Three nights.

Accommodation at Retro Motel 206 Hurd St. Portland

(03) 5523 2008

1/ Breakfast by the beach at Cape Bridgewater Café. (1st morning)

2/ Cape Nelson Lighthouse & tour. Lunch prior at Isabella's café.

Tour \$15.00 + lunch

3/ Cable Tram Museum & Tram ride.

Total \$18.00 Con \$15.00

4/ Lunch at Clock by the Bay.

5/ Powerhouse Motor & Car Museum

Entry \$8.00 Con \$6.00

Return to Melbourne via Warrnambool & visit Flagstaff Hill Maritime Village then a visit to club member Roger Wilkinson's sheep property at Wangoom.

Entry \$18.00 Con \$14.50

PLEASE BOOK YOUR OWN ACCOMMODATION DIRECT WITH THE MOTEL

Entry cost for this tour is \$25.00 (per car) by cheque to me or direct debit to the Club A/c for which you will receive an A4 14 page itinerary printed in full colour on heavy stock, and spiral wired bound detailing locations, kilometres & times; available when we meet up on 11th September.



Plus a DVD movie "SOUTH SOLITARY" filmed at Cape Nelson.

A tale of loneliness within the human spirit and a remote location.

A tale of unfulfilled dreams—and hope.

NAME _____

EMAIL _____

MOBILE _____

YOUR CAR & Reg _____ **My Cheque included \$ 25—00**



Or Direct Debit to: Bendigo Bank BSB: 633 000— ACCOUNT 120 127 907



Please tick appropriate box

Signed _____

Send the above details to me even if you have paid by direct debit:

Brian James 12 Lucas Avenue Kilsyth 3137 by 31st July

(Your cheque will not be banked till after 31st July)



You will then receive email confirmation and further meet up and tour details etc.

Bastille Day Celebrations 2018

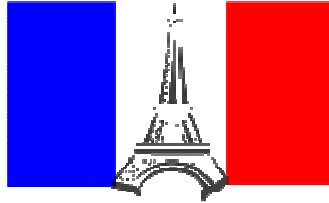
On Sunday July 15, Victoria's French Car Clubs are getting together for the first time to celebrate this important day in the French calendar.

Ian Downie and Brian James (Citroen Car Club) and Val Gibson (PCCV) after much research and discussion, have decided on a venue in Lilydale. It is totally French in every way. The owners are from France originally, the cafe is fitted out in a French theme and the menu, of course, is French.

The Venue:

L'Auberge French Cafe,

42 Castella Street,
LILYDALE



L'Auberge is fully licensed and provide a great selection of French and local wines. They will also cater for those with special dietary requirements, i.e. vegetarian or gluten free, so you will need to let us know

Parking:

The restaurant has parking for 25 vehicles and the Coles car park adjoins it, should we run out of space.

The cost:

\$50.00 pp, for a 3 course meal, with a French theme.



Numbers will be limited so it will be a case of first in, first served. In the mezzanine area we have reserved, there is seating for 50. If we have more than this number, we would be relocated to the refurbished Sunday School building which can accommodate up to 120. This is the facility where weddings and other large functions are hosted with great success.

To keep things as simple as possible, anyone wanting to attend this function should contact Val Gibson from the Peugeot Car Club of Victoria at vsgmjk@bigpond.com without delay by no later than **Monday May 31st** in order to confirm final numbers. I will acknowledge all bookings as they come to hand.

BOOKINGS TO VAL GIBSON vsgmjk@bigpond.com by May 31st
First in best dressed..... Note: A few bookings still available.

VACC Centennial Celebrations

22 September, 2018

Founded in Bendigo on 20 September 1918, the VACC has grown to become one of Australia's largest and most influential employer associations. VACC's 2018 centennial celebrations will include the VACC Centennial Cavalcade for historic vehicles which will converge on Bendigo town centre. This will be a fabulous opportunity for motor vehicle enthusiasts of all kinds to showcase their historical cars, commercial vehicles, trucks, motorcycles, and any other vehicle of any make, model or vintage between 1918 and 2018. The aim is to have each of the past 100 years represented by a special vehicle and when the cavalcade arrives in Bendigo they will parade down the main street and converge on a local park to be part of a Centennial Show 'n Shine community event with family-orientated activities and entertainment. That night the VACC will host a Centennial Gala Dinner in the magnificent Bendigo Town Hall to celebrate its 100th anniversary.

CENTENNIAL CAVALCADE & SHOW 'N SHINE EVENTS

- Date:** Saturday, 22 September 2018
- Locations:** Cavalcade - Calder Park Raceway to Bendigo, Victoria
Show 'n Shine - Bendigo, Victoria
- Event Details:** Refer to attached [VACC Expression of interest to participate form](#) for further details regarding these events
- Applicable to:** VACC members and motoring enthusiasts from the public
- Express Interest:** The framework of these events will be to have a specially curated field of vehicles showcasing the last 100 years of automotive, therefore an official process of applications from interested VACC members and the public has been implemented. If you wish to express interest in participating in the Centennial Cavalcade and/or Show 'n Shine events, download the [VACC Expression of interest to participate form](#) and return without delay to:

Mr Iain Ross
Vice President
Association of Motoring Clubs (AOMC)
Email: imgross@bigpond.com
Postal: 393 Mont Albert Road, MONT ALBERT VIC 3127
Phone: 03 9555 0133
Mobile: 0409 027 392

[VACC EXPRESSION OF INTEREST TO PARTICIPATE FORM](#)

https://www.vacc.com.au/Portals/0/VACC%20EOI%20Form_2018.pdf

CENTENNIAL GALA DINNER

- Date:** Saturday 22 September 2018
- Location:** Bendigo Town Hall, Victoria
- Tickets:** Tickets will be available to purchase online in 2018



ACCOMMODATION

Bendigo Visitor Centre are the local accommodation and tour experts. Bendigo spoils visitors with many varied styles of accommodation to suit all levels of budget. Quality motels, serviced apartments, caravan parks, self contained cottages and B&Bs make for a comfortable and enjoyable stay. Quote your special booking code **VACC** to receive your complimentary Welcome Pack.

Australian Stoewer Museum

Tawonga South, near Mount Beauty Victoria



established as just the third car manufacturer in Germany after Benz and Daimler.

From the outset, these brothers were inventive and pioneered innovation in the automotive industry. Although commencing with petrol engines, by 1904 they were considered leaders in luxury electric vehicles. But in 1906 they introduced a reliable 6 cylinder, petrol engine and and electric production ceased. In the same year were contracted to supply 200 double-decker buses to the county of London. In 1930 they

Nestled in the picturesque Kiewa Valley at the foot of Mt Bogong is where I have chosen to locate my collection of Stoewer cars, sewing machines, typewriters historic company photographs and other memorabilia from this now lost marque. Over the last 50 years I have become close friends of the Stoewer family descendants and the pioneering contribution of this family to the automobile and space industries deserves recognition.

In 1858 at the young age of 24, Bernhard Stoewer Snr established a sewing machine manufacturing business in the Baltic port city of Stettin in the Prussian State of Pomerania. This was just the second sewing machine company in Germany, Clems Muller having first established a factory in Dresden just three years before. Early on Bernhard Stoewer established a presence in Australia, and in the Sydney International Exhibition of 1879 was awarded a bronze medal for excellence in sewing machines. Business was very successful and by 1905 Bernhard was employing over 2000 people producing over 70,000 sewing machines per year. In 1893 Bernhard branched into bicycle manufacture and in 1903 commenced production of typewriters.

With the growing demand for steel to support his sewing machine manufacture, in 1883 Bernhard established a steelworks on the edge of Stettin. In this steelworks, Bernhard Snr groomed his two sons Emil and Bernhard Jnr for managerial positions. But in 1896 Emil (23) and Bernhard (21) said: "Dad, can we use the steelworks to build motor cars?" Dad agreed and "Gebruder Stoewer" was

built the first front wheel drive car in Germany and in 1935 built a four wheel drive, four wheel steering, light, general purpose vehicle for military use. The company did not survive beyond WWII after the invading Russian army confiscated all equipment from the factory and the city of Stettin and State of Pomerania were handed to Poland.

In 1967 I wrote to the other Stoewer owners in Australia to share information and usually got a prompt response. But in one case I waited until 1983: "Sorry to have been so long in replying, the car is now at the Gold Coast in pieces, do you want it?" How could I refuse? This car was a 6-cylinder, 3.2 litre Model D5 from 1922 and I have since learned that it also is the sole survivor of its model in driveable condition. According to the original owner this car was purchased with the betting proceeds from a horse race. More likely it was owned by the bank! The owner lost his farm during the depression of 1930 but "the bank was not going to get the car". Instead it was parked behind a brother's house and then sealed in with corrugated iron. It remained there until the owner passed away in 1966.

<http://www.cartalk.com.au/stoewer-car-museum.html>

Content provided by John Stanley in May 2018 and photos provided by John Abbott and John Stanley.
Contact John for bookings by appointment on 0409 001 836 P.O. Box 192, Tawonga South, Vic, 3698.
Email: john.m.stanley1947@gmail.com Web: www.stoewer-cars.com <https://en.wikipedia.org/wiki/Stoewer>

A Band of Brothers (well, two brothers)

We're Will (21), and Tom (18) Bibb. Two brothers with a thirst for adventure. Over the course of 2016/17, we're aiming to complete a three-legged circumnavigation of the globe. Supported along the way by Citroen and BP who are helping fuel our journey, our first leg from London - Tokyo begins on Tuesday 9th August.

(Part 7)

St Petersburg to Moscow... Russian roads and driving manners continued....

While new sections are being built, those that already exist are falling into ruin. The expansion joints for bridges, of which there are scores - this is a very wet land - are always trough-like. We comment that there's always a prominent sign (in blue) advising which river you are crossing, it's best to read these as warning signs.

Inevitably the heavy showers of the afternoon precede a gloomy evening. The rain refreshes the air only slightly. It remains hot and sticky but there is what looks like mist clinging to the trees. It doesn't compute.

Majority of the 725 km route is three lane highway, with each carriageway alternatively benefiting from two lanes. Given that there is a little road paint and what is there is often obscured by repairs, to stay alive you have to watch for the warning signs on the verge.

I saw that many switch back to a single lane after a hill and brow. it may help vehicles overtake slow trucks, but head-on collisions are quite common.

This route between Russia's two main cities must have a rich history. Today almost along its entire length it's lined on both sides with izbas, traditional Russian homes of timber. Many are falling down but at night it's clear that many remain occupied. And so it is that Russia's main artery is heavily constricted. Speed limits and traffic lights are in every village. The much needed new toll road still extends less than 100 miles from the capital.

In between the villages is mainly forest. Scores of people sit on the hard shoulder next to a table of

fresh forest fruits. And as evening approaches cooking pots appear for anyone wanting a traditional dinner of stew.

Anti-British sentiment melts as we head south

While we met some cool, liberally-minded folks in St Petersburg in low cost travellers hotels. We were amused at Dins' comment: 'We've had two Presidents for 16 years - in fact just one; we all know about that - and *I want an upgrade!* It's time the younger generation had a say'.

We did see that curiously irritating attitude by security guards, police and waiters where they show open contempt by smiling and turning away - something we all saw when journalists asked awkward questions of Russian paramilitaries in Ukraine. Breakfasts were curiously slow to arrive and on cold plates. Go figure.

It seems there's a huge section of Russian society - mainly in the 40+ demographic - that sees the British and indeed perhaps any outsiders as troublemakers. Maybe it's jealousy, but the indifference is unmistakable. It's difficult to know how much of this is a natural trait and how much is fostered by Putin's urging.

It was surprising therefore that about halfway to Moscow, when in traffic the car was attracting great attention. Cars slowed and windows dropped for camera action. In the traffic drivers and passengers could see the map on our bootlid. We had many thumbs up, horns and the hazard-flashes.

Moscow and the sights

If you haven't seen the Metro, it will amaze. It's clean and efficient in a way that London isn't. Instead of adverts - there are none - it is a shrine to the Soviet struggle. It's escalators are not unlike the Underground's,

but the lights are very 1930, if not truly art deco. All fascia is in marble. It's not unlike Trump Tower. But the (in slightly better taste), bronze statues that depict all those that struggled to create the Soviet Union and defend it - from soldiers and airman, to teachers and mothers - are not simply excellent in themselves as artwork, they help explain the Russian mindset.

No one can understand the Russian antipathy towards outsiders without appreciating the scale of their losses, both to Napoleon and Hitler. Russia has always had, and still has its own problems, but it sees itself as the perpetual victim. While a captivating time warp, the Moscow Metro serves to constantly remind its citizens that foreigners can't be trusted, reinforcing Russian solidarity. Putin, like all the Tsars and Soviet leaders before him, draws upon and heightens this xenophobia for political ends. Always the threat comes from the West - excepting the Japanese twice in the 20th century. Always Russia is lacking a natural (geographical), line of defence. Historically it surrenders territory, waits for the invader to over-extend his supply lines and then, under cover of the winter, strikes back with a vengeance. But in doing so she has lost millions in conflict.

Stalin created buffer states, but they disappeared when the Soviet Empire crumbled at the start of the 1990s. Since then Russian society has been turned upside down. Capitalism has emerged strongly. A few are super-wealthy. Many are making ends meet, as they always have, but there is a lost generation. They are the 50 year olds along with the younger unskilled.

Driving around Moscow's outer ring, the smiles generated by our old car and our adventure come from Muscovites in Audis and Jeeps. Today, walking around the Kremlin with many Russian sightseers, the same generosity of spirit is hidden. The Russian sightseers and the people that work Sundays - in restaurants and bars, in museums etc - don't have Audis! They don't necessarily share the notion of a bright future. These are the people that always say 'niet' or turn away when they hear an English voice. By and large, these are the Putin supporters.

Interestingly, apart from the hordes of well-dressed Russian families, around the Kremlin and other tourist spots the numbers of Asians is a surprise. The West may impose sanctions, but the growing wealth of the world now sits in Asia. And with a low Ruble, today Moscow is stuffed with tourists from the east. Europe-

ans, though not so easy to identify with accuracy, are by comparison a relatively rare commodity.

Russian families are well extraordinarily well-dressed; younger women too. Clearly wealth is growing. Russians here today seem to be doing well. It was a hot day, budging 30 degrees, but there were a few women in jeans. Women seem to wear dresses, often designer affairs and expensive shoes. It makes sense in the heat, but this is quite different. Women make a real effort and seem empowered. They appear very confident too, and in no way subservient in this outwardly macho society.

In truth, after the splendour of the Metro, things side. The Kremlin is now full of souvenir outlets, and the view of Lenin's Mausoleum is blocked by grandstands imported for summer events. Look more closely however, and much of the Kremlin dates from the early 2000s. Much has been rebuilt.

The great rebuild that is going on in many Russian cities is greatly symbolic; all part of the Post Communist re-brand. It started with the renovation of the many Russian Orthodox church buildings in disrepair, but has now spread. Rebuilding and saluting the past is fine, but the way it is executed here, is terribly Disney-like. The walls of the Kremlin are new and it's impossible to see the divide between old and new. The historical theme is on show, but what you see is wholly new.

Okay you may say. But when you visit the cities prolific museums, the stories are told from a domestic perspective that is clearly biased. The Great Patriotic Struggle, for example, is well-documented and blessed with some incredible exhibits, but the Patriots never made mistakes. Their generals and soldiers were all heroes or victims of Napoleon's evil. It is a white-washed history set in an all-new Kremlin. Everywhere there is a sense that the Kremlin (Putin's office), dictated the line that should be expressed. The fear is that thought control persists in Russia today.

Red Square

There is also an extraordinary irony. The most prominent shop in the incredible shopping mall adjacent to Red Square sells Louis Vuitton luxury items. Not only were these first beloved by the evil Napoleon family, the building was viewed by the **whole world as the**

← backdrop to Russia's nuclear arsenal during the annual May Day military parades.

LV is not alone. The whole mall is stuffed with high-end, overt European luxury brands. Sure it's the scene same in Milan and to an ever increasing degree London, but this is right in the heart of Moscow, under the shadow of the Kremlin during the watch of Putin, *the man of the people*. Critically, there are no Russian luxury brands and very few goods that most Russians could possibly afford.



Our latest film takes us through Finland and into Russia...

We stick to our plan and head to Aristo, a sheltered cove with a small beach on the island of Stormalo. A day of sunbathing is out but maybe there'll be a break in the clouds. There is, but squalls keep sweeping in with increasing intensity.

The plan to camp is clearly insane so we manage to book a cabin on a small island near the town of Salo. This means we can meet up with two old friends I met on the 2014 Mongol Rally.

Janne and Panu were just as I remembered the, great fun and extremely helpful - particularly with their advice on Russian car insurance, something I failed to get before St Petersburg on the Mongol Rally! Indeed, the fact that they drove well out of their way with only a day's notice is a fair reflection of both their characters and evidence of the bonds people make on hard expeditions. I knew them for a week in Mongolia and I wonder how many others would make a similar excursion to see me. We had a few beers and reminisced about our last adventure, and the possibility of more in the future. Having secured the cabin - admittedly not at great expenses - the sky clears! The island is one of the thousands along the western tip of Finland. It could be a lock in Scotland: certainly the mosquitos are as large and ferocious. They aren't much smaller than a B52 and have a similar sting - and like a B52 you

never see or hear them until it's too late.

The cabin gives a real taste of Finland. Zero luxuries but all essentials. Shadowed beneath trees, it's about five meters from the sea, separated by a miniscule beach. Fellow campers swim and fish, but by early evening everything reverts to a characteristic, heavy silence. Wild fowl swoop and the sea laps, otherwise total silence. Sunset among the reeds and birch is uncannily peaceful.

Finland is a high tech, fast paced society, but there's also a sense that nothing important changes. The sheer presence of the landscape, the wildlife and weather provide a sense of permanence.

Our fifth day dawns fresh and the blue skies spread. by midday we've spent two hours online. It's hot and time to peel back the car's roof, catch the sun and cooling 50 mph breeze. Perfect ingredients for beet-root face!

Today we say goodbye to my parents who flew into Stockholm for the weekend and leave from Helsinki. Stiff upper lip time during the usual banal if heartfelt exchange, as in 'stay safe!'

The unscheduled airport diversion has prevented us from exploring Helsinki. Instead we continue north-east to the town of Lappeenranta. It's a Finnish resort on the lakes. It's not for nothing that this country is known as the land of a thousand lakes. It seems that everyone has a boat.

On the way, not far into the trees at certain places along the road there are strange looking bunkers. Almost completely hidden, these Cold War relics are on what would have been the front-line should tensions have erupted.

RUSSIA

From the start, in the back of my mind, I have been worried about securing insurance to drive in Russia. Our Pan-European insurance ends at the border. Every guidebook - not that there are many - says 'buy it at the border', but that wasn't my experience two years ago. Then the border guards wilfully misunderstood and we only managed to buy cover after three days search in St Petersburg with the aid of a Russian fixer.

The Finnish-Russo border is ill-defined. The whole area is peppered with lakes and waterways. Probably there is some winding physical barrier, but on the ground and a map - and in winter when everything

freezes - it's hard to see why this line exists.

There have long been tensions between the two countries. Leningrad - now St Petersburg - has always been very close to the Finnish border; too close for comfort and security. The border area has frequently been fought over; in part because much of Finland's economy is based in the south.

Heading for the main border crossing at Nuijamaa there's not as much traffic as one would expect. Enhanced by the persistent rain and the dark landscape of granite and pine trees, a gloom descends.

The Finnish control is efficient and perfunctory. Finns themselves, not known for their gregarious ways, smile but confess to having no idea as to how, or from where car insurance can be bought. Finns can insure their cars to travel in Russia, so they don't have our problem. We are advised that maybe only a dozen or so British registered cars pass through the border each year. If we fail to secure car insurance, the whole expedition dies.

It's a surprisingly scenic 5k drive through no-man's land between Finnish and Russian border posts. The signs - the script and diagrams - are discernibly more stern. They order rather than instruct, or guide. Signs indicate no walking. No one leaves their cars as they wait in line. For an hour or more we are stationary. Time enough to notice that the two lanes for Russian drivers advances three or four times quicker than that for all others. Also the Russian lines are covered. Non-Russians have to queue in the rain.

To suggest the border guards are brusque is an understatement. Forms have to be filled in triplicate. They have no pens or even a counter on which to write. The paper is scrappy. Many questions are oddly phrased and there's hardly space to enter passport and visa numbers. Finns waiting in-line assist. Their 'we're all in this together' spirit is palpable. But equally since we are held in batches, they can't get through until we are cleared!

Passport control is relatively easy. Explaining car details for a 30-year old vehicle is another matter - dealt with in another office. Still no one can advise us regarding insurance. It's interesting, because they clear our cars to enter and drive on their roads without checking whether we are insured. finally a guard re-

veals he understands English. 'Insurance is a police matter, we are border control'.

He inspects every detail on the form with great care - whereas I am certain the passport details we produced are illegible. His face creases. He screws up the forms and makes us refill the forms again; three times. The Finns appreciated that we are being deliberately messed around. Most of the time they are the focus of this ritual. Even today, Finn-Ruso embu-gerance in Putin's Russia.

With visa and car import control done, we wonder whether all our bags will be searched. Amazingly we are waved through.

And with that, the mood lightens...

Unlike two years ago, this time we'd been told that insurance was a police matter. We head immediately to the police station at Vyborg, just several kilometers from the crossing. It looks closed down with great steal doors padlocked. We drive around the back but park outside the wire. We walk past a number of ancient Lada squad cars. This contrasts with the scores of high-end SUVs driven by most border-crossing Russians.

Inside the steel clad fortress there's a well-decorated hall area and a window. One must kneel to be at eye level with the office on the far side. Politely, he came right out. he spoke no English but indicated that we should use our phone apps to translate. Once he understood our dilemma he called a friend. She spoke impeccable English and after a while came back with a place for us to go. The police office wrote down the name in Russian script - not sure we could ever find that! He also used our mobile to identify the actual building in the town centre that we should locate.



This is a very long blog and is to be continued . Ed.

<http://tomandwilladventure.tumblr.com/>



Chit Chat Tuesday.

May Chit Chat Tuesday at the Blue Bay café was very well supported by members of CCCV, CCOCA and friends. This month there was a lot of conversations and information sharing about many aspects of car restoration, holidays past and future, many motoring experiences, as well as the odd tall story to provide us with a good laugh. Chit Chat Tuesday also provides a great excuse to get the classic car out of the garage, fill in your logbook and take a run to McCrae on the Mornington Peninsula and enjoy a hot cup of coffee with friends. Thanks to Warwick Spinaze, Robin Smith, Ted cross, Garth Campbell, John Wyers, John Parsons, Dave Rogers, Graham Barton and Heather Greaves for a fun day out.



Bruno Tonizzo



The Stokes Collection includes the largest private collection of antique porcelain in the Southern Hemisphere, including an entire room of Royal Worcester.

On 22nd April CCCV joined with CCOCA to see through the sixteen rooms of the Stokes Collection. It is a breathtakingly spectacular display of predominantly 18th and 19th Century porcelain, French furniture, including many fine Boulle pieces, large tapestries, paintings, marble & bronze statues and a magnificent collection of Oriental art.

There's an entire room dedicated to beautiful Royal Worcester porcelain, outstanding examples of Meissen and Sevres pieces, magnificent chandeliers and a collection of stained-glass windows some of which date back to medieval times.





Tech Day at Koo Wee Rup.

It was a beautiful day at Garth Campbell's property in Koo Wee Rup where many Citroën enthusiasts gathered for a Tech Day. Garth's hoist was available for use and it didn't take long before John Wyers hoisted up his 2CV and started work attacking a rather stubborn lock nut on the 2CV's steering travel stop adjustment. The lock nut was successfully undone but more penetrating spray will be needed before the bolt can finally be turned. Next to lift his car up was our President, John Parsons who took no time to swing a spanner and remove the C5's under-tray. Once removed, a hole saw applied to the right spot and John can now drain the C5's engine oil without removing the under-tray. Draining the gearbox is another story for another time. While the hoist was in use, Wolfgang was kept busy doing a fantastic job testing and pressurising member's hydraulic spheres. Pressurised spheres are essential to the enjoyment of driving a classic Citroën.

"Lunch is ready" was the call from the BBQ shed and we downed tools to enjoy a freshly cooked gourmet sausage. While we were enjoying lunch we took the opportunity to inspect one of Garth's projects, a partially restored Citroën D Special. It won't be too long before it is rolling down the road again.

After lunch, Greg Segal connected a laptop computer to John Parson's C5 and with a steady hand, the ECU was interrogated to see what mysteries and secrets were stored in the Citroën's brain. For some of us, this was a first time look at what can be read and adjusted via the laptop. It was quite an eye opener.

All agreed that the Tech Day was a success thanks to Garth Campbell's generosity in allowing the Club free access to his garage and workshop facilities, Wolfgang's hard work with the sphere pressurising machine and Ian Downie selection of delicious sausages. Thank you to all that made the Tech Day a success.

Bruno Tonizzo



HOW MUCH SURVEILLANCE WOULD YOU LIKE IN YOUR CAR?

[Sven Krumrey](#) 24/3/2018



Some news set the Internet ablaze with intractable fronts facing off. When recently the news broke that, as of now, all newly released European cars would have to include the **"eCall" emergency system**, that was one of those days. While some saw clear signs of an imminent Orwellian future as depicted in "1984", others made *a case for faster help and fewer accident victims*. And while we're still debating, Dubai has abandoned data privacy altogether. But where does expediency end and mass surveillance begin? Will future cars be traceable with pin-point accuracy in mere seconds?

There's no debating that **every accident victim poses a tragedy**. Apart from better braking systems, electronic stability programs and driver-assistance systems, a new safety component is now emerging: networking. The EU recently laid the groundwork for just that. In-vehicle emergency call systems that are already becoming a standard for current BMW models are now **mandatory for all future cars**. The systems detect crashes and notify emergency call centers automatically. Depending on the model, they can even send out data about passenger number and cir-

cumstances surrounding the accident (car body integrity, compression forces etc.). Emergency call centers will then try to contact the drivers.

If a driver doesn't respond, the exact location of their car will be determined via GPS and emergency responders dispatched. Experts believe **this could save between 1500 and 2500 lives** every year - an impressive figure. Critics say every car will henceforth be bugged, a thought that makes for a frightening scenario not just in the eyes of privacy groups and free thinkers. In theory, the *microphones could be activated at any time* to enable eaves dropping operations - after all, the technology is there. Exact movement profiles for individual cars would pose little challenge. Naturally, there is already an EU regulation against this practice that was passed way back in 2015. **Permanent vehicle tracking is prohibited** and data streams sent in the event of an emergency can only include essential information. Sounds reassuring but a healthy dose of skepticism remains. Will states and intelligence agencies really abstain from (ab)using such a powerful surveillance tool? I have my doubts!



Already a reality in Dubai: real-time car data sharing

Then again, Dubai elevated this issue to a different plane entirely. They are currently field-testing "smart" license plates - and these pack a punch! Crammed with technology, emergency calls are supported but that's just a fraction of the impressive feature set. Dubai's license plates are constantly phoning home to traffic authorities **providing permanent feedback** on the traffic situation. And since plates are directly linked to car owners, it'll be a golden opportunity for data collectors with fines and penalties *all stored in the same data set*. Whether cars have already been in an accident will also be perfectly transparent.

If this is what the first generation of smart license plates can do, imagine what's in store for them (and us) next. With enough computing power, **all drivers could be analyzed in real time**. Who's speeding? Who's parking illegally? Who fled the scene of an accident? It would make life so much easier! If you were going too fast in a 70 mile zone, you'd instantly be tracked and the required fine deducted from your bank account. Maybe governments would even be gracious

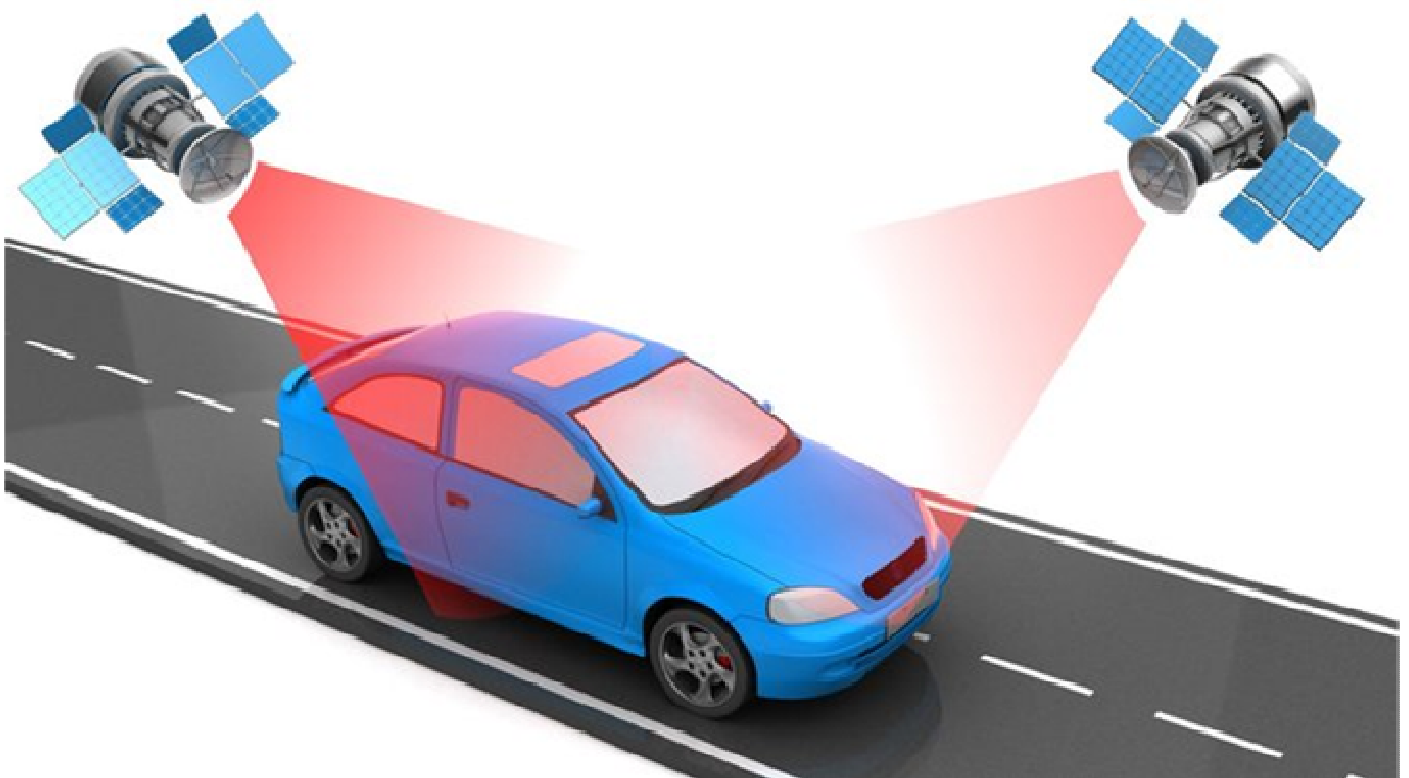
enough to send you a stern mail prompting you to be a more responsible citizen in the future. *I'm quite positive this would lead to fewer traffic violations and accidents - but at what cost?*

I'd rather not be a traceable dot on a computer screen every time I go for a drive. Not because I'm a bad driver (I've had my license since 1992, no tickets, no traffic violation points) but because **where I'm going is nobody's business but mine!** Innocent until proven guilty still applies and, as a good citizen, I refuse to be under permanent surveillance, it's that simple. Besides, one thing is already painfully apparent: as soon as the technology becomes a standard, it'll be hacked, manipulated and misused. Still, let's not forget the motivation behind it: to lower the number of traffic victims and to enable responders to be on the scene faster. *Outright condemning the technology might be too simple a response to a complex issue.*

Here's a poser for you: should we take the path of better safety even if it could lead to more surveillance?



https://blog.ashampoo.com/en/2018-04-24/and-how-much-surveillance-would-you-like-in-your-car?utm_source=ashampoo&utm_medium=automail&utm_content=and-how-much-surveillance-would-you-like-in-your-car&utm_campaign=blog



C4 SPACETOURER (Picasso)

4/4/2018

Citroën is revealing the prices for new C4 SpaceTourer and Grand C4 SpaceTourer range, now offering the new EAT8 automatic gearbox paired with the BlueHDi 160. The brand is also confirming that it has dropped the Picasso name in favour of the SpaceTourer name, from the first deliveries in May. A unique signature to identify modern and complementary products that can transport 5 to 9 people by offering an enhanced design, a unique experience of comfort and latest-generation technologies and engines. C4 SpaceTourer and Grand C4 SpaceTourer strengthen themselves with the introduction of the BlueHDi 160 S&S diesel engine, the first to be paired with the new EAT8 automatic gearbox. With this pairing, C4 SpaceTourer and Grand C4 SpaceTourer offer greater driving comfort and simplicity, and even better performance. The order books for Citroën C4 SpaceTourer and Grand C4 SpaceTourer BlueHDi 160 S&S EAT8 are already open in France, with prices starting at €33,850.



Reduced fuel consumption of up to 7% compared to the EAT6 thanks to the two additional gears, better output with the extension of Stop & Start up to 20 km/h and improvements in terms of weight and compactness (up to 2kg compared to the EAT6)

Improved driving comfort and smoother shifting of gears made possible by optimised exchanges of torque between the engine and gearbox; the transition to eight speeds helps reduce the jump between gears at each gear shift.

CITROËN MEDIA CENTER

Subject: A message from Citroën Classic Owners Club of Australia Inc.

Hi all,

I received the following scam e-mail from Steeley which is a reminder of their devious ways. I already have a warning about scammers on my prologue about selling cars on the website I will now repeat that on the wanted section.

Also, can those selling or wanting items let me know when the advert is no longer needed. Unfortunately, this is a chronic problem. Steeley's scam e-mail:

"A few weeks after you put my request for a DS factory tint rear door glass I got a reply from somebody calling herself Melodie Johnson. She said she was from the USA & asked if I was still after parts. Anyhow I replied, chatted a bit on a few things one being that I had been in the US in the late '70's & worked on Cits and mentioned the boss's name, as maybe she knew him. She replied but her only interest was getting a parts order and the model car I had. I replied. She then sent a picture of 'her' Ds of the same model. I immediately went into suspicion mode as it wasn't a US model & appeared way too good to wreck. I replied mentioning this, she replied with a 1/4 convincing answer, still just wanting an order, to which I replied, 'I think your having me on, scam?' . I haven't heard any thing since!

They try all angles, keep up the good work, Cya Steeley "
Thankyou Steeley for this very useful feedback

Web Wallab

**SCAM
ALERT**

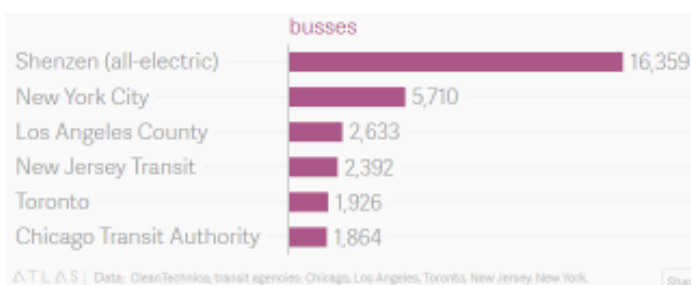


ne city in China has more electric buses than all of America's biggest cities have buses.



China is racing into what it calls its “new energy” future, the country’s term for electric-powered vehicles, and last week Shenzhen completed its transition to all-electric buses. The city’s electric fleet now dwarfs the number of buses, both conventional or electric, in top US metropolitan areas, [reports CleanTechnica](#).

Shenzhen’s transport commission said on Dec. 27 that it had transitioned its 16,359 buses to all-electric models. The city’s 17,000 taxis are next (63% of them are already electric). China chose the city as a [pilot for electric transit in 2009](#), now intends to expand the effort nationwide.



Shenzhen's all-electric busses eclipses top cities' entire fleets

China has relied on its home-grown electric vehicle manufacturer BYD to roll out its electric vehicles. The company has about [20% of the Chinese market](#).

<https://qz.com/1169690/shenzhen-in-china-has-16359-electric-buses-more-than-americas-biggest-cities-conventional-bus-fleet/>

Cities and fleet operators are going all electric fast because the economics become more attractive the bigger the fleet. A typical passenger car in the US might burn a few hundred gallons of fuel per year, but buses, garbage trucks, and cargo trucks consume thousands of gallons of diesel and incur heavy maintenance schedules. Higher upfront costs from batteries are typically offset within a few years by lower maintenance (fewer moving parts, no internal combustion engine) and lower fuel costs.

The transition is happening at a slower pace in the US and Europe. Los Angeles’s Antelope Valley Transit Authority aims to be the first all-electric public transit fleet in the US by [buying 85 electric BYD buses](#) over the next five years. Southern California’s Foothill Transit will be [fully electric by 2030](#). Seattle is buying [120 new electric buses](#) over the next three years. London’s black taxis, owned by the Chinese automobile Geely which also owns Volvo, [plan to go electric](#) as well.

China now dominates the electric vehicle market, and with a total of 385,000 electric buses in the world, 99% are in China or made by Chinese companies. They are adding 9,500 buses on its streets every five weeks.

Bloomberg reports that they will eliminate the need for 279,000 barrels of oil a day. That is about the same amount of oil that Greece uses every day.

CLUB SHOP

Open at every club night. See Wolfgang for Clothing, Mugs, and other Citroen accessories including Oil Filters for various models.



SEW ON CLUB
BADGE—\$7.00



- L108 Oil Filter for Ds/Id
- LS131 “” “” 2CV(A Series)
- LS450 “” “” GS?GSA
- LS867B “” “” BX/Xantia/late CX
- Z146 “” “” CX LS923 C5 Diesel
- CO234 “” “” DS?ID Filter

Seals (O Ring) Spheres

“T” shirts, Polo shirts and Jackets with Citroen logo available for order from Club Shop and many other goodies.

REMINDER: Library Borrowings

Have you had your book more than two months?
Time to return it now so others can borrow it.



‘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.

A set of C5 grey leather seats complete in excellent condition from a 2004 exclusive sedan \$140.00 ono.
ph Graeme McDonald - 0409 134 836

02/18

For Sale

Victorian number plates in black and white

Reading as.....**TWOCV**

Would like \$500 for them

Phone Tim on 0403492899

(Car not included)



Sales and Wants

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

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

Email ad to: editor@citroenclubvic.org.au or ring (03) 97285526

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

Send to

The Treasurer
CCCV
PO Box 751
Frankston
Vic 3199

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

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.

1991 Citroen AX GT

06/17

For sale is a Citroen AX GT 1991 white two door hatch asking \$750.
VIN: VF7ZAZW0000ZW9153

The car drives very well, however body has seen better days. Selling complete as donor car. Selling unregistered. The car is located in Carlton.

Call Jan for details on 0428 096 683

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



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.

Sales and Wants

Club Badges

These can be ordered from the Treasurer at a cost of \$12.00 each plus \$3.50 p&p per order. 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



2002 Citroen C5 Sedan for sale.

5/18

Vin: VF7DCRHZE76354099, Engine No: 10DYKC4003281
Good condition, Leather interior, Not registered and no RWC. \$600
Contact Greg 0409548734 (Located in Longford, Victoria)

1921 Citroen Barn Find

03/18

Vintage Citroen, approx 1921 year of manufacture, in original condition.
Has been in my family for over 90 years.
Rego 86766. Located Benalla, Vic.
Price \$30,000
Phone 0412 322 723



Citroen 2000 XM

free to good home!

02/18

Come get her!

We moved, and because the mail forwarding doesn't always work... we didn't get the rego renewal.

She is Royal Blue (of course, and *la republique notwithstanding*), of the year 2000. Body is in good shape, no dents on any panels. Paint a bit flaky in spots (but then, whose isn't!)

Fabulous Intermarque mechanic told us this service that a lot of her seals were wearing and the steering rack was starting to tear. He reckoned \$4-5 thousand to be RWC. Good tyres. Other than this she been regularly maintained and serviced. Regularly driven (until recently of course, boy was that close!!)

Upholstery and carpets are good with Moonroof. It would be an awful shame if some Citroen/XM lover could not have a go at putting her back on the road.

We would but we're between houses and just have too much on our plate at present.

Please call Jan, 0419578045.



For sale:

07/17

August 2006 Citroen C5 HDi wagon. Silver/Grey leather. 88,200 always garaged country kms. Zagame, Lance Dixon and Swedish Prestige maintenance with books and extensive history file. Belt and water pump change 300 kms ago and all services up to date. New correct Michelin tyres. No structural accident damage. Fussy one owner non smoker owner. 964-965 (Plate not included in sale). VIN: VF7RERHRJ76755371
Can be viewed by appointment in Toorak, South Melbourne and North Coburg.
\$7,000 inclusive of R.W.C.

Carl Jones
0434 768 308



Sales and Wants

WANTED TO BUY

02/18

A 1971/2 DS auto.

Contact:- Nick at email: argos01@optusnet.com.au

Mobile: 040 232 2233



1996 Xantia Station Wagon

5/18

1996 model but first registered in 1998 by current owner (registered in the name of my wife), was a dealer demonstration model with around 500 km on the clock when purchased. Silver colour with manual transmission (5-speed) and petrol 2.0 L engine.

Good condition, has been super reliable and has low km's for age (just over 100,000). Regularly serviced by Joe and his team at Paris Motors. In original condition apart from upgrade to electric wing mirrors and new sound system (have kept old radio/cassette "head" so new owner could re-fit if they wish to). Please note that car comes without RWC, and known issues include clutch, rear spheres and central locking (advice from Paris Motors). Looking to sell "as is" and any reasonable offer will be duly considered. Reg PHG 864 The car is located in East Malvern.



Contact Rob Alexander robbalexander774@gmail.com or phone 0478 544 259

Wanted: DS EFi Cylinder Head

05/18

I am restoring a Citroen DS23 fuel injected car. I am looking for a good cylinder head for my engine as the original head is not economically salvageable. Any help would be appreciated.

Please contact me on 0448 913 004 or email davidbrucesutcliffe@gmail.com



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Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

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

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

AUSTRALIA: -

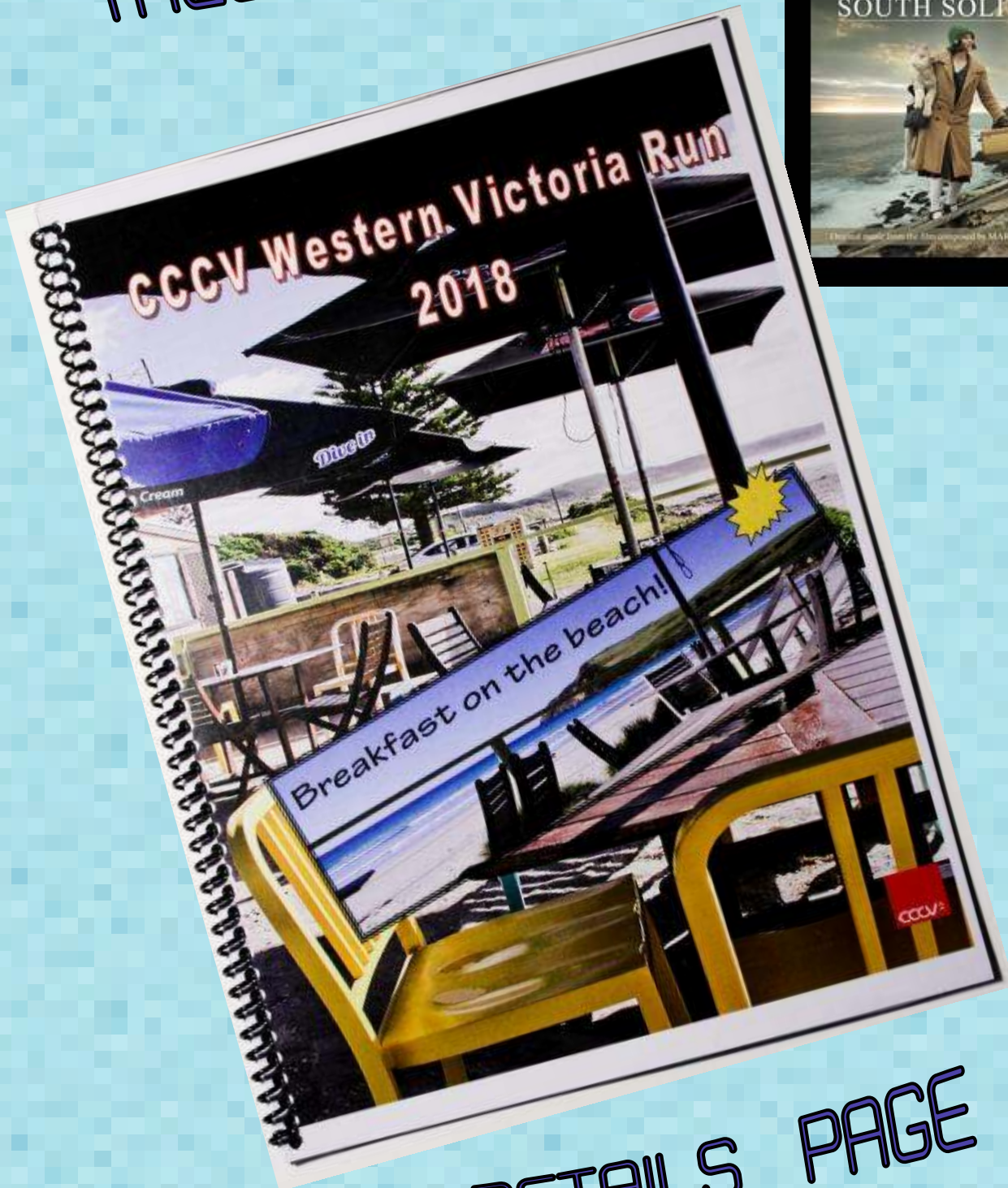
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THESE COULD BE YOURS



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