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**THE**

**CCCV**

# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

**March 2015**

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



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**Lighting up a Traction**

## CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

### PRESIDENT

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

### VICE PRESIDENT

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

### SECRETARY

### TREASURER

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

### COMMITTEE

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

### MEMBERSHIP SECRETARY

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

### CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba \* 03 9363 3950

ferdi.saliba@gmail.com

Peter Dekker \* 0425 703 899

### NEWSLETTER EDITOR

Brian James

Photoimage2001@yahoo.com.au

### LIBRARIAN

Simon Potter \* 9878 8731 Mob: 0407 407 686

cccclibrarian@gmail.com

### WEBSITE ADMINISTRATOR

Tom Gruzca \* 0431 396 277

### MEMBERSHIP RATE

Metropolitan including printed newsletter \$ 60.00

Country including printed newsletter \$ 45.00

Online newsletter only. \$ 30.00

### CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At

AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

### CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the month

Contact the Vice President for details.

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS

#### AND PAYMENTS

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

## RENEWAL

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

## NEW APPLICATION

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

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



You'd have enjoyed the seminar on servicing modern Citroens. It represented the fightback by enthusiast owners against current trends in car design and manufacture which mitigate against DIY servicing. You go to the dealer who connects the car to a computer in France which tells you when the ashtrays are full. Or so it seems. This fightback was led by Graeme MacDonald, Leigh Snell and John Wyers who plug in where angels fear to tread.

Using a standard plug and the Citroen software programme, Lexia, both readily available, it is possible to do your own diagnostics and avoid a lot of major expense. For example, you've no doubt heard stories about losing a key and having to spend a fortune having its replacement programmed to fit your car. This is also true, I am told, even for replacement tyre pressure sensors. I've just recently had to ask my service garage to talk to the computer and ask it please would it reactivate the folding door mirror function, which had spontaneously de-activated. Why? I don't know but it leaves me with the suspicion that there is a little man hiding behind the dash who thinks he knows better than me how my car should work and that the occasional fright does me good.

We covered other ground, as well. We learned from bitter experience with early transmissions to ignore the factory sealed-for-life service advice and change transmission fluid at 20,000 to 30,000 km. We learned why heater motor controllers fried themselves (blocked air filters) and how to repair them very cheaply. As a result, Dave's Renault Megane, which shares the C5's heater motor controller, has a new lease on life. We also learned that you can source parts from China complete with the Citroen part number on them for a seventh of the normal retail price. I'm sharing this with you because it shows the value of

networking within the Citroen community.

Our next similar opportunity for this kind of meeting will be the technical day at Garth Campbell's property in Koo Wee Rup on 22<sup>nd</sup> March. It will be a heads-under-bonnets time and also an opportunity to get on the tools if you need to. Garth has a hoist which we are free to use on the day. It should be fun extending our knowledge base. Not only that, but it may be the opportunity you need to service your car. Easter is early this year so we have only a month or so to prepare the car which will make the journey West to Nuriootpa. Time flies when you're having fun.

The next club meeting will be something quite different, with a friend and colleague of editor Brian James speaking on and demonstrating 3D photography. I look forward to being amazed and fascinated.

On a quite different subject I can tell you that for the first time in two years our club has a full strength committee. Wolfgang Siem, who put his hand up at the AGM but had a course to complete, has now joined the happy band. Not only that, but he has volunteered to take on the club shop. This, together with Simon Potter formally taking over as librarian at the last club meeting means that every role in the club has now been filled. The willingness of Wolfgang to take on responsibility is typical of the attitude I'm finding in and around the committee with people who work pro-actively to share the load and improve club life. I am a very fortunate president.

John Parsons. President CCCV



#### 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.*

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*1A Viking Crt. Cheltenham North, Victoria 3192*

#### FRONT COVER

Lighting up a Traction

See article in the middle pages.

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



# NOTICE BOARD



## CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au) and enter the username and the password supplied by email sent you.

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

**New Members** (Subject to committee approval). Susan Wyers.

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

**Price Reduction** As of December 1st, 2012 the price of LHM oil is reduced to only \$12.00 per l.

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

Events Calendar	2015	Draft Activities Program	2015
.Feb/Mar 27-2	Dennes 4 day Safari - <u>see Jan. Newsletter.</u>	Apr 1	Club Night—Nibbles & natter.
Mar 4	Club Night - 3D French Car Festival & more.	3-6	Citin—Barossa Valley SA.
8	Vintage Yarra Glen S/Meet <input type="checkbox"/>	May 6	Club Night - Bernie Rachelle Route 66 in a 2CV .
22	Tech day at Garth Campell's place, see map next page.	24	Run to Beeac– north of Colac
26-29	Australian Motoring Festival (Mel Show Grounds) See February Newsletter. <input type="checkbox"/>	Jun 3	Club Night 50th Anniversary CCCV <u>Restaurant venue dinner</u>
<b><u>Register your car now for the Auction if you wish to sell.</u></b>		21	Run—Blackwood
Mar/Apr 31-3	Teddies Terrific Tour <input type="checkbox"/> <u>see details in Nov. Newsletter.</u>	Jul 1	Club Night - French Style
		Aug 5	Club Night
For more details on club events contact <b>John Dorgan on 0428 358 095</b>			
<b>Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] from 10.30am</b> <input type="checkbox"/>			

## CCCV Club Advice Line

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



## Forthcoming Club Events

### MARCH 4TH CLUB NIGHT:

**3D Stereo images of the last French Car Festival and more.**



### Members Technical Day & Parts Sale

**Date: Sunday 22 March 2015**

Bring along your problems or watch others struggle with theirs. Either way enjoy the day.

It's good for the soul to put your head under a bonnet regularly.

Undercover space is available for several cars and one hoist is available.

Please BYO tools.

BBQ provided but you will need to BYO food and drinks

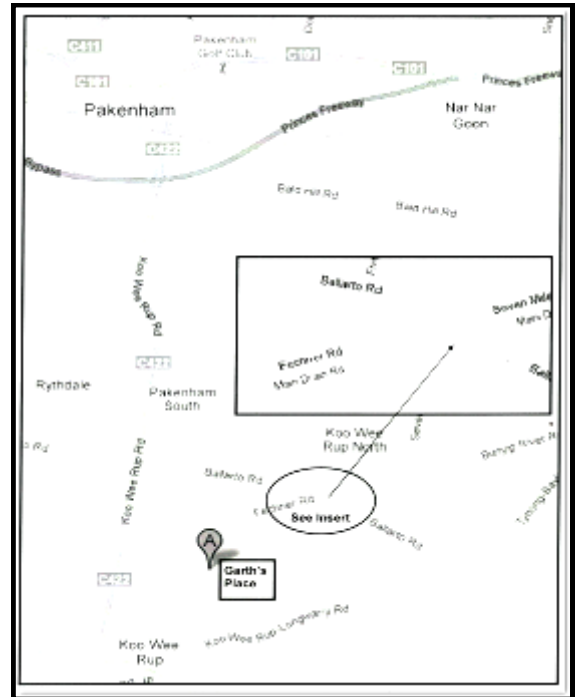
A collection of sundry ID/DS parts are for sale at good prices.

Meet from 11.00am

Garth Campbell's property is at 340 Main Drain Road  
Koo Wee Rup

There will be a sign or flag on the gate.

Contact Tom Gruzca 0431 396 277



### Cit-In 2015

**Easter: April 3-6 Barossa Valley SA**



#### May 24 Sunday CLUB RUN TO BEEAC

**WHEN:** Sunday 24 May 2015

**TIME:** 9.00am

**FROM:** Car park opposite Queens Park, Moonee Ponds.

**TO:** Beac Hotel

**Cost:** All food and refreshments other than tea and coffee are at your expense.

**BOOKING:** Essential .....Full details last issue.

**RSVP Monday 18 May 2015**

**CONTACT:** Max Lewis [president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

03 9372 0921 / 0458 993 771

# 2015 Formula 1 Club Display

ALBERT PARK  
12-15 MARCH 2015

EVENT COUNTDOWN

CCCV have been invited by the F1 organisers to display some cars in the club display section. This is a good opportunity to promote our club and marque in front of a large audience, and for our members to see the Grand Prix and associated displays.

Cars will need to be at Albert Park on Wednesday afternoon and be collected on Sunday afternoon 15th March.

Display area is outdoors and security is provided during the event.

To display your car you will need to contact: **Peter Dekker ASAP** on 0425703899 or email : [petermelbs@yahoo.com](mailto:petermelbs@yahoo.com)



## 50th Anniversary Dinner

Wednesday 3 June 2015

*Join us in celebrating this milestone so note the date*

## Have a Look at What French Rust is Going for Nowadays!

The auction results at Retromobile this year were nothing short of astounding.

The main focus was in the neglected car collection of Roger Baillon, who owned a transport business in France. Baillon's business did well after the Second World War, allowing him buy a farm property and classic cars, hoping to turn the farm into an automobile museum. But alas, Baillon's business declined in the 1970's and he was forced to sell much of his collection. Baillon died about 10 years ago and left the 60 remaining cars in his collection to his son, Jacques. Jacques died last year and passed the cars to Baillon's grandchildren, who initially had no idea of the collection or the value;

That is until they went under the hammer last Friday at the Artcurial auction and sold for a total of €47,200,144.



His 1961 Ferrari 250 GT California Spider alone set a sales record for California Spiders – becoming the fifth

most-expensive car ever sold at auction – when it fetched €16,288,000. All the other cars, fetched crazy high prices considering virtually all of them were in need of total restoration. You can see all of them

*here:*

<http://lautomobileancienne.com/resultat-vente-artcurial-collection-roger-baillon/>



In the collection was a 1924 Citroën Type C 5 HP torpédo trèfle. It sold for €23,840, a hefty premium over any price paid to date for an really Citroën of this type. And there were three other notable sales of Citroëns we recently featured.

Reprinted from

**CITROËNVIE!**

The CCCV Newsletter





A 1937 Traction 11B Cabriolet, claimed to be owned by Citroën's most famous engineer, André Lefebvre, sold for €107,280. Oddly this one was in very nice condition and did not command a premium price given its history of ownership.



A 1989 CX Honecker limousine by Nilsson in "like new" condition fetched an astonishing €95,360. Surely a record to date for any CX



[Arcturial Auction](#), [Citroën Type C 5 HP torpédo trèfle](#), [CX Honecker limousine](#), [Ferrari 250 GT California Spider](#), [Jacques Baillon](#), [Nilsson](#), [Retromobile 2015](#), [Roger Baillon collection](#), [Traction 11B Cabriolet](#)





# Dining à la française: a French night out in Melbourne with Dîner en Blanc

January 21, 2015 By [Julia Greenhalf](#) | Melbourne, Australia

Have you heard of the Dîner en Blanc *phénomène*? *Non*?



Well you're forgiven, Melbourne, because here at MyFrenchLife™, we pull apart the super secretive event that is turning the spotlight on Melbourne diners, à la française.

Started in France by François Pasquier over 26 years ago, Dîner en Blanc's formula was simple: gather friends together in a secretive location revealed to *les invités* at the last moment, abide by an all-white dress code, and, most importantly, revel in good food and great company.

The results have certainly been eye-catching, where a flash mob-style, chic *pique-nique soirée* that literally stops traffic (picnic in the middle of a street anyone?) overflows into a sea of white guests and impromptu foldout tables.

The exclusive worldwide event has seen tens of thousands register, especially in parts of Paris, such as *les Invalides*, *les Champs Elysées* and *la Place de la Concorde*. Now the idea has reached our shores, with last year's 4000 guests flocking to Sydney's Dîner en Blanc. With Melbourne making its Dîner en Blanc début in March, what does it mean for us Francophiles? We took it upon ourselves to explore French dining traditions and how they might just hold up nicely in a couple of months' time...

## 1. The French arrive on time

In Australia, we are notorious for round-about judgements of time, given our laidback and 'no worries' demeanour. In France, *le déjeuner* would start roughly 12:30pm, however it would be unacceptable to arrive 'around 2ish' like we do at home. *Mais faites attention*, there is no point in rocking up late to the Dîner en Blanc. You may miss out on all the fun of the oh-so secretive set up!

## 2. The French dress appropriately

If you are abiding by French dining etiquette, your safest bet is to dress in more conservative attire. According to [MyFrenchLife™](#) expat [Cyndie's](#) experiences, aim for dressier clothing than what you perhaps would normally in Australia. *C'est la même chose* for Dîner en Blanc: sticking to that head-to-toe white may make you fear stains more than the passé simple, but rest assured you will not stand out!





### 3. The French eat in courses

While the usual Aussie picnic might see guests gnawing on Tim Tams or guzzling on VB, who says you have to dine *à l'Australienne* every night? Fill your Dîner en Blanc picnic basket with the best French produce Melbourne's got to give and adopt an *à la carte* approach for the evening. The French often eat several courses, including *an apéro*, *les légumes*, *le plat principal*, *la salade*, et *le fromage*. Eat slowly to savour the flavour and company!

### 4. The French take their time

While the location of Dîner en Blanc may remain a secret, the fact the French practise the art of moderation isn't. A great way for Melburnians to exercise restraint in going for second helpings is by pacing themselves. Cutting down on serving sizes, putting down the fork after a bite to join in on conversation and taking smaller sips of wine are simple ways to avoid wolfing down morsels of food by accident. After all, French women don't get fat, *n'est-ce pas ?!*



What etiquette tips do you have for us diners?  
And will we be seeing you at Dîner en Blanc Melbourne?

Reprinted with kind permission from, "My French Life".

Find this article online at-  
<http://www.myfrenchlife.org/?s=D%C3%AEner+en+Blanc>

MyFrenchLife™ is an online magazine and community for Francophiles and the French. Come with us to discover French lifestyle beyond the cliché. There's so much more to France than meets the eye. Frenchify your life today: immerse yourself in our magazine, and join the conversation on Facebook, Twitter, Instagram, and Pinterest.

## RANTINGS FROM A C6 OWNER

Well, you may recall last year, I talked of the dreaded **Depollution fault** and how I'd set about solving this never-ending-puzzle. Remembering that the 2.7 V6 diesel in the C6 ("Blu Bertrand") had already provided some challenge to various Citroën mechanics for the previous owner. The servicing mechanic (Citroën dealer) was fairly philosophical about it ... "having tried to lockdown this issue / cause but to no avail" and given that "it doesn't happen all that often and the engine doesn't go into "limp-mode" – there's no real problem"....

Ah yes, the limp mode – I wonder whether that's a description moreso of how one feels rather than a cobbled engine. "Limp-mode": a most dangerous feature of the car (and many others) – let me express it as – we've programmed the beast to save the engine and stiff-cheddar if you're in a sticky situation – without any power to accelerate out of the calamity that's about to beset you! Just imagine what it feels like to press on the throttle and get absolute zero! Especially from standing start! Makes you want to add a coat-hanger & string to the "must-carry-spare-lot"! Anyhow I've digressed .... back to the story.

In a mad rush on the day that I bought Bluë, I drove to the other of the two Citroën dealers in Perth – the mechanic, he was pretty laid back – asking if the error codes in the ECU provided any hindrance in driving ... to which seller replied "nay – so what's the problem?"! No, it wasn't as flippant as that – and the mechanic did add "these boffins put in all this electronica to make everything work tip-top ... and there's generally a simple solution to most problems – usually in the connectors – so you've gotta have a go at disconnecting, checking and reconnecting these doovalackies and/or even replacing some of them – as that will, in the majority of cases, be the issue. I can certainly vouch for that – on the c6owners UK site, a relay sitting in the nearside front wheel arch and the occasional spring-shower proved to be the very culprit for a particular C6's depollution woes.

Well, the excitement overwhelmed me ... I had to have this car ... and so BEGINS the story – the Book D 'Pollution. Time goes by – the love affair grows – the ohs and ahs ... yes, these French sure know how to cobble a shape and a "presence" together. Yet somewhere in there, is an auto-electrician's nightmare ... or so say those that have not built a knowledge base on these things.



Well the depollution fault would come and go ... usually one per 1.6 tanks – and the so-called short spin on the freeway – would fix it – although never as short as the one quoted in the handbook. But the incidence seemed to be slowly growing more frequent... or was that my imagination?

Very soon in the piece, there was also a faint smell of diesel when Bluë was tucked back into the garage ... but only every once in a while ... hmmm why? A visit to local Citroën expert couldn't fault the vehicle – no diesel smells that they could determine – perhaps it was a loose fuel cap?? And then it progressed, there seemed to be more of these Après Shave d 'oil burner events – always at the end of a day ... and growing. So Bluë goes back in for some work, and again, ne comprendrez vous ... no diesel smell ... hmmm. Meanwhile the depollution events just kept coming and are cleared .... And then, one day, in preparation for the French Car Festival, and being the much the devotee that many of us are, I whip off the wheels to clean them and the inside of the guards ... (yes, I know – I'm a tragick) and then looking at the slightly re-ordered plasticware curving around the bottom of Bluë – voila!, a small diesel trail. Yippee I thought, I have found it. By the way, the diesel odour would now appear occasionally whilst driving ... hmmm yes, diesel does burn ..... So, off to le docteur we go.



And le advice, the injector “o” rings on the fuel return lines are leaking and need to be replaced. And by the way, we will also need to check the injectors themselves to ensure that they are 100% - that requires a visit to a fuel injection specialist ... hmmm , my right trouser pocket is starting to itch. Leading into that, I'd received the “gee, you have many many error / fault codes on le computer”. I wasn't that sure that I should be proud ... more wasn't better in this case. But then why worry, the car never faltered (99% of the time) – steam train acceleration – strong and smooth always. But one of Bluë's brothers was in the workshop with EGR valves being changed over. Hmm, that started another round of discussion – this time including blanking plates – the cause of depollution messages. But then at the same time, I don't experience any of the issues that come about from a stuck EGR value – acceleration always strong and smooth. So I'm unconvinced. And I really wasn't interested in the buy, replace and see what happens mode-o-maintenance.

Time goes by – and being the expert that I am not, the theory became one of oil frothing at speed given at slightly over-full crankcase. Given that after some 600 klms to the border and back one Sunday, the following day yielding depollution fault and that all too familiar warning sound on startup. Hmmm..., the depollution buddy was making life very unpleasant .... So, I sought another opinion (Medicare anyone?). So, another workshop, this time some distance away from my abode.

The workshop – she's bewdiful – clean, organised and looking almost like no work had ever been done inside ... attention to detail and precision were the thoughts of the moment.

Well, there were a few issues – but the most important one was the one that would end this tale of woe and depollution – the return lines on the injection were leaking (ah! Yes, we know this, Problem number 1 as previously diagnosed by another), and a fiddly but easy job to replace and, somehow,

miraculously, and unknowns to any mere mortal, the ECU measures, so I'm now told, the amount of fuel metered into the injection system and theoretically used. But I wonder whether this mismatch between fuel in and out via the exhaust as spent – is the cause of depollution issue .... Well I'm not longer wondering as after over 3000 klms and NO ubiquitous error on le screen – Bluë has, I believe, finally shaken off the depollution lurgy. Hip hip Hooray!

And the other issue, turbo –overboost and ongoing recordings of turbo and atmospheric pressure differences .... The cause ... le electrical connection, and going back to the very first day that I'd met Blu Bertrand .... And the Perth mechanic's mention of electrical connectors – famous last words. Well, new mechanic, Glenn disassembles, assesses that he shouldn't have disassembled, and then establishes that this plug as a spare is not obtainable, and then reassembles and in the process, the connector is functioning as it should ... and le Lexia, she sez, no more messages from le turbo .... Yippee ... ALL IS NOW GOOD! Was there over-boost.... Not likely, but the error codes “Say” there were.



Continued on page 13



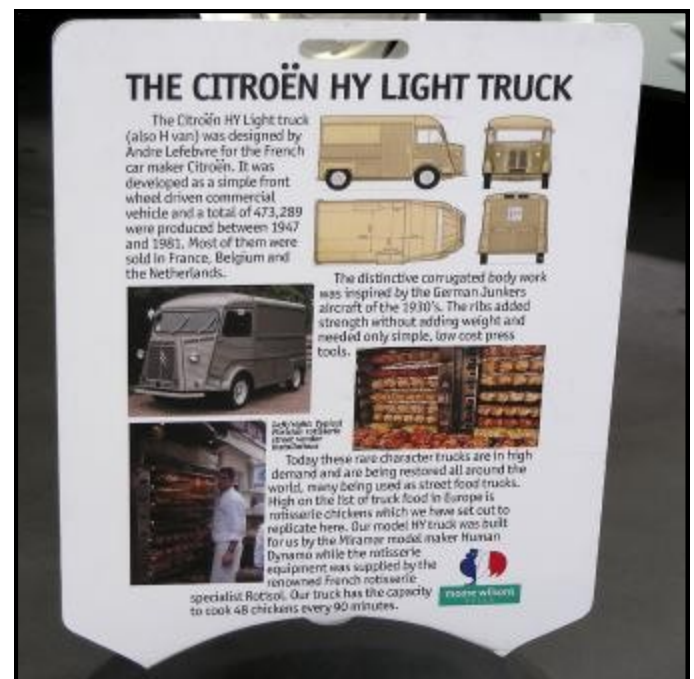
# H Van in New Zealand

Dear Ed,

We have just returned to Aus. after having had a Christmas and New Year break with relatives in NZ. Whilst in Wellington, we noted that Moore Wilson's (an up market Fresh Food Providore) had not one but two "H" Vans kitted out and selling produce from their Car Park. Upstairs is the larger Van selling Rotisseried Chicken, whilst downstairs, the smaller van sells some of the nicest Frozen Yoghurt that I have ever tasted. The lady selling the frozen goods was passionate about "Her" H Van, which she imported via the UK, and is a real Citroen (and fine food) advocate. I have attached a series of photos, including some of my two sons (Phillip and Ciaran) with "H", which I thought that you might use in the magazine.

Kindest Regards,

Andrew J Shouksmith Club member.



And then, I ponder that the old ways should still be with us ... heh, maybe, a D or a GS would do that admirably ... ah but no, I think me and Blu Bertrand will be together for some time to come – we look forward to the progressive acquisition of spares that may be required on a just-in-case basis as they become unobtainium.

Thanks to Mr Glenn, le mechanic, who is practical and had confidentially explained matters – and solved the puzzle that had bugged me for quite some time. I keep driving forward! All is well!

And another thing. Happy Birthday C6 - it will be 10 years since you graced us with your presence at Salon Genève in March 2005. You are a beautiful car despite your electronic foibles. And no doubt the last of the big great (some would argue) Citroëns. The way of the world is forever changed. Let's leave the electrical "things" aside ... your presence, like those of your predecessors (DS, ID, CX, and the XM), will always be grande!

Ah yes, and I have immutable proof that Citroëns DO talk to one another .... the day after my beloved C6 came home - cured of Depollution virus, guess what the C5(petrol) told me first thing in the following morning..... you guessed it: "You've got Anti Pollution fault" (ala Meg Ryan and Tom Hanks) Ha? Don't you just luv 'em!

*John Fedorko Club member.*



## DS—UTE

*Rick COVE, the President of the East Gippsland Historical Automobile Club thought I might be interested as I drove DS Citroëns as my father does. We are both in the Citroën Car Club of Victoria, the MG Car Club and the EGHAC. I did find it interesting as I said the only Citroën ute I knew of was built by my father, Don BERGMAN over 26 years ago. The background to the ute in your story by John Lengton is my dad was friends with the Duttons who had a Citroën dealership in Burnley Street, Richmond. He did part time work for many years there after retiring from Telecom.*

*Alby Dutton, one of the owners of the business, had written off the original ute Duttons had after being hit in the passenger side door while turning right into Dutton's business by a taxi going south at a fair rate of speed. It was a complete write-off and could not be repaired. At around the same time, a female customer brought her DS Safari (station wagon) into Duttons for a service. The car was kept overnight and parked underneath the hydraulic car hoist because of space constraints as there is in a lot of workshops. Unfortunately there was a small shipping container of Citroën parts on the hoist and the safari was left underneath it overnight. During the night the hoist slowly came down due to the weight and crushed the roof of the safari although it doesn't look too bad in the pictures. Duttons got a similar car for the female owner to replace hers. As a result they asked my dad to make it into a ute to replace the written off one.*

*Dad brought it home and did the work in the rear of our house in Noble Park. In one of the photos you can see two blokes dad got to fit the rear window working on it. The rear window was from the rear lift up window from a Holden panel van. The other photos show the stages of making the Safari into a ute. I can remember driving in Melbourne once and looking in the rear window to see a DS behind me only to realise it was a ute as it went past and thinking it was the one converted by my dad. My father also restored a 2CV for a small museum which Duttons was to have in their showroom which they then sold to a woman. This lady turned out to be a friend of my sister-in-law and who still has the car.*

*I am therefore quite certain that the utility in your story is the same one that my dad converted many years ago.*  
Trevor BERGMAN

Story and images on pages 16 & 17



# LIGHTING UP A

BY PETER ST

Greetings fellow Tractionites and other members of the Citroen family. I have been asked to write CCOCA's first post on the web blog so I thought I would write an illuminating article on the lighting I have incorporated in my traction during its restoration.

It all started with headlights. The Lucas M140 headlight bucket is designed to have 8" reflectors. If you want to use modern round sealed or semi sealed reflectors they come in 7" so a step down rim is required to hold them in place. I didn't like the look of those so I started searching on the web and eventually found Paul Goffs bike and bulbs website, [www.norbsa02.freeuk.com](http://www.norbsa02.freeuk.com). From the home page go to - Motorcycle & car lighting - scroll down a couple of items and you will find what I was looking for, 8" pre focus headlights. These are a copy of the Lucas Cats-eye original without the word "LUCAS" on the glass and made as a semi sealed unit. They can take a Halogen globe and a pilot light which I fitted with a LED to use as a day time running light (see photo). The main globe base fits the British Pre-Focus P36d bulbs of which three different wattages are available (as well as 6 & 12 volt) depending on what you think your generator can handle. I chose the 60/55 watt then set about changing as many of the other globes (brake, tail, indicator, interior and panel) as I could to LED's to maximise current availability to the headlamps. With everything turned on and engine running, the amp meter sits pretty much on zero so I am happy with that.



Under bonnet lighting

So how was this feat of incandescent beauty achieved? The under bonnet lights were simple, two strip gills. I used dabs of poly urethane adhesive to a connector at the firewall to allow easy removal so far (1800 miles) they are still there.

The Chevrons. My main concern here was again sheet metal fabricator and had some U channel but 4mm wider. This material was cut and joined side. A self adhesive waterproof LED strip was surface of the backing chevrons and escapes through these "backing chevrons" in place. The brass tubes needed some tube nuts about 15mm long with the rescue. A bloke in Sydney was selling 5mm screws I sourced from this amazing company. I currently have 154812 items available in 3732 and with a switch positioned in an out of site location. Flushed with the success of lighting the exterior Supercheap Auto had some small discrete low plastic mounting which I attached under the driver and passenger front seats.

These are switched at the door pillars and come in a difference especially when you have black carpet.

I am currently looking at ways to improve the interior particular is very poorly lit, so the possibilities of the gauges (this seems to have helped), a plan of remaking the dials to work with back lighting but more about that at a later time when we meet however let us enjoy what light (15) we have.



# A TRACTION

## TRINGER

Having got the basic lighting system working ok it was time to “pimp my ride” as my daughter informed me. On the 80<sup>th</sup> anniversary run, judging by the audience response of awws, oos and ahhs everybody seemed to be impressed with the under bonnet lighting (see photo) and illuminated chevrons on the radiator grille (see photo).



Front Grill



Footwell

achieved you might ask, well basically it took some LED and a lot of fiddling about.

ps of self adhesive waterproof cool light 4 watt LED positioned just above and running the full length of the attach the power supply cables to the underside of the bonnet and ran them back to a central quick release of the bonnet. My main concern was how the adhesive on the LED's would stand up to engine bay heat, well

in heat but also minimising any change in the normal appearance of the chevrons themselves. I visited my el made out of polished stainless steel, (polished face on the inside of the U) of the same profile as the chevrons ed to make two new chevrons that fitted behind the original chevrons but showing only a thin 2mm gap either s attached to the inside back of the original chevrons. The light from these shines on to the polished stainless through the 2mm gap either side of the front chevrons thus “illuminating” them. The tricky part was holding threads braised to the grill were not long enough and to make it more challenging 2.5mm dia. What to do? I a 2.5mm thread and some mushroom head 2.5mm dia thread screws. Who sells that sort of stuff? Internet to a hex brass rod 200mm long on eBay. Got that and with a lathe and a 2.5 threading tap made the tube nuts. The based in Brisbane called Small Parts and Bearings. You have to check this site out, [www.smallparts.com.au](http://www.smallparts.com.au) they categories. So armed with these vital components and some Loctite I was able to get it all together, wired up ocation the travelling light show was on the road.

or my attention then turned to the interior.

wattage interior LED lights in a small chrome ash to shine down to the foot well of both the

ne on when the door is opened. They make quite a et. (see photo above).

ighting of the instrument panels. The speedo in here include a new coat of white paint on the inside oduct called “Light wire”, and restoring and (as in modern vehicles). This last one is challenging ight discuss instrument restoration. For now



# 1975 Citroen DS 23 Ute

The Citroen DS 23 "Ute" featured on the front page was of 1975 model year and among the last of the DS range made ending in March 1975. The DS/ID range of car came in 3 distinct designs over a 20 year period. They are subtly different, but a considerable amount of design change occurred during the production run, first released in 1955 and taken from the market in March 1975. The casual observer may notice a difference between the 'twin headlight' car and the earlier release but would be hard pressed on the two early renditions. In-total, some 1.2 million were produced in various guises. They of course were state of the art at the time and in many ways still are today. One has not driven in a car of such impeccable ride and ability to deal with poor roads until one has experienced a DS, they truly are sublime.

European delivery through Dutton's Citroen dealership by Reg Egan from Wantirna Estates winery. He picked it up in France and drove around France and Europe on their European vacation and then shipped back to Australia after the vacation. Reg owned the car for approx 14 years until it was acquired by Dutton to replace the first ute that they had built on a blue and white Safari and had been T boned in a road accident. Egan's car, a white one, was to receive the same treatment but with some lessons learnt from the first conversion.



My vehicle started life as a Citroen DS 23 Safari carburetor 5 speed. It was ordered in Australia for



It was used by Jeff Dutton for setting up Jeff's well known premises and business in Chapel St to cart bricks, and then used as roustabout and workshop vehicle. Jeff sold it in about 1990 or 91 to a Julian Brown until Pat Corum {friend of Jeff Dutton} who purchased it in around 1998, It was well known around Melbourne and was seen on many occasions carting Indian and Harley Motorcycles in cahoots with Peter Arundel. I have been the current custodian of the vehicle since 2005 having been of-



ferred to purchase it from Pat Corum (having a bit of a soft spot for OS's, also a DS23 Pallas 5 speed EF1 with factory dealer air), I used it gently in the role as workshop vehicle until deciding to give it a bit of a paint touch up, which quite frankly got out of hand - but once you "step of the cliff" it is all the way to the bottom - 4 years later.

I appointed a panel shop to carry out the respray, and they insisted it be sand blasted. My simple respray was getting complicated but I considered of course that it is the best way to paint something, hence, I stripped the car at my Darwin workshops down to a basic shed - no panels, interior, and I removed the dash to control any damage by the sand blasting and sent it off. It was in surprising good shape with by DS standards very little rust. The panel works -to their credit - went to some extremes to ensure the basic panel work and restoration were of a high standard (one week alone on the roof to get the lines just right).



I discovered during the paint period that the engine had signs of condensation - (something I had told the painters that there was no way known I would remove the engine to aid in painting the engine bay as it would open a can of worms) - well it did. I had a spare vehicle which was only 70 cars away in build from the ute, so took the engine-stripped it and fully restored it with new liners, pistons, head overhaul,

and replaced anything to ensure that it was not needed to be touched in years. Whilst out, I went through and meticulously attended to the hydraulic piping, return pipes (replacing all) along with boots etc and ensuring no rubbing etc. At this time together with my Auto Electrician we "enhanced" the wiring system and design to attend to some of the foibles that DS have. At that time we built in A/C piping and systems to better deal with Darwin heat and future simplicity of mechanical repairs to the vehicle without the need to disrupt the A/C system. For such a comprised design (i.e. DS not designed for A/C) it is certainly cold. The 'slimline' under dash ducting and outlets I had manufactured as the original from the donor had been butchered by a unsympathetic previous owner (who no doubt "knew" what he was doing). At this time (added considerable sound deadening to the firewall and flooring to make the vehicle a quieter and more ambient abode.



I had the vehicle shipped from Darwin to Gary Blackman trimming in Melbourne to have the interior made to be comfortable and have a "wow" factor. I have softened somewhat on keeping it trim levels and presentation as per standard - as they did not really produce a ute. I think that some were made in France by specialist body companies as I believe "TV France" made use of them. To finalize the presentation, I had the rear mudguards openings "filled in" as per the Citroen Hearse that was factory available in the 1950's, to set the final act along with obtaining all the "Pallas"(like Statesman or Fairlane) trim to set off the presentation. I do enjoy the vehicle and am constantly amazed at the smiles and waves from passing cars or people in the street

***John Lengton***

***Warrnambool and District Historical Vehicle Club.***



# GREAT AUSTRALIAN CAR RALLY MELBOURNE TO MORNINGTON JANUARY 2015

*Looking for any images I can get for the CCCV Newsletter, I ventured down to Mornington to check out this Rally. What a collection of cars; and some I had never heard of. Here is one of a previous French Marque. Ed:*

**Delahaye** automobile was an automotive manufacturing company founded by Emile Delahaye in 1894, in Tours, France, his home town. His first cars were belt-driven, with single- or twin-cylinder engines mounted at the rear. His Type One was an instant success, and he urgently needed investment capital and a larger manufacturing facility. Both were provided by a new Delahaye owner and fellow racer, George Morane, and his brother-in-law Leon Desmarais, who partnered with Emile in the incorporation of the new automotive company, "Societe Des Automobiles Delahaye", in 1898. All three worked with the foundry workers to assemble the new machines, but middle-aged Emile was not in good health. In January 1901, he found himself unable to capably continue, and resigned, selling his shares to his two equal partners. Emile Delahaye died soon after, in 1905. Delahaye had hired two instrumental men, Charles Weiffenbach



and Amadee Varlet in 1898, to assist the three partners. Both were graduate mechanical engineers, and they remained with Delahaye their entire working careers. Weiffenbach was appointed Manager of Operations, and, with the blessing of both George Morane and Leon Desmarais, assumed control over all of Delahaye's operations and much of its decision-making, in 1906. Amadee Varlet was the company's design-engineer, with a number of innovative inventions to his credit, generated between 1905 and 1914, which Delahaye patented. These included the twin-cam multi-valve engine, and the V6 configuration. Varlet continued in this role until he eventually took over the Drawing Office, at 76 years of age, when much younger Jean Francois was hired in 1932 as chief design-engineer. In 1932, Varlet was instructed by Weiffenbach, under direction from majority shareholder Madam Desmarais, Leon Desmarais' widow, to set up the company's Racing Department, assisted by Jean Francois. <Club Delahaye archive>. Those who knew him well at the factory affectionately referred to Charles Weiffenbach as "Monsieur Charles".

Wikipedia

# ***NUNS ON THE RUN***



**Extract from Octane Magazine August 2014**

**From an interview with Paddy Hopkirk about making Rally notes for the Monte Carlo Rally.**



**“Quite often you would encounter a rival team doing the same thing and I remember going down a Mountain Pass and seeing some brake lights in the distance.**

**I gradually gained on them but was having to work quite hard. I wondered which team it was.**

Happy Nun Sister Jordana cruising at sunset in a borrowed Citroën 2CV, a car she used to own before entering her order.

**When I did finally catch up it turned out to be two nuns in a Citroen 2CV.**

My thanks to Garth Campbell for this little tit bit. Ed:

**For sale:** DS rear suspension boot and steering rack boot.

2/15

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



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

Enquire for price on steering rack boots.

Phone: Desilva on 0419 886 480





## WANTED

02/15

New or old seat fabric = OR =

Seats covered in this fabric for round corner 2CV seats.

The overall condition is not necessarily important.

Description: Seat fabric, colour blue grey fleck with red, yellow, blue and aqua strips.



Contact: Graeme Dennes  
gdennes@bigpond.com 0438 286 181

## DS Pallas Seats For Sale

(02/15)

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

The red velour is readily available if rear seats need to be matched.



Asking \$250 for the pair.

Contact Bob King 9878 1243

## HELP! 5CV Restoration Project

12/14

The Sapphire Coast Historic Vehicle Club Inc. at Pambula NSW, runs a mentoring scheme for year 10 High School Students teaching them restoration techniques. This year we are restoring a 1924 Citroen 5CV. We believe your club or a member obtained parts left over from the restoration of a similar 5CV now exhibited in the National Museum Canberra. We need all sorts of parts to complete our programme hence would be interested in purchasing any you may have that we need.

If you can help please contact Alex McQueen 0419 527 757 or email [alex.mcqueen@bigpond.com](mailto:alex.mcqueen@bigpond.com)

## 1998 Citroen Xantia

12/14

My beloved Xantia has got to go. A very cheap comfortable car.

227,750 km. Been in family for 4 years. Excellent highway car.

Previous owner meticulously looked after the car and so have I.

Never missing service maintenance issues as they arose.

Factory features are driving lights, sunroof, cruise control,

6-speaker stereo with steering wheel controls, rear sunblind, color

coded bumpers and mirrors. Car is iceberg white. No oil leaks.

No smoke. Plenty of power. Auto transmission is tired but works

as it should. Bodywork is very good with no rust. Comes with 4

new tyres..new battery. 6 months rego..new front spheres. New

twin Bluetooth (music and phone), Sony radio which is com-

patible with steering wheel controls. Very negotiable on price would like to see the car go to someone who cares about Xantias. JSC 186. Asking \$3000 with RWC (Morwell) Contact Chris Hawthorne 0417 794 317.



**'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.

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## 2006 Citroen C6 Exclusive

12/14

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Contact Michael Holt 0414 325 439 or email: [mikeholt@bigpond.net.au](mailto:mikeholt@bigpond.net.au)



## **For Sale: 1984 CX 25 TRI safari**

Genuine 83,000 miles (134,00km). 3-speed ZF auto transmission. Front damage repaired with new longerons. Checked on Celette jig. Front panels repaired or replaced. Complete respray in original bleu romantique. Very good condition inside and out. Drives like a good CX should. \$7000.

Further information and more pictures from John Parsons ph (03) 59776115.



. Citroen DS23 Pallas 5 Speed Manual EFI Black in colour. Black leather upholstery. Light Grey roof lining. All in excellent condition. Air conditioned. New starter motor, alternator, Bosch fuel pump, Exhaust System, Hydro Pneumatic Suspension, Variable Ride Height, Self Levelling, Power Assisted Brakes (Disc Front), Power Steering, Swivelling Driving Lights, CD Player, Tow Bar and all Spheres Re-gassed. This car was restored by a Brisbane based Citroen Specialist and must be one of the best around. It is an absolute Classic and just a joy to drive. Price \$28000 Ph John 0266578077

**Both cars above Cars are located near Dorrigo Northern NSW**

(11/14)





# Sales and Wants

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## Citroen workshop manual—2 volumes.

(11/14)

I have for sale a workshop manual to suit Citroen mode 15CV or Six (22.6 hp) It is a 2 part volume and factory printed December 1950 and in very good condition.

Any body interested price at \$100 ONO.

My contact email is [crayville@iinet.net.au](mailto:crayville@iinet.net.au) or telephone 0265631031.

Bruce Wells

## For Sale

(11/14)

All original 1992 XM Auto V6 deep blue in colour (duco good for age) with velour seating in good condition. The speedo shows 90,000 km but I think it has done more. Probably double this at a guess. The log book shows that the speedo malfunctioned about 15 years ago or so.

Rego ran out in June. Needs some repairs for roadworthy including, so I am told, a couple of engine mounts, two front rotors and a few other minor repairs. Plenty of tread on the Bridgestone tyres.

I purchased it about four months ago but have lost interest in it owing to delay in getting repairs done. I don't want to lose on it so the price is \$2,500. The engine no. is 1FV50028008. The car is in Shepparton. I believe the

## 1994 Citroen Xantia

(11/14)

One owner automatic sedan, deep green in colour. Good condition. Always serviced, well maintained and garaged. Just 126,000 km. Registered NAC-107. The car hasn't been driven for 8 months. It can be viewed in Gruyere near Coldstream in the Yarra Valley. Asking \$2500 neg. Contact Sue 0400221771

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(12/14)



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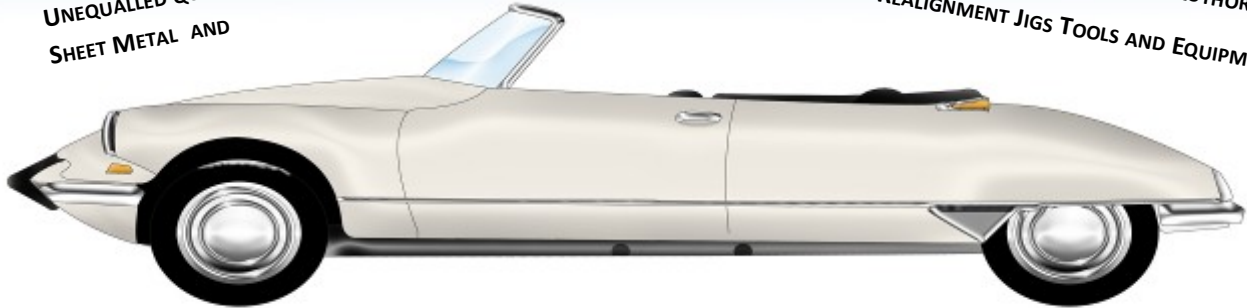


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