



# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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

May 2020

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### MEMBERSHIP RATE

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

### CCCV GENERAL MEETINGS

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

### CCCV COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS

#### AND PAYMENTS

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



### Citroen GS/A 50<sup>th</sup> Tour

October 3<sup>rd</sup> to Saturday 10<sup>th</sup> October 2020

Models: GS GSA Biotar

Stops in Horsham, Ouyen, Renmark, Kingston SE, Mt Gambier, finishing in Hamilton.

For person which includes: 2 Dinners, entrance fees to 1 Ward Tour and the Stick Shed.

Entrants are responsible for booking their accommodation and all other expenses.

See FRONTDRIVE and CCCV website for further details.

BOOKINGS/PAYMENTS: Available from 1st May via the CCCV website: <https://citroenclassic.org.au/wordpress/>

BOOKINGS CLOSE: September 1st 2020

ENQUIRES/EXPRESSION OF INTEREST: Andrew Bejehole 0427378423 fdrcit@yahoo.com.au

**-CORONAVIRUS-**  
Please check this event  
closer to time.

**WARNING:** Anyone new to hydraulic systems in Citroens are strongly advised to understand the safety protocols before working on the car. This applies especially to ensuring the system is fully depressurised and the car safely supported on stands. CCCV takes no responsibility if an injury occurs.



## President's Message.

I hope everyone is coping with these restrictive conditions we are currently adhering to. At the time of writing this message it looks like we are travelling through

this pandemic a lot better than most other populous countries. However, we must keep in mind the many lives that have been lost worldwide and the thousands of Australians that have lost their jobs as we continue with the lock down.

Planning of major club events continues as we wait for any sign of the restriction being eased.

The committee is still having monthly meetings and we are in close communications with the Presidents of Citroen car clubs throughout Australia.

As you have now been informed, Cit-In 2020 has been cancelled and Raid 2020 postponed until 2021.

In an effort to reduce costs, the AOMC is now publishing its monthly newsletter on-line only and affiliated Clubs have been asked to share the newsletter with as many car club members as possible. You can now find a link to the AOMC and other newsletters in the members section of our CCCV Website.

As we are not able to meet at the Vintage Drivers Club (VDC) Clubrooms, the VDC have kindly reduced the rental to an amount to cover the cost of storing our Club property. CCCV greatly appreciated the reduction in rent.

Looking forward to seeing you all safe and well soon,

Bruno Tonizzo  
President CCCV Inc.



If undeliverable return to:

CCCV PO Box 122  
Nunawading Victoria 3131

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## KEEP THEM COMING.

I am very grateful that a number of members have forwarded articles and images to me over the last couple of months.

The number of articles and events worldwide from car clubs has reduced substantially during the Coronavirus, and has made it a challenge to find suitable content for the CCCV Newsletter.

I am sure in the depths of your mind, there are many anecdotes of how you effected an on road repair, or when you got home only to discover it wasn't what you thought it was.

Even a photo essay of a memorable trip you made with the family, a wedding, or holiday would be of interest.

This is the chance for you to star as a contributor to the CCCV Newsletter.

Editor.

### FRONT COVER

Dave Rogers at the Show & Shine during Citin held in Nuriootpa South Australia .

### MIDDLE PAGES

A Skip down Motoring Memory Lane  
Howard Kinns.

### BACK COVER

A 5CV at S&S Citin in Nuriootpa South Australia.

### 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*

*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 to 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: Mathew Mason. 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 litre. ([see p/26 for your closest rep](#))

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

Events Calendar	2020	Draft Activities Program	2020
April	4 Jamieson Autumn Festival 4 Westgarth French Film Festival— INFO @ CCOCA WEBSITE 10-13 CITIN COWRA 16 Club night 19 BBQ @ Phil Cotrill's, Tyabb		May 16-17 Trentham w/end 21 Club night— Post Citin talk & supper. 27 CCOCA invite CCCV to their meeting. Post Citin & supper. June 18 Club night—Jon Faine July 16 Club night 17-18 Bastille Day Federation Sq. 19 Bastille Day-French Community. Aug 16 Daylesford Pub Run 18 Club night 20 Club night Sep 13 Tech Koo Wee Rup 17 Club night
<b>NOTE: Club nights are held in our club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH.</b>  <b>Monthly 1st- <u>Chit-Chat Tuesday</u> Mc Crae Provedore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA &amp; CCCV event for coffee &amp; chat.</b>  For more details on club events contact : Club President.		<b>NOTE: ALL CCCV &amp; CCOCA MEETINGS &amp; EVENTS ARE CANCELLED OR POSTPONED THOUGH UNTIL MAY 31 AT LEAST.</b>	
<b>VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator)</b> <b>Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.</b>			

## CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Dave Rogers	0422229484	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirk Kirkcaldy	9363 2464	XM & modern models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Contact CCCV		C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX/C5	Graeme McDonald	9781 1649			

## Forthcoming Club Events

### CORONAVIRUS NOTICE

**Cit-in 2020 is cancelled and all other CCCV events will be cancelled until the end of May 2020.**

**At the end of May the Committee will re-evaluate the situation and see if CCCV can resume any meetings or events.**

#### **Decisions have been taken as follows:**

- 2020 Cit-in is cancelled and all registrations will receive a refund less \$27 per head which is the costs incurred by the NSW club that cannot be recovered. This should happen in the next few weeks.

- The joint Presidents accepted CCCNSW request to;

- 1/ move their event to 2022 ( it will be three weeks earlier than Easter – 26,27,28 March most likely)

- 2/ CCOCA/CCCV to run their event as planned in 2021 ( it will be at Easter as planned).

- 3/ CCCSA to bump their event to 2023 by mutual agreement.

- 4/ All following Cit-in so remain in order but be scheduled one year later. (Tas-2024, Qld-2025, WA-2026)

- Chris Bennett also confirmed the 2020 Raid has been delayed until 2021.

The National President's meetings will continue during the lock-down and I will keep you informed of any further developments as they come to hand.

#### **CCCV Raffle.**

From time to time, guest speakers invited to our general meetings generously donate promotional items to our Club. We thought that it would be a good idea to raffle off some of these items and put them to good use in one lucky winners garage. You won't need to purchase a ticket as each financial member will be allocated a number and one lucky person will have his/her number drawn out of a box. The mystery prize will be posted to the winner and the results will be printed in the June magazine.

Bruno Tonizzo  
President CCCV Inc.

Dear CCCV Members and Friends,

Well these certainly have been trying times, staying in lock-down and complying with the social distancing rules. Despite of all this, your Committee have been busy checking the CCCV Club Permit Scheme (CPS) against the VicRoads CPS records to make sure that they are in alignment. This bi-yearly task should be completed shortly and VicRoads will be notified of any changes.

Peter Moloney, Dave Rogers and myself have been participating in national video hook-ups with the Presidents of the Australian Citroen Clubs to discuss CIT-IN 2020 and how this and future Cit-Ins will impacted by Covid-19 restrictions. The meetings have been chaired by Bruce Elsegood, President of the Citroen Car Club of NSW and have been very informative and productive. The following is a summary of the last meetings outcomes.





# The Story of Celeste the 2CV



This little car first rolled off the assembly line sometime in March, 1959. At the time the first owner had placed a special order for a PO edition of the 2CV as they had the intention to take her with them to North Africa (Algeria). The 'PO' refers to 'POussiere' (dust) or 'Pays Outre-mer' (overseas) and were sold in very limited numbers as they were special orders for export only.

The PO was designed for more rugged terrain with the front and rear axles strengthened and better protected, an 'oil bath' air filter, which allowed the filter box to be filled with oil to help filter out sand/dust particles, and an enlarged tubular steel front bumper (which is similar to the later Safari bumpers). along with several other minor special features.



*Figure 1: Celeste's engine bay showing the oil bath air cleaner.*

Unfortunately, Celeste never made it to Africa, and she was sold late in 1959 to someone living in France, who drove her until 1981 when she was in a barn and left.

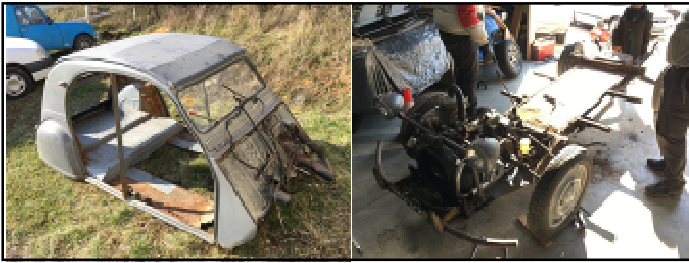


*Figure 2: Celeste's resting place for 36 years.*

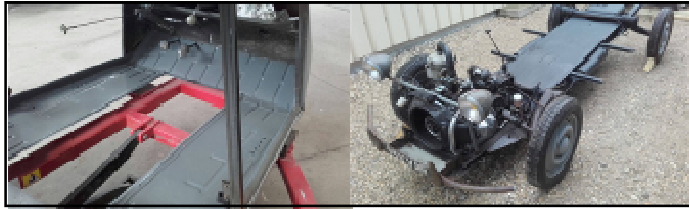
In late 2017 she was sold again and the new owner started her restoration. After close to a year, which included body off with rust repair, a completely new braking system, new engine electrics and lots of other refurbishments, she was ready for the road again.



*Figure 3: She emerges from the barn.*



*Figure 4: Body off.*



*Figure 5: New floor and restored chassis.*

During the restoration it was decided that since the bodywork was in pretty good condition, with only some surface rust, Celeste would not be resprayed. Instead more than 40 hours of waxing and polishing went in to preserving the great patina. So, she looks every bit of her 60 years of age, but with all restored or new mechanicals and structure underneath.



*Figure 6: Back on the road again.*



In March 2019 she was sold again to an Australian living in Paris and this is where her story continues. Whilst in Paris she was regularly called up on provide tours of Paris by visiting friends and was the centre of attraction everywhere she went.

*Figure 7: Out the front of home in Paris.*



*Figure 8: Out and about in Paris.*



*Figure 9: Window shopping on Champs-Élysées.*



*Figure 10: One last look at the poor old Dame.*





*Figure 11: Relaxing by the River Seine.*

She spent most of 2019 living in and exploring Paris and the surrounding countryside before starting the long journey to Melbourne in September.



*Figure 12: Packed up for the long journey to Australia.*

On her arrival in Australia 3 months later very little needed to be done to get her ready for registration. Swapping the (new) seat belts over for ones with the Australian Standards stamp on them and a new wind-screen was pretty much all she needed. A testament to the work done on her in France. For a short while we thought there could be a problem with the new brake lines since they are a copper alloy, but a quick call to VicRoads to confirm that what was fitted was OK. Being a pre-ADR car also helped.



*Figure 13: Arriving at her new home.*



*Figure 14: Dressed with her new plates.*

Her first official outing since arriving in Melbourne was the French Car Day at Geelong Revival where she attracted a lot of interest and since then she has started her exploration of Melbourne and surrounds.

*Many thanks to Grant Williams for this article. Ed.*





*Figure 15: Next to a new friend at the French Car Day in Geelong*



*Figure 16: Visiting St Kilda Beach*



*Figure 17: Watching the surfers at 13th Beach.*

Now you can expect to see her tootling about Footscray and inner Melbourne, where her owner lives, and sometimes around Barwon Heads and the Bellarine Peninsula where she goes on holidays. You can follow what she gets up to through her Facebook page (<https://www.facebook.com/2CV.PO.Story/>) and also through her Instagram feed ([https://www.instagram.com/citroen2cv\\_po\\_story/](https://www.instagram.com/citroen2cv_po_story/)). We hope to see you sometime on the road, or at an upcoming CCCV event.



## Cit Bits *by Leven Mills*

*Did you know?*

- At precisely 4.50am on 3 September 1967 Sweden changed from driving on the left hand side of the road to the right hand side. 90% percent of Swedes drove LHD vehicles anyway and the change brought the country into line with most other European nations.
- European countries still using RHD include the UK, Ireland, Cyprus and Malta. British influence in Japan resulted in the acceptance of RHD in that country.
- In 1868 a traffic policeman on duty in Parliament Square in London was badly burned by the explosion of a leaky gas line that was used to fuel traffic lights. The lights had to be operated manually and were designed by a railway engineer to help the chaotic flow of horse drawn vehicles and pedestrians. The first electrically controlled system was used in Cleveland, Ohio in 1914. The three-colour configuration was used in 1925 in Piccadilly. Australia's first traffic lights were installed in Sydney on 13 October 1933.
- In the 1930's bootleggers in the southern states of USA carried moonshine in modified vehicles adapted to take the extra weight. They looked like standard cars but the suspensions were strengthened and motors tuned to outrun the cops.
- One of the earliest multi-story garages in the world was the Art Deco inspired "Garage Marbeuf" built for Citroen in 1928. Rue Marbeuf was a side street off the Champs Elysees. It could house hundreds of cars.



## Did You Know That Briggs & Stratton Made a Hybrid Car?



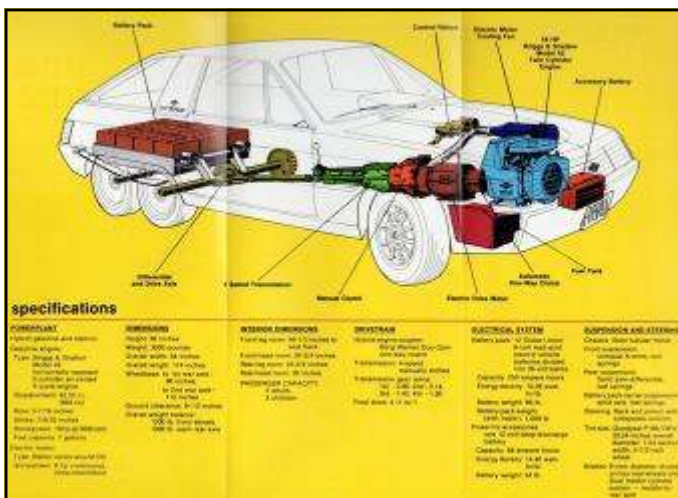
Jay interviews Craig Claerbout, an Engineering Technician at Briggs & Stratton who worked on the car and took it to shows in the early 1980s. Jay makes mention of some similarities to Panhard as far as the gas-powered portion of the engine and layout is concerned. It's interesting that this car is pre-Toyota Prius and that much of

Jay Leno just released a video of him driving what is probably the USA's first hybrid automobile. Back in 1980, Briggs & Stratton wanted to demonstrate that cruising at the national speed limit of 55 mph could be done in a much more efficient manner. They did so by constructing a vehicle using Ford Pinto and Volkswagen Scirocco parts, along with custom panels created by Brooks Stevens and his son, and using twelve 6-volt batteries in series to send 72 volts to an electric motor along with an 18-horsepower air-cooled, 694 cc flat-two cylinder engine.

what we see in hybrid cars today was pioneered by Briggs & Stratton in the USA!



[https://www.youtube.com/watch?time\\_continue=4&v=ftMxCehD08U&feature=emb\\_logo](https://www.youtube.com/watch?time_continue=4&v=ftMxCehD08U&feature=emb_logo)



Citroenvie 31/3/2020

The CCCV Newsletter





Cars:

Citroën C4F,  
1930

Citroën C4G,  
1931

Traction 11BL,  
1954

During these stressful times of social distancing from Covid-19, we offer you a beautifully produced and blissful video of a weekend outing that occurred from October 11 – 13, 2019 where three Citroëns drove through the picturesque Aubrac region of France.

<https://www.youtube.com/watch?v=whSGfUpZV9Y>

The itinerary for the trip was the following:

**Day 1 — Friday, Oct 11** — a 180 km drive from Martel to Laguiole, passing by Saint-Céré, Saint-Santin (a village with a unique characteristic in France, Entraygues-sur-Truyère, a meal stop at Estaing, then on to Borie du Nayrac, and arrive in Soulaiges-Bonneval (Near Laguiole) after having made a stop and visited the castle of Bousquet, feudal castle from the 14th century.

**Day 2 — Saturday, Oct 12** — drive 170 km, departing from Soulaiges and driving to Saint-Urcize, Marchastel, Saint-Chély d'Apcher, then along the highway (to avoid the steep mountain roads), up to the Garabit viaduct for a photo stop, then meal in Faverolles in a small authentic restaurant then return by Fournels, Grandvals and Saint-Urcize, ending the day with a visit to the Grenier de Capou, a sort of small museum on the history of Aveyron with more than 9000 objects of all kinds, agricultural and domestic tools, a gas-powered truck, a bus. and even a full-size replica of a WWI plane!

**Day 3 — Sunday, Oct 13** — a 170 km return to Martel via Entraygues, Montsalvy, Calvinet, along a magnificent authentic route between Boisset and Maurs, Latronquière, Saint-Céré before arriving back at Martel



So, sit back, turn up the volume and enjoy this video produced by Anthony Arquey featuring a 1930 Citroën C4F, a 1931 C4G, and a 1954 Traction Avant 11BL



## DS celebrating 50 years of the Citroen SM with visions of a modern version

The public will decide the best

Joel Stocksdales Mar 11th 2020



One of [Citroen's](#) most famous and stylish cars, the SM, is celebrating its 50th anniversary this week. It was shown on March 10, 1970 and featured hydro-pneumatic suspension, a [Maserati](#) V6 making at least 170 horsepower, turning headlights, and futuristic design. To commemorate the occasion, [PSA's premium division DS](#) had some of its designers imagine a modern-day version of the luxury coupe, and the public is invited to vote on which is best.

Six designs were created, and the company is starting the reveal with just two, and will add the others throughout the week. We'll update this post with the other designs as they're released. The first two designs take the basic roofline of the original SM, but add tighter, more athletic sheet metal. The bodies wrap around gigantic wheels and tires. The orange design adds a unique take on the original SM's skirted rear wheels. The brown design has a more evolutionary front fascia and lights, and the colour is a clear reference to one of the original colours of the car.



As DS reveals SM designs, it will also [post polls on Twitter](#) and [Facebook](#) for people to choose which designs are their favourite. Once all the voting is over, the final four designs will be posted, and the overall winner will be decided by how many social media shares it gets. Once a winner is picked, DS will randomly select people online to receive a signed lithograph of the winning design.





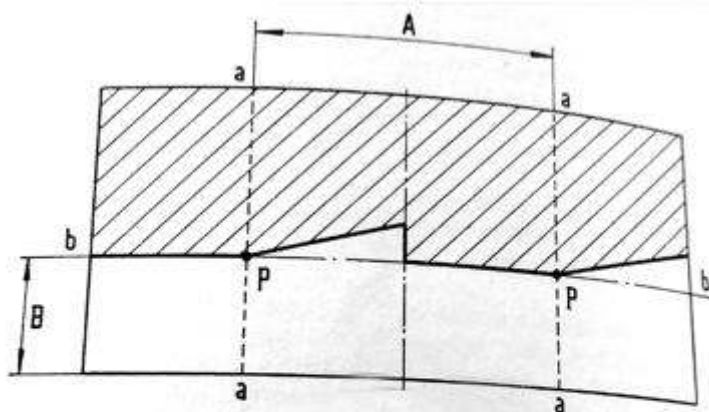
# 1979 Fiat 124 Spider

## Headlight Alignment

### Headlight Alignment.

I'm sure that most members have had a go at aligning their cars headlights at some time or another. For those of you that haven't here is a brief recount of how I did my cars headlight alignment. I have owned my 1979 Fiat 124 Spider for 2 years now but have only driven it at night twice. It was obvious that I needed to do something about the headlights as the night time vision was as good as it should be. My Citroen CX had excellent headlights that light up the road ahead without any difficulty so I was keen to get the Fiat's headlights lighting up the road as they should.

Before I get into the details, I must tell you a story about a car that I owned many years ago. It was a bright yellow 1962 Triumph Herald convertible that was my pride and joy. It too was a challenge to drive at night as the headlights seemed to be useless. It wasn't until winter came along that I had to drive on a very foggy night that I realised why the lighting was so poor. In the fog, it was easy to see where the headlight beams were pointing and to my surprise, my Triumph was cross-eyed and lighting up the tops of trees in the street. An extensive tweak of the adjustment screws soon had the lights pointing in the right direction.



**FIG. 10.13. THE HEADLIGHT AIMING DIAGRAM**

*A = 1254 mm (49.37") - B = C = 100 mm (3.94") for a new car - B = C = 80 mm (3.15") for a run-in car - C = height of headlamp centres from floor, measured when aiming.*

Back to the Fiat....I was lucky to have a diagram in my workshop manual that showed the dimensions of the aiming diagram and also the distance the car had to be located away from the template. My car needed to be 4.8 meters from the template and the headlight beam needed to have a fall of 80mm over that distance. From the car centre line, I needed 627mm to the point where the headlight beam deviated from horizontal. All the dimensions were drawn out on cardboard that I had stashed away in the shed, but I had to draw the pattern for a right hand drive car. The picture below shows the diagram in my workshop manual.

With the car the right distance from the template, a quick check was made to ensure that the car was level before I turned on the headlights and turned the adjustment screws to match the headlight beams to the template. I found that the headlights were pointing down too far and were pointing too far to the right, which is not surprising as it was originally a left hand drive car imported from North America.



Another point to note is to make sure that the headlights fitted to your car are for right hand drive use. You can check this by looking for an arrow moulded at the base of the headlight glass which should be pointing to the left side of the car or by simply observing the headlight pattern when parked and facing a wall.

Bruno Tonizzo

## A Skip down Motoring Memory Lane

My first recollection of involvement with motoring was a photo of myself, aged about 7 or 8, helping dad clean the engine bay of a very early model car, probably from the 1920s. Dad was a lineman electrician working for the MEC (predecessor of the SEC) and had an interest but no training in motor vehicle maintenance.

Skip forward ten years, and I purchased my first car, a 1929 Singer 10 utility. This car was driven every day and was very reliable, given it was driven by a novice. One of my memories of the Singer was opening the bonnet on a dark night and noticing the exhaust manifold glowing bright red. I took this car to the home of one of my friends and he promptly drove it into a lamp post, breaking the pitman arm thus isolating the steering from the front wheels. The Singer had a manual throttle near the steering wheel, and we were able to get the car to drive in first gear at about running pace. We managed to get the car to my home by starting the car in first gear, and friend and I running, one beside the left front wheel, and other by the right. There was no-one in the car at this time. If the car started to run off to the left, the front of the left front wheel was kicked, and similarly if the car started to run off to the right. Closer to home there was a hill, and the throttle was moved forward to keep the speed roughly steady. As we breasted the hill, the car accelerated and we were so busy kicking the front wheels that the car got away from us. (In case you are thinking this is a made-up story, you are wrong!) About 200 yards ahead of us the car ran off the left side of the road and came to rest in a dense patch of long grass. I don't remember the fate of this car - let's face it, it was nearly seventy years ago.

My next car was a small Triumph sedan, which may have been a Triumph Super 9. It was small and under-powered, and I remember little else about this car, except that it had a flash interior.

In about 1954 I purchased a 1928 Chev 30 cwt (half ton) truck. The brakes were interesting. They were mechanical, of course, but the rear foot brake and the hand brake shared a double-sided drum. The foot brake was internal expanding on the drum, and the handbrake external contracting. This truck was used to run a small fruit and vegetable business. At about 4 am three mornings a week the truck was taken to the Vic market and loaded with fruit and vegetables. The truck battery was rarely up to the task of starting the vehicle early in the morning, so it was always crank started. The routine was: pull out the choke, crank the engine a couple of times, return to the cabin, turn on the ignition, retard the spark (lever near the steering wheel) then return to the crank handle and start the truck. One cold dark morning, part way through this process, when the spark was retarded, the engine started without being cranked! Don't know what the odds of this happening were, but it was scary at the time.

My next car was retained for about 20 years. It was a 1949 Riley two and a half litre Roadster. These cars were aimed at the American market, and were two door soft-top sports cars, with a bench seat (for three) and a steering wheel gear change. The gear change was almost universally reverted to floor change, as all other Riley's of that era were floor change from the factory. Lots could be said about adventures with this car, but as my next vehicle was a Citroen, I will skip details of the Riley, except to say it was a magnificent car, its two faults being it had a wooden body that sat on a steel chassis - not good for rallying on out-back roads, and the drive shafts were inclined to break under heavy acceleration, which happened often!



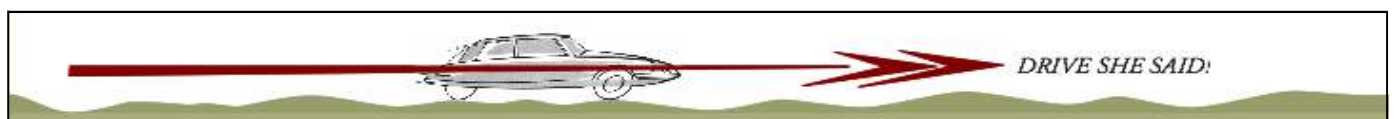


In 1968 Isolde and I were married in Melbourne, and we moved to Canberra for an appointment at the ANU. The Riley came with us, but became impractical when our first child arrived. Anticipating plenty of long-distance driving and camping, we purchased a Citroen Safari (can't remember what year it was). This was a beautiful car and I wish I still had it, or could purchase it from whoever owns it now. A couple of experiences are worth recalling. When travelling from Melbourne to Adelaide via the coast route, we were motoring along a long straight stretch of road which appeared to be level, but the Citroen started to slow down, as if we were going uphill. As it is easy to be fooled by long straight stretches, and because we were carrying a lot of camping gear, I shifted down to third gear. Not long after this, a matter of seconds as I recall, a loud noise was heard, growing quickly in intensity. At first we thought it might be a crop dusting plane flying across the road, but the burning rubber smell soon gave us the clue that a rear tyre had failed. A friend had warned me that the suspension on Citroens was so good that you couldn't tell when you had a puncture. He was right, the left rear tyre was shredded. Without further problems we arrived at the Flinders Ranges, and set up our canvas auto tent in gentle rain. The rain continued and became heavy. We had decided to return to the ACT via Burra (SA), Morgan and Mildura, then on to Yass and Canberra. Between Morgan and Mildura the road was unmade and gently undulating. In good weather it would have been picturesque and enjoyable, but the steady rain over two days had made the road very muddy. As we crested each hill, we looked down to the next bottom of the hill and saw about a foot of mud. The Citroen coped with it well and powered through the mud. After several of these experiences, we noticed that the suspension of the Citroen seemed to be lower than usual. A pipeline had cracked, and we had lost a lot of suspension oil. The Citroen was driven cautiously into Morgan, where we found a mechanic who was able to find the pipe fault and repair it. Getting oil to replace the lost oil was another problem. We gave up the search for a Citroen service centre, then I remembered that the Safari used a vegetable-based oil in its suspension system. The convenience store owner in Morgan who sold us 5 litres of peanut oil would have been surprised at what we did with the oil. When we arrived at Mildura, we discovered that the police were stopping all vehicles except large diesel trucks and busses, as western NSW roads were flooded and considered unpassable by normal cars. We had the Citroen put on a freight truck, and travelled by bus to Yass where we met up with the Citroen, and drove on to Canberra.

Some months later, Isolde and I drove the Safari to Yass to play golf with friends. On the way back to Canberra we came across a white Citroen ID19 on the side of the road with smoke coming from under the bonnet. One thing I had learned about the engine in these Citroens was that the fuel line passes uncomfortably close to the exhaust pipe. The ID19 was being driven by a woman who had a disabled child with her. We had a fire extinguisher, and sprayed the contents over the engine immediately after the bonnet was opened. Once this emergency was over, we towed the ID19 to the nearest farm house and arranged to leave it there. We took the lady and her child back to Canberra, and on the way, she commented that she wanted to get rid of the ID19 and buy a 'normal' car. I had noticed that general condition of the ID19 was very good, so we made her an offer, and we became the proud owners of another Citroen.

Later we sold both the Safari and the ID19 and drove Peugeots for a number of years. First a 403 (Dad had a 203 at this time), then a 403 wagon, then Dad's 404 sedan after he passed away, then a 504 and lastly a 505. Our current car is a C5 two litre Comfort diesel. Without doubt the best car we have ever had, but occasionally I pine for the Safari!

Howard Kinns



# Citroën CX 25 GTi Turbo

A rare beast with party tricks | Tyrrell's Classic Workshop

Hi... like many others I find the internet a great resource for researching or purchasing and obviously more so these days as we have restricted access to our normal lives and day to day activities.

I noticed this video on YouTube and found it very informative for a very much non-mechanic such as myself.

In this episode, Ian Tyrrell takes a closer look at a Citroen CX25 GTi Turbo, a rare beast and one of the picks of the long running CX line.

With a low drag-coefficient and hydropneumatic self-levelling suspension system, Iain delved deeper to offer insight into what it is that makes this car so special and shares some of it's party tricks'.

Here is the link... best regards and keep well, Roy Evans.

<https://www.youtube.com/watch?v=LMh1AlIbbs4&feature=youtu.be>



## Andre Citroën

- \* The first motor car-maker in the world to offer a one year unconditional guarantee against all manufacturing defects.
- \* The first to create a nation wide dealer network to care for the cars.
- \* Offered inexpensive motor insurance on Citroen vehicles 25% below market rates.
- \* He was accused of price cutting by Renault, but Andre replied that as his products were manifestly stronger and safer than average, they represented a lower actuarial risk.



# Club Permit Scheme

For cars manufactured after 1948

## CPS RENEWAL

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.

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.

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, the 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 an **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. (See downloadable form links at the bottom of the page).
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. As proof of ownership the car owner must provide **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 [the VicRoads CPS changes from 31 Jan 2015](#)

6. Ensure that during the permit issuing procedure at VicRoads the correct CCCV authorising signatures are used and that the permit is assigned to the correct club.

**Note:** Please contact our CPS Secretaries before sending papers for signature to avoid the possibility of them sitting in the club's PO box for several weeks. (A stamped, self-addressed envelope would be appreciated)

Ferdi Saliba (Deer Park) :	0409 384 977
Dave Rogers (Frankston) :	0422 229 484
Tom Gruzca (Nunawading) :	0431 396 277
Bruno Tonizzo (Endeavour Hills) :	0418 945 461
Peter Moloney (Ashburton) :	0411 869 705

Postal Address: CCCV-CPS c/- PO Box 122 Nunawading Victoria 3131

**For pre-1949 vehicles, CCCV will conduct its own safety inspection (which may be a certificate of roadworthiness or a club safety inspection based on VicRoads' guidelines).**

For more information see this [VicRoads Website](#) link

Download the [Club Permit Application Form](#)

Download the [Vehicle Eligibility Form](#)

## IMPORTANT ADVICE

It is vital that CPS plated car owners maintain their financial membership with the club.

If memberships are not renewed on time the CPS permit is immediately invalid.

It has insurance implications and potentially legal consequences.

The same applies if you use your car whilst the permit has expired.

## Sales and Wants

### C5 Estate 2006 2.2 diesel

3/20

I have owned my 2.2 diesel C5 Estate since I bought it new in January 2006 (it was built in October 2005) but am now looking to replace it with a 4WD camping vehicle. While I would like to keep the Citroen this is not really feasible. I am not being offered much on it as a trade-in and would like it to go to a good home so wanted to check to see if it is a vehicle that may be of interest to any CCCV members. It has done 173,000 kms and is running very well if you ignore the "de pollution system faulty" warning light that comes on all the time (despite replacement of the EGR valve and lots of long distance cruising). The car is very solid with no rattles, the body is in good nick and the car has never been in an accident though there are a few minor marks as you would expect. Everything works, including the big sunroof and I have all of the original documents and security info. Do you think anyone would be interested?

Ewan Taylor  
0404 800 876    emackt@gmail.com

### 1974 Citroen D Special

04/20

#### 1974 Citroen D Special Details

##### Current Car details

Chassis Number 10FD7024 Engine Number V149P

Registered on Victorian Club Permit Plates

##### Modifications

Engine is now fuel injected. 5 speed gearbox

##### Restoration work carried out in last 4 years

All rust removed. Complete body repaint (Blue Danube)

Complete re-upholstery (blue jersey). New matching door cards

**Price \$25,000**

**Contact Ian Downie 0452 411 104**





# Sales and Wants

## DS PARTS FOR SALE.

Air intake hose from bumper bar to cold air fan unit

Air intake hose from bumper bar to heater fan unit

Alternator 75 amps

Bonnet hinges

Bonnet closing pins.

Brake pads main and parking pads (with hard to find retaining spring clips)

Brake shoes new plus brake drums one pair.

Brake pedal rubbers plus clutch pedal rubbers

Bumper bar 3 pieces Front DS type

Bumper bar pre 1965 type complete

Bumper bar rear with Citroen mudflap fitted

Cooling system hoses

Cold air fan and housing

Clutch cable

Door glass and runners and winders

Door handles inside and out

Driving light globes

Exhaust pipe clamps

Flexible exhaust

Front guards

Front doors

Front indicators

Front suspension cylinder gators

Fuel pump

Gear change handle housing rubber

Headlight switch ID19 + DS21 /23

Headlight boxes complete with access door

Headlight glass + Perspex covers on suction cups

Headlights and driving lights

Heater radiator plus fan housing

Heater hose

Height Correctors

Hubcaps all types (early DS suit 1956 to 1965, D special from 1967 to 1975, late pallas type)

Metal radiator hose with heater outlet

Oil filter + gasket

Radiator

Rear doors

Rear guards

Rear window glass sedan

Rear window glass safari Perspex type

Rear guards (sedan)

Rear suspension bump stop

Rear suspension gators

Rear suspension ball bearing

Rear suspension ball bearing grease cups.

Spheres split types

Stainless steel trims (PALLAS) inner and outer

Starter motor

Tail lights

Thermostat

Turning headlight parts.

Water pump

Wheel rims 5 studs

**CONTACT ROB: MOB 0439 798 079**



# Sales and Wants

## Citroen 2cv6 club 1983

3/20

Red body with black guards and boot lid. 86700miles, I have owned this car for 14 years and travelled approx. 6000 miles. Work done during that period, Replace clutch, steering relay arms and guild ring in rack, brake discs and pads, muffler x 2 and wheel bearings etc. Recent work, recon alternator and full service, peen collar in gearbox and new tyres fitted. On club plates so not transferable, will supply VIC or NSW RWC. Genuine car, never had rust in floors, original chassis in GC. Paint in GC and presents and drives well. Location: Albury.

Vin NB.VF7AZKA009IKA96O1 and the price is \$17,900.00



Phone Geoff 0408431990

## 1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

I am putting this vehicle on the market, because after 46 years, I realized I will never finish what I started. The job got too big for me, and I will not be able to enjoy the finished product as I thought I may. My body has become too inflexible.

Short story, I have not touched the old girl for about 10 years now. Car has been garaged and covered since purchased in 1974.

The original registration number was VK-977, last registered 16 / 11 / 1970. The engine serial number is PM04597. All the upholstery, is new fully replaced cowhide, never been sat on, head lining also replaced. Most of the expensive and awkward work has been done.

### Things still outstanding:

- Brake cylinders have all new rubbers and shoes, sealed with brake rubber grease, and left untouched since serviced, missing a couple of nuts??
- Full exhaust system, from manifold to rear of vehicle. Have manifold attachment flanges, made of stainless steel
- A good radiator man to look at where an electric fan was to be mounted with bolts through core
- Fuel tank will need removal to ensure all is clean and substantial (fuel evaporated over the forty years.
- There is an alternator there, off Holden? and mounting bracket, if you go ahead, do in conjunction with radiator person.
- About 50 % of the wiring will need terminating, all secured in place, have all the bits to complete this, though probably not enough old type terminals.
- There is no carpet on the boot floor, lost it somewhere. Paint is IMPERIAL BURGUNDY spraying enamel 40 yrs ago.
- The suspension is all set at minimum torsion, and she has sat on jack stands on underside strong panels while I've had her.
- When first acquired the car had been up a gutter, had to rework one wheel, so did all rims to make wheels fit current tyre size that is a little fatter than standard (may have to have a bit of toe in adjustment). All tyres were brand new 20 years ago, no flat spots, never on ground

Cockpit wiring is not completed though all components are present.

I have a heater box that will probably fit to the ducting and some other bits and pieces that may be of use.

No tyre kickers, no test drivers, no time wasters. Let my name and phone number loose at the CITROEN CLUB, or where ever all the Citroen lovers hang.

It is a true "barn find" that I reckon is a real bargain at \$14,000, or make a sensible offer, neither Jan (Wife) nor myself think 14K is enough, so offer more and it's yours.

Contact Phillip John Hibberd of Lara, Victoria. Phone: 03 52823059



## Sales and Wants

### CITROEN 2CV ADVERTISEMENT.

1984 Charleston model 602cc \$33,5000 (12/19)

**VIN number is: 0906006238**

Warning. When motoring in this cute and quirky Charleston 2CV, be prepared for admiring waves and smiles from fellow motorists and pedestrians!

Featuring maroon and black paint, the 1984 French built/UK import Deux Chevaux achieved Australian compliance in April 1998.



With an odometer reading of 58,257 miles (supporting UK paperwork indicating original mileage), it presents in excellent body and trim condition and good mechanical order.

A comprehensive service history since arriving in Australia is available.

Ready for leisurely roof-back summer cruising and with nothing to spend, the 2CV is currently registered with non-transferable Victorian club plates. A roadworthy certificate can be supplied if sold in Victoria.

This 2CV Charleston is located in Melbourne and is regrettably being offered for sale due to a deceased estate.

CONTACT: Paul [beranger@bigpond.com.au](mailto:beranger@bigpond.com.au).

Phone: 0418 318 756.



### CV 2400 C-Matic

4/20

I have a 1979 CX 2400 C-Matic which I haven't used in at least 15 years. It was my pride and joy and bought from John Neomontis' workshop. An electrical problem around the distributor has not been attended to for years. I am not so young any more and would like it to go to a new home rather than see it wrecked. Silver in colour with the interior in excellent condition. I live in Yea, Vic. Phone John: 03 5797 2319

Photo for illustration purposes only. Ed.



### CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them. No charge.

Contact Leigh Snell [snelll@bigpond.net.au](mailto:snelll@bigpond.net.au) or phone 0427 812 945 or (03) 97721810



### NEW CLUB TOOL REGISTER

CCCV is putting together a Register of both Club tools and Members tools that would be available for members use. If you would like to be part of this scheme then please advise Peter Moloney of the tools you have available to list.

Peter Moloney: [treasurer@citcarclubvic.org.au](mailto:treasurer@citcarclubvic.org.au)

# Sales and Wants

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

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

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

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

Send to

**The Treasurer  
CCCV  
PO Box 122  
Nunawading  
Vic 3131**

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

## MEMBERS:

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

## 1985 Citroen 2CV Charleston

12/19

This has the biggest and highest output motor, the 602cc, couple with a 4 speed box, very cool shifting from the dashboard, has the disc brakes, the two-tone famous Charleston colours of red and maroon, new tyres. This is in great condition (bar a \$500-1000 fix to a drivers door scratch that we haven't fixed and have priced accordingly – maybe it doesn't bother you like it doesn't bother us) inside and out and underneath and under bonnet. Interior has been restored and mechanicals redone just before we bought it 5 years ago. Paint and glass and rubber are in good condition. The retractable roof was a bit worn and we replaced that with a brand new black factory piece specially ordered from Europe and had it fitted by a reputable auto upholsterer (Lee Bros, Albion) a few years back and is still in fabulous condition having been kept under cover since. This starts first pop every



time, has had the battery replaced in our time, stops well, runs well, steers well, cruises well. It is watertight with the new roof and the interior very nice. Under the bonnet has been fastidiously redone before our time.

Like a Kombi or an old Mini everyone loves the "deux chevaux" or "two horses" and you will get many admirers and comments when cruising. There is video via YouTube by clicking this link into your web browser.

<https://www.youtube.com/watch?v=3nhvtJrUjbE>

The car is in Brisbane and asking price is \$18,500.

Car is currently registered in Qld and VIN is VF7AZKA00KA0790017. Reg No: 967-VKV

Contact is welcome to [john@edicustoms.com.au](mailto:john@edicustoms.com.au) or phoning 0417 733 057





# Sales and Wants

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

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

This service is strictly CCCV members only

**CONTACT WOLFGANG SIEM ON 0425 872 082**



## 1992 Citroen AX GTi

12/19

Citroen's first green car.

Designed for ECO 2000 – French Government/Citroen project 1981

Brief: Dover to Barcelona 'on a single tank of fuel'

DESIGN – Bertone/Citroen – Trevor Fiore – Carl Olsen

WEIGHT – 640 kg

DRAG COEFFICIENT – 0.31

FUEL – 2.7 litres /100 Km (Guinness Book of Records)

DELIVERY – Single point fuel injection

POWER – 190 bhp (75 kw -100 ps)

TOP SPEED – 119 kph

VIN- VF7ZAZW0000ZW6533

Engine No. 1FS2R751514

REGISTRATION – 1QM 2BS

Asking \$7000

Contact Andrew Hepburn: [andrewh@internode.on.net](mailto:andrewh@internode.on.net)

Click on the link below to see photos.

[AXGTi for sale!](#)



For sale **Restoration project a 1967 D21** , often referred to as the one to have... " *the holy grail of D's* ". This D has the sloping dash, LHM (green fluid) and BVH (hydraulic gear change).

The car is located in Adelaide and has not been driven for > 25years and as such is in need of full restoration, but its pretty much all there.



The car's details are:

Engine number: DX3160438860

Chassis Number: A43306757

Contact is welcome to email: [lee.scholte@gmail.com](mailto:lee.scholte@gmail.com) or phoning 0407150038.

02/20



## BEAUTY IS IN THE EYE OF THE BEHOLDER

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options, like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on 13 46 46.



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STEFFAN ROSIER**

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stock and prices.***



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IN SYDNEY**

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

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Fax: (03) 9890 2856

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

[eai@eai.net.au](mailto:eai@eai.net.au)

[www.eai.net.au](http://www.eai.net.au)

## LHM SALES *(Strictly Members Only)*

ABN 74557610508

**\$12.00 for 1000 ml container**

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

*Note: Purchasers must receive a receipt.*

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

Also available from club shop at club meetings.



## Can a DS Drive on 3 Wheels?



Having written, edited and produced photographs for classic car magazines for over a decade, eccentric Englishman Ian Seabrook focuses these days on his YouTube video channel — [HubNut](#).

He has just released a video

where he tries to determine if a Citroën DS can be driven on three wheels.

Although you might cringe at him removing the hubcap with a screwdriver, (the tool to do that is the “J arm” part of the pin that goes into the jack stand support to secure it at a given height), he pretty much gets the rest of the wheel removal process correct.



Ian Seabrook

Towards the end, there is also a good demonstration of the DS turning headlights in operation at dusk.

Can it drive on three wheels? See for yourself:



*Citroën member Dave Agar holds up the jack stand support pin with “J arm” — used to pry-off DS Hubcaps.*



Citroën 18th April.

**Pleiades**  
Automotive Hydraulics (Australia) Pty Ltd  
A.C.N. 087 262 388  
« THE CITROËN HYDRAULICS SPECIALISTS »  
Over 35 years experience

We recondition: - Steering racks, Pumps, Spheres, CX steering control units, Gas struts, Height correctors, BX strut etc.

We supply (Ex UK): - Corrosion resistant pipe, Flaring tools, Fittings, Seals & a wide range of Citroën Spares

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



AUSTRALIA: -

PO Box 834 Childers Qld 4660  
Phone/Fax (07) 4126 2502  
Mobile: 0427 161 132  
email: [pleiadesauto@hotmail.com](mailto:pleiadesauto@hotmail.com)

UK: -

12a Brookside  
Sawtry Cambs PE28 5SB UK  
Tel/Fax: (001144) 1487 831 239  
email: [Pleiades.sawtry@gmail.com](mailto:Pleiades.sawtry@gmail.com)  
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