



# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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

**October 2018**



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

### CCCV COMMITTEE MEETINGS

Meetings are held at 5.00 pm on the **3rd** Thursday of the  
month. (Club night) Contact the Secretary 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:** Our CPS secretaries travel a lot. Please contact them before sending papers for signature to avoid the possibility of them sitting in a letter box for several weeks. A stamped, self-addressed envelope would be appreciated.



I just don't get it. Since the industrial revolution a huge proportion of mankind's creative energies have been channelled into time saving technologies, whether in transport, communication or homemaking. Everything from the aeroplane and car to the washing machine were supposed to save us lots of time. Why, then, in 2018, are we as time poor as ever?

Discussion on this is lively as you can imagine, with many having their own take on the issue. For my part, it seems that we are being offered so many good things that we keep ourselves busier than ever by sampling life rather than savouring it. So now I must assess my lifestyle based on the number of these good things that I say 'no' to.

There are many others going through this reassessment, too. Free-to-air television is in decline, as is some social media. The very demandingness of the 21<sup>st</sup> century seems to have the side benefit of forcing us to prioritize our engagements with life.

These issues have been on my mind as I come to the end of my time as president and seek the simple life. No more pastoral work either (well, very little anyway; weddings only for family, funerals at 6 months notice). I want to do fewer things and savour them with much reduced pressure and responsibility.

What fewer things? Well, recreational activities are important to me and my vintage Citroen in the shed is going to get a lot of serious attention. You should have seen the victory dance I did when a recalcitrant axle hub yielded after fighting me for two weeks. Well, no, it were better you didn't see it but boy it felt good. Recreative, in fact.

Helen and I hope to get away together a little more and by the time you read this we will be enjoying our newest grandchild and helping look after his big brother, aged 15 months. Their growing years are ones we both plan to participate in fully and savour. They grow so very quickly.

Friends are important, too. Sociologists tell us that on average we have far too few of them to enrich us as we do life together. In this respect CCCV members have absolutely no excuse and that includes me. One of our club's greatest strengths is the number of long-term relationships between its members and I'm going to make sure that continues for me by enjoying meetings, outings and events such as the Western Victorian run you will read about in these pages. I'm hooked on raids, too.

So whatever priorities you give to the various people and things in your life in the future, I hope you and I can enjoy plenty of things, places and people together. It is an important part of doing life well. See you soon.

John Parsons

## MEMBERS NOTE:

**AGM DOCUMENTS WILL BE IN A SEPARATE PUBLICATION AND ON THE CLUB WEBSITE UNDER "NEWSLETTERS" AS LAST YEAR, BY THE END OF OCTOBER 2018**

### FRONT COVER & BACK COVER

**Where to look next? An unbelievable collection of historic & expensive rare cars in the Lindsay Fox Classic Car Collection.**

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

### 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.*

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

If undeliverable return to:

CCCV PO Box 122  
Nunawading Victoria 3131

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# 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: 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. ([see p/26 for your closest rep](#))

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

## Events Calendar 2018

### Draft Activities Program

## 2018

**NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH**

Oct 13 Motorclassica (p5)

18 Club night AGM & Restoration Sh/tell

24 70th Fête d'anniversaire deux chevaux (p5)

Frog Hollow Reserve Camberwell

RSVP Lee Dennes 0438 286 181 or

[l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au) by 15 Oct

28 French Car Festival (p5)

**Monthly 1st- Chit-Chat Tuesday** 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.

Nov 15

25-26

Dec 9

Club night La Bell Epoque

Geelong Revival

Christmas BBQ. Location  
TBA

## 2019

Jan 20

Apr 5-18

Easter

Apr 22-May 5

Great Au Rally-Crudan Farm  
Langwarren

Teddies Terrific Tour (P22)  
Pre- Citin to Katanning WA.

CITIN WA. Bookings now open  
pages 6-7

Post Citin Tour TBA  
Katanning-Norseman

For more details on club events contact  
Ian Downie on 0452 411 104

## CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208
2CV	Peter Dekker	0425 703 899
AX/Berlingo	Kirkcaldy	9363 2464
GS/GSA	Andrew Smith	9755 2439
ID/DS	Peter Dekker	0425 703 899
BX	John Wyers	9787 6280
CX	Graeme McDonald	9781 1649

SM	Garth Campbell	0406427657
Xantia/Xsara	John Wyers	9787 6280
XM & late models	Salman Chaudhry	0410 040 505
C2/C3	Don Scutt	9807 8999
C6	John Fedorko	0438 597384



## Forthcoming Club Events

### October 18th Club Night

# AGM

## Nominations called for President & Vice President

Note: AGM documents on Club W/site  
under Newsletters

# SHOW AND TELL



Are you lucky enough to be the owner of one of the several million 2CV's that were manufactured?

Come along and celebrate the 70th birthday of this iconic little car.

Everyone welcome, 2CV or not

YES, there will be cake!

**70th**  
*Fête d'anniversaire  
deux chevaux*



Paris Salon 7 October 1948

Where: Frog Hollow Reserve

When: 24 October

Why: 70th Birthday Celebrations for the 2CV

Bring: Everything for a BBQ/Picnic

Time: 5.30pm

RSVP: For the cake of course. Monday 15 October 2018

Lee Dennes 0438 286 181

l.dennes@bigpond.net.au



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Amilcar  
Bugatti  
Delage  
Simca  
Matra**

**French Car Festival**  
**Sunday October 28 2018 at 10 am**  
**Markham Reserve**  
**80 Victory Boulevard, Ashburton**

Jointly organised by  
Citroen Car Club of Victoria  
Citroen Classic Owners Club of Australia  
In association with Peugeot Car Club of Victoria and  
Renault Car Club of Victoria



The Association of Citroën Enthusiasts is proud to host the 51st annual Easter Cit-in. The Cit-in is held by Citroën car clubs that are members of the Combine Citroën Car Clubs of Australia.

ACE is pleased to host its fourth Easter Cit-in.

## ACE Easter Cit-in 2019



Celebrating 100 years of Citroën  
Katanning Western Australia  
Friday, April 19 - Monday April 22.

## 100 YEARS OF Citroën automobiles 1919 to 2019



The first delivery of a Citroën automobile was of a Citroën Type A as in the photo above.

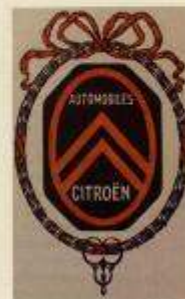
The Citroën Type A was delivered to Mr Testemolle de Beaulieu in Dordogne France on July 4 1919. The Citroën cars were produced at the Quai De Javel factory.



## ACE CIT-IN Katanning Easter 2019



Celebrating the 100 years of Citroën Automobiles and 51 years of Cit-in.



[www.citroenwa.org.au](http://www.citroenwa.org.au)



### PROGRAM

Friday April 19  
Registration 3.00pm to 6.00pm  
Welcome  
Finger food

Saturday April 20  
Show and shine  
Lunch  
Free afternoon  
Dinner and entertainment

Sunday April 21  
Morning church services  
Easter egg hunt  
Observation run  
Lunch  
Formal dinner  
Presentation and prize giving  
Cit-in 2020 launch

Monday  
Breakfast  
Farewells and post Cit-in run.

The Shire of Katanning is centrally located in the 'heart' of the Great Southern. It offers the advantages of a rural lifestyle, with the convenience of easy access to the cities of Perth, Albany and Bunbury. While the area is essentially agricultural, the town is a regional centre with access to a range of recreation and leisure facilities, government, health and education services, as well as a diverse retail and business district. The townsite is situated on the Great Southern Highway, with the main entrance framed by the picturesque and adventurous All Ages Playground and the newly completed Welcome to Katanning roundabout. Perth is 286km to the north and Albany is 173km to the south. Adelaide is 2,599km to the east. Melbourne 3,325km. Sydney 3,841km.



ACE cars. This is Sergio's 1961



ACE cars. Elizabeth with Ad's electric Morden 20v and Elizabeth's AKAD.



A statue of Frederick Henry Piesse (by sculptor Pietro Porcelli) was erected in 1916 and stands beside the railway line in Austral Terrace. The Piesse family constructed a regal mansion which was named "Kobeelya" and after being used for many years as a girls' boarding school, is now a conference centre managed by the local Baptist church.

Katanning features a unique playground of oversized structures named the "All Ages Playground". The town has many other attractions, including a state of the art recreation, leisure and function centre.

Katanning has a relatively large Muslim population, of about 350 people, and consequently has a mosque. The vast majority of local Muslims originated in the Cocos (Keeling) Islands, and travelled to Katanning to work in the local abattoir, which was established in the late 1970s.

Other religious buildings include churches from Anglican, Baptist, Catholic, Lutheran, Seventh Day Adventist, Uniting, and Wesleyan denominations, along with a Jehovah's Witness Kingdom Hall.

The town also has a castle-like structure which was built as a winery. The town's entrance features an antique truck loaded with imitation wool bales, a windmill, and several sculptures of sheep made from corrugated iron.





## Registration for Citin 2019 Katanning

Western Australia

Proudly hosted by the Association of Citroën  
Enthusiasts of WA Inc. (ACEWA)

Easter 2019 April 19th - 22nd

Registration Fee includes a light meal on Friday night  
Lunch and Dinner for both Saturday and Sunday of the weekend  
Farewell Breakfast on the Monday morning

FINAL BOOKINGS CLOSE 31st MARCH 2019



Name: \_\_\_\_\_  
Address: \_\_\_\_\_ State: WA Postcode \_\_\_\_\_  
Phone \_\_\_\_\_ (Mob): \_\_\_\_\_  
Email: \_\_\_\_\_ Club: \_\_\_\_\_

### Accompanying Participants

Surname	First name	Age (If under 12 yrs.)

Special requirements (diet, disability, cultural etc) \_\_\_\_\_

Early Bird Registration Fee (Register before 1 <sup>st</sup> December 2018)	\$225.00
Registration Fee (up till 1 <sup>st</sup> March 2019)	\$250.00
Late Registration Fee (after 1 <sup>st</sup> March 2019)	\$295.00
Children 5-12 years	\$150.00
Children 0-4 years (max 2)	Free

Payment can be made by EFT/Direct Debit or Cheque Total payment = \$ \_\_\_\_\_

Account Name: ACEWA Bendigo Bank BSB: 633800 Account: 160 835 110

Please make sure you write your name as the reference (otherwise we have no way of knowing who deposited the money!)

If paying by EFT, please post or email your completed registration form!

If paying by cheque, please make payable to ACEWA, Post with completed registration form to:

Cit-In 2019, ACEWA PO Box 108 North Perth, Western Australia 6006

All Cit-In 2019 enquiries to Jack Gibney on 0489587587 or via email to [jgibney@citin2019.com.au](mailto:jgibney@citin2019.com.au) or visit our website at [citroenwa.org.au](http://citroenwa.org.au)

### Refund Policy

In the unfortunate event that you have registered and paid your registration but are unable to attend the Citin due to unforeseen circumstances ACEWA will refund your registration fee in full or part in the following way:

Cancellations up to 1<sup>st</sup> December 2018.....Full Refund

Cancellations up to 1<sup>st</sup> March 2019.....Refund 50% of paid fees

Cancellations up to 1<sup>st</sup> April 2019.....Refund 25% of paid fees

Cancellations after 1<sup>st</sup> April 2019.....NIL

Special circumstances for cancellations will be looked at on a case by case basis (e.g. Sudden death, illness, catastrophic event etc.)

See you at Easter 2019 in Katanning.....the heart of Western Australia's Great Southern!



## VIC ROADS CORPORATION

### Use of Victorian Club Permit vehicles interstate

- Club permit vehicles may be driven throughout all States and Territories provided the vehicle complies with the Victorian requirements for the holding of a club permit.

### Use of interstate club permit vehicles in Victoria

- A person may use a vehicle temporarily in Victoria if it has a permit issued interstate and is observing the conditions of that registration or permit.
- The vehicle must have third party insurance cover in its home state or Transport Accident cover issued in Victoria.



**“If you have a dream, you can make it happen” ~Jean Baptiste & Julie**

Thinking you *need* a four-wheel to drive around the world is a myth we unravelled years ago when crossing Asia. Even though a four-wheel drive does have its advantages, it is by no means a necessity.

Our faces turn into big smiles when we encounter people who prove it.



When one night we heard a distinct and familiar sound entering Hotel Oberland's parking lot (in La Paz, Bolivia) we soon oohed and aahed over a beautifully restored Deux Chevaux, a car loved by me because of sweet memories of my year in France when I

travelled the country with my then (French) boyfriend (oh, romance...) and by Coen because a Deux Chevaux was his first car.

We soon discovered that Julie & Jean-Baptiste (also known as J.B.) are spirited people, driving a fantastic car. But there is more to their journey: 20 schools in France are following their travels, learning about the countries Julie and J.B. are crossing thanks to their personally developed *carnet pedagogique*. They want to share their knowledge of the world with kids and show them you can make your dream true.



***Why the Americas?***

We thought the Americas would be a good place to go because most people speak either English or Spanish and we can manage that.

***Why not Africa? Since a lot of people speak French there?***

We felt it was not safe to travel in Africa, also because people and family kept telling us this. We didn't go there ourselves so we can't know, of course, but we figured that for a first trip it would be better to choose some safer grounds.

***Can you Explain the Name of Your Trip: “Au cours du monde”?***



We are both teachers, and 20 schools (19 primary schools + 1 high school) in France are following our trip. Before we left we made a *carnet pédagogique* for these schools, with information and exercises on each country we would cross. The schools follow our trip through the website and make the exercises in their *carnet pédagogique*.

*Au cours du monde* is a wordplay. It is derived from *autour du monde* (around the world), *cours* meaning a course, or class (one-hour lesson) and a *cour* being a playground (*cour de récréation*).

Let's learn a bit more about this couple, their dreams and spirit.

### **The Drivers and Vehicle:**

- Julie, 27 years, an art teacher in high school.
- J.B. (Jean Baptiste), 27 years, a primary school teacher.
- Vehicle: 1977, Citroën 2CV AKS 400 Fourgonnette named KKouette (pronounced as *cacabouete*, which means peanut).

### **The Trip:**

- July 2012 – July 2013
- From Alaska to Ushuaia (most southern tip of South America); 14 countries; some 80,000 kms.

### **Their Message to the World:**

“If you have a dream, you can make it happen.”

### ***What inspired you to make an overland journey?***

J.B.: I read books from travellers with a 2CV in the 1950s and 60s and was captured by them. At the age of 18 I bought my first car, a 2CV. When I met Julie, we went on vacation with that car and I “contaminated” her with the travel bug. I told her about my dream to drive around the world in a 2CV. I was afraid she would say no, however, she was in right away. So we bought this one in 2009. It was a wreck and decided to rebuild it.

### ***How did you find the schools in French?***

Through colleagues who want to follow our trip and somehow it snowballed from there.

### ***Can you tell more about the project?***

We have visited schools in Canada, USA and Mexico. In Central America it was a school holiday so we

couldn't go to schools but instead visited centres for children who live on the street. In Ecuador we visited a school, in Peru a kindergarten while in Mexico we also visited a university. We write about these schools, the kids, the teachers and their systems and share this info with the French schools.

Two years ago we intended to plan the visits to schools and sent emails like, “Can we visit your school in 1,5 years?” and they would reply, “Sure, but maybe I no longer will be the director then so I can't say.” So we stopped planning except for Canada, US and one contact in Quito. Now we just talk to locals and take it from there.

It's fun to see how things go sometimes. In Mexico we visited a school where somebody said, “But you have to visit our Technical School for adults as well”. So we did and then the man said, “Let's visit the Cooking School, it is good for your project,” so we did as well and eventually ended up at a University.

In Quito (Ecuador) we visited a French School, and the teacher asked they could use the *carnet pédagogique* as well. They have been following our trip since then too.

### ***Which school or project impressed you the most?***

In Peru we visited a kindergarten in a poor suburb where mothers had no money to bring kids to a kindergarten. Two persons had created a foundation with assistance from France to finance a kindergarten for which mothers don't have to pay, but who contribute by doing volunteer work in the kindergarten one day a week. By having a kindergarten the mothers have their hands free to work.

### ***Will you do something with the French schools on your return?***

In fact we have another project. Julie is an art teacher. At each primary school we give the children a sheet of paper on which we have drawn the outline of our vehicle. We ask them to colour it in with what represents their country, or city. We collect all these drawings and in France we will organize an exposition with all these drawings.

It's interesting to see the differences among those kids. Sometimes it's hard because in Peru the kids we visited are very poor so don't know what to draw or paint. They never traveled, so we try to explain they can draw their city or family; whatever is their life. In Ecuador, on the other hand, we visited a school from

the upper class and these kids could represent their country beautifully in these drawings with landmarks and such.

We are teachers, we love children, we want to share. In each school, in France as well as on our journey we try to get the same message across.

**We say that if you have a dream, you can make it happen.**

J.B.: I tell them, “I travel with a difficult car. Why? I don’t know. It was my dream. I made it happen. It was a lot of work. But I made my dream reality.” I say “It is not always easy but it is possible.”

We don’t know if the little ones really understand what we are talking about but in the adult schools and universities it definitely came across.

***Let’s talk a bit more about your trip. What has been your biggest challenge on the road?***

Costa Rica, National Park Peninsula de Corcovado. There was this road partly closed off except for 4×4 and everybody told us we couldn’t go. We did anyway. It was very tough and we got stuck twice on hazardous stretches but twice a 4×4 pulled us out. The trip finished at the beach and there we wondered what the heck we were doing – we would have to take the same track back to return and we felt we had reached limit. In fact, we were a bit depressed about it. We realized we had gone too far.

But while we talked about this, a sea turtle came onto the beach and lay her eggs just 2 meters from the car. It was an incredibly imposing sight, all the more since there was nobody on that beach but us. That made us conclude it was good to have come here and the next morning we returned without too many problems.

In the US we stopped saying we were going to Ushuaia because everybody already called us crazy when we said we were going to Alaska. They didn’t (and don’t) believe it was possible. Alaska was already too difficult to comprehend for them. But we are showing you can.

And you know, there are so many bicyclists out there. We deeply respect them. Compared to them we have so much: a bed, a kitchen. In one particular stretch we always stopped to make tea for the cyclists and had nice contacts like that.

***Any unexpected things on the journey? Things that differ from expectations before you left?***

The trip is so much better. I read in books about meeting locals but I figured that now, in the 21st century with so much tourism, this would be very hard. But, in fact, I don’t know if it’s our car, or if it’s for everybody but everywhere people have been very generous. Thanks to our journey we believe in humanity again. In France you only read bad stories about the world in newspapers and on TV but now we see the other side and that’s very inspiring.

In the United States we visited a school where we stayed for a week. At the end a parent decided we needed money, which we didn’t, but she really wanted to give it to us. So she made a bunch of *crêpes* (thin pancakes) and sold it to parents in the school’s courtyard. They also took a lot of pictures of us and sold them to the parents as well, and in this way collected a lot of money for us. It was crazy and showed us a beautiful mentality of Americans. They have proven to be very generous.

***Do you have a tip for people who are thinking about making a trip?***

You have to go! It’s the best experience of your life and you have to do it. Don’t listen to all these people saying it’s impossible, or you can’t do that because you have to work and so on. Don’t listen. If you want to do it, do it.



***What was the most important part of your preparation?***

The car and finding the sponsors and making the *car-net pédagogique*. But it was not a job. It was a lot of fun.

We say that our trip did not begin last July but 2 years ago on the day we decided to do this trip. Talking about that day brings back fond memories. J.B.: Two days ago I talked it about with Julie and we decided to



do this and all afternoon we talked about it. We found the name and it was such a beautiful day. So the trip started that day.

J.B.: I feel so privileged that I found somebody to share this with. I realized I wanted to do this with such a small car and wondered if I would ever find a woman who would want to do this travel with me. This trip gives a lot of confidence for future trips as well.

### ***Do you have future plans to travel?***

Yes, we'd like to do more trips with this car, also to other continents like Russia and Mongolia. For the time being are afraid of Africa but as we travel we realize we should just go. To which Julie adds: It is like Mexico. Everybody only had bad stories about Mexico but we had a great time. It is a good country.

Our logo now has the Americas and the date 2012-2013 but in the future we'll surely change the map to another continent and another date.

<https://landcruisingadventure.com/if-you-have-a-dream-you-can-make-it-happen/>

Every 10,000 kms we change tires, every 5,000 kms we change oil and every day before leaving we check the oil, tire pressure and so on. We carry a couple of spare parts because in the U.S. they don't have this car. However, thus far we haven't needed them. Here it's no problem because in Chile and Argentina there used to be a Citroën factory so there are still many Citroëns driving around. We had 2 flat tires but other than that we haven't had a breakdown. In Canada there is no factory but there are 2CV clubs. We met them and they were very excited to meet us. We hope to meet some clubs in Argentina and Chile as well.

But then, We don't have a fixed plan. We don't want to. We want to be open to whatever or whomever who comes on our path. We'll take it as it comes.

We found this car in the Pyrenees. This used to be a farm vehicle so when you find one, it's general in bad condition. The owner started the engine but advised us to put it on a truck to bring it back to our hometown. But we were students and had no money for that. So we went by train to pick it up anyway and we drove it ourselves anyway, 700 kms home. We survived but it was a good start of our adventures.

To learn more, check out Julie & J.B.'s website [Au cours du monde](#).





# UNUSUAL AND RARE LIMOSUINES

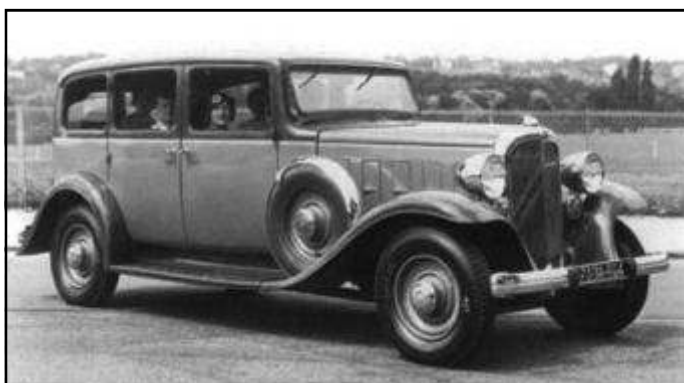


Citroën 2CV limo 1987 (XBXG)



Citroën CX Prestige Turbo II Limousine Tissier

1968 Citroën DS Presidential General De Gaulle Limousine



Citroën Rosalie  
(L)



Citroën Type  
B12 Limousine  
(R)



DS stretched limousine



# NEW CLUB TOOL REGISTER

CCCV is putting together a Register of both Club tools and Members tools that would be available for members use.

If you would like to be part of this scheme then please advise Peter Moloney of the tools you have available to list.

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

## The Original Yellowstone Tour Bus Is Refurbished and Up for Sale

By Athena Wisotsky 17 August 2017

In a year when our National Parks and Ma Nature in general have been on the defensive, it feels good to see a piece of history from a time when the public held them in higher esteem.



The Kesey-an rig you see above is the original White Motor Company 1937 tour bus that visitors to Yellowstone, our first national park, would pile into for what must have been a truly bouncy ride around the grounds.

Right now, the Sotheby's listing is light on specs and advises to check back. But here's what we know: it's from 1937, so you better be handy with a wrench under the hood. That said, it is fully restored, including the leather roof, which is removable (how badass is that?).

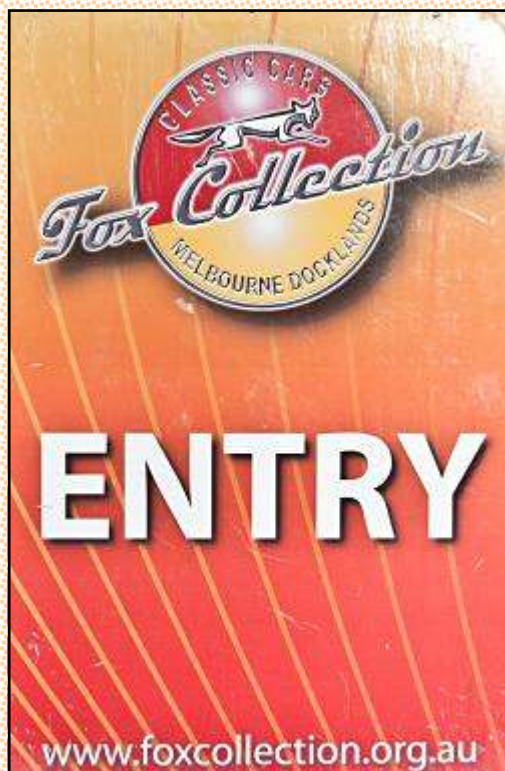


From faint childhood memories from when I was either 3 or 5 years of age and staying with my aunts in their Guest House, BAMPTON in Camp Street Daylesford; I remember travelling in one of these. I think they ran from Woodend to Daylesford and Hepburn Springs. I thought it was great, as you had a whole seat across the bus for yourself or family. Ed.

<https://www.insidehook.com/nation/yellowstone-park-tour-bus-for-sale>

InsideHook





1968 Mercedes-Benz 600 Pullman Six Door Limousine—Ex Ringo Star

What could only be described as a blistering array of magnificent, vintage, sports cars and limousines at the Fox Collection of Classic Cars in Docklands; when club members visited on Saturday 25th August. This was not a car showroom, but rather a gallery where the paintings had been replaced with some of the most wonderful expressions of human design in metal. Ours was to dream the dream of taking one of these boys toys for a spin down the boulevard, a quick nip around Bathurst Race track, or a cruise down the Great Ocean Road to Lorne for a French quiche and coffee. Perfect examples of restoration when money is no object. Ed.



## BENTLEY VANDEN PLAS.35 LT. DERBY 1934

Built in 1934, this vehicle was originally sent as a sport demonstrator to compete in the Indian Trials,

In 1936 it was sold to Briggs Cunningham and shipped on the Queen Mary to New York.. It returned to England and was sold to John Laws in 1970. The vehicle was part of the John Laws Collection until 1978 when Kerry Manolas purchased it.

The car was purchased by the Fox Family Foundation in 1985 and is now part of the museum taking pride of place as the oldest Bentley in the collection.





1936 MERCEDES-BENZ 600 PULLMAN SIX DOOR LIMOUSINE  
EX-RINGO STARR

Registration Number: PHF 732F  
Chassis Number: 100016 22-001 899  
Engine Number: 549588-22-001 1140

Engine: 6.0L 351/3000

The long established German firm of Mercedes quickly attained the legendary reputation which it still enjoys and as the Libman car chassis, a period in which the coachbuilder demanded a long wheel base to provide adequate space for a comfortable body, each side entry, the 1914 Mercedes Grand Prix car set standards which prevailed for many years. An advanced technical programme from Mercedes resulted in the evolution of the W154-155, representing the peak in Grand Prix development between the wars.

Passenger car production resumed in 1926 and, following the successful promotion of the 220 and 300, the Stuttgart firm developed a Super Mercedes, project code 100. The objective was the manufacture of the best passenger car in the world and, after four years in development, the 600, a reflection of its engine size, was launched.

Two versions, a five-to-six seater and a longer seven-to-eight seater, right - window Pullman model, were built. The specially designed engine was a 6.3 litre V8 with Bosch fuel injection and was capable of propelling this prestigious motor car at over 125mph. Its suspension provided real handling qualities and the introduction of the third pair of down-aidships on the 600 Pullman caused no rigidity problems.

A number of Pullman and Pullman Limousines were ordered by embassies and Heads of State and, by the late 1920s, 600s sales were directed to the more prosperous Arab nations. Hand built to order, each unit is confirmed by a final production one of 2,557 cars. Manufacture ceased in 1931.

The six door Pullman version offered for sale of special interest. Formerly the property of Richard Stables, better known as Ringo Starr.

The car is offered with impeccable Bentley performance - featuring both Apple Tree of Swift Row, the site of their workshop, correct, and Ringo Starr in the accompanying log books.

The burgundy coachwork is finished to the highest standards, rich in the kind of detail in which the marque excels.

Overall condition is described as excellent.



## MERCEDES BENZ TYPE 200 CABRIOLET "A"

This fine pre war vehicle was part of the "200" Series chassis produced by Mercedes Benz between 1934 and 1937. They were also available in limousine, roadster and a touring wagon.

This car is the end result of a two year restoration in the Fox Family Workshops. Purchased by the Fox Family in 1992 this is considered one of the finest examples in the world.

on

of

Y











Registered in Madrid in November 1924, this 5CV was one of the many Citroën in Spain in the early 1920s, when Citroën was competing with Chevrolet and Fiat for 2nd place in sales, but always behind Ford.



This Citroën 5 CV is a very interesting classic for several reasons: For its shortage, for its unique design and for being a privileged witness of the Spanish automotive history. We will tell you why. We must thank that its current owner, a "lifelong" mechanic living in Madrid, rescued him from certain death and proceeded to its restoration more than 40 years ago, which allows us to see today a really hard to find stamp. Something like a jump back in time to the Spain of the 40 or 50 ...





## Man Owned and Drove the Same Car Since 1928-**Truth!** Some Details Inaccurate!

This is a forwarded email with a photo of an elderly man standing in front of a classic Rolls Royce. The email alleges that the man is Allen Swift of Springfield, Massachusetts who owned and drove this car from the day he bought it to the day he died.



The eRumor is true but some of the details are wrong.

The man in the photo is Allan Swift of West Hartford, CT and the car he posed with was his 1928 Rolls Royce Phantom I, which he bought new and drove for close to 77 years. This according to a January 30, 2006 press release by the Springfield Museum in Massachusetts.

When Swift died at the age of 102 in October of 2005 it was his wish that someone take over the legacy of this classic car and maintain it in running condition. This took some planning and thanks to the efforts of a network of antique car collectors Swift and the Springfield Museum organization began negotiations in 2002 to return the Rolls to the city where it was built. In the 1920's the British based Roll Royce company had a plant in Springfield, MA where 2,944 vehicles were produced.

### An real example of the eRumor as it has appeared on the Internet:

Two months prior to his death, Swift donated \$1,000,000 to the Springfield Museums to purchase the Verizon Building in Springfield so that it could be remodelled into a new history museum for the community. The museum opened in 2006 and proudly displays Swift's Rolls Royce along with a collection of other cars and Indian motorcycles.

In 1994 Swift was presented a crystal Spirit of Ecstasy award by Rolls-Royce Motors for holding the record of the longest ownership of one of their automobiles.

Posted May 6, 2013

<https://www.truthorfiction.com/allan-swift-rolls-050613/>

According to Wikipedia: The Rolls Royce Phantom 1 has one model called the Piccadilly Roadster. Ed.

<https://www.youtube.com/watch?v=pA6vgW0irZ4>



Can you imagine even having the same car for 82 years?

Mr. Allen Swift ( Springfield , MA ) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928.

He drove it up until his death last year ... At the age of 102!!!

He was the oldest living owner of a car that was purchased new. Just thought you'd like to see it. It was donated to a Springfield museum after his death.

It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition. (82 years). That's approximately 13,049 miles per year (1087 per month)...

1,070,000 that's miles not kilometers!!

That's British engineering of a bygone era. I don't think they make them like this any more.





## Stainless Steel bumpers: the finishing touch of a car



### On Wellington Boots to The Beaulieu Sale

Also this year Bonhams is back in action with the famous Beaulieu Sale. On the 1st of September 2018 at exactly 11:00 AM lot 1 will go under the hammer. Which is a cycles guyot advertising poster from the late 1920s. But what pre-wars are there for sale? We would like to tell you a little bit more about one pre-war that caught our eye when going through the catalogue. Let's go on a quintessential trip through the English countryside's, away from all the sleeping policemen in the big city. So put on your wellington boots, and let's go with us on this journey! Have a look at this [1925 Austin Seven Tourer](#). The car is estimated between £19 000 and £ 25 000 pound. Which is definitely a lot of money for a 'Chummy'.

Austin sevens have always been very popular from the moment they start manufacturing them in January 1923. Their simplicity, affordability and the fact that they were and are reasonably easy to maintain explain why these pre-wars remained in production until 1939. It was without a doubt also the lovely look of them which still makes these Austin Sevens so attractive.

There is little known about the (early) history of this specific charming little car. We know the car was driven around in the Manchester area in the early 1960s before it moved to Potter's Bar, North London in 1965.

Highly edited article. More here—Ed.  
<https://www.prewarcar.com/on-wellington-boots-to-the-beaulieu-sale>



When one is restoring his car, it is often not that hard to find a painter, new tires etc. But what about the bumper of a car? We came across some cars that were restored but the chrome was still in an awful condition. The rest of the car looked good, so that was quite a pity.

At the PostWar Headquarters we discussed this and got to talk with Roy Hesen of Bumperworld. Well, the name says it all: he is specialized in classic car bumpers. What makes this very interesting is that the ones he makes are out of Stainless Steel. When he was restoring cars with his father (he is driving a Triumph TR3A himself), he had the same problems as with the cars we saw. Dents, lots of rust and terrible looking chrome. So instead of keeping it as it is, he started to make them out of stainless steel (just like the Citroen DS and Rolls Royce grilles were) and after polishing you won't see the difference. This became a business, as he wasn't the only one with this problem.

The biggest problem his clients came across is that it was sometimes impossible to find an original good one for their car, that the costs for restoring one were too high or that the chrome work came off after a short period of time. One of the biggest benefits of his bumpers are, that it is a solid material, not just a thin layer of chrome. So you can always make it smooth and polish it again.

The process starts with getting a good original bumper so they can make a mold. After that they press, compose, grind and polish till the bumper is perfect. Quite a time consuming process, but it will give you the cherry on the cake.

Thanks to Roy Hesen for the info. See more here:  
[www.bumperworld.nl](http://www.bumperworld.nl)



## 1957 Citroën DS19

\$70,000 - \$90,000 | Without Reserve

**SOLD \$192,500**

### Technical Specs

1,911 CC OHV Inline 4-Cylinder Engine

2-Barrel Weber Carburetor

75 BHP at 4,500 RPM

4-Speed Manual Gearbox

Front Inboard Disc Brakes and Rear Drum Brakes

4-Wheel Hydropneumatic Self-Leveling Suspension

### Car Highlights

Extraordinary Design by Flaminio Bertoni

An Engineering Tour de Force by André Lefèbvre

Advanced Hydraulic Suspension System that was

Later Licensed to Rolls-Royce

Groundbreaking Aerodynamics and Body Construction

Regarded by Many as the Quintessential Citroën Model



Citroën shocked audiences at the 1955 Paris Salon where the DS19 was introduced. Thousands of examples were ordered on the first day as people flocked to its very advanced streamlined body that contrasted sharply with the automotive landscape of the postwar period.

The DS also symbolized a radical change in technology. It was designed by André Lefèbvre, designer and driver of the Voisin Laboratoire and Flaminio Bertoni, who had been planning a successor to the Traction Avant since 1938. Front-wheel drive provided a very roomy interior, while the hydropneumatic suspension system provided comfort levels worthy of the greatest luxury brands of the time. The DS placed fifth on *Automobile Magazine's* "100 Coolest Cars" listing in 2004.

Chassis 16390 was bought new on April 29, 1957, by Jean Roussillat, a grocer in the Saône-et-Loire region of France. The second owner had the car repainted and the headliner and fabric repaired, but all other cosmetics were left in excellent original condition. The current owner purchased the car in 2013, and today, the car shows under 45,000 km, which is consistent with the exceptional condition of this DS. As an early model, it is especially sought after today, as these have now become very rare. Finding an early production DS in such fine condition is particularly remarkable.

<https://www.goodingco.com/vehicle/1957-citroen-ds19/> (My thanks to Lee Scholte. Ed)





# Sales and Wants

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

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

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

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

Send to

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

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

## MEMBERS:

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

Thank you.



A **TECHNICAL TIPS** page has now been added to our website [citcarclubvic.org.au](http://citcarclubvic.org.au). Featuring You-Tube servicing clips for a variety of models, this is just the start of a developing service to members. In time written articles will also be included. Suggestions for additional links and member articles are most welcome.

## 2002 Citroen C5 Sedan for sale.

5/18

Vin: VF7DCRHZE76354099, Engine No: 10DYKC4003281

Good condition, Leather interior, Not registered and no RWC. \$600

Contact Greg 0409548734 (Located in Longford, Victoria)

## 1921 Citroen Barn Find

03/18

Vintage Citroen, approx 1921 year of manufacture, in original condition.

Has been in my family for over 90 years.

Rego 86766. Located Benalla, Vic.

Price \$30,000

Phone 0412 322 723



## Sales and Wants

# WANTED TO BUY

Wanting to buy Citroen *Special Tools* and other workshop tools.

CCCV is establishing a tool collection for members use.

If you wish to sell or dispose of any tools then,

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

### TEDDIES TERRIFIC TOUR—PRE CITIN TOUR TO WA. April 5th—18th April 2019

Book now ASAP: [crossfam@ozemail.com.au](mailto:crossfam@ozemail.com.au)  
Ted 0400 59 2208

home phone (03) 9819 2208  
Helen 041 935 69 63.

Full details in November Newsletter

## CLUB SHOP

Open at every club night. See Wolfgang for Clothing, Mugs, and other Citroen accessories including Oil Filters for various models.

SEW ON CLUB  
BADGE—\$7.00



L108 Oil Filter for Ds/Id  
LS131 “” “” 2CV(A Series)  
LS450 “” “” GS?GSA  
LS867B “” “” BX/Xantia/late CX  
Z146 “” “” CX LS923 C5 Diesel  
CO234 “” “” DS?ID Filter

Seals (O Ring) Spheres

“T” shirts, Polo shirts and Jackets with Citroen logo available for order from Club Shop and many other goodies.

**‘D’ Spares** The Club has available a range of used parts, both body and mechanical, for sale to Club members.

Contact: GARTH CAMPBELL on 0406 427 657 for details.

## For Sale

5/18

Victorian number plates in black and white

Reading as.....**TWOCV**

Would like \$500 for them

Phone Tim on 0403492899

(Car not included)





## Sales and Wants

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

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

This service is strictly CCCV members only

**CONTACT WOLFGANG SIEM ON 0425 872 082**



### Citroen ID19 Manual

8/18

Anyone needing an ID 19 workshop manual please contact Peter Bryan on [peterbryanart@gmail.com](mailto:peterbryanart@gmail.com)  
Barwon Heads area.

### Club Badges

These can be ordered from the Treasurer at a cost of \$12.00 each plus \$3.50 p&p per order. They are engraved white on red Traffolite and are 75mm by 30mm in size. Payment can be by cheque or direct credit to the Club's account or by VISA or MasterCard

### Wanted: DS EFi Cylinder Head

05/18

I am restoring a Citroen DS23 fuel injected car. I am looking for a good cylinder head for my engine as the original head is not economically salvageable. Any help would be appreciated.

Please contact me on 0448 913 004 or email [davidbrucesutcliffe@gmail.com](mailto:davidbrucesutcliffe@gmail.com)



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**\$12.00 for 1000 ml container**

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*Note: Purchasers must receive a receipt.*

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Ringwood	Wolfgang Siem	0425 872 082
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Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.



# PARIS MOTORS

www.parismotors.com.au

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email: [pleiadesauto@hotmail.com](mailto:pleiadesauto@hotmail.com)

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