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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

May 2017

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CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

a

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

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

CPS NEW APPLICATION

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

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



With our President John Parsons at Citin in northern Tasmania this Easter, I am pleased to report to members on his behalf.

At April's general meeting, listening to Dick Gower senior field engineer, flying instructor and vintage de

Havilland Chipmunk enthusiast, reminded me of my latter high school years when I applied to join the RAAF. My mother thought I would look really smart in the RAAF uniform so I reluctantly underwent a day's assessment from psychological tests to physical coordination and intelligence. I doubt I rated well in any of them and, despite being offered engineering training, chose not to pursue that career and chose teaching teenagers as a more fulfilling and safer option. I think the real reason for rejecting the offer was that I was afraid of heights, and flying, and wanted nothing to do with weapons. I only overcame my fear of flying ten or so years ago but listening to Dick talk about his close shaves in light aircraft I had cause to revisit these very phobias. Dick's amazing skills and careful attention to maintenance potentially saved his life on more than one occasion. It was a fascinating talk from an adventurous aviation enthusiast. Thanks to Brian James, a pilot himself, for inviting his friend to do the presentation.

Over recent years we have received a lot of calls asking for wedding cars, special occasion Citroen experiences or photo shoots for advertising agencies or film makers. It involves one of us ringing around, usually for a Traction Avant, DS or 2CV, to see who is available, and too often at short notice. A request received just before Easter for a car for a fashion shoot immediately after Easter was impossible to fulfil. If you have a car that could be called on for any of those occasions please let us know and we will make up a file of contacts.

.As John Parsons mentioned in his previous President's report there are some special workshop visits coming up and because numbers are limited bookings are essential. Further, if you need event information that may not have appeared in the newsletter due to tight print deadlines consult the club website citcarclubvic.org.au.

A lot of work goes on behind the scenes at committee level because we like to run things like a well-oiled machine. Most of the time we get it right but there are occasions when we could have done better. Committee thinks it's time for the club to set some medium and long term goals to provide better services to club members. With this in mind we will issue a member survey essentially asking for feedback on what we do well and what we could be better at. Expect to receive the survey in the coming months.

Talking about committee meetings, the eight of us are always swapping stories of our mechanical problems and fixes over supper and members will get their chance to raise questions and offer solutions in the technical forum at the May general meeting. Give us your questions in advance so that comprehensive answers can be prepared, otherwise just turn up and we will try to deal with it on the spot. Looking forward to an informative night.

Happy Citroëning
Tom Grucza
Vice President

DISCLAIMER

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

FRONT COVER

2CV4 Spot See page 17

*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: .Monica Ferrari, Christopher Cawkwell, Tobias Fowler-Oates. 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		2017	Draft Activities Program	2017		
Apr	5	Club night—D. Gower		Jun	7	Club night (<u>NOT AT CLUBROOMS</u>)
	14-17	Citin in Smithton Tasmania				@ Bayswater North. (see page 5)
	22	Tintern Grammar biennial Fair & historic car displays. <u>Classic cars welcome.</u>	☐	Jul	5	Club night—Painting cars
May	3	Club night—Tech forum		16	Bastille Day—Beaufort Manor Yea -	
	15	Annual Motoring Heritage Day	☐			FRENCH DRESS
	20	Tech-Historic & Vin Restorations		Aug	2	Club night
	21	Cavalcade of Transport-Bellarine Estate (AOMC)		26	RUN-Modern Plating	
		www.aomc.asn.au See page 11	☐	Sept	6	Club night
	27-28	Historic Winton (see Dec issue)	☐	Oct	1	French Car Festival @ Buchanan oval
						Macleay Park Belmore road, Balwyn.
					5	Club night
Monthly 1st- <u>Chit-Chat Tuesday</u>				Nov		
New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae				2018	Mar 30-Apr 2	Citin in Dalby Qld.
(opposite the steel Lighthouse). Melways 158 K10				For more details on club events contact		
from 10.30am. CCOCA & CCCV event for coffee & chat.				Ian Downie on 0452 411 104		
Denotes a Non CCV sponsored event. ☐						

CCCV Club Advice Line

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

Forthcoming Club Events

May 3rd Club Night—Tech forum

For the May club night we line up our resident experts for a question and answer forum. Bring along your technical questions and/or car parts and be prepared to offer your own experiences and solutions. Our line-up may be able to help answer questions from the classics right through to the latest models.

We would appreciate knowing your questions in advance. Send them on-line via the **Contact Us** page on our website or hand them in on the night.



Saturday 20th May Club Run



Address: 17 Cottage St, Blackburn VIC 3130

Time: 10.00am

Wednesday 7th June—Club night Time 8.00PM

To be held at Peter Tommasini Classic car Restorations & Panel Fabrication (NOT CLUBROOMS)
9/21 Burgess Street Bayswater North Vic. <http://www.handbuilt.net.au/index.html>

Please confirm no later than 29th May to Ian Downie 0452 411 104

Sunday 18th June Clun Run Scienceworks & Pumping Station



We visit Scienceworks this month.

Ron Davis will lead a tour of the Pumping Station, an important industrial heritage site.

Before or after the tour feel free to view the Scienceworks exhibits and join the Collections Tour at 12 noon (this separate tour takes about 40 minutes and you must book)

Meet: Scienceworks at 10.30 am (Scienceworks opens at 10am).

Pumping Station tour starts: 11 am

Parking: On site \$3 (free in surrounding streets)

Cost: \$14, Free for seniors and concession card holders (Bring card. Photo ID may be asked for)

Special Collections Tour: Starts at midday (max 15 people and booking is essential. Small additional fee applies. Note: If weather in inclement the collections tour cannot be held)

Lunch: From 1.00 pm at Prince Albert Hotel 149 Douglas Pde Williamstown

Book for Collections Tour and separately for the Pub Lunch no later than 5 June

Contact Ian Downie 0452 411 104

MONTH – JULY

EVENT: **CCOCA/CCCV BASTILLE DAY LUNCHEON 2017 — Organised by Rob Little**

WHEN: Sunday July 16
WHERE: Beaufort Manor 111 High St, Yea, Victoria
TIME: 12.00pm – 4.00pm
COST: \$35.00 per head for 2 courses Drinks at bar prices
RSVP: Friday 7 July
CONTACT: Rob Little roblit@iinet.net.au 03 58231397
DRESS CODE: French dress de rigueur
WEBSITE: www.beaufortmanor.com.au
 Come prepared for an exceptionally great time.
 Volunteers for acts and entertainment gratefully accepted.

Bastille Day Run

The Renault Car Club has invited us to join them on the run to Beaufort Manor.

Meet: 9.30 am departure

Where: McDonalds Blackburbn Rd. Doncaster.

Route: Via Warrandyte, Kangaroo Ground, St Andrews, Kinglake.

Morning Tea: Approx 10am at "A Boy Named Sue" coffee shop at 87 Burns St St Andrews.

Arrive: Beaufort Manor around 11.30am.

MENU

Mains

Crusty French style bread board with butter
 Coq Au Vin (chicken cooked in lots of wine)
 Slow roast leg of lamb with red wine jus
 Rosemary roasted baby potatoes with selection of roasted pumpkin, baby beets, Dutch carrots, sweet potato, parsnip & steamed greens

Dessert

Trio of mini desserts for all - Lemon meringue tarts, coffee éclairs filled with cream patisserie and chocolate mousse shots.

Bastille Day 2017 - Registration Form

Bookings close:

7 July 2017

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

Registration fees are \$35.00 per adult.

Names of members in your party including you.	Mobile No.	Vegetarian	Gluten Free	Special Dietary Requirements	\$
				Total	\$

Number of People in my Group:

Special Dietary Details:

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: R. Little 8 Buckworth Street, KIALLA. Vic 3631

Any cancellation received prior to 7 July 2017 will receive a full refund.

Any further refunds will be at the discretion of the organisers.

Delage Type-S: The 103-year-old grand prix car saved by a 3D printer

7.30 By [Fiona Pepper](#)

Australia is home to the only surviving 1914 Delage Type-S grand prix car in the world, and thanks to a world-first feat of technology this much-loved centurion is still on the road.

In 2014, when the engine block cracked and water met oil, the Delage ground to a halt and was consigned to a mechanic's workshop in Castlemaine, 130 kilometres north-east of Melbourne.

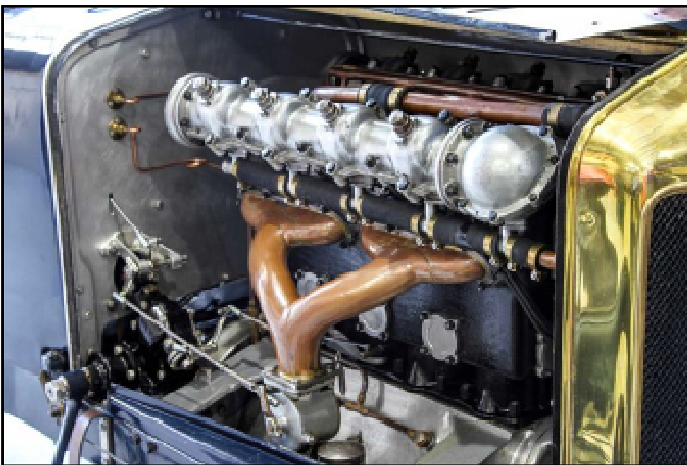


Photo: The cloned engine successfully installed by Grant Cowie. (ABC Radio Melbourne: Fiona Pepper)

With no replacement parts or original drawings to go by, and with few people having the traditional manufacturing skills, pre-war motorcar engineer Grant Cowie looked for alternative ways of rebuilding the complicated 16-valve engine.

"I knew that to use the traditional method, which involves a wooden pattern, would be prohibitively expensive and with such a complicated casting it was possible it would take several attempts to get it correct," Mr Cowie said.

The history of the Delage

- In 1914 just three Delage Type-S cars were made for a premier race in Lyon, France
- World War I began a month after the race and racing in Europe came to a halt
- The Delage Type-S cars were sold to the US, then in the 1920s one of them was brought to Australia to race.
- The car was driven by some of Australia's earliest race car drivers and was owned by motor racing legend Lex Davison

He decided that using digital technology to clone the original block would be the most accurate, efficient and non-destructive method to get the car back up and running.

The trouble was a repair this complex had never been attempted before.

Recreating the engine block

Using powerful lasers, the engine block was scanned inside and out, saving thousands of hours of pattern making, with months of work done in a few days.

The scan data was then used to digitally repair the cracked engine on a computer before a sand mould was created using a 3D printer.

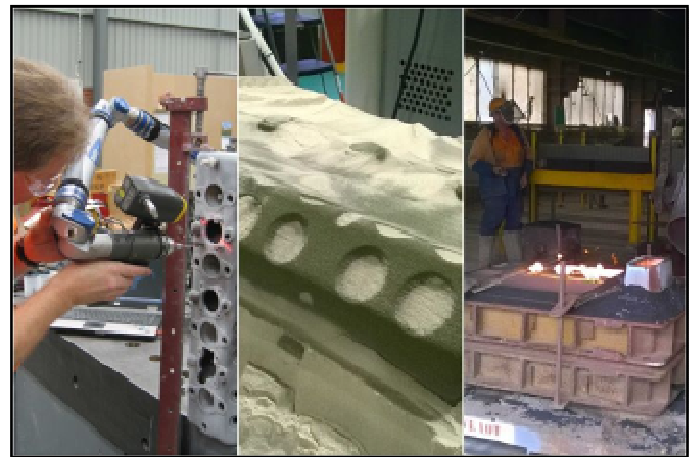


Photo: The original engine block is scanned, a 3D-printed sand mould is created, and the new engine block is cast. (Supplied: Philip Guilfoyle)

A local iron foundry cast the engine using the 3D-printed mould, before it was finished with traditional manual machining.

After the engine was installed, there was an enormous sense of relief when the Delage turned over successfully.

"It's one thing to finish machining it, then you've got to put it all together," Mr Cowie said.

"And just the relief when it first started — and it's been great since the moment we started it."

Cont p/16

This Frenchman just made a working Citroën 2CV out of wood.

The Local
news.france@thelocal.com
 24 March 2017



A retired cabinet maker in central France has hand-built a wooden 2CV Citroen Car... which is about to pass its first technical inspection.

The car, built as an exact one to one replica to the famed Citroen 2CV, was put together over six years by retiree Michel Robillard.

It was made in a Touraine fruitwood and is considered to be unique in the world.

And it's fully equipped to take the road.

Michel Robillard has said he hopes the vehicle will one day go on display in an art gallery.





**CAVALCADE OF TRANSPORT
BELLARINE ESTATE**
To celebrate National Motoring Heritage Day



RACV
Supported by the Association of Motoring Clubs (AMC)

SUNDAY 21ST MAY 2017
Bellarine Estate, 2270 Portarlington Road, Bellarine
Gates open at 10am for Display vehicles (10.30am for spectators)
Veteran, Vintage, Classic, Historic and Collector vehicles

Restaurant meals available (see over for details)
Food vans, Barbecue
Cellar Door Wine/Beer Tastings
Live music - Kids Entertainment
Restoration Workshop
Free bus to the Drysdale Community Market, Drysdale Steam train
Entry to the venue by gold coin donation



For more info: www.aomc.asn.au 9890 0524

RAID NZ 2018



Lake Te Anau

Would you buy a car sight unseen, in a foreign county with only a couple of phone calls and then pick up the car and set off on a 6000km trip? Sounds crazy? In hindsight it was, but both Dave Rogers and I arrived in Auckland 14 days and 6500km later. We survived all those odds in the almost 40 year old and 200,000 km Citroen GSA.



We picked up the car in Christchurch, and after an exploratory trip around Christchurch and a quick service at Mecano Motors, it was time to head south into Central Otago and across to Dunedin via Danseys Pass and Moeraki Boulders, then the Maniototo Plains and onto Dunedin. Oh, no time for Central Otago wines, maybe in Marlborough.



Danseys Pass

Then it was along the beautiful Caitlins coastal road past the southernmost tip of the South Island and then onto Te Anau with its beautiful lake shrouded in cloud, then up past Lake Wakatipu and bypassing Queenstown to head over the Crown Range Road to Lake Wanaka, nestled between magnificent mountains. We couldn't resist a visit to the air and car museum complete with the only Duesenberg in the

southern hemisphere. The run to Franz Jozef started between 2 lakes, then wound into the bush and dropping through Haast Pass before running along the west coast. Truly a journey of contrasts and a picture postcard view at every turn.



Then it was up the west coast with a small detour and a visit to the pancake rocks, then through the Buller Gorge and across the top of the South Island to Blenheim. Our first rest day here and a visit to the WWII aircraft exhibition and then a drive over part of the Molesworth track and along State Highway 1 to see the recent earthquake damage. It should all be fixed next year and we can finally visit Hanmer Springs for our dip in the hot springs. Still no time for wine tasting, maybe in Martinborough!



Hanmer Springs



Waipapa point lighthouse.

Then it was onto the Cook Strait ferry for a pleasant 3 hr ride to the North Island and a look around Wellington, followed by a couple of challenging winding roads and into the Wairarapa for more..... winding hilly roads, and no wine! A quick stop at Castlepoint and into Masterton and then across to the west coast and onto the forgotten highway to take us into the Central North Island. After a cloudy arrival, the next day gave us glorious views of the sometimes shy mountains and then across into sunny Hawkes Bay. Still no wine tasting but we did check out some art deco buildings and watch a cruise ship depart.



I had never driven the Waikeremoana Road before and it was a highlight, and then taking us into, Rotorua, and onto Hamilton and out to Raglan for a final dash over the hills and picking up the freeway to Auckland City.



Dave Rogers checking out the local B&B.



Auckland

Wow what a trip, 6500km in 13 days driving, with around 1000km of gravel roads and almost no freeway.

The GSA was amazing to drive and was superb under all conditions with the Citroen magic of delivering occupants fresh after each long days driving. Dave and I are looking forward eagerly to Raid NZ 2018, where we can do it all again over a more leisurely 37 days.

Article and images : *Peter Dekker (except Hammer Springs)*

Cit Bits by Leven Mills

Did you know:

- The GS twin rotary piston engine Birotor had a power output 75% higher than the original 1015cc GS.
- In the 1970's the Maserati factory in Modena would systematically run in and bench test every engine for a minimum of 3 hours before fitting to production cars, including the SM.
- The Traction Avant was in production for 23 years, 4 months and 15 days
- In the late 80's tennis great Bjorn Borg ran a personal fitness company in Sweden. His company purchased 30 black Citroen AXs for staff use. Swedish law required cars to be fitted with headlamp wipers, heated seats and asbestos-free brakes and these were so equipped.
- The 2CVs and their variants were not the only 2-cylinder cars that Citroen manufactured. The Citroen LNA from the early '80s was available with the 1124cc 4-cylinder water-cooled engine or with the 652cc 2-cylinder air-cooled option. The 4-door Visa was also available with the same 2-cylinder engine.

La Petite France en Mapleton

WORDS AND PHOTOS BY ALISON HUTH



The 'ugly' but charming nose of the Citroën Motorhome

When Peter Boyd was growing up in a small country town he had no idea what life would hold. The opportunities were not huge at home so, at an extremely early age he joined the Royal Australian Air Force and there he stayed for the next 23 years.

During that time he married Jenni, had a family, served in Vietnam and had two postings in America. Both of these countries have had lasting effect on their lives, but probably not quite for the reasons you would expect. America was easy to deal with; they loved their time in Vermont and so called their home for the last 30 odd years Vermont.

But it was Vietnam that installed a passion in both of them, and one which shows no sign of abating. To set the scene for this, it is important to remember that

from the mid 1800's until 1954 Vietnam was under French occupation. When the French left a lot of their culture stayed behind, including the fabulous Citroën 2CV better known as the Deux Chevaux. It may not be the most glamorous car in the world but once it has you captivated, it will not let you go.

From the first moment that Peter set eyes on the Deux Chevaux he was hooked, luckily Jenni fell in love with them too, and it is fair to say that their lives have never been the same.

Now that Peter and Jenni are retired and live on about four or so acres, just down the road from me, they are seriously indulging their passion for Citroëns, which they began collecting in 1995.

Currently they have 11 Citroëns in various stages of

repair. There are a couple of special ones that are in full working order, and it was those that I really wanted to see. The first is a 40 year old Citroen Motorhome, which has a history all of its own.

This motorhome was owned by an Australian who lived in Holland. He bought it with the plan of driving it back to Australia. It was all kitted out in true hippy style. Then the young couple set off in the early 2000's and made their way through France and Spain and on to Morocco. Everything was going well until they arrived at the Libyan border when their trip came to a screeching halt.

They were not allowed to go through Libya, so plan B was developed. This involved shipping the motorhome to Italy with the intention of picking up the trip and driving on. However common sense prevailed, plan B was scrapped and plan C put in place. This meant that the motorhome was shipped to Australia and ended up with the family on the Central Coast of New South Wales, where the necessary alterations were made to make it compliant with Australian regulations.

As soon as that was done, it was put up for sale. As you can imagine an avid Citroen fan, who also loves camping; could not miss a chance of getting his hands on this. And that is they did, Peter and Jenni bought the motorhome and made it their own. Not being hippies, it had a face lift. Peter, being something of a mechanic, has done a lot of work on the engine and everything else that moves so that it is reasonably reliable. Recently we have all been celebrating the fact that, about a month ago, it made a round trip of 600km without breaking down!

The first time I saw the motorhome face on, I could not get over how 'ugly' it looks. It looks like it has gone nose first into a wall, even Peter cannot say that it is beautiful. But that ugly is actually part of its charm. Inside it has the all basics that you need. A bed, seats, a compact kitchen would be the best description, a fridge, private space for a porta potty, and a seat with seat belts for three passengers behind the driver and co-pilot. Peter has made sure that they can bush camp when they want to with everything working on 12v, and the ability to recharge that with a generator and solar panels.

It is not new, and they have not tried to make it look new, but she holds her age really well. As you can imagine the motorhome is a major talking point where ever they go. Peter and Jenni love their time away in this old girl.

Now, given that they are such Citroen devotees, you would expect them to drive Citroens every day and you are about right. Jenni was given la piece de resistance

for her 50th birthday, her very own Deux Chevaux. This beautiful car, called Daisy, is the general run about the village car. She uses it for everyday things, and you cannot help but smile when you see it.

I had a good look over it and just loved it, particularly the soft top that rolls back so delightfully. Sun roofs are not new! The car has been beautifully restored, but there are one or two additions to make life just that little easier and one is power steering. If you have never driven a car without power steering you have no idea what a difference it makes. She was also given a bonnet decoration, two horse heads. What else do you put on a two horsepower car!

Having all of these cars involves a lot of maintenance. I don't know why I was so surprised to see the massive workshop Peter has. It is full of Citroens in all stages of repair. Some have been working and are now being worked on again. Others have not worked for many years by the look of them. There was one superb car that was being given an engine overhaul and that all important power steering retrofit. This one caught my eye for two reasons; it was the most superb colour, according to Jenni and it is called black cherry, and it had five red plastic mini trumpets - for want of a better description. The purpose - to play the Marseillaise quite loudly as you drive around the village.

To cap off their love of all things French, Peter has spent a fair amount of time creating a French garden on their property, with hedges, statues, fountains, a bridge and a petanque court. They have named it Jardin Vermont. What a way to bring their combined passion for all things French and Vermont together.

When you are travelling around, if you see this grand old motorhome, stop and have a chat to Peter and Jenni, I know they will be more than happy to show her off to you. And you hear a Citroen playing the Marseillais there is a good chance that Peter or Jenni Boyd will be behind the wheel, living passionate life!

Article supplied to the Editor by Jan Randall
Reprinted from: www.whatsupdownunder.com.au



B-24 **Liberator** RESTORATION AUSTRALIA

On 19th March members headed down to the Liberator Museum at the old Werribee Airfield, to be followed at John Dorgan's home in Lara for a BBQ lunch.

The **Consolidated B-24 Liberator** is an American heavy bomber, designed by Consolidated Aircraft of San Diego, California. It was known within the company as the Model 32, and some initial models were laid down as export models designated as various LB-30s, in the Land Bomber design category.

At its inception, the B-24 was a modern design featuring a highly efficient shoulder-mounted, high aspect ratio Davis wing. The wing gave the Liberator a high cruise speed, long range and the ability to carry a heavy bomb load. Early RAF Liberators were the first aircraft to cross the Atlantic Ocean as a matter of routine. However, the type was difficult to fly and had poor low speed performance. It also had a lower ceiling and was less robust than the Boeing B-17 Flying Fortress. While aircrews tended to prefer the B-17, General Staff favored the B-24, and procured it for a wide variety of roles.^[4]

The B-24 was used extensively in World War II. It served in every branch of the American armed forces, as well as several Allied air forces and navies, and saw use in every theater of operations. Along with the B-17, the B-24 was the mainstay of the US strategic bombing campaign in the Western European theater. Due to its range, it proved useful in bombing operations in the Pacific, including the bombing of Japan. Long range anti-submarine Liberators played an instrumental role in closing the Mid-Atlantic Gap in the Battle of the Atlantic. The C-87 transport derivative served as a longer range, higher capacity counterpart to the Douglas C-47 Skytrain.

The B-24 was produced in very large numbers. At nearly 19,000 units, with over 8,000 manufactured by Ford Motor Company, it holds the distinction of being the most produced heavy bomber in history, the most produced multi-engine aircraft in history and the most-produced American military aircraft.

At the end of World War II, the Liberator had been surpassed by more modern types such as the Boeing B-29 Superfortress. The type was rapidly phased out of US service, although the PB4Y-2 Privateer derivative carried on in service with the US Navy in the Korean Wa



Bomb Bay door mechanism.



Ian Downie holds the internals of a g



Completed Instrument panel 2003



Cockpit Pedestal



Gun turret.



Members assemble for pre-lunch drinks.



Gun sight.



Radial engine.



Engine start-up was a blast—and noisy.



Photo: Grant Cowie, the pre-war motorcar engineer who cloned and installed the new engine block.
(ABC Radio Melbourne: Fiona Pepper)

While many modern car parts are 3D printed, project manager Philip Guilfoyle said a repair of this scale was unique.

"To my understanding this hasn't been done before in car restoration in the world," he said.

Car owner Stuart Murdoch was determined that any repairs done remained true to the original, so when this unique restoration technique was suggested to him he responded: "Boldness, be my friend."

"I had faith in them and I wasn't disappointed," he said.

A feat of engineering

And now that the 103-year-old car is back up and running, Mr Murdoch is a very satisfied customer.

"It is a considerable achievement for all those involved and, might I say, quite an achievement for Australian engineering," he said.

Motoring historian Douglas Blain, meanwhile, marvelled at the fact that this one priceless S-Type still remains.

"That it lives on in such a state of originality, and is maintained and used by its dedicated long-term owners rather than gathering dust in some sterile museum, is marvellous indeed," he said.

And Mr Guilfoyle thinks the digital repair technique may revolutionise restoration car repairs as mechanics like Mr Cowie become less dependent on dwindling car parts and fading skills.

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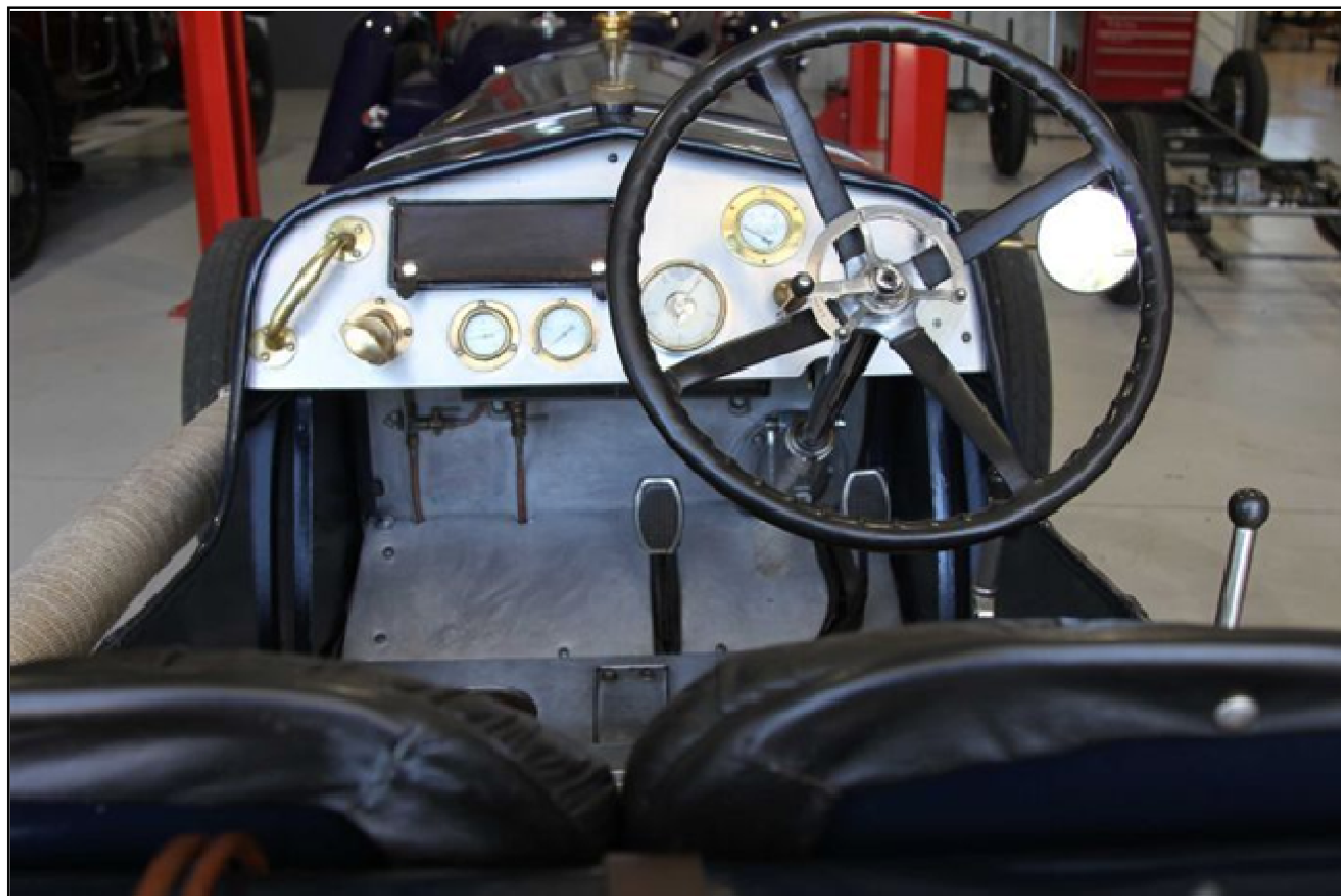


Photo: The Delage is difficult to drive, with heavy steering and its accelerator between the brake and clutch.
(ABC Radio Melbourne: Fiona Pepper)

SOLD
€ 15.000

1976
Special series
129.000 km



2cv4 SPOT

On April 10th, 1976, Citroën celebrates having built the 5 millionth 2cv(-related) car with the introduction of the 2cv4 SPOT. It's the first special series based on a 2cv, later followed by other models like Charleston and Dolly. SPOT is based on the then very popular colour Orange Ténéré, combined with white. To lighten it up even more, this car gets a white-orange striped roof.

The first series of 1800 2cv4s is built in the Levallois factory near Paris and distributed only in France. These cars all receive new squared headlights, but keep their old brown dashboard and Bakelite steering wheel. They are sold out in no time.

The decision to distribute SPOTs to other European countries is made. These cars are built in the Belgian factory in Vorst. Unfortunately, the exact numbers are unknown, though it was less than the French 1800. These cars all have a new black dashboard and one-spoke steering wheel. For the English, Scandinavian and Swiss market, they are distributed as 2cv6. The Norwegian copies have a numbered badge on the dashboard. The Swiss ones were numbered on their doors: apparently, only one still exists today. For Italy and the Benelux, the cars were distributed as 2cv4: it's been said some 350 cars came to the Netherlands.

Last year, we finished our own 2cv4 SPOT, one of the remaining 5 Dutch originals. That one resides in the 2cv museum at the moment. Before, we had restored one of the others: that one is now for sale! The owner didn't use it enough and decided that someone else should enjoy this car from now on, and we are honoured to be involved in the sale process. So if you have regrets letting the last one slip: here is your second chance.

<http://www.2cvgarage.nl/en/for-sale/2cv4-spot/>



Restoration hints & advice.



The car is one of only two; it is a 1986 2CV with a galvanized chassis and then custom built in Switzerland by Pius Aregger in the early '90's and brought into the USA by David Allen around 1995 then driven until 1999; it's been in storage since then and just recently sold . It's referred to as a Gangersterentenbreak in Switzerland. The front bumper, grill, hood and fenders and the rear end and rear fenders are fiberglass. It's a great car, well done !

It has a normal chassis, a galvanized one as can be seen by the rockers where the paint peeled off (now repainted). It also has a standard 2 CV vinyl top or roof where the glass window acts as a sunroof. The rear tailgate hinges from the top and opens 90 degrees.

There were some kits to make to own 2CV. Hoffmann who is doing the convertibles for example had this front, too. The back was Swiss, but Hoffmann has this also in his program now. Unique 2CV- not sure if beautiful.

<http://www.citrobe.org/images/hfnwa.JPG>

He is doing chassis and lower base in stainless steel since years, too. And extended versions...



"DS under restoration, all I need now are the other bits"
My thanks to Dave Rogers. Ed.



How NOT to repair a tyre.

REMINDER

LIBRARY BORROWINGS

Have you had your book more than two months?

Time to return it now so others can borrow it.



The most detailed engine in quality production is not, according to LJK Setright, a many-cylindere Italian creation. It is Citroen's simple and ingenious flat-twin, born at the end of the '30s and still going strong

MOTION OPPOSED



The big blasters and glamorous guzzlers are not to have things all their own way in this series. It is time to consider what might be the most beautifully detailed engine in quantity production; and it is time for a surprise, I dare say. It is time, also, for a paradox: if it is admitted to be impossible to make anything perfect, then does the elimination of almost everything bring a total design nearer to perfection? The most beautifully detailed production engine cannot be any Lamborghini or Ferrari, any Jaguar or Mercedes-Benz*, nor even any Porsche. Not even a motorcycle engine can rival the perfected simplicity of the one I have in mind: at the furthest extreme from the elegant complexities of the Honda CBX, the surviving few two-strokes which remain simple are all too far from anything resembling perfection. No, there is in each of these too much detail inviting criticism, and there are too many instances of lapsed logic. Compared with all or any of these, the Citroen 2CV is a skeleton whose soul shines out through the bones.

There is not much in it, but there is a lot to it. Everything that could possibly and desirably be eliminated has been rooted out and cast away; everything that remains is a credit to the clarity of its designer's vision. This is an engine that was conceived and prototyped in the '30s, following Pierre Boulanger's instructions to build 'an umbrella on four wheels' which would enable four people to be carried in comfort with 50kg of luggage at 501 on A. or carry a basket of eggs across a ploughed field without breaking any. It had to be capable of being started without reliance on any accumulated electricity or air; it nearly had a cord-pull recoil starter, like a lawnmower or an outboard engine, but when secretaries were hauled out of the Citroen offices to try starting it, too many of them broke fingernails. It had to be capable of being started by a frail lady without any such discomfiture, so the final choice was of a conventional starting handle, with compression ratio and fly wheel effect (not to mention ignition timing and mixture control) all arranged to suit. It had to be enduring and insensitive, demanding little either of maintenance or sustenance, and if ever occasion arose when new parts would have to replace old ones there should be no possibility of the job being done amiss.

It was 1936 when Mr Boulanger, then Director-General of Citroen, gave his design team a mandate to produce the 2CV. By May 1939, after a lot of experimentation and what was doubtless the most uninhibited sequence of brainstorming sessions in the history of car design, 250 prototypes were ready. Kept at the Levallois factory in readiness for the Paris Salon, they were doomed never to see their public. The Salon was never held; when the war brought the Germans within dangerous range, 249 of those prototypes were destroyed, and Citroen's secret was as faithfully kept as the 230th, hidden from German knowledge until the danger had passed. At last, on 6 October 1948, 10 years after the first examples had been built, the 2CV was slowly unveiled by the same proud Pierre Boulanger at a new Paris Salon. When the doors of the show finally closed, 1.3m Frenchmen had followed their President Vincent Auriol to goggle at this extraordinary revaluation of the car. For those who looked under the bonnet, what they did not see was more important than what they saw.

For a start, they saw no belts. Only in 1967 was an alternator drive belt added, likewise they saw no hoses nor radiator, no water pump nor any coolant reservoir: the engine was air cooled, with the draught induced by a closely cowled and carefully formed fan on the nose of the crankshaft. Also Integral with the nose of the shaft was the dynamo.

Everything else was driven by the camshaft. There was no separate drive for the oil pump: the rear bearing for the camshaft was the oil pump. Most stupidly sloppy skew-gears drove the distributor, for there was no distributor; better than waste all that power driving one, while suffering all the usual attendant disadvantages of inaccurate timing, tracking across the cap, fractures or scorching of the rotor arm, and so on, was to waste a spark. The 2CV did just that, with a simple contact breaker and automatic advance mechanism mounted directly on the nose of the camshaft and therefore blissfully accessible. Driving the camshaft was the only pair of gears in the engine, but here Citroen showed, that they did not confuse simplicity with crudity; the half-speed gearwheel was split in two halves which were spring-leaded out of phase so as to eliminate backlash, ensuring consistent timing as well as a lifetime of quiet meshing.

MOTION OPPOSED



The distinction between simplicity and crudity was even more eloquently stated inside the light-alloy crankcase. The two-throw crankshaft was composed of five separate pieces pressed together (in later years the joints were made even firmer by shrink-fitting) and this entrained advantages far more Important than mere cheapness of manufacture. It means that the big-end eyes did not have to be split, so the conrods were lovely stiff light-weight things which minimized inertia loadings while offering the utmost structural integrity. The crankshaft assembly was stiff too, naturally resistant to torsional vibration, and rigid as a bean because the crankpins were stoutly shouldered against the crank throws. Being made separately, the pins could be made of a steel that could be hardened to suit lead-bronze big-end bearings, which were so much stronger than ordinary 'white metal' plain bearings that they could be made as narrow as roller bearings. This meant that offset of the two cylinders was very slight, reducing the already negligible rocking couple that alone disturbed the otherwise perfect balance of an horizontally opposed two-cylinder four-stroke engine. It also meant that the crankpins could be larger in diameter than if rollers were employed, and that the engine should run untroubled by bearing wear several times longer than any roller-bearing device.

Cylinder wear was to be kept slight, too, an important consideration in those days of poor lubricants and frequent rebores. A short stroke and modest rates of crank revolution kept piston speeds low, while reasonably long conrods moderated piston accelerations. Even so, light alloy pushrods were employed so as to minimize valve gear inertia: this servile engine was endowed with the most lordly layout of inclined overhead valves in a hemispherical combustion chamber, with little valve--clearance cutouts in the crowns of the cutaway skirted heat-sink pistons. The gudgeon pins' diameter was over 32 per cent of the pistons', a proportion more generous than most racing engines could boast. As for cylinder-head gaskets, there were none (as in the beat racing engines); there was originally an annealed copper shim 1.0mm thick, but this disappeared after a few years, while the engine gradually grew in power and in displacement.

The fact that the output rose from 9.0 to 31bhp between 1948 and 1970 is not a measure of the engine's potential, nor of the value of Citroen's brief alliance with Maserati; rather is it to be seen as a measure of how much more sophisticated and better educated was the typical French motorist by that time. He had long been able to take electric starting for granted, and he could still take % mpg for granted - just as he could still assume that, in the unlikely event of anything going wrong, he could pull off a body panel or two and simply walk into the engine bay, see what was amiss and fix it.

For their part, Citroen learned not to take anything for granted, least of all the typical Frenchman. Assorted enthusiasts have used the engine for driving boats, gliders, light aircraft, motorcycles, odd agricultural machines and all manner of other oddities. Citroen themselves have been known to market twin-engine versions of the 2CV, capable: of climbing a sand hill of 45 per cent gradient with a full load aboard. The 2CV has been all over the world, in the tracks of Marco Polo, Alexander the Great, Amundsen and Scott. It has served with the Royal Marines, and it has done something even tougher than that commando duty: it has survived a third of a century's efforts on the part of French peasantry to drive it into the ground. Today it still exists, but there is a superior new version available in the Citroen Visa, a 650cc twin with Kikasil-bored light-alloy barrels and unimpeachable electronic ignition. Plus ca change, plus c'est la meme chose. The 2CV engine had to be proof against fools and against knaves; Citroen went further, and made it proof against criticism.

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My thanks to John Parsons for this article. Ed.

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04/17

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Contact Les Rhyne: jalopy.36ford@bigpond.com

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Citroen 2012 C5 silver sedan.

04/17

55,300 km, Reg to July 2017. This vehicle has had only one owner since new, a female non smoker. It has low kms, has been beautifully kept and always garaged (in Castlemaine). Luxuries include leather seats with individual heating, and a sunroof. A RWC will be supplied. Genuine reason for selling. ZBA024.

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02/17

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

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Contact Syd on 0422 216 619 or email syd.balachandran@gmail.com

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(I use this on my 2006 C4 Coupe)



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Owner Search

04/17

Hi,I live in Sydney but bought a 1964 Chapron red in NZ.It is on a different chassis.Last owner in UK was ERIC DEBEGGER.He moved to Australia in 2004.I need his authority to get info on car so as to restore it to original.Do you know him?Could you put a message in your magazine?Many thanks,

Klaas Akkerman. Email: akkerman@tsn.cc

For sale.

2/17

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

2006 Citroen C4

10/16

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

VIN: VF7LCRFJF74340021 REG: TYA622

ENGINE NUMBER:LH1V1369768

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

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



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



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

05/17

The car is located near Bright, Vic. Chassis no: 473345. Asking price \$28,000 ono.

For further information or photos please call Kim 0448 081 132



Garage Space Wanted

I am looking to rent secure under cover parking for my 1974 DS 23 . My preference would be for something in the Richmond , South Yarra ,South Melbourne , Prahran areas , or other locations of similar distance from the CBD .

Please contact Des Fitzgerald at 0419351342

04/17

Citroen Xantia Roof Rack

Reposted 10/16

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



Seeking Xantia Radio Code

02/17

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

Contact John Albanis (03) 9379 1587

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