

**THE**



# **NEWSLETTER**

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

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

**May 2018**

*Jowett Javelin*

## **GREAT MOTORING DISASTERS**

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## CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

### PRESIDENT

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

### VICE PRESIDENT

### SECRETARY

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

### TREASURER

Peter Moloney \*0411869705  
treasurer@citcarclubvic.org.au

### COMMITTEE

Brian James \* 03 9728 5526  
photoimage2001@yahoo.com.au  
12 Lucas Ave. Kilsyth VIC .3137  
Wolfgang Siem woljen@gmail.com  
Andrew Smith andrew@artisanicatherworks.com  
Ian Downie \* 0452 411104  
blueduck1949@gmail.com

### MEMBERSHIP SECRETARY

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

### CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba \* 03 9363 3950 ferdi.saliba@gmail.com  
Tom Grucza \* 0431 396 277  
Peter Dekker \* 0425 703 899

### NEWSLETTER EDITOR

Brian James  
Photoimage2001@yahoo.com.au

### LIBRARIAN

Dave Rogers 0422 229 484  
cccclibrarian@gmail.com

### WEBSITE ADMINISTRATOR

Tom Grucza \* 0431 396 277

### MEMBERSHIP RATE

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

### CCCV GENERAL MEETINGS

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

### CCCV COMMITTEE MEETINGS

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

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS AND PAYMENTS

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

### CPS RENEWAL

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

### CPS NEW APPLICATION

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

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

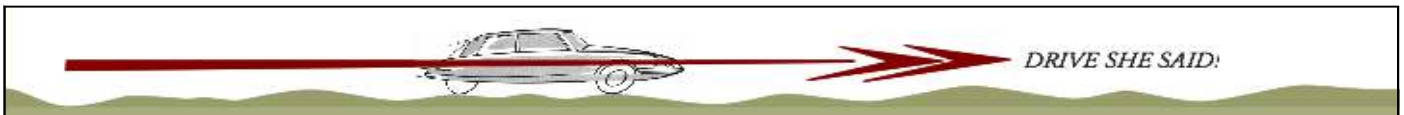


The Antipodes are returning to their normal balance. Raid New Zealand is over and its very happy participants have returned home. Ted's Terrific Tour to the Dalby Cit-in is complete as is Cit-in itself. Even Ian Steele's post Cit-in tour has wound its way to a conclusion and by now even the Sandgroppers will be back in Perth. Yes, it's back to our burrows for the change of season and the shift in focus from broad horizons to things more intimate, local and warm. Like Bastille Day. Inspired by last year's event when 89 of us, including 21 from the Renault Car Club of Victoria enjoyed lunch at Yea, I took the plunge and invited the Peugeot Club to join us this year. They embraced the idea enthusiastically and their events co-ordinator Val Gibson worked with our own Ian Downie to find a venue. As you will see in these pages they succeeded brilliantly, finding a French-owned French restaurant in Lilydale that will hold 120 of us. This will be the first time that the four largest French car clubs have shared an event other than the French Car Festival and it promises to be a great occasion. The call to get in quickly with your booking is important. Val tells me that so far, CCCV members are leading the charge. I told her that when there is food and wine to be enjoyed, we are there with bells on. I knew you wouldn't let me down.

Cit-in was, as usual, both well run and enjoyable. They even baked a huge 50th anniversary cake for us. It is encouraging to remember that it was in 1969 that a handful of CCCV and CCCNSW members decided to meet and camp at Adelong in NSW just for fun, for meeting and making new friends, for admiring one another's cars and for picking up any technical pearls of wisdom together with rare spares. In half a century nothing has changed and this year's attendance of 150 people makes Cit-in one of our greatest achievements. This year I was even able to connect with four owners of the rare pre-war C4 and C6 Citroens which is of huge value to me. It is also a privilege to be able to say that because of interclub office-bearer communication, raid participation and Cit-in attendance you have friends in every state in the country. This makes Cit-in an annual reunion of friends and it is a precious thing. I regret that there were surprisingly few CCCV members in Dalby. Raid NZ hangover? I don't know. You tell me. In 2019, Cit-in will be held in Katanning, Western Australia. More details when they come to hand.

Meanwhile, back in Melbourne, I would encourage you to visit the CCCV website often. There are always interesting classifieds, both for sale and wanted, together with new information that comes in before it can be published in these pages. Changes of plan are sometimes forced on us too, like they were this month when, despite two months of chasing, new Citroen importers Inchcape finally declared their inability to come and talk to us. Fortunately the alternative was excellent but please check the site often as webmaster Tom Gruzca does a great job in keeping it up-to-the-minute current.

See you soon. John Parsons



#### DISCLAIMER

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

#### FRONT COVER

SM at Cit In in Dalby Queensland 2018  
Photo: Leonard French –  
Owner Ken Wilson, a QLD CCC member.

*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](http://www.citcarclubvic.org.au) and enter the password supplied by email sent you.

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

**New Members** . CCCV welcomes the following new members to our family: Sam Albergo, Anthony Scott ION , Howard and Isolde Kinns. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

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

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

Events Calendar	2018	Draft Activities Program	2018
<b>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.</b>			
April	2-11 Steeles Post Citin run—see p/6 19 Club night— Inchcape Citroen 22 Stokes Collection Mt Macedon— <b>(Bookings close 26th Feb— page 22)</b>		Jun Club run — Pub Run-Warburton 21 Club night—Batteries
May	6 Tech day TBC Koo Wee Rup 17 Club night— Mothers Polish 20 Australian Motoring Heritage Day 25-27 42nd Historic Winton	<input type="checkbox"/> <input type="checkbox"/>	Jul 15 Bastille Day <i>L'Aubeige French Café</i> @ 42 Castella St. Lilydale ( <u>see page 7</u> ) 19 Club night-Motor Trimmer Aug 16 Club night Sep Western Vic Run 5 days TBA 20 Club night-BBQ & social night Oct 13 Motorclassica 18 Club night AGM & restoration Sh/tell Nov 11 French Car Festival 15 Club night La Bell Epoque 25-26 Geelong Revival Dec 20 Christmas BBQ <input type="checkbox"/>
<b>Monthly 1st- <u>Chit-Chat Tuesday</u></b> Blue Bay Café, 667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for <b>coffee &amp; chat.</b> Denotes a Non CCV sponsored event. <input type="checkbox"/>			For more details on club events contact Ian Downie on 0452 411 104

## CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM & late models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

## Forthcoming Club Events

### May 6th Sun Tech Day



#### Citroen Technical Day

Sunday May 6th 2018  
Starting around 10.00am



For New



For Old



For very old

**date into diary**

- \* Use of 4-post hoist
- \* Sphere regassing (LHM only)
- \* Some workshop facilities (BYO tools)
- \* Free electronic diagnosis by Autologic Diagnostics (for Citroens with computer link)
- \* Barbecue, free sausage sizzle, tea and coffee
- \* Garth's car collection (Citroen DS, SM, CX, AMC Javelin, Pontiac GTO, Corvette, Ferraris)

RSVP

Ian Downie 0452 411 104 by 30th April

Address Garth Campbell  
340 Main Drain Road  
KooWeRup

### Historic Winton 2018

Friday 25, Saturday 26 & Sunday 27 May 2018, 42nd Historic Winton, Winton Motor Raceway, near Benalla, Victoria Australia Conducted by the Austin 7 Club Inc A0003290N with the assistance of the HMRAV

Historic Winton - Honouring the Past - Australia's largest and most popular all-historic motor race meeting presents two big days of non-stop racing. The event will feature over 400 historic racing cars and motorbikes from the 1920s to the 1980s plus a huge heritage display of veteran and vintage vehicles.

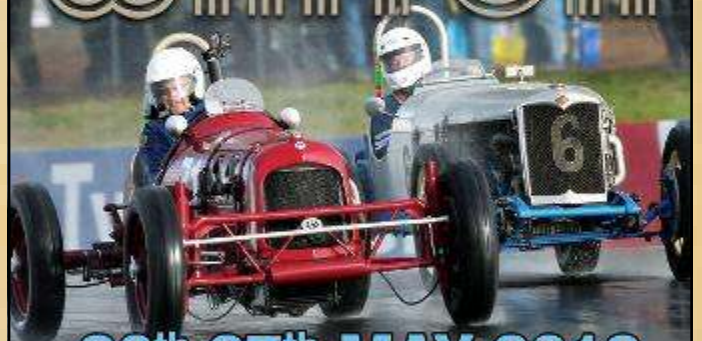
### May 17th Club night

#### Total Oils



### JOIN THE ACTION

42<sup>nd</sup> HISTORIC WINTON



26<sup>th</sup> 27<sup>th</sup> MAY 2018

[www.historicwinton.org](http://www.historicwinton.org)

Presented by The Austin Seven Club and HMRAV  
Enquiries 03 5428 2689

Austin Seven Club Inc. A0003290N | Photo Peter Ellsbergen

Festivities commence on Friday with the Benalla & District Classic Car & Motorbike Tour, followed by the Historic race event and heritage display will be held on Saturday and Sunday.

41 Fox Street, Winton 3673



# Tractions Abound on television with Maigret



*Maigret's Dead Man* – The body of a Jewish jeweller is found in the car of a Danish national who lives with his sister. When the man is taken in for questioning, he denies all knowledge of the murder, but establishing his true identity is problematic. Maigret attends the funeral of an old colleague and then works with another old colleague on the case.

*Maigret at the Crossroads* – The body of a Jewish jeweller is found in the car of a Danish national who lives with his sister. When the man is taken in for questioning, he denies all knowledge of the murder, but establishing his true identity is problematic. Maigret attends the funeral of an old colleague and then works with another old colleague on the case.

Melbourne TV has begun to air *Maigret*, a British television series produced by ITV in 2016 and 2017. It is an adaptation of the books by Georges Simenon featuring his fictional French detective Jules Maigret played by Rowan Atkinson and set in the mid-1950s. With beautiful cinematography and Atkinson playing an impressive dramatic role that is a vast departure from his comedic roles like Mr. Bean, the series is a visual feast for Citroën fanatics in that it is packed with Traction Avants, H Vans, vintage Citroën trucks as well as an assortment of other French classic cars of the era.

The series takes on a 'film-noir' tone, further enhancing the feel of those type of French movies where we most expect to see Tractions. There are 4 episodes:



*Maigret Sets a Trap* – Maigret comes under pressure from his superiors and the press to catch a serial killer of women with no common feature except their hair. Making no progress Maigret sets a trap using undercover police women. The trap yields a clue to a suspect with a possessive wife and mother but a sixth murder while his suspect is in custody throws doubt on Maigret's theory and his superiors decide to replace him as an investigator of the case.

*Maigret in Montmartre* – Arlette, an exotic dancer at a Pigalle club, comes to the police for help, telling Maigret about a "countess" who is in grave danger, but she then flees, distrustful and afraid. Soon afterwards, she is found murdered; then, the countess' body is discovered. Maigret must discover the link between the two women as he and his men hunt for the killer in Montmartre's streets.

There have been a few *Maigret* television series produced over the years and all have had Citroëns predominantly featured. The first television series which was broadcast from 1960 until 1963, had the late English actor Rupert Davies in the starring role. Below is a photo of Rupert Davies posing as Commissaire Jules Maigret in his Traction Avant. He liked it so much that he purchased it from the French car rental company and took it home after the end of filming!



*Modified article from Citroenvie. Ed*

## **Bastille Day Celebrations 2018**

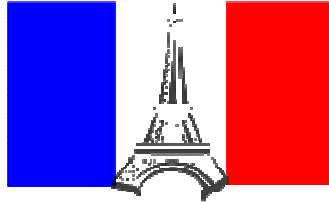
**On Sunday July 15**, Victoria's French Car Clubs are getting together for the first time to celebrate this important day in the French calendar.

Ian Downie and Brian James (Citroen Car Club) and Val Gibson (PCCV) after much research and discussion, have decided on a venue in Lilydale. It is totally French in every way. The owners are from France originally, the cafe is fitted out in a French theme and the menu, of course, is French.

### **The Venue:**

#### *L'Auberge French Cafe*

42 Castella Street,  
LILYDALE



L'Auberge is fully licensed and provide a great selection of French and local wines. They will also cater for those with special dietary requirements, i.e. vegetarian or gluten free, so you will need to let us know

### **Parking:**

The restaurant has parking for 25 vehicles and the Coles car park adjoins it, should we run out of space.

### **The cost:**

\$50.00 pp, for a 3 course meal, with a French theme.



Numbers will be limited so it will be a case of first in, first served. In the mezzanine area we have reserved, there is seating for 50. If we have more than this number, we would be relocated to the refurbished Sunday School building which can accommodate up to 120. This is the facility where weddings and other large functions are hosted with great success.

To keep things as simple as possible, anyone wanting to attend this function should contact Val Gibson from the Peugeot Car Club of Victoria at [vsgmjk@bigpond.com](mailto:vsgmjk@bigpond.com) without delay by no later than **Monday May 31st** in order to confirm final numbers. I will acknowledge all bookings as they come to hand.

**BOOKINGS TO VAL GIBSON [vsgmjk@bigpond.com](mailto:vsgmjk@bigpond.com) by May 31st**  
**First in best dressed.....**

# Friday 25, Saturday 26 & Sunday 27 May 2018

**42nd Historic Winton, Winton Motor Raceway, near Benalla, Victoria Australia**

**Conducted by the Austin 7 Club Inc A0003290N with the assistance of the HMRAV**

Historic Winton – Australia’s longest running, all-historic motor race meeting presents two big days of non-stop racing on **Saturday 26 and Sunday 27 May**. Once again, the event will feature over 400 historic racing cars and motorbikes from the 1920s to the 1980s plus a huge heritage display of veteran and vintage vehicles.

The long weekend of historic motoring will commence on **Friday 25 May** with the Benalla & District Classic Car & Motorbike Tour, which is always great fun for all who participate, as well as spectators.

**Sound your sirens. Ring your bells. Heritage emergency vehicles** will be on display as well **cars and motorbikes with significant anniversaries**. More than 2,000 display vehicles are expected to surround the Winton Motor Raceway track on the weekend.

## THE 2018 ANNIVERSARY AND SPECIAL FEATURE LIST INCLUDES:

110 Years	Ford Model T including Speedsters, Norton Motorcycles
90 Years	Morris Minor 1928 – 1934, Plymouth Q, First Australian Grand Prix at Phillip Island.
80 Years	Ford Prefect, Humber Super Snipe, AJS Matchless Silver Streak, Peugeot 202, Standard Eight, Volkswagen Beetle, Wolseley 14/60, 1938 Australian Grand Prix at Mt Panorama.
75 Years	Harley Davidson WLA
70 Years	Austin A70 Hampshire and Hereford, Austin A90 Atlantic, Citroen 2CV, Jaguar XK120, Morris Minor 1948-1971, Porsche 356, Singer SM 1500, Sunbeam Talbot 90, Vauxhall Velox, Vauxhall Wyvern, Wolseley 6/80, Aston Martin DB1, Holden 48-215 (FX), Land Rover, Harley Davidson Panhead, Harley Davidson Hummer, BSA Bantam.
60 Years	Austin A40 Farina, Austin Healey Sprite, Chevrolet Impala, Morris Major, Austin Lancer, Rover P5, Wolseley 15/60, Formula Junior, Wahgunyah Raceway.
50 Years	Holden HK, Holden Kingswood, Holden Monaro, Ford Falcon XT, AMC Javelin, Renault 6, Peugeot 504, Volvo 164, Sydney to London Marathon, 750 Norton Commando Mark-1 Fastback.
Special Feature	Emergency Vehicle display – veteran, vintage and classic police cars, fire engines, ambulances and any other emergency vehicles are welcome.

**Raceway entry fees:** Sat \$30, Sun \$35, weekend \$60, children 16 and under n/c, competition paddock \$5.

**Camping at the track:** \$25/head per night. Camping enquiries: Winton Motor Raceway 03 5760 7100.

**Address :** 41 Fox Street WINTON



# A VENT WINDOW VIEW

## The Mystery of the Red Jeepster

B. K. Showalter July 2016

Most auto dealerships in the USA began to exhibit new models quite soon after the atomic boom ended WW II. In rural Missouri one of the most noticeable changes that followed the war's end was the gradual appearance of new vehicles plying the many unpaved roads that provided access to rural residences amid Missouri's cornfields.

When the war ended, factories began to produce goods that civilians had gone without for much too long. The most obvious segment of peacetime manufacturing was taking place in Detroit where car makers began to produce automobiles rather than jeeps, tanks, and warplanes. The American public was more than ready to buy the new sedans, coupes, and convertibles that soon appeared wearing a growing range of colours and sporting options the citizenry had never previously enjoyed.

My primary close up exposure to these colourful changes appeared in the fall of 1948. A shiny new red Jeepster had been parked in the front yard of the farmhouse located just across the dirt road that bordered the west side of the school's playground; that grassy area surrounded the one-room schoolhouse where my education was well underway. Mr. & Mrs. Penisson, the farm couple who lived in the small house located just across the dirt road that separated the schoolyard and the Penisson property, were seldom seen. There did not appear to be any animals on their place other than a squad of white leghorn chickens. The only building on the property, other than the house, was a small barn that sat a bit farther up the road from the Penisson residence.

None of us kids had ever before seen a Jeepster. For that matter, since none of us kids had ever seen a real fire truck or fire chief's vehicle, none of us had ever seen a vehicle dressed in red paint except for the peddle cars pictured in Dick and Jane books.

Somehow the sudden appearance of the red Jeepster parked in Mr. and Mrs. Penisson's front yard added yet another level of curiosity or even mystery to that seldom seen couple. Around our neighbourhood it was generally supposed that Mr. Penisson was retired but from what was another mystery. Certainly, as far as making money farming, their acreage was too small to raise enough corn or wheat or hogs to turn a profit great enough to buy a car of any kind, let alone a new Jeepster. That added to the overall mystery about the Penisson duo because the vehicle was new. This had most of us kids wondering about their purchase of a new anything! After all, ownership of a new car was tantamount to shouting "Hey, look at me." For us boys, the Penisson's vehicle served as the main topic in most of our conversations for several weeks, much of it a stew of envy and jealousy. And now, thinking back to those days, it is probable that all us kids (and the teacher) in grades six and higher suffered a growing curiosity about the Penisson's acquisition of the Jeepster.

In the weeks that followed V-J Day the "new" cars acquired by relatives and friends served to increase the hunger felt by the rest of the war-weary populace. Probably it was this appetite that led the folks in Detroit to suppose anything on wheels that smelled new was saleable in the post-war years. Of course, availability may have led to Mr. Pennison's choice, but all of us kids thought the dark red Jeepster with its exterior accentuated by its tan-coloured fabric top was a beautiful car.

Less than a month later the Pennisons and their Jeepster disappeared. No one saw them leave and no one seemed to know where they had gone. Their little house sat empty for many years until the Pennison's little farmstead was eventually purchased by an adjoining land owner. The same occurred to the little schoolhouse and it, like the Pennison's residence, was demolished. To this day, whenever I see an abandoned one-room school, memories of that past age take over my mind like weeds in an unkempt garden. Mixed with those mind pictures of school days past.

I remember moments and sights such as the Pennison's Jeepster. Sadly, except for theirs, the Jeepster failed to gain much interest from car-hungry US citizens. My schoolmates and I were the exception to that group although, frankly, we were just as eager to learn what happened to the Pennisons.

[http://www.chvanational.org/stories/BK\\_VWV16Jul\\_The\\_Mystery\\_of\\_the\\_Red\\_Jeepster.pdf](http://www.chvanational.org/stories/BK_VWV16Jul_The_Mystery_of_the_Red_Jeepster.pdf)

# A Band of Brothers (well, two brothers)

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

(Part 6)

## Oral spectacle continued

One could that the car bought the teaming traffic to a standstill—except that it was already stationary! The Russian drive aggressively. The Kazaks do likewise, but ignore any rules. Traffic light in particular are a free for all. Everyone piles into the centre. Frequently no one has moved an inch in any direction when the lights start a new cycle.

Sitting in the centre of all this in 40°C, the 2CV stalls. It's fuel vapourisation again. We have the solution off –pat, but it was a faction embarrassing for Tom to seen blowing into the fuel tank in front of the Oral. We have no photos, but the citizens of Oral certainly do.

We leave the town as quickly as possible. The next major town is 1,100km away and we have no idea how difficult the roads will be.

Fatigue stops us. With the car roof rolled back we catch the breeze. At 60mph it cools, even in 40°C, but after 7-hours the whole car is hot to touch. An egg would fry on the bonnet instantly. The airflow hides the fact that one is sweating profusely. We are losing pints. By 14:00 we have consumed 5-litres of water each, but we cant keep our eyes open. We pause. Barbeque lunch and zed out. Still the sun beats down. There is no shelter.

Soon after we restart, there's an emergency. Its probably mils sunstroke, but Tom had a thirty second warning. Try as I might I just couldn't quite slow the car in time. Ho hum. We both drink more water and take Imodium, but find we only have eight tablets. Why would anyone sell a box with just eight tablets?

While at a standstill, the fuel vapourised again. This is how things go south. Small almost inconsequential niggles multiply and together they further sap one's

strength and morale. Sand and sweat has made my eyes sting and visibility through the windscreen is near zero. We clean both with wet wipes.

Clouds arrive to reduce the temp to 34C. We make better progress. Then the local constabulary waves us down. No lights. Like in Russia the police hang around at the exits of the towns and road junctions. It probably dates from when people's movements were strictly controlled by the state authorities.

I am marched off to the roadside office. Irritatingly, I am thought to be American. The car insurance, my passport, visa, V5 and everything is scrutinized, except it'd not because he can't speak a word of English. Finally realizing that any penalty would result in a pile of paperwork, he asks if we smoke. We say no and we're on our way. I once gave Russian police at a checkpoint some Palma Violets and convinced them they were the latest form of Viagra. 'Don't try them till you get home', I said, in the hope they'd not discover they were children's sweets.

Less than half an hour later we are flagged down again. It's half hearted and so we pretend we haven't seen. Immediately the police Skoda pulls out in pursuit. We pull over immediately and wait. The policeman smiles and looks around the car. But he still motioned that I was to take a seat in the police car. His boss was in the back. I was to sit up front. The boss leaned forward and held out his hand. There I thought, being English still counts-not!

As I shook it, he said 'I Vladimir'. Tom had followed and stood 10 feet from the car. As he opened his mouth I knew what he's say. In his fake actor's voice: I'm Vader. Darth Vader, and this isn't a game of who the fuck are you'. For sure the policeman wouldn't have understood and possibly very few would appreci-



ated the nod to Eddy Izzard's Death Star Canteen rant, nevertheless I have to bite my lip.

This time we are speeding! We determine that 100kph is the limit, then insist that the officer look under our bonnet. Finally he perhaps understands what the 602cc meant on the V5. The dam thing will only go over that speed downhill and there are no hills in Kazakhstan-so far anyway. Again we are waved away without penalty, except for time and unnecessary anxiety.

We are following the road south. Apart from the odd crater they're smooth and well maintained. We found it easy to average 75kph despite stops. We follow the river Ural on the map, but it's never seen. The land is flat and wholly featureless. The farming remains much as it had in Russia: poor wheat crops. But the land is getting drier by the mile and soon the wheat is replaced by scrub grass, grazed initially by horses and cattle, then goats, then camels as the scrub thins out further. The road remains as straight as an arrow.

It's dark by 20:00. This time we identify a spot not too far from the road. It's a small depression that will hide us from view of passers by. No point attracting attention when the object is to sleep.



It was a minor mistake. Against the silence of the desert, the roar of trucks approaching could be heard for several miles. Every so often it rains just slightly during the night. We are far too exhausted to notice, but shortly before 05:00 the pattering awoke us. We packed within a couple of minutes, racing to keep everything dry. No sooner than we'd done so, the rain stopped-and so we had an unplanned and unwanted early start to day two in Kazakhstan and the great Kara Kum desert.

We had managed to wash all our pants, socks and t-shirts by hand in the shower at the hotel in Kazan. Putting on fresh kit was like heaven, even if they were all strangely stiff! The early start also allows to boil water to wash instead of the quicker wet-wipe dash.



Local transportation changed again-it's interesting because it reflects the economy and outlook of an area. The car of choice for the thrusting Kazak is the latest Toyota Camry, beating a similar sized Kia and Skoda's businesslike Superb into third spot. Since the police are equipped with these-radar too-the business is mainly extortion.

A crowd of workmen gather as we refuel. Among the many questions one sticks out: 'How many times you see police?' The man gestured to show being flagged down. 'Three times', we replied. They all thought this was great. The best English speaker then added that the radar equipment was not connected, so they could pocket the fines.

### **Explosive Evening**

The early evening is enlivened with an incident at a fuel station. Unlike Russia, Kazakhstan has few fuel stations and none have Wild Bean-style fooderies and grocery stores. The sign indicated next fuel 125km-

← and we knew that it could be easily closed. It wasn't, so I headed to the Kacco to pre-pay. At the same time a local builder raced in, parked his tipper truck on the other side of the pump and slotted the filler into his vehicle-and hit the lock catch that allowed his tank to fill while he took out a cigarette. I motioned to him. He understood and I went to transfer the nozzle to my tank, unaware of the lock catch, or that the lady on the button would commence pumping at random.

Pumps out here pump fast and this pump went off in my hand like a fireman's hose. Within a millisecond, 8 litres of 92 octane had gushed onto my car, soaked me and spread across the forecourt. There was just no way I could get the filler into my fuel tank. I must have looked like a monkey trying to replace the the cork! Nothing ignited, but it was a close call, what with the builder geezer still puffing on his fag.

The geyser was stopped soon enough, but we noticed that there wasn't any form of extinguisher on the entire forecourt-OK dust bowl-nor did anyone react if this was anything unusual.



Kazak soldiers greet us at the border...we're heading further East!



The Grand Mosque in Kazan. Exquisite.



Some shots from our fuel vaporisation incident on the road!

## St Petersburg

Closer to the big city, among the coastal trees there is the odd, elegant Dasha. Closer still there are new, gated compounds of chelt-type homes. The fencing, gates and security paraphernalia is ugly, keeping out the unwelcome. In parts the density of homes is high, with clearly expensive new chalets mixed in amongst what look like scrap yards. It's as if when the boy has done well, he returns and builds a dream home in the village of his birth. Is this a love for Mother Russia? Maybe he also has a penthouse in Kensington.

The outskirts of St Petersburg are similarly depressing. Venice of the North? It's dark and still terribly wet when we cross the River Neva and head towards the centre of what is a surprisingly large city.



Again our Maps.me app works perfectly and we reach the hotel without detour, passing the Cruiser Aurora on the way. Finding the hotel itself is less easy, because it's hidden in a courtyard. As we park a crowd of youngsters gather, mobiles at the ready Two security guards laugh nearby. We idle over and ask if they know where our hotel is. They both refuse to speak; just smile with contempt. This is one face of Putin's Russia. Thankfully there are many others.

With the car parked safely in the private courthouse we unload and begin to relax. We made it in spite of terrible roads and weather. It's 19"56 and our hotel reservation is in tact.

As we unload, the hotel receptionist notes the guitars. A few minutes later there is a knock on the door. He admits he made a mistake without parking arrangements and apologises, before asking to show us something. We agree to come for a viewing of the said 'something' later that night, curious yet nervous in this new environment.

Much to our surprise (and part relief), he's a passionate musician and just wants to show us his new music video. Think psychedelic Queens of the Stone Ages with a little bit of Hendrix. He records all the instruments and produces the records himself, and reveals his plans to spend a night in the studio. Much to our delight, he ask if we'd like to come and jam, which is an offer we very rarely turn down.

We grab a beer and burger at a striking restaurant just off Nevsky Prospekt - for a supremely Russian food experience. Playing day and night a grand video tribute to *The Doors*. Liking this city at night.

Denis the musical receptionist texted to explain that he'd be at the studio all night. With a degree of trepidation we pointed the 2CV towards another part of town. We've been to some studios in some strange places but it's what looks like an old imperial stable block adjacent to an operative, but fairly derelict power station which in the darkness looks like something from pre-Revolutionary times.

We were wrong. This was a purpose-built scientific film studio dating from the 1930s. Once expensively equipped by Stalin, today Denis has incorporated many of the original fittings and as much new tech as he can afford. This is his lair. I can't help but think about Bowie in Berlin. We play until fingers bleed and talk for hours about the music we love. We find his encyclopedic knowledge to overlap greatly with our own. We return home at 04:00. What an intro to St Petersburg!

We can't thank Denis enough for being so kind and welcoming into his studio. I know we both consider him a great friend and will ensure his travel to the UK - NME will snap him up! Listen to his new single here [https://www.youtube.com/watch?v=Ji\\_Cj1JjsTUU&feature=youtu.be](https://www.youtube.com/watch?v=Ji_Cj1JjsTUU&feature=youtu.be)

## St Petersburg to Moscow...

### Russian roads and driving manners

St Petersburg is big. Driving out from the centre takes an hour. One would expect motorway with elevated sections existing Russia's second city. instead it's just a wide dual carriageway, with clogged traffic lights and junctions.

I keep thinking we must loop onto the motorway soon. Slowly it dawns there is no such thing. Before the first hour is up everything grinds to a halt. We're sat in a two lane shocker stretching as far as one can see. Lorries belch toxic fumes at eye level and cars and SUVs dodge left and right to gain a second's advantage as they inch forward. The hard shoulder also becomes a raceway. Except that the hard shoulder is anything but hard. It looks like the Somme.

Where it's not rutted even the ubiquitous black Mercedes opt to shoot down the inside then push to pull-in when a post or culvert bridge blocks their way. Strangely, this ignorant behaviour seems tolerated, or there's an underlying fear that the pusher-in might just get nasty. But for the most part even the pushers-inners thank their followers with short burst of hazard warning flasher.

Once going again, the traffic seems to disappear and the 2CV glides along at around 58 mph, passing similarly aged Soviet Ladas with ease. The trouble with travelling at this speed is that it's just a fraction faster than most trucks. Overtaking them requires a very careful eye on the SUVs chasing down the outside lane.

Quite regularly the road is reduced to a single lane thanks to a broken vehicle - usually an ancient Lada or far from roadworthy truck. That just helps to keep one alert, but almost every hour, on the hour the traffic slams to a halt. It's either a grisly accident or a ten-mile section of roadwork's counter-flow.

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

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

## Jondaryan Woolshed



Woolshed building, 2014

**Location** Evanslea Road, Jondaryan, Queensland, Australia  
**Coordinates** 27.3941°S 151.5716°E  
**Design period** 1840s - 1860s (mid-19th century)  
**Built** 1859 - 1861

### Queensland Heritage Register

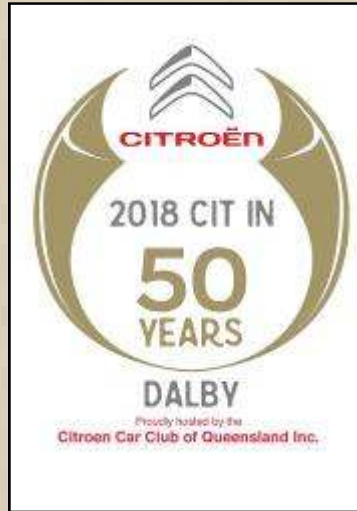
*Official name: Jondaryan Woolshed, Jondaryan Station*

**Type** state heritage (built)  
**Designated** 21 October 1992  
**Reference no.** 600633  
**Significant period** 1850s-1880s (historical)  
 1850s-1860s (fabric)  
**Significant components** shearing shed/woolshed, residential accommodation - shearers' quarters, yards - livestock



Location of Jondaryan Woolshed in Queensland

Show map of Queensland



# Cit In Dalby

## Citroen Car Club of Queensland presents:

### About Dalby and surrounds

Dalby is an exciting and vibrant town located 82 kms North West of Toowoomba. It is a friendly service town of 12000 people which will welcome us as visitors, with plenty of accommodation, some of which is close to Showgrounds, and some of which will also accommodate pets.

Situated on the rich soils of the Darling Downs, Dalby is just 211 km north west of Brisbane and is at the crossroads to Toowoomba, Kingaroy, Roma, Mundubbera and Goondiwindi.

Dalby and the surrounding Western Downs Shire is at the centre of rich coal and natural gas reserves which underpin the power generation industry for SE Qld. The region is renowned as a rich agricultural area, growing crops such as cotton, sorghum, wheat, barley, sunflowers, chickpeas, mung beans and corn, as well as the production of lamb, beef and pork. Diversification into the fish, hemp and native flower markets has occurred in recent times. For more information, see <http://www.dalby.info/html/profile.asp>. from which this information is derived.

**Jondaryan Woolshed** is a heritage-listed shearing shed at Evanslea Road, Jondaryan, Queensland, Australia. It was built in 1859-60 to replace an earlier, smaller woolshed on the former Jondaryan pastoral station, which was at one stage the largest freehold station in Queensland. The woolshed was the scene of significant labour conflict in the late 1880s and early 1890s, as the station became a test case for the new Queensland Shearers Union in the lead-up to the 1891 Australian shearers' strike.

In 1946, Jondaryan Estates, the *pastoral* company which owned Jondaryan Station, was liquidated. The station's remaining lands, apart from 2,000 acres adjoining the homestead, were subdivided and sold, and the woolshed passed into separate ownership. In 1972, the then owner of the property offered the woolshed and 12 acres of land to the people of Jondaryan. The Jondaryan Woolshed Historical Museum and Park Association was formed in 1976, and the site was subsequently developed into a tourist attraction. It was added to the Queensland Heritage Register on 21 October 1992.

The Jondaryan Homestead site also largely survives, although the original house was destroyed by fire in 1937. It is separately listed on the Queensland Heritage Register

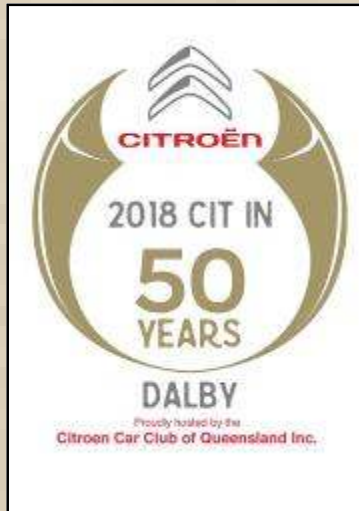


Wikipedia

Images:  
The Woolshed



# 2018 QLD.



Sunday lunch in Bunya Mts.



Presidents of each club.



Jimbour Station



Four Helens get together.



John Parsons and attendants at Multi-Faith service.

*I am very grateful to Helen Cross (CCOCA) and Don Scutt (CCCV) for Cit In images shown above this month., without which; I would have been lost. ED.*



# Great Motoring Disasters: Jowett Javelin

By [Richard Bremner](#) | April 30th, 2015

MOTORING  
RESEARCH



Think of revolutionary, post-WW2 cars from Britain, and one small thought immediately comes to mind – the 1959 Mini. But 12 years before the country's most famous car was launched came another quietly brilliant, rule-bending machine.

Like the Mini, that car would win silverware in the Monte Carlo rally, it would demonstrate that fast, family car cornering needn't be a torrid affair and – wait for it – it was the first British car to have a curved windscreen. And again like the Mini, its design was largely the work of one man.

That car was the 1947 Javelin. Compared to most of the warmed-over, upright, separately mudguarded pre-war throwbacks that most British car-makers were building in the late 1940s, the Javelin was a peek into a brighter future. Its origin was as much a surprise as its streamlined silhouette, the Javelin made by the Yorkshire-based Jowett Company.

This was relatively small outfit compared to the dominant Austin, Morris, Ford, Hillman and Vauxhall of the day, its pre-Javelin range mostly centred around a tough 1.0 litre twin cylinder that the

founding Jowett brothers had developed in 1910. This engine was usually found propelling vans and utilitarian family cars that would have complemented homes with no bath and an outside toilet.

The vehicle Jowett was most dependent on for its business was the Bradford van, a 1946 rework of a



1932 design that nevertheless found 38,000 buyers, many of them overseas. And presumably, given its 55mph top speed, most of them had time on their hands. The Javelin, however, would be capable of a far headier 80mph, an eye-widening pace for a late '40s family car. And it had the looks to go with it.

But what made the Javelin especially special was a lot more than its clean, fastback shape. Its creators were well ahead of their time for conceiving it as a world car, suitable not only for the UK but Europe, North America and Africa. Designer Gerald Palmer was better qualified than many for the task, having grown up in southern Africa. His dirt road experience determined several Javelin fundamentals, among them eight inches of ground clearance and the unusually strong chassis structure partly responsible for its fine handling.

Like Mini designer Alec Issigonis Palmer was a lot more than a stylist, his considerable engineering skills enabling him to design the entire car, engine included. Apart from aiming for the robust, he also wanted an aerodynamic car with plenty of passenger space. The Jowett's aerodynamic properties were part guesswork, the car never seeing the inside of a wind tunnel, but there was a widely held view at the time that ultimately, cars would resemble the teardrop shape of a fish.

In many ways that was right, Palmer's attempts leading to the sloping tail, the fared in rear wheels and the absence of running boards. The curved windscreen would have helped too, glassmakers Triplex offering Jowett the chance to be first in the UK with this feature.

The roomy cabin – a bench front seat allowed room for six – was achieved by mounting the Javelin's 1.5 litre engine well forward. The engine was a bit more compact than a conventional in-line four cylinder because of its Subaru-style boxer layout, yielding a shorter block.

Flat-fours were not new to Jowett, the company selling some before WW2, the layout a logical development of the company's flat twin. But this engine was all-new, and the work of Palmer.

He also designed the car's space-efficient, all-independent torsion bar-sprung suspension, most other rear-wheel drive cars having a live axle suspended by cart springs. The result was a ride that kept a Javelin man's tobacco in his pipe, and roadholding grippy enough to get aunty Gertie begging for mercy.

All of this contributed to the car's slightly unexpected class win in the 1949 Monte Carlo rally, in which Palmer was a co-driver. This success was followed by a still more impressive class win in the Spa 24 hour race, the car soon gaining a name as a car for the sporting chap.

It also gained plenty of press accolades, *'The Motor'*

concluding that the Javelin had 'a combination of qualities rendering the car unrivalled in its field.' Jowett's gamble on a new car, a new engine and advanced new factory equipment to build it with looked like it was paying off. And having finished this design, Palmer was head-hunted by the Nuffield Organisation to design new models for Morris, Wolseley, Riley and MG.

But he left behind a company whose success would turn to failure. In an effort to save money, Jowett designed its own transmission to replace the bought-in unit, but the 'box was not up to the job. Of the first 1000 cars fitted with it, 78 suffered failures, early cars also prone to overheating and worse, fracturing crankshafts.

Jowett ultimately upgraded the engine into quite a tough performer, but by then the Javelin's poor reputation, and a shrinking UK market, saw sales the sales graph plunge.

The Javelin's body supplier had also been bought by Ford, which continued to honour the contract to the point that Jowett ended up having to store bodies around Bradford, football ground included, because sales were so slow. Body supply was temporarily halted in 1952 and was never restarted, because Jowett ceased trading in 1954

The company had over-reached itself, introducing too many new components and systems and failing to test them adequately, a common failing of the British car industry. Had the Javelin been more reliable it could have propelled Jowett to new heights. As it was, only 22,700 were built – less than the geriatric Bradford van.

The British car industry has many stories of brave failure, just as the American, German, French, Italian and Japanese industries do.

But what made the Javelin different, apart from its striking looks, was the quality of thinking that went into its design. It's a real shame that the same effort wasn't invested in its testing.





# Thieves are using this new technique to steal cars

Andrew Brady | August 10th, 2017



Car tracking expert Tracker has warned that car thieves are using a clever new technique to steal cars from outside their owners' homes using keyless entry systems.

The so-called 'relay' method uses two criminals working together. One stands near the door of the owner's home, within range of the car's key fob. A device used by the crooks then picks up the key fob signal from inside the house and relays it to the car. If it's successful, the criminals can start the car and drive away within seconds.

## More stolen cars on MR:

- [Thieves targeting desirable cars by fitting](#)
- [DIY trackers at shows](#)
- [Is your green car hiding a dark secret?](#)

"At Tracker, we are seeing more thefts recorded as 'stolen without the keys' which suggests that electronic manipulation and cyber compromise are on the increase," said Tracker's head of police liaison, Andy Barrs. "The new relay attack technique has gained

significant ground in the US and Germany, but it's also beginning to take hold in the UK, so vehicle owners need to protect themselves and their assets."

German research reveals BMWs and Peugeots are most likely to be targeted using keyless techniques, but testers have managed to unlock a wide variety of vehicles using the relay method. The BMW 7 Series, Toyota Prius, Volkswagen Golf and Ford Focus are the most affected, says Tracker.

Barrs adds: "As relay attacks become even more prevalent, owners need to protect themselves, particularly since criminal gangs are routinely using relay devices to exploit weaknesses in keyless security systems across a broad range of manufacturers. These tools are readily available on the internet for as little as £80 and thefts typically occur in residential areas, where cars are parked relatively close to the house, especially at night."

# French Automotive Technology—From Back in the Day

Blog Post: 11/16/2015 GARY S. VASILASH Editor-in-Chief, *Gardner Business Media, Inc.*

Despite Jeb Bush’s slight of the French during the CNBC Republican debate, even the most strident Francophiles might be surprised to learn that in the early days of the auto industry, Paris was arguably the City of Headlights. There were a multitude of vehicle manufacturers hard at it, even before the start of the 20<sup>th</sup> century.

An important one was Panhard et Levassor, which was established in 1887, and which sold its first car in 1890.



A 1964 Panhard 24CT at AutoRai, Amsterdam (Manarif)

One interesting aspect of that first vehicle is that it was built under license from Daimler. Gottlieb Daimler had worked at a company that was the predecessor of Panhard et Levassor, Perin, Panhard & Cie. The point being that there was a very early connection between one of the automotive legends that’s still recognized today while Panhard, which built its last passenger car in 1967.

The company has a history of innovations, including the fact that it was the first auto manufacturer that placed the engine in the front, not under the driver’s seat, so arguably that 1891 Panhard gave rise to an architecture that is still predominant today.

It used innovative powertrain technology, such as sleeve valves. After World War II, Panhard Dyna models had aluminium bodies.

Ken Nelson, an auto industry veteran, is a collector of various cars, including Panhards. And on this edition of “Autoline After Hours” Nelson brings his Panhard 24 BT to the studio.

John McElroy and I talk with Nelson about not only the Panhard technology, but other things that Nelson was involved with during his career, including Chrysler CCV of 1997, a car designed by Bryan Nesbitt that was inspired by the Citroën 2CV, a car that was conceived for what were then developing markets (so that “CCV” was sometimes said to stand for “China Concept Vehicle,” while at others “Composite Concept Vehicle,” as it primarily consisted of large molded panels bolted to a frame—and Nelson points out that Panhard built vehicles with metal bolted onto a frame).

Who knew the French automakers were so innovative?

<https://www.adandp.media/blog/post/french-automotive-technologyfrom-back-in-the-day>

**Panhard** is a French **automobile** company that was established in 1887. It produced the first front engine, rear wheel drive **car** and devised a successful rear axle system, the **Panhard** rod or bar. Their most popular models were the post-war Dyna range and the **Panhard 24**.

## *France and the Bauhaus* Simply no flair for aesthetics?

Occasioned by the election of the new French President Emmanuel Macron, we turn our gaze toward France. Were the ground-breaking aesthetic ideas of the Bauhaus appreciated there during its lifetime and, if so, what influence did they have?

The fourteen-year history of the Bauhaus is an indicator of both its rapid recognition and the sobering effect of the frequently problematic realisation of its ambitious goals. Modern icons such as the White City in Tel Aviv or educational institutions such as the New Bauhaus in Chicago (today the Illinois Institute of Design) are just a small sample of the many international repercussions of the closure of the Bauhaus by the National Socialists. Less is known, however, about how the ideas of the Bauhaus were received in France at the time, and what impact they had.

This is all the more surprising given that relations between the German and French art worlds intensify again after the end of World War I. In Germany, art collectors, dealers and critics and museum directors focus their attention on art movements from cubism to surrealism. Regular reports about them appear in German art and architecture periodicals.

In France, too, reviews and articles about German art appear in print, though far less frequently and written not by French cognoscenti of the German art scene, but by German authors. “It would appear that French culture is more self-contained, intent on its own tradition and less receptive to encounters with other philosophies of art, especially so during an age following catastrophic military conflict.” It is therefore easy to understand why the opening of the Bauhaus as “an ultimately anti-academic project of cultural renewal” went largely unnoticed in France.

In the last fifteen years of academic research however, we see increasing evidence that the French were indeed aware of the existence of the Bauhaus, even if an extensive reception seemed to be lacking. Often, prejudices against the former wartime enemies complicated access to the artistic tradition of the emerging Weimar Republic. The French attested to the German people’s inventiveness, discipline and economic and industrial competence, but beyond pure utility they simply had no flair for aesthetics.

### **Two different routes**

The different traditions and social conditions in the two countries had resulted in different, quite contrary routes to modernity. While in Germany since the foundation of the Deutscher Werkbund in 1907 art and industry had sought a way forward together, in France these two sectors remained largely separate. In France the individually handcrafted masterpiece was highly valued, while at the Bauhaus a method for the artistic training of the craftsman was devised, geared to the production of functional articles of daily use.

[https://www.bauhaus100.de/en/past/overview/bauhaus\\_in\\_frankreich.html](https://www.bauhaus100.de/en/past/overview/bauhaus_in_frankreich.html)

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

02/18

### **For Sale**

Victorian number plates in black and white

Reading as.....**TWOCV**

Would like \$500 for them

Phone Tim on 0403492899

(Car not included)





# Sales and Wants

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

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

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

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

Send to

**The Treasurer**  
CCCV  
PO Box 751  
Frankston  
Vic 3199

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

## 2007 C4 Auto

06/17

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



contact: [brian@desktop-eda.com.au](mailto:brian@desktop-eda.com.au) for more info and more photos.

## 1991 Citroen AX GT

06/17

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

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

Call Jan for details on 0428 096 683

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

**Note: removal and fitting of spheres is not included.**

This service is strictly CCCV members only

**CONTACT WOLFGANG SIEM ON 0425 872 082**



## 2006 Citroen C4

10/16

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

VIN: VF7LCRFJF74340021 REG: TYA622

ENGINE NUMBER:LH1V1369768

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

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



## Sales and Wants

### 2013 Citroen C3 Seduction

5/19

Citroen C3 purchased brand new in 2014. runs perfectly. Nothing wrong withing because I am about to being interstate and cannot drive 2 I have not arranged roadworthy,

# SOLD

Reg: 1BB6AO It it – I am only sell-travelling and work-vehicles at once. 71,000km. but it should be a formality. Regis-



### 2002 Citroen C5 Sedan for sale.

5/18

Vin: VF7DCRHZE76354099, Engine No: 10DYKC4003281  
Good condition, Leather interior, Not registered and no RWC. \$600  
Contact Greg 0409548734 (Located in Longford, Victoria)

### 1921 Citroen Barn Find

03/18

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

Has been in my family for over 90 years.  
Rego 86766. Located Benalla, Vic.  
Price \$30,000  
Phone 0412 322 723



### Citroen 2000 XM

## free to good home!

02/18

Come get her!

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

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

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

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

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

Please call Jan, 0419578045.



### For sale:

07/17

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

Carl Jones  
0434 768 308



# Sales and Wants

## WANTED TO BUY

02/18

A 1971/2 DS auto.

Contact:- Nick at email: [argos01@optusnet.com.au](mailto:argos01@optusnet.com.au) Mobile: 040 232 2233



## 1996 Xantia Station Wagon

5/18

1996 model but first registered in 1998 by current owner (registered in the name of my wife), was a dealer demonstration model with around 500 km on the clock when purchased. Silver colour with manual transmission (5-speed) and petrol 2.0 L engine.

Good condition, has been super reliable and has low km's for age (just over 100,000). Regularly serviced by Joe and his team at Paris Motors. In original condition apart from upgrade to electric wing mirrors and new sound system (have kept old radio/cassette "head" so new owner could re-fit if they wish to). Please note that car comes without RWC, and known issues include clutch, rear spheres and central locking (advice from Paris Motors). Looking to sell "as is" and any reasonable offer will be duly considered. Reg PHG 864 The car is located in East Malvern.



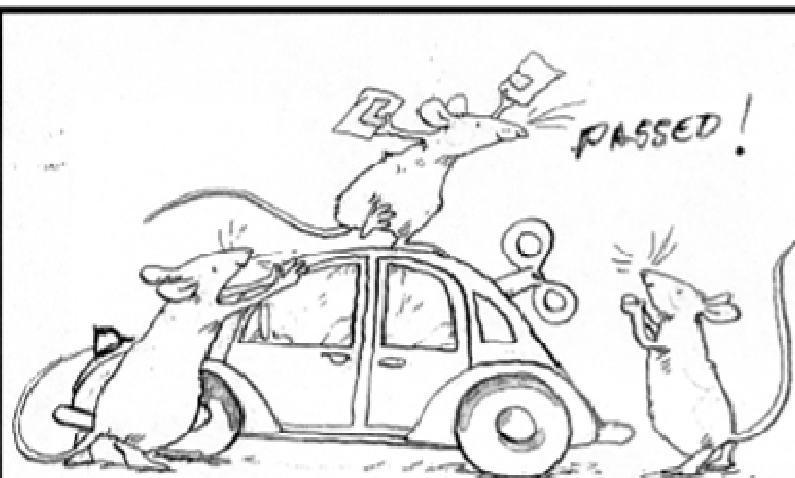
Contact Rob Alexander [robbalexander774@gmail.com](mailto:robbalexander774@gmail.com) or phone 0478 544 259

## Wanted: DS EFi Cylinder Head

05/18

I am restoring a Citroen DS23 fuel injected car. I am looking for a good cylinder head for my engine as the original head is not economically salvageable. Any help would be appreciated.

Please contact me on 0448 913 004 or email [davidbrucesutcliffe@gmail.com](mailto:davidbrucesutcliffe@gmail.com)



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## No, it's not a Citroën

Citroënvie member Ben Boyle was on vacation in Jamaica and sent in this photos saying; "I saw these buses running all over Jamaica. Check out their logo! [https://en.wikipedia.org/wiki/Golden\\_Dragon\\_\(company\)](https://en.wikipedia.org/wiki/Golden_Dragon_(company))."

That's rather blatant plagiarism of Citroën's trademark logo! The chevrons are bad enough, but the circle is just a "squish" away from the original Citroën logo of 1919.



We wonder if Citroën has any valid claim rights to older logos that they have evolved? We would think so, but with the Chinese, up until recently enforcement has been near impossible. In the past year or so they have started to crack down on trademark rip-offs, but not much and the infringement compensation that has been awarded has been minuscule compared to what it would be in America or Europe.



Nevertheless, if PSA values the Citroën brand, you would think they would be challenging Golden Dragon's logo, particularly since they are a vehicle manufacturer.

*Citroënvie.com*





