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**THE**



# NEWSLETTER

*THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.*

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

**March 2017**



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## CITROËN CAR CLUB OF VICTORIA Inc.

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### MEMBERSHIP RATE

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

### CCCV GENERAL MEETINGS

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

### CCCV COMMITTEE MEETINGS

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

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS

#### AND PAYMENTS

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

### CPS RENEWAL

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

### CPS NEW APPLICATION

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

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



Well, I did it. Last month I told you I was off to the hot rod and custom show and the experience was an education as well as a pleasure. As expected there was some no-fear engineering and as expected the

standard of presentation of the cars was breathtakingly high.

There were some surprises, though. For a movement with its roots in working class young American men making their T-models distinctive and faster on a budget, there were scores of projects well into 6-figure sums. High performance V8 engine mods plus superchargers the size of a 2CV engine demand megabuck investments. Then add the running gear and bodywork, a lot of it labour-intensive and you have a vehicle matching the cost of anything you'll see at Motorclassica.

The hot rod show was smaller than I expected, about two thirds the size of Motorclassica, with only a handful of the support industries I was looking for. The passion was the same, though.

I made a point of observing the demographic of the visitors. I reckon the average age was about fifteen years younger than the crowd at Motorclassica. It was more gender balanced, too. Don't ask me to put a figure on it, just many more WAGs at the hot rod show. There were children there as well, some in prams. Not a pram in sight at Motorclassica. So? I hear you ask. I wish I had the answer to that one, but I haven't.

But wait! Those of you who missed our February club night missed a treat. Not only was the attendance of 40+ the most we've had for a long time, but here were a large group of mostly silver-haired blokes who know the insides of their motor cars very well, listening attentively to a young woman (thirty-two she told us) talking about her motoring life owning and servicing BXs. I think her fleet is down to five at present.

#### FRONT COVER

Citroen P45

American military restorations in middle pages.

Gamila MacRury, software development engineer, olive farmer, young engineer of the year and former army officer set a benchmark for club members telling their motoring stories. Her talk was interesting, lucid, informative, refreshingly honest and illustrated with both pictures and exhibits of dead parts removed from ailing cars. A self-taught mechanic, Gamila was quite happy telling us how she did one job seventeen times (the seals on a BX steering rack) before getting it just right. She has, however, by smart buying (a maximum of \$500 per BX) and learn-by-experience mechanical knowledge given us an object lesson in economical motoring. Stand by for a tap on the shoulder if we think you have an automotive story to tell.



Automotive paints are the subject of our next club night. We also have in coming months two visits to restoration workshops. It's going to be a great year for we back yard tinkerers. Buy one of George Hamada's cars and get to it! Happiness rules.

*John Parsons. President*

#### DISCLAIMER

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

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Factory 2, 8 Enterprise Avenue; Berwick.*

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



# NOTICE BOARD



## CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to [www.citcarclubvic.org.au](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: David Parker, Andrew Hepburn and Brian Watson.. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

**LHM OIL for members:** The price of LHM oil is only \$12-00 per l.

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

Events Calendar		2017	Draft Activities Program	2017
Jan	26	<b>Australian Day BBQ CCCV/CCOCA</b> <u>See details and location on page 6. Dec issue</u>	Apr	5 Club night—D. Gower
Feb	1	Club night	14-17	Citin in Smithton Tasmania
	5	RACV Great Australian Rally Melb to Mornington <input type="checkbox"/>	May	3 Club night—Tech forum
	12	30th Annual Picnic at Hanging Rock. <input type="checkbox"/>	15	Annual Motoring Heritage Day <input type="checkbox"/>
	19	RACV Classic Showcase - see Feb Newsletter	20	Tech-Historic & Vin Restorations
	25-26	Venus Bay - Details next page	27-28	Historic Winton (see Dec issue) <input type="checkbox"/>
Mar	1	Club night—Hi Chem Paints	Jun	7 Club night—Restorations
	12	Yarra Glen Racecourse Swap Meet	18	Scienceworks & Pump station
	19	B24 Museum Werribee & BBQ @J. Dorgan's. <input type="checkbox"/>	Jul	5 Club night—Painting cars
Lara		<b>NOTE: CHANGE OF DATE see page 5</b>	16	Bastille Day—Beaufort Manor Yea - <b>FRENCH DRESS</b>
		<b>Monthly 1st- Chit-Chat Tuesday</b>	August	2 Club night
		New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae	26	RUN-Modern Plating
		( opposite the steel Lighthouse). Melways 158 K10	2018	Mar 30-Apr 2 Citin in Dalby Qld.
		<b>from 10.30am. CCOCA &amp; CCCV event for coffee &amp; chat.</b>		For more details on club events contact
		Denotes a Non CCV sponsored event.		Ian Downie on 0452 411 104

## CCCV Club Advice Line

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



## Forthcoming Club Events

### Club Night 1st March

Kristian Tkatchenko, Marketing Manager - Rust-Oleum, Motospray & HiChem.

Kristian is himself a DIY restorer and will speak on paint systems for home repairers and restorers.

There will be a product display and plenty of time for Q & A.

### Sunday 19th March Club run **(CHANGE OF DATE)**

We visit B-24 Liberator Restoration Australia and followed by a BBQ lunch at John Dorgan's home in Lara.

**TIME:** 10.30AM at Cnr Princes Hwy & Farm Rd Werribee Vic 3030

**COST:** \$10.00 includes entry and engine start-up.

**DEPART:** Airfield for Lara BBQ at John Dorgan's home.

**ADDRESS:** 90 McIntyre Road Lara.



### Club Night 5th April Richard Gower - Senior Instructor

Dick Gower is a Flying Instructor of the General Aviation and Recreational Aviation flying schools at YVFT. He has over 50 years and 10,000 hours of aviation and flight instructor experience including training students in aerobatics and formation flying and holds CASA test approvals. Dick has recently given up the title of CFI to do more of what he loves (flying) and less of what he does not (paperwork).

He owns the vintage de Havilland Chipmunk, *Lady Liz* (VH-DCZ), which is based at Coldstream.

Amongst the positions he has held are:

Senior Field Engineer covering airlines in Australia, New Zealand, PNG and the Pacific.

Left Job at Hamilton Sundstrand 1992 — Field Service Engineer

Senior Field Engineer covering airlines in Australia, New Zealand, PNG and the Pacific.

Started Working at Ansett Australia.

Dick has also been a Morgan owner for 40 years, and written many safety articles for the Royal Victorian Aero Club Magazine under the title: "What's up Caruthers?"

**2017 Post Citin Run** details now available Book now to avoid disappointment.

<http://cit-in.org/program/post-cit-tassie-tour-april-2017/>

### Saturday 20th May Club Run



**Address:** 17 Cottage St, Blackburn VIC 3130

Time TBA next issue.

## C5 (III)



Early 2008 saw the original C5 replaced, in a fanfare of publicity, with a car of whom there was no doubt at the intended market targets. Launch TV ads in the UK made it very clear, with their "Unmistakably German" tag line, teutonic imagery and Wagner soundtrack - BMW, Mercedes, Audi, watch out. Sharing the Peugeot 407's platform - a derivation of the Mk1 C5, but with multi-link front suspension, rather than MacPherson struts - the car itself had a similar three-box outline to the predecessor, but this time meant it - no tailgate, only a bootlid. Whilst the Mk1 C5 and Xantia had had different suspension systems according to trim level, with variable springing only on upper-spec cars, the Mk2 C5 took this to another level - the lower-spec cars using the same steel springing as the 407. Only upper-spec had hydraulics, albeit Hydractive 3+.



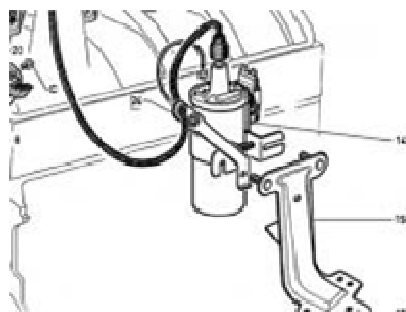
Mechanically, the C5 mixed the old C5 and the C6 - the v6 diesel (shared with Jaguar/Land-Rover) being the only addition. Slow sales of the v6 petrol in the old car meant that the new one didn't even get that engine for the UK

### **Citroën's attempt at Formula 1: the MEP!**

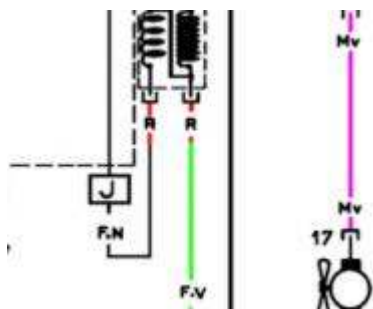
Back in 1969 Citroën decided to build a 2CV-based racing car aimed at getting children onto the race track. The car initially had a highly tuned Ami engine, but performance was less than expected. It was then fitted with with an 850cc Panhard engine with slightly better results. Even so the project didn't extend beyond this single prototype. Named the MEP this is an extremely rare car and recently turned up for sale at the Beaulieu International Autojumble for £10,000. Needless to say, it was sold very quickly.

## Later DS coil wiring

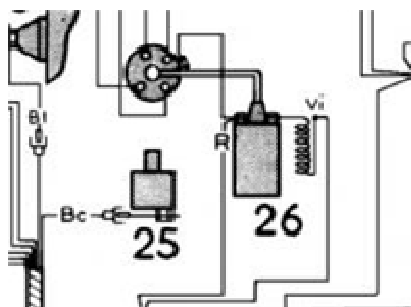
Circuit diagrams from one of the last version of the DS. taken from manual 814



Mounting bracket for coil. Part 15 in the diagram



Alternative wiring diagram for DS coil



Traditional wiring diagram

## DS Headlamp Housing Refurb

The DS headlamp housings were originally self coloured plastic. I wanted them to look as near to original as possible so with Darren at Citroën Classics' help the correct colour is Pantone 401c

I had some canisters made up by <https://www.rioletcustomaerosols.co.uk> 10% gloss (i.e. just a bit glossier than flat matt) and they look incredible.



Left: Before

Right: After

<http://www.citroencarclub.org.uk>

## CITROEN RECALL.

PRODUCT: C4 B71 Series Sedan and DS4 B75 Series. Affected vehicles can be identified from Vin list.  
Cars sold from approximately from 1st June 2-11 to 31 July 2015

**WHAT ARE THE DEFECTS?** Due to corrosion, the striker wire on the bonnet support may prove insufficiently secure for its intended purpose.

**WHAT ARE THE HAZARDS?** If the bonnet support striker is affected with corrosion the bonnet may release without warning and fly open, potentially causing an accident.

**WHAT SHOULD CONSUMERS DO?** Citroen Automobiles Australia will contact all known owners by mail and advise them to present their vehicle to their preferred authorised Citroen dealer to check the condition of the bonnet support striker and apply the fix at no charge.

**MARCH 11-12** Heather Greaves final clearout. **TIME: From 10-00am**  
**Mostly ID parts**

**Parts free if you help sorting out metals for the metals dealer.**

**8 Farleigh Avenue BURWOOD 0418 374 774**

**THIS IS YOUR LAST CHANCE, as house is sold.**



## ORDER OF AUSTRALIA 2017

MEDAL (OAM) OF THE ORDER OF AUSTRALIA IN THE GENERAL DIVISION Australia Day 2017  
Captain Donald Beresford BERGMAN RFD ED (Retd), 23 Joffre Street, Noble Park Vic 3174 For service to veterans and their families, and to the community. Service includes: Volunteer Weekly Shrine Guide, Shrine of Remembrance, since 2004 and ANZAC Day Marshal, since 1985. Volunteer ANZAC Day Marshal, Victorian Branch, Returned and Services League of Australia, since 2001 and Member and volunteer, Noble Park Sub-Branch. Treasurer, 2 Commando

Association, 1988-1991. Volunteer Prop Maker, BATS Theatre Company (Berwick Amateur Theatre Company), since 1995 and has constructed props for school productions for Cranbourne Secondary College.

### **Donald Bergman – Nominated for the Order of Australia for Community Service Long time CCCV Member.**

Donald Bergman came from a background where his father left his mother and his brother and sister when he was young during the Great Depression in Launceston, Tasmania where he had been born on 20/07/1928. When asked what her new child's name was, his mother saw a boat in the harbour named the Rondon, said she already had a Ron so he could be Don.

His mother moved home to Noble Park, Victoria and remarried and had three more children. He did not have much when young, his bedroom being the veranda of the grandparent's family farmhouse in Cyril Grove, near Yarraman Railway Station which he shared with his older brother. He saw Charles Kingsford-Smith land and take people for joy flights close to Princes Hwy and Heatherton Road in the 1930's. His family did not have enough money for him to go for a flight.

He worked for 34 years as a telephone technician for the Postmaster Generals Department, which then became Telecom. One job he was in charge of was fitting out for telephones the new Defence Centre in Melbourne in the 1970's. He ended up being in charge of a large staff of over one hundred and recommended people for promotion on merit and hard work.

From 1981 to 1984 he was seconded to the Victoria Police where for 3 years he was in Taskforce Zebra which had great success against high level criminal SP Bookmakers, forcing them out of Victoria and was given a Chief Commissioner's Certificate by Chief Commissioner Miller. He was the first non Police officer to ever receive this award. Former Chief Commissioner Miller said they did not give those certificates out lightly.

He also joined the Air Training Corp in World War 2. The ATC trained young people for future service in the RAAF. He flew around in Tiger Moths, Ansons and other aircraft before the war ended. He also worked at the Government Aircraft Factory located at Fishermens Bend in Melbourne, making hydraulics for Boomerang fighters. In 1948 he joined the Citizen's Military Force (later renamed the Army Reserve) in the Royal Victoria Scottish Regiment. He was in the anti-tank platoon there.

In 1955 he transferred to 2 Commando Company when the Australian Government resumed Special Forces. Only he and his friend transferred in as Sergeants. General Sir Phillip Bennett was the Commanding Officer there from 1958 to 1961 and during that time asked Donald to teach navigation to the Commandos. He then designed and built a Navigational Training Aid. Another part of this training aid was an Artillery and Mortar Gunfire Control aid for teaching students gunnery.



Since that time he has built and supplied these units to 1 and 2 Commando Companies (comprising 1 Commando Regiment), the Australian Special Air Service, the New Zealand Special Air Service with a map of Auckland Harbour, 2 Commando Regiment when it was formed, the Amphibious Section of the Army Training Unit in Townsville, the Navy Cadet Training Units Training Ship Melbourne located at Surrey Hills with a map of Port Phillip Bay and Training Ship Centaur located at Melina NSW. These training aids were computerised in 1992.

All Army units received both the Navigational Training Aid and Gunfire Control Aid. The Navy units received the Navigational Training Aids only. These units each take hundreds of hours to make and Donald pays all costs for materials and he never charged for his time. He received an Army Commendation for these training aids in 2002, 27 years after he retired from the Army as a Captain second in charge at 2 Commando Company. He received the Efficiency Decoration, Reserve Force Decoration and Active Service Medal. Since then he is still making training aids for various units and repairing any that require fixing to this day, 42 years after he left the Army.

He helped train the Special Air Service when it was formed a couple of years after the Commandos started and the Victoria Police Search and Rescue Squad.

Has been a volunteer Shrine Guide for over 10 years each Friday during the year and is still attending there to this day. As well he has assisted The Shrine in repairing items for use there such as World War 1 water bottles. When the original Lone Pine tree that was grown from a seed from Gallipoli and located next to The Shrine died a few years ago, Donald was able to acquire some of the wood from a limb and hand crafted a detailed model of The Shrine made entirely from the Lone Pine tree. This model is currently on display at the Noble Park RSL. He is currently making a model of the Menin Gate located in Belgium which is a memorial to the thousands of Australian and other nation's soldiers who have no known grave. This model is also being completely made from wood from the Lone Pine tree from The Shrine.

Before and since 1993 he has assisted the 2 Commando Company Association.

He has attended the annual Anzac Day March in Melbourne at The Shrine as a March Marshall for over 50 years, retiring in 2014. He was on the forecourt and escorted the wreaths to the steps to be laid by the participating ex-service men and women. For a number of years shared this duty with Commodore Dacre Smyth. He also volunteered over many years at Anzac House with telephone queries before Anzac Day for the march at The Shrine in Victoria. Any person attending or watching on TV the Anzac Day service at The Shrine would have actually seen him on the forecourt in Uniform.

He assisted the Noble Park RSL over many years before 2010 and up to today by making items such as tables used by all members as well as collecting for Legacy.

Donald was on Active Service when he served in Vietnam as a CMF observer in 1968. Within hours of landing he was patrolling the jungles.

He has for over 30 years to this date assisted 2 Commando Company in Fort Gellibrand Williamstown, Victoria with name plates and honour boards for the depot.

Volunteered and spent 3 months at the Central Army Records Office (CARO) in Melbourne at the Victoria Barracks compiling a list of all the 701 Citizen Military Forces (CMF) officers and the few NCO's who went to Vietnam as observers during the Vietnam War. This list is used by researchers and CARO to determine which members of the CMF went to Vietnam during the war.

1996 to 1999 he assisted Victoria Police Force Response Unit with equipment repairs as well as the Negotiators Unit by building 10 communication devices which were used from 1997 till only a couple of years ago when they were superseded by new technology. He made torch holders for the Steyr rifles of the Special Operations Group

←  
1990 to 1996 he assisted Victoria Police Moorabbin Traffic Operations Group with equipment repairs over a number of years

Over 7 years up to today he has volunteered and made props for a number of productions for Berwick Amateur Theatre (BATS) company, including designing, building and donating specialized props for Life of Galileo, Alice in Wonderland, The Wizard of Oz, Phantom of the Opera and others. These props have been used by many other amateur theatre companies around Victoria and Australia.

Volunteered at the Cranbourne Secondary College production of Wind in the Willows where he made a motorised car called the Toad Mobile for the students.

Donald Bergman has made a significant contribution to his community through volunteer work and going far beyond what would normally be expected of a person over their lifetime. He is still volunteering at 88 years old his time for local theatre productions, as a volunteer Shrine Guide and continuing to make updated Navigational Training Aids for the Australian Defence Force. Since being given an Army Commendation for these training aids in 2002 he has continued to produce them and has also assisted the New Zealand Defence Force with a Navigational Training aid for their Special Air Service.

After a lifetime of helping the Australian and Victorian community by his service to the Australian Army, Returned Service League, Victoria Police Force and various community amateur theatre groups and organisations both when employed full time and since his retirement in 1984 Donald's service is worthy of recognition by the Australian public through the Australian Honours System. He has always said that his time is free whenever any person or organisation needed his assistance and does not charge anything for the costs involved.

Donald has a saying that Time's Free. He has used his spare time over many decades to help many different and diverse community and Government organisations as a volunteer.

Donald Bergman married Audrey Riches in 1951 and they have lived in Noble Park since then, with Donald building most of their house himself. They recently celebrated their 65<sup>th</sup> wedding anniversary. They have six children and nine grand children.



## **Cit Bits** *by Leven Mills*

*Did you know:*

- The 1999 C6 concept car wasn't released as a production model until 2005.
- The Xantia and XM were exported to China in 1997/1998 not quite fully assembled to avoid the high import tariffs.
- Rocker Alice Cooper modified a 1964 ID19 sedan to a rear wheel drive with a Chevy V8 and independent suspension.
- 1920's C3 v Current C3 HDi: Kerb weight 543kg/1022kg; Max speed 60kph/165km/h; Fuel cons 5L- 100km/4.2L-100km; Engine 856cc/1398cc; Wheelbase 2.25m/2.46m
- In 1933 the 8CV Citroen "Little Rosalie" with a team of five drivers covered 300,000 km in 133 days at an average speed of 93.4 km/h in endurance test record that stood for 30 years.

# French Car Manufacturers

The Paris region is one of the few French regions able to boast at least two major world class automobile manufacturers, **Renault** and **PSA**

Since 1903 the French automotive industry has led the world with over 30,000 vehicles produced by over 30 manufacturers. Although in the past few years the country might have been left with only two major manufacturers, **France's automobile industry remains a world leader**. Renault-Nissan is the world's number 4 manufacturer while PSA Peugeot-Citroen is number 8.

The French automotive industry in figures:

- 3 out of every 4 vehicles manufactured by the two French groups are sold outside France.  
23% of all vehicles sold in the European Community are French.  
10% of the working population work directly or indirectly for the automobile industry.

## French car makers: The automotive industry in Paris

### The Most Beautiful Automobile Avenue in the World: The Champs Elysées

The Champs Elysées, a section of Paris that extends from the Louvre Pyramid to La Défense, an obligatory passage for patriotic parades has been a fashionable place to walk since the late 1800. These days you can find anything along the Champs Elysées: films, haute couture, high street fashion, restaurants, fresh vegetables, perfumes and even racing cars!

From the early 1900 the Champs Elysees was conquered by the automobile and very soon it became the favourite show room stage. In 1910, Louis Renault was the first to install his show room there. The Champs Elysees might be one of the world's most expensive avenues in terms of commercial real estate, but the world's car automotive leaders have no hesitation in paying top rates for a showroom here. It is argued that the Champs Elysees attracts 80 million people every year. For this reason, the showrooms are not simple sales outlets, they are prestigious addresses used to meet and host events; millions are spent on famous architects and interior designers to create comfortable and luxurious environments.

Some of the best known addresses are Renault at number 53, Citroen at number 42, Peugeot at 136, Mercedes at 118 and Toyota at number 79.

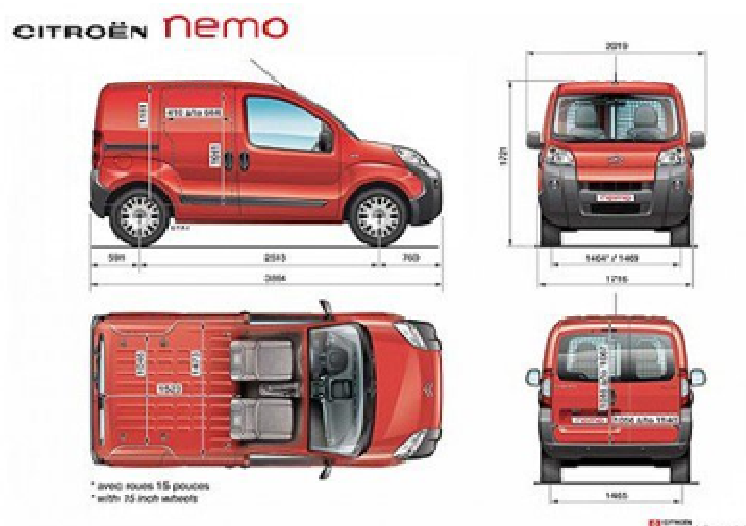
## The Importance of Paris In the Global Automotive Industry

The major role played by the Paris region in the global automotive industry is underlined by the fact that the entire world's leading equipment manufacturers are located here, near the decision making centres of PSA and Renault.

For example:

- The German Bosch group (the world's number 1) is based in the Paris region of Saint-Ouen, and the American Delphi (the world's number 2) is based at Roissy –Paris.

Also the Japanese Denso (the world's number 3) shares the Paris region at Levallois as its main location.



Cont page 16



## Car showroom with 3/18 Compton - Pipes in the Peaks



### Organ

Opus Number: A432

Specification: 3/18

Manufacturer: Compton

Year Built: 1938

Year Installed: 1999

### Location

Pipes in the Peaks. Dovedale Garage, Thorpe Ashbourne, DE6 2AT UK. +44 01335 350258

### Organ History.

The Compton started its life in the Regal/ABC Derby Cinema in 1938. It was used regularly until it was removed in 1965. The organ was then installed in a garage in nearby Castle Donington and remained here until 1988. It was then purchased by Dave Thorp, who then started a total rebuild of the instrument. This took around 10 years to complete. During this time, Dave at the side of his car garage built a large car showroom which houses the Mighty Compton. The console is placed on a lift/turntable. The instrument finally opened in October 1999. The Compton is ever evolving with extra ranks and percussions being added.



Main Toy Counter Unit includes, Bass Drum F and P, Bass Drum Roll, Snare Drum, Syren, Bird Whistle, Wood Block, Sleigh Bells, Castanets, Tambourine, Steamboat Whistle, Engine Whistle, Cymbal Tap, Cymbal Roll, Tom Tom, Triangle, Sand Block.

### How The Compton Was...

After removal from the ABC Derby, the organ was purchased, for a princely sum in 1965 of £300, by a Mr H Jackson of Castle Donington. The instrument joined a considerable number of other privately owned Cinema Pipe installations in the same town at that time – including the Wurlitzer from the Regent Sheffield, on which Reginald Dixon played before moving to the Tower Ballroom.

At the Jackson residence, the organ was crammed into a small chamber, which spoke out behind the organist, into a small room housing the console. Even at six ranks, excluding its Melotone unit, the maintenance and removal of many pipes and parts proved extremely difficult.

### The Move to Dovedale...

Dave decided to purchase his Compton in 1990 from Mr Jackson, and after a 3 hour-long interview! With no experience of removing or rebuilding such an instrument, he knew that it was exactly what he'd wanted, ever since a little lad. Dave's dream of owning a Cinema Organ began, when as a boy he was introduced to the delights of the WurliTzer at the Tower Ballroom, Blackpool.

After about 19 trips to and fro in a small van, the organ was carefully removed and put into storage at the garage. At this time, the Showroom had not been built, and over the next ten years, the complete restoration of every component part of the organ, and



construction of the building took place. The Showroom is an addition to the existing Garage, and was specifically designed to house cars, the Compton, and other “vintage” curios.

Every single item on the organ has been lovingly dismantled and rebuilt as new – chests, tremulants, regulators have all been re-leathered, the console fully rewired and re-painted in Gold and Black. The list goes on....



The Left Hand Side of the Surround after Painting

Before the Compton was playing, Dave also purchased the East Ham 3c/8 Wurlitzer, thinking that the Compton would not sound to his liking, but it did, and the Wurlitzer went for re-installation into a Private Residence in Staffordshire.

The philosophy of both Dave and Stephen from the outset of the project was to provide the audience with full view of every part of the organ – all without leaving their seats! All of the traps (or effects) and Piano are located around the stage. More recent additions, for instance the 18 tuned bird whistles and the automated drum-kit, and the extra pipe ranks have been specified and refurbished by Christian. The chamber is fitted with specially made glass panels, over 6mm thick, so that the pipes (and monkeys) can all be seen playing. If you're interested, you can even see the blower...



Various extra ranks have been added, to give a wider variety of sounds than was capable or required for the different application in the Cinema. Other effects have been added, such as Chimes and Vibraphone, due to the loss of the Melotone unit when the instrument was removed from the Regal/ABC.

The console now rests on a turntable lift, which formerly graced the Odeon Birmingham, although it now rotates through its 45-degrees of movement in the opposite direction. It is probably the only example in the UK still in operation.

Staging was re-used from the Regal Chesterfield, on which has stood the likes of Sir Cliff Richard, Winifred Atwell and the Beverley Sisters, to name but a few....

### The Re-Opening...

On the evening of 3rd October 1999, The Old Lady first echoed in the valleys to a packed house, with Stephen at the keys. The organ had not been heard in public for over 35 years. The first sounds – “Thank you for the Music” – Stephen’s signature tune, was completed with rapturous applause. At this time, all 9 ranks and effects were playing, but not without the customary “opening night hitch” – the organ was inadvertently silenced by the heating system!

Since that evening, further ranks have been added and extra effects, such as the Piano Accordion.

Dave’s work is never complete – as any Cinema Organ owner will testify, his old Lady needs as much TLC to keep her in good tune and repair, for your enjoyment, as it took to install.



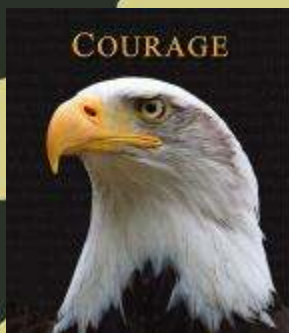
And the name “Pipes in the Peaks” – where does it come from? Have a day out in the beautiful heart of Dovedale, and find out!



<http://www.pipesinthepeaks.co.uk>

<http://www.atos.org/term/compton>





# MILITARY VEHICLE CO

## About the MVCC

The MVCC is a non-profit organization of collectors and historians interested in encouraging the acquisition, restoration, preservation, and public display of historic military vehicles, uniforms, equipment and accoutrements of all types, periods, and national origin. MVCC is the largest regional military vehicle collector organization in the U.S. Membership is mainly comprised of California residents from the Tehachapis north to the Oregon border, but is open to anyone interested regardless of where they reside.

The MVCC is affiliated with the Military Vehicle Preservation Association (MVPA), a 10,000+ member international organization devoted to the preservation of historic military transport. It was formed in 1976 by a group of individuals that felt it was as important to preserve our military vehicle heritage as it was to preserve the nation's forts and aircraft; the things that helped make our country what it is today.

The MVCC isn't just about the guys either! For many of our members, it's a family affair. And in some cases, those families span generations. Several of our younger members first experience behind the wheel of an automobile was in a WWII jeep! Many of the ladies of the MVCC participate in informal social trips and gatherings, club fundraisers, and even serve on the MVCC Board of Directors. Not to mention enjoying some time spent behind the wheel of a historic military vehicle! The MVCC has something for everyone!

CCCV members may collect cars in the family oriented vehicle category, but clearly, others have a desire for more robust road transport—and off-road as well.

Ed.

<http://www.mvccnews.net/index.html>





# COLLECTORS OF CALIFORNIA







## Peugeot 308

French Car company: PSA Peugeot Citroën in figures

PSA Peugeot Citroën is a Group with 200 years of industrial history and strong roots in France contributing €4.5 billion to France's trade balance.

Automotive production is the core business of PSA Peugeot Citroën. Nearly 85,000 men and women work in 17 production centres

In 2008, PSA Peugeot Citroën's production sites manufactured 3,322,600 vehicles.

In 2008, 1 904 000 vehicles (vehicles and CKDs) were sold in the world by Peugeot.

Citroën sold, in 2008, 1,356,000 vehicles (vehicles and CKDs). **The Citroën C5** has exceeded its sales objectives, in a segment under pressure.

- Thanks to the launching of the Citroën Nemo and Peugeot Bipper, **the Group PSA has strengthened its leadership in Western Europe** growing its market share by 1.3 points to reach 19.9%
- PSA Peugeot Citroën holds on to global market share of 5% in 2008, standing firm in strongly falling markets.
- Some 13,000 vehicles are produced every day by the Group's plants, along with 11,000 engines and 12 500 gearboxes.
- In 2008, PSA Peugeot Citroën continued its expansion in South America, slightly increasing its market share to 5.5%.
- In 2009, Peugeot will make substantial steps to expand market coverage with the new 308 CC, its first crossover (the 3008) and its first compact MPV..
- In 2013 The number of automobiles built by the Group in France was 919,900 vehicles.
- Peugeot Citroën offers a **"made in France" guarantee** for fifteen of its vehicles guaranteeing them as built in France.
- In 2012, PSA Peugeot Citroën was the European leader in fuel-efficient cars, with the market's lowest CO2 emissions



<https://axleaddict.com/auto-industry/French-car-manufacturers>

## Last chance- GET IN QUICK—THERE MAY BE A FEW LEFT. Deadline is end of March

Citroens from the estate of former CCCV member George Hamada are for sale. George wished the cars to go to someone who could use them. The prices are shown on the images. See the cars on the CCCV website [citcarclubvic.org.au](http://citcarclubvic.org.au)

First in gets them. As far as we know none are going or roadworthy. Some are complete and others are missing bits. They will be on the market for a short time only then to the crusher or by arrangement.

The cars are located in Boronia, Melbourne.

I, David Gries (Gricy) will be handling it along with others to fit in with you, as best we can. Phone No. 0417 110 146 or 03 9890 3266

email: [cooeewhoopeebonzer@bigpond.com](mailto:cooeewhoopeebonzer@bigpond.com)



# Q & A

## C5 TOWBAR

CCCV recently received this email from Chris in QLD.

*Hi, I'm unable to source a towbar for my 2014 model C5 here in Australia. A wrecker in Queensland has a bar off a 2010 C5 estate, and I'm trying to establish whether it will fit the 2014 model. Are you able to offer any advice or suggestions?*

*Cheers, Chris.*

Graeme McDonald was able to help Chris out with some advice which may also be of interest to C5 owners generally. Here is Graeme's (edited) reply:

Re 2014 C5 SEDAN/TOURER TOWBAR

Ah what a minefield! From Sept 2008 to Jan 2012 sedan and estate towbars were slightly different in that some mounting points were different and generally not regarded as interchangeable.

The towbars for Feb 2012 to current are also different sedan and estate in respect of mountings.

Our friend may have difficulty in obtaining any aftermarket towbar (I don't think even Hayman Reece offer anything after 2012) or from a wrecker, the other problem which will arise is the electrical kit required for any C5 towbar, it is unlikely any wrecker will remove this even if fitted.

Our friend should - sorry - MUST be made aware of the need to interrogate the ECU after fitting a towbar, as I mentioned at the meeting there are potential pitfalls in just bolting a towbar on and she'll be right.

Recently I was shown a towbar imported from the UK supposedly able to fit a 2001 to current model C5, given the differences in the bodies I said to the chap I don't think so and so it turned out to be, but the construction was so light I certainly wouldn't be brave enough to use it at its rated 1850 kg, also of course no electrics.

A Citroen towbar for a 2014 c5 sedan is available from stock, I'm assured that is a factory approved, so legal in all respects. It seems things changed somewhat when Ateco ceased to be the concessionaire.

Costs are TOWBAR \$523.00 + ELECTRICS \$398.15 TOTAL \$ 921.15 + fitting around 1 hr say 1.5 for a first timer. (It does come with pretty comprehensive instructions) The cost is about what I expected, the earlier aftermarket unit sold for around \$675.00 don't know how good the electric or should say the electronic module was.

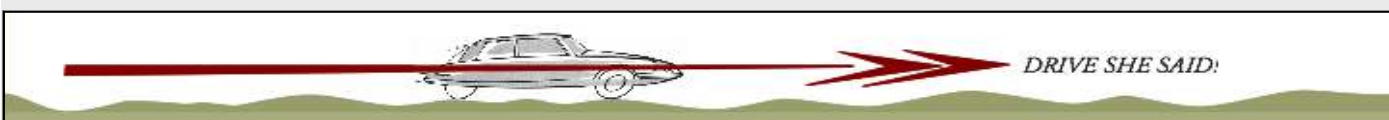
It may come as a bit of a shock to Chris but it is only about 3 - 5% of his cars value and personally I wouldn't risk my neck or my insurance in the event of a claim if there was a problem with stability control using an aftermarket module. And it's worth remembering that both insurers and statutory authorities are getting much more tech savvy in respect of on board data storage after accidents.

One other thing from memory I'm fairly certain he will have to cut a small notch in the centre of the bumper using a template supplied.

And Chris' response .....

*I can't tell you how appreciative I am for the information that Graeme has provided. You've not just saved me from wasting my money, but also from many potential issues that may have arisen.*

*I'm planning to tow my camper from Portland to Darwin in May, and can do without any avoidable issues. Thanks for your assistance, Chris*



## Citroen DS 23 iE Pallas 1972

France  
Artcurial  
03/02/2012



Chassis No DSFG00FG3153

One on the best DS's

No-expense-spared restoration

As new

More than 135 000 € of invoices from Vincent Crescia

The example on offer has had one of the most extensive restorations imaginable.

The work was undertaken in 2010 by the Garage du lac belonging to the renowned specialist Vincent Crescia, near Neufchâtel. The car was stripped down and some 135,000 € spent on its restoration.

The engine was completely refurbished, and the cylinder head, crankshaft, valves, valve seats, tappets, linings/pistons and distribution chain were all replaced. The front and rear axles were removed, inspected, sanded and repainted. The hydraulic components received the same specialist treatment, with all worn parts dismantled, inspected and replaced. The same applied to all joints, the cut-out and the steering. The body was also subject to the same level of attention and was cleaned, restored and repainted. Accessories and bodywork mouldings such as the headlamps were either refurbished or replaced, and the dashboard completely restored.

Two speakers and an i-pod connector were fitted. The windows are all new and the electrical system has been overhauled. Finally, the gearbox was replaced with a hydraulically-operated box, which necessitated the replacement or modification of the clutch and various hydraulic components. The car has air conditioning and black leather seats.

This has to be one of the best DS 23ies in the world.

Swiss title, customs duties and taxes to be settled in the country of destination.

Sold no reserve

Estimate: £41,510 - £66,416

Sold for: £148,360

## How to do a DIY Oil and Oil Fliter change on Citroen Xsara Picasso: 2 Litre Hdi Diesel engine model

1. Ensure engine oil is warm when draining, this allows the oil to drain better as well as removing all contamination.
2. Raise the vehicle, ensuring it is completely level.
3. Take off the engine under tray, place a draining tray under the sump drain plug, and remove the plug completely.
4. Once all the oil has cleared clean the drain plug with a cloth and fit a new sealing washer.
5. Clean the drain plug area; replace the plug fitting it securely.
6. Place the draining container under the oil filter which is found on the front facing side of the cylinder block..
7. Take off the four plastic fasteners and lift off the engine cover.
8. Firstly slacken the filter using a filter tool if necessary, then unscrew it manually.
9. Pour the oil from the filter into the container, puncture the filter dome in two places to ensure all the oil has drained.
10. Remove all oil and dirt from the filter sealing area on the engine. Remove the rubber sealing ring from the engine if it has stuck.
11. Place a light coating of clean engine oil to the sealing ring on the new filter, and place in position manually.
12. Ensure engine under tray is replaced correctly.
13. Take out the dipstick, and half fill the engine with the correct oil, wait a few minutes in order to allow the oil to settle, and then continue to fill until the dipstick measures correctly. Replace the filler cap.
14. Check there are no leaks in the oil filter seal and the sump drain plug by running the engine for a few minutes.
15. Turn off the engine and again wait for a few minutes, then recheck the level on the dipstick, add more oil if needed.
16. Replace the engine cover and secure with four fasteners.



## General Citroen problems and fixes:

Citroen BSi (body control) reset: This will fix a multitude of very common problems both wipers, locking, windows, dash, stereo etc etc or is great if you have fitted a new battery and it's all gone a bit pete tong!

### How to reset Citroen BSI (body control units)

Don't buy a new Bsi (body control unit) for your Citroen until you have read this and tried a factory reset first. Very often the reset will solve a multitude of problems especially the ones that suddenly happened after you fitted a new battery to your Citroen or the ones that just 'appeared' form nowhere!

- Wipers stopped working?
- Central locking gone mad?
- Windows stopped working?
- Indicators and lights doing their own thing?
- All of the above can be caused by a nutty BSi and often a reset is all it needs so try this....

- 1/ Put the driver's window down, lift the bonnet and ensure all equipment is switched off.
- 2/ Ensure all doors are closed and remove key from the ignition.
- 3/ Wait for 3 minutes, disconnect the vehicle battery and wait 15 seconds.
- 4/ Reconnect the vehicle battery, wait a further 10 seconds (do not open doors.).
- 5/ Switch on the side lights through the driver's window.
- 6/ Switch on the ignition and check system's functionality.
- 7/ Hold lock button on key down for 10 seconds.
- 8/ Remove key open & close door test central locking system.
- 9/ Start the engine and complete the system's check.

Failure to follow this procedure could result in incorrect operation of many BSI related items.

Please note we have used this procedure many times successfully but we cannot be held responsible for any damage, faults, problems or related issues that can or may occur if the procedure is done incorrectly.

<http://www.citroenownersclub.co.uk/bsi-reset.html>

## DS\_CRC strip down

Submitted by Paul Burrridge on Thu, 29/12/2016 -

Figure 1.

Shows body with end cap removed. You can see the recessed groove around the inner circumference where the 'C' clip fits.



Figure 2. Shows one of the end caps loosened. Note the recessed groove in the cap where the 'C' shaped spring clip fits .



<http://www.citroencarclub.org.uk/drupal/>

## Citroen D-Series Wanted

02/17

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

I am based in Victoria, and I am in the process of selling my daily car, before being able to purchase a D.

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

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

I will be away from 12 December to 16 January 2017 overseas. But please if you have one that you are interested, please feel free to contact me via email.

Contact Syd on 0422 216 619 or email [syd.balachandran@gmail.com](mailto:syd.balachandran@gmail.com)

## Citroen C5 Roof Bars

02/17

Citroen C5 wagon (2000-2006) roof bars. Genuine Citroen equipment (with box & instruction sheet) easy fit, key lock, only fitted occasionally, mostly off the car, so near new condition.

Asking \$100 negotiable. Don Matthews 9379 2732 0408177455

## Citroen Xantia Roof Rack

Reposted 10/16

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



## Seeking Xantia Radio Code

02/17

At the Car Wreckers (Campbellfield Pick a Part) I purchased a Phillips car radio from a Xantia as the Xantia that I fixed, and gave to one of my Grandsons, had the radio taken out before we got hold of it to fix. The radio I got, came from a Xantia that must have belonged to a CCCV member with the CCCV stickers on the back. We need the Radio Code to get it working in the now my Grandson's Xantia. I would like to locate the member that disposed of / traded-in a Xantia recently that may be able to help with the Phillips Radio Code By recently I would have it at a guess since August 2016. The Xantia is a 1998 2.0L petrol, auto gear box, white in colour. VIN: VF7X17B00037B6779. Greatly appreciated if the member could be found.

Contact John Albanis (03) 9379 1587

## DS Reversing Light Wanted

12/16

Wanted: reverse light for 1975 D-Special. Gelbon type. Need plastic casing, but happy to take a complete unit. Alistair 0419 850 125.

## 1996 Citroen Xantia Station Wagon

12/16

1996 model but first registered in 1998 by current owner, was a dealer demonstration model with around 500 km on the clock. Silver colour with manual transmission (5-speed) and petrol 2.0 L engine. Very good condition, has been super reliable and has low km's for age (around 100,000). Regularly serviced by Joe and his team at Paris Motors

In original condition apart from upgrade to electric wing mirrors and new sound system (have kept old radio/cassette "head" so new owner could re-fit). Reg PHG 864. Price now \$4,000.

The car is located in East Malvern.





# 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.

## 1998 Citroen Activa CT Turbo Hatch

11/16

Full leather interior, manual 5 Speed, 1998cc, petrol turbo, air, cruise control and sun roof. Imported by Citroen Agent for a senior executive. The low pressure return lines, Octopus (LMH manifold) have been replaced, including 8 spheres several years ago. Joe at Paris Motors has the recent service records and said the car needs front end attention, and other items for a RWC. Asking price \$1350.00 VN-VF7X7RGXF72017081. A second straight and running Activa is also offered for sale as spare parts. Please call Douglas to arrange an inspection at Olinda, nice drive (M 0428 533 489). This fully optioned model was unavailable in Australia.



## 2002 Citroen C5 HDi

Reposted 10/16

2002 (reg 2003) Citroen C5 auto diesel 6cyl 3.0L 5 seat. 142,600 kms Reg end Oct 16. Euro luxury & reliability. Citroen hydro pneumatic suspension. Excellent condition with no rust, only a small issue with headlights – may need a new switch. Very comfortable, beautiful car with wood-grain dash & quality Citroen extras. A bargain at \$3200 negotiable without RWC. Reg WSA 311.

Location is Berwick, Victoria. South east of Melbourne.

Contact [vicki.keddie06@gmail.com](mailto:vicki.keddie06@gmail.com)



## 1989 Citroen BX 16v

Reposted 10/16

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 factory mags and good tyres}

Sold "as is" **Reduced asking price \$3,200.**



Car is located in Fingal [back beach of Rye]. Contact Richard 0417316060.

## 2008 Citroen C5 HDi Sedan

Reposted 10/16

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. **Now reduced to \$6,500.**

The vehicle is in Traralgon, Vic.

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



# Sales and Wants

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## 2007 Citroen C4 (urgent sale)

2/17

My black 2007 C4 is the diesel model and currently unregistered. VIN number is VF7LC9HYB74558162

It has two bodywork scratches (rear both sides) and it has panel damage (front right hand) otherwise it's in very good condition. The battery is flat at the moment so I can't obtain a km reading but its relatively low mileage as I've only really used it around town. It is garaged in South Yarra. Asking \$6,000 or best offer.

Contact Stuart on +61478945883 or email [stuartcniven@gmail.com](mailto:stuartcniven@gmail.com)



## For sale.

2/17

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

## 2006 Citroen C4

10/16

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

VIN: VF7LCRFJF74340021 REG: TYA622

ENGINE NUMBER:LH1V1369768

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

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



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**'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.

## CLUB SHOP

We have the filter retaining plate Gasket ( locally manufactured ) in stock for DS/ID at the cost of \$ 5.75 each.

Ask Wolfgang Siem for details at the next Club meeting.

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



## For Sale: Citroen C3 Exclusive.

20/17

Build date 09/2011, Compliance 06/2012.  
Gold/bronze colour body, Charcoal fabric interior, Auto, 1.6 Petrol.  
Only 12,897Km.  
Few minor scuffs from elderly first owner.  
Registered till end of 2017.  
1DF9GF RWC will be provided.  
\$11,500 ono. Salman Chaudhry 04100 40505



## Peugeot 405 / Citroen BX Driveshafts

reposted 10/16

I have a pair of drive shafts for sale. They are from a Peugeot 405 and will fit a Citroen BX.  
Asking \$10 each with the sale proceeds being donated to CCCV.  
Contact Kirk 0425 717 572 or 03 9363 2464

## CX Parts Free

reposted 10/ 16

I have a pair of CX rear side quarter windows and a rear window free to anyone who could use them.  
Contact Pierre on 0434382637

## CITROEN C5 UPDATE ENGINE / GEARBOX ASSY 2004–2008, 2.0l TURBO DIESEL - DW10BTED4 with AISIN AM6 6 SPEED AUTO 148000 kms.

2/17

Ex damaged vehicle hit Rear LHS. **Note.** Engine can be heard running in vehicle and is sold as removed i.e. complete with – turbo, starter, alternator, A/C compressor, engine loom. VIN – VF7RCRHRJ76789426  
\$850.00 ONO, located in Melbourne S/E Ph Graeme McDonald Ph. 0409 134 836.

## 2002 Citroen Xsara VTR Sportif (Re-advertised)

reposted 10/16

2002 Citroen Xsara VTR Sportif coupe in gold, 5 speed manual, AC, Pioneer stereo (original stereo available). Body work and interior in very good condition – engine needs work. Less than 71,000km on the odo, registered until June 2016. Sold as is – no RWC, Rego is SDO 514, registered in Victoria until 11 June 2016; Vin No: VF7NONFUB73226242

**PRICE REDUCTION to \$750.00**

Contact Meagan on 0416 484 667 or [neverfarmegishere@yahoo.com](mailto:neverfarmegishere@yahoo.com)





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Thornleigh NSW 2120  
Ph: (02) 9481 8400  
Fax: (02) 9484 1900**

**eai@eai.net.au**

**www.eai.net.au**

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**\$12.00 for 1000 ml container**

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

*Note: Purchasers must receive a receipt*

Mentone	Stephen Maloney	0438 155 797
Ballarat	Shane Leviston	0434 562 745
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.

### SPHERE REGASSING

This service is temporarily suspended during equipment servicing. Members will be advised when that is completed. Members advised, occupational health and safety regulations must be observed at all times.

# PARIS MOTORS

www.parismotors.com.au

**Citroën Service Centre**

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

**42 APPLETON STREET RICHMOND 3121**

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

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Mobile: 0427161132  
email: [pleiadesauto@pacific.net.au](mailto:pleiadesauto@pacific.net.au)

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