

THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

March 2019

UNE 8 CV

CITROËN

DE SERIE "PETITE ROSALIE"
A PARCOURU

300000 KMS

EN 134 JOURS A 95 DE MOYENNE

AVEC UTILISATION CONSTANTE D'HUILE YACCO DU COMMERCE

IN THIS ISSUE

Unique barn find

The Rosalie Series

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LE CHASSIS DE PETITE ROSALIE EST STRICTEMENT IDENTIQUE

A CELUI DES VOITURES LIVREES QUOTIDIENNEMENT A LA CLIENTELE

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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 **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.



Well here we are, March all ready. Planning is well and truly underway for this year's Motorclassica, and new events like the Taste of France car display, CIT-IN and many more events. There should be something for everyone's tastes including a leisurely coffee morning in Williamstown. These are great opportunities to drive your Citroën and meet up

with other Citroën enthusiasts.

So, what has your Committee been up to lately? Wolfgang and I met with the organizers of the Taste of France event over a cup of coffee and discussed the number of cars that we can display and the fantastic opportunity for promoting our Club and the Citroën Marque. I hope you can come along and support this event which is conveniently located in East Malvern.

Brian has been busy getting the magazine in order and on time. I know he has been doing a lot more and all without fuss or fanfare.

Peter has been keeping the Club finances under control, making sure we stick to our budget.

Ian Downie has his eyes set on the Clubs big events of the year and is well underway with the organizational issues involved so that we can have a successful day with no hiccups.

Wolfgang has been looking for marketing opportunities and novel items for the Club shop. The sphere re-gassing machine is operated and maintained by Wolfgang and is a great Club asset.

Wolfgang has been looking for marketing opportunities and novel items for the Club shop. The sphere re-gassing machine is operated and maintained by Wolfgang and is a great Club asset.

Michael Faulks has stepped up and offered to take on the position of CCCV Club Secretary. His participation in the

committee has been very much appreciated and I'm sure that he will do a fantastic job as Secretary.

Tom has been keeping the CCCV Web page up to date and John Wyers is maintaining our membership database. Ferdi, Tom and Dave, our CPS representatives have all been keeping up to date with the latest info about the Club Plate Scheme.

I have been attending the AOMC Delegates meetings and tapping into the huge knowledge base and up to date regulatory changes affecting our hobby. In the past I attended the AOMC Secretaries day where we were treated to valuable lectures on Club administration and how to leverage off other clubs to assist our Club. Of course, some ideas may not suit our Club but a lot will.

The most important thing of all is your participation. The Committee will provide you with a variety of events and functions for you to attend and enjoy so come along and have fun! The Club Calendar is bursting with events, which ones are you coming to?

Bruno Tonizzo

Chit Chat Tuesday

Chit Chat Tuesday keeps getting bigger and better. To celebrate its success, new signs were unveiled to draw the attention of members and any passing Citroen drivers. Here, you can see a group of admirers marvelling at Warwick's "repurposed" and hand-made works of art. Let's hope the council by-laws officer drives a Citroen!



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.

FRONT COVER

Early Citroen Racing Poster

See article on Sebastien Loeb on page 8 & 9

BACK COVER:

Sebastien Loeb at the Spain Rally

*The Newsletter proudly printed by Snap Printing
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 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: Peter and Dee Milne, Scott Schlink, Brad Tully, Tobias Fowler-Oates and Michael Clarkwell. 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

2019

Draft Activities Program

2019

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

Mar

10

Yarra Glen Racecourse Swap Meet (Moomba w/e)

11

Scoresby Steamfest (Moomba w/e)

1200 Ferntree Gully Rd, Scoresby

21

Club night

BUY-SWAP-SELL

23

Coffee @ Anchorage Marina Will/town

24

Taste of France-Central Pk Malvern 10-4.00pm

30

Tintern Grammar Fair. Show/Shine

Monthly 1st- Chit-Chat Tuesday Blue Bay Café,

667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse). Mel-ways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat.

Monthly BOY'S DAY OUT-Port Arlington Golf Club

WHEN: The fourth Thursday each month and the third Thursday in December (*See p/7*) 10.30 am for 11.30 departure & leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate. CCOCA & CCCV event for coffee & chat.

Denotes non sponsored CCCV event. □

Apr 5-16

Teddies Terrific Tour

Pre- Citin to Katanning WA.

13

Jamieson Autumn Festival

18

Club night

27

Coffee (New: place TBA)

Easter

CITIN WA. Bookings now open

April 22-May 4

Post Citin Tour

Katanning-Norseman

May 17-19

Historic Winton—Benalla

18

Concours—Como Pk

19

Trentham run—Red Beer Bakery & or o/night @ Radio Springs Hotel

June 15

St Andrews pub run

20

Club night

July 12-13

Bastille French Festival Fed/Square.

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 11 Monday Scoresby Steamfest



2019 is the 51st year of this annual event so expect to see a spectacular display.

The majestic steam engines will be parading around the grounds. Mighty earth moving machinery will be digging shovelling and moving great piles of earth. Up in the rear paddock the heavy horses will be demonstrating how it was all done when horse power was provided by horses. The flywheels will be spinning in the industrial steam and diesel sections of the club museum. The entire engine room of a steam tug will be on display with several of its steam engines operating.

Blacksmiths model engineers and wood workers will demonstrate their skills. A tank and other military vehicles will in action along with boats on the lake. Hay baling, timber sawing, rock crushing, elegant vintage cars, tractors, trucks and plenty more will keep young and old enthralled for hours.

The grounds have been developed into a very pleasant park with picnic tables, a gas fired BBQ and shade trees. No food is available except at rally times. Most areas of the site are wheel chair accessible and disabled toilet facilities are available.

Either bring your own table & eats, or:

Join the combined CCOCA & CCCV day as on page 6

You must RSVP to Lee Dennes no later than 1st March.

TIME: 10.00—5.00pm

1200 Ferntree Gully Rd Scoresby 3176

Adults \$15.00 , Child \$5.00, Family \$35.00.

March 21 Club Night



March 23 Saturday

NEW!

This new event will change location periodically to give members in varied geographic areas a chance to meet up



for an informal get-together., plus drive their Club Plate car to a social event.

This first one will be at:
**THE ANCHORAGE MARINA
WILLIAMSTOWN @ 10AM.**



BON APPÉTIT

Taste of France

**SUNDAY MARCH 24th at CENTRAL PARK
CRN BURKE & WATTLETREE ROADS
EAST MALVERN FROM 11am till 4pm**

Fabulous French Food & Snacks

- Quiche Lorraine & Baguettes*
- Pomme Frites & Chien Chauds*
- Fromage Boxes & Biscuits*
- French BBQ Burgers*
- Andouillette BBQ Sausages*
- Cold Drinks, Coffee & French Cakes*





RENAULT

See a wonderful range of
French Vintage Cars
featuring - **RENAULT,
CITROEN, SIMCA & PEUGEOT**

*Silent Auctions, Hampers, Cake Stalls, Rides & Jumping Castles,
Honey, Popcorn, Shaved Ice & Fabulous French Music*



City of
STONNINGTON

SUNDAY 24TH MARCH

Proudly Supported by the City of Stonnington

**PETS
PARK**



CITROËN CENTENARY CELEBRATION

Monday 11 March

9.00am *Coffee*
Madeline's
Jells Park
Waverley Rd, Wheelers Hill



10.00am *Steamfest* Melbourne Steam Traction Engine Club
1200 Ferntree Gully Rd Scoresby



12.00pm *Monash Gallery of Art* 'Journeys into the Wild'
860 Ferntree Gully Rd, Wheelers Hill

1.30pm *Lunch* Mulgrave Country Club
Wellington Rd & Jells Road, Wheelers Hill



RSVP: *Essential* Friday 1 March
Lee Dennes 0438 286 181 l.dennes@bigpond.net.au
Join us for some or all these activities including a stroll thru Jells Park.

How to Do an Engine Oil Analysis

One of the worst pieces of news you can ever receive as a car owner is to hear that your engine is toast -- so worn down that your only options are to replace it or buy a new car.

Metal shavings from engine parts, foreign debris, and oil that doesn't lubricate properly can all contribute to eating up an engine. Replacing one isn't a cheap proposition -- depending on your vehicle, you're looking at a few thousand dollars (at least) for parts and labour. Even if just certain parts of the engine are worn down, like the engine bearings for example, repairs could require big bucks.

You have two options for analysing your motor oil with a kit. You can buy one that lets you interpret the results for yourself, or you can purchase the services of a professional laboratory, such as Blackstone Labs or Oil Analysers, Inc., just two of the leading firms out of many that offer oil analysis.

Either way, kits typically cost less than \$30, and sampling your oil is relatively easy. Or at least, it can be. There's the somewhat messy sampling method, of removing the oil filter and catching a sample of oil (enough to fill the small container for the kit). Or you can do it the no-mess way: use a vacuum pump to siphon oil from the dipstick tube or crankcase filler hole. Such pumps are available at auto supply stores, or often, from the providers of the analysis kits.

So what's actually in the kit? If it's one that you mail in, it will likely include a small jar or bottle for the sample, along with a label you fill out that tells the lab about the sample. It may also include a separate container into which you can pack the sample for mailing. You then receive the results by mail, e-mail or phone, typically within a few days.

For tests that let you read the results at home, (like QMI of Missouri's Motor Analyser), you just place a drop of warm motor oil on the supplied test sheets. Then you compare the pattern produced by the oil drop with the patterns shown on the included test analysis guide. The pattern of coloured concentric rings gives you insights as to:

- How efficiently your fuel is being burned
- How much life remains in the motor oil
- Whether there's water, fuel or other contaminants in the oil

If you're a novice, especially, it can be pretty intimidating trying to interpret what those results mean.

Interpreting Oil Analysis Results

The analysis also lets you know the oil's viscosity, compared to what it should be. The Total Base Number (TBN), which lets you know how much of the **additives** -- chemicals that enhance the oil's effectiveness -- remain.

Having this knowledge beforehand could save you lots of money and aggravation, as it gives you time to catch problems before they result in a catastrophic failure on your vehicle (like an engine seizing up).

The results also let you know if the oil is excessively contaminated with fuel, water or antifreeze, all of which reduce the oil's ability to lubricate your engine effectively.

But there are at least two more ways an engine oil analysis can save you money.

If you're considering buying a used vehicle, a car, a truck, a motorcycle or even a piece of diesel construction equipment can be quickly given the oil analysis test to see what kind of shape they're really in, beneath their flawlessly washed and waxed exteriors. An engine oil analysis can give you a look deep inside the workings of the engine without you having to take it apart. Naturally, a lab report that comes back showing lots of metal particles may be a sign that you should avoid taking that vehicle home.

—————→ Continued page 20



Sebastien Loeb says his Rally Spain victory has made a 2019 World Rally Championship programme more tempting.

Nine-time WRC champion Loeb made a comeback with a three-event programme for Citroën this year and took a shock triumph in Catalunya on the last of those outings at the weekend.

That Citroën deal was thought unlikely to continue into 2019, when the team will run Loeb's former arch-rival Sebastien Ogier after signing him from M-Sport Ford.

But Loeb now has no full-time programme for next season following Peugeot's decision to pull out of the World Rallycross Championship.

The 44-year-old admitted Spain had underlined that rallying was where he felt most at home.

"It was a nice feeling to fight again and to win and maybe this does give me more desire to come back next year," Loeb said.

"This is where I feel better, rallying is my discipline.

"But in another way, I know why I retired: it's a lot of time and involvement.

"Will I come back full-time? No, it's not what I want.

"Will I come back for some rallies? Maybe, but even that is complicated."

After his WRC exit, Loeb had initially returned to rallying with Peugeot's Dakar programme but that also ended this year.

He said Peugeot CEO Jean-Philippe Imparato's decision to can the World RX effort was a total surprise to him.

"I didn't know this was happening," said Loeb. "One or two weeks ago I was sure I would do a full season in World Rallycross [in 2019] and now I have nothing.

"I didn't think about the future before now, to be honest I didn't really have the time."

Loeb added that he would use the coming week to properly assess his 2019 options.

Asked if taking Peugeot's 208 World RX cars in-house with his Sebastien Loeb Racing team was a possibility, he told Autosport: "That's one of the options we're thinking about."

SLR has been running its own 208 for Gregoire Demoustier in RX this year.

Sebastien Loeb won't get Citroen WRC outings in 2019



The Norwegian posted on his Facebook page: "As you all probably know by now Citroen Racing has decided to run only two cars in the next year's championship.

"With no third car, my last option for a WRC contract disappeared.

"I'm really sorry and disappointed right now. I felt at home with the team and happy with the way we were moving forward as a team.

"Thank you to all the good people at Citroen Racing for the 2018 season that started with one

Sebastien Loeb will be left out in the cold next season after Citroen failed to secure funding to run a third C3 WRC in next year's World Rally Championship.

Citroen team principal Pierre Budar met with officials from the team's Abu Dhabi backers at last weekend's Abu Dhabi Grand Prix, but the two parties failed to find common agreement to take the partnership forward in 2019. However, Abu Dhabi is already reporting it will return in 2020.

The lack of Abu Dhabi funding means a two-car Citroen team of Sebastien Ogier and Esapekka Lappi will struggle to make any impact on the manufacturers' championship, fighting against three-car teams elsewhere in the service park.

Loeb told Autosport he has no deals in place for next season, beyond his private entry on next month's Dakar, where he drives a PH Sport-run Peugeot 3008DKR.

Loeb said: "At the moment, I have nothing and I am open to discussions with any team in any discipline."

Ostberg also misses out

Citroen driver Mads Ostberg admitted the lack of Abu Dhabi cash had ended his hopes of a return to a C3 WRC in 2019.

Ostberg stepped in to take over Kris Meeke's drive when the Northern Irishman was sacked after Rally Portugal.

rally, but ended up driving eight.

"It was great while it lasted. Now it's time to buckle up and fight back. I've done it before and I can do it again!

"I'm open for different possibilities, but WRC is of course where my heart lies.

"Now it's time to get back to the drawing board, finding a way to fight my way back. I'm not done being a rally driver."

Citroen's two-car plans also leaves Craig Breen without the chance to remain at the team, although he is still in negotiations with Hyundai and M-Sport for 2019.



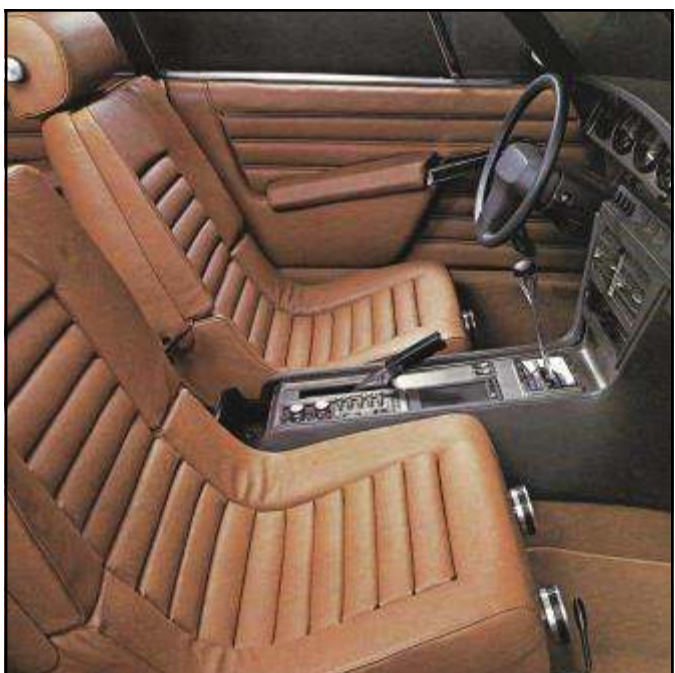
<https://www.autosport.com/wrc/news/140455/loeb-wont-get-citroen-wrc-outings-in-2019>

The Variety of Radios Citroën Fitted in the SM

For a production model with a mere 5 year life span, (arguably 4 considering that the SM was produced from 1970 to 1975 and that few were made in 1970 and only a handful in 1975), the number of different standard radio configurations that Citroën chose to install in the SM has to be one of the most found any one automobile model. Perhaps the reason for so many variations is that the radio was mounted sideways, between the front seats in the centre console. Not the most intuitive place to put a radio and a location where the driver had to look well away from the view of the road to make any adjustments. Reviews at the time were critical of the radio's placement. It would stand to reason that Citroën were obsessed with improving its operation given that it was not going to be repositioned to the dashboard, at least not by the factory, once the interior design of the SM was finalized.



First promotional photo of the SM interior (1970) from Citroën. Note the prototype seats (with dual knobs below on the front) but that the radio is missing.



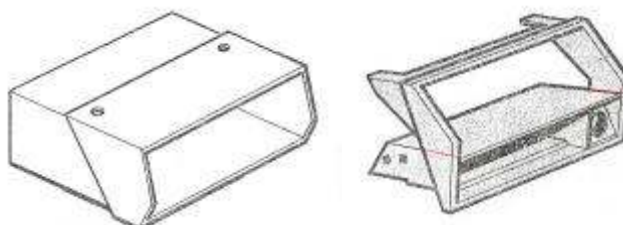
Later photo of SM prototype interior, this time with a French Continental Edison radio installed. (Look carefully on door panel and you'll see a manual window winding lever even though there are power window switches on the centre console).

In fact, when the SM was introduced, Citroën listed the radio as an option. A rather odd omission since the SM was a luxury coupé and the competition (Jensen, Jaguar, Mercedes Benz) had radios fitted as standard equipment.

Before we delve into the SM's radios, DS models in the 60s (referred to as having the 2nd series dash) had pretty much any type of radio fitted from plain Motorolas to nicer Blaupunkts. All that was needed for their installation was for the glove box to be removed and one of several radio plates installed on the radio purchased by the client. The radio was installed where there was a dash-plate covering a dedicated slot just right of the ashtray and below the glovebox. In the late 1960s a Blaupunkt radio with built-in cassette player was offered.

From 1970 onward in the USA (when the 3rd series, 3 round dial display dash came out) if the optional radio was ordered, Clarion AM/FM units were installed by Citroën USA and these had the Citroën name on the clear face-plate. When these were fitted, the dash faceplate was heightened by cutting away part of a dash plate above the ashtray that was pre-cut to accommodate smaller European radios.

When the US Clarion radio was installed it masked that hack. This butchering job, at least at the West Coast Citroën headquarters in Los Angeles, was dutifully carried out under the direction of Albert Bonfond, Technical Manager of Citroën USA on the West Coast by his son, Richard Bonfond, who also worked there under Richard's uncle, Desi Hensen, who was in charge of new car prep. They, as well as another employee, cut the panels with a hacksaw!



Richard recalls; “I might have seen a couple of overseas delivery cars come through with the small French radios which the customers either kept or replaced with a better radio. Overseas delivery cars had to come through us prior to the client receiving them to remove the Cibié headlights and install sealed beams which is another story!”

In Canada, when DS of the same era were fitted with the optional radio, an Audiovox radio, made in Japan was installed. The AM model was the C-420 and the AM/FM model was the C-525A.

Now, let's move on to the SM...

Sound acoustics were never the SM's strong point. It had three speakers for the radio; one in the left front hidden under the dashboard and two in the rear seat side panels. It was envisioned at the outset that a mono sound would permeate the cabin and that sound balance would be adjustable between front and rear. Later on, and for the US market primarily, stereo sound was incorporated as the SM was marketed as a luxury coupe and comparably priced cars were equipped with stereo radios.

The centre console in the SM is very shallow, and that necessitated with some radio offerings, a two-piece set up where the amplifier was located under the glove compartment in a covered panel just in front of the passenger's knees. Two sets of thick cables ran from there to the centre console where the tuner was.

Packaging and variations aside, it is the operational control panels of the radios fitted in the SM where the variations are evident at a glance:

Continental Edison



The original radio was developed by the French manufacturer Continental Edison and bears the name “R437”. It is a vertical design with black bezel and metallic buttons. There are 3 bands; SW (used for FM reception, 87.5 – 108 MHz), SW (for AM, 520 – 1610 kHz) and LW (for frequencies below the lower end of the AM broadcasting band than 520 kHz). Technically, it is a conventional mono radio with FM support. The operation is identical to that of other radios: With the vertical wheel you can adjust the volume, with the large metal buttons, the radio station display can be searched on the scale and there is balance adjustment. The stations can be stored via the buttons, which are pulled out for this purpose and pushed back into the device at the correct station. Although the stations can be automatically tuned, manual selection is preferred because the radio usually fails to hold the station when the car is in motion. The Continental Edison R437 was the first radio offered in the SM and was primarily in the cars delivered in France. Accordingly, it is rare and difficult today to get it, as now collectors from around the world have become aware of the radio and are looking for it. It is arguably aesthetically the most appealing and at the same time most original radio for a ‘French spec’ SM.

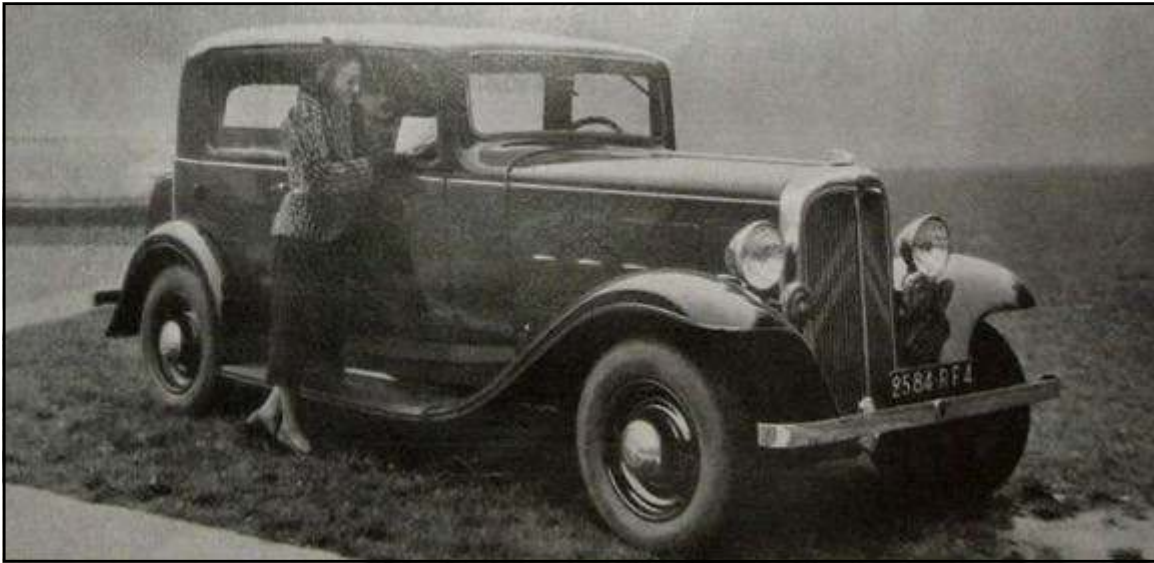


In Italy, delivered SMs had their own, special vertical station display radio, made by the Italian manufacturer Autovox. Also, a conventional mono radio with FM support, it had 3 bands but different from the Continental Edison radio; FM (87.5 – 108 MHz), M1 (AM from 520 – 920 kHz) and M2 (AM from 900 – 1610 kHz). Like the Continental Edison R43, this radio has an external amplifier part which must be installed outside the centre console.

Edited article from:

<https://citroenvie.com/the-variety-of-radios-citroen-fitted-in-the-sm%E2%80%9FBB%BF/>

The Rosalie Series of Citroëns



Though not radical in terms of subsequent Citroën launches, the look of the Rosalies was significantly more modern than that of the earlier C4 and C6 models. And the Rosalies were constructed

When one mentions the word Rosalie in the Citroën world, the immediate thing that often comes to mind is the Rosalie racing car that established a succession of records in 1933 at the Montlhéry Autodrome racing circuit.

Citroën and the oil company Yacco joined forces in a series of events at the then newly-constructed facility – a 2.5 km oval saucer with an adjoining 12.5 km track. Citroën wanted prove the reliability and longevity of their cars and chose to construct a sleek racing body on a 1933 standard 8 hp, 4 cyl car in popular use, that was known as the Rosalie. Over 134 days and nights the car travelled over the Autodrome for 300 000 km at an average speed of 93 km/h. The achievement was lauded by André Citroën himself who journeyed out to Linas Montlhéry to honour the drivers and the support the team.

Actually, the Rosalie was a range of three models/sizes of automobile that comprised the core of Citroën's model range between 1932 and 1938. The three models were originally designated respectively the 8CV, the 10CV and the 15CV, the numbers defining the cars' fiscal horsepower which in turn defined the approximate engine size of each model.

At introduction, the larger Rosalies replaced the Citroën C4 and C6. The 10CV (replacing the C4) and the 15CV (replacing the C6), themselves launched respectively in 1928 and 1929. They represented a move upmarket for the entire business, since during the early 1930s Citroën appeared for a time to lose interest in the smaller cars which had filled their dealerships during the impoverished 1920s. The Rosalies, especially the larger 15CV versions, were offered with range of different body types:

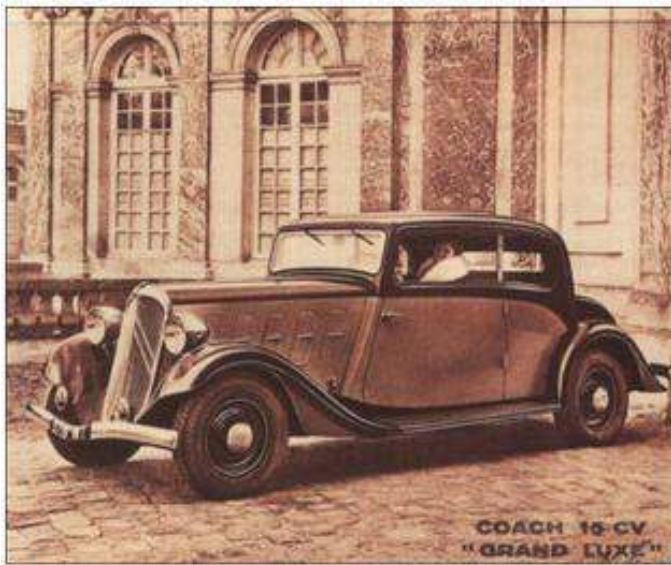
with the insight that Citroën had gained by studying and implementing Henry Ford's method of assembly line manufacturing. Hence they were competitively priced and profitable for the company.

Citroën took the robust chassis and drivetrains of the Rosalie and applied them to professional applications, producing many variations of utilities and small trucks. It was not uncommon to see them still operating in their tasks in the 1950s.

After the introduction of the revolutionary Traction Avant in 1934, the Rosalie lineup was modified and at the 1934 Paris Auto Salon, the two smaller models became the 7UA and the 11UA, now fitted with the overhead-valve engines from the Traction. As they were rear-wheel drive (as opposed to front-wheel drive like the Traction Avant) they were equipped with a turned-around version of the new Traction's OHV four-cylinder engines that operated in the opposite direction and both were called "MI" for Moteur Inversé ("reversed engine").

In 1934 all the Rosalies received a facelift styled by Flaminio Bertoni (the designer of the Traction Avant) to modernize the boxy look that involved applying a gently raked angle to the front grill. The post facelift versions that appeared were known as the NH versions, or also as the B-series. NH stood for "Nouvel Habillage" (literally "New Clothing").

All in all, 88,090 four-cylinder and 7,230 six-cylinder Rosalies were built (38,840 small 7/8's, and 49,250 bigger 10/11's). Of the total produced 8,400 were of the short-lived, facelifted B-series (NH) and around 15,000 were of the latter "MI" cars.



1934 15CV Rosalie Coach Grand Luxe



1934 15CV Rosalie Conditue Interieure



1934 15CV Rosalie Coach Decapotable Grand Luxe

The 8CV

The smallest Rosalie, like the Citroën Type B of the first half of the 1920s, featured a four-cylinder motor of 1,452 cc, driving the rear wheels. The three-speed gear box featured synchromesh on the two higher ranges, and braking was provided by drum brakes on all four wheels. The car was 4.27 metres (168.1 in) long and offered a maximum speed of 90 km/h (56 mph).

The 10CV

The 10CV offered a four-cylinder motor of 1,767 cc and a claimed maximum speed of 100 km/h (62 mph). At 4.57 metres (179.9 in) long it was larger than its four-cylinder sibling. In most other respects it was mechanically identical to the 8CV. Commercially, however, it enjoyed greater success, possibly because of a wider range of available versions which included the lighter (and implicitly therefore faster) Rosalie 10 Légère.

The 15CV

The larger Rosalie featured a six-cylinder engine of 2,650 cc, the cylinders themselves being the same size as those of the 10CV. The length of the engine block required a lengthened bonnet/hood: the total length of the vehicle was 4.72 metres (185.8 in). Various body types and configurations were available, including a 15 Légère – effectively a 15CV with the shorter passenger cabin length of the 10CV – which was capable of a claimed 120 km/h (75 mph) top speed. For berline/sedan versions the claimed maximum speed was 115 km/h (71 mph).

The 7/11

For the last four model years, the 8 and 10 were replaced by the 7UA and 11UA. Both shared similar bodywork although the 11UA was a conduite intérieure (6 light) whereas the 7UA below was a four light. They were equipped with engines from the front-wheel drive Traction Avant models, (turned 180 degrees and “MI”) to fit the rear-wheel drive Rosalies. While “7” usually referred to tax horsepower in the French market, the Traction 7C’s 1,628 cc engine was actually a 9 CV unit – it had had to be made larger and more powerful, in order to reach the design parameter of a 100 km/h (62 mph) top speed.

More info on Citroën’s Rosalie series and the Rosalie series of commercial trucks offered by Citroën in that era can be found here: <http://www.citroen-rosalie.com/utilitaires.htm>.

Early French



Mors Tonneau Fermé Type N, 4 cylinder, 1809 cc,
60 km/hr, Cité de l'Automobile, Mulhouse, France



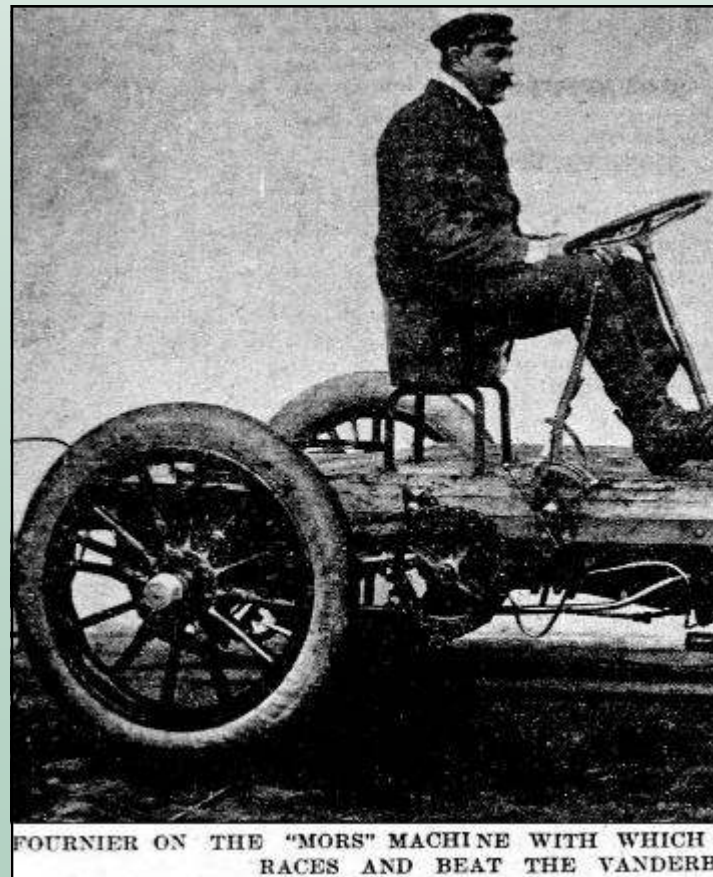
Mors 10HP Tonneau from 1901
Mors 10HP Tonneau 1901 MAKE/BODY : Mors Tonneau
YEAR : 1901 CYL : 4 HP : 10 REG NO. : RAC 1 OWNER : The
Royal Automobile Club County/COUNTRY : Surrey / United
Kingdom



Last Mors model: 1925 12/16 HP Sport



The quality of Mors road cars in the first decade of the 20th Century. The 1904 Mors 24/32-hp Roi des Belges Touring car pictured on French roads at that time.

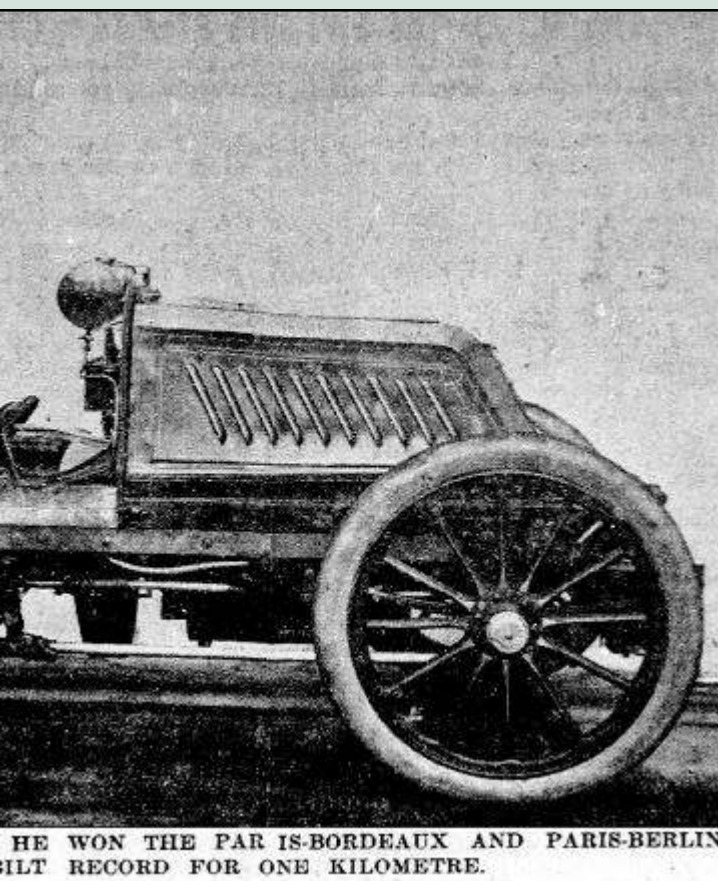


FOURNIER ON THE "MORS" MACHINE WITH WHICH HE RACES AND BEAT THE VANDERBILT

Automobiles



tury was one of the selling feayures, along with speed and reliabil-
would have been one of the fastest comfortable touring cars on



HE WON THE PAR IS-BORDEAUX AND PARIS-BERLIN
HILT RECORD FOR ONE KILOMETRE.

The **Mors** automobile factory was an early French car manufacturer. It was one of the first to take part in automobile racing, beginning in 1897, due to the belief of the company founder, Émile Mors, in racing's technical and promotional benefits. By the turn of the century, automobile racing had become largely a contest between Mors and Panhard et Levassor.



Mors was one of the first automobiles to use the V engine configuration. The Mors 60 horsepower Grand Prix car was powered by a 10-litre V4 side valve engine, with magneto ignition and dry sump lubrication, which could reach 950 rpm. The car had a steel chassis and a four-speed transmission that drove the rear wheels via chain drive, and rear-wheel brakes. In 1902, Mors added pneumatic shock absorbers to their cars,^[1] which represented a great leap forward given the quality of the roads and race-tracks at the time. With this car, Henri Fournier was able to win the highly significant Paris-Berlin race, with the drive chain breaking immediately afterwards.

Mors ended racing in 1908. Plans to return to auto racing were cancelled due to World War I.^[2]

André Citroën became chairman of Mors in 1908 and restored the company's viability. In 1925, Citroën bought Mors outright and closed it down, using its factory for the production of his Citroën automobiles.^[3]

The company produced a number of models which were sold widely in Europe and in the USA. In 1905 these ranged from 2.3 litres to the 8.1 litre 40/52 HP and by 1914 Minerva-built Knight sleeve valve engines replaced side-valve units in the larger cars. Post-1918 only sleeve valve engines were used. Citroën's chevron gears were used for the bevel drive rear axles from 1914 and a unique feature was the Mors patented clutch, which had a contracting band system which replaced the cone clutch used until 1903.

The marque was resurrected briefly when a few small electric cars were made during World War II by a subsidiary electrical company of Émile Mors.^[4]

The St. Louis Car Company also manufactured the American Mors.^[5] After manufacturing the St. Louis and Kobusch cars, the latter of which looked like a Mors, the St. Louis Car Company acquired an official license, blue-prints, and plans from the Parisian factory to manufacture Mors cars in the U.S.^[6] After making the American Mors for three years, the company turned to the manufacture of a car of their own design, the Standard Six.

Source: Wikipedia.

Citroën gives van life some retro flavour with the Type H Wild Camp concept

C.C. Weiss August 14th, 2018

NEW ATLAS



Caselani gives the WildCamp concept the "Type H" look and Pössl adds a full camper interior (Credit: Citroën)

As of last week, Volkswagen looked like an absolute lock to steal the camper van portion of this year's Düsseldorf Caravan Salon. This week, however, Citroën has something to say about that. VW's Grand California has the DNA of the classic, wave-chasing campers of the 50s and 60s, but Citroën's all-new Concept Type H WildCamp actually looks the part. Inspired by the highly distinctive Type H van of half a century ago, this new concept camper van looks vintage but rides modern, complete with everything you need to live away from civilization.

Introduced in 1947 and built until 1981, Citroën's Type H van didn't experience quite the same ongoing success or explosive international following as Volkswagen's Transporter. But it's still a beloved classic, and looking at its corrugated bodywork, boxy nose and standalone headlamps, we'd say it's every bit as agelessly cool and unique as its German counterpart, and yet another piece of evidence that old vans are the best vans.

Last year marked the Type H's 70th anniversary, and to celebrate, Italian builder Caselani Automobili launched a Type H-inspired conversion kit for new Jumper/Relay vans. The kit doesn't completely mask the underlying Jumpy to create a dead ringer for the original Type H, instead channelling Type H inspiration into the modern Citroën van.

As we've seen with the Campster, Pössl is quite adept at making itself (and you) at home within the confines of a Citroën van. With the Roadcamp R package, it squeezes in a kitchen area, bathroom, multi-leaf dining table and rear bed, along with plenty of storage. The central bathroom extends out into the hallway when closed off with its rounded door, doubling as a bedroom/living area divider. It includes a toilet, sink and shower. The kitchen is

home to a dual-burner gas stove, stainless steel sink and fridge/freezer.

The WildCamp show van is powered by the 161-hp (120-kW) BlueHDi diesel engine and comes with features like hill start assist, ABS and electronic stability control. Options include a Poclain traction control system with limited-slip differential and a 9-in Alpine infotainment and navigation system.

While Citroën refers to the WildCamp as a concept, interested and determined buyers will be able to recreate the package. As listed in Citroën's announcement, the Jumpy L2H2 with Pössl Roadcamp R camper van kit starts at €41,597 (approx. US\$47,450), and the Caselani Type H body kit tacks on another €27,132 (\$30,950). Not the cheapest "old van" camper conversion, but it certainly does provide a unique mix of retro style and modern camper van design.



COMPETITION

Members are invited to enter a photographic competition using their car/cars to illustrate a Citroen automobile in various forms.

These images may be used for either front or back covers of the Newsletter, and an annual calendar.

Subjects are: Citroen as—

- AS ART
 - CARRYING GOODS
 - ON HOLIDAYS
 - UNDER RESTORATION
- etc.

You must include a caption that is appropriate for the image.

GET CREATIVE as a prize will be awarded by the committee in November for the image deemed the most descriptive.

Send good quality (either vertical or horizontal) images to the Editor at : photoimage2001@yahoo.com.au with the heading: **Competition** in the subject line.

Include your name otherwise we will not know who sent them.



Caselani's website suggests that it will offer the WildCamp as a complete turnkey van, but pricing and other details remain of "to be announced" status.

Citroën has been rather active in the camper van space lately. Just a year ago, it was preparing the SpaceTourer Rip Curl for debut at the Frankfurt Motor Show. It also plans a second debut at this year's Düsseldorf show, explaining that its camper van market share has been growing in recent years, particularly in the German market.

New Atlas will be attending the Düsseldorf Caravan Salon starting on August 23, and we'll bring you more news, views and updates once the show gets underway.



<https://newatlas.com/citroen-type-h-wildcamp-concept/55873/>



Unique Barn Find Citroën Rosalie Van at French Auction

Sunday, January 21, 2019 was quite a day in Tarbes, France (near the border of Spain). An exceptional collection of 81 cars, albeit in rather neglected condition, were sold by the French firm Adam Encheres. They were owned by Henri Ruggieri, a secret and lonely man who died in Pau, (just 40 kms northwest of Tarbes), in 2018. He was described as a “compulsive buyer” who apparently never used most of the vehicles — instead, leaving them scattered around five different locations. They were recovered from barns and fields, hidden beneath rubbish and under overgrowth. To ensure they weren’t stolen, Ruggieri would remove a component from each, and from the appearance of most, neglect them from that point on.

An astounding find in the collection was this 1937 Citroën Rosalie van. Very rare indeed with custom bodywork by Currus in Paris. Powered by a 4 cylinder inline 1,766 cc diesel engine with drum brakes on all 4 wheels. At one point in its life, it had been used on a vineyard property in the region of Marseille. Now it shows an old product plate of Magarian, a defunct furniture factory once in Saint Marcel (Bouches du Rhône). The Rosalie van was in rough but restorable shape and commanded a sale price of 8.400 €.

There were also some other Citroëns in the auction in rather ratty condition:



A 1991 Type C15 that sold for 90 €



An equally decrepit 1981 GSA that sold for 350 €

CITROËNVIE!





There were many North American and other interesting finds in the collection. View a full list and the auction results here: https://docs.produndb.io/2019/01/21/102951_554393427_5ac8b507c3915f10af50d273460b606d.pdf



A very sad 1960 2CV that fetched 1.300 €



And a 1921 Type 10 HP Type A (10 HP) that sold for 650 €



An even more decayed were a 1919 Type A (10 HP) that went for 2.300 €



The star of the auction was a battered 1968 Lamborghini P400 Miura (number 118 of just 275 built) that need a full restoration but still managed to sell for 560.000 €.

How to Do an Engine Oil Analysis-cont

Related Articles

[5 Tips for Preventing Motor Oil Deposits](#)

[5 New Gas Engine Technologies](#)

[5 Benefits of an Engine Flush](#)

[5 Driving Tips to Prolong the Life of Your Engine](#)

[How to Choose the Right Oil for Your Car or Truck](#)

[What is thermal breakdown?](#)

[How are engine friction and gas mileage related?](#)



You can buy an oil analysis kit that lets you interpret the results for yourself, or you can purchase the services of a professional laboratory that will analyze the results for you.

ROBERT KROUSE/ISTOCK

Sources

- Barnes, Mark. "Oil Analysis: Five Things You Didn't Know." MachineryLubrication.com. (June 4, 2011) <http://www.machinerylubrication.com/Read/1704/oil-analysis-know>
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- Reed, Philip. "What's Your Engine Oil Telling You?" Edmunds.com. Oct. 16, 2009. (June 1, 2011) <http://www.edmunds.com/car-care/whats-your-engine-oil-telling-you.html>

Michael Faulks a club member had just restored a Ds21 when it caught fire and was destroyed. We appeal for members with spare DS parts to offer them to Michael so he can recover from this tragic event.

See details on page 8 of the February newsletter or contact Michael directly:

Contact Michael: mfaulks12@gmail.com



Citroen C5 Wagon 2007

3/19

2.0 litre turbo diesel 6 speed auto hydropneumatic suspension. 170,000 km VIN number VF7RERHRJ76790138 Engine Number DYVM4003215

Beautiful ride, fantastic engine, smooth gearbox, very spacious Regularly serviced with Citroen specialist. Good condition. Completely drivable.

Not so positive: Some missing centre wheel caps, panel dent at rear passengers side, A/C dual zone not working on drivers side. Registration just expired, sold without RWC.

Positives: Sun roof, parking sensors front and rear, xenon headlights, two keys. Light coloured interior leather seats. Towbar with detachable assembly. Michelin tires with good tread life. Absolute bargain at \$1200
Call John 0410 432 558



Sales and Wants

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

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

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

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

Send to

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CCCV
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Vic 3131

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

MEMBERS:

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

Thank you.

Citroen Parts For Sale

2/19

2CV –

1. Red roof – good condition and good glass
2. Raid style tubular aluminium bumper bars, with tow bar – good condition

CX

1. 2400 Pallas boot lid – very good but no lock
2. Bonnet – very good no rust, no dents and undercoated.

D Models

1. Left side front door with glass and winding mechanism – good condition
2. Complete engine (DS21) with manifold – condition unknown
3. Complete 4 speed manual gearbox. Selectors work
4. Complete D21 head and manifolds
5. 2 Weber dual throats carburettors complete
6. Fuel tank with guard cover
7. Fibreglass roof in very good condition but with rust in the 16 bolt metal frame
8. Starter motor by x 2
9. Generators x 2

Make a responsible offer and the item is yours and I have gained some space in my garage and some money for the ongoing repairs of the other cars. Parts are at Fingal.

Contact Richard Ward 0417 316 060

Sales and Wants

FOR SALE...1954 CLASSIC CITROEN TRACTION LIGHT 15 BIG BOOT SLOUGH BUILT UK.

2/19

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40,000 MILES

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98 OCTANE PETROL

4 SPEED MANUAL

BUGUNDY WITH BLACK GUARDS

INTERIOR - RED VELOUR

BODY 4 DOOR - 4 SEAT SEDAN

FRONT WHEEL DRIVE...BUILT

DATE 1954...RELEASE DATE 1954

REG NO JOSE...STATUS & EXP. DATE 26/3/2019

VIN CHASSIS 9550155

ENGINE NO AN19667

ENGINE TYPE: PISTON

CARBURETTOR: SOLEX SINGLE

WHEELS: STEEL

TYRES: MICHELIN 165X400

The car is in Dingley, Vic

Contact Jose Rivalland 0488 546 111



Rare Xantia Turbo CT for sale.

3/19

Four cylinder petrol with 5 speed manual transmission, Alloy wheels, Michelin XM2 tyres approx one third worn.

Hydractive II + computer sensor control suspension, 108 Kw, 235 Nm. One owner, 167000 Km. First registered March 1998. The turbo makes this car a delight to drive with great flexibility and good acceleration from any speed. No RWC. Reg. No. OVN 392. \$2000

Car is located in Dromana Victoria.

Contact Peter on 0407 826 325



Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



Citroen Xsara

3/19

Reg. SVD 000 2004 Manual
2 door coupe 5speed transmission 4cyl 1997cc
One Lady owner – 59000 kms Vin: VF7NORFSB73838916
Excellent condition interior and exterior. Colour: light grey Metallic paint
Located in Mount Martha, Victoria.
Contact: Ph 59741073 or Email: paul.lamblin@bigpond.com

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These can be ordered from the Treasurer at a cost of \$12.00 each plus \$3.50 p&p per order. They are engraved white on red Traffolite and are 75mm by 30mm in size. Payment can be by cheque or direct credit to the Club's account or by VISA or MasterCard

1981 Citroen 2CV6 Club \$12500

12/18

Imported and owned by one owner since 1992. This is the disc brake model. Mileage is about 350,000 km. About 100,000 km on the second engine. "Harriet" has been garaged throughout this time. She has been lovingly serviced by 2CV legend Ralph Hibble. For the past five years she has been mostly parked up while her owner has been sailing the oceans. Still loved but no longer needed, Harriet seeks an owner who will care for her. There are many spares and manuals, and so many wonderful memories.

For enquiries, contact Rob rob@intrepidelk.com mob 0498 553 690 Reg: B5X 288



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