

If undeliverable return to:
CCCV PO Box 122
Nunawading Victoria 3131
ACN A29766N
The CCCV Newsletter
ISSN 2207-7197

**PRINT
POST**
PP 100001479

**POSTAGE
PAID
AUSTRALIA**



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

March 2018



IN THIS ISSUE

**My Citroën App
A 200MPH Citroën SM
A Band of Brothers (Part 4)
Bottom of the Lake Bugatti
Loeb to contest three WRC events
Peugeot, Citroën five-year warranty**

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

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

VICE PRESIDENT

SECRETARY

Bruno Tonizzo * 0418 945 461
secretary@citcarclubvic.org.au

TREASURER

Peter Moloney * 0411869705
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
Andrew Smith andrew@artisanicatherworks.com
Ian Downie * 0452 411104
blueduck1949@gmail.com
Salman Chaudhry * 0410 040 505 salman604@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
Tom Grucza * 0431 396 277
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 above \$ 50.00 / \$ 35.00
For 2nd & subsequent members \$ 15.00

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

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

CPS NEW APPLICATION

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

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



Is it just my admittedly biased imagination or is it really true that we appear to have in our club more members up to their elbows in renovations and restorations than we have ever had before? I'm sure I'm not dreaming.

One reason is that the main wave of baby boomers is now entering retirement. I know of four members who have recently swapped the boardroom for the blokeshed, the spreadsheet for the spanners and who are embarking on automotive projects of various kinds.

This is background to a conversation which took place at our committee meeting recently. It started with the treasurer saying (and I hope you're sitting down) "We're doing alright. We run at a slight surplus and have a healthy ongoing term deposit. We can't take it with us. Perhaps we should start using it for the benefit of members."

Yes, really. We looked at each other and gradually warmed to the idea, but we could use your help. We could only, in the time available, come up with two avenues of using the funds for the benefit of members. One is an extension of what we already do which is pay for a meal for everyone. So, in addition to our Christmas barbecue this year, a barbecue and social night we have put into our calendar of events for this year will be paid for by the club. Hardly revolution but it's a start. The other avenue of expenditure for the common good we thought of was specialist tools. At the moment, apart from our sphere testing and regassing rig (which includes a set of those heavily advertised grip-all spanners), our club toolkit consists of a very lonely pair of Ligarex pliers. Surely, in view of the surge in project work I mentioned before, we can do better than that.

FRONT COVER

Raid NZ lineup. Image Dave Rogers

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

I'm thinking of tools and equipment that are used too rarely by one person to justify the expenditure, but when you need it, you can't do without it. We'd have to draw the line, reluctantly, at lathes and mills because they are big, expensive and, more critically, demanding of high levels of training and skill to use safely.

Shortly, the treasurer and I will skip gaily into a tool shop looking for a 10 or 20 ton workshop press on behalf of the club. What other tools would you suggest that the club purchase, store and manage as a tool and equipment lending library? Please let me know.

While we were discussing this, Wolf announced that he is making up a tool for the club's use, which will undo split spheres. We then had offers of privately owned gear such as a porta-power unit and a large spray-painting compressor for loan to other club members. I also know of an engine crane in the club with a generous owner. Could we prepare a register of such equipment which will make of huge benefit to our growing ranks of garage tinkerers? Please let me know how you can help, what tools and equipment we might buy and also what further avenues there are that we haven't thought of for us to benefit the members of our club. That's you, you know.

See you soon. 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.

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



NOTICE BOARD



CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent you.

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

New Members . CCCV welcomes the following new members to our family: Riawati Djuwita, Max and Gordon Harvey We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l. (see p/26 for your closest rep)

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

Events Calendar	2018	Draft Activities Program	2018
NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH.			
Jan 24	Australia Day BBQ at Frog Hollow Reserve Camberwell Time 6.30-pm BRING EVERYTHING INCL: TABLES, CHAIRS <u>AND ALL EATS.</u> RSVP TO Lee Dennes on 0438 286181		Mar 11 Swap Meet Yarra Glen Racecourse <input type="checkbox"/> 15 Club night-Tyres Plus Steffan Rosier 25 Belgrave Car Show– Ferny Creek Res. <input type="checkbox"/> 25 Kalorama Rally– Kal/Res Mt Dandy T/Rd 26-29 Teddies Terrific Tour (Pre Citin) <i>Go to CCOCA website & click on Teddies Terrific Tour on right hand side, or follow link on bottom of page 5 of this newsletter.</i>
Feb 2-4	Venus Bay		Mar 30-Apr 2 Citin in Dalby Qld.
11	Raid NZ also Lang Lang Show N Shine S/grnd		April 2-11 Steelies Post Citin run—see p/6 <input type="checkbox"/>
15	Club night- Lee Scholte—Restoration Merc 190		19 Club night– Inchcape Citroen
25	RACV Classic Showcase Yarra Glen Racecourse and joint CCOCA-CCCV Concours.		22 Stokes Collection Mt Macedon— (Bookings close 26th Feb– page 22)
Monthly 1st- Chit-Chat Tuesday Blue Bay Café, 667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat.			May 6 Tech day TBC Koo Wee Rup 17 Club night– Mothers Polish 25-27 42nd Historic Winton <input type="checkbox"/>
Denotes a Non CCV sponsored event. <input type="checkbox"/>		<input type="checkbox"/> For more details on club events contact 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 & late models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

March 15 Club Night.

Steffan Rosier of *Tyres Plus* on "Tyres"



Teddie's Terrific Tour / Helen's Happy Holiday to Dalby CIT-In 2018.

Many people are showing interest in being part of CIT-In 2018 at Dalby in Queensland.

For those who will be travelling from the Southern parts of Australia, we are inviting you to join us on "Teddie's Terrific Tour / Helen's Happy Holiday" to be held over 5 days / 4 nights.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the way may attract a modest amount of money.

If you are interested in being part of our **pre-Cit-In touring group**, please contact the organising crew -

Ted and Helen Cross -

crossfam@ozemail.com.au

Home phone (03) 9819 2208 or

Ted 0400 59 2208 or

Helen 041 935 69 63.

DATES: 26—29TH March 2018

FULL DETAILS ON:

<https://citroenclassic.org.au/wordpress/wp-content/uploads/2017/11/Teddies-Terrific-Tour-Dalby-Cit-in-2018.pdf>

April 22 Sun

STOKES COLLECTION

Bookings for this run/event closes Feb 26

Booking sheet is on page 22 this issue.

Combined CCOCA / CCCV

<https://thestokescollection.com.au/>

[#stokescollection1](#)



Many antique experts regard the Stokes Collection as one of the greatest private collections of porcelain, furniture and art in Australia, and equal to many that can be seen overseas. It is not open to the public and therefore requires payment in advance, hence the early RSVP date.

The guided tour is of a 2-hour duration and after a BBW lunch in the gardens we are free to wander the Forest Glade Gardens. If the weather is inclement we will seek out another venue.



STEELY'S POST CIT IN TOUR

First update for the 'Apres Cit-in 'B' Tour'

After being a bit too slack over the last couple of months I've finally got things going. I spent today in maps, notes we took back in August, on the phone & even a couple of emails. Here is a guide of what is planned. Remember it will be school hols. so book early, especially at Carnarvon Gorge. Be sure to mention Citroen Car Club when booking, may even save you a few bucks!! I have asked a couple of places to find the local poet or Slim impersonator to join us around the fire in exchange for a few beers.

- Mon. 2nd April, Dalby to Roma, 320km. staying TWO NIGHTS at Villa Holiday Pk. 07 46221309, ask@villaholidaypark.com.au
Tues. 3rd April, spending the day in Roma, same booking.
Wed. 4th. Roma to Springsure 310km. staying TWO NIGHTS at Springsure C'van Pk. 0749 841418, springsureroadhouse@bigpond.c om
Thur. 5th. spend the day doing a bit of sight seeing & visiting Emerald, biggest local town for miles. Also visit Sapphire & Ruby-vale so the blokes can buy a few gems in exchange for a brownie points. Same booking.
Fri. 6th. Springsure to Carnarvon Gorge 175km.. staying TWO NIGHTS at Takarakka Bush Resort. 07 49844535, takarakka.com.au
Sat 7th. plenty of walking / hiking in the gorge to get off some of the blubber that's developed from all the sitting in the car. Same booking.
Sun 8th. Car'von Gorge to Mitchell. 320km. Staying at Major Mitchell Caravan Pk. 07 46236600. majormitchellcaravanpark.com.au There are artesian hot springs to soak a bit more blubber off a short walk from the park. This park is on the main road west so be sure to book early!
Mon. 9th. Mitchell to Condamine. 280km. Staying at Condamine Caravan Pk. 07 46277179. Not a big place so not lots to see but the inside of the pub (across the road) is worth staring at for a time, several beers time actually. Be a good place to have a feed too.
Tue. 10th. C'mine to Maleny. 350km. We have one room that our house sitter will be using, a couch & a verandah. Maleny Hills Motel 3ks. down the road. 07 54942551. Or Maleny Tropical Retreat adjoins our place, 07 54352113. I'll even cut the grass to our fence if anyone stays here! Or if your after something really special there's Lillypilly Cottages right beside us. 07 54943002.
I also had another idea of spending a couple of extra nights & go to Rainbow Beach on the way home. There are big coloured sand dunes. It is a real pretty place. I just ran a traction run there, 10 tractions came. It's a bit less than 2hr's from home. Let me know if you would like the extra time away & I'll do some booking, remember it's school hol's though.

STEELEY'S POST CIT IN TOUR APRIL 2ND – 10TH

CONTACT STEELEY if coming: justcits@gmail.com

We have 30 days left to go until we meet in Dalby for the 50th Cit In. It's time to get in there and register, we do need to close the bookings one month out, so don't miss out. You may not have been at the first Cit In but you can be there for the 50th.

Whilst on this booking business there has not been a very big take up on the post Cit In run famously (or infamously) organised by Steeley. There has been a whisper that information about the run has been a bit hard to find. If you're interested in going on the run you do need to contact Steeley because he has already made arrangements about accommodation and this definitely needs to be confirmed. Like the Cit In itself this cannot be a last minute thing. This address will take you to a Google page, select registration and you will have all you need, including your Cit In registration form.

<https://cit-in2018.weebly.com/registration.html> Don't miss this opportunity to see parts of Queensland that are off the regular tourist track and do it with a group of people with similar interests and be led by our thong wearing local larrikin.

Areas of the run have had rain so the scenery will be spectacular.

So far I have 8 vehicles starting; surely we can do better than that!

Make sure you mention 'Citroen Car Club Run' when booking accommodation.

If you have a CB radio, even a hand held with good batteries, bring it along.

If you can access maps thru your local RAC club get two RACQ maps."South East Qld' & 'Rockhampton/Mackay/Gladstone'

I have contacted all the caravan van parks we're staying at. It appears that not all of you that have contacted me have booked in, remember it is school hols. so you'd better get to it. I was also told the opposite, some have booked but as yet I haven't been advised directly, PLEASE let me know by email.

CALLING FOR EXPRESSIONS OF INTEREST.

TO CATER TO MEMBERS PARTICULARLY ON THE WESTERN SIDE OF MELBOURNE, CCCV HAS PUT TOGETHER A PROPOSED 5 DAY RUN DURING SEPTEMBER 2018

Day 1: From Melbourne we drive to and overnight in Hamilton. Lunch at Inverleigh Hotel.

Day 2: Visit both Camp's Motor Museum and the Ansett Aviation Museum the next day.

Late afternoon we drive to Portland.

Overnight in Portland for 3 nights.

Day 3: Breakfast (9am) at the Bridgewater Café overlooking the Southern Ocean, Cape Nelson Lighthouse and tour, afternoon Cable tram ride and Tram Museum. Dinner at the Bentinck Hotel.

Day 4: Powerhouse Motor and Car Museum, World War 11 Memorial Lookout in a former water tower.

Lunch: Clock by the Bay.

Day 5: Return to Melbourne via Warrnambool, then either Princess Highway or Great Ocean Road. Some members might like to overnight in Apollo Bay on the way home.



Breakfast on the beach at the Cape Bridgewater Café.

CIT IN 2018

Fellow Citroen Enthusiast

As the Co-ordinator of the 2018 Cit In to be held in Dalby Queensland this Easter, I would hope to be in touch a number of times before the event to highlight various items of interest. I would be most appreciative if you would pass this information on to your members.

One of our sponsors for the event is the Bunya Mountains Accommodation Centre and they have given us a \$400.00 gift voucher to stay in one their homes at the Bunyas. We will be raffling this as the major prize of the week end.

Those who are not going on the post Cit In run might consider staying for a few days at the Bunyas and those who are, might like to return to the Bunyas to recuperate and relax before returning home.

It is a wonderful and generous prize and your Members might like to check out the Bunya Mountains link on the Cit In web site

<https://cit-in2018.weebly.com>

Any enquiries welcome.

PLEASE!

Let us know if this run appeals to you, so that we can put the final touches on it.

Ring Brian : 9728 5526

and leave message, or email:

photoimage2001@yahoo.com.au

by Wed. 14th March

Advise how many in your car so accommodation can be planned.

We are just calling for expressions of interest at this stage.

Final details & costs will be advised at a later date.

RAID NZ

2018

Left: This black Citroen owned
by Bruce Williams of Methven



Here's an original, unrestored 1951 Big 6 with only 23,000 Miles in the clock. Owned by our NZ Raider, Ian Moore from Ashburton (just outside of Christchurch).



Above: 1970 DS hydraulique, from Bill Richardson's Transport World in Invercargill.

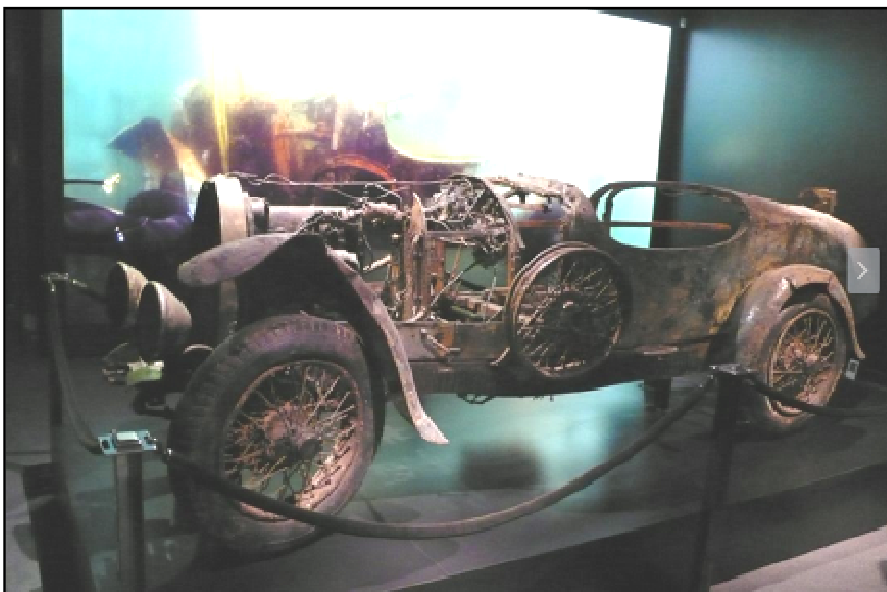
Images: *Dave Rogers*

Bottom of the Lake Maggiore Bugatti 1925 Type 22;

by lee scholte

This photo was taken during a visit to Mullins Automobile Museum for the backstory of the “Bottom of the lake Bugatti”.

It is believed that the Bugatti had been won in a 1934 poker game in Paris by a “Swiss Playboy”. The story goes, that on his way home when he attempted to cross the Swiss border, customs officials informed him that he had to pay a large tax bill. Having no cash, and the car was ten years old and not of great value, he walked away, abandoning it. This left officials with the task of disposing the car, which was promptly pushed into Lake Maggiore and there it rested in a depth of some 60 meters for 73 years.



For many years, various scuba clubs had been searching the lake for the Type 22. Finally, in 2007, a group of amateur divers, led by a local young man Damano Tamagni, the Bugatti was located and plans were put in place to hoist it from the deep.

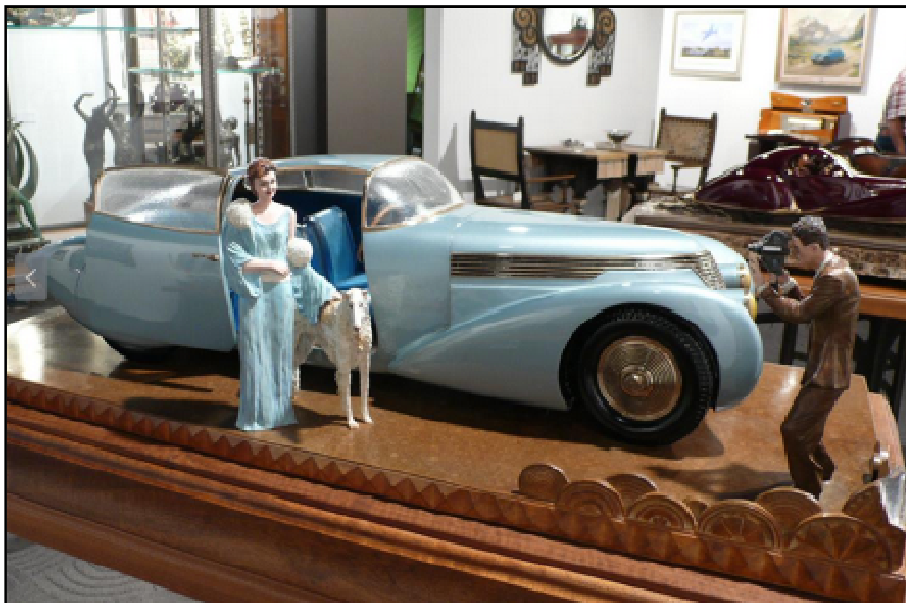
Tragically, not long after, the young man was killed in a street fight, a victim of a brutal, random assault. Out of respect, his local dive club decided to proceed and raise the Bugatti and donate the proceeds of the sale to a non-profit foundation in the victim's name to combat youth violence.

In 2009, a large crowd witnessed the Type 22 emerge from the deep waters of Lake Maggiore...

Amazingly the Englebert tyres were still inflated...

The next year, Bohams won the bid to auction the car. It was difficult to value the price and the estimate was set quite low. The bidding was strong with the final two bidders both gentlemen from the USA. One planned to fully restore the vehicle and the other, Mr Peter Mullin, believed that out of respect for the young man so tragically killed, the car should remain in the state it was discovered.

In the end Mr Mullin won the bid at US\$360K and today you can view this historic Bugatti at the magnificent Art Deco Mullins Automobile Museum in Oxnard Cal. The Lake Maggiore Bugatti has its own room, beautifully displayed in a water crypt as a memorial to the young man who was leader of this search project.



The Mullin Automotive Museum is open to the public by appointment only; reservations and scheduling are available at www.mullinautomotivemuseum.com

A Band of Brothers (well, two brothers)

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

(Part 4)

The road from the Uzbekistan border has fractured asphalt and though was more recently a better road than the other side of the border, it's far more aggressive. However hard one concentrates and scans the surface ahead, occasionally we launch into a potholed section far too fast and the car takes a terrible battering. We wreck a tyre and spend ten minutes changing it. We are soaked in sweat. Driving along with the roof open we are dried by the wind and don't feel the sun's full force. Once stationary we have a true idea of how much liquid we are losing.



Within no time several cars have stopped. All smile. The young seek selfies, the older want to see the engine. They have no idea at all about the car's origins. Many have only ever seen disintegrating Ladas. We are presumed Russian and clearly there is no animosity towards their former rulers. Once clear of the border the Uzbeks we meet are disarmingly friendly.

After three consecutive nights sleeping under the stars we have reached a personal hygiene threshold. During the tyre switch we also filled our small tank from our 20l Tuff Jugs – we have two and they extend our car's range to around 750kms. At the same time Tom took off his shoe and extracted a stone. Shortly after resuming, Tom started sniffing his fingers. 'What's that, bro?' he said thrusting them beneath my burnt nose.

'The fuel here smells really odd' he continued. 'It's bad; grim'. He was right, but I was trying to work out the other smell; fuel and something. 'Feet, you filthy muppet. It's your festering feet on your fingers'.

Luckily a truck stop/restaurant/hotel looms as the sun dips. We have only put 250kms behind us since leaving the Uzbek border, but the sight of somewhere that can offer a shower and a hot meal is as compelling as it gets.



We walk in, buffeted by AC and relieved to be back in the semi-comfort of a WiFi existence. A young man behind the counter greets us. We were surprised that he spoke impeccable English, the first Uzbek to do so. He introduced himself as Shohzod, explaining that his name meant 'Prince' in his native language. Tom, a huge fan of the late and great purple genius, jumped at the opportunity to make this nickname stick. It also transpired, much to our amusement and delight, he is an old-school hip-hop guru: Wu-Tang, Dre, Cypress Hill, the Pharcyde – you name it, he knew it!

Prince gave us a tour of his café. He explained the many murals on the walls dedicated to old Uzbek traditions and custom. The most interesting of these was what he translated as the 'Dream Tree'

Traditionally, Uzbeks would write their hopes and desires onto small pieces of paper and then place them inside beautifully handmade, silk tasselled pouches that dangle from branches, in the hope that they one day become reality.

He led us through to what he called the 'secret quiet back room'. This sounded dodgy at first. As white tourists we were attracting a lot of attention from other customers and initially we thought the move was to defuse any potential agitation. Once again we may have been too wary, forgetting that not only Europe is racing towards multiculturalism. This was made very clear by our host.

Prince was eager to accommodate us: he offered us shisha and presented menus. Based on our bowel movements since Kazan we were expecting food poisoning with a side order of explosive diarrhoea and vomiting. However, we were surprised by the quality of the menu and by the inclusion of pork and alcohol too. True Uzbekistan has been a Muslim country since circa AD 750, but we underestimated the effect of the drive to secularism under Soviet rule.

This prompted us to inquire further about modern Uzbek custom. He insisted that for tourists, it is perfectly acceptable to drink freely and dress normally without fear of causing offence. Not only this, but the country is now secular to the point of regulating beard length as an anti-terrorist measure!

Prince offers us a place to stay. The café had once been wasteland. It now serves around 500 people per day, from truck drivers, to taxis coming from the border, to the ever so occasional tourists like ourselves. After being hampered and hugged to death by drunk Uzbek customers, loudly proclaiming "you are English, you are English!" we made our way to the hotel..

Leaving Kazakhstan

Leaving Kazakhstan is a different experience than on entry. The border post is very remote and surrounded by desert. For the past 200km no one has waved or flashed their hazards. It would have gone unnoticed except for the surprisingly positive attitude of the border guards and the extraordinary interest generated by the car so far.

Frosty doesn't cover it. Zero eye contact. They push by and shout. All vehicle documents are scrutinised again and again – except the all-important insurance document, about which no one seems to care at all.

Having been the first into the border control – because we are crossing on tourist visas – we are last through, and line up behind Steptoe and a score of other cars and vans in no-mans land, all carrying roof racks and trailers full of broken cycles, air conditioning units and bulky TV sets.

It's now 11:00hrs and 38°C again. The air is completely still and there's no cover whatsoever from the blistering sun. People up front, all out of their vehicles, squat on carpets. Some are cooking on stoves. We may be out of Kazakhstan, but no one seems to be being allowed into Uzbekistan.

We ponder the change in attitude towards us. Is it related to the recruitment of the guards? Are they local – and are local attitudes different here? Oral is very Russian; Western. That's now far away, far further than the distance would suggest. We still see what looks like Russian script, but everything looks and sounds quite different. Also, among the distinctive Uzbek faces, there are now more Caucasians, often with those distinctive, deeper set, deep green eyes. Gold teeth are definitely the in-thing, as is the young Saddam look.

It's easy to misread things. Fellow travellers here at the border carry bags and belongings. We are tourists and here by choice. They are enduring hours in hot queues and miles in even hotter cars, vans and taxis. There's no reason why we should be of the slightest interest to them.

But only yesterday, outside Oral, a young lady overtook and flagged us down for a chat. Today women are noticeable by their absence. We followed a young twenty-something with her mother – carrying heavy bags – her father behind, empty-handed. I open the door for her and smiled. She looked away. I felt it was fear of being seen making even the slightest acknowledgement of another man. It doesn't surprise, but in the context, it serves to highlight the gulf between cultures. We may be misreading or over interpreting, but we are a long way from home and things are becoming uncomfortable.

Are the guards parochial in outlook and disinterested in the tourist dollar? Is their preference to keep foreigners out? More importantly, will this grow as we enter Uzbekistan – if we ever enter Uzbekistan?

Our pictures of the border illustrate there's no *keep our desert tidy* campaign. There are huge bins – all full – and water bottles and much else is routinely dropped without a second thought. So, imagine the bogs.

By now we both have the screaming s***s. Notice is but a slight rumble. Our practice had become feel it and run. But where? No, don't even think about it. Making matters worse, we are drinking ever more water. So much so, that it's probably necessary to use a little extra sun cream.

The Uzbeks guards are more friendly, but quite fierce too. Most smile quite quickly, but there are numerous less than friendly glances. Documentation is distinctly labourious. Altogether we've been waiting six hours, while they confiscate headache tablets, inspect our wash bags and generally mess around. One guy was sitting in the car – they all did – playing with the gear knob. They were all laughing, which is fine by us.

Transcaspia and Aral Sea

Transcaspia is a region not a country. East of the Caspian, south of Russia and north of Iran, it forms part of Kazakhstan, Uzbekistan and Turkmenistan. At its heart are the great Kara Kum and Kyzyl Kum deserts – and the Aral Sea. Across it, close to the latter, is the seemingly random Kazak-Uzbek frontier.



Fresco in restaurant shows how locals view the region – as a crossroads and largely without national borders

We mentioned that western Kazakhstan is flat. We now climb slowly as the land rises gradually going east and then south. It's described as platosis on our highly accurate Soviet military map. For two days nothing on the horizon changes. We are on the edge of the barren Kara Kum desert



We have been wondering what marks the border with Uzbekistan. Answer: absolutely nothing. Reality is that no one from Kazakhstan has any business crossing the desert into Uzbekistan. Similarly, no one in Uzbekistan has any pressing reason to cross into Kazakhstan. Historically, different tribes and rivalries grew up, divided by the desert's physical properties. It's the same between France and Switzerland, except there, mountains are the barrier. Here it's death from dehydration.

If follows then that even today, the road thank links the two countries via the border post near Qaraqalpaqghistan, peters out on both sides and the road surface for 250kms is non-existent.

This is the most barren and featureless semi-desert I've experienced to date. There's no more than a handful of camels! For 320 kms we track dead straight, for the most part alongside a single-track railway. The Russian Transcaspian Railway, built at the end of the 19th century (the one we parallel is a newer extension) forced most profound change on this area, remaining evident today.



Towards the Silk Road and Modern Uzbekistan

Before the railway – built by the Russian Ministry of War – to the alarm of the British in India, it is difficult

to imagine anyone ever making the crossing. And, of course many didn't. In the earliest days it was traders with camel trains who sought to link-up with the Silk Road from China. Later the Tzars looked to expand their influence in this direction, in the hope of reaching the Indian Ocean, perhaps with the assistance of the Persians. Countering this were the British, who sought to protect India. The Great Game ensued.

Those that survived delirium or death by dehydration arrived in one of the few Khandoms that existed. Power in these staging posts was based on the wealth generated by the highly profitable trade along the Silk Road. Famously erratic, the long line of Emirs ruled with the sword. Their settlements had been sacked many times by warring tribes. Rule was first under the Arabs, then the Persians, before the arrival of Genghis Khan and his Golden Hordes. Medieval cruelty had become a way of life to the extent that it shocked the British and Russians. Even as late as the early 1900s local tribes regularly kidnapped the unfortunate to sell into slavery. Russian men were shackled and sold as strong labourers in the markets of Khiva and Bokhara. Boys and Persian women in particular were prized to entertain.

It was the railway that enabled Tzarist Russia, over a 30-year period, to bring the area under their control. But it also worked towards its downfall. Its workers were Bolsheviks and the railway acted as conduit to fast-track the spread of Communism, something that had a deep and profound effect upon Central Asia, evident to this day.



Sunrise in the Uzbek desert

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

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



As we continue on into Kazakhstan, we leave Russia behind us... and roads!



That time we had a jam with Denis in Russia!

The road to Kazan

The M7 is Russia's only main route east. At best it's a dual-carriageway, and it's choked nose to tail with trucks. It is reached after an hour's drive through city congestion. Like the road from St Petersburg, it is lined with izbas. Set well back from the road when built between one and two hundred years ago, today they prevent not just a proper six-lane road, but they constrict development of safe junctions and roundabouts.

There's a traffic light at most of the villages - and there are hundreds. Thus the traffic reaches about 60 mph and a decent flow for about a minute, before again on is breaking to a standstill. Imagine traffic lights instead of every elevated roundabout on the M1, M40 and M25! And then there's the bus stops, zebra crossings and zillions of junctions where the traffic turns against the oncoming flow. These roads are just very dangerous.

But it's much worse than that. covering five time-zones east to west, Russia is truly vast, but thanks to its rivers and waterways, access to vast tracts of territory are denied. Add in dense forests and you have a unique geographical situation.



During February and March 2018 a tour, or RAID, of New Zealand will take place using Citroen 2CV vehicles. Bringing your own car to NZ you will tour both islands in just over 37 days and finish each day's driving at cabin or motel accommodation (you may camp if you wish). The timing allows for Australian's to get back in time for Cit-In 2018.

“The best vacation, ever!”

That's what we are anticipating our Raiders will say after they have experienced all the scenery, thrills, good food and wine that New Zealand has to offer. A small group of about 27 cars (maximum 56 participants) will ensure that you get to know all participants and have all the support you may need.



0 1 8 E V E N T S

The annual get-together of members at Don & Dee Scutts property at Venus bay during February , for a long weekend.

Plenty of activities to keep the mind and body active, plus good tucker and wine, followed with many tall stories and belly laughs to round off an enjoyable time for all.



Lee Scholte's magnificently restored Mercedes 220 S at RACV



Lee tries his hand at an engine re-build.



Images: RAIDNZ Facebook page & Dave Rogers: VENUS BAY: Ferdi Saliba. LEE SHOLTE: Lee Scholte (top x2) & Brian James.

Loeb to contest three WRC events for Citroen in 2018



Loeb added the emphasis would be on competing and enjoying the sport rather than any targeted results, saying: "I don't have any expectations, I just want to enjoy myself."

"I thought it made sense to take part in the French round, especially since I've always loved racing on tarmac, although I'm not familiar with the current route of the Tour de Corse. Spain seemed like a good option too."

"I also wanted to contest a gravel rally. We opted for Mexico, since I have good memories of racing there and the route hasn't changed too much since I was last involved in the championship." Stephane Lefebvre, who contested eight rallies for Citroen in 2016, is now confined to a WRC2 programme for 2018, while Khalid Al Qassimi will a third C3 WRC on selected rounds.

Team principal Yves Matton said: "The aim will be to target podiums and secure some wins, but Kris can also go for position in the championship."

"Craig proved that he was the perfect foil, with some very consistent performances. There is still room for him to improve and aim even higher."

"I'm also delighted to see that there will be another chapter in the great history between Sebastien Loeb and Citroen. He couldn't have returned to the WRC with anyone other than us!"

"Seb confirmed he has lost none of his speed and skill during the test sessions completed, although he is bound to be short of knowledge of the stages and time in the car, compared with the increasingly tough competition."



<https://www.motorsport.com/wrc/news/loeb-to-contest-three-wrc-events-for-citroen-in-2018-989908/>

By: David Evans, Journalist 20/12/2017

Sebastien Loeb will return to drive for Citroen on three rounds of the WRC next season.

The 43-year-old tested a C3 WRC on asphalt and gravel this year and will now return to the series on a limited programme to compete in Corsica, Mexico and Spain.

Loeb will drive alongside Kris Meeke, who leads Citroen's assault on all 13 rounds, while Craig Breen will tackle 10 rounds, missing the three Loeb starts. Alongside his WRC appearances, Loeb will also contest the Dakar Rally and World Rallycross Championship with Citroen's sister brand Peugeot.

Loeb's last WRC outing came with a one-off on the 2015 Monte Carlo Rally, where he led early on before dropping down the order when he slid wide and damaged a wheel.

The nine-time world champion said: "Everyone was pleased after the test sessions done this year – myself first and foremost – and these three appearances were the next logical step."

"The feeling you get in rally is one of the most thrilling feelings I have ever experienced, and I was excited about driving one of these new WRC [cars] in a race. And it's nice to be able to do it in the team with which I have enjoyed so much success!"

Peugeot, Citroen passenger cars get five-year warranty

8 February 2018 by Spencer Leech, GoAutoMedia



Peugeot and Citroen Australia (PCA) has introduced a five-year/unlimited-kilometre warranty with five-year roadside assist for all MY18 passenger vehicles.

The new warranty will include all MY18 vehicles already sold, with the five-year countdown beginning from the date of first registration.

PCA managing director Anouk Poelmann hopes the new warranty will give customers more confidence in the Peugeot and Citroen brand.

"When Peugeot and Citroen arrived in Australia – almost 80 and 100 years ago respectively – reliability and durability was the key to the brand's early success and today that focus has not changed," she said.

"From design to engineering and manufacture, efforts at all levels of the business have focused on quality, durability and reliability, and this new five-year warranty underscores our confidence in the new-generation of Peugeot and Citroen product.

"Peugeot and Citroen are some of the oldest and most storied marques in Australia, and we at PCA and Groupe PSA are determined to make the next chapter one full of confidence and growth."

The warranty excludes Peugeot and Citroen light commercial vehicles, which retain a standard three-year/100,000km term.

This comes as one of the many changes introduced since Inchcape Australasia took over PCA distribution eight months ago.

For the last decade, Peugeot and Citroen have faced a heavy decline in sales numbers, but Inchcape hopes to flip the script by focusing in on the premium side of the market, and reinvigorating brand image with 'strong customer experience initiatives' as new models are released.

<https://www.carsguide.com.au/car-news/peugeot-citroen-passenger-cars-get-five-year-warranty-67261>

A 200 MPH Citroen SM drops in on the Mullin Museum, for a limited time

[Kurt Ernst](#) on Feb 5th, 2018 at 8am



A Citroën SM pickup, towing a Citroën SM-suspension trailer, holding a Citroën SM Bonneville record holder. Photos courtesy Mullin Museum.

The path to Bonneville's 200 MPH Club typically doesn't involve a front-drive French coupe powered by a Maserati-built V-6. Citroën SM enthusiast and expert Jerry Hathaway thinks differently than most, however, and for a limited time his weird and wonderful Citroën SM Bonneville record-holder, along with its one-of-a-kind tow rig, will be on display as part of [the Citroën: The Man, The Marque, The Mystique exhibit](#) at the Mullin Automotive Museum in Oxnard, California.

Hathaway's love for Citroën—and specifically Citroën SMs—evolved out of boredom and routine. Tired of doing alignments and routine suspension work on Buicks, Hathaway took to the intricacies and eccentricities of the French brand when his employer, a Los Angeles Buick dealer, added Citroën as a second line. He soon became the go-to mechanic for Citroën SMs, which would later put him in the right place, at the right time, to acquire his own Citroën franchise. This would evolve into Citroën SM World, a shop that's long been regarded as the premier service and restoration facility for Citroën SMs in North America.



The Hathaway's Bonneville SM at the 12th International Citroën Car Club Rally in August 2002. Photos by [Gene Herman](#), used with permission.



A customer—and former Bonneville racer—convinced Hathaway that the SM might just be slippery enough to do well on the salt, and a dream was born. Starting with an accident-damaged SM that was originally earmarked as a parts car, Hathaway built what may be the first Citroën SM Bonneville racer. The car's hydro pneumatic (technically, oleo pneumatic) suspension was left alone, as was the stock five-speed manual transmission. While the Maserati V-6 was left at its stock displacement of 2,965 cc, a trio of Weber carburetors, hotter cams, different pistons, and a few other tweaks raised output from the stock 178 horsepower to roughly 250 horsepower.

In this configuration, the Bonneville SM claimed its first record of 151.2 mph in 1979, running in the F/ALT class. Hathaway returned with the Citroën in 1980, setting an F/GC record of 148.7 mph, but he wanted more. The addition of an AiResearch turbocharger boosted (pun intended) output considerably, and in 1985, Hathaway drove the SM to a D/GC record of 200.002 mph. It was short-lived, however, as in 1987 his wife, Sylvia, bested his run with a two-way average of 202.301 mph, making the Hathaways the third married couple to make the 200 MPH Club.

The rig used to haul the land-speed Citroën is as unique as the car itself. The tow vehicle may be the world's only Citroën SM pickup, and the gooseneck trailer is quite likely the only one in the world equipped with a pair of hydro pneumatic suspensions, built by Hathaway from spare parts.



1931 Citroën C4G.

Joining the record-setting SM at the Mullin will be a 1931 C4G, which boasted a top speed of 56 mph and used “floating power engine technology” to reduce vibration, and a 1975 CX2200 Berline, the model that replaced the beloved DS in the automaker's lineup.



1975 Citroën CX2200 Berline.

The *Citroën: The Man, The Marque, The Mystique* exhibit remains on display until mid-March 2018. For additional details, visit MullinAutomotiveMuseum.com.

<https://www.hemmings.com/blog/2018/02/05/a-200-mph-citroen-sm-drops-in-on-the-mullin-museum-for-a-limited-time/?refer=news>

DISCOVER SCAN MY CITROËN APP !

Load Digital Handbook Scan your CITROËN on your smart phone and access the information you are looking for directly!

Tired of thumbing page after page through thick vehicle manuals? Then check out Scan My-Citroën, a free, simple, and intuitive app that lets you consult the owner manual of your Citroën by scanning the parts you want to know about.

This app is compatible with the Citroën C3, C4 Picasso and C4 Cactus. With the camera of your phone, point at and select the part of the vehicle you want to know about in detail. The app will then automatically identify the part displayed. Every part of the vehicle referenced in the original owner's manual can be scanned with Scan MyCitroën.

The menu of the Scan MyCitroën app contains a shortcut to the section describing your CITROËN's indicator lights. There you will find an explanation of what each light corresponds to and, in some cases, what you should do if a warning light has lit up.



Reprinted from: **TRACTION AVANT**

The Magazine of the Auckland Citroen Car Club Inc.

1921 Citroen Barn Find

03/18

Vintage Citroen, approx 1921 year of manufacture, in original condition.

Has been in my family for over 90 years.

Rego 86766. Located Benalla, Vic.

Price \$30,000

Phone 0412 322 723



Sales and Wants

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

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

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

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

Send to

The Treasurer
CCCV
PO Box 751
Frankston
Vic 3199

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

2007 C4 Auto

06/17

2007 C4 Auto, excellent condition, 90,000 km, fully optioned, includes Satnav, amazing sound system, reversing sensors, leather seats, seat heating. It has every option you could get in 2007. \$8500 neg. Can negotiate on RWC. This is my daughter's car, selling due to arrival of first child. Reg: WBB 595



contact: brian@desktop-eda.com.au for more info and more photos.

1991 Citroen AX GT

06/17

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

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

Call Jan for details on 0428 096 683

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



2006 Citroen C4

10/16

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

VIN: VF7LCRFJF74340021 REG: TYA622
ENGINE NUMBER: LH1V1369768



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

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

MONTH April

Many antique experts regard the Stokes Collection as one of the greatest private collections of porcelain, furniture and art in Australia, and equal to many that can be seen overseas. It is not open to the public and therefore requires payment in advance, hence the early RSVP date.

Please see the Registration Form below.

The guided tour is of a 2-hour duration and after a BYO picnic lunch in the Gardens we are free to wander the Forest Glade Gardens. If the weather is inclement we will seek out another venue.

Visit their website to see what a treat we are in for.

EVENT: Visit to The Stokes Collection
<https://thestokescollection.com.au/#stokescollection1>

WHEN: Sunday 22 April

TIME: Tour starts 10.00 am

WHERE: The Stokes Collection is situated in the Forest Glade Gardens
816 Mount Macedon Road, Mount Macedon, Victoria

COST: \$30 per person This fee includes a tour of both the Collection and Forest Glade Gardens.

BRING: A picnic lunch and chairs

RSVP: Monday 26 February

BOOKINGS: Essential Sue Bryant

CONTACT: General Enquiries Lee Dennes 0438 286 181
Payment Sue Bryant 0412 518 849

Stokes Collection - Registration Form

Bookings close: 26 February 2018

Name _____
Address _____
Suburb _____ Post Code. _____
E-mail _____

Registration fees are \$30.00 per adult

Names attending including yourself

TOTAL	

Payment:

1. ☐ I have enclosed cheque payable to Citroën Classic Owners Club of Australia Inc.
2. ☐ I authorise CCOCA to charge my credit card with \$ _____
Card Type: Visa / Master (circle)

Name on card: _____
Card No: _____ Exp. Date: _____
Signed: _____

Mail completed form to: CCOCA Treasurer: Sue Bryant P.O. Box 459, Yarra Glen Vic 3775

treasurer@citroendclassic.org.au

Any refunds will be at the discretion of the organisers.

Citroen 2000 XM free to good home!

02/18

Come get her!

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

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

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

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

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

Please call Jan, 0419578045.



For sale:

07/17

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

Carl Jones
0434 768 308



Sales and Wants

WANTED TO BUY

02/18

A 1971/2 DS auto.

Contact:- Nick at email: argos01@optusnet.com.au Mobile: 040 232 2233



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

02/18

I'm afraid its time to say goodbye to our **2000 Citroen Xantia**. I love this car. We are the second owners since 2003 and she's served us well.

She is absolutely perfect on the inside but really crappy on the outside. The paint has developed a matt appearance due to the gloss coat festering. There's been a slight shunt in the back.

The passenger side window requires a new electric mechanism (supplied). The horn doesn't work, nor do the front wind-screen washers (a hose disconnection). The windscreen is pitted and won't pass a RWC.

Other than that, I still love this car and drive it to Melbourne from Trentham (100kms) twice a week. I'm getting 700 to 800 kms per tank. It runs beautifully, is regularly serviced and has had new tyres and cam belts replaced in recently. Full service book history is documented.

I would be very disappointed to see her used as a parts car, maybe someone could give her a little TLC so that she may see out the rest of her life in the hands of a younger family member who needs an inexpensive car.

Contact Leon 0412 348 848 or leon.sims.1950@gmail.com Price: Let's start with \$1000 OBO
 Vin: VF7X1RFVM72279950 Reg due Feb 2018 174,000 kms 02/18



1947 Citroen Light 11BL

05/17

1947 Citroen Light 11BL The car is in good running order and has been restored.



The car is located near Bright, Vic. Chassis no: 473345.

Price reduction: now asking \$26,000 ono.

For further information or photos please call :

Kim 0448 081 132



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



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



CITROËN Service

Full & Part restoration

Proxia & Sagem Diagnostic Equipment

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

Spare Parts New & Used

TYREPLUS EASTLAND

crn BOND & NEW STREET RINGWOOD 3134

PHONE: 9879 8487



PROPRIETOR

STEFFAN ROSIER

***Michelin Vintage Tyres
always available.***

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



**ALSO NOW
IN SYDNEY**

EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo

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

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

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

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

eai@eai.net.au

www.eai.net.au

LHM SALES (*Strictly Members Only*)

ABN 74557610508

\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

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

Also available from club shop at club meetings.

PARIS MOTORS

www.parismotors.com.au

Citroën Service Centre

Email 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



UK:-

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

RAID NZ 2018

