

If undeliverable return to:

CCCV PO Box 751

Frankston Victoria 3199

ACN A29766N

The CCCV Newsletter

PRINT

POST

PP 100001479

POSTAGE

PAID

AUSTRALIA



# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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

**March 2016**



## IN THIS ISSUE

Ruby's Balloon

Raid Australia 2016

Detailed Raid Preparation

The most badass car of all time

Colac Custom Car and Bike Show

## CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

### PRESIDENT

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

### VICE PRESIDENT

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

### SECRETARY

Peter Moloney \* 0411 869 705  
secretary@citcarclubvic.org.au

### TREASURER

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

### COMMITTEE

Brian James \* 03 9728 5526  
photoimage2001@yahoo.com.au  
12 Lucas Ave. Kilsyth VIC .3137  
Wolfgang Siem  
woljen@gmail.com  
Bruno Tonizzo \* 0418 945561  
btonizzo@bigpond.com  
Ian Downie \* 0452411104  
blueduck1949@gmail.com

### MEMBERSHIP SECRETARY

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

### 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

Dave Rogers 0422 229 484  
cccclibrarian@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 <u>above</u>	\$ 50.00 / \$ 35.00
For 2nd & subsequent members	\$ 15.00

### CCCV GENERAL MEETINGS

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

### CCCV COMMITTEE MEETINGS

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

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS

#### AND PAYMENTS

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

## CPS RENEWAL

- 1/ 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.

## CPS 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>



January was a rotten month for CCCV. Not only did we lose a club member of over thirty years standing in George Hamada but we also lost a second club member in Daniel Flinn who was in turn the son of early club member Patrick Flinn.

Both deaths were premature. George was 68 and Daniel, at 55, was younger than most of us. It gives one's cage a bit of a rattle to attend a memorial or a funeral for someone who was born after you and has died before you.

So is there anywhere in this past month of tragedy and loss where we can find some positives? I think there is.

It has long been a mantra of mine that good car clubs start out by being all about the cars but end up being about the people. A pointer to this was the turnout of CCCV members to pay last respects to lost friends, 28 at George's funeral and 20 at Daniel's memorial.

What is more, Daniel's family requested that a club representative speak at his memorial about his association with us. I obliged. George's family requested the loan of a Citroen flag to cover the coffin and a DS to lead the funeral cortège. Again we helped out through Tom Grucza and Dave Rogers.

So what? It means that a good car club, which I have defined before as *friends with cars*, can be a very important part of a well-rounded and satisfying life.

Another tiny example is my success in mastering my MIG welder yesterday and butt-welding 0.8mm steel sheet on my 2CV project. Helen was politely

affirming at the headline news but I really need someone in the club who has blown large holes in thin steel with a welder to really understand what is to me an achievement of Everest-scaling proportions!

This means that we take every opportunity to savour our cars, whether that is restoring, repairing, driving, or just viewing in a collection.

It also means taking every opportunity to spend time enjoying the company of like-minded people. Fortunately we have many chances to do just that. Looking at our calendar we have Venus Bay (friends; forget the cars), the concours (the cars. WAGs may prefer to opt out), Cit-in (Hey, it's both. That's what makes it special) and, later in the year the greatest adventure of them all, raid 2016 (bucket list. If you don't have a 2CV, get yourself a ride in someone else's).

That's the positive. Embrace life and all its adventures with intensity and a determination to experience it to the full. CCCV exists to be part of that for all of the rest of us and as we do so we will be appropriately honouring the memory of our friends George and Daniel.

John Parsons.



#### 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.*

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

#### FRONT COVER

**The Australian 2CV Raid is on this year  
from 1st-31st August.**

**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 password supplied by email sent you.

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

**New Members .** CCCV welcomes the following new members to our family: Alexander Stamkovski, Raafat Eisa. 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		2016	Draft Activities Program	2016
Mar	2	Club Night - Speaker—Melb transport		
	4-7	4 Day Grampians Getaway—see March issue		Jun 1 Club Night— Retro garage visit
	25-28	<b>Citin Echuca.</b> —see March issue		TBA Desal tour run?
	28	Post Citin run — see March issue		Jul 6 Club Night-Cylinder Heads
Apr	6	Club Night — Motor Oils		10 Bastille Day lunch
	10	RACV Classic Showcase	□	Aug 3 Club Night— Social night
	17	CCCV & CCOCA Concours-Bundoora— page7		21 Point Cook run with CCOCA
May	4	Club Night— Post Citin report		7 Club Night-Classic spares
	25	The Zen of 2CV Raid 2016 @ CCOCA C/room	Sept	25 Tech day
		Frog Hollow Reserve Fordham Rd Camberwell		Oct 5 AGM & Post Raid overview
				16 French Car Festival—Seaworks. Port Melbourne
				For more details on club events contact Ian Downie on 0452 411 104

**Monthly 1st- Chit-Chat Tuesday** New Venue is Blue Bay  
Café, 667 Pt Nepean Rd, McCrae ( opposite the steel lighthouse)  
Melways 158 K 10 from **10.30am**  
**CCOCA & CCCV event for coffee & chat.**  
Denotes a Non CCV sponsored event. □

**Monthly 1st- Chit-Chat Tuesday** New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae ( opposite the steel lighthouse)  
Melways 158 K 10 from **10.30am**  
**CCOCA & CCCV event for coffee & chat.**  
Denotes a Non CCV sponsored event. □

## CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	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 2 Club Night

#### Guest Speaker:

Bill Saggars, Traffic & Transport Planning Engineer  
will speak on:

“Some Aspects on Providing for Travel in  
Melbourne”



### March 25-25 Citin Echuca

See February Newsletter for full details and booking  
sheet.



### April 6 CLUB NIGHT

Oils ain't Oils!



### April 17 CCCV & CCOCA

Concours at Bundoora

See page 7 for full details.



#### LOST iPad:

Dear members, at the last club meeting an Apple iPad Mini in a distinctive orange case went missing. If you attended the meeting and took home one of the white Natrad bags could you please have a look inside. Mine was taken by mistake. The iPad contained many important photos and documents. If you have good news please contact Tom Grucza 0431396277. Thank you.

### **MEMBERS:**

*The New Club Website is now online .*

Visit the site at [citcarclubvic.org.au](http://citcarclubvic.org.au)





## Vale Daniel Flinn 30/9/1960 – 29/1/2016

As most of you are aware, our friend and fellow club member Daniel Flinn was killed in a light plane crash off Barwon Heads late last month. A lifelong plane lover and licensed pilot, he was on a trip to King Island, a favourite destination.

Daniel was the son of Patrick and Bettina Flinn who were also CCCV members in its very early days.

Patrick, an electrical engineer and lecturer in the subject, owned a D safari and many current members remember a young Daniel being driven around in it. There was also a blue GS in the family which Daniel inherited and kept until his death. The son came to love the cars just as his father had. But his love was not exclusive and his early car ownership included a brace of Rover P6s and a Fiat 125 sport.

As a child Daniel became interested in aircraft and began building models. He soon had a bedroom ceiling covered in suspended model planes.

Later as a young man showing the same engineering aptitude as his father, Daniel was employed as a lab technician with tool making and engineering design skills. His last job was as quality controller for an electric motor manufacturer.

An able and knowledgeable mechanic, Daniel's last project was the restoration of a silver GS which is currently almost complete. Friends plan to finish it for him.

Daniel joined CCCV in 1999 and remained a member, joining the committee for a year in 2006. A quiet man and a lifelong bachelor, Daniel was easy to miss in the noise of a meeting or an outing but over time we came to discover that there was a lot to this tall, balding gentle man with the shy smile. He was a good and generous friend to others in the club, particularly Andrew Smith and Michael Sparke who shared Daniel's love of the GS.

He also loved cycling and was a member of a Sunday riding group.

Daniel Flinn died aged 55, loved by brothers, sisters, nieces and nephews and missed by the rest of us who knew him and appreciated his qualities.

John Parsons



As a valued Car Club of motoring enthusiasts, on behalf of everyone at the Australian Grand Prix Corporation, I would like to provide your Car Club and members with special ticket offers.

Melbourne is set to come alive **March 17-20** with adrenalin pumping speed and action as the 2016 Formula 1® Rolex Australian Grand Prix takes to the Albert Park Grand Prix Circuit.

### 20% Off Any Grandstand Ticket

Single day grandstand tickets starting from **\$40\***.

**Promo Code: FAN**

### 2-FOR -1 General Admission

Single day general admission tickets starting from **\$39\***.

**Promo Code: FAN**



## CAR CLUBS CONCOURS D'ELEGANCE

**When:** Sunday 17<sup>th</sup> April 2016

**Where:** Bundoora Park

Plenty Road Bundoora (Mel M19,F4)

Gates open 10am ~ 4pm

**Cost:** Entry \$5 per car

Presentations around 2pm

Your chance to see Vintage, Classic and Current models  
– all welcome

All Citroën owners welcome to attend and meet fellow enthusiasts.

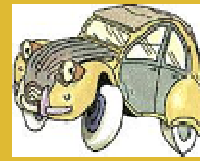
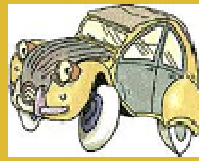
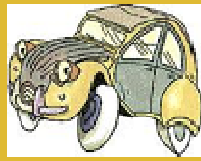
Prizes are awarded for current financial club members only.

For further information see [www.citroenclassic.org.au](http://www.citroenclassic.org.au) or  
telephone Max Lewis on (03) 9372 0921 or 0458 993 771



## PRE RAID TAG ALONG TOUR

17 July – 31 July 2016



Peter Judson & Carmel English are intending to travel to Alice Springs to be part of RAID 2016 via the scenic route.

This will take approximately 17 days, starting on 15 July 2016. The proposed itinerary is below.

Fellow Raiders and other interested parties are welcome to tag along.

Distances, dates and locations may change due to altered circumstances.

Each participant will need to source their own accommodation/camping sites with the exception of Coward Springs (see below) and be responsible for their own eating arrangements.

If you are intending to join Peter & Carmel contact them on

0402 224 350 or [pjudson1945@hotmail.com](mailto:pjudson1945@hotmail.com)

Peter has made a bulk campsite booking at Coward Springs as this is a very popular destination and it will be School Holidays during that time. If you wish to stay at Coward Springs (the cost is \$25 per person per night) you will need to send the deposit for one night to Peter by **1 May 2016**. The balance is payable on arrival.

Make your cheque payable to

Peter Judson

65 Boola Views Road, Tyers Vic 3844

OR

EFT Payment

If using this payment method you **MUST** insert your **SURNAME** into the **REFERENCE** Box

Account Name: C A English & P H Judson

Bank: Commonwealth Bank of Australia

BSB: 063 245

Account No: 1004 1268



### Kings Canyon – Rim Walk



### Ayers Rock



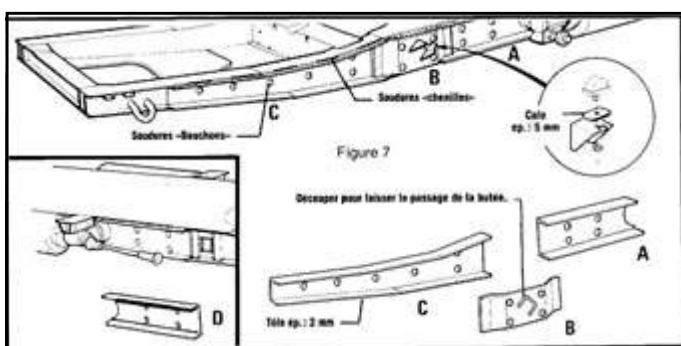
DATES	LOCATIONS	DISTANCE	ACCOMMODATION/SUPPLIES
15	Rockbank to St Arnaud	214	St Arnaud CP (03 5495 1447) Hot/Mot also available (H/M)
16	Wentworth	370	Willow Bend CP (03 5027 3213) H/M
17/18	Broken Hill	265	Broken Hill Tourist Pk (08 8087 3841) H/M
19	Orroroo	320	Orroroo Caravan Pk (08 8658 1444) H/M
20	Farina	328	Camping, Shearers Quarters, Men's Quarters. Marree 55km for a variety of options.(08 8675 7790)
21/22	Coward Springs	186	Camping only. 70km to William Creek for more options
23	Oodnadatta	276	Camping, cabins etc available
24	Kulgera Roadhouse	391	Caravan Park and hotel
25/26	Yulara	318	various levels of accommodation from 5 star hotel to powered and camping
27/28	Kings Canyon	303	Camping and hotel style at Kings Canyon Resort
29/30/31	Alice Springs	470	Plentiful accommodation. Organisers will be at Gap View C.P.

# Detailed Raid Preparation

## Chassis

History shows that a rusted chassis will often fail on Raids. Inspect the chassis closely and if there is any indication of rust or deformation replace the chassis.

See Figure 7 in the Citroen publication *Ici Commence L'aventure*, for advice on how to reinforce a chassis. Most new chassis come with the PO reinforcements. If you are not familiar with the problems associated with weakening steel due to welding, refer to a specialist.



## Engine and Gearbox Protection Guard

You will need to fit an engine and gearbox protection guard. Experience has shown that the best material for this job is aluminium plate around 3mm thick. The plate needs to attach to each chassis side-rail and extend from the front bumper and terminate in front of the exhaust cross box.

Drill access holes big enough for tools to reach engine mounts, lamp holder bolts, sump plug, drain plug on gearbox.



The example above has a polypropylene sheet with steel plate beneath.

Note also that the steel plate extends forward and up to the bumper bar. This worked well to

push down the Spinifex and keep grass and seeds from the air intake.

Note also the bonnet strap and the rope for pulling out of sand bogs. It is attached with shackles to the towing eyes and tucked into the tray behind the bumper.

## Swing Arm Bearings

Every Raid has seen some casualties due to dry, rusted and/or loose bearings.

Clean and re-grease or replace the bearings and refit them to original specifications.

## Kingpins

The kingpins should be inspected for play and replaced if necessary.

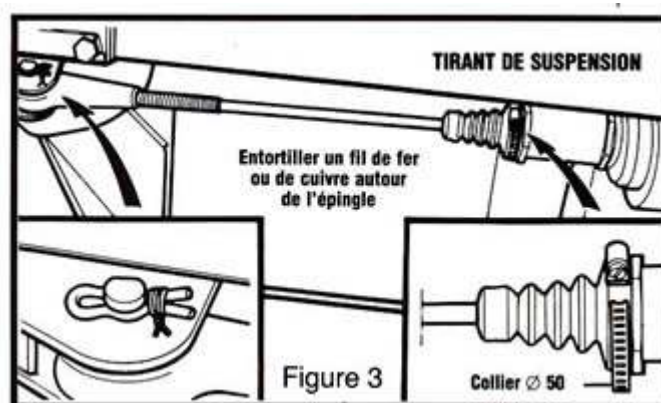
## Suspension

The suspension is an integrated system of tyre pressure, shock absorbers and spring pot. If you adjust one, say increase the tyre pressure, you are likely to have a problem in another, in this example a cracked shock absorber mount perhaps. Original specifications are recommended.

## Suspension pots

Check the canister for rust. The spring pot mountings are often rusted. All threaded parts should be serviceable and able to be easily dismantled.

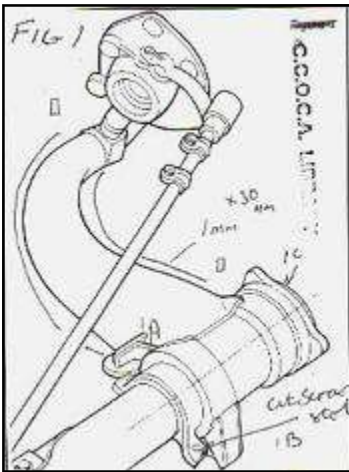
Check that the two rubber buffers are fitted to specification.



Check knife edge clips and dust boots and secure.

Cut a screwdriver slot into all suspension bolts, at the 10mm end. Should you tear the steering or axle tubes off, you can easily remove the broken bolt, especially on the rear axle.

# Detailed Raid Preparation



Vehicle heights should be adjusted according to the manufacturer specifications. Changing the height to compensate for overloading the vehicle is fraught with danger. By shortening the suspension rod, you limit the travel of the arm, so when the arm rises, the spring in the pot compresses before the arm comes in contact with the bump stop. This results in broken rods, mountings being ripped off wheel arms and bent wheel arms.

## Shock Absorbers

Shock Absorbers should be new, or as new, and all mountings should be inspected for fatigue cracks.

Weld a brace on to the rear suspension stop and check welding on the pulling points of all arms, we have seen these crack.

## Fuel Line

The original black fuel line clips located on the left side chassis rail are often missing or not secured to the chassis. When driving over obstacles the fuel line can be torn off. Accordingly the fuel line should be securely attached to the chassis. Inspect all rubber hoses for cracks.

## Brake Lines

Brakes lines should be firmly secured and inspected for cracks and rub marks. The rear brake pipes on the swing arms are completely exposed. To avoid stones hitting the pipes, fit rubber or plastic sleeves and tape the lines to the swing arms.

## Steering

The axle bolts need to be serviceable and tightened to the correct torque, and locked into place with the locking tabs.

All threaded parts of the track rods and track rod ends should be cleaned and serviceable.

Re-grease the tie rod ends and fit new dust boots. Check the ball joint for metal chips and secure the two 7mm bolts on the wheel hub with a lock plate. The 7mm bolts are known to fatigue so they are best replaced. Adjust the front wheels to 0-3mm toe out.

Inspect the steering pinion for play; it is not uncommon to find the pinion bearing worn out. Same for the two steering ball joints behind the gear box, check the anti-rattle rubber between the steering ball joints and the steering track rods.

## Rubber Inner Mudguard Holders

To prevent the middle drive shaft boot being ripped, secure the lower inner mudguards in their V shaped rubber holders attached on the chassis and bend the corners slightly away.

## Bumpers

Bumper bars should be secured. The standard rear bumper hangs very low, and an alternate is suggested. All items like reverse lights and fog lights should be removed from under the bumper and refitted above the bumper.

## Engine

A complete engine service is recommended before the Raid.

Start with a compression test. It should read from 100 psi to 160 psi with a variation of not more than 10% between the two cylinders. Remove the valve covers and check the 3 main nuts holding the cylinder heads. Adjust the valves to 0.20mm and fit new valve cover seals.

Fit new contact points, condenser, spark plugs and ignition leads. If you have electronic ignition fitted be sure to bring a complete original Citroën points and condenser set including the box,

## Detailed Raid Preparation

advance weights and fittings. It is likely that the ignition system will be submerged. Clean the oil cooler. Inspect the oil feeding tube on the engine and on both cylinder heads for rust and oil leaks.

Fit new engine mounts; inspect the fan hub for cracks and replace if necessary. Inspect the fan protective grill for defects and make sure the light grill mesh on the inside of the bonnet is firmly secured to prevent stones and twigs entering the fan cooling shield. Test the engine breather. Change the oils and oil filter.

### Exhaust

Inspect all inlet and exhaust manifold nuts and exhaust clamps.

Make sure that both mufflers are in good condition and the front muffler is hanging correctly on the two bolts on the gear box.

### Carburettor

The carburettor should be serviced and adjusted according to original specifications.

### Air Filter

The air filter housing is constructed from two parts joined together and should be sealed with a sealant. If the housing is aged and worn replace it.

Secure the goose neck hose connecting the air filter to the carburettor using clamps. If the goose neck is cracked replace it.

### Wheel Bearings

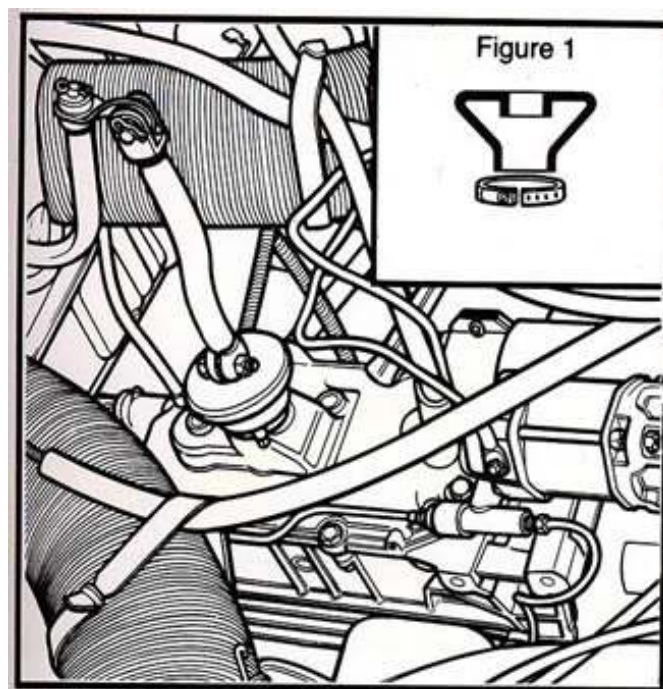
Inspect all four wheel bearings for play and noise. Bearings should be re-greased or replaced.

### Brakes

Must be in serviceable condition and adjusted to specification. Change the brake fluid.

### Tyres

The choice is a point of conjecture. The larger the tyre, the more unsprung weight, and the larger the alteration to engine to wheel ratio. The single most important factor remains the age of the tyre, not the amount of tread left, but the age of the rubber. New tyres are recommended.



### Gear Box

Gear box trouble occurs on every Raid. Gearboxes unwind and lock or simply fail. The gearbox should be in serviceable condition.

You should ensure that the gearbox has been re-peened, by approaching your local gear box guru, and avoid unwinding the box.

Inspect the lid rubber boot for cracks and secure with cable tie or clamp. Check the two rubber grommets on the gear lever linkage and inspect all bolts, nuts, split pins and washers.

### Clutch

If the engine is not in the car, inspect the entire clutch for wear and tear.

While you are there check the spigot bush and seal at the back of the crank shaft and the crank shaft seal behind the fly wheel.

It is best to have the fly wheel professionally machined. Fit a new clutch and clutch cable. Inspect the clutch fork for cracks or bends and replace if necessary.



## Detailed Raid Preparation



### Electrical

You may think your alternator, starter, regulator and battery are in good condition and have not failed you for years, but now is the time to get your alternator and starter overhauled, and replace your regulator and battery.

### 2Way Radio

A vehicle-mounted 40 channel UHF CB radio and antenna must be fitted to every car in the Raid.

Some of the sections that we travel have a condition of transit being that each vehicle is fitted with such a radio which operates between 476.25 Mhz and 477.400 Mhz. These are known in Australia as standard UHF radios.

We have seen UHF radios from other countries, which purport to transmit over the same frequency, however the channel spacing is different so it is recommended that you purchase one in Australia.

Handheld UHF radios are useful when you are outside the vehicle and need instructions from someone, however they are optional and additional to the requirement of a vehicle-mounted radio.



### Raid Arnhem 2016

Raid Arnhem 2016 will commence on Monday August 1 from Gap View Caravan Park , 123 Gap Road, Alice Springs. ..

There will be a welcome dinner at the Gap View Hotel on the evening of July 31 and your committee will be in residence some days before the start. Some participants may wish to visit Uluru en route to Alice Springs or take a tour in the days before the commencement of the raid.



<http://raidaustralia.com/detailed-raid-preparation/>



# 2016

## 2CV

## R

## A

## I

## D

# AUSTRALIA

### Day 1:

Approx.  
306 km to a  
Bush Camp  
near Yuen-  
dumu.

### Day 2:

Approx.  
318 km to a  
Bush Camp  
near Rabbit  
Flat.

### Day 3:

Approx.  
303 km to a  
Bush Camp.

### Day 4:

Approx.  
216 km to  
Top Springs  
Hotel.

### Day 5:

Approx.  
202 km to  
Riverview  
Tourist Vil-  
lage, 440  
Victoria  
Highway,  
Katherine.

### Days 6 to 12:

Individual  
excursions  
to the many  
destinations  
accessible  
from Kathe-  
rine.

### Day 13:

Approx.  
294 km to  
Roper Bar

### Day 14:

Approx.  
180 km to a  
Station on a  
Billabong  
about 8 km  
before  
Numbul-  
war.

### Day 15:

Approx.  
120 km to a  
camp on the  
Walker  
River.

### Day 16:

Approx.  
130 km to a  
camp on the  
Wadjunga  
River.

### Day 17:

Approx.  
285 km to  
The Walk-  
about  
Lodge in  
Nhulunbuy.

### Day 18:

Rest Day in  
Nhulunbuy.

### Day 19:

Approx.  
428 km to  
Baghetti  
Homelands

### Day 20:

Rest day in  
Baghetti.

### Day 21:

Approx.  
365 km to  
Mataranka  
Springs.

### Day 22:

Rest day in  
Mataranka  
Springs.

### Day 23:

Shop in  
Mataranka  
for 2-3 days  
provisions  
then, depart  
for Roper  
Bar.

### Day 24:

Approx.  
287 to But-  
terfly  
Springs.

### Day 25:

Approx 82  
km to  
Lorella  
Springs.

### Day 26:

Approx.  
138km to  
Cape Craw-  
ford.

### Day 27:

Approx.  
277 km to  
Daly Wa-  
ters.

### Day 28:

Approx.  
303 km to  
Banka  
Banka Sta-  
tion.

### Day 29:

Approx  
476km to  
Aileron.

### Day 30:

Approx.  
133 km to  
Alice  
Springs.

### Day 31:

Adieu.



Raiders group picture on Cable  
Beach, Broome Western  
Australia. Committee Raid 1996



## Cross-coun

Unlike stationa  
gle star dune on  
ity that lasts se  
Routes in Afric  
uncharted terra  
around 300 km

## Raid

This is a type o  
goes over track  
ally these trips a  
lar are the dese  
can countries,  
through Mong  
to vehicles for  
tanks, roof rack  
food, water/dri  
extra weight t  
springs, shock a

## Vehicle pro

A danger with  
rocks or other  
tion would be  
plates), which  
(such as the  
manufacturers  
their vehicles.  
available as an  
flat plates, but  
multiple pieces)  
skid plates are a

Probably the m  
grille or bull  
improved bum  
protect the gr  
common type  
"pre-runner" st  
sweep vegetati  
the vehicle fro  
system can be  
bumper with a  
Bumpers design  
rings to assist in



try  
ry dune bashing that tends to revolve around a sin-  
t one obstacle, cross-country off-roading is an activ-  
veral days on routes with desert or other terrains.  
a generally have obstacles in largely uninhabited and  
in. These circuit routes are over 50 km and usually  
long; Australia even longer.

f travel is usually undertaken with a 4x4 that mostly  
s and contains some bits of off-roading. Tradition-  
are going through relatively uninhabited areas. Popu-  
rts in Tunisia, Morocco and other North Afri-  
continent crossing trips through Africa, trips  
olia or Northern Scandinavia. Typical modifications  
this kind of travel are the addition of extra fuel  
tents, and elaborate storage systems in the back for  
nking, spare parts, tools and other cargo. Due to the  
he suspension is often reinforced with stronger  
bsorbers etc...

## tection

off-roading is damage to the vehicle from hitting  
hard surfaces on very uneven terrain. A typical solu-  
to install skid plates (sometimes also called bash  
are thick metal plates protecting vulnerable parts  
transfer/gear box or engine oil sump). Some  
install skid plates as standard equipment on some of  
For many others this additional protection is  
after-market accessory. Skid plates may be simple  
they may also be formed (by stamping or by welding  
to protect shaped items like differentials. Fuel tank  
common factory option.

most common improvement for off-road use is the  
guard, which can be added with or without an  
per. These typically metal frameworks extend to  
ille, and potentially the headlights as well. One  
used on off-road pickups and SUVs is the  
yle, with an angular, protruding front designed to  
on away from the vehicle centerline, and to deflect  
om less movable obstacles. The grille protection  
assembled piecemeal, or a one-piece winch-mount  
pre-runner bar and grille guard can be fitted.  
ned for off-road use typically have added eyes or D-  
n vehicle recovery.



Raid Arnhem 2016 will start in Alice Springs on the 1st of August 2016 and will finish back in Alice Springs about a month later.

The Raid route itself is subject to change as the actual survey has not been completed yet. Be prepared for mostly bush camps, national parks and very few camp grounds. From Alice Springs we will travel via the Tanami road, heading west then north through Judbarra national park then to Flora river nature park & on to Katherine. From Katherine we head north to Pine creek. Then through Kakadu national park, to Jabiru. Exploration of Arnhem land follows, the final route is still to be decided but, taking in places such as Cobourg peninsula, Maningrida & Nhulunbuy.

We will exit Arnhem via Roper Bar heading south to Limmen national park & Barkly table lands, meeting up with the Sandover Highway back to Alice springs. At this stage approximately 4500 Km. In Arnhem Land we plan to do one days driving followed by a rest day. Daily distances will be manageable & enjoyable throughout the Raid.

*The Australian Raid will run from 1st to 31st of August 2016*

*Text above from: <http://raidaustralia.com/>*

*Text left from: Wikipedia*



# The Citroen 2CV is the most badass car of all time

Ryan McElroy Carkeys.co.uk 28/07/2015

.What's the most badass car you can think of? A BMW E30 M3? How about a Plymouth Barracuda or maybe even the Batmobile?

Wrong, wrong and wrong again, we're afraid. In fact, the world's coolest car is the Citroen 2CV, which yesterday celebrated 25 years since the last model rolled off its production line in Portugal.

It wasn't fast, it wasn't good looking and it's no surprise that it was nicknamed the Tin Snail thanks to its output of a grand 9bhp courtesy of a hilariously tiny four-stroke engine.

Manufactured to replace cattle in the service of French peasants, it also came with an odd suspension setup which meant you could literally bounce it on its axles like a bobblehead, along with straps to hold the doors on.



Still, it proved to be a best-seller, having remained in production for 42 years since it debuted in 1948, with more than nine million of the things sold worldwide in that timeframe.

As it turns out, it also proved itself to be a serious force to be reckoned with, at least according to a 1967 Dutch Citroen brochure called Highlights from the History of the 2CV.

Forget reams of specifications and options lists, Citroen instead decided to get straight to what we all want to know: how does this car compare to, say, John Rambo or Optimus Prime?

The answer, apparently, is pretty damn well. More than just a car, the 2CV was a bona fide bad-to-the-bone motor. It's a war veteran, it's a hero, it was a favourite amongst mysterious royal families and it also may or may not have magical abilities.

Shove your Ferrari F40, your Nissan GT-R and your Shelby Super Snake. The Citroen 2CV was, and still is, the most outrageously badass car of all time. Thanks to Citroen's brochure, here's finally proof of why:

## *It could run on ancient banana magic*



Back in 1958, two Frenchmen, Jacques Seguela and J.C. Baudot embarked on a round-the-world trip in a 2CV on behalf of Citroen.

Having already taken the dinky Tin Snail through Africa, they moved on to South America, where the 2CV was tackling a particularly tricky patch of rough terrain somewhere in the middle of the Chilean desert. Halfway through the trek, the engine made a crunching sound and the car clattered to a halt. Diagnosing the problem, the pair found that the oil reservoir had run completely dry, and with nearly 2,000 miles between them and civilisation, things seemed pretty dire.

Enter a mysterious Native American, who appeared "suddenly, as if fallen from the sky", according to Citroen. Without uttering a word to the pair of bewildered explorers, he took a number of bananas out of his bag, mashed them into the car's crankcase and then continued on his way.

After that, the 2CV reportedly started up again, good as new, and completed the rest of its journey running on nothing other than smushed-up banana.

It might sound ridiculous, but after the expedition Jacques Seguela went on to help found one of the biggest advertising companies in the world, RSCG, and continues to swear by this story even today.





Remember that scene from Indiana Jones and the Temple of Doom where they get invited into the palace of a Maharaja in a small, mysterious kingdom in the Himalayas? Well, that's pretty much what happened to the 2CV...

Early in 1958, Maharaja Kumar of Sikkim, a small principality in the north of India, decided that he'd become tired of the large and expensive cars usually offered to him as gifts, and instead demanded his servants bring him a 2CV.

Apparently, he liked it so much that he declared a grand expedition, with his palace workers instructed to find him a place of unforgettable beauty, with a severe climate and primitive tracks to take it out on.

In other words, he was just a massive petrol head and wanted to find the best driving roads in all of his kingdom. Who'd have guessed that a car made for peasants would also be fit for a king?

### ***It saved a load of swans from freezing to death***



Nothing says hardcore badass like executing a well-planned rescue mission, and that's exactly what the 2CV was used for in Holland. During the 1960s, it was a rescue car that helped stop swans from freezing to death in the middle of winter.

The IJsselmeer lake in the north of Holland is home to swans and other wildlife but tends to freeze over during the cold months, leaving them "convicted to a horrible death" due to a lack of food, Citroën said.

At the time, the 2CV was the only car available that was light enough to be able to move across the frozen lake top, thanks to its bare-bones corrugated metal body, and it delivered food to the swans and even evacuated sick and weakened animals for urgent care.

### ***It was a member of the Royal Navy Commandos***



Plenty of cars have seen action in the theatre of war over the years, from the original Willy's Jeep to armoured Rolls Royce's and everything in between.

However, one of the lesser-known prides of Her Majesty's Navy was actually the Citroën 2CV, which was adopted as an honorary member of the Royal Navy Commandos in 1959 aboard the HMS Bulwark.

The Navy was experimenting with the best way to quickly transfer troops from its aircraft carriers to the ground, aiming to shift commandos 95 miles or so inland as quickly as possible.

According to top brass, such an operation required a vehicle which was light, strong and easy to control and live with, and as a result sixteen 2CVs were chosen as the weapons of choice for the force. Lifted by helicopter with troops aboard and then dumped into enemy territory, the Navy was reportedly impressed with the dinky Frenchmobile's hardiness.

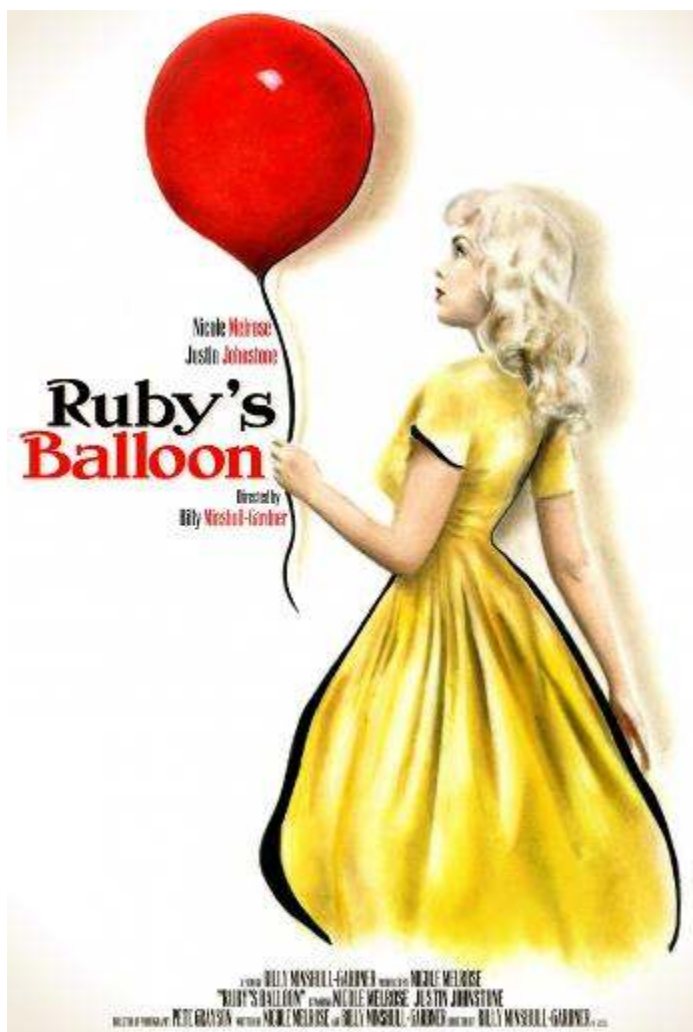
Passing the test for military service and officially joining the ranks of some of the most elite corps of the British Navy, as odd as it was, the little 2CV became a four-wheeled soldier in its own right.

An unlikely hero but a hero nonetheless, the legendary Deux Cheveaux was indeed a little rough around the edges and pretty ugly to boot, but then look where that got John Wayne...

*My thanks to John Wyers for this article. Ed.*



**CK Car Keys**  
The key to your new car



## IDA Stars in Ruby's Balloon

A request was received through the club for a D series Citroen as a prop in a locally made film "Ruby's Balloon". The film was inspired by a silent film of the 1950s "The Red Balloon" and is an extension of the ideas on which that film was based.

I offered IDA as a possible candidate, sending her "portfolio" to the producers and was surprised to receive a reply advising of filming dates and asking when it would be convenient for us to attend. We were able to offer a number of alternatives for the shoot and on a very hot Sunday afternoon in January we arrived to be greeted by the cast and crew of "Ruby's Balloon".



A number of sequences were taken in a laneway while IDA sat quietly to one side of the scene and the "the star of the show" a large red balloon (or actually balloons) was apparently destroyed, replaced, caught in a tree, found hiding beside IDA and beckoned toward the actor playing Ruby, Nicole Melrose.

Then there was the action scene. Robert, played by Brian Cresswell had to drive at speed down the lane to "execute" the balloon. After a brief explanation to Brian who had at least driven a manual car in the dim past of how to start and stop (Yes that little mushroomoid is the brake) we were ready to go. This involved me backing IDA down the lane and Brian driving her back "at speed" to stop at the right spot. I could hear her burbling down the lane in first gear and on one occasion a short squeal as she stopped. I could not watch as I would be "in shot" and hence force another take. It took several attempts before the director was satisfied with result. I don't think my anxious face appeared on any of the takes.

We discovered that filming involves a lot of waiting around between "sound, camera, action" but allowed for quite a bit of conversation about many things. One interesting fact that arose, as far as I was concerned, was that Brian used to work at Whitehorse International and then Ranger Truck Rentals with a fellow who had Citroens: none other than our late member and friend Arthur Greaves. It is a small world after all.

A short trailer of the film is visible here.

<http://www.pozible.com/project/199173>

*Article and images supplied by Colin Bates.*





# Colac Custom Car and Bike Show

16<sup>th</sup> January 2016

On Friday 15<sup>th</sup> January I took Denise and IDA to Colac. Denise was to spend the next week looking after a cute 10 month old kitten which my daughter Catherine had recently acquired. The kitten was still getting used to his new home away from the Geelong Animal Welfare Shelter and Catherine had a commitment for a week in Melbourne, so mum was drafted as carer.

After an uneventful trip down, apart from discovering that the left hand driving light was better suited as a possum spotter, and a night's sleep we decided to pick up a few supplies at the local shops. Murray Street, the main street of Colac was busy with traffic and slowed to 40 kph and the front of the Memorial Square appeared barricaded by hundreds of motorbikes. Behind the barricade was a large display of cars. We altered our plans and went to have a look.

Holdens from FX to HT, Chevs from 1927 with tyres skinnier than a 2CV to Corvettes, seriously modified T Model Fords along with Mustangs and GTHOs dominated the vehicle display. A lone Morris Mini Deluxe, Morris 1100, Bentley straight 8, 1950s Vauxhall Velox and a few MGs provided a British presence.

Denise spotted a black ute with a black tonneau cover sporting a pair of gold chevrons: the legendary Dutton's DS 23 Ute.

We arrived just as the owner was demonstrating the suspension. He was talking to a couple who were showing him a photo they had just taken of "a white one of those in the main street". We had arrived right on cue: the photo was of IDA.

The Ute has been recently restored by its owner, John Lengton of The European Garage, Timboon, after being used for some years as his work vehicle. John said he had spent some time and effort in ensuring that the air conditioning worked properly by altering the route of ducting and piping along the sills, not over and around the motor as per the original Citroen "design". Cold air rather than reheated cold air now enters the cabin.

The history of the Dutton's Ute goes back some time. John's ute is the second one built by Dutton's a former distributor of Citroen in Victoria. The first was written off in an accident, the second was built as the result of an accident. A DS23 Safari in for service inadvertently had its roof crushed when a hoist was lowered when the car was underneath. The story goes that a replacement car was supplied to the owner of the damaged vehicle and the roof behind the front doors removed. After some more modification the Ute was the result.

*Article and images supplied by Colin Bates.*



## 2CV headlights. To be round or square, that is the question!

Why is it that some 2CV's from the mid-1970's and 80's have square headlights? If square lights were supposed to be more modern illumination units, why do the later models have round headlights?

Much discussed, much confusion. According to Fabien Sabates in "Le Guide de la 2CV": "All 2CVs received square headlights as of September 1974 (model year 1975). In September of 1975 (model year 1976) Citroën introduced the Special, a bare bones car without the 3rd rear side window, and round headlights. The other models retained the square headlights. In September of 1978 (model year 1979), the Special regained the 3rd rear side window, but kept the round headlights. The 2CV "Confort" is now re-named 2CV Club, and retains the square headlights. September 1980 (model year 1981) sees the introduction of the two tone Charleston model. The trim level is "Club", but round headlights are installed. All other Club models soldier forth with square headlights. The Specials and their derivatives retain the round units. As production begins to wind down, the model range is simplified. In July of 1987 (model year 1988) the Club model with its square headlights is discontinued. Only the Special and the Charleston remain in production, both with round headlights, until the final curtain falls at 4:00 PM on July 27, 1990 (model year 1991)".

Citroën's savings with lower cost to produce the round units probably explains their use from 1987 until the end of 2CV production.

In some cases people have retrofitted square headlights on models that had round ones. (Especially if they want to look like the James Bond 2CV in the movie 'For Your Eyes Only'.) But more likely people have switched out the squares for the round. Arguably the round headlights are cuter and better suit the overall curvy lines of the car.



### UPDATE & CORRECTION:

Gert Bue Larsen offers a correction to what Fabien Sabates states in "Le Guide de la 2CV". Gert writes:

"The Club model was not discontinued in July 1987. It switched to round headlights for model year 1988, and remained in production in France until the very last day at Levallois. I bought myself in Denmark a brand new 1988 2CV6 Club with round headlights, and I was present on the last two production days at Levallois (Friday, February 26 and Monday, February 29, 1988) at Levallois, seeing numerous Club models rolling out of the plant."

Gert further says: "I also toured the Mangualde plant in May 1990 shortly before the production ceased, and I can report that the entire 2CV range was still being manufactured – Spécial, Club, and Charleston – all with round headlights. According to my photos and notes from 1990, I saw Spécial and Charleston for France+Belgium, Club and Charleston for W. Germany, Spécial and Charleston for UK, and Club for Portugal (the latter with a particular seat fabric and foldable rear seat)."

Article: *Citroënvie*





## Incredible! 1974 2CV Charleston sell for \$50K

Feb 4

Here's a reason to keep your 2CV in pristine shape... At the RM Sothebys' auction on January 28-29 in Scottsdale Arizona this 1974 Citroën 2CV6 sold for a whopping \$49,500 US. And this isn't a socked away "zero mileage original", but rather a restored 2CV. Granted the restoration was done to a very high standard by Axel Kaliske of 2CVs R Us in Seattle, Washington, and it was to the rarest of Charleston colour schemes, Yellow on black, but even so – \$50K? That's a pretty hefty premium considering one can put a 2CV on the road today restored to "brand new" condition with the rolling chassis that Burton offers, new body shell and completely new interior for under \$35K. Ah! – but buyers at auctions like RM Sotheby's are not plugged into the 2CV world. They see a cute little 2CV and their wallets open.

The vehicle's marketing for the auction no doubt helped. Offered from the Craig McCaw Collection, the listing touted the owner's dedication to quality; and that only best example available was acceptable. And then 24 nicely photographed images were included. The listing eluded to the odometer showing only 406 kilometres at the time of cataloguing. But being that the car was restored, it was not the original mileage!



One other reason for the high price it commanded may have the addendum disclosure that some of the proceeds from the sale of the Craig McCaw Collection would benefit Stanford, the Revs Program at the University, and other charities including The Nature Conservancy. We suspect these were factors in creating record breaking price.

*RM Sothebys' photo listing of 1974 2CV6, Chassis no. AZA9103167, Engine no. 1GW02016660:*

## Parts Cleaner

I have approx 80L of heating oil in a drum and can decant into smaller containers if necessary to share it around. The oil has low volatility and is an ideal for cleaning oily parts. No charge. If interested please contact Tom Gucza 0431396277 or [badjatom@gmail.com](mailto:badjatom@gmail.com).



### **CHRIS CROSS GARDEN SUPPLIES**

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

Telephone: **9859 2666, 9859 2655**  
Fax: 9859 2299

*We can deliver anywhere*

**SANDS   SOILS   PEBBLES   ROCKS   MULCHES   CEMENT   PEA STRAW**

# Sales and Wants

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

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

## For Sale:

12/15

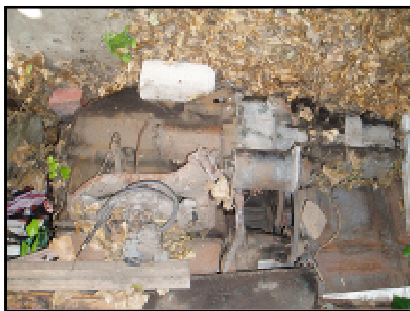
Set of 4 Rudge-Whitworth 15 inch wire wheels supplied as an option on pre-war English Tractions. See picture. Location: Brighton, Victoria.

Price: By research and negotiation due to scarcity.

Contact Lembit Marder on 0400 155 779 or at [lembit@marder.org](mailto:lembit@marder.org)

Also available at no cost from the same source: several early traction engines including one engine and transmission from an 11B Normale. See pictures below.

These are located in Hawthorn and collection is urgent due to imminent settlement date for the sale of the property. The body of the 11B is also available but it is located in Castlemaine.



## 2008 Citroen C5 HDi Sedan

2/16

This is a limited edition 2.2L twin turbo HDi Sedan.

Registration: WDB-947, 179,000 kms.

One owner, full service history, gold metallic with grey leather trim. Sun roof and tinted windows.

12 months registration. Good clean car. Asking \$8,500. The vehicle is in Traralgon, Vic.

Contact Peter Wight: [lynw@nationaltilestraralgon.com.au](mailto:lynw@nationaltilestraralgon.com.au)



## 1989 Citroen BX 16V

2/16

Eng No 08001918 RUST FREE. Car is club registered and passed recent RWC. Also regularly driven and always garaged.

Mechanically excellent. Body work also excellent but for the usual fibre-glass bumper cracks. Interior is terrific except for the notorious dashboard cracks! All suspension well maintained. A rare, high performance car, with superb suspension, having a Bathurst class victory in late 80's and 12 hour endurance victories. (Try to find one on Carsales etc). Also with many spares, including 4 fac-



# Sales and Wants

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

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

## 1985 Citroen CX 2500ie GTi

2/16

Eng No 1CW1Y000403 RUST FREE. Car is club registered and passed recent RWC. Regularly driven and always garaged.

Mechanically very good. Michelin TRX all round. Interior is also very good with fitted sheepskin front seat covers over leather squabs which need leather work for concours. Radio console and 2 doorcards need work but there are many, many spares, including these items.

A/C is "cool" but needs re gassing. A beautiful rare car for an enthusiast's regular drive. \$8,000 as is, including a vast amount of excellent spares. Car is located in Fingal {back beach of Rye}.

Contact Richard 0417316060.



## Citroen CX Parts Car

2/16

1985 CX 2500ie auto car for great spares. White with blue fabric interior. Has been partially cannibalised, for good reasons, but has an excellent motor ,with cruise control.

The gearbox is u/s ,except in reverse, bust most panels are dead straight and rust free. There is superficial rust on some panels but nothing "terminal". Factory Mag wheels and tyres are very good.

Chrome bumpers are excellent and all light are unmarked with the exception of nearside headlight which has some rust in the reflector. Must take a look! Pick a part or make an offer on the car (It could be a very restoration).

Contact Richard 0417316060.

## For Sale.

12/15

Citroen model A as shown in the pictures. Can form the basis of a restoration project. Location is Tamworth, NSW. Price by negotiation.



For further information contact Alex and Jayne Davidson on 0419 235 366 or by e-mail to [davidsonjayne5@gmail.com](mailto:davidsonjayne5@gmail.com)



## BEAUTY IS IN THE EYE OF THE BEHOLDER

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

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

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

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

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



# Darebin Tyre and Service Centre

Incorporating  
Cars of France

**170 GRANGE Rd. FAIRFIELD**

**Ph: 03 9499 7522**

**03 9499 2478**

**[www.carsoffrance.com.au](http://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

61 BOND STREET RINGWOOD 3134

PHONE: 9879-8487



**PROPRIETOR  
STEFFAN ROSIER**

*Michelin Vintage Tyres  
always available.*

*Please check for  
current stock and  
prices.*



**NOW  
ALSO IN SYDNEY**

## EUROPEAN AUTO IMPORTS

**Parts for Peugeot, Renault, Citroën and Alfa Romeo**

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

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

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

eai@eai.net.au

www.eai.net.au

### SPHERE REGASSING

Peter Dekker \* 0425 703 899

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

## LHM SALES

*(Strictly Members Only)*

ABN 74557610508

**\$12.00 for 1000 ml container**

*Cheque or money order (payable to CCCV Inc.)*

*Note: Purchasers must receive a receipt*

Mentone

Ballarat	Shane Leviston	0434 562 745
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.



# PARIS MOTORS

www.parismotors.com.au

**Citroën Service Centre**

Email [service@parismotors.com.au](mailto:service@parismotors.com.au)

**42 APPLETON STREET RICHMOND 3121**

**Phone: 03 9427 0111**

**Fax: 03 9427 7985**

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



## Pleiades

**Automotive Hydraulics (Australia) Pty Ltd**

A.C.N. 087 262 388

« THE CITROËN HYDRAULICS SPECIALISTS »

Over 35 years experience



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

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



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



AUSTRALIA: -

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

UK:-

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

# ALAN MANCE CITROËN

## FINANCE AVAILABLE<sup>#</sup>



# 10% Off Your Next Service!

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

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

## NEW CARS ♦ USED CARS ♦ DEMOS



**Alan Mance Citroën**  
[www.alanmancecitroen.com.au](http://www.alanmancecitroen.com.au)

419 Barkly Street, Footscray  
PH: 9396 8000 LMCT4976

<sup>#</sup> To approved purchasers. \* Service Voucher Disclaimer.