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**THE**

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# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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

**November 2016**

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### MEMBERSHIP RATE

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

### CCCV GENERAL MEETINGS

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

### CCCV COMMITTEE MEETINGS

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

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS

#### AND PAYMENTS

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

### CPS RENEWAL

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

### CPS NEW APPLICATION

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

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



I know some of you could not get to the French Car festival but those who did enjoyed an automotive feast. Firstly there was the charming maritime village of Williamstown which is worth a visit in its own right and is always something of a revelation to we of the Eastern side of the bay. Then there were the cars.

The 1909 Renault, all shiny brass and polished wood, was full of charm, Mark McKibbin's WW1 era Bugatti-designed Peugeot Bébé was a tiny jewel. The five Delages were big and handsome; the high-end sports cars of their day.

There were artistic touches too. Brian Reed's 2CV Charleston was displayed in a rural picnic setting which turned out to be the work of partner Cheryl. The elegant apricot-coloured satin seat cushions complementing the chartreuse-green 2CV was the work of owner Robyn Barlowe. The beautifully restored orange Renault Caravelle featured a matching bottle of champagne and sparkly glasses supplied by its lady owner. Put those together with Natalie Siem's hot hatch C4VTS and Marg Towt's immaculate 1990 red & black 2CV Charleston and you have a welcome trend. *Vive les femmes voituristes.*

A few of the Simcas were in as-found condition, having their own genuineness. Some were breathtaking examples of the restorer's skills, 50-year-old cars in showroom condition such as the 1954 Big 6H, a couple of Peugeot 403s and a Renault 4 whose engine bay you could eat your dinner off, if you were so inclined. Others were rolling restos, partly or nearly complete, their owners enjoying both driving and working on their cars while adjusting to the Sydney harbor bridge painting rule – the job is never finished.

This all makes judging very difficult. Tom Grucza and I had to help choose two Citroens to form a short list of two of each marquee for the judges to nominate category winners and best in show. Which of the near-perfect cars wins? The no-expense-spared professional resto? The never-driven trailer queen? The well-done DIY rolling

resto or the carefully maintained long-term owned and used classic with a little patina? Inevitably a lot of good work and loving care goes unrewarded but the judges made their choice and the most stunned man in Williamstown was our own Ferdi Saliba, whose 1962 ID19 won best-in-show against some truly superb competition. My guess is that the judges balanced all the above factors and rewarded an owner whose car is old, original, driven not hidden yet always maintained (by Ferdi) and presented in near-showroom condition. Well done Ferdi!

To cap it all off, we met and welcomed three new members, all with DSs. One of them, Michael Faulk, who is rebuilding a DS21BVH is in his early twenties which means our average age just dropped a few years. I hope you feel better for that. I do. So It was a great day for CCCV and indeed for all French car lovers.

As our new members appreciate the value of the networks within the classic car movement it was a good reminder to me that as well as needing each other to support our car habit, we chose to hang out together because of the quality of the company. I hope you will improve the quality of the company by joining us for the remaining events of the year. Apart from Motorclassica there are three: the November buy, swap & sell club night, the barbecue run to Fingal and the Christmas breakup barbecue with CCOCA.

Please remember, too that we need someone to take on the role of treasurer. You don't need to be an accountant; orderly thinking and an eye for detail and accuracy will get it done well. It is not a hard job and I will find you. You're the one with the beautifully presented car. With matching champagne bottle.

*John Parsons, President.*

#### DISCLAIMER

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

#### FRONT COVER

**Big 6 Traction at the French Car Festival held at Seaworks, Williamstown 2016**

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

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

# NOTICE BOARD

## CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au) and enter the password supplied by email sent you.

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

**New Members .** CCCV welcomes the following new members to our family: Ray Christy, Stelious Tsilas and Peter Blakey. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

**LHM OIL for members:** The price of LHM oil is only \$12.00 per l.

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

Events Calendar		2016	Draft Activities Program	2016
Oct	5	AGM & Post Raid overview		Dec 11 Joint CCOCA/CCCV Christmas barbecue, Sunday 11th December, Frog Hollow, Fordham Ave, Glen Iris (Melway 60B3), 12.00 noon to 4pm.
	16	French Car Festival— Seaworks Williamstown. Entry @ \$10.00 per car		<input type="checkbox"/> <b>BYO chair, table and everything else but the meat, which is supplied by the clubs.</b>
	21-23	RACV Motorclassica	<input type="checkbox"/>	<b>2017</b> Feb 19 RACV Classic Showcase <input type="checkbox"/>
	28-30	Rusty Springs CCOCA	<input type="checkbox"/>	Apr 14-17 Citin in Smithton Tasmania see pages 12-13
Nov	2	Club night— Buy-swap-sell		May 15 Annual Motoring Heritage Day <input type="checkbox"/>
		<b><u>BRING CLEAN PARTS, PROPERLY LABELLED</u></b>		<b>2018</b> Mar 30-Apr 2 Citin in Dalby Qld.
	20	Club Run— Fingal (Cape Shank)		For more details on club events contact Ian Downie on 0452 411 104
	20	Festival of Wheels Moorabbin Air Museum <input type="checkbox"/>		
	25-27	Geelong Revival (See ad in Sept newsletter) <input type="checkbox"/>		
		<b>Monthly 1st- <u>Chit-Chat Tuesday</u></b>		
		New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae ( opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat.		
		Denotes a Non CCV sponsored event. <input type="checkbox"/>		

## CCCV Club Advice Line

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

## Forthcoming Club Events

**November 2nd Club Night**

**Bring clean parts properly labelled.**

# SELL BUY SWAP

This is the perfect opportunity to trade car parts with other members and maybe find that special piece you have been looking for. Doors open at 7pm for set up. Parts must be clean of course and preferably labelled. We need to leave the display tables clean so bring covers if necessary.

If larger items are to be brought they can be placed on the floor or outside. Alternatively advertise them for free on the club website or in the magazine.

We will interrupt proceedings briefly to update you on club matters and events.

See you at "BS&S"

## Sunday 20th November CLUB RUN

Address: 30 Foam Rd, Fingal (near Rye ocean beach).

Melway 251 J3. Approach via Sandy Road..

Time: noon to 4pm.

**BYO everything, including table and chairs.** (Except BBQ)

Undercover area available if wet.



## Sunday 11th December

### Joint CCOCA/CCCV Christmas BBQ.



Christmas 2015 at Frog Hollow Reserve.

Frog Hollow, Fordham Ave, Glen Iris  
(Melway 60B3)

12.00 noon to 4pm.

**BYO chair, table and everything else but the meat, which is supplied by the clubs.**





## 406 /607 auto enhancements

This article covers the lack of proper oil cooling on autos in modern Peugeot and Citroens. AL4, ZF4HP20 and the very current Aisin Warner transmissions only "cooling" is via a heat exchanger which has the all ready hot engine coolant as exchange medium. Only the 605 had a proper oil cooler, as also the Alfa Romeo 164 and 166 with the famed 3.0 V6 used the same ZF boxes as 605 and 406/607-failure rates are very low and at much higher kilometres.

In addition to heat sink radiation from very hot block, the result is not satisfactory. This set up makes sense in European winters but not elsewhere. First victim of excessive heat is clutch in torque converter and then oil pump.

These heat exchangers do fail and leak internally dumping engine coolant into transmission and leading to very extensive damage, as the modern autos do not have dipsticks so you cannot keep an eye on fluid colour/condition.

Adaptors are available for the AL4, but none of the suppliers have listing for ZF or AW.

After a lot of hunting I have found the fittings that are required for ZF4HP20 which is in 406 V6, 607 and C5.

Car should be on jack stands, first take off front wheels, fender inner mouldings and bumper. Air filter box to be removed also along with its pipe to throttle body.

The second major component required is the oil cooler, the selection is based on getting maximum ram air flow and good fitting.

The best location is in front of radiator fans. I found a very high efficiency 24,000 btu cooler with almost perfect dimensions. As seen in photo fitted to a 406 Coupe.

Brackets used are 2mm galvanized, nylock nuts and located at bottom in existing steering cooler mounts [ amazing how they thought of steering cooling but not transmission]. top mounts to the inner bumper reinforcement.

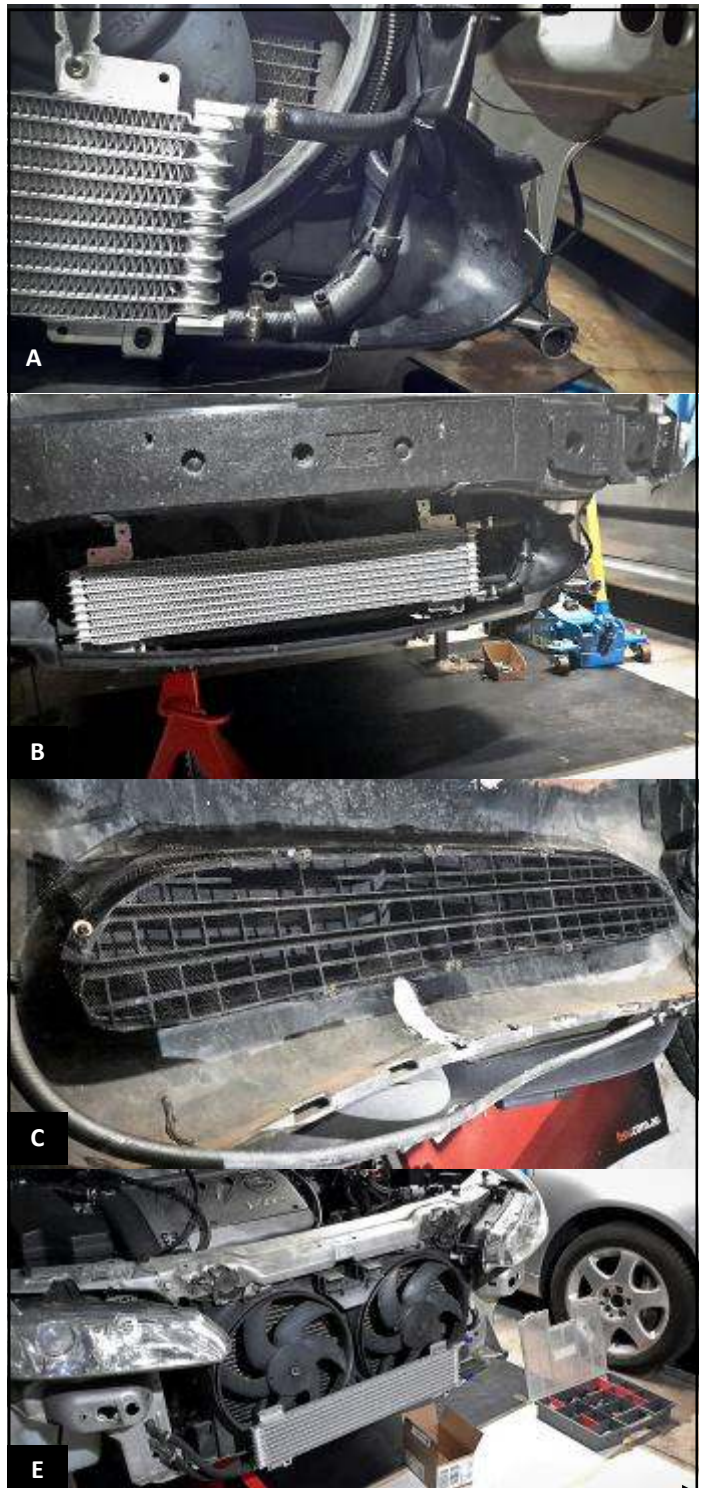
Oil pipe fitting diameter is 3/8th or about 9.5mm. Attention must be given to pipe routing, avoiding sharp edges and applying protective sleeves/ mould where required.

Fuel injection type hose clamps in tandem two on transmission side and single on cooler side are essential. Two brass barbs and a coolant hose section about 10 inches is used to connect the two hoses that come off old heat exchanger [available from Burson].

The air cowling has to be trimmed out as seen in

photo. Fitting Aluminium mesh with self tappers [Bunnings] on inside of bumper grille is highly recommended to avoid stones damaging or rupturing cooler, stops bugs clogging cooler/ac condenser/ radiator. Additional benefit is being able to completely flush oil, instead of just 1/2 which one gets by drain plug.

It is a lot of work but worth it.





Photos:

- a. Cowl trimmed and edge protected
- b. Cooler
- c. Mesh
- d. Cooler
- e. These fittings replace the heat exchanger
- f. Discarded heat exchanger.

Images illustrate oil fitting on a Peugeot 406 Coupe.

Article by **Salman Chaudhry**



Andrew Smith and Michael Sparke receiving the Allan Key Award for 2016 at our AGM.

## Cit Bits by Leven Mills

Did you know:

- A fully working Activa prototype was revealed in 1988 and incorporated into the Xantia range in 1994.
- The BX 19 GTi was also available as a permanent 4x4 with a rear limited slip differential
- The Traction Avant influenced the design of the 2CV by continuing the perfection of front wheel drive. The gear change mechanism was also borrowed and like the L15 the 2CV was initially to be water cooled.
- The Bertone designed Citroen Camargue was a 2+2 concept car at the Geneva Motor Show in 1972. It featured GS hydraulics with the original 1015cc motor.
- The fibre glass bodied 425cc British 2CV Bijou was designed by Peter Kirwan-Taylor, the designer of the Lotus Elite, and first appeared in 1959.
- Build numbers: 2CV = 3,868,634; Vans = 1,246,335; Dyane = 1,443,583; Mehari = 144,953

## Website Management Backup

Our club needs a backup person to help manage the website. The web manager's role involves updating notices, posting adverts and listing events as well as responding to email requests from time to time. The role may also require uploading the monthly newsletter. The site is a vital service to members and an important link to Citroen enthusiasts everywhere. If you are familiar with the easy to use Wordpress system then please offer your assistance. Interested?

Please contact Tom Grucza 0431 396 277 or [webmanager@citcarclubvic.org.au](mailto:webmanager@citcarclubvic.org.au)



# BEADED EDGE TYRES IN THE MODERN WORLD.

John E L Bramma July 2013

MY BACKGROUND With 'Dunlop' Tyres for 43 years, the first half spent within the Technical Division on the then 'modem' tyre manufacture. The second half within the 'Motorsport Division' which as well as producing many Le Man 24 hour and motorcycle Grand Prix winning tyres, also manufactured a range of Edwardian, Veteran, Vintage and Classic road and race tyres. During the early 1980s, production of E.V.V. and C tyres was intermittent with high factory waste levels. Decisions were taken to conserve the range of 'old' tyres, this involved improving manufacturing processes and re-claiming 'old' moulds from Dunlop factories as far as Australia, New Zealand and South Africa, and making new moulds to original drawings to try and provide a comprehensive range of 'wired on' and 'beaded edge' tyres. Redevelopment of the manufacturing processes included use of modem materials in rayon, nylon and aramid (Kevlar) replacing the original cotton casings, at the same time matching performance to modem conditions. A great amount of design effort was spent on beaded edge tyres to best meet the demands of modem roads and conditions - the subject of this article. Since 2000 I have acted as a consultant for Edwardian, Veteran and Classic tyre manufacture. I also have a practical, involved, interest in all vehicles pre-second World War

Before considering the use of beaded edge tyres on motor vehicles today, we should briefly look at the history of the pneumatic tyre to understand how the beaded edge tyres ever came into use. Originally invented in 1845 by Scotsman R W Thomson, the first pneumatic tyre was patented for intended use on carriages and carts (see figure 1).

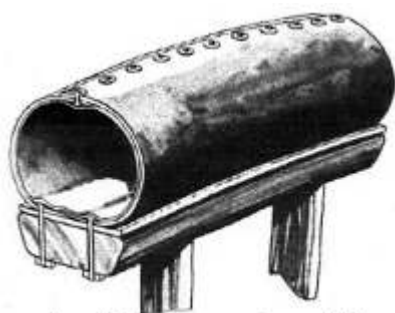


Figure 1. Robert Thomson's patent 1845

This invention comprised of a reinforced vulcanised inner tube surrounded by a leather casing. Regretfully there was little practical application for this concept and its

development languished until 1888, when J B Dunlop independently re-invented the concept, this time for his son Jonny's tricycle. (See figure 2). This was a

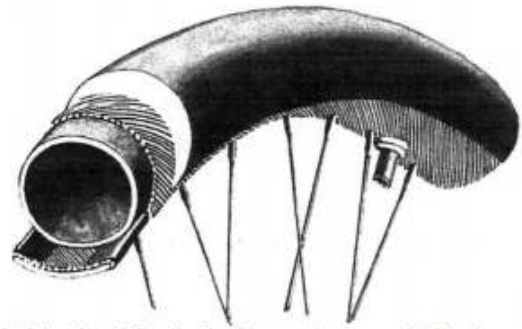


Figure 2. John Boyd Dunlop's Composite tyre and wheel, patent 1888

composite tyre/wheel, and trials and competitions showed its superiority over solid tyres both in comfort and rolling resistance. Manufacture of this concept was taken up 'The Pneumatic Tyre and Booths Cycle Agency' (later to become 'Dunlop Rubber Company'). The concept of a composite tyre/wheel was both costly and inconvenient so when Charles K Welch patented his 'Welch' (Well Base) rim in 1890 it enabled a tyre with wire beads to be mounted and demounted very simply from the wheel (see figure 3).

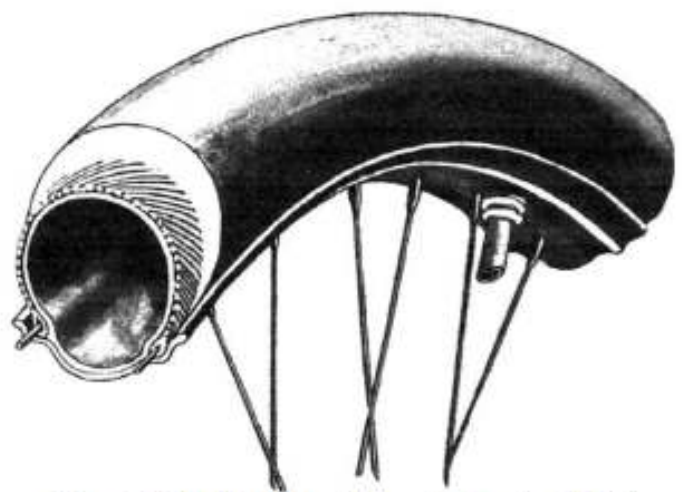


Figure 3, The Welch, well based rim patent 1890

The forerunner of ALL modern motor vehicle wheels, the Welch patent was immediately bought up by the Pneumatic Tyre Company and protected universally. At the same time as Welch, other people had also been concerned with making a demountable tyre that did not infringe the Welch patent. The most significant of these was a design by W.E. Bartlett, an American working in his uncle's company, The North British Rubber Company, based in Edinburgh. In 1890, Bartlett patented his design, this was what we now know as the Beaded edge tyre. The difference between the wire beaded 'Welch Rim Tyre' and



beaded edge tyre was that the bead core was formed from very hard vulcanised rubber. This enabled the tyre bead to be stretched over the rim flange and located within a flat base rim with turned over edges (see figure 4).

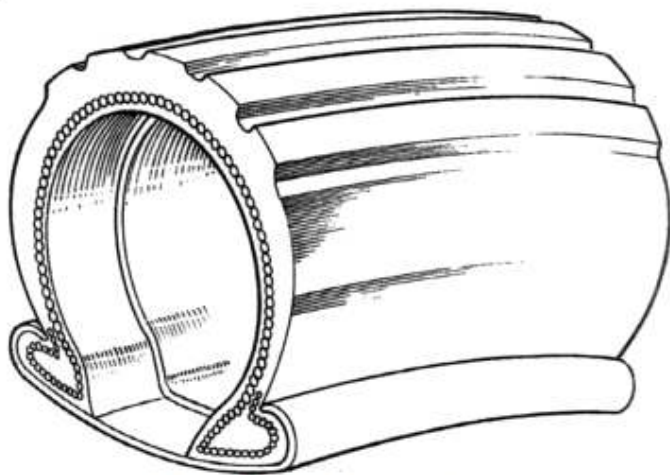


Figure 4, The Bartlett patent 1890

The English rights to this patent were bought by the Pneumatic Tyre Company with the patentee given licence to manufacture tyres in Scotland, with a royalty on each tyre, payable to the Pneumatic Tyre Company. The aforementioned inventions were solely concerned with bicycles which were the height of fashion at this time. During this time very few motor vehicles existed and those that did, were all running on solid rubber tyres or steel rimmed wheels. (See figure 5)



Figure 5, 1895 Daimler Benz on solid tyres.

One of the first published uses of pneumatic tyres on a 4-wheel vehicle was the L'Eclair, built by the Michelin brothers, Andre and Edouard and based upon a 4 HP Daimler engine and fitted with 'Bartlett'

type beaded edge tyres.(Figure 4). The car was built for the 1895 Paris to Bordeaux race (745 miles), and though the L'Eclair did not win, it was still running at the end after using 24 spare tubes. (Figure 6). The Welch rim patent restrictions enforced by the Pneumatic Tyre Company meant that most 4-wheel

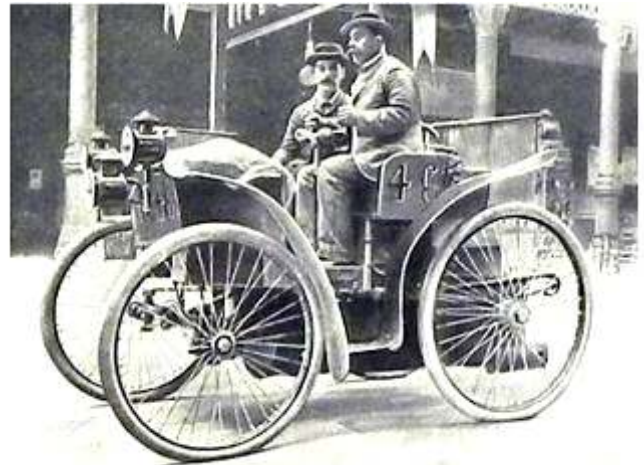


Figure 6, The L'Eclair, built by Edouard & Andre Michelin for the Paris to Bordeaux race 1895

vehicle development (particularly in Europe), adopted the far less safe principle of beaded edge tyres. Though quite suitable for bicycles where forces act generally through the diametral axis of the wheel, and for very light cars where speeds were low and little cornering force is developed – the principle became far less safe on heavier faster cars (particularly after 1904 in the UK where the 4 mph restriction was lifted). Cornering in a 4-wheel vehicle develops a cornering (pulling) force, trying to pull the outer (loaded) bead from its seating on the rim – limited only by the coefficient of friction between the tyre tread and the road surface. The majority of early cars were quite 'lightweight' with fairly low load transfer when cornering, however, very rapidly vehicles became faster and heavier with the addition of multi-seating bodywork – sometimes still on narrow section tyres – load transfer increased dramatically resulting in frequent tyre dislodgements. Recorded examples include: Rolls Royce London to Edinburgh and Alpine Trials, S.F. Edge 1907 Napier 24 hour (av. 66 mph) run at Brooklands requiring 24 tyre changes, and Bugatti's, withdrawal from Grand Prix due to tyre dislodgement. Attempts to reduce tyre dislodgement brought many weird and wonderful inventions, most of which were fairly impractical from the tyre fitting aspect (see figure 7). This shows the use of wedges and security bolts at intervals around the rim, in an attempt to prevent bead dislodgement.

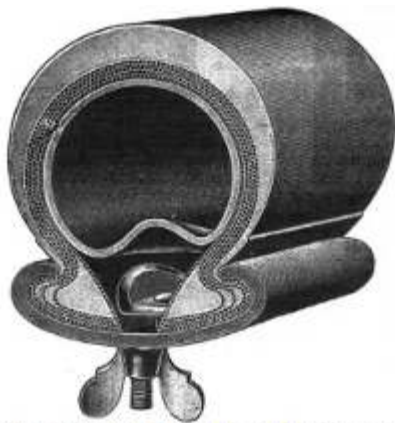


Figure 7, one of the many ideas designed to hold the tyre onto the wheel rim.

Some manufacturers sought alternatives to beaded edge tyres and figure 8 shows the principle of the 'straight sided' rim that avoided the Welch patent with the ability to use 'wired on' tyres – this design never became very popular in Europe but was widely taken up in the USA.



Figure 8 The principle of the 'straight sided' rim

At this time, development of the motor car was far more rapid in France than in the UK and USA, for example in 1896, France had 200 motor vehicle manufacturers, whereas the UK had only 29 and the USA 4. At the turn of the century in the UK motor vehicle speeds were low (limited to 4 mph until 1904), town roads were predominantly granite setts and country roads either dirt or loose gravel – this meant that cornering forces on tyres were very low. Sharp flints and loose horseshoe nails coupled with very crude rubber compounding accounted for many punctures which soon became one of the accepted hazards of motoring. With the Pneumatic Tyre Company's vigorous protection of its 'Welch Rim' patent, beaded edge equipped cars remained predominant, with many being imported into the UK, bringing with them inherent dislodgement problems. Beaded edge tyres continued to be fitted to new cars across Europe even after the 'Welch Rim' patent expired in 1904. It was only just prior to the First World War that movement away from beaded edge to wired on tyres began to take place, but of course this was hampered by the war effort. However, by the early 1920's the tide was turning and by 1925 beaded edge tyres finally

became obsolete. Today we have totally different motoring conditions. We take it for granted that our modern tyres will give 30,000 plus, puncture free miles. Modern tar macadam roads are designed to provide very high levels of adhesion and with modern high tech rubber compounding, high cornering forces can easily be developed, though obviously an advantage for modern safe motoring, it does create significant problems for beaded edge tyres. A high level of grip between road and tread surface will try to pull the bead from the outer (loaded) rim edge. As soon as this starts to happen, the bead can rock which allows the inner tube to ingress beneath the bead, the tube will then burst or "blow out" inflation pressure is lost and the beaded edge tyre demounts from the rim often causing irreparable damage to the tyre.

### CONSIDERATIONS FOR USING BEADED EDGE TYRES IN THE MODERN ENVIRONMENT.

Today there are many Edwardian, Veteran and Vintage car owners who understandably desire to retain the originality of beaded edge fitment to their vehicles. But it is important that these 'modern' owners of historic vehicles recognise the vulnerability of 'beaded edge' tyres compared with wired on tyres (either well-base or straight sided rims).

**THE BEADED EDGE WHEEL RIM:** this is of critical importance. In the early days of beaded edge car tyres, there were no standards laid down and until comprehensive dimensions and tolerances were established by Society of Motor Manufacturers and Traders (S.M.M.T.), rims could be haphazard. The 'ideal' fit of tyre to rim is shown in figure 9.

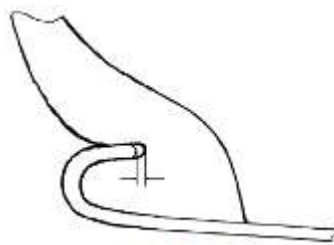


Figure 9, Ideal fit

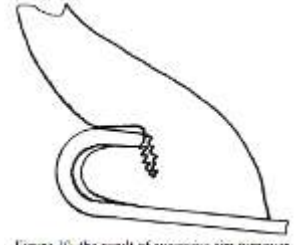


Figure 10, the result of excessive rim turnover

Figure 9, shows the 'heel' of the bead to be a 'snug' fit in the rim turn over with a clearance of 0.5 – 1.0 mm, between the inner edge of the turned over rim and the undercut in the tyre clinch. Interference caused by poorly repaired rims, between the wheel rim inner edge and tyre clinch undercut prior to the heel of the bead seating into the radius of the wheel rim turnover



WILL cause chafing and subsequent 'bead' tearing (figure 10). Early rims were formed from hot rolled profiled strip creating different material thicknesses, in order to compensate for the various contraction changes that took place in the final drawing process (figure 11).

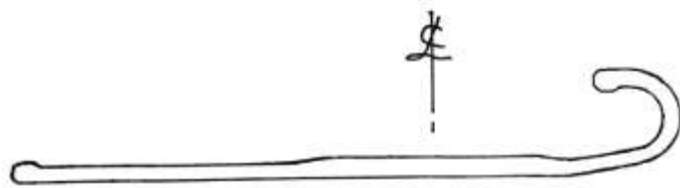


Figure 11, NOTE: The teardrop end to rim turnover.

Figure 12, Beaded edge wheel rims made today are generally flow formed from flat strips. It is important to note that the inner edges of turnover MUST be radiused and polished.

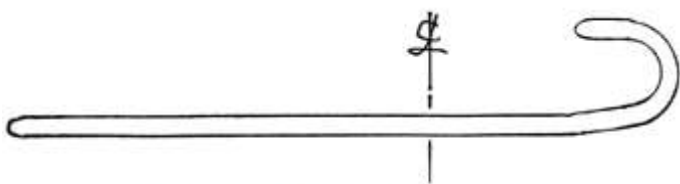
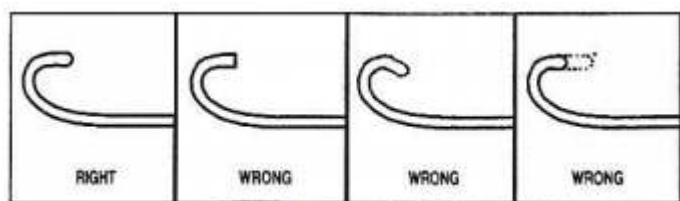


Figure 12, Beaded edge wheel rims made today.



Figures 13 show typical unsatisfactory rims.

It has become common practice amongst restorers to grind back the corroded tip of the rim, in order to provide a more sympathetic surface; this is a mistake and will lead to premature failure as it drastically reduces the support in this area. Your tyre or rim



Figure 14, beaded edge rim profile gauges.

supplier should be able to supply the acceptable dimensions and tolerances for your rims by providing drawings or profile gauges (see figure 14 below).

NOTE: Beaded edge tyre manufacturers will design tyre moulds to match S.M.M.T. rim dimensions and tolerances. THE BEADED EDGE TYRE: Early tyres were built using multiple layers of cross woven cotton canvas (Dunlop tyres used a material known as 'Gents Yacht Sailcloth') rubberised and built into the tyre in multiple layers.

This process continued into the 1920's when multiple layers of 'weft less' cotton cord were used (hence, 'Dunlop Cord' on the sidewall of Dunlop beaded edge tyres). 'Modern' beaded edge tyres use much stronger modern materials (rayon, nylon and aramid). These materials give a much stronger casing and do not suffer degradation from water ingress (as did cotton). Recently made tyres will feel more 'flexible' than old tyres due to age hardening and the use of less casing ply layers. The single most important parameter for 'stiffness' is inflation pressure. Beaded edge tyres are 'INFLATION HELD' meaning that they are only held in place by air pressure, the minimum pressure should be that recommended by your tyre supplier, and if the car is heavily loaded, an increase in pressure will give added safety. On no account EVER, should inflation pressure be reduced to improve comfort – this is only asking for problems, the old adage still holds true; "if in doubt put more air in!". Also important is the 'stretch' fit of the tyre to the rim – it should require significant effort to stretch the tyre bead over the rim flange turnover and when seated it should not be possible to rotate the fitted tyre on the rim, even without inflation pressure. Caution should be exercised in the use of lubricant during fitting and if water is not enough then only lubricants that positively dry out should be used. Any circumferential slippage between tyre and rim during use will take the tube with it and can easily tear the valve from the tube causing rapid deflation and probable dislodgement. If you own a heavy car on 'small' section tyres you should consider a tyre and rim change to upgrade to a larger section tyre (smallest beaded edge section is around 65 m/m (2.5") the largest is 135 m/m (5.3"). Due diligence should be given to the correct tube, tyre, wheel – fitting procedure to void 'pinched' tubes. Even with the best intentions the worst can happen!! The beaded edge tyre has its place in automotive history, but its limitations for modern motoring conditions must be recognised and respected, particularly perhaps to a generation of drivers unfamiliar with beaded edge principles.

## 'SAFE AND HAPPY MOTORING'

*Acknowledgements: The history of the Pneumatic Tyre - Eric Tomkins The Tyre Book .*

*Vintage Tyre Supplies Ltd Care of Beaded Edged Tyres – Dunlop*

*Citroen Car Club of South Africa.*



# Cit-In 2017, Tasmania

Friday 14th April to Monday 17th April 2017

My Name: \_\_\_\_\_

Address: \_\_\_\_\_

State: \_\_\_\_\_ Postcode: \_\_\_\_\_

Phone (H): \_\_\_\_\_ (Wk): \_\_\_\_\_ Mobile: \_\_\_\_\_

Email: \_\_\_\_\_ Club: \_\_\_\_\_

## Others in this booking

First Name	Last Name	Age (if under 18yrs)

Travelling in, Model: \_\_\_\_\_ Year : \_\_\_\_\_ Rego No: \_\_\_\_\_

Please advise any special requirements (dietary, disabled access etc) \_\_\_\_\_

## Payment

	Cost per Person	Number of People	Cost
1 <sup>st</sup> May 2016 to 31 <sup>st</sup> December 2016	\$235		
1 <sup>st</sup> January 2017 to 31 <sup>st</sup> January 2017	\$245		
1 <sup>st</sup> February 2017 to 1 <sup>st</sup> March 2017	\$265		
Children aged 13 -16 years	Half price		
Children 6-12 years	\$65		
Children 5 and under	Free		
		Total	

Paid by Cheque/Money Order/Electronic Funds Transfer (please circle) Date: \_\_\_\_\_

Electronic Funds Transfer Reference - SURNAME: \_\_\_\_\_

(Please make cheques and money orders payable to: **Citroen Car Club of Tas Inc**)

Our Commonwealth Bank **BSB** 067 028 **Account Number** 10322294  
**Account Name** Citroen Car Club of Tas Inc

Please return this form to: Cit-In 2017

Citroen Car Club of Tasmania,

PO Box 439, Glenorchy, Tasmania, 7010 — Or email to [cit-in@citroentas.org](mailto:cit-in@citroentas.org)

Receipts will be emailed or posted if a stamped, self-addressed envelope is supplied

All enquires should be directed to: Peter Riggall 0427 358 289 [peterriiggall@hotmail.com](mailto:peterriiggall@hotmail.com) or

Alana Jones 0407 544 308 [bruce.jones4@bigpond.com](mailto:bruce.jones4@bigpond.com)

All cars must be registered and insured and all drivers licensed to participate in Cit-In events.

Registered adults will be required to sign an indemnity and waiver form.





# Citroën Car Club of Tasmania

## LIABILITY WAIVER

I/We, the undersigned, accept full responsibility for any personal accident, loss or damage, howsoever caused, whilst participating in

Cit-In 2017, North West Tasmania and surrounds from 14<sup>th</sup> to 17<sup>th</sup> April 20107

being an event organised and administered by the Citroën Car Club of Tasmania Inc.

In signing this Waiver, I/We do so in the knowledge and understanding of its intent and scope, and accordingly, undertake to indemnify the Citroën Car Club of Tasmania Inc., its servants or representatives, against any Claims that might otherwise arise out of our participation.

1. ....

Participant	Signature	Date
-------------	-----------	------

2. ....

Participant	Signature	Date
-------------	-----------	------

3. ....

Participant	Signature	Date
-------------	-----------	------

4. ....

Participant	Signature	Date
-------------	-----------	------

5. ....

Participant	Signature	Date
-------------	-----------	------

6. ....

Participant	Signature	Date
-------------	-----------	------

Waiver received, checked and registered: ..... Date: .....

Club Secretary

**This waiver to be signed by all non-members of the Citroën Car Club of Tasmania Inc. participating in the event nominated above.**

CCCV MEMBERS:

FULL PROGRAM AND DETAILS ARE IN THE CENTRE PAGES OF THE JULY 2016 NEWSLETTER

# French Club Williamston



Gabriel Gate illustrating the preparation for the icing on the cakes for the car club competitors.



Wolfgang Siem in the club shop .



Nattily Siem applying the cream.



CCCV cake with Chevron.





# French Car Festival Williamstown 2016



The French Car Festival this year was held at **SEAWORKS** in Williamstown and hosted by the Renault Car Club.

A large range of cars including four Delage's and a very early convertible burgundy Peugeot with limited badging; but decked out in red upholstery and a yellow fabric roof. (See below). Citroen Ds, 2CV's and C4. A brilliant orange Renault Caravelle standing on a checker plate of black & white floor tiles. (See below)

Engine dismantling and washing.

To maintain the French flavour, Gabriel Gate gave a cake icing demonstration, for four competing teams from: Bugatti, Citroen, Peugeot and Renault. Nattily Siem and friend represented Citroen. Having supplied all the ingredients, and shown how the icing was to be made, Gabriel gave them twenty minutes to complete the task. Gabriel decided the cakes were all a draw, cut each cake in half and presented one half to them, plus one of his books, the other half of each was cut in to many slices for the audience to sample.

Images: Tom Grucza and Brian James.



Engine dismantling competition





## Notice anything unusual about this Citroën Ad?

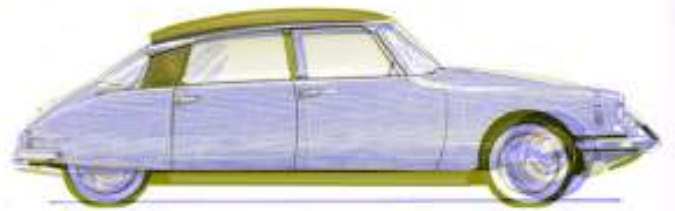


*Earl's Court Ad.*

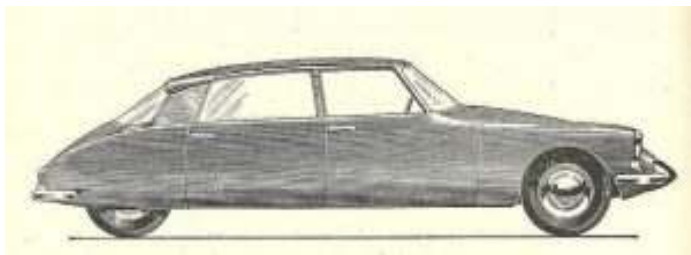
Take a look at this ad by Citroën in the UK to draw people to their stand at the 1964 Earl's Court Motor Show in London. Does the DS look somewhat out of proportion? It is, and in many ways. Let's compare it to a normal proportioned drawing of a DS.



*Overlay of the 2 cars with body height being the same.*



*Overlay of the 2 cars with body height being the same (disregarding the height of the wheels).*



*DS illustration in Earl's Court Ad.*



*Normal proportioned DS drawing.*

First thing to note is how the art department has tried to make the vehicle look sleeker by eliminating the sill section under the doors!

Second, check the wheels; – The car is in its lowest "resting" position, yet the body looks to be at normal driving height. And they haven't stopped there...

Third, the lower body of the DS has been elongated and compressed vertically. This is evident if you overlay the normal DS over the one in the ad. Look at the distance between the front door and the front wheels. The front end of the car has been pulled forward lengthening the wheelbase and the hood while the latter got lowered giving the impression of a sleeker front end.

Fourth, the roofline has been lowered and the rake of the windshield altered to have a greater slant. The back window remains relatively unchanged presumably because altering its angle would look too odd as line of the window has to flow into the angle of the trunk lid.

Fifth, to give the impression of it being more of a spacious limousine for rear seat passengers, the B Pillar has been moved forward and the rear door lengthened.

Most likely all of this was driven by marketing and did nothing to improve the elegance and timeless styling that Flaminio Bertoni designed. If anything, it looks too vertically squished. However it was done for a purpose and one has to wonder how many more DS were sold into the English market as a result of such manipulation?

1964 Earl's Court Motor Show, artwork manipulation, Citroën UK, english DS ad, Flaminio Bertoni, George Dyke, London



## Citroën Shows What's Ahead for World Rally Championship in 2017



Citroën Racing has unveiled the concept C3 WRC, a model that will be presented at the Paris Motor Show being held from October 1 – 16.

The company offers this first glimpse of the C3 WRC having won everything with his Xsara models, C4 and DS3 WRC. Citroën will return to the World Rally Championship next year with hope of yet another victory.

Citroën stopped participating in the WRC late in the 2012 season, with the 8th and last success of the tandem team of Sebastien Loeb and Daniel Elena Elena.

Designed by Citroën's style center, this C3 WRC concept proposes an aggressive variation of the Citroën C3 with an impressive aerodynamics kit whose appearance on the final C3 WRC could be slightly different. Citroën made it clear that this concept does not correspond exactly to the actual WRC C3 which will be raced, but it is close in its overall look.

*Citroënvie*



### **REMINDER:** Library borrowings.

Normal borrowings from the Club Library extend to two (2) months only. In order for all members to have the opportunity to borrow a particular book, we ask borrowers to comply with this time period. Should members be remiss in maintaining this time period, the committee may have to consider other measures to ensure that books are actually returned on time.



# DS tops beauty show

The new DS E-Tense electric supercar concept and a stunning black outfit from designer Eymeric François were the winning combination at the Chantilly Arts and Elegance Concours in September.

They were judged Best of Show in the concours d'elegance in which eight auto makers were invited to present their cars with haut couture at a lavish garden party.

The Chantilly event signals the triumphant return of the concours d'elegance to France, a national tradition dating from the 1920s. In its first year in 2014 it made such a knockout impression it has become the leading international automotive showcase for beautiful cars.

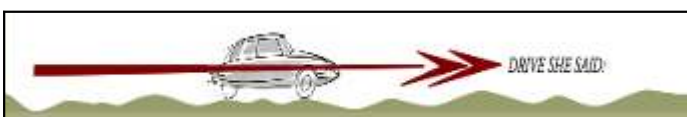
The Chateau de Chantilly, a treasured cultural centre-piece of French history, was again turned into a classic car wonderland with three judged contests.

The gong for best of show in the concours d'etat for 100 classic cars in 21 classes went to an American collector for his 1938 Alfa Romeo 8C 2900B Luno Berlinetta with coachwork by Touring.

This year 40 car clubs were invited to compete for the best picnic in the grass display and 800 cars turned up to spread out in the famed gardens.

It was a day with occasional showers. American French car collectors Merle and Peter Mullin, from the California Mullin Automotive Museum, took shelter in their Citroën DS19 Majesty Spécial during a downpour. "You have to take the weather how it comes," Mullins told Classic Driver. "You know, we've never sat in the back of this car and I'm surprised at how comfortable it is."

A rare car on display was the prototype of the Citroën SM bodied by Carrozzeria Frua, a red GT study for the Franco-Italian partnership with a 90-degree Maserati V8 engine.





# Citroen

## looks ahead

SALES of Citroen's C4 Cactus crossover have failed to fire since its Australian launch earlier this year, but the French brand looks set to expand its portfolio with a diverse range of product in 2017.

Since the launch of the model in March, Citroen has sold 129 examples of the Cactus, keeping it at the back of the sub-\$40,000 small SUV pack.

The only models it is outselling in the tough segment are the SsangYong Korando (113), its sister brand Peugeot's soon-to-be-replaced 3008 (70) and the Chinese-built Chery J11 (2).

The Cactus is offered in Australia as a manual petrol variant from \$26,990 plus on-road costs and a turbo-diesel paired with an automated manual gearbox for \$29,990.

Citroen Australia communications manager Tyson Bowen said the company expected the automated manual transmission would keep some buyers away and highlighted the competitiveness of the segment.

"Even at launch we knew there would be a certain number of people that wouldn't consider it purely because of the transmission," he said. "Even though those who have decided to take the diesel have fallen in love and they are fine, it's not a problem.

"When we launched, obviously there was a lot of PR support, then marketing support kicked in eight weeks later so there is a lag.

"Obviously we would love to sell more cars. But being realistic, it is sort of where we thought it would be for the time being. It's such a competitive segment and it doesn't stand still very often. You've got to stay on people's radar and the team have got a few things up their sleeve. It's sort of where they want it to be."

The imminent loss of the C5 mid-size sedan and wagon range and the discontinuation last year of the C3 hatch and C4 Aircross crossover have had an impact on sales, and the Cactus volume would not make up for the cuts, he said.

"Cactus can only fill a certain amount of that potential. So once the product comes to replenish the portfolio, then you can start to talk numbers and aspirations," he said.

Mr Bowen said the focus for Citroen was not on huge sales increases, rather on positioning new and existing models appropriately and supporting the dealer network.

"We have got a pretty active sales team and product team and they know what they need to do," he said. "It's just about making sure we put the best foot forward. We are not chasing numbers. It's about making sure the dealers have the support they need to look after existing and potential customers.

"Once we start to see product updates – mooted updates to Picasso as well, next year – and a couple of other things, I think we will be in a stronger position.

"If you look at raw numbers, they are down, but we have also got C5 coming to an end and we haven't hidden that fact and there are a few people that desperately wanted them. That takes a bit of volume out of the mix." — From GoAuto News.

....

We had been away at a game park in Zimbabwe and on the first evening, while sitting in front of the fire in the bar, I walked a fully grown warthog.

He walked over to the bar and, without a word, the barman handed him a pillow.

He took the pillow in his mouth, dropped it next to the fire and promptly lay down with his head on the pillow and went to sleep.

This is where he spends the cold nights. Then, in the morning, he's off into the bush again.

If the barman isn't there when he enters the bar, he'll just grab a pillow off one of the couches!

**Here he is, in all his glory...**



# PSA Group and SAIPA finalize their agreement joint-venture for Citroën in Iran

Thu, 10/06/2016 - Media Group – PSA

**PSA Group and SAIPA, Citroën's historic partner in Iran since 1966, have signed today a joint venture agreement to produce and sell Citroën vehicles in Iran.**

This 50/50 joint-venture lays the foundations for a strategic partnership between the two companies. It will cover the entire value chain, from the design stage right through to vehicle marketing, including purchasing. Manufacturing will take place at the Kashan plant in Iran, which will be 50% owned by PSA Group. This industrial site is the most modern of Iran with a flexible industrial process at the highest level of environmental standards (water-soluble paints for example).

The joint-venture will invest more than €300 million in manufacturing and R&D capacity over the next five years. The agreement will be backed up by technology transfers and a significant level of local content. Consistent with the core model strategy deployed in the Push to Pass plan, the production in Kashan of three vehicles adapted to the heart of Iranian market will start in 2018. From early 2017, imported vehicles will be staging Citroën's comeback in the country.

Citroën models will be sold throughout the country via a network dedicated exclusively to the brand. No less than 150 Citroën outlets will open in the next 5 years. Commenting on the new agreement, Carlos Tavares, Chairman of the PSA Group Managing Board, said: "With more than 50 years of presence in Iran, PSA Group through this new strategic partnership is clearly committed to the deployment of a rich product plan that meets the expectations of Iranian clients."



## DS Reversing Light Wanted

Wanted: reverse light for 1975 D-Special. Gelbon type. Need plastic casing, but happy to take a complete unit. Alistair 0419 850 125.

## 1996 Citroen Xantia Station Wagon

1996 model but first registered in 1998 by current owner, was a dealer demonstration model with around 500 km on the clock. Silver colour with manual transmission (5-speed) and petrol 2.0 L engine. Very good condition, has been super reliable and has low km's for age (around 100,000). Regularly serviced by Joe and his team at Paris Motors

In original condition apart from upgrade to electric wing mirrors and new sound system (have kept old radio/cassette "head" so new owner could re-fit). Reg PHG 864. Offers around \$5,000 will be considered. The car is located in East Malvern,

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





# Sales and Wants

**Advertisers please note:** Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on **page 2**. or via website: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au) **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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.

## CLUB SHOP

We have the filter retaining plate Gasket ( locally manufactured ) in stock for DS/ID at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

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



## 2002 Citroen C5 HDi

Reposted 10/16

2002 (reg 2003) Citroen C5 auto diesel 6cyl 3.0L 5 seat. 142,600 kms Reg end Oct 16. Euro luxury & reliability. Citroen hydro pneumatic suspension. Excellent condition with no rust, only a small issue with headlights – may need a new switch. Very comfortable, beautiful car with wood-grain dash & quality Citroen extras. A bargain at \$3200 negotiable without RWC. Reg WSA 311. Location is Berwick, Victoria. South east of Melbourne.  
Contact [vicki.keddie06@gmail.com](mailto:vicki.keddie06@gmail.com)



## 1989 Citroen BX 16v

Reposted 10/16

Eng No 08001918 RUST FREE. Car is club registered and passed recent RWC. Also regularly driven and always garaged. Mechanically excellent.. Body work also excellent but for the usual fibreglass bumper cracks. Interior is terrific except for the notorious dashboard cracks! All suspension well maintained. A rare, high performance car, with superb suspension, having a Bathurst class victory in late 80's and 12 hour endurance victories. (Try to find one on Carsales etc). Also with many spares, including 4 factory mags and good tyres}  
Sold "as is" **Reduced asking price \$3,200.**



Car is located in Fingal [back beach of Rye]. Contact Richard 0417316060.

## 2008 Citroen C5 HDi Sedan

Reposted 10/16

This is a limited edition 2.2L twin turbo HDi Sedan.  
Registration: WDB-947, 179,000 kms.  
One owner, full service history, gold metallic with grey leather trim. Sun roof and tinted windows.  
12 months registration. Good clean car. **Now reduced to \$6,500.**  
The vehicle is in Traralgon, Vic.  
Contact Peter Wight: [lynw@nationaltilestraralgon.com.au](mailto:lynw@nationaltilestraralgon.com.au)



# Sales and Wants

**Advertisers please note:** Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au) **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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.

## CX Parts Free

10/16

I have a pair of CX rear side quarter windows and a rear window free to anyone who could use them.  
Contact Pierre on 0434382637

## 2003 Citroen C5 2lt.HDI Diesel Sedan

8/16

108,200kms. Vin. VF7DERHZE76361304  
Metallic Dark Green. Grey Leather Seats and trims.  
Excellent Condition. Full Service History. New Front Brake Discs etc.  
2015. Recent spasmodic air-condition problem.  
One lady owner—sad to sell, medical conditions.  
Reg. Offers accepted ; no RWC. Life Garaged Sunbury 3429  
Contact No: 0427769821 (until 21/8/16)



## 2006 Citroen C4

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

VIN: VF7LCRFJF74340021 REG: TYA622  
ENGINE NUMBER:LH1V1369768

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

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



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**'D' Spares** The Club has available a range of used parts, both body and mechanical, for sale to Club members. Contact: GARTH CAMPBELL on 0406 427 657 for details.

### Citroen Xantia Roof Rack

Reposted 10/16

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



### **Citroen Xantia Roof Rack**

Reposted 10/16

Citroen Xantia roof rack from station wagon. Bit scuffed but fully functional. Asking \$80.00  
Contact Neill Smith Balwyn Nth (03) 98574716 or 0468 396 602

### **For Sale.**

5/16

2002 Citroen Xsara VTR Sportif coupe in gold, 5 speed manual, AC, Pioneer stereo (original stereo available). Body work and interior in very good condition – engine needs work. Less than 71,000km on the odo, . Sold as is – no RWC, –Rego is SDO 514, registered in Victoria until 11 June 2016;  
Vin No: VF7NONFUB73226242 **PRICE REDUCTION TO \$750.00**  
Contact Meagan on 0416 484 667 or neverfearmegishere@yahoo.com



### **Peugeot 405 / Citroen BX Driveshafts**

Reposted 10/16

I have a pair of drive shafts for sale. They are from a Peugeot 405 and will fit a Citroen BX.  
Asking \$10 each with the sale proceeds being donated to CCCV.  
Contact Kirk 0425 717 572 or 03 9363 2464

### **CX Parts Free**

Reposted 10/16

I have a pair of CX rear side quarter windows and a rear window free to anyone who could use them.  
Contact Pierre on 0434382637

### **Citroen Xantia Wheels & Tyres**

Reposted 10/16

I have a set of five 14" wheels with roadworthy tyres to suit a Xantia.  
Four Nanking tyres and one Dunlop. Tyre size 175 x 65 x 14  
Asking \$10 each, with the proceeds to be donated to the club.  
Parts are located in Deer Park or can be brought to a club meeting if that suits.  
Contact Kirk on 0425 717 572 or 9363 2464

### **2002 Citroen Xsara VTR Sportif (Re-advertised)**

Reposted 10/16

2002 Citroen Xsara VTR Sportif coupe in gold, 5 speed manual, AC, Pioneer stereo (original stereo available). Body work and interior in very good condition – engine needs work. Less than 71,000km on the odo, registered until June 2016. Sold as is – no RWC, **\$1250 ONO** –Now asking \$750 Rego is SDO 514, registered in Victoria until 11 June 2016;  
Vin No: VF7NONFUB73226242  
Contact Meagan on 0416 484 667  
or [neverfearmegishere@yahoo.com](mailto:neverfearmegishere@yahoo.com)





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Fax: (03) 9890 2856**

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Thornleigh NSW 2120  
Ph: (02) 9481 8400  
Fax: (02) 9484 1900**

**eai@eai.net.au**

**www.eai.net.au**

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*Note: Purchasers must receive a receipt*

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Ballarat	Shane Leviston	0434 562 745
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
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.

## SPHERE REGASSING

This service is temporarily suspended during equipment servicing. Members will be advised when that is completed. Members advised, occupational health and safety regulations must be observed at all times.



# PARIS MOTORS

www.parismotors.com.au

**Citroën Service Centre**

Email [service@parismotors.com.au](mailto:service@parismotors.com.au)

**42 APPLETON STREET RICHMOND 3121**

**Phone: 03 9427 0111**

**Fax: 03 9427 7985**

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- **Air-conditioning service**



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