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THE **CCCV** **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

November 2015



DS/ID
Diamond Jubilee
edition

IN THIS ISSUE

Project S

Citroen DS

1972 Citroen DS Break

DS/ID Diamond Jubilee Run

In memory of Ian Norman.

CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

- 1/ Car owner to complete and provide to CCCV's CPS Secretary (see above for contact details) a **Club Permit Application** (revised edition 31/1/15). Car owner must advise CPS Secretary of compliance or otherwise of any modifications 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).
- 2/ CPS Secretary to sign and handback to owner the above Application once he has (a) ensured owner is a CCCV financial member and (b) reasonably ascertained that the car is safe for on-road use and meets the vehicle category requirements.
- 3/ Owner to 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

Additional requirements to above if it is first time a vehicle is being recorded under CPS.

- 1/ **RWC** to be provided to CPS Secretary along with **Vehicle Eligibility and Standards Declaration for Club Permit Vehicles** (new form) and **Proof of Ownership**.
- 2/ If car has modifications beyond those normally allowed (VSI 8, VSI 33 & Schedule 2), 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/ Car owner to 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 to advise 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>



Dear Members,

Whilst John and Helen are delighting in the beauty of the Daintree, palm fronds kissing the clear waters and waves lapping at their toenails, the president's report would have been the last thing on their minds. So, here's my chance

to play president for this edition.

Firstly, a sad reflection. After returning from the D Jubilee run, news came through that Ian Norman had passed away. Ian served on our committee and was editor of the newsletter for a time. For those of us who knew him Ian was a most amiable fellow, technically clever, modest in his achievements and engaging in his manner. Ian was well known in the model railways' fraternity here and abroad and often a mentor to like-minded enthusiasts. Technical problems did not faze him so the challenges of owning a CX, a DS and a C5 were just that – a mix of pleasure and pain. Ian's wife Ann thanked us for the messages of support and to those who attended the memorial service at short notice. Vale Ian Norman.

Having alluded to the idiosyncrasies of Citroen ownership it was with some anticipation that we set off on the Jubilee run last month to celebrate 60 years of the DS/ID. This turned out to be a test of ingenuity for a few of the owners as technical hitches periodically presented themselves. But, for most, it was trouble free touring. Some 28 cars travelled in a loose convoy over ten days from the starting point at Rutherglen. Then further overnight stops at Bright, over My Hotham to Lakes Entrance, Eden, Batemans Bay, Shoalhaven Heads and finally Mittagong. There were so many highlights that I just can't list them all but the main one being the wonderful camaraderie amongst the touring group. We had dinner provided by the Sapphire Coast Historic Vehicle club in their fabulous clubrooms near Eden. They have seven acres of land, workshops and display areas we could only dream about. The club is restoring a Citroen 5CV with the help of students as part of an education program. (Anyone willing to donate 5CV parts to this worthy project can contact Ali McQueen 0419 527 757 or email alex.mcqueen@bigpond.com)

FRONT COVER

The Citroën DS, as a 20th century design icon, deserved a sculpture.

There was widespread interest in the cars as heads were turned in each country town. More Ds from the NSW club and Canberra turned up at our show and shine in Moss Vale including a self-made convertible. Dave Rogers took out the prize for the best twin headlight model. The single headlight award went to Grahame Vaughan.

Acknowledgment must be given to Rob Belcourt and David Gries. They nursed Bruce Stringer's D-Special 400km on an overnight drive from Bright to Leopold after the starter motor failed. It was non-stop driving and a short rest before re-joining the group next morning in Bruce's C5. Now that's fellowship for you!

Bruce and Bev Stringer, together with Brian and Esther Wade, organised and led a fabulous tour. Countless hours went into making this a success so hearty congratulations to them and CCOCA.

Don't forget the French Car Festival on 1 November, it includes our combined clubs concours and will delight your senses.

Finally, we welcome one and all to the main club event for the year, our AGM on 4 November. You will help to elect worthy officials to carry the club into 2016. It's not to be missed.

Tom Gruzca
Vice President

Geoff Weber with the commemorative model for Ferdi to take to Motorclassic.



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.

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

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



NOTICE BOARD



CCCV Website Password Update

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

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

New Members (Subject to committee approval)..

CCCV welcomes the following new members to our family: Matthew Miller, Craig Smith and John Lengton . We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00 per l. LDS available at club rooms on club nights only at \$25.00 per l.

Events Calendar		2015	Draft Activities Program	2015		
Oct	7	Club Night —Bush Mechanics?		Nov	1	French Car Festival
	2-11	DS Anniversary Run				Como Park Nth Sth. Yarra
	18	Take your tops off—All convertibles	☐		4	Club Night AGM Note change
		10-00 AM Stamford Hotel— see Oct N/letter			22	Festival of Cars RACV at
	18	Mossgreen Car Auction	☐			Cruden Farm, Langwarren.
		935 High St Armadale		Dec	2	Club Night TBA
	23-25	Motorclassica Royal Exhib. Building			13	Christmas BBQ - see opposite page
<p>For more details on club events contact</p> <p>John Dorgan on 0437 289 084</p>						
<p>Monthly 1st- <u>Chit-Chat Tuesday</u> Jetty Cafe Corner of</p> <p>Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from</p> <p>10.30am CCOCA & CCCV event for cof- ☐ fee & chat.</p> <p>Denotes a Non CCV sponsored event.</p>						
				Feb	3	Club Night
				Mar	2	Club Night
					4-7	4 Day Grampians Getaway.
					25-28	Citin Echuca.
<p>2016</p>						

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C5	Leigh Snell	9772 1810
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

*Citroën Car Club of Victoria
French Classic Owners Club of Australia
present*

French Car Festival Sunday 1st November 2015

TIME 9-3.30pm
Presentations 2.30pm

WHERE
Como Park North
South Yarra
Melways 2M/D2

ENTRY \$ 5.00 per car.

WELCOME!
We welcome all models & members of French Car Clubs to this fun day of Show & Shine.

SPONSORS
Citroën Australia and
Alan Mance Citroën






Coffee
Pizza
Club Shop



Citroën
Peugeot
Renault
Simca
Delage
Solex Bikes
Other French Cars

Featured in
"JUST CARS" &
other local papers.

Website www.citcarclubvic.org.au
Contact John Myers 0423 930 999 or Ted Cross 9819 2208
Enter via Alexandra Avenue Melways 2M / D2

NOVEMBER 4TH

At our Club rooms

AGM

ANNUAL GENERAL MEETING

of the
CCCV



DECEMBER Sunday 13TH Joint CCOCA & CCCV CHRISTMAS BREAKUP—BBQ—Midday to 4.00pm

The venue is to be Frog Hollow reserve, Fordham Ave, Camberwell.

Melway 60B3, outside the CCOCA clubrooms.

Rooms to be open in case of late Spring rain.

Extra barbecues to supplement those already there.

A raffle has been masterminded, as we used to do.

The idea is that this will be our only December activity i.e. there would be no Club meeting on Wednesday 2nd.

BBBQ meat will be supplied free

BYO drinks, salads, cutlery/plates/serviettes, incl. folding chairs and tables.

RSVP TO ...BY 7TH DECEMBER. To Tom Grucza 0431 396 277



MEMBERS:

The New Club Website is now online .

Visit the site at citcarclubvic.org.au



VALE!

Ian Norman

Long time CCCV and committee member, and
former Editor has passed away.

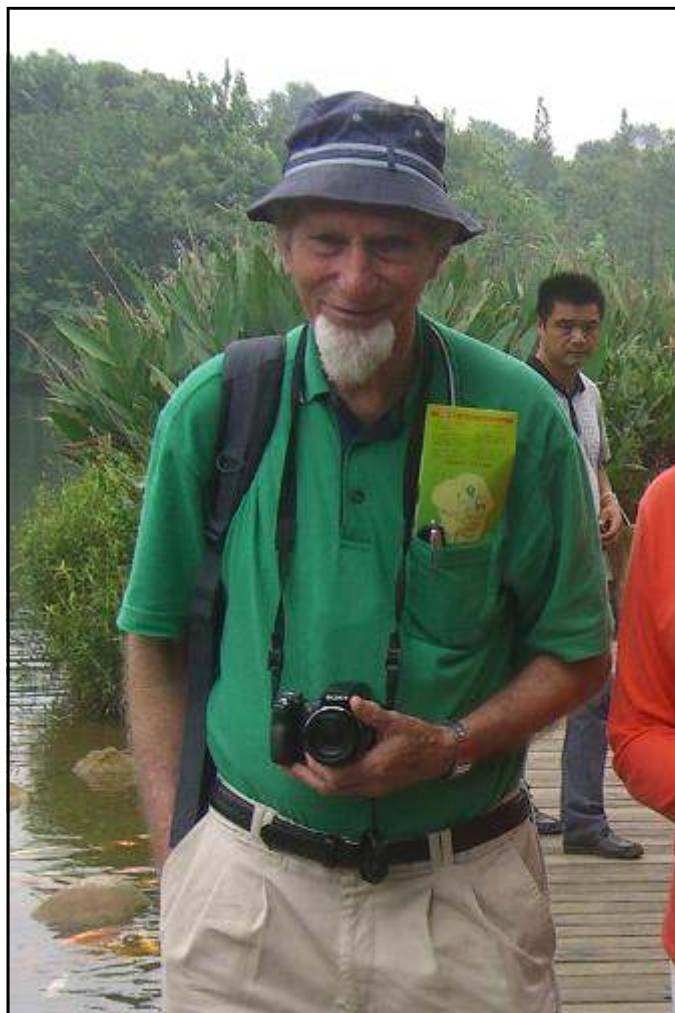
October 2015

It is with great sadness that I learnt of the death of club member Ian Norman. I clearly remember the day I was at home working on a car in the driveway and was approached by a man wanting to know about Citroens and the Citroen Car Club, and that he lived down the road and had a CX. That was the first time I met Ian and over the next few years I came to know Ian well as he became more involved in the club firstly ,on committee for 2 years then as editor for 3 years. Ian was dedicated in everything he did, and the magazine was no exception. It was always produced on time and with enthusiasm which showed in the interesting articles he sourced. Several club members will have happy memories of the trips Ian organized to Vietnam and China.

Outside of Citroens, Ian was an enthusiastic member of the O gauge railway guild and spent several years building a layout that filled his double garage and spilled out into the back yard. The quality of his scratch built steam engines and rolling stock rivalled many commercially produced items and in many cases were better. He was very generous with sharing his skills and helped many fellow railway enthusiasts build models and solve technical problems both mechanical and electrical.

Unfortunately Ian was not able to attend many club events in the last year as his health gradually deteriorated, Thank you Ian for your generous contribution to CCCV and to everyone who benefited from your extensive knowledge, expert workmanship in many fields, and gentle and friendly personality.

Peter Dekker



1972 Citroën DS Break: The Jalopnik Classic Review

Jason Torchinsky

I'll admit, when I moved to Chapel Hill, NC from LA last year, I was pretty despondent about leaving [LA's amazing carscape](#). I'm delighted to say that I was more pessimistic than I needed to be. This was proven conclusively when I passed a house, not five minutes from my own, that was infested with Citroëns. Seeing this place was just what I



needed.

Of course, when I see a place with interesting cars, I'm pretty much legally required to find out who owns the cars and talk to them, rewarding their bold car choices with what could easily be the most unpleasant three minutes of their lives. Happily, like most people with interesting taste in cars, the owners proved to be engaging, pleasant, and very willing to talk about their Citroën fleet.

The owners were Renate and Til Stürmer, who, along with their young son Leo, live with a whole stable of Citroëns: two 2CVs (1981 and 1976), a '72 DS21 Break, a '67 DS sedan, an '87 CX (likely to become a LeMons car), and a '71 SM. That's amazing. What's more amazing is that one of the 2CVs and the DS Break are their regular-use, daily drivers — these guys eat their own escargot, as it were.

I'm just going to reiterate this because I think it's so fantastic. In an era where so many moms are paranoid about putting their kids into anything other than an airbag-gorged light tank, Renate is putting Leo into a car seat in the back of that 2CV and taking him to school or wherever. And as a result Leo is going to be one of the coolest kids in his class, no contest. He, of course, loves it.

Til's family got a 2CV to replace their Fiat 600 when Til was growing up in Germany, and his love for the Tin Snails started there. His father was always "thrilled by the complexity" of the Citroën DS, but "never dared" buy one



himself. His mother drove that 2CV for years and years, and eventually it was passed down to Til, who's keeping it in remarkably good condition.

When I visited, Til had just refurbished the '81 2CV's gas tank, and when he showed it to me the strangeness of the 2CV really hit home. It looked like he was holding a watering can. And that's sort of how the 2CV fundamentally is: a collection of parts that are each designed to be the most basic, simple, efficient way to get the job done, even if the result is absurd looking.

The DSes are a very different story. It's really sort of crazy to think about the Citroën of this era, making simultaneously one of the most complex and sophisticated cars of the time right alongside one of the crudest, simplest cars, and with almost nothing in between. That's what I love about the company — they were literally all about the extremes.

It was a grey sort of day when I visited; with a light rain drooling down like God fell asleep with His retainer in His mouth. That meant that the pristine '67 DS sedan would wait until a nicer day, but Til was more than happy to let me behind the wheel of the US-spec '72 DS21 Break. Break is what the French call a wagon, and I was what the French call a "delighted idiot."

Before I get to the full review, let's just try to put the DS into context, a bit. When it came out in 1955, it was so far ahead of anything else around that if the French claimed they captured a UFO during the end days of WWII and the DS was the result of what they'd learned, nobody would have given it a second thought.

"Ah, okay," we'd say. "I get it now."

It was like they put away everything people knew about cars and just started with a clean page. Well, except for the old, holdover 1911cc engine. But still, that barely mattered, because the DS is, even more than most cars, more than the sum of its parts. It didn't really matter that the first engine they used was sort of long in the tooth, because it was just one piece for that whole amazing hydraulic system and that incredible, advanced body, and that space-ship-cribbed interior. Maybe a Tesla is the closest analogue we have today?

The DS isn't everyone's cup of hydraulic fluid, but I personally love the cyborg-shark look of the car. I'm marking down this particular one a bit because, as a US-spec model, Uncle Stupid decided that the amazing glassed-over, directional headlights used in Europe were too good for us, so US DSes got a pair of plain-old round sealed beams. It's not terrible, but the Euro lights just look so much cooler.

Also, for some reason the original indicators were deemed unworthy, so they got little ribbed covers and round ones slapped under the bumper. I'm not sure what we were thinking, either.

The DS is one of those rare cases where I think the sedan looks better than the wagon. That's not to say I don't love the way a DS Break looks, because I do, but the original teardrop profile of the original DS is just too hard to beat.



They all came in two-tone, which I think works really well here, and overall I find the car sleek and futuristic in that future-that-never-quite-was sort of way. I love the canoe-full-of-pool balls taillights and that fantastic clam-shell tailgate/hatch.

The tailgate is worth its own mention here. When it opens, it doesn't take up much space behind the car, and it gives incredible access to the interior. The lower gate can be used to extend the loading area, and there's even a hinge on the license plate so when you drive with it down, your plate can remain visible and everything stays nice and legal.

I love the look of the DS, and even with my caveats about the wagon compared to the sedan, I think this is a fantastic, striking looking car.

Citroën really thought through about what would make a really, really useful wagon, and they were wildly successful in the interior. First, the cargo area is pretty huge for a wagon of this size, and it's got a totally flat loading floor. The rear seatback is metal, so it extends the load floor further when folded down.

The front (split bench) and rear bench seats are, let's be honest here, couches. Or even sofas. They're overstuffed and you sink into them like a favourite armchair and they just don't feel like the sort of thing you're used to in a car. They're incredible.

In addition to the front and rear seats, there's a pair of very usable jump seats in the cargo area, staggered and facing one another. They have much more legroom than you'd think, and fold away totally flat, thanks to the spare tire living in the nose in front of the engine. This car could seat eight with ease.

My one complaint is that Citroën, like seemingly every car designer in the 1970s, decided to let the guy who designed Hi-Fi sets and clock radios for Sears take over the interior design of all their cars. Where a DS's dash was once this grand, space-age study in interesting materials and mid-century simplicity and elegance, now we see those same novel, carefully thought-out forms, but covered in black textured rubber and plastic, always in danger of being slapped with substantial acres of fake woodgrain.

Everyone in the 70s fell into this trap, but I'd kind of hoped Citroën would have risen above. Sadly, that's not the case. Even so, there's still a certain charm to it all, and the whole thing just functions so damn well, I'm still giving it an 8

This DS has an engine that's more worthy of the car than the original 1911cc Traction Avant holdover, the 2175cc four. This one I believe is the fuel-injected one, which made about 137 HP and about 130-140 lb-ft of torque. The carburetted version of the engine is only making about 109 HP, though. For the era especially, the power's not too bad, and the car isn't ponderous or slow. Of course, it's not particularly fast, either, making 0-60 in around 12 seconds or so.

That barely matters, though. Driving a DS is so different-feeling from a conventional car that you don't even judge if it's fast or slow — it keeps up, it gets you to the speed you need, and it works. Where many cars are defined by their engines, I felt like for the DS the engine is just the prime mover of a much larger surrounding system — the car's real mechanical character comes from its all-encompassing hydropneumatic system, and I suspect you could swap in almost any other similar four-banger and not lose a crumb of this car's character.

Like almost everything on the DS, the brake system was way ahead of its time, advanced, and strangely idiosyncratic. The first thing you notice, of course, is that unlike, say, every other car you've ever driven, ever, there isn't a brake pedal. Instead, there's this funny little rubber mushroom/foot-button thing.

To look at it, you'd think it'd just be like an on/off sort of switch, since it doesn't appear to have any travel. But you'd be wrong. Thanks to some of the blackest French magic, it's pressure sensitive, so the harder you mash that mushroom, the harder you stop.

And what that mushroom is controlling is a set of the first front disc brakes ever used on a mass-production sedan. And even that's not enough — these discs are *inboard*, to reduce unsprung weight, and they have their own dedicated air ducts to cool them.

The result is that the first time you use the brakes, you'll stop way too hard and short, because your feet have no idea what to do with that rubber button. But after a few tries, you'll figure it out, and you'll soon come to respect these powerful and very controllable brakes. I once I got used to it, I found them quite intuitive and very effective.

One detail about the brake system: it uses the same green hydraulic fluid (a green-dyed mineral oil called LHM) as the whole hydropneumatic suspension system of the car, and that green fluid is really the green blood of the DS, flowing through pretty much everything, like a Vulcan. I wouldn't be shocked to find that the radio used it for volume control or something.

Prior to the green fluid, which is non-corrosive, the DSes used regular red brake fluid, which had the nasty side effect of eating away at the rubber hoses and seals. The green fluid is much, much better, but it took Citroën years to convince the US to let them use it as brake fluid, too, since it isn't you know, *technically* brake fluid. That delayed adoption in the US until '69 or so.

The emergency/parking brake is well-designed, too, and at rest sits in a position just like a brake pedal, ready for a panicked foot if needed. ink or pixels on the subject, but then you get a chance to drive one for yourself and you're just as bad as anybody.



CCOCA Proudly PRESENTS Cit-in 2016

March 25th to 28th



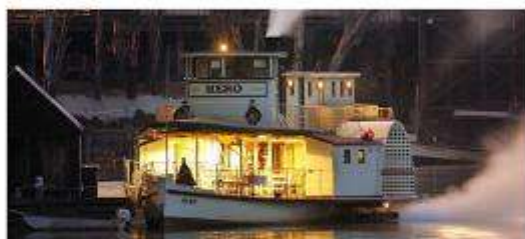
Echuca and Moama, its twin town on the opposite bank of the Murray, is the home of paddle-steaming in Australia. Echuca's historic port precinct will be a real focus for Citroën in 2016. CCOCA will welcome you from Friday afternoon. **Registration will be at the Macare Motel** from 3pm. Finger food will be served from 6pm. Refreshments [to your account] will be available.



Line up your car at the Port of Echuca on Saturday morning for our Show and Shine, and then you might like to start your river experience with a visit to Echuca's Farmers' Market.



At lunch time we will be visiting the Great Aussie Beer Shed where we will be tucking in to a spit-roast lunch. It is the only museum of its kind in Australia.



Clearly, no visit to Echuca is complete without a ride on a paddle steamer, and we will take a steamer downstream on Saturday for a delicious 2 course dinner and wine-tasting at Morrisons Riverside Estate. Morrisons is justly proud of its location: every seat boasts a river view.



Sunday morning will see us all head off on the Observation Run, (or a pleasant drive in the country for those not taking part), which we will complete on our way to the Moora Working Draught Horse Master. You can see these Gentle Giants ploughing, harrowing, scarifying and pulling wagons. There will be working displays of the hay sweep and grab and you might even like to drive a Clydes [under supervision]. Or join the tug of War: children, ladies and men against a Clydes. Only the ladies have ever beaten the Clydes!



On Sunday evening we cross the Murray to the Moama Bowling Club for the most formal event of the weekend - a full three course dinner, with dancing afterwards. Dress to impress.



Monday morning we will gather for a full breakfast with a hot and cold buffet served poolside at the Macare motel.

Booking

Booking fees are on a sliding scale, which means the sooner you book, the lower the costs.

Book by 1st Dec 2015: **\$325 pp**

Between 2nd December and 31st January: **\$240 pp**

Between 1st February and 19th February: **\$255 pp**

Children

5-12 years **\$65.00 (no discount)**

Under 5yrs: free

Refund Policy

Any cancellation received prior to February 29th will receive a refund of \$175.00 per person. Unfortunately, cancellations received after February 19th will not receive a refund.

Any refund over and above those amounts will be at the organizer's discretion.

Accommodation

1. **Macare** -- Port of Echuca 485 High St. Ph. 03 5482 5666 Holding rooms at \$155.00 per night. Mention that you are with the Citroën car club when booking. **Do not book on the web** as the Macare has taken a block booking for the club and you will find no rooms are available online. A great venue with a large central courtyard to display the cars. Will make for great photo opportunities. **Free Internet.**
2. **Comfort Inn Settlement** 405 High St. Ph. 03 53482 477 Rooms are being held until February 2nd 2016. Prices range from \$145.00 to \$220.00 per night.

Download **REGISTRATION FORM**



Citroën Classic Owners Club of Australia Inc.



REGISTRATION FORM

Cit-In Echuca 2016 Registration Form



Bookings must close by Friday 19th February 2016

Name: _____

Address: _____

Suburb: _____ State: _____ Postcode: _____

Email: _____

After Hours Phone Number: _____ No. in my Group: _____

Registration Fees:

Book By:

1st December 2015 \$225.00 pp.

2nd December 15 to 31st January 2016 \$240.00 pp

1st to 19th February 2016 \$255.00 pp

Children

5 to 12 Years: \$65.00 (No early payment discount)

Under 5 Years: Free

Names of members in your party including you.	Mobile No.	Dietary Requirements Please List Below	\$
		Yes / No	
		Yes / No	
		Yes / No	
		Yes / No	

Total \$ _____

Details of Special Dietary requirements: _____

Payment:

- ☐ I enclose Cheque or Money Order payable to Citroën Classic Owners Club of Australia Inc.
- ☐ I authorise CCOCA to charge my credit card with \$ _____

Visa and MasterCard Accepted:

Name on card: _____

Card No: _____ Exp. Date: _____

Signed: _____

**Any cancellation received prior to 19th February will receive a refund of \$175.00 per person.
There will be no refunds after 19th February 2016 or at the discretion of the organisers.**

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



EVENT NAME: **4-DAY GRAMPPIANS GETAWAY**

WITH LEE & GRAEME DENNES

WHEN: 4-7 March 2016 FROM: BP Service Station, Rockbank, VIC

TO: Halls Gap, VIC

COST: At own expense

BOOKING: Essential - see details below

BRING: Everything for a 4-day excursion

RSVP: Lee Dennes

0438 286 181

activities@citroenclassic.org.au



This time we venture to The Grampians, which was briefly visited by some of us earlier this year while travelling with Teddies Terrific Tour.



We will visit spectacular lookouts and waterfalls, drive along many and varied scenic roads and enjoy picnic lunches along the way.

Each evening we will gather at the camp kitchen to enjoy a meal, each other's company and tell tall tales.

Please note: We may travel on some gravel roads which are well maintained.

Accommodation Booking:

Our accommodation is at the Halls Gap Caravan Park, Grampians Rd, Halls Gap VIC 3381

Phone: (03) 5356 4251

Web site: hallsgapcaravanpark.com.au

A variety of cabins are being held for us until **31 January 2016**.

Advise you are with the Citroen Group to obtain your 10% discount. Also ask about other cabin availability as not all cabins in the park have been placed on hold but may still be available.

NOTE: Do NOT book your reservation online!

There will be opportunities for those who wish to go walking.

Which I am, too, because I want to tell you how remarkable riding or driving in a DS feels. I can't really make any magic carpet comparisons, because the only magic carpet I have experience with was an old college roommate's rug that was so saturated in booze and various drugs that rolling around on it would give you a pretty reasonable high. But I am familiar with that old standard of luxuriant automotive ride comfort, huge American 70s and 80s cars like Cadillacs and Lincolns, and I can say the DS soundly beats them at their own soft comfort game.

Where a softly-sprung 70s Caddy feels like riding a couch over a massive wad of marshmallow fluff, wallowy and with a sort of oceanic motion, the Citroën feels more like some kind of hovercraft. The suspension isn't so much soft as it is laser-focused on the goal of dealing with all the imperfections of the world so you don't have to know they exist.

The car doesn't wallow — it glides, it floats, it stays level and composed even if you're driving over a road made of railroad ties and concrete-covered rhino carcasses. You can sort of hear and feel it working, distantly, but the end result is the body of the car stays level no matter what.

There's a lever on the left lower foot well side that lets you pick multiple ride heights, from low-rider-friendly slammed to off-road. On the wagon, the rear is designed to compensate for any extra cargo weight. It works slowly, but effectively. Here's a test with Til sitting on the rear tailgate to show you how it works:

It's amazing. It feels robotic, almost, in the way it reacts, on its own, to its surroundings. This car is over 40 years old and yet manages to feel more advanced in some ways than cars being built today.

Based on the soft ride, you'd think there'd be pretty significant handling compromises, especially if all you had to compare to were big old softly-sprung American RWD sedans. The DS is an entirely different beast. It's FWD, with a longitudinally-mounted engine behind the transmission, putting it in an essentially front-mid placement. The roof fiberglass, among other efforts to keep the weight and center of gravity low.

I only drove it around neighborhoods in Carrboro, NC, not on a track, but I can tell you it handles and feels more like a slightly understeering Japanese FWD car than anything close to its size and feel. There's a bit more body roll on occasion, but less than you'd suspect, and it stays controllable even at speed in sweeping curves, for example. The steering is precise and responsive, even if almost all the feel is filtered out through all that green hydraulic fluid. It never feels ponderous or floaty, and even if the ride is smooth and soft, the handling is puzzlingly crisp and taut.

It's hard to actually make the ride feel and the competent handling fit together in your head, but there it is.

First off, this was the first four-on-the-tree I've ever driven, and that alone was a pretty big treat. I've driven a column-shift three-speed before, but having that full H-pattern up there and sideways was pretty novel. And, it was less difficult to get used to than you'd think.

The DS was originally conceived with the hope of an automatic transmission. And the truth is that this is one of the few cars I can think of where maybe an auto just may be the right choice for the character of the car. Til's lovely '67 DS sedan is an auto and on this car I see the appeal. It's all so power-assisted for everything else, why *not* have it shifting its own gears?

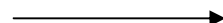
That said, shifting on the tree in this big green frog was fun. The synchros were worn for first and sometimes second, so it took a bit of practice and double-clutching to get it right, but that's more a factor of age than the car itself.

This DS Break feels like it can do absolutely everything you'd need. Have to transport an acapella group of six people and two kids to the airport to get them the hell out of your house? The DS can do that. Have to get a whole



bunch of 2x4s and bags of cement from Home Depot? Fold the seat down and drop that tailgate, and the DS can do that, too, and even make sure you stay nice and level in the process. Need to do some light off-roading? Crank that lever to the top and get six full inches of ground clearance. Need to take a long highway trip in extreme comfort? Done? Want to do all this and still get about 25 MPG? No problem.

Even if you took away the striking looks and all the strange little quirks, it'd still be simply a really practical car. The unusual technology the car's packed with isn't just to be weird, it's to make life easier. Have a flat? The DS can jack itself up with its hydropneumatic suspension. There's no jack — just a stand to stick under the car after it does the hard work of jacking itself up. And, it can even drive with [just three wheels](#), as we've all seen.





p13

The DS even provides if, say, your battery goes dead. It's one of the few cars of its era to still come with a starting crank. So, if you have a dead battery and there's no one around to give you a jump, why wait for some stupid tow truck when you can just crank-start your engine yourself? There's been many times I've wished for this in my cars.

Have a fender-bender? All the body panels are unstressed skins and can be replaced with just a few bolts. Sure, getting parts is becoming harder, and was never that easy in the US, but a minor accident doesn't have to be the painful, expensive affair that it would be with most classics.

This is absolutely a usable classic, and one that doesn't even demand that many compromises from the owner. And this family is perfect proof of just that.

No question here. There's two fluids pumping all through this DS: green hydraulic fluid and thick, creamy Characterol, the liquid form of raw character. This car still looks like nothing else out there, and the wagon version, while maybe not quite as lovely as the sedan, has an extra bit of rugged charm all its own.

A DS feels alive in a way that so many other cars don't. When you park and turn it off, the hydraulic system gradually de-pressurizes, so the car slowly sighs and hisses and settles down into a crouch, like a lion settling down for a nap. It really makes the car feel like some sort of mechanical organism, and it's great.

When you start it up, the reverse happens, and it picks itself up and gets ready to go. I never got tired of watching it.

The one-spoke steering wheel, the brake mushroom, the whole interior layout even in the much less cool later interior still stands out, and there's interesting details everywhere. I maybe should have mentioned this in Usability, but an interesting example of this is right in the speedometer. Inside the dial, there's a rotating disc that shows the stopping distance from your current speed. It's one of those great, simple ideas that makes everyone who gets in the car wonder why the hell don't *all* cars have that? It's practical and cool and unusual, all at once.

You feel great just being anywhere around this car. It makes any trip vastly more interesting, and that's the highest praise you can give a car's character.

Citroën DSes have always had a loyal following here in the US, though many potential buyers can get scared off by the perceived complexity. And, sure, the car is complex, but as Til told me, it's really no more complex than many other premium cars of the era, and compared to classics that used

primarily electronics to achieve their sophistication, the hydraulic system may actually be easier to deal with.

Unlike electronics, you can actually physically see and feel what's going wrong in the hydraulic system. In the end, it's all just hoses and valves, and if one's broken or leaking you can find it, and that can be much easier than running down gremlins with a multimeter. Take care of the system and it's surprisingly robust.

This American-market-spec DS with its less-desirable lights is a bit less valuable than a Euro-spec one, but one like this in decent shape could actually be a decent bargain, comparatively. Prices vary wildly based on condition, but it's still possible to find decent, running project ones well under \$10K, albeit pretty rarely. Restored examples hit from \$15,000-\$25,000 depending on condition, rarity, etc. These aren't getting any more common, and I'd expect prices to keep rising as time goes on.

They're not for everyone, but they're definitely collectible.

This is an amazing car, no matter what. Usable, unique,



technically novel, and a joy to drive. No wonder they call these things goddesses.

Engine: 2.1-liter inline-4

Power: 137 HP (109 for carb version) @ 5,500 rpm / ~135 (again, this varies) LB-FT @ 3,000 rpm (est)

Transmission: 4-speed manual, on the tree

0-60 Time: Around 12 seconds

Top Speed: ~105-110 mph or so

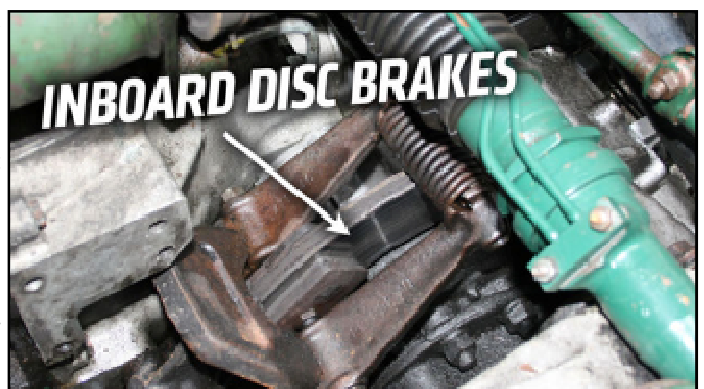
Drivetrain: Front wheel drive/ longitudinal/front-mid

Curb Weight: ~2,900 pounds

Seating: 6 people and 2 more in the jump seats

MPG: 25 mpg city/28 mpg highway (U.S. and estimated)

MSRP: Approximately \$3500 in the US, in 1972. About \$20,000 in today's money.





Diamond

Rutherglen Vic. to Mittagong NSW via Bright, Mt Hotham, Om

1955—



Beechworth



1st Prize winner for the single headlight model -

Grahame Vaughan



Picnic on the run



Julian on the ladder lining up for a mass car shoot.

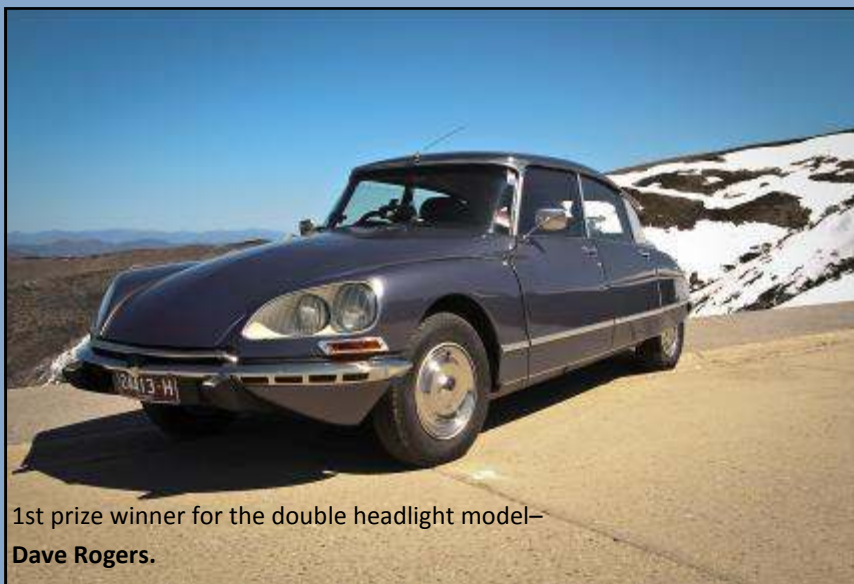


Car shed at Bundanoon

d Jubilee

eo, Lakes Entrance, Batemans Bay, Shoal Haven Heads, & Bowral.

-2015



1st prize winner for the double headlight model—
Dave Rogers.



The organizing committee receiving their congratulations for producing such
a great celebratory car run.

Bruce & Beverley Stringer, Brian & Esther Wade, Robert & Kay Belcourt.



Jim Hepburn, Sapphire Coast
Historic Vehicle Club's surprise
entertainment. Many laughs.



Citroën DS

1955 - 1975

Country: 

Engine: 4 cyl.

Capacity: 1911/1985/2175/2347 cc

Power: 63/84/109/115/141 bhp

Transmission: 4/5 spd. man & semi
auto

Top Speed: 135-188 km/h

Number Built: 1,455,746

Collectability: ★★★★★

Introduction

Seen as one of the most innovative cars of its era, the Citroen DS was introduced in Paris in 1955. The major reason of this was its suspension with engineers introducing self-levelling with hydraulic hydropneumatic struts and unique adjustable ride-height facility allowing the DS to raise itself over rough terrain.

Once the engine was turned off it sank slowly until it sat squat to the ground. The same engine controlled ultra-sharp power steering with clutch less hydraulic gears. It was housed in a futuristic five-seating body with panels that were detachable and was seen as a decade or two ahead of its time.

Combined with front four wheel drive it handled sensationally making the ride seem like a magic carpet. Unfortunately, its antiquated engine was its downfall with the 1934 design from the Traction-avant making it unworthy on a machine so advanced. A correction to our previous claim that the DS had 4 wheel disc brakes has been corrected by a visitor - *"The DS never had during its production run 4 wheel disc brakes. The front brakes were inboard Disc's mounted on the output shafts from the Transmission and the rears were standard drum."*

In the mid sixties a more advanced two-litre four cylinder was introduced, but the results were still short of the smoothness that this car deserved. Models were downgraded with fewer

power-assisted problems and less bhp which resulted in huge appeal to Parisienne taxi-drivers whilst the Safari Estate were viewed as ultimate family haulers and the beautiful DS decapotable convertible being exclusive and pricey.

The Citroen DS21 Fuel Injected

One of the criticisms of the DS21 was the lack of power. Rather than add cylinders, the engineers added fuel injection to the trusty 2.2 litre engine; they employed an adapted version of the Bosch electronically-controlled system like that which was already being used on Mercedes-Benz and Volkswagens. The system had sensors monitoring engine speed, water temperature, throttle opening and atmospheric pressure, and fed this information to a computer that in turn dictated the action of the solenoid-operated injectors. Brake horsepower leapt from 115 at 5750 rpm in the twin-choke Weber-fed engine to 139 at 5500 in the injected mill. The torque increase is almost as marked, going from 126 ft/lb at 4000 rpm to 144 at 4000. Which wasn't bad for a 2.2-litre four.

But Citroen, quite rightly, liked to emphasise the greater torque and far flatter curve, which made the Citroen extremely flexible and pleasant. In fact, the torque curve was so flat that the engine could pull smoothly from 1000 rpm. Around town this was a big plus, as you no longer needed to work the gearbox so routinely. However, if you were inclined to wind the motor out to its 6000 rpm red line it would give you scintillating performance although it does come at the expense of loud chattering and tractor sounds from under the bonnet. First gear ran to 35 mph, second to 54, third to a very good 80 and fourth 110. Slipping the column shift into fifth then let the Speedo continue winding rapidly to just over 120 for a genuine 118 mph at the top end. There were plenty of highways in Europe and Australia where this kind of effortless driving was a big plus.

Because fourth ran out to 110 overlapping usefully into fifth's domain, hills weren't a performance sapper and extremely high averages were easy to maintain. And with fuel injection, the DS21 offered exceptionally good economy too – always well above the 20 mpg mark. But regardless of any fuel injection setup, many were asking how a 2.2 litre engine could be putting in the performance figures when it had to lug around what was a heavy car. The answer was because of the DS21's fabulous aerodynamics, particularly in the underbody shape. With the adjust-

able pneumatic suspension set low for highway work, the body squatted low, letting the air pass smoothly under and over its shell. This helped keep wind noise down, too, so above 100 the only noise was from the engine, not the wind.

Surprisingly, the Citroen did suffer to some degree from instability in cross-winds at very high speed. The steering was rack and pinion with a strange servo assistance that took time to get used to. It was hyper-sensitive, even twitchy until you had become familiar with it and learnt to use just the right amount of precision. The Citroen's suspension - incorporating the adjustable hydro-pneumatic system - was by unequal length parallel wishbones with self-levelling oleo-pneumatic struts and an anti-roll bar at the front and trailing arms with similar struts and another anti-roll bar at the rear. On the road, the Citroen displayed little true front-wheel-drive characteristics even though 67 percent of the weight was in the front. When hard pushed it didn't insist on charging straight ahead in a bend. But that steering sensitivity, unorthodox suspension and hydro-pneumatic system did combine to make driving the car properly a little tricky at first.

For example, cornering at speed required far finer steering judgment and precision than was usual in contemporary passenger cars, and more efficient use of power off and power on coming into the bend. At first you tended to leave the approach line a little too late, which usually resulted in the car running out fairly wide in understeer through the exit. Simply backing off the power did not necessarily have the desired effect of tightening up the nose, so it all depended on how much power you had on tap to hold the car in tight. Provided you were in the right gear before hitting the corner, hard acceleration would drag the car around very tightly, flatly and smartly. But if you found yourself mid-corner and in the wrong gear, the Citroen would continue in a wide understeer arc. To drive the DS21 well you had to plan ahead and really drive the car in real enthusiast fashion, even though you were sitting up high in almost lounge chair comfort.

Mastering the driving technique may have been difficult or frustrating at first, but once the driver really tuned in to it on a winding road, gauging gears and approach speeds correctly, selecting just the right moment to lift off the power, then slap it back on, the car took on new proportions of smoothness, security and point-to-point ability. Speeds through corners would creep up to incredible levels. The long column-mounted gearstick turned out to be remarkably good, gliding from third to fourth, and

fifth it was very easy to select or disengage. Reverse (opposite fifth) was locked out.

The Magic Carpet Ride

But the DS was not without critics. Many road testers spoke of the agricultural noise that the engine made, and given so little road noise entered the cabin, it was disappointing that so much engine noise did. There was also an unusual sway of the big body from side to side as it is wound from bend to bend. Some described it as body-roll, but perhaps "sway" is a better description, as the suspension setup was very different and did provide a similarly different sensation to the driver. If the car was leaning to one side as you come through a bend, it would switch very rapidly to a similar amount of sway on the other side as the car headed into a bend of a different direction. But this sensation was a small price to pay, as no previous car (and very few since) have ever given a ride that is akin to riding on a magic carpet.

The brilliant ride was achieved with the height control (selected by a little wire lever on the floor beside the driver's seat) set in one of the two recommended road positions - that is, quite low. Take the car up high (simply pull up the lever, rev the engine and wait a few seconds) and the ride became extremely firm. Citroen recommended high levels as suitable for stepping over culverts, logs or big rocks - but not for normal motoring. The hydro-pneumatic suspension had a "sphere" at each point and integral shock absorber in which the action of fluid and gas gave maximum suppleness and shock absorption. Automatic height correctors ensured constant ground clearance irrespective of load or its distribution. Looking at it, the DS did not appear to be such a big car, but looks were deceptive. It was 15 ft 10.5 inches and sat on a mammoth 123-in. wheelbase, which explained the incredible room inside the car. The boot was big, but odd shaped, so packing requires some thought, but you could get a lot of stuff in. The rear seat complimented the space perfectly, but the front buckets could have been better. They were soft, but didn't have enough lateral support so the driver and passenger would slide about uncomfortably at times.



The brake pedal was different, but some argued it was just Citroen trying to be different, and the big rubber "doughnut" on the floor between the clutch and throttle pedals did not make it easier to use. Like the steering it was highly sensitive, and could well have been the lightest brake pedal in the world at the time, which made toe-and-heeling impossible. But apart from the feel, the brakes were brilliant. The pressure-limiting anti-lock braking system would transmit its operation through the pedal under heavy braking, and they would stop the car steadily, smoothly and dead straight in 3.2 seconds from 60 miles per hour. Another engineering triumph was that under heavy braking the suspension system would make the rear dip, not the front, ensuring a constant level during crash halts. The brakes were 11.8-inch discs at the front with 10-inch drums at the rear. The discs were ventilated and mounted inboard.

The Citroen's dashboard was set high and deep. Most major controls were taken care of by three stalks on the steering column: a stubby lever on the left was the complicated light switch. On the right, a short lever looked after the indicators and horns (two-stage) with a longer one slightly behind it for wipers and washers. All were operated by mere finger-tip movement, minimising driver effort and confusion. Unfortunately, the instruments suffered a little from gimmickry. Both speedo and tacho were segmented into 10 mph zones with the segments falling on the fives (e.g., 55, 65) with numerals in between (e.g., 60). It might have been a good idea on paper, but it was confusing for many in practice. The tacho suffered similarly.

Another little DS quirk was the Speedo's rotating inner scale which indicated stopping distances in feet at certain mph levels. For instance, at 60 mph the indicator would say the car needed 250 ft to stop. In practice road testers could pull up in 146 ft,

so there was either a good safety margin ... or level of inaccuracy. There were no auxiliary gauges for oil pressure, temperature or amperes. Instead, these functions were guarded - along with the brake circuits and disc pads and other functions - by a special warning lights nacelle beside the Speedo. The outer part of this dial was segmented for the separate systems that were indicated by international symbols. In the centre there was a big red lens that lit up (along with the respective outer symbol) if any of the major systems failed, indicating that the driver should stop immediately. Pressing a button beside the dial before driving off each day provided a check on the systems - if they did not light up, one of the systems was faulty. If the footbrake light came on, the disc pads were worn and need replacing.

The ventilation and heating was elaborate, but the big fresh air vents at the far sides of the dash weren't adequately filtered, letting dust and gravel spew into the driver's face. Australian road testers found them useless on dirt roads. Of course the Citroen's "turning" headlights were legendary, but surprisingly until recent times no other manufacturer attempted to use a similar system, which shows just how advanced they were. The headlights were absolutely brilliant- the two outside lights (low beam) didn't move, and on their own were very good. It was the inner spotlights (on high beam) that swivelled, as the wheel was turned they followed the angle of the front wheels. The result was incredible night vision.

The Citroen DS's shape changed little in 20 years even when replaced by the [CX](#) in [1975](#) when its competitors were just making some headway. Many enthusiasts class the DS to the level of automotive art - how many other cars have inspired their own art exhibition?



Project S"



Produced by a Dutch group of SM enthusiasts



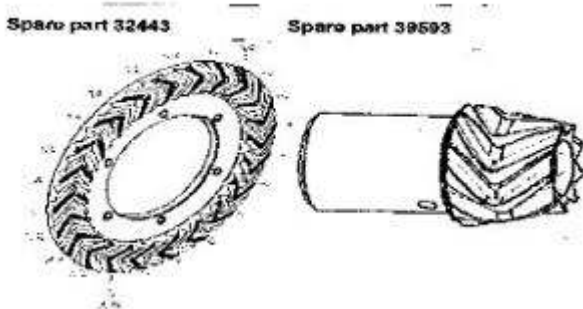
Jay Leno and film crew.

A fan funded film is currently being produced by a Dutch group of SM enthusiast, its called "Project S". All filming had taken place in Europe, interviewing key people involved with the SM, ie design, marketing and famous owners of the SM. The only remaining part of the project was to visit the USA , California (LA) as this was a very important market for the folks at Citroen responsible for the SM marketing.

The USA part was to include the worlds fastest SM, and interview with Bonneville record holders Sylvia and Jerry Hathaway and footage of their magnificent SM World's, Race Car.
 In addition the crew had asked if Jerry could arrange a meeting with Jay Leno so that they could include Jay's comments in the video. As you can see it all happened and Jay was very generous with his time and spent some 2hrs interviewing and showing his car collection.
 The DVD release date this is yet TBC, as the big job ahead is the editing the many hours of film.



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8/15



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9/15

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1962 ID19

7/15

I believe it is 95% complete (missing one headlamp & hub cap, otherwise has been on blocks and under-cover for past 20 years.

Contact Bruce Embleton

embletonlaw@westnet.com.au or phone 5456 2504 for more details and photos.



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Any inspection welcome. First to see will buy -

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Contact Dan 0408 991 700



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6/15

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