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# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

**October 2015**

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

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A Quebec Citroen Graveyard comes to life

## CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

### PRESIDENT

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pastorjohnhelen@yahoo.com.au  
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### VICE PRESIDENT

Tom Grucza \* 0431 396 277  
badjatom@gmail.com  
PO Box 238 Nunawading VIC 3131

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### TREASURER

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treasurer@citcarclubvic.org.au

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drogers11@gmail.com  
1 Birdwood St. Frankston VIC 3199  
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membership@citcarclubvic.org.au  
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(refer to below notation at bottom of page)

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### LIBRARIAN

Dave Rogers 0422 229 484  
cccclibrarian@gmail.com

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Tom Grucza \* 0431 396 277

### 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>



Some days you go out and party and life is good. Some days you go out and enjoy special parts of our big, beautiful country and life is even better. Some days you go out and celebrate life with a concert, musical, play or dance and for many of us, that's best of all. Sooner or later, however, the support systems of life demand

attention and you're going to have to spend a day at home doing the housework and putting out the rubbish. It's a bit like that for me now in that we have some very important housekeeping things to attend to. Our Annual General Meeting is set down for Wednesday 4th November, our club night for that month. At the AGM the committee reports to the membership on its achievements, financial status and challenges. It is the time of accountability. Given that the committee's job is to make the club what the members want it to be, this is the time when the members make that happen. So you should all be there to help assess the past and set up the future. Two committee members, John Dorgan and Dave Rogers will be retiring after sterling service to the club and they will need to be replaced. Please think about nominating for committee and stepping up to help crew the ship. Yes there's more work, but there is also greater satisfaction. Nomination forms are in this newsletter, as are proxy forms to complete if you are unable to attend. The latter are important because you can have your voice heard even if away or ill. When I worked at the State Electricity Commission, customers were given 3 warnings then the power went off. Some people only ever responded to the 3rd one. But we were paid to do it and the procedure was legislated. Our membership secretary, John Wyers, is not paid at all and is kept busy sending more membership renewal reminders to club members than is fair to him. He is busy enough as it is. So the committee has legislated that a renewal notice and one reminder be sent to all of us, with membership being terminated if it has not been renewed within 30 days of its expiry. But along with that we are working on a system which will automatically communicate renewal dates and will help avoid an Oh! No! Moment. Many of you will be aware that, in common with almost every other car club connected with AOMC, our biggest expenditure by far is on the printing and distribution of the newsletter. It

is all in the treasurer's report. The committee has worked hard to keep those costs down with a number of measures including the offering of an electronic newsletter alternative at a membership fee discount, seeking a fresh round of quotes from a number of printers and the decision to print 11 numbers per year rather than 12. Our editor, Brian James, more than deserves the break in January, too. Nevertheless, club expenditure has exceeded income for the last several years and it is time to review membership fees. These have remained unchanged for three years and at the AGM a committee-sponsored motion will be put that the membership fees be \$70 for metropolitan area residents and \$55 for country residents. Both categories' fees can be discounted by \$20 if opting for an electronic rather than a hard copy newsletter. As well, we are re-instating a membership fee of \$15 for second and subsequent family members. This is to cover admin costs, particularly those associated with CPS cars belonging to family members. These fees are the minimum ones consistent with us having a small surplus at the end of the next financial year. There is more detail available at the AGM if you need it. And so from housework back to life. October 23rd and 24th brings Motorclassica, our official club outing for the month and compulsory viewing for classic car buffs. It really is classic car heaven, always with something to amaze, surprise and delight. Come also to support our own club's showing of DSs and other Citroens as one of the car club displays outside Motorclassica. I hope you also have 1st November in your diary. It is the day of the French Car Festival, this year being organized jointly by ourselves and CCOCA. It is the biggest display of our best cars for the year and is unmissable. Please make a point of being there for the pleasure but also consider helping the organizing committee, who include Kirk Kircaldy and John Wyers. They need marshals. You'd be good at it. Look at the way you put that rubbish out. What style! Go for it!

*John Parsons*  
President CCCV

#### 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

Tom Grucza driving a stationary tram at the Bendigo Tram Museum on our August run. Centrefold & page 20.

*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** (Subject to committee approval)..

CCCV welcomes the following new members to our family: Andrew McLauchlan. 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
Sept	2	Club Night—Buy-Swap-Sell	Oct	7 Club Night —Bush Mechanics?
	11-12-13	Rusty Springs –CCOCA weekend	18	Take your tops off—All convertibles 10-00 AM Stamford Hotel—P20 <input type="checkbox"/>
Oct	2-11	Diamond Jubilee of the DS/ID Multi day run from Rutherford Victoria, and concluding at Mittagong NSW.	18	Mossgreen Car Auction 935 High St Armadale <input type="checkbox"/>
		For more details on club events contact <b>John Dorgan on 0437 289 084</b>	23-25	Motorclassica Royal Exhib Build. <input type="checkbox"/>
			Nov	1 French Car Festival Como Park Nth Sth. Yarra
			4	Club Night <b>AGM</b> Note change
			22	Festival of Cars RACV at <input type="checkbox"/> Cruden Farm, Langwarren.
			Dec	2 Club Night TBA
<b>Monthly 1st- <u>Chit-Chat Tuesday</u> Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from 10.30am CCOCA &amp; CCCV event for coffee &amp; chat.</b>				
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	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

### October 7 Club Night

*What could it be?*



# MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

23-25 OCTOBER > 2015 ROYAL EXHIBITION BUILDING MELBOURNE



## 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](http://www.citcarclubvic.org.au)  
Contact John Wyers 0423 930 959 or Ted Cross 9819 2208  
Enter via Alexandra Avenue Melways 2M / D2

### "Membership Matters"

- Members will notice that in addition to your Mailing details in your Newsletter is an "Anniversary date". This shows when your Subscriptions are due each year.
- Members with Club Plate Cars are reminded that payment of Subs is necessary to keep your Permit details current with Vic Roads. Non payment of Subs within 30 days will mean you are considered as having resigned from CCCV. The outcome of this would mean having to re-register your Club Plate vehicle under the new Club Plate Scheme introduced in January 2015 by VicRoads.

Regards

John Wyers

Membership Officer"

**MEMBERS:**

*The New Club Website is now online .*

Visit the site at [citcarclubvic.org.au](http://citcarclubvic.org.au)



# AGENDA – AGM 2015

To be held at 92 Wills Street, Glen Iris  
on Wednesday 4th November 2015 at 8 pm.

**Welcome** Please sign the Attendance Register

**Apologies**

**Confirmation of Minutes of 2014 AGM**

As per November 2014 “Newsletter”

**Chairman’s Report**

**Treasurer’s Overview**

Financial Statements (as per September 2015 “Newsletter”) including Profit & Loss for the year ended 30 June 2015; Balance Sheet as at 30 June 2015 & Certification of Annual Accounts signed by Treasurer/Secretary & President.

**Review of Annual Membership Fees**

Given that the Club has been incurring losses in recent years, it is proposed that Annual Membership Fees be revised as follows:

- **Metropolitan** ( hard copy Newsletter) \$ 70
- **Country** (hard copy Newsletter) \$ 55
- **Internet** (soft copy Newsletter) discount \$ 20
- **Subsequent Family member** \$ 15 (limited to one member residing at same address)

Each of the above allows the registration of one vehicle CPS vehicle and is entitled to one vote.

- **Subsequent CPS vehicle** (no other rights) \$ 15

**Election of Committee Members**

The Constitution requires a secret ballot in cases where there is more than one nominee for an available position. It is proposed that unless any member, being eligible to vote, requires a secret ballot, that the election for that position be conducted by a show of hands.

## YOUR COMMITTEE

The role of your Committee is, in one sentence, to manage the business of the Club. The Committee consists of a President, Vice-President, Secretary, Treasurer and ordinary members.

Each committee member is involved with organising and managing club activities and events; taking part in discussion of club policies and management; providing articles for inclusion in “The Newsletter” and showing initiative in promoting the Club. Looking to the specified positions as mandated by the Associations Act:

The **President** leads the direction of the Club and is so doing also:

- Takes primary responsibility for the Club’s administration;
- Represents the Club community or other forums;
- Sets the Committee agenda and chairs all meetings;
- Welcomes new members to the Club;
- Presents Awards for Concours and other club competitions;
- Ensures the Club complies with the Associations Reform Act 2012 and the Club’s Constitution;
- Determines the distribution of tasks and their priority between committee members.

The **Vice-President** assists the President in all manner of things as detailed above and stands-in for meetings and events, as required.

The **Secretary** performs any secretarial duty or function required under the Act together with and including:

- Maintaining the register of members;
- Keeping custody of the common seal and except for the financial records, all books, documents and securities;
- Providing members with access to the register of members, the minutes of general meetings, and other books and documents;
- Receiving and distributing incoming mail;
- Recording outgoing correspondence;
- Maintaining minutes of meetings;
- Preparation and lodgement of Dept of Justice Annual Return.

The **Treasurer** controls all manner of financial transactions including:

- Receive all moneys paid to or received by the Club, issue receipts and ensure prompt banking;
- Make payments authorised by the Committee;
- Ensure cheques /payments are signed / authorised by at least 2 committee members;
- Keep proper records and supporting documentation;
- Maintain simple accounting system to record all transactions and report to Committee on all aspects of payments, receipts, revenues and costs;
- Maintain proper control on access to club funds;
- Coordinate the preparation of the Club’s financial statements of the Club and their certification by the Committee prior to their submission to the annual general meeting.

The **ordinary committee members** have varying roles within the Committee which may or may not require regular attendance at Committee meetings. Such roles include:

**Events Officer** who liaises with members on proposed events, co-ordinates collection of details and draws-up notices for inclusion in The Newsletter and website;

**Newsletter Editor** whose role is to ensure the prompt and timely production of physical and soft copy of “The Newsletter” as well as lead the sourcing of articles of interest to club members;

Other roles include **Membership Officer, Club Shop Manager, Librarian, Website Manager** and **CPS Permit Secretaries**.

If you are interested in taking on any role in the Committee and the Club more broadly, speak to an existing committee member. Your contribution will always be warmly welcomed and highly valued.

Nominations for Committee positions at time of going to press are:

President	John Parsons
Vice-President	Tom Gruzca
Secretary	Peter Moloney
Treasurer	John Fedorko
Ordinary members	
-Events Officer	?
-Newsletter Editor	Brian James
-Ordinary members	???

## **NOMINATION FORM: ELECTION OF CCCV Inc OFFICE BEARER / COMMITTEE MEMBER**

I, \_\_\_\_\_ being a financial member of the Citroën Car Club of Victoria Inc. (ABN 74 557 610 508) hereby nominate  
\_\_\_\_\_ as a candidate for the position of:

☐ **President**      ☐ **Vice-President**      ☐ **Treasurer**      ☐ **Secretary**      ☐ **Ordinary Member**

(You may tick more than ONE box. Each position will be considered in order as given above. This Nomination Form can only be used for ONE person.)

Nominee's Name: \_\_\_\_\_ Nominee's Signature: \_\_\_\_\_

Proposer's Name: \_\_\_\_\_ Proposer's Signature: \_\_\_\_\_

Note: All signatories must be CCCV Inc financial members. Nominee must sign for the Nomination to be valid. Proposer's signature is optional. This notice must be delivered to any Committee member by no later than 8pm Wednesday 4 November 2015.

## **PROXY FORM**

I \_\_\_\_\_ of \_\_\_\_\_

being a member of CITROËN CAR CLUB OF VICTORIA INC (ABN 74 557 610 508) and entitled to attend and vote, hereby appoint

	<b>The Chairman of the Meeting</b> (mark with an "X")	<b>OR</b>	
--	--	-----------	--

**OR**, if no person is named above, the Chairman of the Meeting, as my proxy to act generally and to vote, on my behalf, in accordance with the following directions (or if no directions are given, as the proxy sees fit), at the Annual General Meeting to be held at 8:00 PM on Wednesday 4 November 2015 and at any adjournment of that meeting. I acknowledge that the Chairman of the Meeting intends to vote undirected proxy appointments in favour of the items of business.

### **Voting directions**

Please indicate your directions with an "X" below:

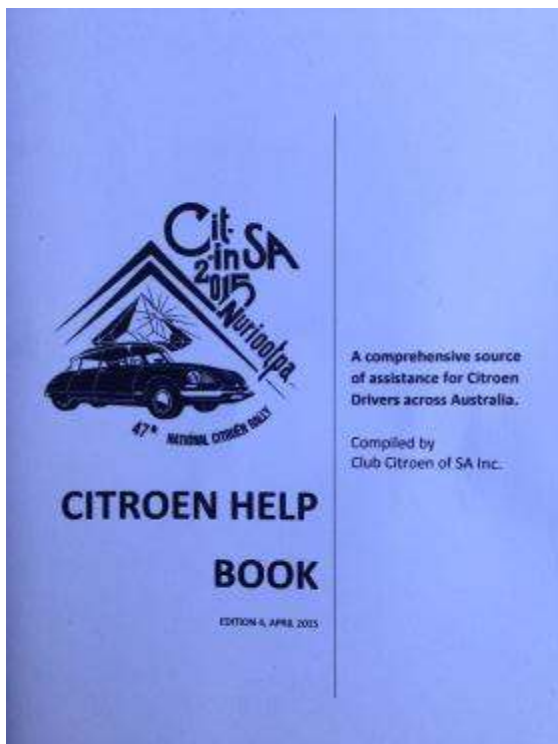
<b>Agenda item</b>	<b>For</b>	<b>Against</b>	<b>Abstain*</b>
<b>6</b> Review of Annual Membership Fees It is proposed that the fees be changed as per Agenda.	..	..	..
<b>7</b> Election of Committee members Officebearers & general Committee member positions.	..	..	..

Signed this \_\_\_\_\_ day of \_\_\_\_\_ 2015  
Member Signature:

### **Notes**

In order for this Proxy Form to be valid, it must be lodged not less than 24 hours before the commencement of the Annual General Meeting. Lodgement may be made by delivery, post, facsimile, or email to any member of the Committee. \* If the Abstain box is marked, you are directing your proxy not to vote on





The 2015 edition of the Citroen Help Booklet, compiled by Club Citroen of South Australia, has been posted on our website. The booklet provides contacts and service information for members throughout the country, an invaluable support when motoring interstate. The contents are for members only use.

MENTAL HEALTH  
FOUNDATION OF AUSTRALIA

# FESTIVAL OF CARS

PROUDLY SUPPORTED BY RACV

Come along to the 8th annual running of this wonderful family day out with an exciting display of cars from yesterday, today and tomorrow, including a range of electric cars, the future of the motor car.

Relax and enjoy the magnificent grounds of Cruden Farm (home of the late Doris Elizabeth Hurlock AC DBE).

Activities include entertainment for the whole family with great food and coffee available.

**22 NOV 2015  
11AM-3PM**

**CRUDEN FARM**  
CRANDGURNE-FRANKSTON RD, LANDSWORTH

DISPLAY YOUR HISTORIC OR SPECIAL INTEREST VEHICLE FOR A SPECIAL ENTRY PRICE OF \$20 PER CAR INCLUDING OCCUPANTS.

DISPLAY CARS ENTRY FROM MCCLELLAND RD, PUBLIC ENTRY FROM CRANHAVEN RD.

Register with Graeme Redman on 0408 566 932 or redmangraeme@gmail.com

ALL PROCEEDS FROM THE DAY GO TO THE MENTAL HEALTH FOUNDATION COMMUNITY AWARENESS PROGRAMS.

General public admission \$20 per head with children U16 free.

## Wings and Wheels – Yarra Valley

Wings and Wheels is held on the Bathurst 1000 weekend, Saturday and Sunday 10 and 11 October, and will be one of the major events in the lovely Yarra Valley in 2015. Highlights will be the Roulettes flying over and landing on the runway and the Bathurst 1000 being live streamed on a large screen by Channel 10 on both days. There will be Vintage Cars, Food and Wine, Cooking Demonstrations by Tony Milton and others, Beer and Wine Bars and many stalls from the local area.

Benefiting charities: Stroke Association of Victoria, Alkira, One Voice, Bali Children's Foundation, Yarra Ranges Special Developmental School in Mt Evelyn and Melba Support Services.

**Date:** 10 to 11<sup>th</sup> October, 2015

**Venue:** Lilydale Airport, Yarra Valley

**Cost:** Day ticket passes – Single adult \$20; 2 Adults \$25, Family \$30, Day bus pass \$6





## DS EFI Injector Replacement

By Tom Gruzca



The Middachten Castle and Estate in Rheden, will be the venue of the ICCCR in August 2016. Here The Netherlands will host the 16th version of this international Citroën event. Next to the castle is a large area for gathering and activities. Within walking distance there will be a camp site with plenty of space to camp. Young or old, tall or small, every Citroën and every Citroën enthusiast is more than welcome to join the event. A fine location, sheltered between the two typical Dutch landscapes of the beautiful forest National Park Veluwezoom and the meandering river IJssel. In the area there is a lot to see and do for all ages and interests. Medieval town centres, art museums cultural trips, sports, a trip by steam train, a variety of accommodation options and the peace and quiet of nature. An excellent environment to combine your holiday with the ICCCR. Over 30 enthusiastic Dutch Citroën Clubs are happy to invite you to join this party!

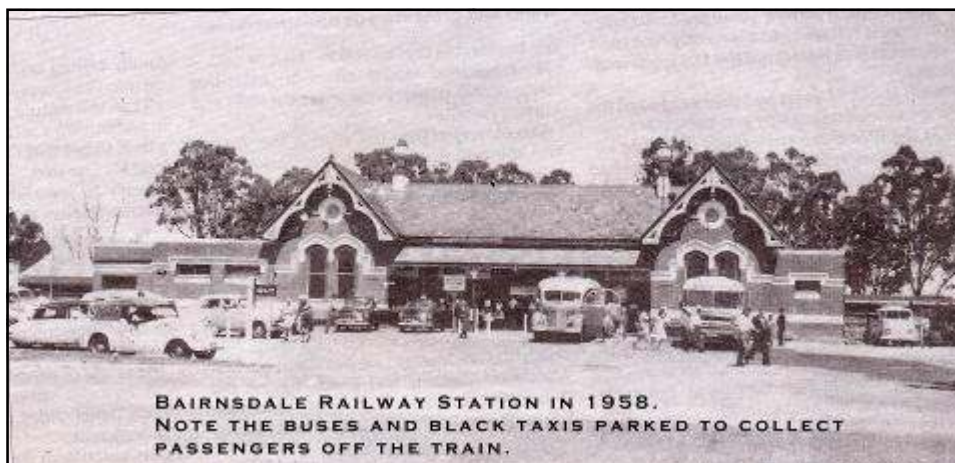
Website: [icccr2016.nl](http://icccr2016.nl)

For some time I have been hunting for a cold start injector for the DS whilst using a good one borrowed from a friend. Elliot Beniada suggested I look at wrecker's yards for a replacement since early Volvos and Nissan Pintaras, and many other cars of that era, used similar injectors. I found one on an early Volvo 240 series. It's physically larger but the fittings are similar to the one I am replacing. The electrical terminal fits snugly but the fuel inlet has a smaller diameter. I built that up with several layers of heat shrink so that the fuel hose can be secured. The other modification was to fashion a mounting block. The Volvo injector has a raised collar on the outlet so I made up a mount from a solid piece of rubber I had in my scrap box of GS bits and pieces. The bolt holes



match up perfectly. I tested the injector before fitting it to the manifold and it gave a powerful mist of fuel and did the job

nicely. If the DS Bosch injector Part No: 0 280 170 012 can't be found look for the Bosch Part No: 0 280 170 413. It cost me \$18 with 30 days warranty.



"This photo was published in the Bairnsdale Advertiser on Aug 12 2015. It was from the East Gippsland History Society collection. I wouldn't have believed that a Goddess was down here back then!

Paul McKenzie

# A Quebec Citroen Graveyard Comes To Life

Photos and story by Robert J. Galbraith for The Toronto Star

In the middle of a southern Quebec cornfield sits one man's automobile Shangri-La, his personal auto-oasis; a Citroën car graveyard. It is a place where few car enthusiasts visit, being set back from the main road in the heart of Quebec's agricultural zone, but it has a strong following of Citroën disciples who consider it akin to an automobile Mecca.

Here, amidst the lines of rusting wreckage and eye-popping car treasures, rows of dusty headlight glass covers and faded fenders line the wall of the barn, like scales on a fish. In the surrounding fields, migrating Canada geese land in the stubble of the surrounding corn fields, scratching up a few kernels to feed their long distance hunger, while in the distance, fields are being tilled into neat, regimented rows.



**BEDFORD, QUEBEC; APRIL 29, 2015**—Seventy-two-year-old Quebec grain farmer and Citroën collector, André Menard with some of his collection on his Bedford, Quebec farm, 85-kilometres southeast of Montreal. Menard has over 60 of the French-made cars in various states of condition. (Robert J. Galbraith/ Toronto Star).

windshields stacked like a glass layer cake. Overhead in the rafters, chrome bumpers line the ceiling.



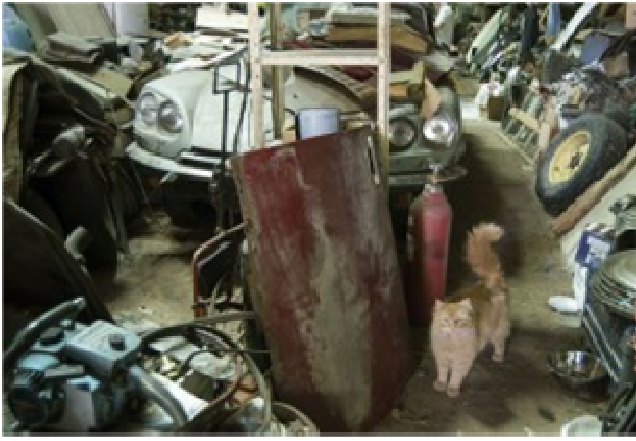
Inside the farm's barn there are no plows, no tractors or grain bags as one might imagine; instead, there are boxes of headlamps, hampers full of side mirrors, clusters of steering assemblies, hydro-pneumatic suspension systems and more

The barn resembles a cavernous Citroën operating room, complete with the sobering musk of oil, grease and gasoline on a dirt-covered floor. A loving marmalade barn cat follows the visitor everywhere, like an amorous security guard.

This is the farm of Citroën car enthusiast, André Ménard a 72-year-old grain farmer and collector of Citroën automobiles and parts. Ménard has pursued his passion for the famous French-made car for over 50 years, picking up a car here and there and being given old and broken cars in various stages of disarray.

"Some Citroën owners would rather give away their old car than send it to the wreckers to get crushed. They are sentimental about them. Other people will offer their car to me and ask for a huge price; (he said with a muffled chuckle) but it's not worth paying a lot as I don't make a lot. It's for pleasure; not for profit. It's not really a business. It's a passion," explained the soft-spoken farmer.





Menards's collecting started in 1962. "I did some snow clearing with my tractor for a neighbour and he gave me an old Citroen. That was the first I owned. I now have around 60 cars, in and outside the barn," he explained. "Anytime I met anyone interested in Citroens, they would put the word out to anyone wanting to get rid of their Citroen. Here is the result," he said with a sweep of his hand.

He supports his collecting habit by selling parts to collectors and restorers, by telephone. But he has no website, no e-mail address.

As a young boy, Ménard liked building go-carts with washing machine engines and other contraptions. He was

always fiddling with some mechanized buggy of some sort. "When I was a young boy of 14 I took the engine out of an old motorcycle and bolted it onto a sleigh body. It had a similar look to one of those Everglades air boats..."

It is about an hour's drive from where Ménard lives in Bedford to Valcourt, Quebec, where Joseph Bombardier built the world's first snowmobile in his repair shop in 1937. Bombardier was also a tinkerer like Ménard.

"There are some other makes here in the yard, like the 3 NSU Prinz's, given to me by my brother, and a Toyota van. But it's mostly Citroens."

The fate of the Citroen (the first mass produced car outside of the U.S.) was sealed in North America in the 1970's, when the U.S. government brought in strict new standards for all car manufacturers. At the same time, the EPA introduced new environmental rules; then there was the oil crisis of the mid-seventies. These changes

spelled doom on this continent for the visionary car maker. It was forced to withdraw from the North American car market in 1972-4, rather than be forced to adapt to the new design regulations that outlawed core features of Citroen cars that made them so unique.



**BEDFORD, QUEBEC; APRIL 29, 2015**— Menard's brother gave him the 3 NSU Prinz's, now resting on a pile of boulders collected from the surrounding corn fields. A Citroën DS rests in the foreground. (Robert J. Galbraith/Toronto Star).

Some of the features that made the Citroen a one-of-a-kind automobile include directional or swivelling headlights that turn with the steering, (providing better visibility in corners); height-adjustable hydro-pneumatic suspension, variable-assist power steering and its energy absorbing impact capability in case of an accident. (They manufactured the first mass produced front-wheel drive, steel unitary body vehicle; the Traction Avant). These features, now common in modern cars (except for the hydraulic suspension), were first introduced by Citroen decades ago.

"There were too many regulations against the Citroen."

It couldn't survive," stated Ménard.

But the love of the Citroen make still enthralls car collectors and restorers. Montreal Citroen owner and enthusiast Marc Desrosiers is one such owner. He described how, "In 2000 I was buying a used Isuzu from a guy and noticed a strange looking car in the back of his garage. The style interested me and remained with me".

Desrosiers bought his first Citroen, a Dyan, in 2002. Then in the summer of 2014 he bought a 1966 Citroen ID 19 from Ménard and has been restoring it in his Montreal garage ever since. Desrosiers hopes to have his ID on the road by the start of summer, with the help of some parts from his friend Ménard. The 43-year-old electrical engineer says that besides being a victim of changing standards, "The Europeans were producing smaller cars while the American market was asking for gas guzzling muscle cars," explained Desrosiers.

→ P16

## AUSTRALIAN LIGHT 15 OWNER SEEKS ADVICE.

The Manager,  
Citroen Cars Ltd,  
Slough.

12 September 1959

Dear Sir,

I regret to trouble you from Australia for advice regarding some trouble I am having with my Light 15 Citroen, Body 131087. Technical advice is hard to come by out here and the Agents appear to have limited knowledge.

This car has been recently rebuilt by me and is almost equal to new. I have spent a considerable time and money on it. With many refinements, it attracts quite a lot of attention.

This request for advice, principally, is regarding the gear box. This gearbox has been stripped down approx. six times, both by me and the Agents, Buckle Motors of Sydney.

The trouble is chatter in the gearbox on using the accelerator below 30Mm.p.h. in top gear as the speed is gained it disappears. It can also be detected on slowing down in top gear, but much less. The chatter seems to be in the Reverse gear pinion syncro teeth, which I notice has more back lash than the other gears generally. The First and Reverse speed Idler Pinion bush has slight play, but would think it unlikely to cause trouble by allowing this gear to run out of true sufficient to cause chatter in the mesh with the Reverse Gear Pinion which is in constant mesh. Could it be possible that the gearbox casing could have been machined inaccurately? My profession as an engineer enables me to assemble the gearbox very accurately to Citroen specifications in the Hand-Book.

I might add that the gearbox is fitted with new bearings, Synchromesh assembly with the top gear, Forks, Planetary and Satellite gears, Shafts, Crown Wheel and Pinion etc. Clutch recondition. This noise has been present to a lesser degree since the car was new, I feel. I must get over the trouble. As you would realise the expense has been great and I would appreciate your help before making any further move.

If I might ask one or two further questions regarding this 1948-49 Citroen, your opinions would be gratefully received.

Could I safely raise the engine compression ratio and if so, how much, and the amount to shave off the cylinder head? The higher grade of fuel is now available in Australia.

What should the petrol consumption be for normal petrol on average road use? It is rather poor now, 22m.p.g. at 30-40m.p.h. No passengers..

Would the fitting of twin Carburettors be beneficial and would the assembly be available?

Should I expect some whine from the Crown Wheel and Pinion? I have recently had them fitted in the gearbox (very accurately) and they are just as noisy as the original and I think it will have to be rectified.

Would it be possible to have them relapped?

Any help or advice you can recommend I shall be most grateful. Also, pay any expense involved.

I am ,

Yours faithfully,

*The reply:*

—————→



## CITROEN CARS LIMITED SLOUGH.

Dear Sir,

28th September 1959

We have received your letter of the 12<sup>th</sup> September which is principally to ask for some advice concerning the gearbox of your car.

Having regard to the work which has so far been put into this unit, we think you should consider the following before you decide to expend any more time and money on the gearbox unit.

The chatter to which you refer is not entirely unknown to us here and is what we term the "pick-up" rattle. This rattle or noise, as you say, is immediately obviated if at lower speeds you change down to second gear. Here it is necessary to refer to the fact that there are always a number of gears in constant mesh in the gearbox, all of which have their respective clearances combined and if, especially at lower speeds, there is an unevenness of running this can cause a noise similar to that you describe. If a quantity of top gear pinions, both mainshaft and layshaft, were available for selection it might be possible to choose a pair of gears where the tolerances are close, and obviously this would minimize the rattle. In practice this is rarely feasible. Actually the noise is nothing whatever to worry about as it does not necessarily get worse with mileage, neither can it produce any defects or breakdown. Whilst we do not wish to advise you to drive your car, it would be evident from the information we have given above that at lower speeds it is preferable to use lower gear.

Coming now to the other matters you mention, you can if you wish remove 1-mm from the face of the cylinder head, but this must be approached with some caution in order to leave sufficient metal in the water jacketing inside the head. Taking 1-mm off will increase the compression ratio to about 6.5 to 1.

We find from general experience that the average petrol consumption in this country can be in the neighbourhood of 26 m.p.g. where some traffic conditions are involved, and at moderate speeds on main roads where progress is more or less uninterrupted the consumption might be in the neighbourhood of 28 m.p.g. In your case therefore possibly some re-tuning of the engine or a change of carburettor jets might be called for.

The question of whether of fitting of twin carburettors is a help is a matter of some conjecture. We do not normally supply anything like this here because we do not depart from the standard job. We do know there are proprietary manufacturers who can supply the conversion. In some cases we have heard of people claiming that a substantial improvement in general running has been attained, and in other instances we know it has been most unsatisfactory and a reversion to the original equipment has taken place.

We note your concluding enquiry concerning a whine from the crown wheel and pinion and we think it is possible that this could be improved if you lapped the gears. On the other hand, it must be remembered that as the transmission is in the front of the car the driver is bound to hear more noise than if the differential, etc. was on the back as would be the case with rear-wheel-drive models.

We thank you very much for your enquiry for an individual name and address for the purpose you have in mind, but we are very pleased to assist you where we can and we hope that the foregoing will be of help.

Yours faithfully,  
CITROEN CARS LIMITED  
A.G.Hards.  
PARES & SERVICE MANAGER.



Visit Victoria's heritage and culture



The Bendigo Tramways Museum and Depot is the oldest working tram depot in Australia, dating back to 1903. Housed at the museum are some of the original Bendigo Tramways fleet (circa 1890) which have been restored to their original glory and operate as part of the daily tourist Vintage 'Talking' Tram Tours which operate through the historic streets of Bendigo. Each tour includes a tour of the Depot. Visitors to the Tram Museum are encouraged to interact with the restoration personnel as the work on the historic vehicles such as the 1890s battery tram and the 1903 electric tram continues.



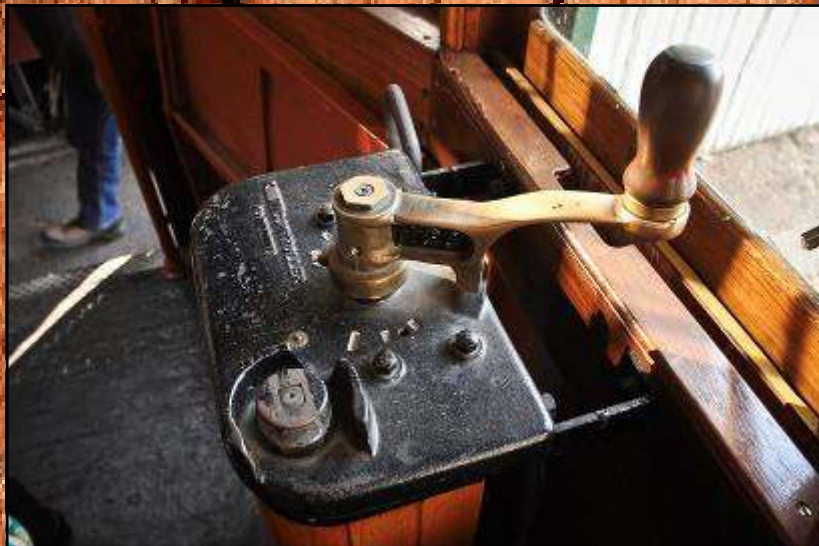
Some members on the B



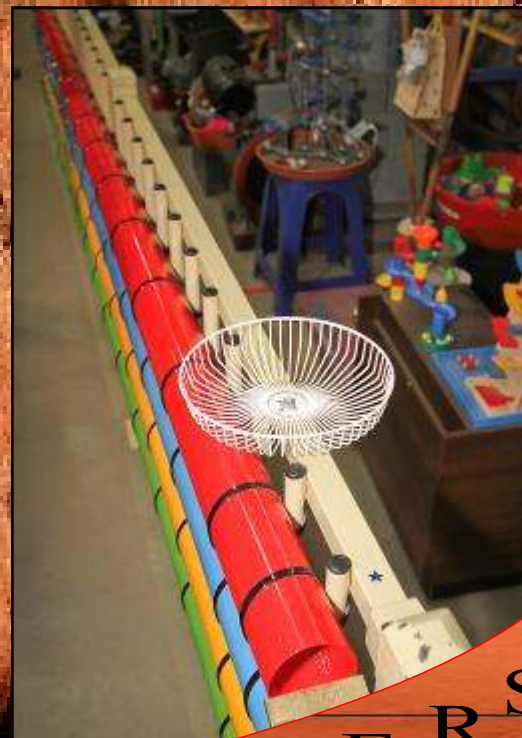
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Bendigo Run—August 2015



CAPERS





**MONTREAL, QUEBEC; APRIL 28, 2015**—Montreal Citroën enthusiast and owner, Marc Desrosiers installs a side fender on his ID19 (the ID19 is a more basic version of the luxurious DS). (Robert J. Galbraith/ Toronto Star).



André Ménard can contact him at 1 - 4 5 0 - 2 9 6 - 0 3 5 3 , or, George Dyke of CITROENVIE! At <http://citroenvie.com/home/> or 1-647-896-3202. Here s the link to the Toronto Star newspaper edition. <http://www.thestar.com/autos/2015/06/15/a-quebec-auto-graveyard-comes-to-life.html>

“It really was ahead of its time. You can compare the Citroën with the Tesla for the level of change it brought to the automotive industry. And, it is a really nice car to drive and be a passenger in; very comfortable.”

Ménard says the hydraulic suspension of the Citroën made his everyday life more convenient. “When I went ice fishing I could go where no other car could go on the lake, because the hydraulics made it easier to go over snowy terrain. It also made it easier to get around the farm, especially in poor weather. The hydraulics was everything.”

George Dyke of CITROENVIE; a community of Citroën enthusiasts with a passion for Citroën automobiles, based in Brampton says that, “In Ontario we have a couple of Citroën yards or dumps, but not like Ménard’s. He is one of the very few who still works on the vehicles and has lots of parts available. He is well-known amongst Canada’s, and U.S. Citroën owners and collectors.”

The smiling, humble Ménard confessed that after all these years he still doesn’t quite understand his attraction to the Citroën. “It’s my passion! I just love them. Why; I don’t know?”

Anyone interested in reaching

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## 2015 Goodwood Revival: the car show 'Over the Road'

The car park becomes part of the show at the Revival as visitors line up their classics

The **Goodwood Revival** is a three-day festival held each September at Goodwood Circuit since 1998 for the types of road racing cars and motorcycle that would have competed during the circuit's original period—1948–1966. Most people dress in period clothes. It is one of the world's most popular motor race meetings and the only UK event which recreates the golden era of motor sport from the 1950s and 1960s.

There was some opposition to the re-introduction of racing at the circuit, but a numerically strong lobby in the form of the Goodwood Supporters Association helped to lead eventually to approval.<sup>[1]</sup>

The festival acts as a showcase for exceptional wheel-to-wheel racing around a classic circuit, untouched by the modern world and relives the glory days of Goodwood Circuit, which ranked alongside Silverstone as Britain's leading racing venue throughout its active years. Between 1948 and 1966 Goodwood hosted contemporary racing of all kinds, including Formula One, the famous Goodwood Nine Hours race and the celebrated Tourist Trophy sports car race.

The festival includes Grand Prix cars from the Fifties and Sixties, sports and GT cars, as well as historic saloon cars and little-seen Formula Juniors. Many of these important historic racing cars are driven by famous names from motor sport past and present. Famous drivers who have taken part include: Sir Stirling Moss, John Surtees, Sir Jack Brabham, Phil Hill, Derek Bell, David Coulthard, Damon Hill, Gerhard Berger, Martin Brundle, Bobby Rahal, Johnny Herbert, Wayne Gardner, Giacomo Agostini, Jean Alesi, the late Barry Sheene and Peter Brock, as well Chris Rea and Rowan Atkinson (as Mr. Bean) in 2009.

The restored circuit is unchanged from its heyday and many visitors wear appropriate period clothing and no modern vehicles are allowed within the circuit perimeter throughout the weekend (except modern race fire and rescue vehicles).<sup>[2]</sup> There are also theatrical sets that bring the past back to life including many historic aircraft.<sup>[3]</sup>

By Paul Hudson



Away from the racing action and living theatre at the circuit, the "Over the Road" section of the **Goodwood Revival** provides one of the best classic car shows in the world - and it's free.

People drive their historic cars from all over Europe, and sometimes beyond, to be part of the spirit of the event. The forward car park for tax-exempt (pre-1973) classics is the place to see almost the entire history of motoring, such as the impressive collection of Twenties **Bentleys** casually parked in the field last year.

As has become tradition, people passing through this area are encouraged to vote for their favourite car on each of the three days of the event. It's snappily titled "The Revival Car Show presented by Stewart Miller and Peter James Insurance". All finalists will be scrutinised by Sir Stirling Moss, who will decide the overall winner.

Shortlisted cars for today include an Austin Healey 100, a 1968 Morris Mini Cooper and a Triumph TR5, as well as a 1965 Gordon-Keeble GT1 and a 1934 MG NA.

The eclectic mix of cars to vote for tomorrow, on the final day of the show, includes a **Ford Mustang Convertible**, an **Aston Martin** Volante, a 1929 4.5-litre **Bentley** Open Tourer 7, a De Tomaso Pantera and a Mk1 **Lotus** Cortina.



Car park classic car show at Goodwood Revival



# Record number of Spitfires as Battle of Britain is marked at 2015 Goodwood Revival

*Goodwood will mark the 75th anniversary of the Battle of Britain with flypasts and a display of more than 30 wartime aircraft.*

There are always moments at the **Goodwood Revival** that you feel will be impossible to top. And one of those from last year was when the two remaining airworthy Lancaster bombers performed a flypast to commemorate the 75th anniversary of the founding of Goodwood airbase – the same base whose outer perimeter road now forms the motor racing circuit.

However, with this year's event coinciding with the 75th anniversary of the Battle of Britain, the 2015 Freddie March Spirit of Aviation exhibition is probably even more spectacular than 2014's, featuring more than 30 British wartime aircraft: 24 Spitfires, eight Hurricanes and the last flying Bristol Blenheim bomber.



In addition, each day of the 2015 Revival will begin with a dawn patrol; a P-51 Mustang did the honours today and will return tomorrow, while a Spitfire will be on duty on Sunday.

A Spitfire and Mustang will be seen in the skies over Goodwood together on Saturday afternoon, when they stage a mock dogfight. And on all three days, the Battle of Britain Memorial Flight will perform a formation flypast, with a Lancaster and 12 Spitfires set to appear on Sunday.

It was the 9th Duke of Richmond and renowned aviator Freddie March who donated Goodwood Aerodrome to the war effort. The airfield was renamed RAF Westhampnett, and served as a key base for Spitfire, Hurricane and P-51 Mustang fighters.

By 1940, flying training was taking place at Goodwood for the first time, with young pilots being taught how to fly the fighters there.

The base went on to play its part in the Battle of Britain; it was from RAF Westhampnett that the US 8th Air Force flew together with British fighters to commence the ill-fated Dieppe Raid, and later Sir Douglas Bader departed on his last flight of the Second World War from Goodwood.

Following the war, the airfield returned to peacetime aviation and the racing circuit was created. The first ever post-war motor race in Britain to be held at a permanent venue took place on the new track in September 1948.



Top: The two remaining airworthy Lancaster bombers performed a flypast at last year's Revival Photo Christopher Pledger

Bottom: A Spitfire and a P-51 Mustang will perform a mock dogfight on Saturday / Photo: Getty Images

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They're off!



Sir Stirling Moss



Fashions from the past.

The Goodwood Revival is a historic motor racing event like no other. It offers those who attend for three magical days in September the opportunity to immerse themselves in the retro fashions, culture and atmosphere of the Forties, Fifties and Sixties - the golden era of motorsport.

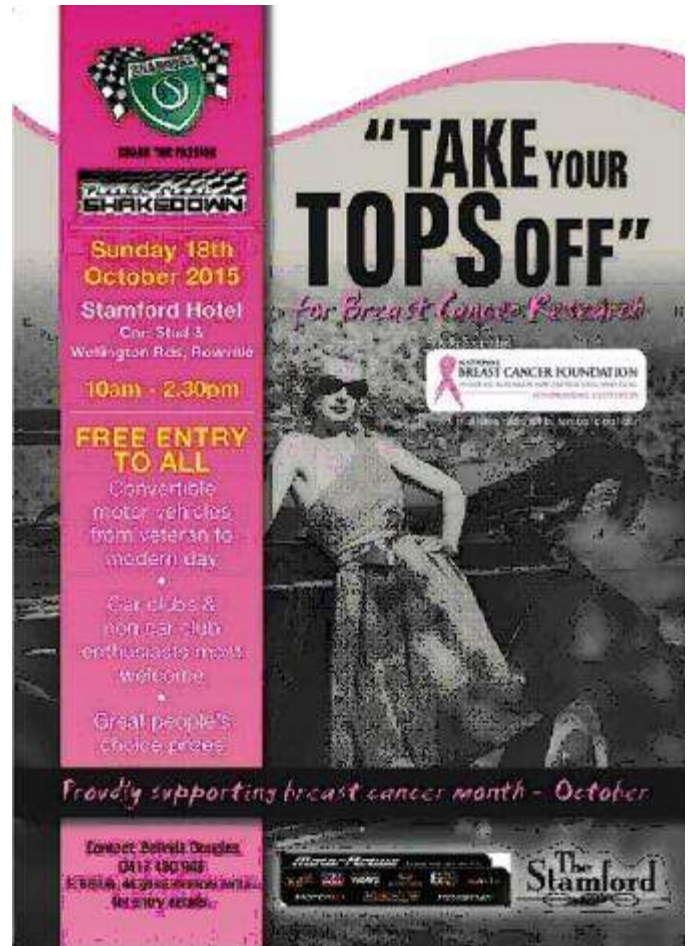
At 7.30am on the 11<sup>th</sup> of September the Goodwood Revival will open its gates to 148,000 spectators for three action packed days of historic motorsport, classic air displays, fashion and entertainment from a bygone era. So what can the lucky few who get to attend this sell-out event experience?

**Revival on track action**

The Goodwood Revival brings together an amazing collection of rare, hugely valuable and historic racing machinery from around the world including sports cars, Le Mans prototypes and Grand Prix motorcycles, while the fast and flowing circuit provides the perfect arena in which to watch them being raced in anger.

**Collo's Revival Tip** – *After visiting the paddock, get away from the crowds and walk down to the St Mary's complex to see the cars as they spectacularly slide their way through this high speed series of corners.*





## At Confectionary Capers.

*Top:* Brian James, George Hamada and John Wyers, with smiles on their faces.

*Middle:* George Hamada and Alena Stafford spellbound..

*Right:* The President John Parsons, captivated in a world of fantasy.

These three images by:  
Tom Grucza



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8/15



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## 2001 Citroen Xsara VTR Sportif

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Phone Andy Richards 0402 403 157



## DS23 EFI project car.

8/15

This 1974 car, well known in CCCV, is in need of a complete restoration and will need a new chassis to make it a viable proposition. Nevertheless it is complete and comes with more than enough good spare panels to complete the job. Chassis No: 01FG6929 Other spares as well. \$2000.

For more information contact :

John Parsons on (03) 59 776 115.

## CX 2400ie Familiare, 1982.

8/15

Mechanically very strong. New upholstery and *Verte Argente* paintwork in 2010. Unregistered. Needs rear engine oil seal for rwc.

Chassis No: VF7MAMX0000MX0045

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For more information and photos, contact:

John Parsons on (03) 59 776 115.

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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](mailto:embletonlaw@westnet.com.au) or phone 5456 2504 for more details and photos.



## For Sale

6/15

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10/15

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6/15

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