

THE *NEWSLETTER*

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

June 2020



IN THIS ISSUE

"T" SHIRT DIPLOMACY

CITROEN 2CV & DYANNE

THE STORY OF ALPHONSE

POST CITIN RUN 2015 IMAGES

THE MILLION FRANC DELAHAYE

GEOFF WEBBER CITROEN BOOK RESEARCH

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

Bruno Tonizzo 0418 945 461 president@citcarclubvic.org.au

VICE PRESIDENT

SECRETARY

Michael Faulks secretary@citcarclubvic.org.au

TREASURER

Peter Moloney 0411 869 705 treasurer@citcarclubvic.org.au

COMMITTEE

Brian James 0427 534 014 photoimage2001@yahoo.com.au
Dave Rogers cccvlibrarian@gmail.com
Wolfgang Siem woljen@gmail.com

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 0409 384 977 ferdi.saliba@gmail.com
Tom Grucza * 0431 396 277
Dave Rogers * 0422 229 484
Bruno Tonizzo * 0418 945 461
Peter Moloney * 0411 869 705

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
membership@citcarclubvic.org.au
PO Box 184 Mt. Eliza Vic. 3930

NEWSLETTER EDITOR

Brian James 0427 534 014
Photoimage2001@yahoo.com.au

LIBRARIAN

Dave Rogers 0422 229 484
cccvlibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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



Citroën GS/A 50th Tour

October 3rd to Saturday 10th October 2020

Models: GS GSA Biotar

Stops in Horsham, Ouyen, Renmark, Kingston SE, Mt Gambier, finishing in Hamilton.

For person which includes: 2 Dinners, entrance fees to 1 Ward Tour and the Stick Shed.

Entrants are responsible for booking their accommodation and all other expenses.

See FRONTDRIVE and CCCV website for further details.

BOOKINGS/PAYMENTS: Available from 1st May via the CCCV website: <https://citroenclassic.org.au/wordpress/>

BOOKINGS CLOSE: September 1st 2020

ENQUIRES/EXPRESSION OF INTEREST: Andrew Begehole 0427378423 fdrcit@yahoo.com.au

-CORONAVIRUS-
Please check this event
closer to time.

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



President's Message.



If undeliverable return to:

CCCV PO Box 122
Nunawading Victoria 3131

ACN A29766N
The CCCV Newsletter
ISSN 2207-7197

Well, here we are in June 2020. Who would have thought that 2020 was going to turn out like this with the world in lockdown, hundreds of thousands dead and no sign of a vaccine in sight. One thing that has hit home is how free and easy we were pre Covid-19. Each of us has been asked to give up our freedom to stay safe and to save lives. You only have to look at Italy, Spain and the USA to see what might have happened in Australia if we went on living as we were. Whatever you have been stopped from doing I'm sure that you will really appreciate it when the restrictions are lifted. I wonder how CCCV will change once we can meet again. We may have to have a safety plan for our meetings with hand sanitiser available for members, facemasks and probably some restrictions on the number of members in our meeting room. The Committee will have a duty of care to provide a safe environment to protect our members.

I can't wait for our first Club outing to see who has the biggest smile after driving their Citroen through curvy roads or a blast down a freeway to meet up with fellow CCCV members for coffee or lunch etc. At the time of writing, there are nine days to go before Victoria's State of Emergency is due to be lifted. Until then, I will be scheduling Zoom video conferences so that we can at least see and talk to each other from the comfort of our own homes. Although not Ideal, it does provide a form of social interaction that we all miss. I would like to keep holding these video conferences as it is a good way to communicate with members to pass on information and more importantly, to get feedback from you.

Kind regards,
Bruno Tonizzo
President CCCV Inc.

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

Much of the content in the CCCV Newsletter over the last few months has been supplied by members.

Photos and articles from the past.

Keep them coming as we probably have some time to go before we in any way, get back to normal.

You must have an anecdote of some mishap, a joyous holiday or so in your inventory of memories.

If so, just drop me a line at:

photoimage2001@yahoo.com.au

with your memories, and if possible a few snaps to jazz it up a bit.

What about a car body, engine, exhaust pipe, or carburettor repair you have done. Anything. *Ed.*



FRONT & BACK COVER

Railway Station Quorn South Australia 2015
Post Citin SA. Image: John / Susan Wyers

MIDDLE PAGES

Post Citin Run within South Australia 2015
Images: John and Susan Wyers John also supplied the images for last month's edition Ed.

DISCLAIMER

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

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 to you.

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

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

LHM OIL for members: The price of LHM oil is only \$12.00 per litre. ([see p/26 for your closest rep](#))

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

Events Calendar	2020	Draft Activities Program	2020
May	16-17 Trentham w/end 21 Club night– Post Citin talk & supper. 27 CCOCA invite CCCV to their meeting. Post Citin & supper.		July 16 Club night 17-18 Bastille Day Federation Sq. 19 Bastille Day-French Community.
June	18 Club night—Jon Faine	Aug	16 Daylesford Pub Run 18 Club night 20 Club night
NOTE: Club nights are held in our club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH.		Sep	13 Tech Koo Wee Rup 17 Club night
Monthly 1st- <u>Chit-Chat Tuesday</u> Mc Crae Provedore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA & CCCV event for coffee & chat.		Oct	4 French Car Festival
For more details on club events contact : Club President.		NOTE: ALL CCCV & CCOCA MEETINGS & EVENTS ARE CANCELLED OR POSTPONED THOUGH UNTIL FURTHER NOTICE	
VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator) Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.			

CCCV Club Advice Line

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

Forthcoming Club Events

CORONAVIRUS NOTICE

Cit-in 2020 is cancelled and all other CCCV events will be cancelled until the end of May 2020.

At the end of May the Committee will re-evaluate the situation and see if CCCV can resume any meetings or events. Please watch your email box for any changes.

1:

Maintain social distancing.

2:

Continue to link up with family and friends by social media and Zoom.

3:

Wash and clean your car even though you have not used it much.

4:

*Eat well and practice some home cooking.
You might enjoy it.*

5:

If you have a CLUB PLATE car, ensure you are up to date on the renewal.

6:

Check other car clubs online to see what they have been up to during this Pandemic.

7:

*Pat your dog and cat frequently.
They love social interaction.*

8:

Wave to your neighbours. They are probably lonely to.

9:

*Listen to the news as to when you come out and mix.
You don't have to be LGB21.*

10:

*Wash and clean your car more fastidiously this time.
It's nearly over.*

11:

*Plan your next road trip in Victoria.
Snow, sand and forest. We have it all here.*

12:

*Relax—and have another glass of wine.
Okay! Another one too.*

ENGINE AUTOPSY

Citroën 2CV & Dyane

A long-lived masterpiece of French minimalist engineering

THE CITROËN 2CV engine and its derivatives represent one of the greatest designs in the history of internal combustion engines. If that sounds too bold a claim, consider the facts. First, it was in continuous production for 42 years – from 1948 to 1990. Second, it removed the most common failings of car engines by doing without the parts that let them down.

It was air-cooled, meaning no seized water pumps, blocked radiators, frozen coolant or burst hoses. Instead of a distributor, it had a simple contact breaker on the end of the camshaft and a double-ended coil to chuck a spark into both cylinders on every rotation.

Even the dynamo was re-imagined, its armature forming the spigot to which the

crankshaft-driven fan was attached. Most impressive of all was the mode of manufacture. Precision was so great that gaskets were unnecessary. The crank assembly was pressed together for life, using a high-tech method. There were no bearing caps to remove or replace, but with the ability to withstand 100 continuous hours flat out, it rarely broke.

[A] OIL SUPPLY LINE The oil line supplying the cylinder heads lies above the heads themselves. The middle of the three banjo-type fittings screws onto the crankcase just to the left of the points box cavity (not in view) and supplies oil beneath each exhaust port.

[B] CYLINDER HEADS The heads are heavily finned but are otherwise quite simple – just one exhaust and one inlet port for each. The rocker covers are known as 'jelly moulds' in 2CV circles and are held on by a single stud from the head.

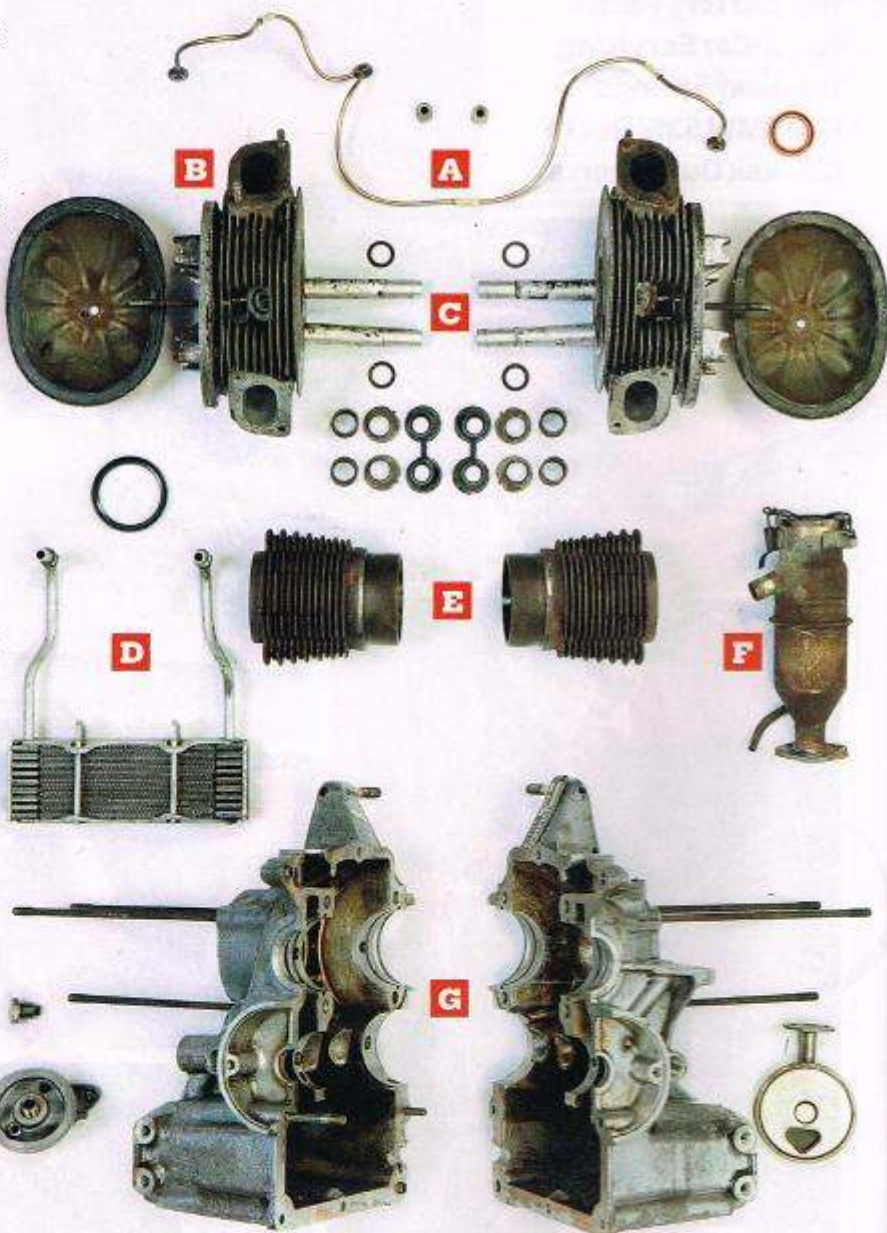
[C] PUSHROD TUBES These fragile aluminium cylinders are shrunk into the base of each cylinder head. They're sealed from oil leaks at the crankcase end by the series of components laid out below. First, the rubber ring next to each tube is fitted, then the spring, then the collars next to them and finally the 'spectacle seals' in the middle.

[D] OIL COOLER This sits directly in the airflow from the crank-driven fan (not shown) and takes oil from one of two holes on the front of the crankcase. The oil loses heat and departs down the other tube, acting as both coolant and lubricant – like so many features of the engine, it has two jobs.

[E] CYLINDER BARRELS The barrels are finned to increase surface area and make for efficient cooling by the fan-blown air ducted past them. There are no head gaskets – the barrels and heads are machined for a very precise fit.

[F] OIL FILLER AND BREATHER This intriguing construction is known to French 2CV fans as the 'reniflard'; it's much more than just somewhere to pour the oil – it's a positive crankcase ventilation system, using intake vacuum from a link to the air filter and a one-way valve to pull gas from the crankcase.

[G] CRANKCASE The two halves of the crankcase are high-quality castings in aluminium alloy. We're looking at it from the front here, with the crankshaft sitting in the upper of the two passages and the camshaft below. The long studs on each side run up through the cylinder barrels and fasten the cylinder heads down, pulling the whole assembly tightly together. The oil pickup is on the right and the oil filter mounting and sump plug are on the left.



DISASSEMBLY Sam Glover **WORDS** Nigel Boothman **PHOTO** Matt Howell

THANKS TO: John Winder for supplying the engine; Pete Sparrow (www.sparrowautomotive.co.uk), 2CVGB (www.2cvgb.co.uk), www.international2cvfriends.com and Ian Seabrook for expert technical advice.

TECH SPEC (Citroën Dyane)

Bore 74mm **Stroke** 70mm **Power** 29bhp@5750rpm **Torque** 29lb ft@3500rpm
Displacement 602cc **Compression Ratio** 9.0:1 **Pistons** Aluminium alloy
Cylinder heads Aluminium alloy **Cylinder barrels** Cast iron **Crankcase** Aluminium alloy



[H] VALVEGEAR We'll describe one of the four identical assemblies: from the centre outward, we have the valve, the lower spring cap, the spring, the upper spring cap (held in place by

collets piled lower right) and the rocker arm itself. The small ring is a spacer and the straight bar with two holes is the shaft that runs down the centre of the rocker arm.

[I] FOLLOWERS AND PUSHRODS The shiny cylinders beneath the valves are cam followers while the group of small rings to the left are thrust washers for either end of the rocker shaft. The followers have nothing to do with valve clearance adjustment – that's done with a nut and a slotted bolt on each rocker arm.

[J] CAMSHAFT The 2CV's camshaft packs more clever ideas into a few inches of metal than you find in most complete engines. The rear end (top, as shown here) slots into the centre of the oil pump and uses it as a rear bearing. Just down from that is a lobe that pushes the small rod, lower right, which operates the fuel pump. The large wheel on the end meshes directly with the crankshaft and needs no chain to drive it, while the T-shaped piece right at its front end opens the points.

[K] POINTS CAM ASSEMBLY The camshaft turns a smaller points cam (the separate, square T-shape below the camshaft assembly), which opens and closes the points, removing the need for a distributor. Just above the points cam you can see the balance weights that alter the timing of the spark delivery and create an advance curve as the engine revs increase.

[L] FUEL PUMP The little fuel pump bolts to the crankcase low down, near the rear of the engine, and takes drive from the cam as described above. Look at the tiny bore of the pipes – with only 602cc to feed and typical economy approaching 50mpg, you don't need to move hundreds of litres per hour.

[M] OIL PRESSURE SWITCH AND VALVE The oil pressure relief valve is a simple sprung plunger that lets oil divert from the main oilways back into the sump above a certain pressure. It fits into the crankcase more or less opposite the oil pressure switch that illuminates the warning light, seen on the left of the page below the pushrods.

[N] CRANKSHAFT ASSEMBLY The mode of assembly for the crankshaft is so odd and unfamiliar it's hard to believe they were doing it this way more than 60 years ago. The crankpin itself was temporarily shrunk by immersion in liquid nitrogen and then pressed together with the webs, the con-rods and the front journal bearing. The rear bearing shell is a large ring that can be removed in the normal way, as can the toothed ring that meshes with the camshaft at the front. The taper at the front mounts the cooling fan.

[O] OIL PUMP Here's an idea that should have caught on: the little D-shaped hole in the middle of the four-pointed star fits the tail of the camshaft, carrying it like a bearing. The star moves inside its housing (to the left) and, being immersed in oil, pushes oil up the channels you can see in the housing. It's held in place with the cover (further left again) that bolts to the back of the crankcase.

NEXT TIME FORD CROSSFLOW



June 13, 2019

The ‘Million-Franc’ Delahaye that took on and beat the mighty pre-war Mercedes, Auto Unions and Alfa Romeos, with it becoming one of the most significant cars of its age, will lead the line-up at this year’s Salon Privé Concours d’Elégance, on September 5 near Oxford in the UK.

Some 50 noteworthy cars will battle for Best of Show at this year’s Salon Privé event, which takes place in a garden party atmosphere within the grounds of Blenheim Palace. And the cars competing for the Competition Class are led by the famous and remarkable 1937 ‘Million-Franc’ Delahaye 145, the first of four 4.5-liter V12 race cars built for the Écurie Bleue Racing Team owned by Americans, Laury and Lucy Schell. After months of tuning, this very Schell Delahaye Type 145 took on a grand automotive engineering challenge set by the French government: the Million Franc Prize. This was that the government wanted to incentivize French manufacturers to take on the likes of Mercedes, Auto Union and Alfa, that dominated grand prix racing at the time. So in 1936 it offered a million francs—a vast sum, especially for the age—to any French car that could drive 200km at an average speed of 146.508kph, a speed set by Alfa in 1934, or better before the end of August 1937.

Days before the deadline, on August 27 1937, legendary driver René Dreyfus with this Delahaye Type 145 met the challenge, pipping the mark with an average speed of 146.7kph, on the banked Montlhéry motor circuit, south of Paris. After its Montlhéry feat, the Delahaye won the Grand Prix de Pau in 1938, beating Mercedes, won the Grand Prix de Cork, then finished fourth in the Mille Miglia. Post-war, this significant Delahaye traded hands, lost part of its original body, and for a time there was mystery around the fate of the million franc-winning machine. But recent research revealed this to be the very one.

It will be joined in the Salon Privé Competition Class by an ultra-rare Ferrari 500 TRC. It is considered one of the most beautiful racing cars ever built by Ferrari and only 19 Lampredi-engined 500 TRC models were built, all for privateers. The car presented at Salon Privé is the very last one. This chassis was originally finished in red from the factory and sent to John Von Neumann, the first Ferrari dealer in California, in September 1957. Von Neumann painted all his cars silver, the racing color of Germany, with a red stripe added in homage to Ferrari. The car got its first owner in August 1958, when it was sold to Jack Nethercult. And while it missed most of the ’58 racing season, Nethercult made up for lost time by running it in at least thirteen West Coast races during ’59, and with success.

“We are delighted and very excited to include these notable competition cars of their day, and the inclusion of these important Delahaye and Ferrari models highlight the global reputation and status of our spectacular and exclusive Salon Privé Concours celebrations at Blenheim Palace,” said Salon Privé’s Concours chairman, Andrew Bagley.

The Story of Alphonse Part 2, or, more accurately, my Adventures with 2CVs.. *Ray Potts (Pottsy)*

Those of you who remember my first missive on this car (circa 2011) will recall that I was waiting for retirement to make a start on bringing Alphonse back to a drivable state. It's funny how things get in the way of such straightforward ambitions! At the end of Part 1, while I was looking forward to retirement in 2012, Alphonse sat patiently in one half of our double garage under the house in Eltham North.

Many decisions were being made at that time, not the least being whether we still needed to live in a house of 5 bedrooms with a steep sloping drive, now that our three sons had moved on to their own lives and houses. A major motivator in this discussion, for me at least, I'll admit, was the need for a larger work and car parking area in which to maintain and house my collection of cars in retirement. High on my agenda was the ability to install a hoist, so the existing house just had to be moved on.

The time came that we found the ideal place for us to relocate to, which also had sufficient space for storage of the current (classic) fleet: Moby Dick the DS, The R&D'Luxe Morris Mini and Alphonse of course. The new digs had undercover space for these gems as well as potential for adding a hoist after some renovations and additions were achieved.

This is where things got a little complicated. Not long before we negotiated the sale of the old house and purchase of the new, a 1980s 2CV was advertised for sale in Diamond Creek, an adjacent suburb. I rang a Mate who has always shared my passion for things Gallic and two cylinder but neither of us had ever been able to indulge it. I sought to see whether he felt able to be a part owner of such a car, and should I look at it? He rang me back from somewhere in the Kimberley region (on a cruise!) to say, "I'm in, I can afford this much, let me know how you go."

And thus it came to pass that The Alleged Vehicle (TAV) entered my life and was parked in the garage next to Alphonse. One imagines the long-suffering look and accompanying comment he would have passed across at his younger sibling, possibly along the lines of, "So I suppose I'm going to have to wait longer then!" (In a Slough accent of course!)

For a while I became initiated in the mysteries of the 2CV, enough to make him drivable while also cata-

loguing the work needed to be done. TAV was then loaded on the trailer and, riding proudly behind big brother Moby Dick, he was transported to the Mate's place out West for some bodywork and other preparation, not to mention housing while we moved.

Time moved on. I couldn't contemplate starting work on Alphonse until I had a hoist to accommodate him properly, so he waited, once again, patiently.

Then another of those things that happen, happened!



Gaston en route from Sydney

I was lucky enough to be "right place, right time" when a 2CV appeared on the Aussiefrogs Forum, advertised as a "complete car for free".

After a coffee and a Good Think, I contacted the gent in Sydney and said "I'll take it thanks!" Well I had to didn't I? So Gaston was the subject of a rather uproarious Road Trip with two Mates to Sydney and back in the eldest son's Disco with my trusty trailer on the back. What arrived in the new garage was a 1982 2CV6 that had been imported from England and complied in NSW. Sadly, after being driven from the original owner's premises to Turrumurra it was then parked for a large number of years. Living under a rotting blue tarp in Sydney weather is a recipe for rust, and so it was a very light car that was rolled onto the trailer and taken to Melbourne. The original plan was to maybe use bits to bring Alphonse back to life. (Thought I'd forgotten about him didn't you?) but after making a list of things needed I decided that getting Gaston back together was a worthwhile project. Lists were made, orders were placed and packages began to arrive.

All that Gaston's body needed was a chassis, new floors, boot floor, tail light panel, inner rear guards, lower bulkhead and windscreen frame. The engine ran, the gearbox was an unknown and the brakes would need to be completely replaced just to be safe. Not a lot to ask really? I figured a tidy up enough to drive him was all that I'd need and then I could get into the patient Alphonse.

So as time ticked on, we had the carport modified and extended at front and rear of the house. Now the hoist would fit and so was duly purchased and installed. It was time to at least get Gaston able to be driven in and out of the garage so I could clear the hoist and start on Alphonse. In the meantime my share of The Alleged Vehicle was passed on to the Mate for a small sum and has since ended up in the hands of a very competent engineering type in Horsham.

Then, once again, Fate took a hand.

A project that could notionally occupy a couple of leisurely years in between stages of refurbishment of Alphonse suddenly became a priority when Messrs Rogers and Dekker proposed RAID NZ 2018. Hmm, I mused, I wonder if the Amazing Julie would be on for that? Turns out she said, "Yes, that sounds like fun. Reckon you can get the car on the road by then?" The History books will show that we made it to, around, and back from the Shakies unscathed and with big grins on our faces. Incidentally, as part of getting the car registered, I needed to contact David,



the bloke who'd given me the car in the first place, to sort out a proof of ownership. When I explained about the RAID he was really interested in the event. Next thing I knew we were in Christchurch meeting Dave and his lovely wife Pam as he stared in wonder at Gaston, having difficulty believing it was the same car!

The year 2017 saw me deeply involved in learning new skills, such as mig welding and sheet metal fabrication, while sourcing parts and spending most days getting horribly filthy in the garage. I loved it! The deadlines I set myself were to have the body and refurbished replacement chassis (thanks Ted) together

by the end of July on the road and registered by the end of August. Missed it by a week! Early September saw Gaston and I going for drives while I tried hard to work out what else I needed to do.

Before he went on board the ship to Christchurch in early 2018 I'd rebuilt several more bits, not the least being the gearbox, before being happy that he was as good as I could get him and committing him to the briny with a few of his siblings travelling from Melbourne. The major unknown at that stage was the motor, as, apart from a new oil cooler and ignition bits, it was still the same as when it left Dave's place in Sydney. I needn't have worried. He went like a rocket!

OK, by now you're wondering what Alphonse was up to. He had waited very patiently for his chance to get on the hoist and at the start of 2019 his time came. Up he went and for the first time since buying him I was able to inspect underneath. Of rust there was hardly any! To do it properly, however, was going to require an early lower bulkhead (foot board) as well as part or whole sections of floor. It was time to take a long hard look at the possibilities of obtaining the right metal work and also the level of my ability to restore these parts in sympathy with his rarity. I had doubts on both counts.

Once again, the Fates stepped in.

A GS became available in Canberra. I'd always admired them and felt that another green fluid upsy downsy car would be a Good Thing. Julie & I discussed the concept of "one in one out" in reference to how many cars we could accommodate. I then decided, reluctantly, that my skills just weren't sufficient to keep Alphonse looking original after repair, so I "dipped a toe in the water" by advertising him for sale on the 2CV Australia Facebook Group. The advert went up at 5PM, and by 6:30PM the money was in my bank account and Bruce Adame was organizing a road trip from Qld to come and get him! Too late to have second thoughts now! I can confirm that Bruce is a long way down the road of refurbishment of Alphonse. He sends me photos occasionally and I would not have been surprised to see Alphonse turn up at Cowra if it had happened this year!

So the same Road Trip Crew took off to Canberra and brought back the lovely GiSelle who has occupied my working (and waking) hours for the past many months. But that's Another Story Kiddies!



The Fleet

Driving 6 Different Citroens in 6 days 5th draft

Part One

7 March, 2020
Geoffrey Webber

Preamble

This trip is part of our research for material for the next book, "Citroens in Australia"

Having planned well ahead for two weeks Respite for my girlfriend Narelle, I organised a road trip in the DS5 to Stanthorpe and down through northern NSW to visit various Citroen enthusiast friends. They all knew I was coming and because of recent extremes of weather, some visits had to be rearranged to suit. Phoning ahead made it all go smoothly too.

Purpose for the road trip was to test drive cars we had not owned and the experience and feed back gained would be extremely helpful in preparation to write about all the other Citroens in Australia. We thought we'd do another book, in response to overwhelming demand for the DS book and to write authoritatively, Mark and I agreed that first hand driving experience of Citroens we had not owned was really essential.

After each test drive and visit, I would write up basic notes and comments by each owner and then expand and word process the text on return home. These notes would then be used as reference material for the main body text in the new book.

Citroen C5 Aircross, a first drive, Monday 17th February, 2020.

This test offer to drive Citroen's new SUV C5 Aircross had been in the winds for some time and the opportunity happened quite quickly and conveniently before I set off southwards.

I had two hours on the Monday, 17 February, interviewing Jim Reddiex for more of his memories and recollections on the Kegrasse days and the introduction of the Australian CX. When I was returning through Nambour, I rang Gerald Cullen and he confirmed, "Yes, come in, the car is here waiting."

I have known Gerald for some 25 years and have appreciated his first class attention to after sales service on our Peugeots and Citroens and he has always supported our annual car shows and our DS book too. Anyway, I think Gerald (always the good salesman) was hoping I might be interested in this one as he took me out first for a demo. He said, "How many ks have you done in the DS5 Geoff? How much longer do you think you'll keep it?" I replied that I was not ready yet, the DS5 was a brilliant long distance tourer, perfect for this ongoing find and test drive research project.



However, I thanked him for this opportunity to see how good this new Aircross suspension system performed and to compare it with that of my DS23, the Xantia and the conventional suspended DS5 on our own local dirt road at Lagoon Pocket.



Yes, the C5 Aircross, bright red exterior and smart black leather inside, was easy to drive off, once I realised I had to press the side button on the aircraft like gear stick, then simultaneously pull back to engage Drive. (Gerald had already told me that!) So apart from that embarrassment, the ride was smooth and quiet as I tried to find some rough stuff, no surprises. Eventually, I found a dirt road and yes, it performed well. Seats were comfortable too. Further drives with this car will be coming up on my own dirt roads, so will keep you posted there.

To continue as I successfully test drive 5 more different Citroens over the next 6 days.

Lincoln McPhee's Citroens,
Stanthorpe, Queensland. 18th February 2020.

Citroen Grand Picasso, 2010 model, An interview and a drive

"My Citroen small boot Light 15, a 1951 model is resting in the shed today, waiting for a part unfortunately, we'll drive that next time." says Lincoln.

Not to be disappointed, he said, "We'll take the Picasso down to see my friend Simon, he's a steam train enthusiast, you'll love that. Then on the way back, you drive." So after that pleasant distraction, talking wonderful steam train stuff, Simon's collection so impressive, (must visit again) it was back to Stanthorpe, Picasso style.

Cruising quietly on a hundred, along the New England Highway with Granite Belt wine country looking green again, Lincoln smiles "This beautiful 10 year old, bought it new, no other SUV people mover is as good. ..." has that Citroen DNA, all the way back to the 50's." And there I was, sitting there, quite relaxed, very comfortable, both hands touching the wheel and one elbow resting easily on door armrest, the other on the support between the seats. (and just like I do in the DS23, I thought).

Lincoln continues..."She steers properly, quite direct actually, has a willing 2 litre turbo diesel motor too. The torque is there when you need it and you feel in control. I can drive for hours, mind you, it's easy to get away on the speed. I have got to watch that." He says.



Wife Lyn agrees..."It's actually my car, Lincoln has plenty cars of his own there in the back shed. I do love the headlights, they are fantastic." Lyn says. "I grew up on a farm, got used to driving lots of vehicles, love my Picasso."

Anyway, pity they are no longer available. I'm finding the Picasso so easy to get used to, one sits high and the vision is even better than my DS5, it has similar A pillar with the fixed quarter light giving good all round vision.

The McPhees are keeping this one. They often use the Picasso for long distance touring, "Its economical, has plenty of space and so easy to drive for both of us." says Lyn.

Lincoln's next Citroen, "Black Bess", the Citroen Big15

Now this was to be quite a different experience, my first drive in a Pre-War designed Traction.

There it was, down the backyard, looking quite formidable, no number plate, no bumpers and finished in Matt Black.

"She's unregistered, let me warm it up a bit." says Lincoln.

So around the backyard circuit we go, Lincoln offering passionate words of wisdom. "I'll keep it in first gear, it's a 1952 Big15, the Germans used this type of car in the second World War. It was called "the Staff car" then." The previous owner said this came from New Zealand, and initially they were meant for South Africa, but were shipped on to Fremantle."

◀
"She's warm now, here it's your turn. Foot lightly on the accelerator and then let the clutch out quickly at the end." Off we go, round and round, me hanging right on that huge steering wheel. No wonder its big, no power steering but here's me leaning into the turn. Yes, this is fun, I could get used to this. And there was that long bonnet and two headlights out there in front, brings back memories of my grandfather's '38 Dodge."

So that's my first drive in pre-war Citroen, didn't stall and won't forget it, thank you Lincoln.

"Lots of work to get "Black Bess" on the road" he says. "I'll let you know when it gets close, we'll do a real test drive one day."

Then the GS Club

"I'll back the little GS out, its a bit tight here in the shed," says Lincoln.

Started up easily, there's that unique sound of the flat four air-cooled motor turning over and warming up nicely.

"It's actually sounding quite good now," says Lincoln as the backyard circuit beckons again. The GS is not quite ready for the road, some minor work needed for the roadworthy..It'll be my son Rob's car when he's ready. (I thought, yes, that's so good, the car will stay in the family and with the younger generation. Rob's a working man with a young family, helps his dad work when he can) .



Now taking the driver position, "See that big handle sticking out of the dash?" says Lincoln," release that. The box is a standard 4 speed, reverse is close to you and down." Yes, quite easy, I select first, off we go, round and round and round the backyard test circuit. This little Citroen is quite a charmer...I like it..no wonder so many GS owners love theirs, you only have to ask them.

The Traction Avant, the Citroen light 15

Unfortunately, as already mentioned, the car I was hoping to drive, Lincoln's light 15, a charming older Citroen, (it's white, not like the black cars I remember Maigret driving in the 1950s TV series) has a slight problem and was waiting for a part to arrive any day. So my first road test in a real Traction would have to wait until next visit. [\(Just before Easter Lincoln maybe?\)](#)

Next day, Lincoln takes me to see another enthusiast building a special Alfa nearby. Last year, only the rolling chassis and engine were on display. This visit, the body was there and looking closely, I soon noticed that Traction windscreen and upper body shape. Michael had adapted the cabin onto his version of a 1937 Alfa Romeo 6C 2000 Berlinetta Competizione...[\(correct? check with Michael?\)](#).....pretty overwhelming what he was achieving, a big impressive car, and Michael said it would be ready for the big car show in Toowoomba over Easter..... (maybe one for our Specials chapter in the next book?)



Not a Citroen, but I have a photo shoot pencilled in when passing through in the DS23 to our next Cit-in at Cowra, NSW, watch this space.

Part two next issue

Geoffrey Webber



Post Office Nuriootpa 20



Images taken at
Quorn South Australia.
John & Susan Wyers.





tin Run

15

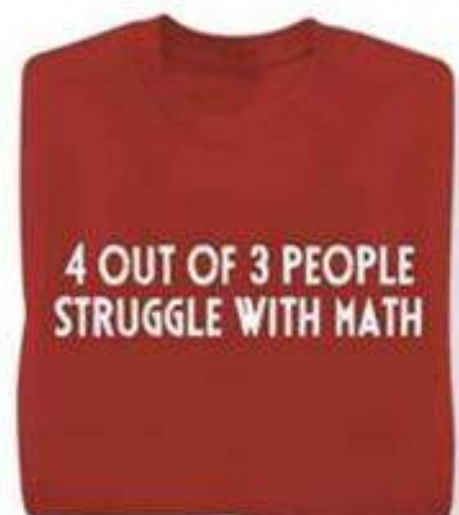
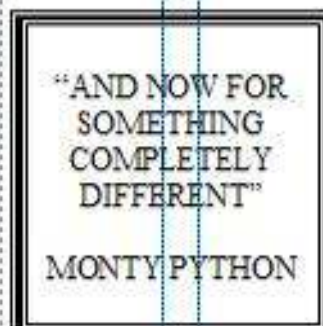
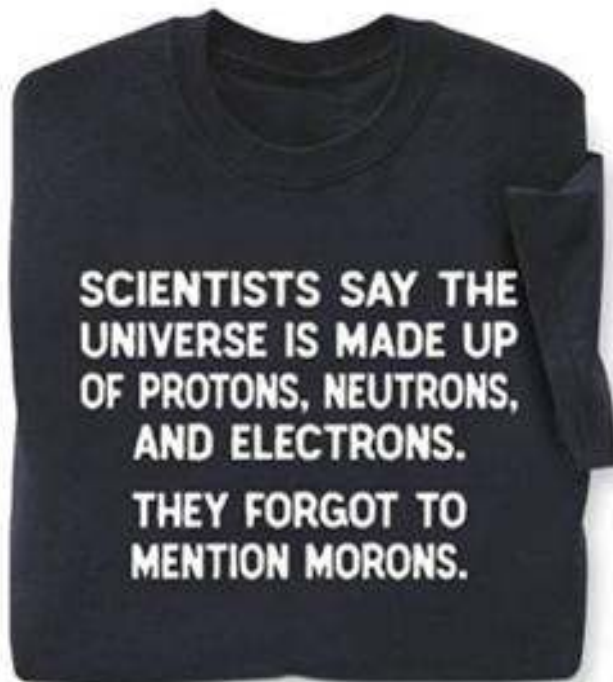
South Australia



Pichi Richi Railway above



"T" SHIRT DIPLOMACY
To get you through this lockdown.



Club Permit Scheme

For cars manufactured after 1948

CPS RENEWAL

The car owner completes and provides to CCCV's CPS Secretary (see below for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.

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.

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, the 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 an **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. (See downloadable form links at the bottom of the page).

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. As proof of ownership the car owner must provide **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number

5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.

See also [the VicRoads CPS changes from 31 Jan 2015](#)

6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorising signatures are used and that the permit is assigned to the correct club.

Note: Please contact our CPS Secretaries before sending papers for signature to avoid the possibility of them sitting in the club's PO box for several weeks. (A stamped, self-addressed envelope would be appreciated)

Ferdi Saliba (Deer Park) :	0409 384 977
Dave Rogers (Frankston) :	0422 229 484
Tom Grucza (Nunawading) :	0431 396 277
Bruno Tonizzo (Endeavour Hills) :	0418 945 461
Peter Moloney (Ashburton) :	0411 869 705

Postal Address: CCCV-CPS c/- PO Box 122 Nunawading Victoria 3131

For pre-1949 vehicles, CCCV will conduct its own safety inspection (which may be a certificate of roadworthiness or a club safety inspection based on VicRoads' guidelines).

For more information see this [VicRoads Website](#) link

Download the [Club Permit Application Form](#)

Download the [Vehicle Eligibility Form](#)

IMPORTANT ADVICE

It is vital that CPS plated car owners maintain their financial membership with the club.

If memberships are not renewed on time the CPS permit is immediately invalid.

It has insurance implications and potentially legal consequences.

The same applies if you use your car whilst the permit has expired.

Your Citroëns in Australia 28 April, 2020

We need your help, please.

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

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

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

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

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

We would certainly love to hear from you.

Please feel free to contact Geoffrey by email at citroenDSaustralia@gmail.com

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



Pleiades

Automotive Hydraulics (Australia) Pty Ltd

A.C.N. 087 262 388

« THE CITROËN HYDRAULICS SPECIALISTS »

Over 35 years experience



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

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



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

AUSTRALIA: -

PO Box 834 Childers Qld 4660
Phone/Fax (07) 4126 2502
Mobile: 0427 161 132
email: pleiadesauto@hotmail.com

UK:-

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



The COVID19 situation has been especially stressful for the flat earth society.
They fear that the social distancing measures could push people over the edge.

1974 Citroen D Special

04/20

1974 Citroen D Special Details

Current Car details

Chassis Number 10FD7024 Engine Number V149P

Registered on Victorian Club Permit Plates

Modifications

Engine is now fuel injected. 5 speed gearbox

Restoration work carried out in last 4 years

All rust removed. Complete body repaint (Blue Danube)

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

Price \$25,000

Contact Ian Downie 0452 411 104



Sales and Wants

DS PARTS FOR SALE.

Air intake hose from bumper bar to cold air fan unit
Air intake hose from bumper bar to heater fan unit
Alternator 75 amps
Bonnet hinges
Bonnet closing pins.
Brake pads main and parking pads (with hard to find retaining spring clips)
Brake shoes new plus brake drums one pair.
Brake pedal rubbers plus clutch pedal rubbers
Bumper bar 3 pieces Front DS type
Bumper bar pre 1965 type complete
Bumper bar rear with Citroen mudflap fitted
Cooling system hoses
Cold air fan and housing
Clutch cable
Door glass and runners and winders
Door handles inside and out
Driving light globes
Exhaust pipe clamps
Flexible exhaust
Front guards
Front doors
Front indicators
Front suspension cylinder gators
Fuel pump
Gear change handle housing rubber
Headlight switch ID19 + DS21 /23
Headlight boxes complete with access door
Headlight glass + Perspex covers on suction cups
Headlights and driving lights
Heater radiator plus fan housing
Heater hose
Height Correctors
Hubcaps all types (early DS suit 1956 to 1965, D special from 1967 to 1975, late pallas type)
Metal radiator hose with heater outlet

Oil filter + gasket
Radiator
Rear doors
Rear guards
Rear window glass sedan
Rear window glass safari Perspex type
Rear guards (sedan)
Rear suspension bump stop
Rear suspension gators
Rear suspension ball bearing
Rear suspension ball bearing grease cups.
Spheres split types
Stainless steel trims (PALLAS) inner and outer
Starter motor
Tail lights
Thermostat
Turning headlight parts.
Water pump
Wheel rims 5 studs

CONTACT ROB: MOB 0439 798 079



Sales and Wants

Citroen 2cv6 club 1983

3/20

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

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



Phone Geoff 0408431990

1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

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

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

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

Things still outstanding:

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

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

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

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

Sales and Wants

CITROEN 2CV ADVERTISEMENT.

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

VIN number is: 0906006238

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

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



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

A comprehensive service history since arriving in Australia is available.

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

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

CONTACT: Paul beranger@bigpond.com.au.

Phone: 0418 318 756.

Citroen DS 23 Engine Bay Miscellaneous Parts Colour Codes

by David Sutcliffe

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

<https://www.henriklutzen.dk/diy-videoer-og-farve-koder/> This is currently on the CCCV Website.

A full listing sent to me by David will be included in the CCCV July Newsletter. Ed.

CX - 3 steel wheel rims - no charge

3/20

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

Contact Leigh Snell snell@bigpond.net.au or phone 0427 812 945 or (03) 97721810



NEW CLUB TOOL REGISTER

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

Peter Moloney: treasurer@citcarclubvic.org.au

Sales and Wants

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

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

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

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

Send to

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

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

MEMBERS:

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

1985 Citroen 2CV Charleston

12/19

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



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

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

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

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

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

Contact is welcome to john@edicustoms.com.au or phoning 0417 733 057



Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



1992 Citroen AX GTi

12/19

Citroen's first green car.

Designed for ECO 2000 – French Government/Citroen project 1981

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

DESIGN – Bertone/Citroen – Trevor Fiore – Carl Olsen

WEIGHT – 640 kg

DRAG COEFFICIENT – 0.31

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

DELIVERY – Single point fuel injection

POWER – 190 bhp (75 kw -100 ps)

TOP SPEED – 119 kph

VIN- VF7ZAZW0000ZW6533

Engine No. 1FS2R751514

REGISTRATION – 1QM 2BS

Asking \$7000

Contact Andrew Hepburn: andrewh@internode.on.net

Click on the link below to see photos.

[AXGTi for sale!](#)



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

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



The car's details are:

Engine number: DX3160438860

Chassis Number: A43306757

Contact is welcome to email: lee.scholte@gmail.com or phoning 0407150038.

02/20



BEAUTY IS IN THE EYE OF THE BEHOLDER

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

Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options, like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

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

Shannons Pty Limited ABN 91 099 692 635 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Darebin Tyre and Service Centre

Incorporating
Cars of France

170 GRANGE Rd. FAIRFIELD

Ph: 03 9499 7522

03 9499 2478

www.carsoffrance.com.au



CITROËN Service

Full & Part restoration

Proxia & Sagem Diagnostic Equipment

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

Spare Parts New & Used

TYREPLUS EASTLAND

crn BOND & NEW STREET RINGWOOD 3134

PHONE: 9879 8487



**PROPRIETOR
STEFFAN ROSIER**

***Please check for current
stock and prices.***



**ALSO NOW
IN SYDNEY**

EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo

Carrying the largest stock of parts for these marques in Australia.

Club discount on production of current membership card. Mail order.

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

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

eai@eai.net.au

www.eai.net.au

LHM SALES *(Strictly Members Only)*

ABN 74557610508

\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

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

Also available from club shop at club meetings.

