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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)*

**October 2016**



## IN THIS ISSUE

Dutch treat

Citroen Spheres

OX Flat Pack Truck

The Kimberley Australia

The charms of a classic CX

Citroen Cxperience concept revealed

## CITROËN CAR CLUB OF VICTORIA Inc.

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### MEMBERSHIP RATE

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

### CCCV GENERAL MEETINGS

8.00 PM 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.



From the president:

It is amazing what you can learn while sitting around a campfire. Did you know, for example, that if you weld a second set of rims to the outside of the ones on your 2CV, the track of the outer rims exactly

matches the European standard rail gauge? No, I didn't either. But Kees knew. He bet his mate who lived beside a goods railway line 50 Euros that he could drive his 2CV to said mate's place by rail. So, following the requisite welding and other engineering, timetable monitoring and some clandestine lurking at a nearby road crossing, our man drove down the track to his mate's place, tooted the horn, waved and collected on the bet. "I had to wait until I retired before I could do it, though", he confessed. "Why was that, Kees?" I asked innocently. "Ah! Well" came the reply, "I was a superintendent of police."

All of us who went on the raid have stories to tell; some of friendships renewed or made, trials and tribulations met and conquered, mechanical disasters, fun and games, sight, sounds and experiences enjoyed and yes, one tragedy endured.

I hope you will enjoy seeing and hearing about Raid Arnhem 2016 from Dave Rogers and others of us after the (brief!) AGM at our October meeting. Not only is Dave an excellent speaker but he is also a gifted and prolific photographer so you will be engaged and inspired by what you see and hear. Remember too that raid 2020 is only four years away and our Olympic athletes have already begun preparing for the Tokyo games. There will be a bang-up supper afterwards.

Before that, however, we have a small but very important amount of work to do. We, the committee, have to report to you on our stewardship of the life

of CCCV in the last year and field your questions and comments on that stewardship. After all, CCCV is about you. In addition, we will soon be meeting to plan our 2017 activities, some of them in conjunction with CCOCA and we need your input before that meeting. One "how about we do.....?" is worth a hundred "why didn't we do...?'s.

There will be elections for office bearers. Most of us on the committee are standing for re-election but at least one, Treasurer John Fedorko will not be doing so. After five years on committee serving as treasurer and secretary, at one stage both at the same time, John has decided on a retirement from club responsibilities to match his recent retirement from work. He has been an outstanding treasurer, combining professional excellence with rigorous attention to detail and an insistence on the transparency of CCCV's financial activities. He will be hard to replace but there is a good man or woman in the club able to do it. If it is you, please nominate. It is as satisfying as it is important to lead and serve the club in this way.

Please consult the coming events pages. We are finishing the year in a blaze of enjoyable activities which include the French car festival, our own local swap meet at the November club night, a run to a barbecue in Fingal (look it up!), Motorclassica and finishing with a joint Christmas party with our friends in CCOCA. I've had to put them all in my diary to avoid event clashes approaching Christmas.

Perhaps some time next year we could all go on a 2CV run. By rail.

John Parsons.

#### DISCLAIMER

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

#### FRONT COVER

Basil Keir from HEADWORKS shows Ferdi Saliba & Michael Sharpe the finer points of valve springs at the September Club night.

*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: Michael Faulks, Diahann and Peter Lombardozzi, Bruce McIntyre, Terry Petridis and Ian Dunn.

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.

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		<b>BYO chair, table and everything else but the meat, which is supplied by the clubs.</b>
	21-23	RACV Motorclassica (See p/10-11)	□	<b>2017</b> Feb 19 RACV Classic Showcase □
	28-30	Rusty Springs CCOCA		Apr 14-17 Citin in Smithton Tasmania
Nov	2	Club night— Buy-swap-sell		May 21 Annual Motoring Heritage Day □
		<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
	25-27	Geelong Revival (See ad in Sept newsletter) □		
		<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. □		

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	C5	Leigh Snell	9772 1810
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			



## Forthcoming Club Events

### CCCV AGM

5th October 2016 AMRA Clubrooms  
92 Wills St. Glen Iris at 8PM.

Members advised that the following are available on the Club website.

- 1/ 2015 AGM Minutes
- 2/ 2016 Proxy Form
- 3/ 2016 Agenda Form



## Sunday 16th October 2016 French Car Festival



Featuring vintage, veteran and current day models of French car marques. Also dealer displays, music performances, French cooking displays, food and coffee stalls, car detailing demonstrations, merchandise stalls, raffles and on-site Tavern.

**Bring the whole family and enjoy everything that Williamstown has to offer**

**Seaworks Maritime Precinct  
82 Nelson Place Williamstown**

**Engine Parts Washing** One of our sponsors, Revolution Advanced Metals and Materials, will demonstrate their engine parts washing equipment.

**Gabriel Gaté** Gabriel Gaté will once again entertain us with his cooking, but is also planning what will be some challenging and amusing changes to more actively engage Club members.

## SUNDAY 20th NOVEMBER CLUB RUN

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

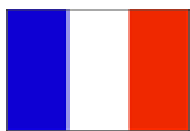
Melway 251 J3. Approach via Sandy Road..

Time: noon to 4pm.

**BYO everything, including table and chairs.**

Undercover area available if wet.





# French Car Festival

**Seaworks Museum, Williamstown**  
**Sunday 16th October 2016**



August 26, 2016

Dear Clubs and Club members.

Following is the latest update for the 2016 French Car Festival, to be held at **Seaworks, 82 Nelson Place, Williamstown, on Sunday October 16th**. Vehicle entry is via Ann Street.

**1. Gates open.** As the venue is being used for another event on the Saturday, we will not have late Saturday access for setting up. However, the gates will be open from **6 am** for setting up stalls, displays etc and cars are invited to arrive from **8.30-9.30am**. Vehicle entry is \$10 per car.

**2. Drip trays.** *All vehicle owners are requested to bring and use a drip sheet or tray under their cars.* Could Clubs please pass this management requirement on to their members. RCCV has a number of sheets it can provide if needed.

**3. Club sites.** A request was received to establish separate areas for each large marque. However, after multiple site visits and deliberation, it has been decided that it just isn't feasible on this site due to its shape, the significant difficulty associated with reserving an adequate number of spaces for each club and vehicle movement issues. As a result, we suggest that if clubs or groups of members wish, they marshall all or some years or models of their vehicles, prior to arriving in convoy at Seaworks. There are good areas for doing this along Douglas Parade (near Newport Power Station) and The Strand in Newport and along Kororoit Creek Road in North Williamstown. Please feel free to contact us if you need more information on specific mustering points.

**4. Vehicle movements.** Seaworks Management requires us to keep vehicle movements to a minimum. All vehicles are requested to stay until at least early afternoon. In the case of an emergency and/or if a vehicle needs to leave, it is the driver's responsibility to get a vested marshall to walk them out of the venue. Please let your members know as this is an OH&S issue we must comply with.

**5. Undercover parking.** As in 2013, a number of special and rare cars will be offered parking inside the main shed. We ask each of the Renault, Citroen and Peugeot clubs to email us a list of up to 10 cars they would like to see included in the shed group by no later than October 9<sup>th</sup>. Clubs should provide the model, number plate and colour of these cars. The owners of these vehicles should be advised to indicate that they are on the "shed list" when they arrive.

*Vehicle owners are encouraged to get in touch with their clubs if they would like their cars to be considered for undercover parking.* Non-club members are most welcome to be considered for undercover parking. Please send your details directly to us and we will advise you of the outcome. RCCV reserves the right to limit the number of cars going into the shed and to offer this opportunity to other "special" cars that arrive on the day.

**6. Awards judging.** We request that representatives from each of the main marques judge their own vehicles for the Festival awards. The RCCV will form a group to judge other marques. A shortlist of selected vehicles will then be submitted to the final judges for the awards. The award categories will be Best Citroen, Best Peugeot, Best Renault, Best Other Marque, and Best In Show. This means that two vehicles need to be selected for each of the Citroen, Peugeot, Renault clubs and from "other" marques and the winners will be judged from these. Clubs that wish to make their own additional awards during the day are at liberty to do so.

**7. Car parts washing.** Don't forget to bring any dirty car parts you want washed using the equipment being demonstrated by Jim Picot from Revolution Advanced Metals and Materials. We will be running an engine pull-down race as part of this display.

>>>> / 2

**8. Raffle.** We have again been able to get together some great prizes for our raffle. They are:

- 1<sup>st</sup>. \$250 B&B voucher for Annabelle of Healesville
- 2<sup>nd</sup>. \$160 seaplane flight voucher
- 3<sup>rd</sup>. \$100 dinner for two at Santorini Greek Restaurant, Williamstown
- 4<sup>th</sup>. Wheel alignment and balance, Stuckey Tyres
- 5<sup>th</sup>. \$50 tool voucher, Qualitools, Geelong
- 6<sup>th</sup>. Car care products, AutoBarn Altona

Tickets will be on sale on the day.

**9. Gabriel Gate.** Gabriel Gate, the well-known French chef, author, TV star and SBS chef will again be part of the Festival. Gabriel is going to give a cooking demonstration AND run an inter-club cake decorating competition. All ingredients will be supplied!! *Each of the Peugeot, two Citroen and Renault Clubs are asked to nominate two people to take part in the decorating competition.* If there are other clubs or groups who are interested in taking part, please let us know as we can accommodate more.

In addition to the cooking demonstration, Gabriel will be happy to chat to visitors and sign copies of his books which will be on sale from the Renault Club tent. A copy of his most recent book, *Delicieux*, will be auctioned.

**10. Program.** The provisional program for the day is:

#### **French Car Festival 2016: Provisional Timetable**

6.00 - 8.30am	Main shed boot in of Club tents/tables, food vans, display areas, sponsors
8.30 - 9.30	Arrival of club and other cars
9.45am	Welcome Geoff Rasmussen, Pres. RCCV and Mikee Elliott, MC
10.00am	Official opening: Wade Noonan, Member for Williamstown and Victorian Minister for Industry and Employment & Minister for Resources
10.15am	Car engine pull down competition and Revolution Advanced Metals and Materials parts washing demonstration
11.00am	Barry Bourke Renault, Berwick presentation
11.15am	Michael Bailey: Marque Garage. Car cleaning and detailing demonstration
11. 50am	Bayford Peugeot, North Melbourne presentation
12.00noon	Alan Mance Citroen Footscray presentation
12.15pm	Gabriel Gate: French cooking and cake decorating demonstration; book signing and auction
1.45pm	Bayford Peugeot, North Melbourne presentation
2.00pm	Mr. Pierre Tole, President of the Australian French Association for Sciences and Technologies (AFAS Vic), representing Mrs Miriam Boisbouvier-Wylie, Honorary Consul-General of France: meet and greet interview with Mikee Elliott. Presentation of Festival trophies
2.30pm	Raffle draw. Thank you and close: Geoff Rasmussen, President RCCV

If you have any questions regarding the Festival or the arrangements for the day please contact Ken Marriott or Paul Stewart on the contact numbers below.

CCCV Club contact for **French Car Festival** matters is **Ian Downie**

Mobile: 0452 411104

Email: [blueduck1949@gmail.com](mailto:blueduck1949@gmail.com)

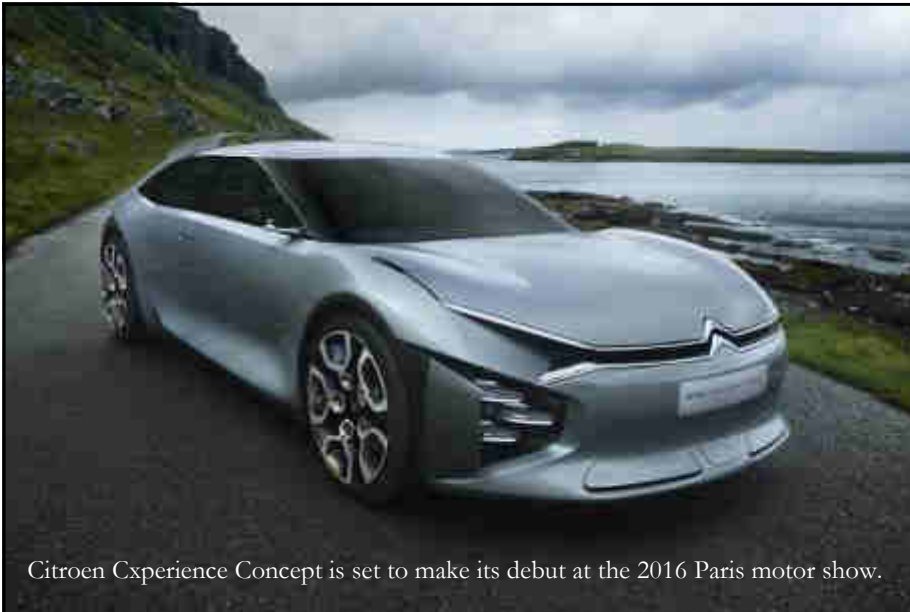
Follow us at [www.renault-car-club-vic.org.au/](http://www.renault-car-club-vic.org.au/) Just click on the *French Car Festival* box.

# Citroen Cxperience concept revealed

French brand unveils sporty four-door coupe.



August 30 2016 - 10:14AM Dom Tripolone



Citroen Cxperience Concept is set to make its debut at the 2016 Paris motor show.

Citroen has shown off its new four-door coupe Cxperience Concept ahead of the 2016 Paris motor show.

Due to make its official debut in September the new plug-in hybrid concept features a long sleek coupe body with flared rear wheel arches and a futuristic-looking rear end with its 3D laser fibre optic lights that resemble a BMW i8.

Deep side body scoops and low roofline add to the aerodynamics of the car, while its exceptionally long body is highlighted by its low overhangs and its 3m long wheelbase. It also features rear hinged back doors.

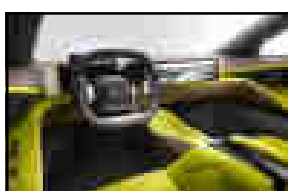
end of the traditional view mirrors by adding digital camera-based mirrors for both the side-view mirrors while maintaining a rear-view mirror. This is coupled with a 360 view display of the car's exterior located behind the rear-view mirror.

All this is theoretically powered by a plug-in petrol hybrid engine with a range of 60km on purely electric power and producing a combined 220kW, mated to an eight-speed automatic transmission.

True to concept form the interior is equally as eye-opening with its single-spoke steering wheel, floating digital dashboard, bright yellow and wood finishes and foam flooring.

The concept gives hints at the direction of Citroen's potential next-generation flagship sedan as well as its future onboard technology with an enormous 19-inch touchscreen which can be linked to a smart-phone or tablet and accessed by the front and rear passengers to control air conditioning and other functions.

The French brand also has joined other car brands by signaling the





## The Kimberley Australia

## European River & Sea Cruise 2017



*This little gem popped on my Facebook page. It seems the 2CV RAID to Arnhem land is not the only collection of 2CV's travelling the outback this year. Ed.*

Claas and Tamara are living the dream! They currently have three months and 10 days to navigate their way around our spectacular country and what better place to get their beloved 1985 Citroen 2CV dirty than the Kimberley.

They managed to complete their trip from Kununurra down the Gibb River Road to Derby and are currently making their way to Broome.

We encourage you to approach and say g'day as they love nothing more than meeting Aussies and experiencing all our terrific country has on offer.

An exciting European river cruise and sea voyage is planned for departure on 30 August 2017. Duration is 34 days for just \$8998 including flights ex Melbourne. CCCV members have a chance of booking early for this fabulous tour. The tour is hosted by highly experienced cruise consultant David Leach and is now offered to club members. Places usually fill quickly at this price. See the tour brochure on our website for full details: [citcarclubvic.org.au/euro-cruise-2017](http://citcarclubvic.org.au/euro-cruise-2017). Further information and general enquiries can be directed to Tom Gucza 0431 396 277 or email: [webmanager@citcarclubvic.org.au](mailto:webmanager@citcarclubvic.org.au)



### Cit Bits *by Leven Mills*

*Did you know:*

- \*The boxy designed AX launched in 1986 had a 9% better drag coefficient than the BX
- \*In 1990 the XM 3.0 V6 was the UK's caravan tow car of the year.
- \*The Citroen Keggresse crossing of the Sahara in 1922 covered 3000km in just 21 days. It would have taken six months by camel.
- \*The CX Prestige "high security" model had an armour plated body of special steel and bullet proof film as well as thick laminated glass. The extra 680kg of mass did not affect its road holding.
- \*The newly released 1984 BX won the Top Car award in UK against such cars as the Mercedes Benz 190E, Peugeot 205, and Jaguar XJ.
- \*The flexibility of the 5-speed manual transmission in the CX25 turbo diesel allowed two overdrive gears and the ability to cruise at 45km/h in fifth.

# 19th ICCCR Report – Dutch Treat!

ICCCR was a surreal experience among a world of Citroën fanatics who literally came out of the woodwork to make this a delight for those 6,500 of us fortunate enough to attend. This trip was in the making for myself and Marijke for over 2 years! Other than the 12th ICCCR in Amherst MA in 2001, we had never partaken in the deluge of Citroëns that descend on a chosen location for this major Citroën event that occurs once every 4 years.

A few in the Toronto chapter of Citroën Autoclub Canada said this would be the event to attend, and so began the planning for our group. Jeff Teerlinck's parents and his brother Bjorn live in Belgium. Jeff's mom, Denise, loves to organize. She took the initiative to be super pro-active and not only booked us all in for the event, but got us hotel accommodation as close to the show as possible, which ended up being right next door.

This year the location was the Netherlands. More specifically on grounds of the Middachten castle in the village De Steeg located in the province of Gelderland. Because classic Citroëns are loved and many well preserved in that country, the turnout was exceptional. What stuck me though, particularly from a perspective of nearby hotel accommodation, was how many people made it a camping holiday. There were five huge fields of campsites where virtually every type of Citroën languished beside a tent (and in a few cases, – trailers). There were even over 200 H Vans with many making them their habitat for the event.

Jeff's parents own a Traction Avant, one they installed a 4 speed ID gearbox into after we went to the 80th Anniversary of the Traction Avant at La Ferté-Vidame France back in 2014.

Marijke and I drove with them in their Traction. Quite the experience driving on the express highway from Bruges. We cruised at 110 km/h and were turning over the engine at just 2,000 rpm. Very relaxed and super fuel economy. Bjorn owns two Citroëns; a 1989 2CV and a lovely unrestored 1942 U23 Truck, the very one that was used in the Dutch movie *The Black Book*. And it is drive-able, though not practically for the distance we needed go to ICCCR from Bruges. So Bjorn bought a trailer and towed the U23 behind his Toyota pick-up with his 9 year old son Lawrence along for the ride.

But what about Jim you ask? Turns out Jim wanted a father-son bonding experience so he and Teague flew to London where they bought bicycles and headed across the channel by ferry and pedalled to ICCCR from the coast. They met us at the hotel.

We also met up with a few other Canadians; Sietse Elsinga from Beamsville Ontario came over with his son and Coor Bars and his wife made it from Ottawa. Low and behold I finally got a chance to actually meet face to face for the

first time with the western Citroën AutoClub Canada leader Johnny Mac (John MacGregor) from Vancouver. There's a whole story on how we share the name Citroën AutoClub Canada for 2 clubs in Canada that can be found *here*.

In spite of the huge crowds and over 3000 registered cars, everyone was in a jovial mood and ICCCR unfolded as planned.

There were vendors galore and assortments of Citroëns everywhere you looked; a display of Citroën ambulances, modern C6's, electric Citroëns, half-track Kegresse, and one-off Citroën based off road contraptions. One of the most interesting cars for me was the first year (1961) of Ami 6 production on display in the Ami Club of The Netherlands tent. It belonged to Patrick Van Griethuysen who pointed out a unique feature, or rather lack thereof. There was no key hole or means to get into the trunk on the outside rear of the car! Instead Citroën designed a mechanical cable release that was operated by a cable (like a choke cable) tucked behind the vertical seat cushion accessible from the right rear passenger door.

You had to be a psychic to be able to open the trunk (if you didn't manage to read the manual). The Ami 6 was designed for ladies who would presumably go shopping in France. Imagine them reaching in behind the seat to pull the cable each time they wanted to open the trunk. Why Citroën would go the trouble to engineer something as obscure as this when they could have used a trunk lock from a DS or 2CV begs to be pondered. My theory is that it was so easy to insert keys that were common into Citroën locks in those days that they wanted to make the trunk more secure from vandals. But then once crooks knew of the cable, they could easily use common keys to open the Ami's doors as they were like a DS. In any case, the mystery trunk access only lasted for the 1961 model year. After that, and no doubt from an outcry of frustrated customers and dealers that got calls wondering how to get into Ami 6 trunks, Citroën offered an external trunk lock.

We visited the [Gallery Aaldering](#) in Brummen and the [Burton Car Company](#) in Zutphen, both in villages that were close by. Gallery Aaldering specializes in the sale of exotics cars. In their exquisite building, while they had few premium priced Citroëns on display, we got to drool over an assortment of over a hundred classics such as a Bentley Blower, Ferrari 330 GT 2 + 2, Mercedes 300SL, Lamborghini 400 GT 2+2, Rolls-Royce Phantom II Boat-Tail Cabriolet, 2 Maserati 3500 GT's and Maserati Ghibli SS Coupé to name but a few!

Then it was on to Burton where co-owner Iwan Göbel gave us a fascinating tour of their operation and explained how they are committed to keeping 2CV's on the road with superior parts they engineer and offering

their really cool Burton sports car that is based on the 2CV chassis and mechanicals. Quite the operation with 33 full time people.

Was ICCCR a successful event? Other than the parking confusion and lack of organization to keep models together in designated areas, the only thing I found disappointing was the lack interest by Citroën (the Company, or what's left of it) in the event itself. Sure they had a display pavilion but in the staff were all but oblivious to the 4 current models; two C4 Cactus, a C4 and a SpaceTourer mini-van they had on display. They set up a green screen camera with compositing software that let you be in the middle of an image of a C4 Cactus and a 2CV, supposedly in an attempt to tie the two and you together in the evolutionary spirit of the company. Interesting that the compositing software had a partial transparency setting to it that had people super-imposed in a somewhat ghost-like manner if you happened to obscure the vehicles. Anyway, you gave them your email address and they printed out a photo for you on site and sent the image to your email address.

To try to awe the crowd at the Citroën pavilion they rolled out the GTbyCitroën supercar from 2008. Designed by Takumi Yamamoto, a Japanese designer from PSA's chief designer, Jean-Pierre Ploué's Style Citroën design team, it was virtually created for the video game Gran Turismo 5. A full-scale running concept car (the one on display) was produced. Ploué, hinted back in 2008 that the GTbyCitroën concept could be produced. A limited number of actual cars were to be built (6) stuffed with a Ford V8 engine. Alas in the summer of 2010 Citroën decided the limited production run of six units wouldn't be worth the engineering and developments costs to bring the GT to market. Instead, the company decided to focus on developing sporty small cars. The GT by Citroën's style was avant grade then and remains so to this day, but in my mind I couldn't help but think that its design was inspired by a molting cockroach as it sheds its outer skin. I'll take the purity of style and flowing lines that grace the SM and the DS. By the way, I questioned one of the Citroën booth people about why they are not touting their DS or the SM heritage. She said that the DS and the SM are now part of a different brand for a different market than Citroën. She said their big focus with the "DS brand" was markets like China. I knew that but it was sad to hear that corporate marketing strategy directly from a Citroën employee there at ICCCR.

With news that La Ferté-Vidame, the Citroën

development and test track facility has been sold, and rumours that cars are quietly being moved from Le Conservatoire, it was heartening to see such dedication to the marque by all the attendees. There is little doubt that enthusiasm for Citroëns will continue even if PSA Group Peugeot Citroën decide to shorten the name by eliminating the latter. Whatever the future of Citroën, the next ICCCR was announced for 2020 in Tourin Poland, a city that also hosted last year's meeting of the World Meeting of 2CV Friends. I would wholeheartedly suggest that you start making plans to attend!

We had a great time and stayed right to the end. One of the best moments was just sitting by the side of the road and watching an endless stream of Citroëns drive by as they departed ICCCR. We waved, they waved back and often touted their horns as we bid adieu, jusqu'à la prochaine fois.



*obscure 1961 Ami 6 trunk release!*

Here are over 550 photos I took of our ICCCR adventure: <https://www.flickr.com/gp/62790594@N03/4vywBV>

*Citroenvie:*





## The Charms of a Classic Cx

I have covered close to 15,000 kilometres in the Cx 25 TRD Turbo 2 since leaving Guarda, Portugal in February. I calculated it accurately by Google maps as the speedo was not working for most of the trip and I do not trust my mobile phone odometer App. But the car I do trust. It deserves all the amazed looks, smiles and thumbs up it gets along the road because of its past reputation.

In the beginning I was a little sceptical about the claims by its previous owner, a charismatic Portuguese policeman, that it was a gem of a car, but now I think he may have been right on many scores. He claimed it had an engine that was only 20,000 k's old, having been changed by the previous owner due to a perceived fault in the original (which turned out to be a fault in the connecting pipe-work on the turbo). I am hoping that there is a fault remaining in the turbo itself, because it seems to be letting a drop of oil past the seal now and then and into the intake, which boosts the fuel and therefore power at very inappropriate times, and causes a very smoky start-up each morning until it heats up properly. Despite this it has used negligible oil in the last 5,000 k's, which lends weight to this theory which was suggested by my diesel mechanic in Wodonga.

Despite a couple of hydraulic leaks, the need to replace the alternator, and a few other electrical problems (no lights inside the cabin, bad connections on switches, very poor headlights, et. al.), and a list of sundry small fry problems, mechanically and suspension wise the car is fantastic for a thirty year old machine.

It has heaps of pulling power, and the set-up on the Garrett is just how diesel turbos should be. You cannot tell when the turbo cuts in, and it pulls smoothly all the way through the rev range. The car is still pulling smoothly and strongly up to 170 k.p.h. about where I expect it starts to taper out to 190 k's, as I have not tested it beyond this.

I was on a great freeway in Croatia the other day, sitting on 130, and a big Merc passed me slowly and stayed in the fast lane, sitting around 140. But as we headed up a long incline he started to slow, and was huffing and puffing black smoke. Since he remained in the fast lane, perhaps thinking that an old Cx would not be able to out-pace him, I put my foot down ever so slightly and rounded him up on the inside and left

him in my wake at 140 k's....“Oh what a feeling – Citroen!”

This Turbo II version will sit on 140 comfortably all day, although the wind noise through old window seal leaks is getting loud at these speeds. But at 130 it will hum along all day and still have plenty of power in hand when needed. With the changes to the suspension on the Series II after 1985, it sits much flatter and more stable on the road, and handles predictably and smoothly. It still retains that Citroen body roll through corners, but once you get used to the fact that it will roll to a certain degree and no more, it is not a problem. It is just a pleasure to throw it into winding mountain roads, and power out of corners, and the steering and brakes are faultless, as on most big Citroens, but it will also sit flat and stable on freeways at 130 k.p.h.

For the first few thousand k's the steering had a knotty feel just past centre, and I thought I would have to eventually get it looked at. But whether it was a bit of rubbish in the system or a sticky valve, I don't know, but it has disappeared now and feels great. Perhaps someone has some suggestions on this issue? I would say now it may even be a bit too light at high speeds.

The first leg of my journey was from Guarda, in north central Portugal, to Porto, eastward on the coast. I followed the winding Douro River road down from Guarda which was not a good section to get used to a new car, especially a quirky Cx. Although I drive one at home as well, each car has its own idiosyncrasies, and we have never seen the likes of such narrow winding roads in Australia. The Cx seems massive next to the tiny cars they drive over here, and often these roads are barely wide enough to fit one car. If you come head on to another car, one of you must back up fifty, a hundred or two hundred metres to let the other past. The previous owner was on road duty the day I headed out and he saluted me as I sped past him on the freeway section, getting one last look at his beloved Cx.

The scenery along this river is spectacular. The banks are deeply and steeply cut into the earth, and both sides of the river are heavily terraced with fruit trees and vineyards. But you dare to look away from the road for only a few seconds because the drop off into the river is right from the edge of the often one car



width road.

Porto itself is very picturesque, and I preferred it to Lisbon. I stayed with friends for a few days before heading south to Lisbon. On the freeway south I had my first chance to see what speed the old girl would stretch out to, even though I was a little apprehensive since I didn't know the history of the car or its weak points and only took it to 170 k's just in case it had a premature hernia. I was originally planning to drive it to Kenya, Africa, so it needed to last the distance.

In the end I chickened out of Africa, after reading constant warnings from the Australian, British and U.S. foreign offices, especially concerning Turkey, Egypt, Sudan and Ethiopia. From Kenya south seems to be relatively safe, but I had to get there first. So I decided to head across southern Europe to Ukraine, to old stomping grounds, and leave North Africa to more foolhardy travellers.

Portugal has some really lovely places to see, especially in the south and along the seaside beaches. Places like Sintra (Moorish Castle), and the 2000 year old town of Evora, dating back to Roman times. And the beaches along the Algarve are reminiscent of the Great Ocean Road landscape. But I had spent a week and a half here waiting to take possession of the car, and needed to be back in Oz for a wedding in mid March, so I pressed on into Spain.

Spain seems mostly to be wide open spaces, and good open roads. I was headed for my first stop in Seville, where its immense Gothic Cathedral and the Christian Moorish architecture of the Alcazar palace complex greet the tourist. A couple of days in each major centre was all I could spend, as I had to reach France where friends would house the Cx while I flew back to Oz for a family wedding. I stopped in Cordoba to visit the Mezquita, the Great Mosque which has seen Christian, then Muslim and back to Christian worshipers, and the mixture of architecture is clearly evident. It is massive in size, but nothing prepares you for the gobsmack that the Alhambra Palace in Grenada serves up. It is one of the really big attractions of Spain, and deservedly so. I waited in one long line after another to get to view various parts of it. It too is Moorish architecture right down to its most intricate and finest detailed wall and ceiling carvings. It is simply spectacular.

I decided I was running out of time and decided to head to Madrid for two days before heading to France to fly out, but my stay in Madrid was marred by some thieves smashing the driver's window and stealing \$1500 worth of my gear. I had just purchased a big lot of hand-made Turkish house lights, with fine filigree metalwork and many coloured glass and ceramic light

housings, and the burglars got off with most of it, including my camera and suit. Fortunately they gave up trying to get through the metal barrier from the back seat to the boot, so the rest of my things were safe.

This cut short my stay in Madrid, and I decided to drive the 1,300 k's to Annecy in France in one go, in order to try and get the window replaced in the car's homeland before I flew out. As it turned out, my friend was able to organise this work and leave the car parked in the Citroen dealership for most of the 2 months I was home in Oz.

I was away, which was a big shame because the car sat idle for two months, a perfect time to do this work. The Citroen workshop would not even look at the small list of things I wanted attended to while.

When I returned in mid May I picked up the car and headed through the southern provinces of France, including the many beautiful towns of Provence, and then back to finish my tour of Spain through Bilbao and south to Barcelona. I then planned to head towards Italy.

Before leaving Annecy area, not far from Geneva, I checked out Europe's highest peak, Mont Blank, close to the Swiss border, and noticed the alternator light kept coming on and going off again. While I hoped it would right itself, I had this feeling it would eventually give out. This it did not long after leaving the Annecy area again, and after getting a recommendation from one of my home-stays I dropped it into the garage without asking the overall estimate of the job's cost, and got stung \$600 Euro for my inattention to detail. I felt sure I was paying through the nose for this work, but it was the exception on the mechanical side of things for the trip.

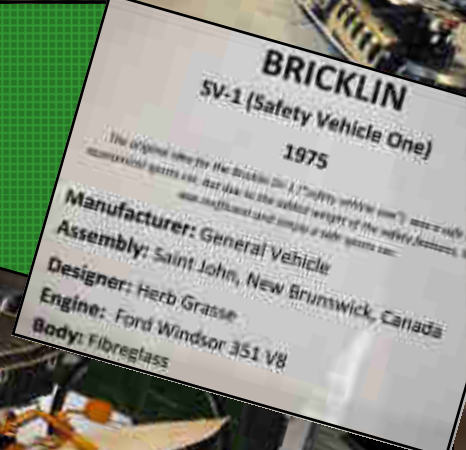
I started to notice a hydraulic leak in the front left quarter of the car about the time I crossed into Spain again, and eventually tracked it down to a rubber return manifold block under the spare wheel. I had hoped that this hydraulic leak, which one crew had a go at repairing, would end my troubles, but alas, along with this leak worsening, it has sprung another leak. This time it is marking its territory by pissing out a little pool of green fluid on every driveway I camp in. It seems to lift its back wheel and spray a little from the right rear suspension cylinder. It persisted through Spain, back into France and was getting worse as I entered Italy. I had not had a good look at it on a hoist and the excellent Italian mechanic could not speak English very well so I am still not sure where it is emanating from.

# Charlie's Auto Museum

## ARTHUR SEAT



Tatra 1963 Rear engine  
air cooled V8.



Our August Club run was titled: AUTOS, ANTIQUES & A  
We all met at Charlie's Auto Museum in Arthurs Seat. M  
model aircraft and model cars were on display.

We then headed for lunch to the "Hart of Tyabb", which  
& Antique Centre. After lunch members rambled through  
House and admired the antiques. "Hey, I remember using

From there, it was off to the Coolart Estate Winery, where  
favourite samples.



# to Museum

## RS SEAT



Members taking a break at Charlie's Museum.

IMAGES: Wolfgang Siem & Brian James

### AMBIANCE.

any unusual cars from the past, motor bikes,

h was the restaurant in the Tyabb Packing House  
hout the many individual stalls in the Packing  
g that!"

e many sampled the goodies and took home their



## The Charms of a Classic Cx continued

I suspect the rubber boot, but this looks reasonably dry from sticking my head under the raised rear. I ask for a piece of cardboard or an old newspaper to soak up the markings my car insists on placing, but often it beats me to it anyway. I hope to get parts and a supportive mechanic to look at it as soon as I get to Kiev.

I moved on to Croatia, a breath-takingly beautiful country (with jaw-droppingly beautiful women to boot), and the oil leak persists. I keep telling people that despite their popular reputation in this area, the hydraulic suspension on Citroens are really quite reliable.....but it is wearing a bit thin and my confidence in pronouncing it is also fading. So far it is costing me half a litre a day of very difficult to find hydraulic oil that is mainly used by Citroens, but otherwise everything is normal. So I press on.

Getting a mechanic to even look at a Cx is the most difficult part. As soon as you mention Citroen, especially an old one, they throw their hands up in the air in horror. It seems to be the same situation as in Australia in this regard. The best solution I came up with was to ask my accommodation hosts (always AirBnB), if they have a good mechanic they can recommend. Then I ask them to contact the mechanic in question, which adds a relational element to the process, and so far it has worked every time. Before this I stopped and asked many workshops if they would look at this or that, but they were never interested and always seemed to generate weeks of work ahead, seemingly on the spur of the moment. But with the personal element in the mix they were willing to look at it.

The first mechanic over-charged me to put the new alternator in, and my mistake had been to ask him what his hourly rate was rather than his estimate of the entire job. This was in Spain. In France I could not interest anyone in looking at it. One local Citroen agent, a friend's local shop, found the replacement driver's door window, but would not look at the air-con, or even fix the fuel gauge for me.

There are hosts of beautiful places to see in southern Europe, but Italy must have the biggest share of these. Of course there are a myriad major tourist attractions, but my favourites were the hundreds of small and often ancient villages, where modern real life is continuing on in beautiful and ancient settings. I would live in many of these clean, quiet little towns at the drop of a hat. Provence in France would have to take an equal weighting on that score.

In northern Italy I noticed a few drops of engine oil

on the ground one morning and tried to see where it was coming from, but thought I really needed a hoist to check it properly. So my host arranged her local shop to check it. They told me it was a gasket (oil pump?) and that it would take a couple of days to get one. Finally they made one up and fitted it. I thought all was well until next morning when I cranked it into life and the oil light came on again after start-up. I thought, that's funny, but when it didn't go out I shut it down quickly and went to inspect. I found a huge pool of oil running down the driveway (a lovely stone driveway), and when I lifted the bonnet I found it had blown the sealing ring off the oil filter and pumped 5 litres of oil out in 10 seconds. Fortunately I had shut it straight down and no damage was done. With hindsight I think this was the source of the original leak and neither I nor the mechanic had picked it up. I put it down to sloppiness on the part of the previous mechanic during servicing. We tightened it up properly and I figured all was well again.

Mid way through my journey, when the hydraulic leaks started, I started having more luck with local mechanics. In Latina, a small town south of Rome, I went to the Citroen dealer, and as good fortune would have it, the head parts man was a daily driver of a beautifully restored 2CV. He jumped into action and actually claimed he remembered the part number I needed by heart from years ago. It was the rubber return line junction for the hydraulics (with 5 or so connecting points on it), that sits just below the spare wheel and feeds many return lines back to the tank. Two days later I returned and they fitted it and I was able to head north to Venice.

When I arrived near Venice (you cannot practically arrive in Venice for obvious reasons that even the Satellite Navigator seems to know!), I noticed the other leak (the right rear suspension), was getting worse. Again someone was on my side and my host had a very good mechanic who also owned a Citroen (never found out what model for lack of English, and also since he owned a very old Moto Guzzi bike, also an interest of mine). Here my luck was really in, because not only did he manage to slow the leak, but he also connected new fittings to the air-con to enable it to be filled with 134a gas for the first time since at least 1994. I am amazed it is still holding pressure and even though it suffers the usual Cx A/C problems, it is working. It cools things down enough if the temperature stays below 35C, which covers most situations in European summers (certainly better than no A/C). Of course it is not as good as my Cx in Oz which has the full "Double Chevron" insulation



← treatment (see the “AussieFrogs” Cx A/C thread for details), Ceramic window tinting all round, and a shut-off tap on the heater hose (the most important measure, and easiest to fit, in my opinion).

As I mentioned earlier, the car has many electrical issues, which I assumed would remain un-repaired. But when I reached Transnistria (it is not really a country, but anyway the residents here think it is), which is sort of part of Moldova, I met an auto-mechanic in church who was awed that I was driving a Cx. You should have seen his face light up when I said I owned a Cx. He is the proud owner of a Bx, which is not yet operational, and was very keen to work on the Cx, even on a Sunday, and I think he would have worked on it for nothing, just for the experience with a Cx. I had identified 8 different electrical problems to date (tomorrow may bring more, but who can wait for tomorrow?), so he started on them first.

I have to say at this point that I have never in my life seen a mechanic like him. He was brilliant. He has never attended any mechanical course, and taught himself everything including mechanical stuff, but especially electrical and electronics. And because Moldova is a very poor country he cannot afford to buy many new parts at inflated European prices, so he simply takes them apart and repairs or rebuilds them from scratch, or adapts a part from another source. Through Europe most mechanics I asked about the Cx just threw their hands in the air in horror (as in Australia) and would not even look at it for fear of not being able to source parts. But he never batted an eyelid.

When he started working on the Cx I asked him how much he thought it might cost, but he would not offer any estimate. So I asked him how much an hour he worked on, but he said he only worked on a set figure per job. After two and again three days work I asked him again, but he said he would have to calculate it all, but not to worry, it would not be too expensive. So I trusted him (not something you ordinarily do in this part of the world), because he was from my church. After five days work, often from seven in the morning till ten at night, I was ready to leave and I asked him to sit down and work it all out. I told him I was going to sit down before he told me the fee. He calculated everything and said, “It all comes to \$120. I nearly fainted from the shock of how small the figure was.

He said, “I am not going to charge you in European terms or Australian terms, because I live here and this is my fee.” I had anticipated a figure closer to \$500, or more if he would overcharge, but \$120 seemed crazy. I decided to double it and then some, and offered him \$300 (USD), which he was overjoyed with.

He said he would be able to buy several tools he needed and still have money left over. He works from his own back yard and has plenty of work here because he is so good, so he will prosper. But I want to find a way to get him back to Australia, a difficult procedure from any angle.

He must have spent fifty or more hours on my car. He fixed the fuel gauge; tacho; speedo; the two front electric windows which were hardly working at all; the passenger’s side door which did not lock centrally; the variable speed on the fan; the interior lights; the amplifier in the radio (which I ended up giving him along with the 10 stacker CD player); the rear hydraulic leak and corrected the rear height control (this took more than half a day in itself); and a dozen other little things which I didn’t ask for. The length of hours expended on these jobs is because he was not simply jamming new parts in, but fixing and honing them to work or fit.

Almost everything in the car now works, and it rides much better (the rear was on “off-road” height when the front was on the road setting up until then). He completely dismantled the dash in the process and simply took things apart and modified them to work.

The hydraulic leak turned out to be where the rear sphere seats onto the cylinder, and he found a few scratches which needed to be taken out and added a drop of very special sealing gum, and whallah, no leak.

The car would sink down to the ground at the rear very quickly when you turned it off, but now it stays up all night.

I wish this place (part of Moldova) was a more amenable part for tourists, because I would take the car back for any problem I have. As it was he was keen to have a go at the pump timing and fuel settings, as they are clearly out, and I would get him to look at the turbo seals, which I guess are leaking a drop or two of oil into the intake manifold. Then I would call it quits because most of the rest of the car is working really well.

The “friendly” border guards gave me till 6:30 pm that day to get out of Transnistria, no quarter given, so I headed for Odessa, on the black sea coast of Ukraine. I spent two days there, and was about to head to Kiev when for the second time on this trip the sealing rubber on the oil filter blew out and emptied five litres of oil onto the ground again in 10 seconds. It took me the best part of half a day to get new oil and a new filter before I could get on the road again. I thought I had the problem solved because I noticed that the old filter (which I had left on last time, thinking it just needed tightening), was wobbling

when I screwed it off and on, meaning it could not seat properly. But having installed a new filter and tightened it by hand as good as I could, it again blew the seal out when I reached Kiev, on a cold start-up. Once it is hot there does not seem to be a problem. I checked it this morning while cold and it seems to be tight enough. By rights I shouldn't have to tighten it with a filter spanner, but perhaps this is the only solution.

I have covered 14,755 kilometres so far to Kiev, from Portugal, and I will sit still for a month or so to get my mind and life normalised again. Of course the lovely women in Kiev will be a good help with this process.

I am not sure where my next move will be. Maybe I will stay here, maybe I will head back to Kenya, I am not sure. Originally, as I mentioned, I was to drive to Kenya, through Turkey, Egypt, Sudan, and Ethiopia, but the continuing political instability there in north Africa is a real worry, and to be stuck on the side of the road with a broken Cx in the middle of any one of these countries does not warm my heart too much, so Ukraine looks like the end of the road for the moment.

I hope you all got something out of this little narrative, as I have enjoyed penning it, and I will be happy to field any feedback.

Regards, Shane      Shane Smith <sfhs7777@gmail.com>

*Aussiefrogs forum*



## Sir Torquil Norman has designed a flat-pack O truck for the developing world.

After making a fortune from Polly Pocket and a doll's house shaped like a teapot, the entrepreneur has turned his creativity to a transporter truck for the developing world.

He can't remember for sure but Sir Torquil Norman says it's quite likely he came up with his latest invention in the bath, the crucible of many of his best ideas. It was there, while part-submerged, that he decided to buy the Roundhouse, for example. The venue, round the corner from his home in Camden in North London, was shut when Norman bought it on a whim in 1996, rescuing it from likely ruin.

It may also have been in the bath that Norman, who's 80, decided the traditional doll's house would be improved if it were re-imagined as a big, yellow teapot. He called it the Big Yellow Teapot House, and it was a sensation after he launched it with his Bluebird Toys company in 1980.

He was later responsible for the Polly Pocket range of mini-dolls and the plastic lunch box. Norman, who is also an aviator, philanthropist, former Wall Street banker and the father of Jesse, the Conservative MP tipped as a future prime minister, has now directed his brain beyond the playground to the developing world of the future. This week he unveiled a prototype flat-pack truck that, appropriately, looks like a toy. But it has a serious purpose – to provide cheap, reliable transport in the world's remotest places.

The OX would be shipped in pieces, packed six to a standard shipping container (which hold only two standard trucks, Norman says). The vehicle then emerges, Transformer-like, from a box formed by its own trailer area. Assembly is an involved process by Ikea standards but not for a working truck – it takes three handy people 11 hours to build each OX. The vehicle can be adapted to carry people or cargo and supports two tons, more than twice the weight, say, that a standard Land Rover can take. The engine can be used to power a water pump or serve as a generator.

Norman, below, who is 6ft 7in and has the lanky,

←  
avuncular charm of a senior Snow brother, has long been dismayed by the car industry's approach to the developing world. "I could never understand how every car that came out seemed to be heavier, more complicated and more expensive than the last. But then you realise the entire industry caters for less than 25 per cent of the world's population, which is insane when you're looking at countries where only a tiny fraction of people have access to vehicles."

The OX's flat-pack advantages include many parts, such as the doors, that can be bolted to either side of the vehicle. Its windscreen is made of three panes, making repairs less costly, and the seats can be pulled out and used as ramps to get heavy cargo in the back or "ladders" to bridge sand that would otherwise give the wheels insufficient grip. The truck, which Norman will sell from his charitable Norman Trust, will cost from £10,000 to £25,000, much less than a shinier model from an established manufacturer.

"A village with an OX would suddenly be independent and could conceivably prevent its young people being forced to move to some terrible slum in a huge city," Norman says. "I think we might just have the tiger by the tail. It seems to me we may be opening a door to making a lot of people's lives better."

Norman is already in talks with several charities that rely on traditional trucks. Riders for Health provides and maintains more than 1,400 vehicles, including motorbikes, for health workers in sub-Saharan Africa.

"There is a real market failure here," says Vinay Nagaraju, who runs operations for the Northampton-based charity. "We still haven't seen big manufacturers, the global players, really look at vehicles specifically designed for regions where there is huge potential to drive the economy forward."

Riders for Health typically sources vehicles from the big makers, shipping them at great expense for use in projects such as community immunisation programmes in remote villages. Further funds are required to adapt vehicles that are inevitably designed with less-than-hostile environments in mind. Their typical useful working life in the field is as little as five years. Norman believes the OX could keep rolling for 20 years or more.

"It's a very promising vehicle because it is also durable and versatile," Nagaraju adds.

Norman has competition. Joel Jackson is a young social entrepreneur from Sheffield who was advising a forestry enterprise in rural Kenya in 2010 when he, too, observed the lack of good, rural transport. Mobius, the 28-year-old's new Mombasa-based company, has already built a second prototype car that swaps frills for practicality, offering a rugged all-terrain vehicle that will cost just £4,500.

"I thought it could be game-changing if we could provide a platform for mobility that would bring out latent entrepreneurialism across Africa," he told Wired magazine. Mobius will also offer business advice to customers and even help them find financing, but also plans to be a profit-making enterprise.

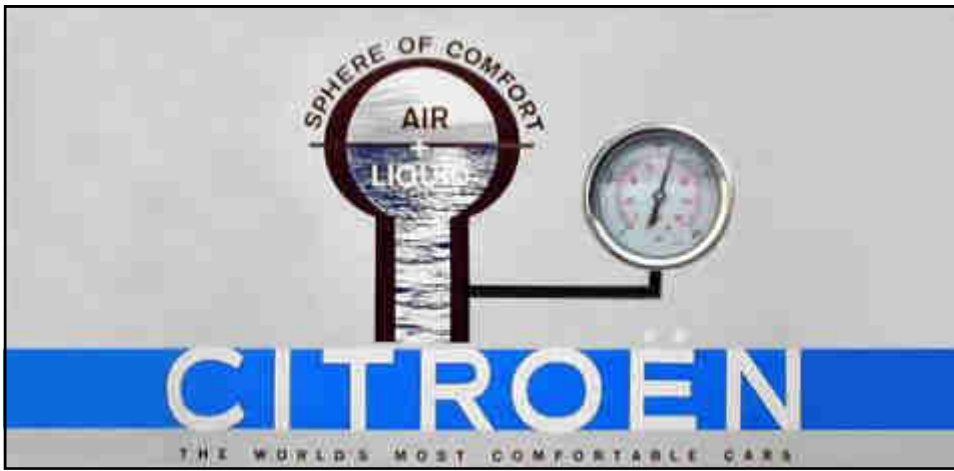
Others have failed where Norman and Jackson hope to succeed. Back in the Live Aid era of the 1980s, Sir Torquil was originally inspired by a book called *Africar*. It accompanied a Channel 4 series of the same name that charted the efforts of a man called Tony Howarth to build a cheap vehicle for the continent. But his plywood invention got seriously stuck in the mud when he was found to have been less than honest in dealing with the project's backers. In 1994 he was imprisoned for fraud.

A seed had been sewn and Norman has finally found the time in his later years to do the job properly. But, at 80, should he not be slowing down a bit? He laughs. "I only stopped flying a fortnight ago," he says. "My partner and I took my old Dragon Fly up for a run. I'd just fitted new cylinder heads and it was smooth as silk."

Norman is fanatical about planes and has amassed a vast collection of classic flying machines. In 2007 he stepped down as chairman of the

Roundhouse Trust and later wrote a book, *Kick The Tyres, Light The Fires: One Man's Vision For Britain's Future And How We Can Make It Work*. His personal visions may now be firmly at ground level, but there's no holding him back. "I think if I started taking it easy I'd be dead," he says, still laughing.





by Prakash Raja..... July 22nd

Citroën.

Hence the idea had came to me from this experience to build an inline sphere tester that could be fitted directly on the car. The vehicle's hydraulic circuit for the suspension typically has a pressure of 170Bars,

I wondered why no one has created a fitting (i.e. inline custom made, pressure tested sleeve fitted with a flexible high pressure rated 3000 psi hose and a high pressure gauge) to test Citroën spheres right on the car. You may be thinking, oh not again Prakash but believe me, I know what I am doing. Moreover, I've done it and it's working! I don't see why such a contraption shouldn't work for you...

This simple yet effective idea came from the bottle valve and gauge set-up that you find on most gas canisters and fire extinguishers, only it's a sphere tester. Many of you will know the type that I am referring to; a high pressure gauge fitted to an extension sleeve, seen as per the following...

For the purpose of building this tool the sleeves can be found on one of the front suspension cylinders of a DS.

The conventional way to test a sphere has been on a sphere testing bench apparatus whereby the suspected sphere is removed from the vehicle and screwed it onto the sphere tester. (The Tester should first be filled with LHM and then the square edged round rubber seal placed in-line before the sphere in question is hand tightened onto the tester, making sure the pressure release screw is tightened.

Once mounted, using the pump handle on the tester, you keep pumping until you see the gauge needle is no longer moving and or showing an increase (this means, that it have reached saturation). In my case the sphere I was testing was dead. It had a ruptured membrane and I had to pump an inordinate number of times just to reach 120 Bars on the gauge. I wasn't about to take a chance and keep pumping until the pressure would register higher or worse – a burst!!!

plus / minus % cut in /cut out pressure as per the regulator. The rest was easy; I screwed one of these sleeves fitted with a flexible high pressure hose to the side of the sleeve, hose end fitted with a 3500 PSI gauge. In a later iteration of this design I have made and mounted the gauge directly to the sleeve as seen in this picture

When my Citroën is in normal height setting, car running, the pressure gauge at each wheel registers a value that corresponds with the sphere's actual nitrogen charge. The good thing about this is that you can check your individual sphere's health, without any issues.

You can even fit a ^gauge between the hydraulic pump and the pressure relief valve to show you the raw system pressure.

I hope that my method described here will allow those who may want to try out the same to do so. Once again, any advise given, use it at your own risk..



**Addendum:** Since writing this article, I had learned that in order to protect the gauge needle, due to the abrupt pressure drop and or increase, I had fitted a ^Snubber in line with each gauge on the car. This device basically absorbs varying amount of pressure , much like a shock absorber in a vehicle, hence protecting the gauge from a premature failure to its needle.





# 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)**

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## 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



## 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 [yicki.keddie06@gmail.com](mailto:yicki.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

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## 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.  
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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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## 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.

## 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 on 10/2016

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 on 10/ 2016

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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Also available from club shop at club meetings.

## **SPHERE REGASSING**

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Members advised, occupational health and safety regulations must be observed at all times.

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